

Development Consultation Forum

Land at Lower Road, Havant, PO9 3NB

23rd May 2018



Programme

- 17.30 Developers display in the Council Chamber.
- 18.00 Introduction – Councillor David Guest.
- 18.05 DCF Process and outline of planning policy and planning history – David Hayward (Planning Policy Manager).
- 18.15 Presentation by Developers.
- 18.35 Invited Speaker – Chris Morrell, West Bedhampton Residents Ass
- 18.40 Invited Speaker – Ron Tate, Save Old Bedhampton
- 18:45 Consultation Comments – Daphney Haywood, Principal Planning Officer
- 18:55 Chairman invites Developer and their team to respond to any issues raised by invited speakers
- 19:10 Chairman invites questions from Councillors / Public
- 19:35 Summary of key points raised during Forum – David Hayward
- 19:50 Chairman closes Forum meeting.

The purpose of the Forum is...

- To allow developer to explain development proposals directly to councillors, public & key stakeholders at an early stage
- To allow Councillors to ask questions
- To inform officer pre application discussions with developer
- To identify any issues that may be considered in any formal application.
- To enable the developer to shape an application to address community issues



The Forum is not meant to...

- Negotiate the proposal in public
- Commit councillors or local planning authority to a view
- Allow objectors to frustrate the process
- Address or necessarily identify all the issues that will need to be considered in a future planning application
- Take the place of normal planning application process or role of the Development Management Committee

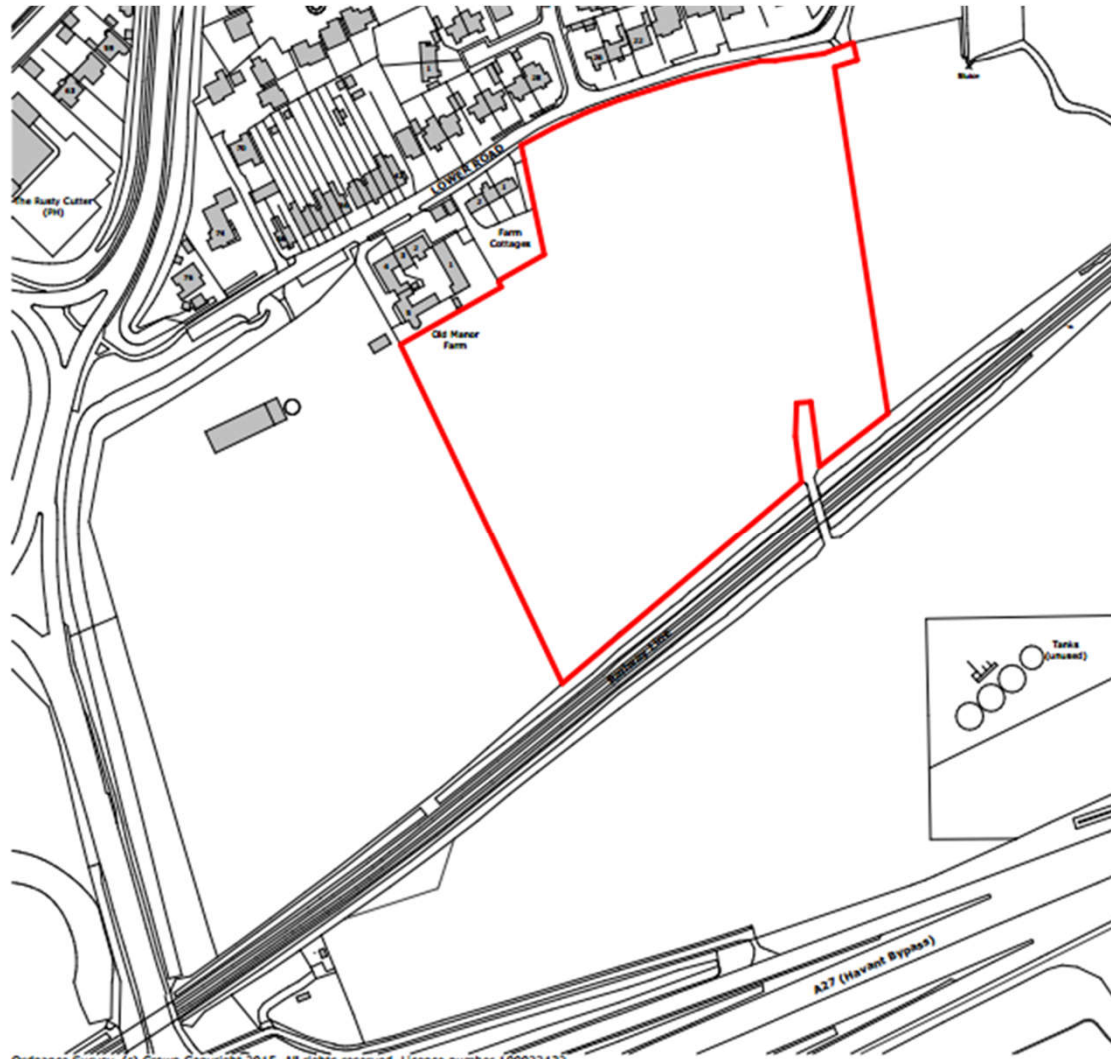


The outcome of the Forum will be...

- Developer will have a list of main points to consider
- Stakeholders and public will be aware of proposals and can raise their concerns
- Councillors will be better informed on significant planning issues
- Officers will be better informed as to community expectations during their pre application negotiations with developers



Site location



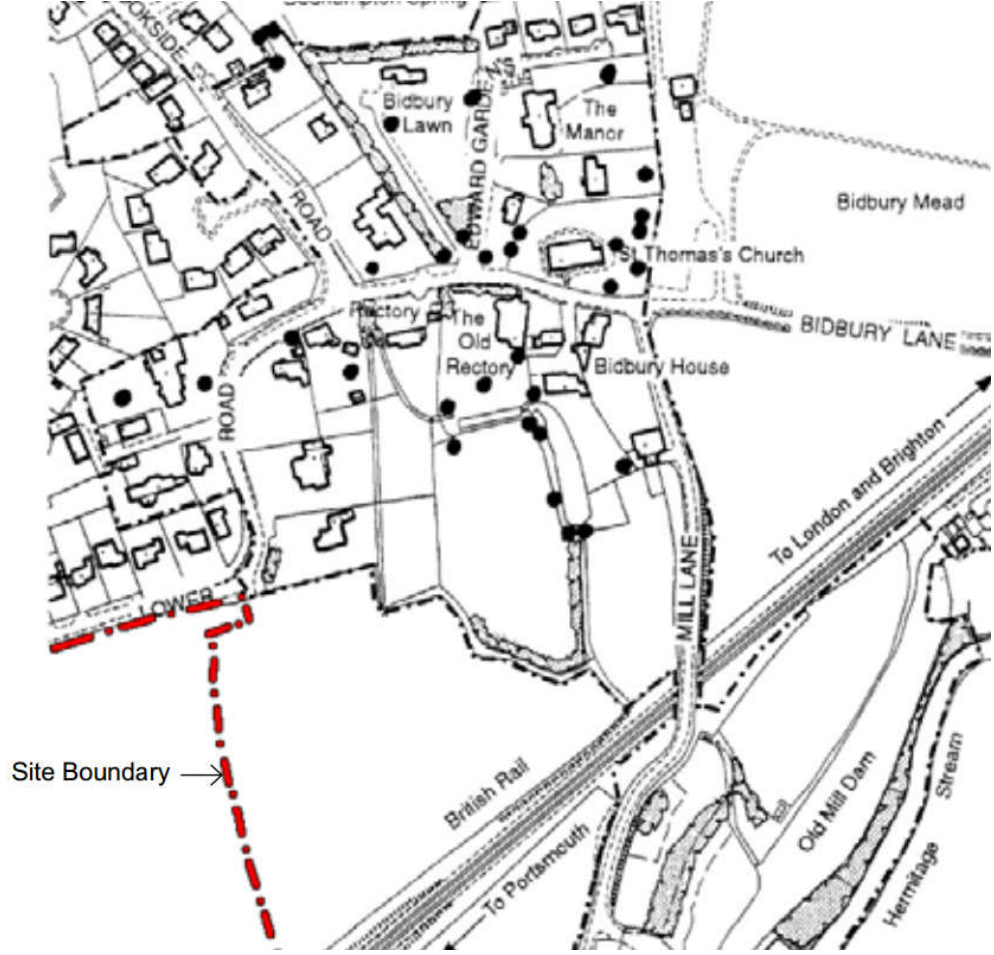
Aerial view



Aerial view



Old Bedhampton Conservation Area



Proposal – layout plan for 50 dwellings



Proposal

- 30% of units to be affordable
- A mix of dwelling sizes, and types including bungalows
- 3.71 ha site of which 1 ha to be public open space and green infrastructure
- Landscape buffers including retention of existing hedging
- Access from Lower Road
- Proximity to Bedhampton Conservation Area



Planning History

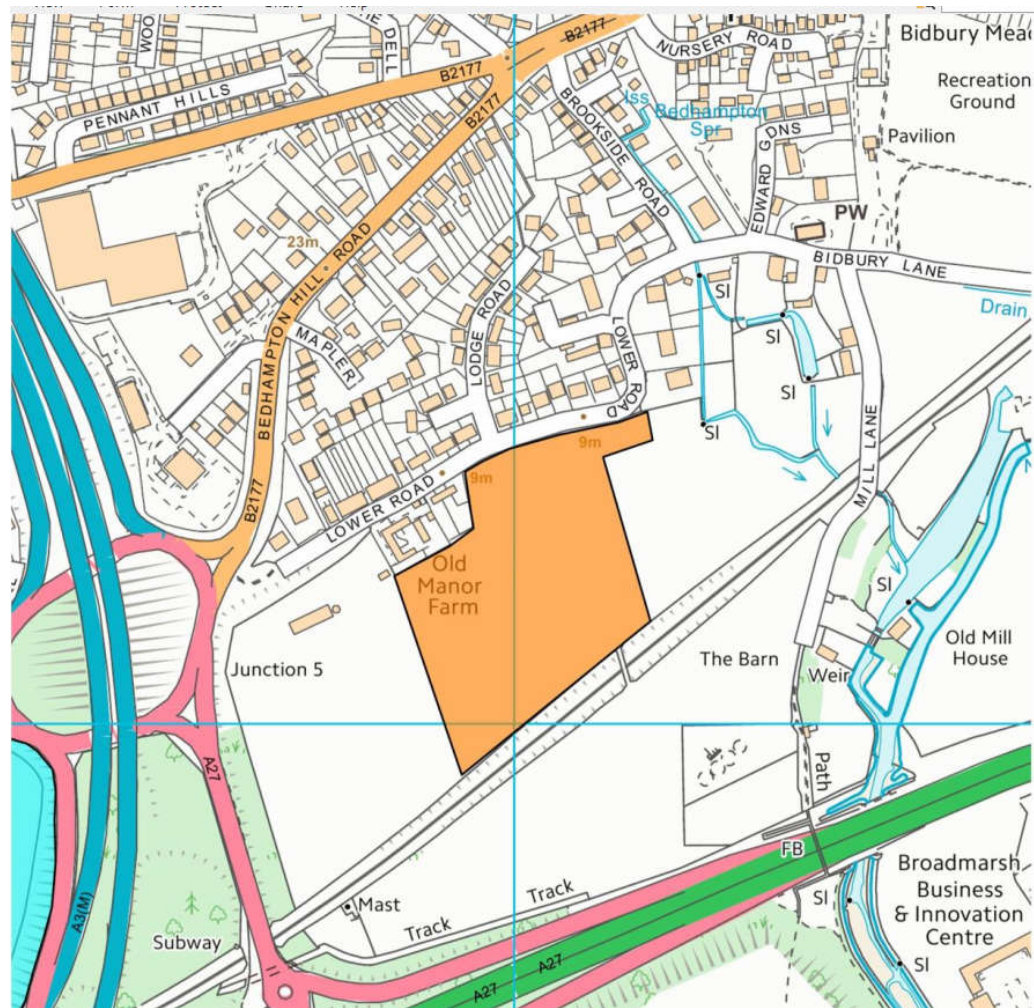
- No relevant planning application history for the site.
- Identified under UE30 as suitable for early release in the Havant LP Housing Statement (Dec 2016) for 50 dwellings.
- Identified as a proposed housing allocation (Policy H22) in the Draft Havant Borough Local Plan 2036 (50 dwellings)
- Draft allocation advises that;-
- The impact of nearby heritage assets and their setting must be addressed
- An appropriate means of access is established to the satisfaction of the Highway Authority



- Mitigation for Solent Waders and Brent Geese
- Mitigation to prevent pollution of the water course
- The design and layout should respond to the semi-urban/rural setting of the adjacent conservation area
- Public open space in the east part of the site should incorporate community food growing facilities and be of a semi-natural character
- Retains and integrates protected trees/hedgerows
- links to existing footpaths and cycleways.
- secures an acceptable relationship with railway line.



Land South of Lower Road (UE30/H22)



Development Plan includes:

- Local Plan (Core Strategy) 2011
- Local Plan (Allocations) 2014
- Hampshire Minerals and Waste Plan (2013)

Other Material Considerations include:

- Local Plan Housing Statement (2016)
- National Planning Policy Framework (2012)
- Residential Parking and Cycle Provision SPD (2016)
- Borough Design Guide SPD (2011)
- Draft Havant Borough Local Plan 2036 (2018).



Policy background

- **National Planning Policy Framework (NPPF) 2012**

‘Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.’



The National Planning Policy Framework

Planning should (amongst other matters):

- be genuinely plan led empowering local people to shape their surroundings
- proactively drive and support sustainable economic development to deliver homes
- seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Deliver a wide choice of high quality homes



Draft Local Plan

- Government priority for Local Plans to boost housing supply
- Government Housing Need Methodology – increased Havant's figure to 463 p.a.
- Draft Local Plan identified sites to meet all the housing need
- Currently 4.9 Years Supply



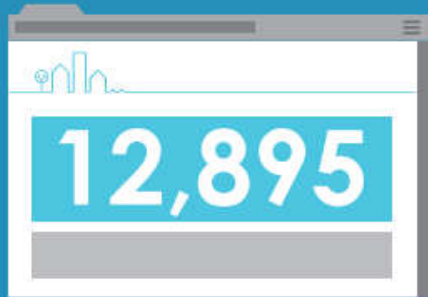
- Draft Local Plan is more than housing – focus on regeneration, employment, infrastructure, recreation and the environment.



Draft Local Plan consultation



505 individual responses received to the consultation across **112** different topics



12,895 views of the Local Plan webpage during the consultation

5,675 click-throughs generated through online advertising



198,211 Facebook impressions through advertising



2,804 people emailed with Local Plan content



Developer contributions and legal agreement

- Community Infrastructure Levy - £100/sqm (indexed)
- Education contribution
- Solent Recreation Mitigation Project – contribution based on no. of bedrooms for each unit + monitoring fee
- Affordable Housing – 30%
- Possible Highway Requirements and Travel Plan
- Management Plan for open space and SUDs
- Highway works



Key planning issues

- Impact on Bedhampton Conservation Area
- Highway considerations and impact of any works/traffic on the character and amenities of the area.
- Design and layout – proximity to landscape features.



Presentation by Developers



Consultations



Highways

Transport Assessment & Travel Plan required:

- Fully assess transport & highway impact
- Identify suitable mitigation methods
- Set out baseline traffic and transport conditions
- Provide trip generation/distribution information
- Assessment of local junctions
- Assess accident records – set out mitigation

In addition:

- Roads in Old Bedhampton are rural in character.
- Footpath and cycle links required



Hampshire County Council Countryside Access Officer

- The site would impact footpaths 30 and 31, plus the Wayfarers Walk and the Solent Way. In respect to footpath 30 this is only partly hard surfaced and the development would increase use and therefore be required to fund works to mitigate the impact, comprising the hardsurfacing of two lengths of 100 and 200m



Heritage

- Very sensitive location and the Heritage Statement requires more detail
- Current layout whilst an improvement on the earlier layout does not adequately respond to the site constraints
- The impact on the nearby heritage assets and their setting must be addressed as part of a Heritage Statement submitted with any planning application



HBC Landscape Architect

- Application will require an Arboricultural Impact Assessment (AIA)
- SuDS features need to be appropriately integrated
- Requirement for a 3m width, pedestrian / cycleway which demonstrates connection to key local destinations and includes a potential southward connection.
- Boundary treatment is key, and has the potential to provide a green corridor.
- Landscaping to mitigate impact of railway line.



Ecology

Natural England

- Low use for Solent Wader and Brent Geese, but with potential for use and appropriate mitigation required.
- Biodiversity Mitigation and Enhancement Plan require
- Enhanced green infrastructure (GI) provision.

RSPB

- This site is identified (H05A) in the Solent Wader and Brent Goose Strategy (SWBGS) as a secondary support area, and mitigation will be required.



Arboriculturalist

- I do not see any reason to object to the principle of development here but will need to be assured that the TPO trees and other off site retained trees have been duly respected/protected within the layout proposals.



Housing

- Affordable Housing of 30- 40 % required equating to a minimum of 15 units
- The inclusion of a number of bungalows is supported as they may suit those with mobility issues of which there is a shortage



Archaeologist

- There is no indication that archaeology presents an overriding concern, I would advise that the assessment, recording and reporting of any archaeological deposits affected by development be secured through the attachment of suitable conditions to any planning consent that might be granted.



Environment Agency

- We have not identified any Environmental Constraints on this site
- Ground conditions which comprise heavy soil will require careful attention in the design of any attenuation feature(s) as part of a SuDS scheme.
- The surface water from the site, once attenuated, will be disposed to the lower reaches of the Brookside Stream which is a main river and consent of the EA for any outfall will be required.



Water environment

Southern water

- There is a surface sewer crossing proposed development site
- Foul sewer within the access to the site
- No new building over or within 3m of existing foul sewer
- capacity assessments required for existing foul and surface water system
- A formal application for a connection to the public foul and surface water sewer to be made by the applicant/developer.

Portsmouth Water

- The site is located south of our source Protection Zone One (SPZ1) and protection measures required.



Environmental Health

- Noise has been identified as a material constraint, but due to proximity of railway a full Noise and Vibration assessment is required.
- It is not anticipate that there would be a direct material impact on air quality grounds but highway capacity needs to be modelled.



Developers Response to speakers

- Many of the issues raised seemed to be directed at Havant Borough Council Planning Authority; developers will not comment further on these matters
- A 12 page letter was received in response to the pre-application in January. Any application for planning permission that is submitted will address the issues raised in the pre-application as well as during today's presentations.
- No impediment to the submission of an application to planning permission was raised at pre-application stage. Developers are still following through the process of addressing site constraints raised.



Developers Response to speakers

- Regarding request to provide full documentation: full documentation is not yet available as investigations are currently incomplete and ongoing, subject to continuous updates as new data is collected. Complete documentation would be submitted at application stage and would be subject to public scrutiny as part of the application process.
- Regarding the provision of safe walkable routes: based on evidence so far collected, safe walking and cycling along the current routes are expected to continue once the proposed development is complete and in use; no evidence so far collected would suggest otherwise.



Main points of discussion

- Q. Cllr Wilson: A row of conifers exists to part of the site boundary and provides screening between the site and the conservation area. Should the trees be removed views of the site from the conservation area would be open. What would be done if the trees died or were for any reason removed?
- A. The original red line site boundary did not include the land containing the conifer belt, so would have been outside of the control of the developers, but has since been amended and now incorporates this land; a legal agreement could be reached that requires the developers to maintain the conifer row and to replant and/or manage the tree line as necessary. Bargate Homes have management companies in place for all schemes; the company would be responsible for maintaining planting and open space within the site, which in this instance would include the conifers. A financial contribution would also be made toward the maintenance of the trees.
- Q. Cllr Hughes – The proposed site is clearly sensitive, requiring developers to prove that the benefits would outweigh the risks in respect of adjacent heritage assets. Would it not be prudent to await the results of the public consultation and local plan examination prior to submitting an application for planning permission?
- A. Developers have waited two years so far. At the time of initial examination the land was not viable for allocation, but has since become viable for development. The current application is believed to be entirely compliant with the present NPPF and local guidance.



Main points of discussion

- Q. It is anticipated that families with young children would inhabit the development. The children would not be under the catchment for nearby Portsmouth schools, but Bedhampton schools are at, or approaching, capacity. How would this be managed?
- A. The available information suggests that there is capacity within the catchment of the development to accommodate additional children. However, acknowledged that further investigation is required, with no further or detailed information available at this stage.

- Q. The road to the north of the site is an ancient Roman road with high steep banks to the road side which are of archaeological significance but provide no refuge for pedestrians and cyclists. How would pedestrians and cyclists be protected from the increased traffic flow whilst not compromising the heritage asset(s)?
- A. It is understood that the road layout poses a potential problem, which will need to be addressed as part of the application. Evidence has been, and continues to be, gathered regarding traffic and pedestrian movements so as to assess road safety; evidence has and will be shared with HBC and HCC Highways Authority. Evidence suggests that the existing short lengths of road with missing pavement can continue to operate safely as shared surfaces. Guidance suggests that roads with traffic movements of under 100 per hour can operate as shared spaces; evidence suggests that movements are currently below this level and are anticipated to remain so post-development.



Main points of discussion

- Q. The proposed site layout shows multiple gaps to the boundaries wide enough for vehicle access, why? The previous landowner proposed 200 houses on adjacent land, then 50, then 15, all met with refusal. What is the relationship of the developer to the landowner and what assurances can be given that the adjacent land will remain as farmland?
- A. The gap to the east has been left open to facilitate access and maintenance of the sewer and cannot be built over. The gap to the west is a requirement of the landowner of adjoining land to allow for access by agricultural vehicles. The developer cannot comment on behalf of the landowner as to their intentions for the adjoining land.
- Q. Cllr Patrick: What plans are there regarding schools for children from the new development to attend?
- A. Preliminary talks have been initiated with HCC regarding schools; further research on projected school capacities will be undertaken ahead of submitting an application. A CIL contribution would be payed toward schools/other infrastructure.



Main points of discussion

- Q. Cllr Patrick: Regarding the management company, would residents of the development be subject to unspecified fees, in which they would have no say, for the management of the proposed open spaces? What assurance can be given regarding who the management company would be and to allay the concerns regarding fees?
- A. The management company would be resident-run; it would be instructed/required to comply with any S106 agreement, but would otherwise answer to/be controlled by the residents of the development.

- Q. What is the quality of the agricultural land that the development would be built on? What is SUDs?
- A. SUDs stands for: sustainable drainage system, it is requirement of all new development. Development is required to improve flood risk and cannot be of detriment to it.



Main points of discussion

- Q. Are HCC in agreement over the submitted plans (with regards to highways)?
- A. HCC were consulted because the proposed works would affect the public highway. HCC have agreed the scheme in principle, but at this stage with regard to the point of access onto the existing highway only. Investigations into the wider impact of the development upon the public highways network are required and ongoing, as are discussions with HCC (Highways Authority) and HBC regarding new evidence as it is collected in relation to traffic counts and shared road use. The assessment is not yet complete; further, more detailed, information would be submitted at application stage.
- Q. Would it be possible to provide 50 housing units within the new local plan housing buffer zone instead of within the application site as proposed?
- A. This is not considered to be a question that could be answered by developers; the matter would be considered by the Local Planning Authority.



Main points of discussion

- Q. The proposal claims to provide bespoke housing that would be in-keeping with its surroundings, but the example street scene provided does not resemble development within the locality in its density or design. Please clarify.
- A. The issue of appearance was raised during the pre-application, the given advice was to take guidance from adjacent development along Lower Road, rather than from within the near-by Conservation Area. The proposed development has been designed to be sympathetic to the appearance of the existing buildings opposite the site. A higher density than originally proposed has become necessary in order to provide a wider gap between development and the conservation area and existing conifers.
- Q. Cllr Branson: Would sufficient parking be provided on site for the amount of housing proposed? Management Companies have been known to restrict access to work vans within other sites, necessitating on street parking beyond the site and thus placing additional parking demands on surrounding roads. Would such a restriction be imposed upon this development site?
- A. The development would be in accordance with the HBC Parking SPD with an intention to provide parking for all residents within the site. With regard to the management company comments could not be provided at the time of the meeting, but have since been submitted by the developer as follows: “Yes we do restrict the size of work vans allowed to be kept on our developments. It is known by purchasers and housing associations before they purchase as it is in the Transfer and therefore they legally agree to abide by this when they purchase. Having checked with colleagues who are involved in the post care on our sites we do not have any records of issues of vans belonging to residents parking on surrounding roads and affecting neighbouring residents. However, we do fully understand the concern and agree it would be sensible to discuss further in June.”



Residents questions

- Q. Who will own the land that will be under the management company? Would the properties be leasehold or freehold?
- A. Once the development has been completed any land not under private ownership would be under the ownership of the management company. The scheme intends to incorporate different tenures: private land would be freehold; affordable housing would belong to a housing association with some available under leasehold.
- Q. The existing triple bend to Lower Road presents a current traffic hazard. Current traffic numbers in peak times are believed to be significantly in excess of the numbers presented in today's presentation. How will road safety be ensured in light of the further increases in traffic density that would result from the development?
- A. All evidence with regard to traffic safety collected by the developers will be made publicly available, as required by law. Research into a broad mix of road uses going back 18 years has been reviewed and suggests an impeccable safety record for this road. No evidence, that the developer is aware of, suggests a higher number of traffic movements, present unsafe traffic conditions, or that this would change post development.



Residents questions

- Q. With regards to traffic safety, have 'near misses' been considered?
- A. Data was collected by way of video recordings over 8 days throughout April and May. The findings would be reviewed and presented to the Council and Highways Authority as part of the planning application.

- Q. Where within the scheme will affordable housing be located?
- A. The scheme has not yet been finalised, but it is anticipated that affordable housing will be spread throughout scheme.

- Q. Was Brookside Road included as part of the traffic count survey?
- A. Pedestrian data was collected for Lower Road only, but traffic counts were conducted on Lower Road and Brookside Road and at the junction between Bedhampton, Maylands and Portsdown Hill Roads. More surveys will likely be required ahead of submitting an application.



Residents questions

- Q. Has thought been given to legible routes and adequate access for emergency services vehicles?
- A. The surrounding B class roads and site access are legible and no evidence thus far collected suggests that emergency services would struggle to reach the site. Provisions would be made within the site, in respect of the road layout, for emergency service vehicles to be able to access all areas and to be able to turn within the site.
- Q. Will double yellow lines be put along the road opposite the access?
- A. No parking restrictions currently exist within the area; it is not anticipated that this would be a requirement, but in any case this would be outside of the control of the developer. It would be down to the Council to decide upon imposing a Traffic Regulation Order.



Residents questions

- Q. Was any traffic data collected during storm conditions?
- A. Data was collected over the period of 19th-22nd April and 4th-10th May, as well as 17th May. No data was collected during winter months or during adverse weather conditions.

- Q. How do you intend to mitigate the risk of construction traffic upon road safety during the construction phase of the development?
- A. Any scheme that is granted permission will have to submit a CTMP (construction traffic management plan) for approval prior to commencement of development. As such, the risk from construction traffic would be covered and controlled by the CTMP. For example, the CTMP may limit times for deliveries and operating hours and would require vehicles to turn on site and exit in a forward gear.



Residents questions

- Q. How valuable is an eight day snapshot of traffic data when near misses have been observed by local residents for years?
- A. It is not a requirement of the developer to collect traffic video footage; the developer has undertaken to do this of their own accord in the interest of ensuring safety. The developer believes they have already gone above and beyond what is required by current guidance and policy.
- Q. How many cars have been allowed for per household for parking within the development site?
- A. Parking requirements for dwellings are set out within the HBC Parking SPD, which has been used to inform the proposed development. The current Parking SPD requires: 1 space for a 1 bed dwelling, 2 spaces for a 2 bed dwelling and 3 spaces for a 3 or 4 bed dwelling. This would be adhered to. Additional spaces would also be provided within the site, in accordance with the Parking SPD requirements, for visitors.



Residents questions

- Q. In the Havant Local Plan (which is currently up for consultation), it is stated that there may be a need for new school in the West of Bedhampton area so as to accommodate the new developments which are already coming forward. No new schools have as yet been proposed. Could the cumulative impact of new homes on school positions be considered in discussions between the developer and HBC?
- A. The need for school places would be considered as part of any planning application and will be a consideration of the LPA in assessing this proposal.

- Q. Pressure will be put onto Lower Road from the proposed site access, which would be situated close to a blind bend. Has a second or alternative access point been considered at a point further away from the blind bend?
- A. The developers are confident that the chosen access point is safe. Alternatives were considered, including access to the west, but this was not considered viable as would require the construction of a major new junction. Developers must rely on the expert opinion of the Highway Authority with regards to whether the proposed access and roads will be safe and fit for purpose.



What happens next?

- Summary notes will be provided on the Council's website
- Officers will discuss outcomes with developer
- Developer will continue to develop proposals and consider issues raised by Forum
- Decision as to form of application and timing of submission rests with developer.

