

Development Consultation Forum

**Land at Kingscroft Farm, Meyrick Road,
Havant**

7th January 2020



Programme

- 17.30 Developers display in the Council Chamber.
- 18.00 Introduction by Chairman – Councillor Tim Pike.
- 18.05 Explanation of process and outline of planning policy and planning history – Steve Weaver (Development Manager).
- 18.15 Presentation by Developers.
- 18.35 Invited Speaker – Sean Eckton, on behalf of Abrams Way Residents Ltd
- 18.40 Consultation Comments – Lewis Oliver (Principal Planning Officer)
- 18.50 Chairman invites Developers to respond to any issues raised by invited speakers.
- 19.00 Chairman invites questions from Councillors / Public.
- 19.30 Summary of key points and next steps – Steve Weaver.
- 19.35 Chairman closes Forum meeting.

The purpose of the Forum is...

- To allow landowners 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



Planning History

- No previous planning applications for comprehensive redevelopment of the site.
- Range of existing designations and services within and adjacent to the site:
 - Site identified as having some value for Brent Geese and Waders
 - Western part of site lies within current Flood Zones 2 and 3
 - Sewers cross eastern part of site
 - Public footpath traverses eastern part of site
 - Conservation Areas and Listed Buildings in locality of site



Policy Background

- **National Planning Policy Framework (NPPF) 2019**

‘Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account....’



Policy Background

Development Plan includes:

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

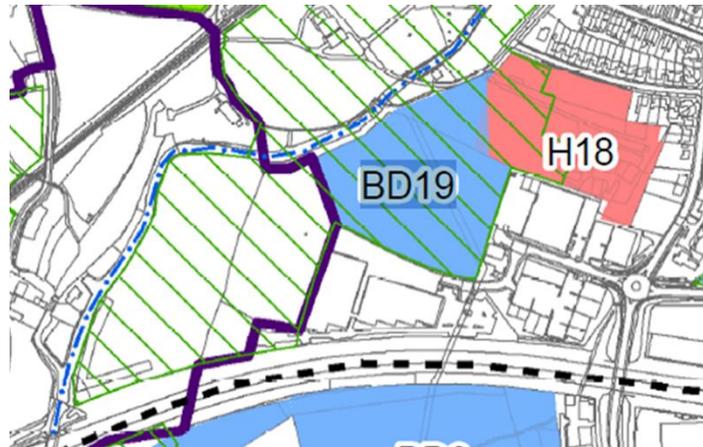
Other Material Considerations include:

- Pre-Submission Havant Borough Local Plan 2036 – emerging policies have limited weight.
- NPPF 2019
- Parking SPD 2016 (Partially updated September 2019)
- Borough Design Guide SPD 2011



Policy background

- Local Plan (Allocations) 2014:
 - north eastern parcel of land is allocated for employment uses by policy HB2 (site ref BD19).
 - The remainder of the site lies outside of the urban area as defined by policies CS17 and AL2, which seek to concentrate development within the defined urban area.



- Residential development on both of these parcels is therefore currently contrary to adopted policy.

Policy background

- Site not identified as an allocation in the Pre-Submission Havant Borough Local Plan 2036
 - Applicant promoted the site for inclusion in the Local Plan 2036 for residential development
 - However, it was not taken forward into the Plan on the grounds of emerging levels of future flood risk identified in the Local Plan flood risk assessment mapping
 - Policy position is that any application will need to be accompanied by further hydraulic modelling to accurately assess the flood risk. The applicant will need to engage with the Environment Agency on this work and the required site specific Flood Risk Assessment, as well as the potential for wider impacts of the development on the Hermitage stream.

Policy background - NPPF

- Presumption in favour of sustainable development - meeting the needs of the present without compromising the ability of future generations to meet their own needs
- Plans should be shaped by engagement with infrastructure providers
- Government objective of significantly boosting the supply of homes, including provision for affordable housing
- Need to maintain five year supply of deliverable sites



Policy background - NPPF

- Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses while safeguarding and improving the environment and ensuring safe and healthy living conditions
- Creation of high quality buildings and places – key aspect of sustainable development



Key Planning Issues 1

- Principle of developing the site
- Flood Risk
- Impact on Character and Appearance of Area
 - Character and mix of development
 - Design and layout
 - Wider landscape implications
 - Affordable housing provision
- Highway Issues
 - Appropriateness of proposed access
 - Highway network impacts
 - Sustainable transport links to cycle and footpath networks
 - Car/Cycle Parking – Parking Standards



Key Planning Issues 2

- Relationship with neighbouring uses
 - Impact on amenities of existing residential properties, including use of access
 - Impact on adjacent employment sites - potential conflict with new residential development – noise and disturbance
 - Impact on amenities of future occupiers – location adjacent to A27, associated noise impacts.
- Environmental Issues
 - Impact on trees, hedgerows and protected species
 - Impact on Hermitage Stream and Designated Sites
 - Air Quality Impacts
 - Impact on Langstone Harbour SPA - Nutrients and bird disturbance
- Impact on surrounding Conservation Areas and Archaeology



Presentation by Developers



Invited Speaker –Sean Eckton, on behalf of Abrams Way Residents Ltd

Main Points:

- 83 units on the development at Abrams Way
- This dev would bring traffic down Abrams Way and turning onto Longcroft Way
- Concerns include – the roads are private roads, parking challenges already exist, looking into parking restrictions options, roads are narrow – access through here may cause issues
- No drainage on Longcroft or Abrams Way, block paving roads and weight of construction traffic concerns, 253 cars a day along roads which residents have to pay to maintain, and for street lighting
- Many houses on Raynar Road have parking issues, parking on both sides of road, on pavements, dark road and little parking enforcement, residents forced to walk on street and not on paths
- Brockhampton Road busy with parking both sides, single lane access
- When the existing dev was built was built in phases, when residents moved in they had issues with construction traffic, issues of noise on quality of life, issues of access onto the dev when construction was taking place, delivery trucks etc – lots of subcontractors who parked locally, residents were not able to get off the dev (blocked in). Size of roads, 3 blocks of flats concerns of light pollution from cars as well as noise.
- Was supposed to be a play area here before but before there was no play area was due to a sub-scheme which was needed for the dev (drainage issues).
- Local schools, doctors under pressure, dev at Portsmouth Water HQ also needs to be considered.



Consultations



Highways

- **Hampshire County Council:**

- Transport Assessment required to assess the transport and highway impact of the development including baseline conditions, trip generation, assess local junctions, review personal injury accident information and set out suitable mitigation proposals.
- Travel Plan to set out a costed plan of measures to encourage sustainable transport choices.

- **HBC Traffic Team**

- Need to ensure parking meets Parking SPD
- Concerned that the roads within the area are potentially already at capacity
- Insufficient details about the parking capacity on site. Therefore a potential Traffic Regulation Order (TRO) required to control parking and mitigate impacts on existing streets



Flooding and Drainage

- **Environment Agency**
 - Constraints of Flood Zones 2 and 3 and Main River identified
 - Development raises some environmental concerns to be addressed in any planning application. Further work will be needed to ensure that there are no environmental impacts.
- **Southern Water**
 - Foul Sewer crosses the site – buffer zone requirements identified
- **Portsmouth Water**
 - Development lies within area of sensitive groundwater used for Human Consumption.
 - Presumption against piling and deep bore soakaways



Ecology

Natural England

- Need to consider impacts on the support site and supported birds.
- Potential impacts on bats and there are likely to be impacts on wider biodiversity.
- Site bordered by Hermitage Stream which drains to protected sites – Need to assess and mitigate impacts on deterioration of the water environment.
- Biodiversity Mitigation and Enhancement Plan required.



Ecology

Council's Ecologist

- Vegetation communities on site are likely to be the result of complex hydrological factors and may be susceptible to impact – this should influence layout of proposal.
- Further detailed surveys required as site is considered to offer suitable habitat for a range of protected and notable species, including hazel dormice, water vole, common reptiles and nesting birds.
- Future application needs to include an Ecological Assessment and Mitigation Strategy - in particular lighting impacts on wildlife and Hermitage Stream
- Site offers opportunities for meaningful ecological enhancements and biodiversity gain



HBC Landscape team

Access

- Proposed access is required to have off road footway provision which services the site to link up the existing off road provision.
- Entrance to the site and initial vistas need improvement, at present there seems to be a lack of focal points. High quality detailing of properties framing the access could help to alleviate the issue. Additionally the soft landscaping scheme should help to frame views and add focal viewpoints.

Design/layout

- Concerns that the layout is dominated by hardsurfacing/car parking, with limited landscaping in residential areas.
- Query the level of open space to be provide, and how sustainable pedestrian and vehicular connections will be achieved. Concern over 1 main site access
- Need to integrate Sustainable Urban Drainage systems (SuDS) into the overall landscaping framework

Heritage & Trees

HBC Conservation Officer

- Any application will need to be supported by a Heritage Statement.
- Site borders Brockhampton Conservation Area
- Grade II Listed Building in vicinity - Old Mill House to the west

Council's Archaeologist

- Further in depth work required to explore the archaeological potential of the site

HBC Arboriculturalist

- Trees within the site to be considered.
- Arboricultural Impact Assessment, Method Statement and Tree Protection Plan would be needed.



Environmental Health

- Concerns about impact on amenities of future occupants from a number of noise sources, including railway, A27 and from the existing industrial units and whether these can be mitigated to acceptable levels
- Noise and lighting aspects which may potentially lead to nuisance to be addressed in any planning application.
- Any future application to be accompanied by a comprehensive acoustic assessment relative to all nearby noise sources in combination.
- Ground contamination risks also need to be considered.
- Air Quality impacts need to be assessed.



HBC Housing

- Policy CS9 requires 30-40% affordable housing – Emerging local plan requires 30% of total dwellings to be affordable
- High demand for affordable housing in the Borough – in particular one bed homes
- Development would improve supply of market homes
- Support principle of development pending confirmation of affordable housing provision.

Infrastructure

HBC Community Infrastructure Officer

- Possible S106 Agreement Requirements
 - SUDS and SUDS bonds
 - Highway Works
 - Travel Plan
 - Habitat mitigation
 - Affordable housing

NHS Clinical Commissioning Group

- Resulting growth in population will seek registration with a local GP surgery and place additional pressure on existing NHS services.
- Additional workforce and building capacity within affected premises will be required - as such a financial contribution, based on dwelling numbers, would be required.



Main Points of Discussion

Question from Councillor Lloyd

Q) There are concerns regarding the layout being dominated by hard surfaced car parking- what do you have in mind for parking –? Would you consider permeable hard surfaced frontages for side by side parking for homes and dropped kerbs throughout the development, getting people to park on their premises ? People may drive over grass verges. Would you consider abandoning building garages ? Garages come with bigger properties which people use for storage and don't park cars there- an alternative to this could be a brick built storage unit in the garden ?

A) The layout hasn't been worked out in detail yet, we haven't planned how parking servicing will be for properties. We need to find a balance between hard surfacing for parking and building an attractive urban landscape. Regarding garages. This was a good point made, although we have found that garages not used for parking may be poorly designed. Car ports are a good idea- different solutions could be integrated and will make sure all parking is properly accessible, the idea of having a widened road for walking, driving and cycling is a concept which could be drawn on.



Main Points of Discussion

Question from Councillor Crellin

Q) It seems not enough research has been done on this yet- is this forum premature ? There is pressure on sewage services and medical services and there are lots of people there seems to be lots of work to do.

A) It is frustrating but we didn't want to do too much work on these elements as we wanted to get public engagement at this early stage so that it can influence the design and overall project. In terms of the developments impact on the sewage network, this is up to the sewage provider to deal with the capacity, and contribute to NHS through section 106 contribution.

Question from Councillor Keast

Q) There have been no consultations done with highway agencies- is this application premature ? Should you not wait until the next local plan emerges ?

A) There have been consultations with EA in terms of flood risk assessment. The local plan draft has limited weight, proposals to include development in draft local plan were cut short as the flood risk assessment, application wasn't in yet we are seeking public opinion to shape the application to reflect public viewpoints



Main Points of Discussion

Question from Councillor Sachwell

Q) Would you be required to negotiate access with the company who owns the unadopted road before you proceed ?

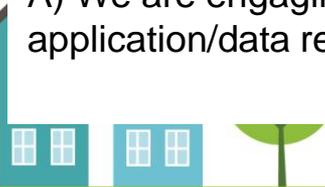
A) Planning is different to delivery, there would be nothing to stop an application over a private road but this is different to delivery over rights of access. Rights would need to be achieved. There are 2 options available for potential access

- a) (Councillor Sachwell) - if I'm a resident of this area would access still be allowed through this road unless legally allowed?
- b) Potentially we would need to understand and gain access rights over it. This is a legal and not a planning matter.

Question from Councillor Inkster

Q) You are engaging further with the Environment Agency – if you are building outside the flood zone why is further engagement necessary?

A) We are engaging with the Environment Agency to confirm they are happy with the results of the study/ application/data relied on – there is a need for them to sign this off



Main Points of Discussion

Question from Councillor Davis

Q) 30% of affordable homes here equates to 50 affordable homes- what plans do you have for this ?

A) We look to council policies for affordable homes – will be in line with this.

Question from Councillor Keast

Q) There are transport issues at peak times near the waste recycling , along Solent Road and West Street, I can't see a situation to improve this ?

A) Processes we would need to assess which would be impacted by this development have been discussed earlier, we can't give the answer today as more data is needed . We need to consult highways and the council to assess the impact of the development so I can't say a solution today



Main Points of Discussion

Question from Councillor Patel

Q) What's your timeframe for completion of development ?

A) Dependent on a successful application - we don't land bank so would start building straight away we would be on site quickly. Time scale for an application would depend on feedback from today and surveys needed to be done , accounting for holiday season - we want to take comments on board.

Questions from local residents

Question from local resident

Q) Are there plans to be part of Abrams Way local residents agreement and will roads be adopted ? Will green space be paid for as part of area maintenance?

A) No contribution needed, contribution may decrease as new residents would need to contribute- not sure on answers to this yet- there would be no further cost

Main Points of Discussion

Question from member of Save Long Copse Lane group

Q) There are concerns of environmental impact, specifically Natural England and nitrates – how will you mitigate against fowl water drainage and what measures would you take regarding nitrate neutrality ?

A) The council has a statement on nitrate neutrality – we would try to be as sustainable as possible in regards to urban drainage solutions, this could offset nitrates in water, grazing land has a nitrate load, it will be done in line with statutory consultees.

Question from resident of West Street

Abrams way issues apply to Meyrick Rd, construction traffic has destroyed local roads- previous assessments of road uses have resulted in unrealistic suggestions of congestion, what assurances can you give assessments will be realistic and thorough ? Implications on local schools and GP surgeries as well as flood risk impact upstream on dev lower stream, river rises

A) We are a robust company , will be produced in line with government guidelines and county council.

Q) Can we see the results of the surveys ?

A) Yes, there will be a formal transport assessment report setting out methodology and assumptions made, as well as traffic surveys.

Main Points of Discussion

Question from Councillor Pike

Q) Could you look back and reflect on previous Traffic Assessments for development in the area, to see if the assumptions were realistic in terms of the reality of the situation?

A) Yes we would be happy to look into this. Always appropriate to reflect on previous developments

Question from resident of West Street

Q) There are ongoing issues of traffic regulation around Brockhampton area, there will need to be parking restrictions . The whole Brockhampton area needs to be addressed at the same time otherwise people will just move around

A) The developer would fund any traffic regulation orders , this would fund the council to do analysis.

Councillor Pike – outlined the council are looking at Traffic Regulation Orders's for the area, however a difficult balance as this would likely result in a residents parking scheme, which be a cost on residents. Therefore seeking to understand if this is appropriate.



Questions from members of the public

Question from resident of Abram Way

Q) Was the Parking SPD already in place when Abrams Way was completed ? Which measures will assure the green area to the West of the development won't be flooded ? – This is high flood risk

A) This was permitted before the SPD came to the fore , pink and blue areas show 1 in 100 flood events modelled for climate change peak flows, this area isn't expected to be under water, this is worst case scenario. Proposals will include landscape consults and ecologists and urban designers.

Question from resident of Abrams Way

Q) The new homes would amount to an extra 300 cars funnelling through the road network, this is not realistic in terms of two way traffic, two small cars will only just fit and there is currently no access for pedestrians or cyclists. An already dangerous road with more cars is a concern , it's a cul-de-sac now, which would be made into a through fare, will locals have input on this in terms of speed bumps etc ?

A) We need to go through a process to find transport solutions , we can't answer specifically, in terms of engagement the team will consider further engagement , the public can engage through the application process. Legalities of private access wouldn't involve the council.

Main Points of Discussion

Question from Bosmere medical practice group

Q) There will be significant traffic work, plus potential impact from Portsmouth Water site on Solent Road. These are all speculative development firms doing their own research/data collection, who is responsible from the council for looking at this overall.

A) When one application is approved, the next application will take that application into consideration, the council takes advice from Hampshire County Council Highway Authority,. The council has commissioned its own understanding for traffic requirements .

Question from resident of Abrams Way

Q) The road is unsafe and dark, there are lots of safety issues – will these issues be addressed ?

A) We need to go away and see why the road hasn't been adopted (Ranelagh Road) , and look at Meyrick Road which does meet standards



Main Points of Discussion

Question from resident of Abrams Way

Q) This road is not adopted – have rights of access been retained as Formans Homes built these ?

A) We need to look into this matter, to understand the legal rights

Question from resident of Brocklands

Q) I live in Brocklands cul de sac and you can't get out of the road .Please consider all the little roads as well .Brockhampton road is very busy, there are nurseries along there , what are your thoughts of a crossing to the nursery ? This is a scheme for families with children so needs to be safe. Regarding the doctors surgery money isn't the issue , they can't find GP's. Bosmere can't take more people so it's not that simple, you need to talk to individual establishments

A) Assessment will include West street and Brockhampton Road. We need to make sure sustainable transport opportunities get taken up, if things are missing the scheme will try to contribute. We can't give guarantees now.



Main Points of Discussion

Question from resident

Q) Will Formans Homes be upfront with potential buyers about the unadopted road ?

A) No answer

Question from Councillor Patrick

Q) Do you as a developer intend to instate management companies with the site once it is developed ?

A) Councils / management company would be used, they don't have the capacity to manage all their own schemes

Q) (Further question) People buy properties freehold and the small print shows that the site is run by management companies who demand fees or maintenance. This is a concern- why is it not in the public realm ?

A) If the council is willing to take the land on, this would be discussed during negotiation.



What Happens Next?

- Summary notes will be published 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.

