

# Land Between Denvilles and Emsworth

Consultation Report | December 2017

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# Contents

Overview	4
Needs assessment - Commonplace	5
Workshop 1	6
Workshop 1 Summary	8
Workshop 2	10
Workshop 2 Results	12
Next Steps	14

# Overview

Levitt Bernstein was commissioned by Havant Borough Council to coordinate a series of community workshop events to inform the preparation of a Masterplan document for the land between Denvilles and Emsworth. This report provides a summary of the methodology for those community workshops and their outcomes.

The consultation process included an online needs assessment to gather a wide selection of local opinions. This was followed by two workshops held at the Emsworth Baptist Church on the 2nd and 30th of March 2017 and included roughly 100 residents from the area surrounding the site. During the workshops local residents, together with facilitators from Havant Borough Council and Levitt Bernstein developed ideas and visions that will provide the foundations for a final masterplan document.



Local residents working toward a shared vision for the site

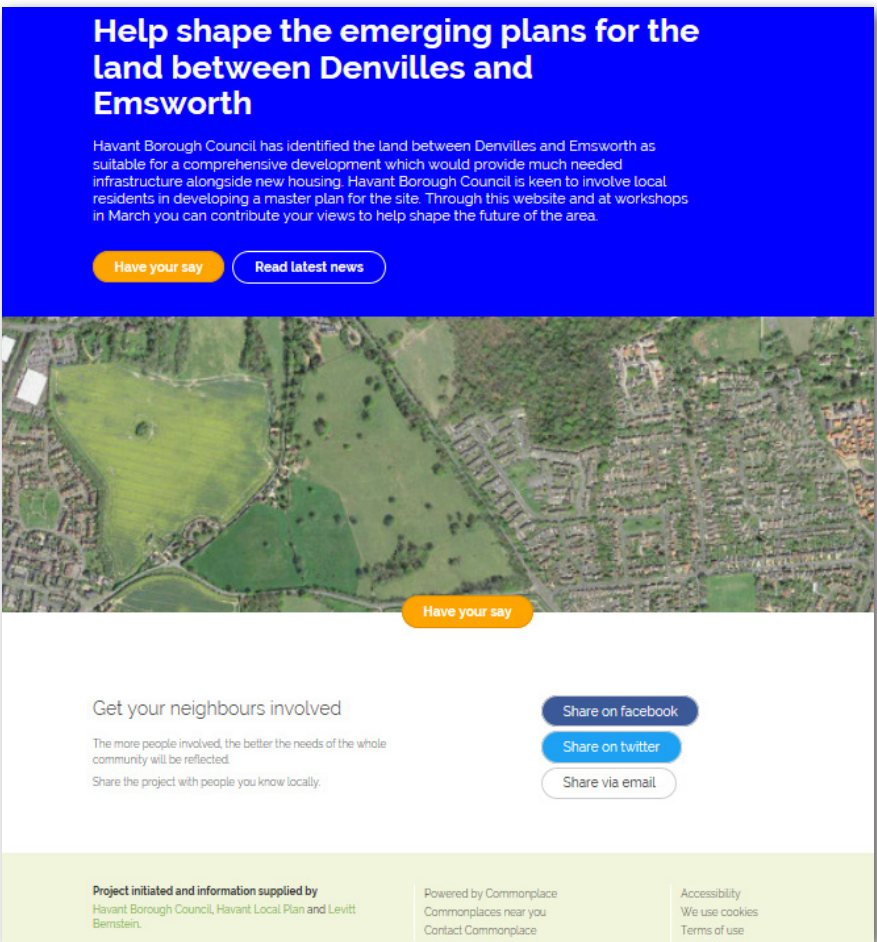


# Needs assessment - Commonplace

## Introduction

Prior to undertaking the community workshops, we carried out a needs assessment via a digital platform. This enabled us to gather a wide selection of local opinions on the proposed development, providing a platform of information that informed the workshops.

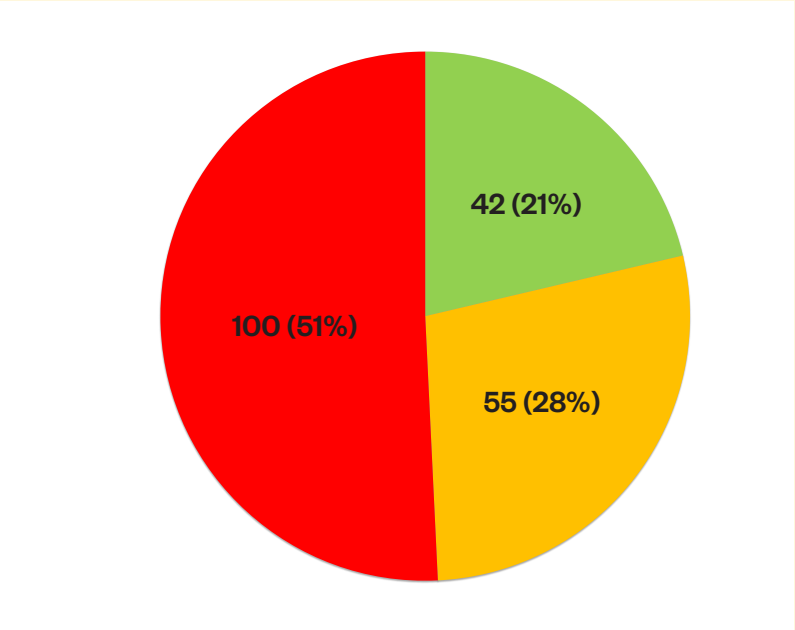
We carried out this needs assessment using Commonplace, a digital engagement platform. We used Commonplace to gather people's opinions and sentiments about the site, and what they'd like to see happen in it, as it develops to a sizeable new neighbourhood. Almost 200 responses were received. The information from the Commonplace platform helped frame the workshops and allowed us to engage with more people than attended the workshops. The "News" feature of the Commonplace website was used to provide access to information presented during the workshops and allowed us to feedback summaries of discussions held during the workshops.



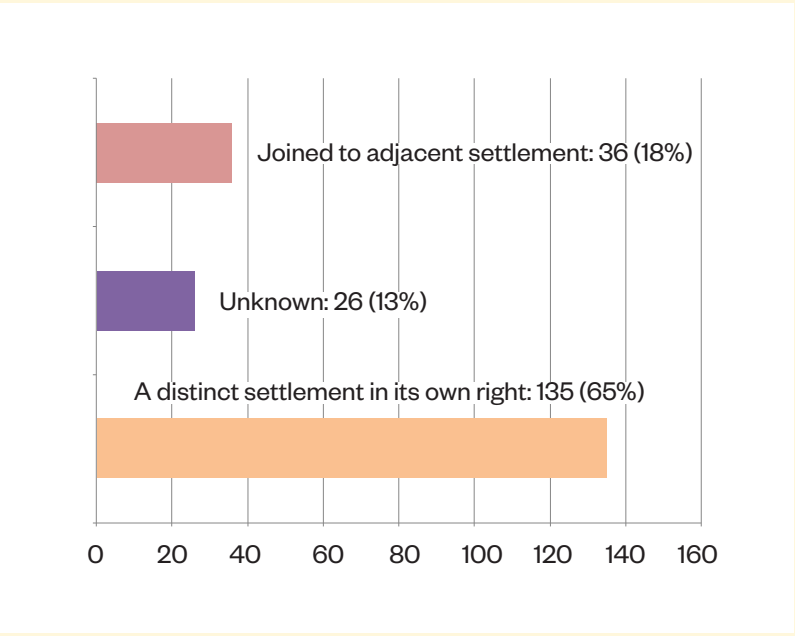
Common Place website to gather information regarding the land between Denvilles and Emsworth

## Results

**Do you support the benefits for the wider area that development of this site will bring?**



**What should the identity of the development be?**



A series of questions were asked regarding what any future proposals should include. Those questions and the most popular answers are illustrated below:

**What do you value most about your local area?**

1. Access to the countryside
2. Peace & quiet
3. I like the home I live in

**What should be the main features of the new development?**

1. Good drainage well integrated into the landscape
2. Upgrades to the local road network
3. A new junction onto the A27

**What type of open spaces could the development provide that would also benefit the wider area?**

1. Woodland
2. Wildlife areas
3. Cycling routes

**What new community facilities could the development provide that are needed for the wider area?**

1. GP Surgery
2. Primary School
3. Leisure and recreation facilities

**What type of housing do you think is most required in the area?**

1. Homes with gardens or courtyards
2. Starter homes for young people
3. Family housing

**What improvements to transport infrastructure would you like to see?**

1. Easy and safe walking and cycling links to Emsworth
2. Improved road infrastructure in the surrounding area
3. Easy and safe walking and cycling links to Havant



# Workshop 1

## Introduction

An initial workshop was held on 2nd March 2017. This focused on an introduction to the project, a presentation of our understanding of the site and its wider context and broad visioning. This presentation was then followed by two interactive design tasks with participant local residents.

At the start of the first workshop attendees were asked to use stickers to indicate where they live. This was used to identify the relationship between attendees and the proposal site.



Aerial plan illustrating where attendees live

## Task 1 - Site understanding

Task 1 asked local residents whether they felt our understanding of the site was correct and whether there were any additional areas that we needed to explore. Local residents were then asked to map their understanding of the local area and to list any facilities or infrastructure needed in the local area.

## Task 2 - Site vision

Task 2 was the most important part of the workshop and involved local residents coming up with a shared vision for the site. Potential ideas relating to the following themes were discussed and sketched out. Themes around which discussions were held included:

- |   |                       |   |                      |
|---|-----------------------|---|----------------------|
|  | identity              |  | open space           |
|  | local centre          |  | community facilities |
|  | sustainable transport |  | housing              |

# Task 1 Results

## Comments from Task 1:

### Roads and junctions:

- Question regarding viability of A27 Junction
- Traffic impact on secondary roads and those roads surrounding the site
- Local roads at capacity. There is a need for a review of road capacity borough wide
- Traffic concern regarding junction of Horndean Road / Southleigh Road
- Need for gates to schools and railway lines
- Traffic Impact on A27 from Southleigh Road
- Replace junction on Horndean Road with a roundabout
- Junction under A27 is poor
- Air quality near to A27 is a concern
- Disregard for weight restrictions on local roads
- Need to deal with commercial vehicles

### Pedestrian access:

- Importance of pedestrian/ cycle connections
- Need for a footbridge across Southleigh Road
- Railway line as a barrier
- Need for Warblington crossing/bridge
- Need to consider wider footpath connections
- Provision for dog walkers

### Cycling and public transport

- Need to consider bus network
- Good connections to Havant Station and Emsworth Station
- Question regarding the validity rail service information
- Improve cycle network/infrastructure and cycle connections
- Identify improvements to the wider cycle network
- Importance of Havant Station for London commuters
- Poor local bus network

### Open space, landscape and drainage

- Drainage and flooding issues on site and in the wider area
- Flood mitigation needs to inform character
- EA's attenuation areas need to be mapped
- Importance of a N-S green corridor
- Importance of wildlife corridors
- Light pollution and the impact on bats and wildlife
- Noise pollution
- Importance of woodlands and wildlife conservation, particularly for Brent Geese
- Ecological and agricultural importance of hedgerows
- Need to use hedgerows positively
- Deer Sanctuary
- Semi-rural character should influence design and drainage types
- Natural Assets are to the North
- Need to protect the Harbour
- Some trees protected by TPOs have been missed off mapping
- Concerns about loss of agricultural land
- Need to map springs and attenuation areas

### Local facilities

- Local schools at capacity
- Look at mapping of schools
- Impact of traffic on Horndean Road and Southleigh Road on school
- School children – poor provision for crossing roads
- Need to involve schools in process (this should include Glenwood School)
- Lack of Facilities for young people
- GP services need to be considered

### Housing

- Need to consider demographics and local house types
- Concern that development will become a dormitory area



Local residents discussing ideas



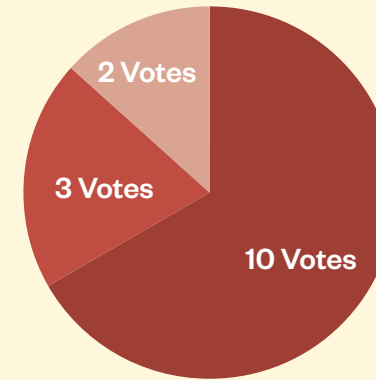
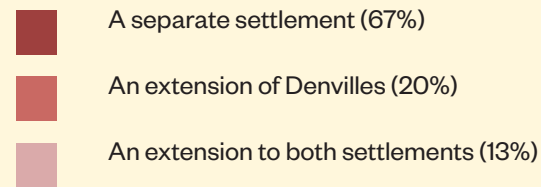
Sketching ideas on site plans



Each discussion table presented ideas to the group

# Task 2 Results

Question 1: do you prefer a particular option for developing the site?



Question 2: What would you like to see characterise the development?

Group 1: separate settlement

- Road connection – East-West
- Green infrastructure – North-South
- Community Infrastructure
  - Schools
  - Improve adjacent GPs
  - Local shops
- Community buildings – in the heart
- Density in the middle
- Green infrastructure to the edges
- Native trees

Group 2: a destination that is connected but separate

- Hierarchy of routes
- Improve subway
- Wider transport network
- Hedgerows form a strategy for the site
- No gym
- Minimum car parking standards are unrealistic

Group 3: a self-contained village

- Green buffer – maintain identity
- How will North-South road look?
- Southleigh Park
- Connectivity Denvilles and Emsworth
- GP, Dentist
- Multi-use community hub
- Pub
- Centre as hub with wider connections
- Deer Park
- Water-playable
- Business accommodation
- Custom build housing
- Key worker housing
- Design Code

Group 4: extension of Denvilles

- Respond to existing green infrastructure
- Support Denvilles with facilities

· Denvilles has an identity to work with

- Design! Quality
- Development south of Spring line
- Need to consider density
- Local vernacular is key
- Mix housing
- Green and blue corridors
- A range of tenures
- Supported housing
- A27 Junction – Access to south
- Grow your own

Group 5: a separate settlement

- Link road through the egg
- Cycle connections
- GP
- Fish and chips
- 4 storey flats
- Manage parking
- Define affordable housing

Group 6: a separate settlement

- A separate settlement but with link
- A hierarchy of cycle and pedestrian routes through the site
- Subway connection into Emsworth
- Look at wider road network – crossing A259 difficult
- Opportunity to upgrade Horndean Road
- Locate facilities centrally for identity
- Destination for surrounding residents
- Focus on existing hedges and trees
- Integrate Southleigh Farm
- No need for formal outdoor gym
- Integrate natural features
- Cluster play facilities
- Compact living options
- Elderly people's housing

Group 7: extension to both settlements – each area with a local centre

- Play space for 11+
- Café / climbing wall / bandstand
- Mix of housing for a variety of needs
- Car free streets

Group 8: a separate settlement

- GP, Post Office, Shops
- How does route work north of the site
- Maintain tree belt
- Affordable housing
- Sustainable methods of construction
- Drainage as a positive

Group 9: a separate settlement

- Importance of green links
- Reduce density to the north
- SUDs
- A pub for Denvilles
- Higher density to the south
- High density needs good public realm
- North-South rat run

Group 10: a separate settlement

- Community car pools
- Driverless cars – “Future proof”
- Sports pitches
- Grey water recycling
- Sustainability
- Wilder areas retained
- Older people's housing
- Foul sewage

Group 11: ‘cracked egg’ – density to the south

- Does it need a local centre
- Denvilles lacks facilities
- Cycle links
- A mix of housing

Group 12: extended Denvilles

- But don't create a rat run
- Local Centre
  - Community Hub
  - Surgery
  - School
- Pedestrian area
- A variety of design styles
- Landscape buffers that mitigate noise

Group 13: a separate settlement – central local centre

- Informal natural areas
- Play for older children
- A mix of tenure
- 3 storey max
- Provision for parking
- A27 – Tree buffer

Group 14: no to a Denvilles extension

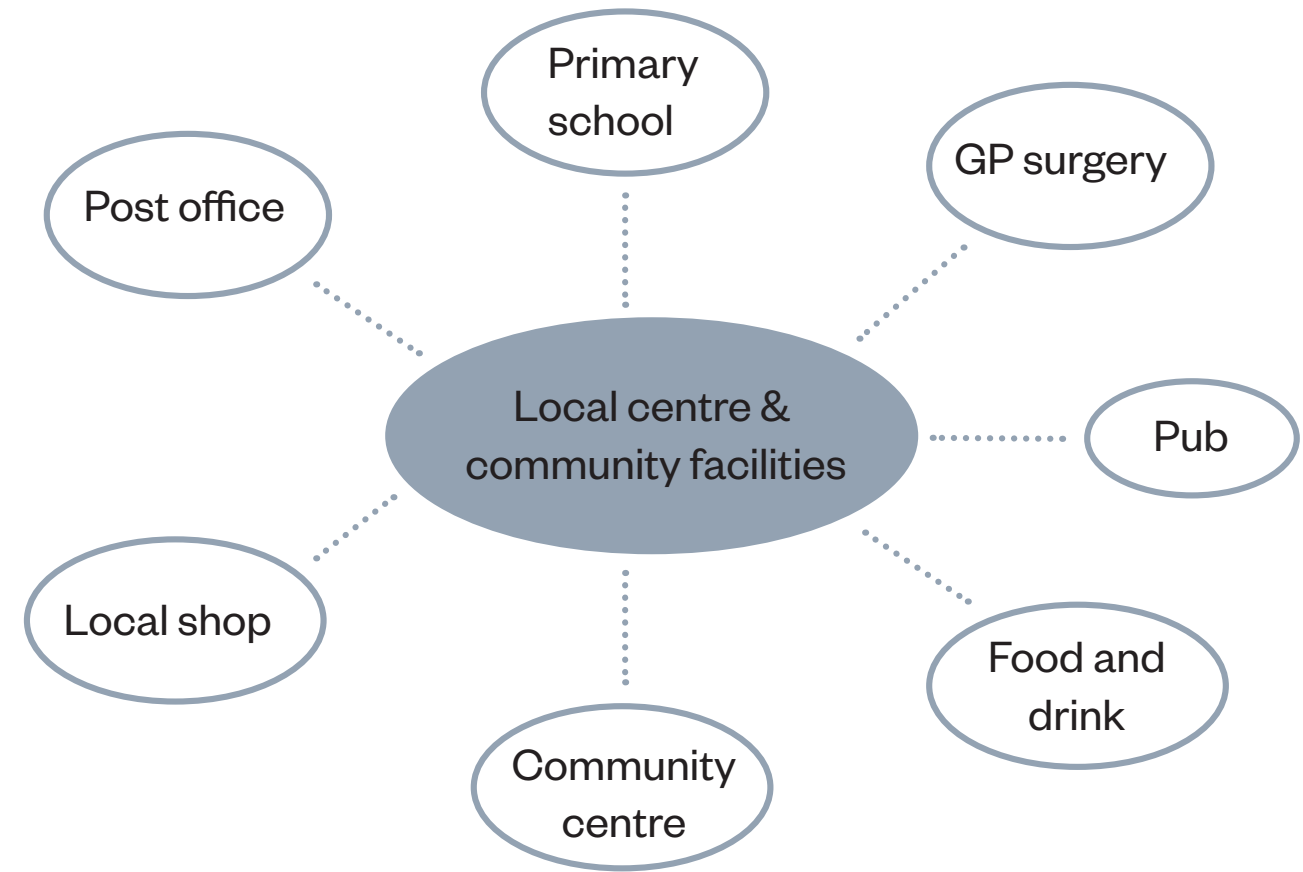
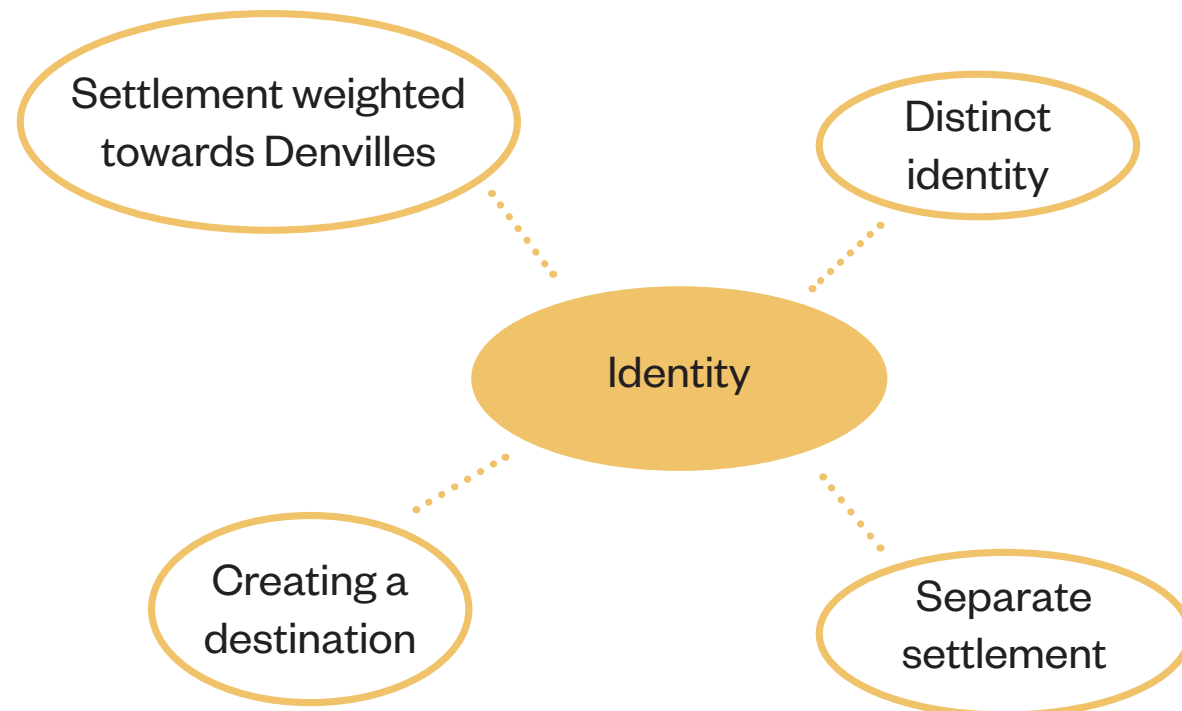
- Let what is there dictate the form of development
- Separate cycle / pedestrian routes that criss-cross road network
- Concern on build height
- Design quality!!
- Rural vernacular
- Reinforce existing centres

Group 15: growth of both Denvilles and Emsworth with a central green spine

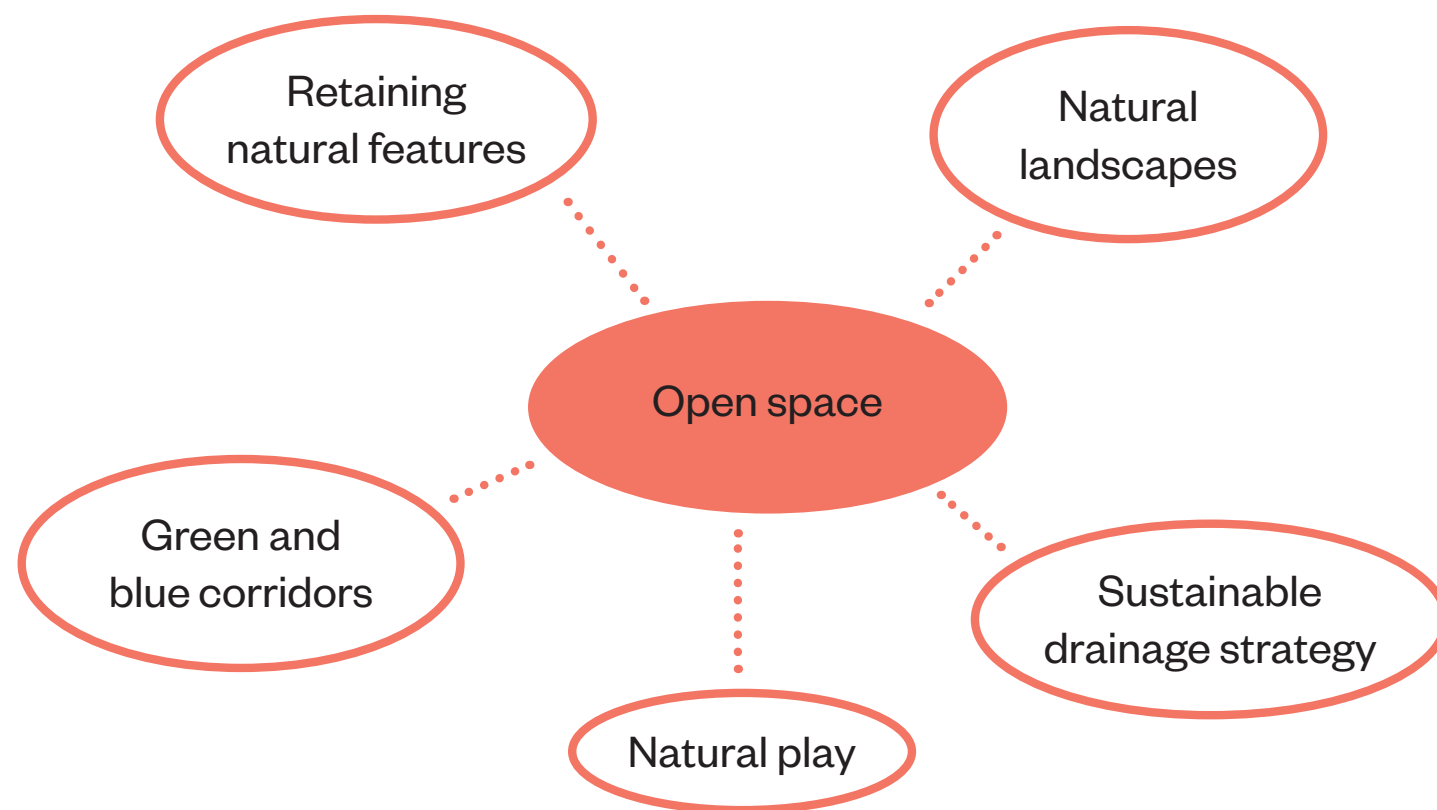
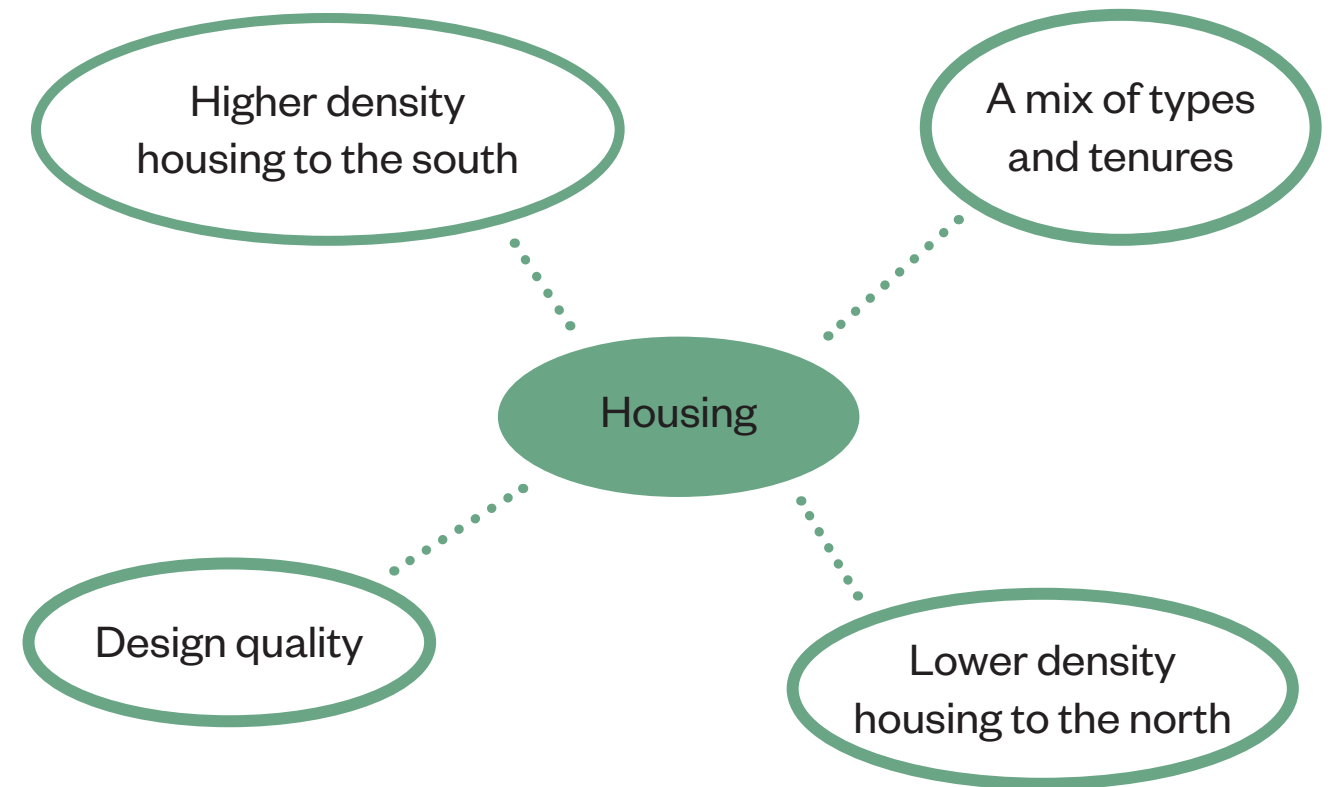
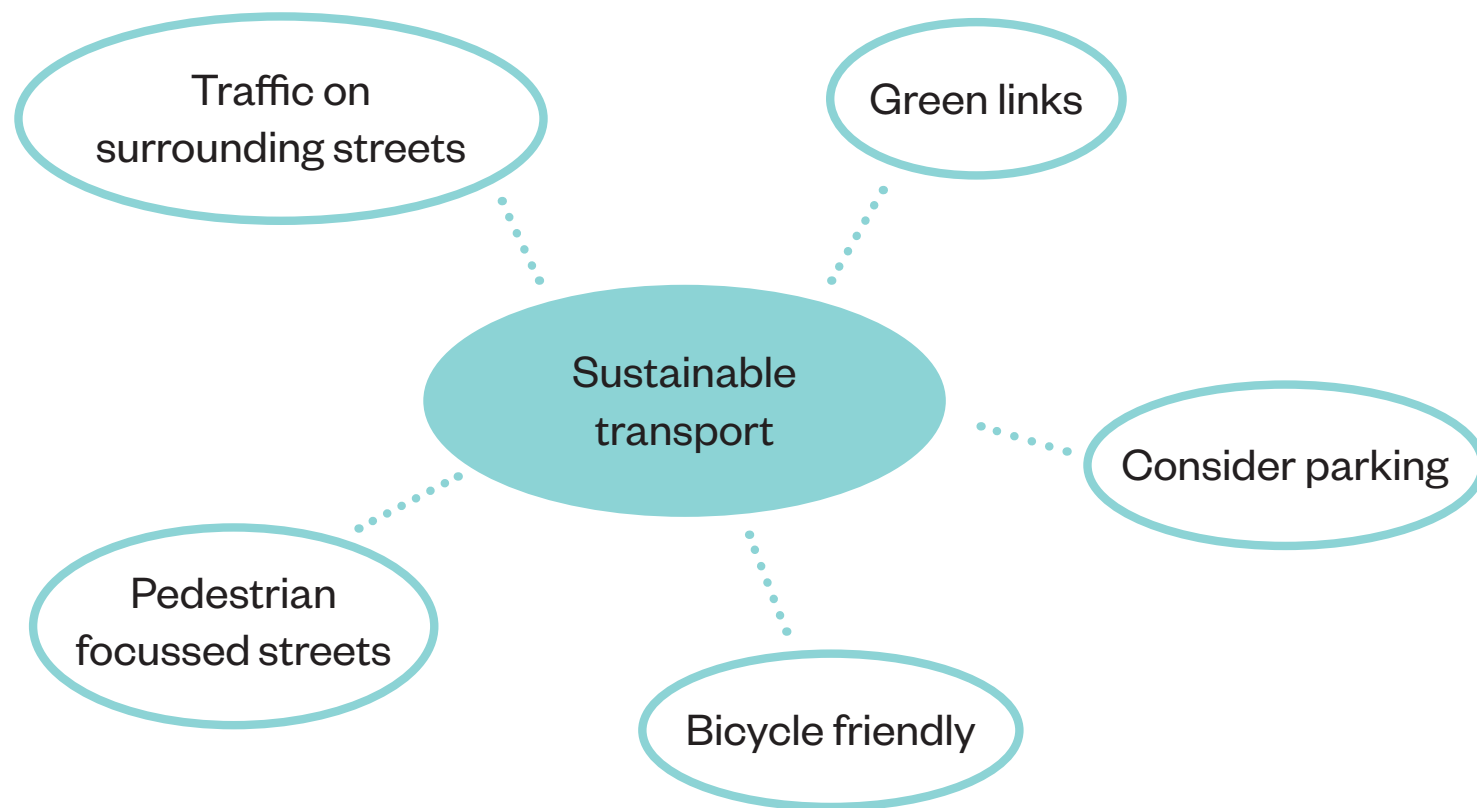
- Two extensions that kiss at the farmstead
- School, GP, Indoor sports facilities, Natural play
- No road without trees
- Self-build housing
- Need for a design code

# Workshop 1 summary

Information gathered from task 1 of the first workshop was incorporated into our baseline research whilst information from task 2 was used to inform design ideas and initial framework options for workshop 2. Those key messages taken from workshop 1 that informed our design principles going into workshop 2 are illustrated below.







# Workshop 2

## Introduction

The second design workshop was held on the 30th March 2017. This workshop was informed by site considerations and vision ideas explored during the first workshop. The second workshop included a presentation of development principles and two initial development frameworks. This material was intended as a trigger for discussions with local residents.



Local residents discussing framework options

# Workshop 2 program

## 1. General principles

A series of illustrations were prepared illustrating general design principles that would be applicable to any general framework. These illustrations were prepared as triggers for discussions as part of the workshop tasks. These general principles covered:

- Streets
- Sustainable drainage
- Housing density

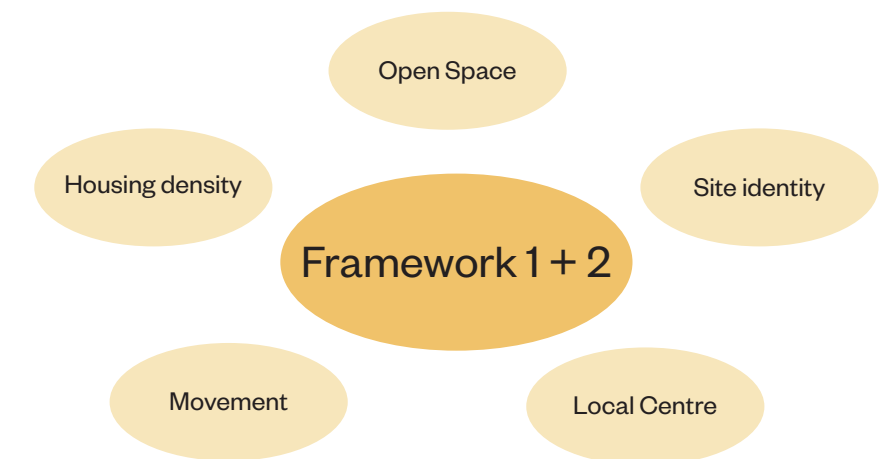
## 2. Option specific principles

A series of plans were prepared showing principles specific to the two development framework options. Option specific principles covered:

- Identity
- Open space
- Road Network
- Pedestrian and cycle connections

## 3. Framework options and their layers

Two frameworks were prepared, one based on the principle of the development as a separate settlement, and the other based on the principle of development more associated with Denvilles. These framework options were then broken down into layers to better explain their components. This is illustrated below





# Workshop development framework options



Framework option 1: a separate settlement



Framework option 2: A settlement weighted toward Denvilles



# Workshop 2 results

## Tasks 1 and 2

Following the presentation of site principles, framework layers and framework options local residents were given two tasks.

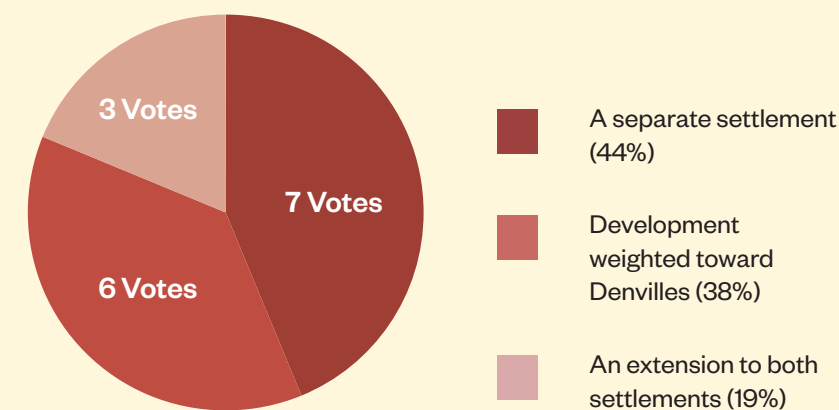
### Task 1:

**Give strengths and weaknesses as well as ideas for improvement for option 1 (a separate settlement)**

### Task 2

**Give strengths and weaknesses as well as ideas for improvement for option 2 (a settlement weighted toward Denvilles). Then give a preference for either option 1 or 2**

## Overall option preference



## Afternoon workshop

### Comments from workshop 2

1st speaker: option 1 (separate settlement) preferred:

- No need for size of space in option 2 but option 2 road preferred
- North-south drainage + east-west cycle links
- Need to define road function of spine road and separate from centre
- Mix of densities in both options

2nd speaker: option 1:

- Would like buffer on Denvilles side but great landscape on option 2
- Concern regarding maintenance of green space protection
- Need adequate parking
- Design quality of homes

3rd speaker: option 2 preferred, but long way to go:

- Facilities for local people only, nothing bigger
- O1 'buffer' too small all around
- Need to be mindful of development in wider area
- Plan public transport early on in design
- Concern about spine route- heavy traffic, may need green buffer along road
- Need social and affordable housing and spread across site (not pockets)
- O1+O2 – wider green area with possible higher densities in park to allow for links to other areas (cycle routes and relationship to sites)

4th speaker: option 1 preferred:

- More natural green space from both sides
- Spine road: concern because could be route for lorries
  - Limit speeds
  - Keep away from centre
  - Keep cyclists off
- Option 1 improvement: more natural green on Denvilles side
- Relationship between site and existing
- Option 2: like different activities in bigger open space, but not necessary

5th speaker: slight preference for option 1:

- What is the purpose of the spine route?
  - Need to decide before layout
- Traffic calming, need to prevent rat runs
- Parking provision
- Will bus routes go into hill?
- Green spaces and drainage area at south and amount of open space
- Option 1 circular route
- Local centre: should be more central and away from Spine Rd
- Option 2 - road is better
- Option 2 - Don't like distance and accessibility to open space from Denvilles
- Include buffer for Denvilles
- Are all facilities really realistic? e.g. amphitheatre

6th speaker: option 2 preferred:

- Better, bigger green space
- Facilities for green space should be for locals, not to draw people in
- Traffic calming needed
- Local centre: no need for retail – could make better use of Southleigh Farm
- More informal around spaces, rather than formal facilities

7th speaker: undecided as to preferred options:

- Wetland is good, but could be bigger
- Homes close to wetlands should be yellow density
- Use south for drainage
- Wildlife corridors needed around spine road
- Like higher density at gateway – could include higher density between there and centre
- Like amphitheatre
- Road needs redesigning to allow for movement away from junction
- Could add streams
- Green/cycling corridor – move further into centre

8th speaker: option 1 much preferred:

- Circular route - accessible to all and more usable to all
- Better district identity for new residents
- Need good tenure mix (ages and incomes)
- Spine Rd concern: high speed rat run (wiggly design good to discourage)
- Option 2: large open space means
- Poor access for Denvilles (people would drive)
- Lost accessibility space

## Evening workshop

1st speaker: option 2 preferred

Comments on both Options:

- Concerns over link road location-ideas for changes
- Like SuDS
- Need shorter route into Emsworth (for cars)
- Design quality must be ensured
- Option 1:
  - Negative: location of primary school
- Option 2:
  - Negative: spine road - have drawn alternative route, too many junctions on Bartons Road
  - Positive: significant park area, love amphitheatre

2nd speaker: option 1 preferred:

- Negative:
  - Will be dormitory town because of few facilities
  - Rush hour jams on spine road and junction
  - Need sufficient parking
  - What will happen to traffic north of the site-could two spine roads help?
  - Road safety - spine road to school
  - How will green spaces be safeguarded?
  - GP needed (satellite for Emsworth)
  - Need for secondary school?
  - 90° turns on road difficult and dangerous
- Positive:
  - Wetland to South-good barrier to A27
  - Separate identity
  - Smaller green space-better for anti-social behaviour
  - Option 1 preferred in terms of green space (especially for Denvilles residents)

3rd speaker: both options:

- Need changes to road layout-could make congestion worse
- High densities at south
- Option 1: not enough green space either side
- Option 2: preferred overall, especially local centre to help with Denvilles and give identity
  - Don't take road through local centre- safety for children
  - Like large open space in Option 2
  - No camping
  - Are A27 junctions too close together?

4th speaker: no preferred option:

- Concern about spine road and its purpose, also speeds
- Parking requirements
- Need improvements to highway network surrounding site
- Pavements on Eastleigh Road
- Road should go in before development
- Cycle routes separate from roads
- Option 1: very narrow green edge- lower number? Or higher density?
- Option 2: better for facilities for Denvilles
  - Substantial area of green
  - Better wildlife corridor
  - Negative impact on properties at edge of Denvilles

5th speaker: option 1 preferred:

- Concern about high numbers- limit
- Increase density to increase open space (including smaller units)
- Spine road clashing with Eastleigh Road- dangerous and also breaks up existing community
- Is a school actually needed?
- Southleigh Farm- why is it protected? – coincide with local centre?
- Need sufficient parking
- Manoeuvrability of 90° turns
- Wetland is liked
- Both options seem to lack wildlife corridors
- Reduce volume of development in north
- Mix up natural and formal open space on both sides
- High density needs high quality design
- Multifunctional spaces, make them work harder
- Option 2:
  - Negative: impact on existing Denvilles- green space not local facilities
  - New trees on site should be 'legacy trees'

6th speaker: no preference declared

- Space around farm- would it be used?
- Don't like design of spine road
- Option 2: not preferred, especially lack of green on west, but location of centre is good
- Wildlife corridor to south

7th speaker: preference for option 2:

- Road network around needs to be addressed
- Need changes to road alignment (drawn suggestions)
- Parking for residential, school and local centre
- Cycle routes to connect with wider area- also separate cycle provision on spine road
- Remove spine road from local centre

8th speaker: preference for option 2:

- Like wetland
- Like cycle corridors, in particular east to west
- Like road design to reduce potential of high speeds and volume spine road and school an issue
- Option 1:
  - Centre and school to be more central
  - Swales to be on both sides of spine road
  - Need bus routes into site
  - Maintenance of open space is a concern = more natural spaces could help
  - Land West of Horndean road site to be integrated
  - Need affordable homes (smaller units- future buyers and downsizing)
  - Importance of design code
  - No more than 4 storeys
- Option 2:
  - Not big enough to be separate settlement, so integration better
  - Could have green spine from Denvilles to Southleigh Forest
  - Local centre could be part of farm site

# Next Steps

Information gathered through design workshops with both community groups and expert consultants has been incorporated into a final masterplan which is included within the Masterplan Document. This includes:

- A planning policy overview
- Site analysis
- Local character study
- Constraints and opportunities
- Design principles
- Masterplan

# Program

