



***LAND NORTH OF JAMES COPSE ROAD, LOVEDEAN***

***DEVELOPMENT BRIEF***

***ADOPTED JANUARY 2012***

**LAND AT JAMES COPSE ROAD, LOVEDEAN:  
DEVELOPMENT BRIEF**

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## **1. Introduction**

- 1.1 This development brief has been prepared as additional planning guidance and sets out the way the District Council wishes to see the site developed with an emphasis on a high quality and sustainable development. It will provide the basis on which planning applications can be submitted and assessed.
- 1.2 Monitoring by the Council has shown that there is a shortfall in housing supply within that part of East Hampshire in the South Hampshire Sub-region. In line with the Government's guidance, additional housing sites need to be identified and brought forward for development within this area. Failure to do so would inevitably lead to planning permissions being granted for new dwellings in an ad hoc and unplanned way to the detriment of local communities.
- 1.3 The Council has therefore decided to bring forward as a matter of some urgency the 'reserve' housing sites within the South Hampshire part of the District and as allocated in the East Hampshire District Local Plan: Second Review (2006). These sites were originally identified to be released had annual monitoring by the County Council demonstrated a County-wide shortfall of housing provision.
- 1.4 The reserve housing sites were examined at a public inquiry during the winter of 2003/4 and recommended for development by the Inspector. However, the Council will only give favourable consideration to the development of the sites if it is satisfied they are available, suitable, sustainable and achievable within the five-year period.

## **2. Status and Purpose of the Brief**

- 2.1 This development brief is a non-statutory document and has been prepared by the Council as additional planning guidance for the development of land at James Copse Road, Lovedean. It supplements the adopted Local Plan and sets out the form of development that the Council wishes to see on the site. It provides specific planning and design guidance to assist any pre-planning application discussions with any developer considering a planning application and will be the basis upon which planning applications will be assessed.
- 2.2 Applicants proposing the development of the site should be aware that a small area of the land on this site is within Havant Borough Council's area.
- 2.3 Any planning applications submitted to the Council will need to take account of the Statement of Community Involvement and to adhere to the spirit of community engagement set out in the document. An applicant will need to engage with the Council through the Development Consultation Forum.

## **3. The Site**

- 3.1 The site has an area of 2.6 hectares situated adjacent to the existing residential area around Lovedean Lane and James Copse Road/Ashley Close on the western side of Horndean. The residential area is suburban in character and comprises predominantly detached houses. To the west extends an area of open fields with James Copse beyond.
- 3.2 The site is an area of farmland. It is essentially open and slopes down to Lovedean Lane. There is a Site of Importance for Nature Conservation (SINC) at James Copse, and also on other woodland in the area. The Catherington Down Site of Special Scientific Interest (SSSI) lies approximately 1.3km from the site.

#### 4. Planning and Design Context

4.1 The Council places considerable importance on achieving a high quality and inclusive design. It will promote the positive factors in the design process that will influence the appearance and quality of the new development.

4.2 The proposed development will be required to conform to the general criteria outlined in the design Policy HE1 of the Local Plan: Second Review and the principles of good design in the Government's Planning Policy Statement No.1: *Delivering Sustainable Development* (PPS1). It will need to take account of the guidance set out in the Horndean Parish Village Design Statement.

4.3 The Council will only give favourable consideration to proposals for the site's development if it is satisfied that the site is suitable, available, and capable of being developed within the 5 year period required by the government. As such, the Council will require the developer to demonstrate that the proposals for the site's development comply with the three criteria contained in Policy H2 of the Local Plan: Second Review, namely:

- a) demonstrate that the capacity of the existing and proposed infrastructure, including public transport, water and sewerage, other utilities and social infrastructure (such as schools and hospitals) is able to absorb the proposed development and the cost of adding further necessary infrastructure can, where appropriate be met by the applicants;
- b) prove an ability to contribute towards building a community, to support new physical and social infrastructure; and

- c) prove there are no legal, physical and environmental constraints to developing the land.

#### 5. Summary of main proposals

5.1 The development must include:

- **A mixed housing scheme of high quality to provide about 85 dwellings (accessed from Lovedean Lane) to include affordable houses, the number and type to be determined by proven need;**
- **One main vehicular access point from Lovedean Lane plus a pedestrian/cycleway from James Copse Road;**
- **Improvements to the accessibility of the site to local services and facilities including new footpath and cycleway connections to the local primary school and existing areas of open space;**
- **The retention of important natural features such as the existing hedgerows. Appropriate mitigation measures to protect the SINC are to be agreed, including the timing of their implementation, before any development takes place;**
- **Significant buffer planting along the eastern, and parts of the northern and southern boundaries of the allocation. The creation of a new boundary on the western edge of the site consisting of buffer planting in the form of a new hedgerow consisting of native species including a number of larger trees, reflecting the character of existing mature hedgerows in the area. This should allow for the creation of two access points in the hedgerow to retain access for farm vehicles into the land to the west as exists at present.**

- **Contributions towards transport infrastructure improvements, in accordance with Hampshire County Council's Transport Contributions Policy.**
- **Supporting infrastructure including the need to address the issue of surface water flooding and the protection of aquifers.**

## 6. Principles of Development

### Layout Plan

6.1 The developers of the site will need to produce a layout plan of the whole site to demonstrate how the overall development will function both in itself and integrate with the existing settlement. It will need to include a programme for development to be agreed with the Council at an early stage. The Masterplan will include:

- Principal roads and access points;
- Existing and proposed pedestrian and cycle routes;
- Housing areas with an indication of density;
- Structural and buffer planting;
- Amenity open space; and
- Appropriate easements to protect the underground sewer which runs along the eastern edge of the site and crosses the north eastern corner.

### Amount and type of housing

6.2 The site should provide about 85 dwellings. The residential development should contain a mix of dwelling types, sizes and

tenures to promote a mixed and balanced community. The density will vary within the site to create a character which reflects that of Lovedean.

### Affordable Housing

- 6.3 An appropriate element of affordable housing is to be provided on the site to be available for residents in proven housing need and in accordance with the Council's adopted supplementary planning guidance.
- 6.4 The South East Plan Policy SH6 states that in the South Hampshire area on average, 30-40% of housing on new development sites should be affordable housing. In view of the high need for affordable housing in the area, the Council is likely to seek 40% affordable housing on this site (70% rented and 30% intermediate housing). The appropriate amount, mix, size and type of affordable housing will be determined by an up-to-date housing needs assessment and will need to be discussed with and agreed by the Council's Housing Development Manager.
- 6.5 There will be a developer's contribution of £250 per unit for all homes, affordable and market, to pay for a community project worker for this site. This approach is being taken to ensure that affordable housing is fully integrated with the market housing and that larger developments are integrated within the wider community. They work across all tenants including owner/occupiers.
- 6.6 Affordable housing should be built to the current Code for Sustainable Homes level as recommended by the Homes and Communities Agency.
- 6.7 The affordable housing is to be spread randomly throughout the development and is to be genuinely 'pepper-potted' and not in blocks. Due to maintenance and management arrangements it may be acceptable to develop small clusters

of up to three affordable homes but the clusters should be dispersed and indistinguishable from the market housing.

**Layout and design**

- 6.8 The new development must be of a high design standard and take account of the criteria set out in Policy HE1 of the Local Plan: Second Review. Applicants will be expected to provide a Design Statement as part of any application which will show clearly how the design has been arrived at and how the proposal fits in within the context of its surroundings including the baseline site and how it reflects the character of the settlement.
- 6.9 The design and layout of the development should emerge from a careful analysis of the existing character of the locality and should minimise the environmental impact of the development. It is important that the new development takes account of the guidance set out in the *Horndean Parish Village Design Statement*.
- 6.10 Buildings should reflect the architectural vernacular of buildings in the area which are traditionally two storeys and domestic in scale with some accommodation in the roof space with dormers or gable windows. The materials should reflect the local prevalence of red brick with individuality expressed by various types of brick bond and dressing. Proposed facing materials for the new dwellings should similarly include a variety of brickwork, some flint render and tile hanging.
- 6.11 The layout should accord with the recommendations of the Government's *Manual for Streets*, and should be pedestrian and cyclist friendly and incorporate appropriate traffic calming measures. It will also need to address how it will retain the amenities of the existing residents to the south of the site and along Lovedean Lane. Dwellings should generally face onto and be close to the street with small front gardens enclosed by low walls to maintain the local character.

- 6.12 Higher density housing should be related to the more accessible part of the site i.e. those closer to Lovedean Lane. Lower density, generally detached housing, should be located in those areas adjacent to the resultant edge of settlement at the western and northern boundaries. Rather than be a disparate collection of house types, the layout and design of dwellings should reflect a cohesive identity for clearly defined areas within the development. Key features of these areas will be the enhancement of the landscape reflecting the slope of the site, with building design to reflect a rural rather than urban vernacular. To enhance spacious character and to enable natural surveillance, dwellings may be arranged around amenity spaces created by the landscape framework.

**Sustainable Construction / Renewable Energy**

- 6.13 The development will be required to provide at least 10% of the development's energy demand from renewable sources. A guidance note on how this can be achieved is available on the Energy Savings Trust website:  
<http://www.energysavingtrust.org.uk/uploads/documents/housingbuildings/CE190%20-%2010%20per%20cent%20guide.pdf>
- 6.14 The residential development will be required to meet at least Level 4 of the Code for Sustainable Homes. The appropriate level of the Code will relate to that being applied through planning policy at the time of the commencement of development of each phase. The Council will require a statement from the applicant to show how this has been achieved. A technical guidance manual on the Code can be found at:  
<http://www.communities.gov.uk/publications/planningandbuilding/codeguide>

**7. Landscape, Environment and Open Space/Recreation Provision.**

**Landscape and environment**

- 7.1 Account is to be taken of the Council's Supplementary Planning Guidance - Countryside Design Summary (1999), which identifies *Horndean as being within the Blendworth Slopes area* and describes the special landscape character of the area, its settlements and built form. In addition, attention is also drawn to the East Hampshire District Countryside Character Assessment (July 2006) which identifies the site as lying partly within the Horndean – Clanfield Edge and partly within the Havant Thicket and Southleigh Forest areas.
- 7.2 A Landscape Impact Assessment will help to resolve issues relating to the retention and management of important landscapes features on the site. Such an assessment should be supported by an accurate tree survey which should inform a Tree Constraints Plan and Arboricultural Impact Assessment.
- 7.3 The Horndean Village Design Statement highlights the importance of the role native trees and hedgerows play in the landscape, therefore all buffer planting should consist of a mixture of native species. The landscape strategy for the development of the site must incorporate the retention of existing important trees, particularly protected trees, and hedgerows (attention is drawn to High Hedges legislation) as an integral feature of the landscape structure of any development. Existing structural vegetation is to be retained and enhanced where appropriate.
- 7.4 The landscape strategy for the development of this land will need to be included in the Masterplan. It must, where practicable, include the retention and enhancement of existing trees, the woodland strips and boundary vegetation as integral features. This will enable the extension of the settlement to

reflect its edge of settlement location and provide appropriate corridors for wildlife. Space around vegetation is to be retained, especially around protected trees.

- 7.5 Structural/buffer planting belts along outer boundaries, particularly to the west, are to be provided. The timing of their provision is to be agreed prior to any development taking place.
- 7.6 The western boundary will be marked by substantial boundary treatment in the form of a 4 metre thick hedgerow with larger trees interspersed. The species in this hedgerow should be the same as those found in James Copse and its outlier or other local species and should form a continuous belt of planting, which would act as a 'wildlife corridor' to enable enhancement of the ecology of the area. This will enable the enhancement of green infrastructure networks in the area.
- 7.7 To prevent the farm land to the west of the allocated reserve housing site becoming landlocked, two access gates capable of taking farm vehicles will be provided along the western boundary with access through the new housing area to Lovedean Lane and James Copse Road. This replicates the existing farm access arrangements into this land and the two separate access points are essential for the welfare of livestock.
- 7.8 Retained vegetation must be protected from development, which in this case means buildings, hard surfaces, engineering and construction works, in accordance with the guidance contained in the British Standard 'Trees in relation to construction' (BS5837:2005) and in conjunction with such other guidance provided by the Local Authority. Details of protective fencing must be agreed with the Council and subsequently erected and approved as being satisfactory before any works start on site.

- 7.9 There should be a minimum of hard landscaping and fencing. The use of indigenous trees and hedges as boundaries will be sought where appropriate in accordance with the Village Design Statement. Front gardens should create a "soft edge" to the highway layout and footpath links should be located alongside hedgerows where possible.
- 7.10 The site has already been the subject of an ecological survey by the Hampshire Biodiversity Information Centre on behalf of the Council. This survey has shown that the site is of no significant ecological interest. Any application for planning permission should however be accompanied by a report that assesses the ecological implications arising from the development, including potential impact upon the adjacent SINC and any wider effects on the nearby SSSI. The report should identify any impacts that require mitigation as well as details of what mitigation will be provided to overcome those effects.
- 7.11 The lighting scheme for the development should provide the minimum amount of lighting to achieve its purpose so that glare and light spillage from the site is minimised.
- 7.12 The District Council levies a £500 charge/dwelling as a contribution towards the provision of environmental, heritage, and countryside management/improvement schemes.

#### **Environmental Impact Assessment (EIA)**

- 7.13 The development is an urban development project which falls within schedule 2 of the regulation, however having taken account of the criteria in Schedule 3 to the Regulations, it is the Council's view that the proposal will not have significant effects on the environment sufficient to consider the proposed development as an EIA development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

#### **Open Space, Recreation Provision and Contributions**

- 7.14 The appropriate level of open space provision will relate to that being applied through planning policy at the time of the commencement of development. At the current time the developer will be required to provide and pay for the long term maintenance of on-site open space in accordance with Policy R3 (Open Space Requirements) of the Local Plan: Second Review and in accordance with the Council's published guidance (currently *Guide to Developers' Contributions and Other Planning Requirements August 2011*). The open space should provide a network of multi-functional green infrastructure throughout the site and linked to the surrounding area.
- 7.15 The Council's guidance also requires the developer to enter into a planning obligation to provide, layout and secure its long term maintenance for at least 12 years.

#### **8. Transport, Access and Parking**

##### **Sustainability**

- 8.1 The development of the site must show a sustainable transportation strategy that allows for the safe and convenient movement of pedestrians and cyclists within the site as well as to and from existing adjacent development.
- 8.2 Fundamental to the development of the site is the need to secure improved access to local facilities without reliance on the car. Accessibility to facilities in Havant District to the south, together with improved access to the east and Morrison's, must be addressed as part of the development, particularly including improved provision for cyclists and pedestrians along to the local primary school.

- 8.3 The site provides an opportunity to create a key pedestrian/cycle link to local facilities, schools and bus stops. Consideration of the route for any pedestrian/cycle link to serve the development and the locality will need to be addressed during the drawing up of a detailed layout for the site. The privacy of residents in properties adjacent to this link will need to be respected.
- 8.4 To ensure that the development makes the best of opportunities to reduce reliance on the private car a Full Green Travel Plan should be submitted with any application in accordance with the Department for Transport's 'Making residential travel plans work: guidelines for new development' and Hampshire County Council's 'A Guide to Development Related Travel Plans'

#### **Transportation Measures**

- 8.5 A Transport Assessment in accordance with the DfT's *Guidance on Transport Assessment* will be required detailing the impact of the proposed development and providing detailed proposals to encourage non-car modes of travel including the potential for trips to be made by public transport, cycling and walking,
- 8.6 The assessment should consider the impact of the development on the local highway network including Lovedean Lane, and the Old A3. The assessment will also need to consider how the site links with local pedestrian and cycle routes, including routes to local schools and services, including rail.
- 8.7 The road and access layout of the development should apply the principles of the Government's Manual for Streets 1 and 2 with particular regard to the safe and convenient movement of pedestrians. It should reflect the concept of a 'home zone' which must be a fundamental and integral element of the

development. The appropriate home zone principles relevant to this site should be resolved with the County's Highway Engineers.

#### **Vehicular Access**

- 8.8 The site will be accessed via one new vehicular access point directly from Lovedean Lane. The point of access will be determined as part of the detailed design of the development but is expected to be located on a frontage with Lovedean Lane between the existing access track and adjoining property at 149 Lovedean Lane opposite Yoells Lane and the north-eastern corner of the site adjacent 161 Lovedean Lane.
- 8.9 A three metre wide combined footpath cycleway will also be provided via the northern end of the cul-de-sac of James Copse Road.

#### **Parking**

- 8.10 The development must consider a number of design issues in the provision of parking on the site. Parking proposals will need to be justified within the developer's Design and Access Statement or the Transport Assessment. The eventual parking provision for the development is to be established through negotiations with the District Council at the planning application stage.
- 8.11 At the time of preparation of this brief the Council continues to apply the car parking standards for new residential developments as set out in 'Hampshire Parking Strategy and Standards (Summer 2002)' published by Hampshire County Council. It is recognised however that resultant parking figures based on maximum parking standards in this guidance may not be sufficient.

- 8.12 In recent years, parking provision in new housing developments in East Hampshire has not always been adequate. It has not always been located so that it is convenient for residents. Poor on-street parking has resulted, causing major problems and detracting from the overall character of the development.
- 8.13 Car parking spaces should be an integral part of the layout and design of the new dwelling. Care is required to ensure that parking is convenient, easy to use and well located to overcome the problems arising from haphazard on-street parking. Spaces should be situated within the curtilage of individual plots, within garages or car ports either integral or set back from the road. Parking for flats should be located adjacent to the building where it can enjoy natural surveillance from the occupiers of nearby dwellings.
- 8.14 The adequate provision of parking spaces for visitors will need to be spread throughout the site.
- 8.15 Arrangements need to be made for the parking of cycles within individual residential curtilages.

#### **Contributions.**

- 8.16 The Council will seek financial contributions from the development in accordance with its current transport contributions policy based on a formulaic approach using the number of multi-modal trips generated by the whole development calculated in accordance with guidance provided by Government Circular 05/05.

#### **9. Drainage, Flood Risk and Water Supply**

- 9.1 Portsmouth Water have confirmed that there would be sufficient capacity in the existing water mains network to

support a development of approximately 85 dwellings. No off-site mains reinforcement would be necessary.

- 9.2 Southern Water has noted that a development of this scale will require major improvements to the sewer system. Alternatively, the developer could provide the off-site infrastructure required to connect to the nearest point of adequate capacity. Early contact with Southern Water is recommended to establish options and precise requirements.
- 9.3 An underground sewer runs along the eastern edge of the site and crosses the north eastern corner, and appropriate easements will be required to protect it. It is important that the root system of the proposed hedges do not damage the sewer.
- 9.4 The area to the east of the site along Lovedean Lane is shown on the Council's Strategic Flood Risk Assessment as falling within Flood Zone 2, in addition the site is over 1ha. Therefore, in accordance with PPS25, a Flood Risk Assessment containing a surface water drainage strategy setting out how the surface water from the site will be managed, will need to be submitted with any planning application. For further information please refer to our standing advice available from <http://www.environment-agency.gov.uk/research/planning/82584.aspx>
- 9.5 The site is within a Source Protection Zone 1 and on a major aquifer, we are also aware of solution features in the area. Therefore any drainage scheme will need to take this into account and ensure the protection of controlled waters. Please refer to the Environment Agency's 'Groundwater Protection: Policy and Practice (GP3)' for further information available from <http://www.environment-agency.gov.uk/research/library/publications/40741.aspx>
- 9.6 The site falls within the Potwell tributary water body and the developer will need to consider measures to enhance water

quality in order to contribute to meeting the requirements of the Water Framework Directive (WFD). In accordance with the WFD, there must be no deterioration in water quality as a result of any stage of the development.

## 10. Community Safety

10.1 The design of the housing layout can make a significant contribution towards preventing and alleviating the fear of crime and deterring anti-social behavior. It is important that suitable crime prevention measures are introduced at the design stage and account is to be taken of the principles set out in the Council's Supplementary Planning Guidance: *Crime Reduction Through Design* (2001). The developer is encouraged to discuss its proposal with the Hampshire Constabulary Architectural Liaison Officer and to apply for a 'Secured by Design' award.

10.2 Particular regard needs to be given to the following:

### Layout and Mix of Dwellings

- The layout and design of dwellings should reflect a cohesive framework of clearly defined and recognisable areas or neighbourhoods, providing the residents the opportunity to exercise control over their home and surrounds and be alert to anti social behaviour and strangers.
- A variety of dwelling types and sizes, including those likely to be occupied during the working day, such as those suitable for retired people, will provide a mix of residents and thereby likely to increase the level of natural surveillance throughout the day.
- Natural surveillance should be integral throughout the design of the development, for example involving siting

dwellings in small clusters with unobstructed views of neighbours' homes, footpaths/cycleways, play areas, open spaces, internal and external boundaries, and parking areas and should have their entrances visible from public vantage points.

- Where street lighting is to be provided light spillage and light pollution should be avoided.

### Access and car parking

- Vehicular access to groups of dwellings should be across symbolic thresholds, such as narrowed entrances, changes of surface material and the use of hard surfaces. This will help create a secure environment and enable a sense of shared ownership so that strangers can be readily identified and criminals made to feel vulnerable to detection.
- Car parking should be within the curtilage of dwellings. Communal parking areas need to be in well-lit areas, for example for flats open to significant natural surveillance and grouped to enable adjacent residents to become familiar with the cars and their users. These should be designed, in terms of their landscaping and location, so as not to be intrusive to the street scene or nearby residents, but still enjoy natural surveillance. Parking bays should clearly relate to the dwellings they serve.
- Other than those needed as part of the transportation strategy to provide safe, sustainable, and convenient movement, additional footpaths/cycleways, and connections to existing routes, should be minimised to enhance the security of the development.
- Rear gardens should, wherever possible, interlock with others. Unsecured boundaries to rear gardens, especially

onto or adjoining roads, footpaths/cycleways and open spaces, should be avoided wherever possible. Rear pedestrian access should similarly be avoided.

### **Open space and landscaping**

- Open space and children's play areas provided within the site should be located so as to maximise natural surveillance from neighbouring dwellings, and from passing pedestrians and vehicles, whilst minimising disturbance to adjoining residents. New dwellings should not therefore back onto public spaces, but be arranged to face onto the space to provide natural surveillance.
- Existing vegetation and new planting should avoid opportunities for concealment and undermining security of dwellings and property. Natural surveillance should be created in areas where existing vegetation is to be retained and new planting of trees and substantial shrubs provided. Other new planting should be carefully selected in terms of species and size when established.
- Outer boundaries should be secured by robust but appropriately designed means of enclosure.

### **11. Refuse and Recycling Provision**

- 11.1 Provision for the storage of containers for refuse and recyclable materials should take into account likely future requirements and should be conveniently located for users and for collection without detracting from the amenities or the visual appearance of the locality. Wherever possible, containers should be located within individual curtilages.

### **12. Education**

- 12.1 The additional pupils resulting from the development can be accommodated at the local schools, although it may be necessary to provide some additional accommodation or improvements to their facilities. If this is the case, financial contributions towards education provision will be sought from the developer of the site. The necessary provision and level of contribution will be resolved at the time of the processing of a planning application for all or part of the development of the site. The developer is therefore encouraged to discuss the level of contribution at an early stage with the County Children's Services Department.

### **13. Developer Contributions**

- 13.1 Developer contributions, including financial contributions, will be sought in association with the development of this land and will be resolved at the time of the processing of a planning application for the development of part or the entire site. Contributions likely to be sought include:
- Affordable housing (see 6.3 to 6.7)
  - Community project worker (see 6.5)
  - Environmental, heritage, and countryside management/improvement schemes (see 7.12)
  - Open space/landscaping (see 7.14 to 7.15)
  - Transportation including the need for highway improvements (see 8.16)
  - Improvements to the sewer system (see 9.2)
  - Education provision (see 12.1)

13.2 Further information is set out in the Council's Supplementary Planning Guidance: Guide to Developers' Contributions and other Planning Requirements (August 2011). The current levels of contributions may be obtained by contacting officers of the relevant authority - East Hampshire District Council, Hampshire County Council or the drainage and sewerage authority.

**14 Site Principles Map**

# James Copse Road Lovedean Housing Site

468500E

468600E

468700E

112800N

112800N

Boundary Trees & Hedge to be retained & enhanced

Vehicular access from Lovedean Lane

112700N

112700N

New Hedge

Potential access for farm vehicles

Group TPO

112600N

112600N

Creation of thick hedgerow/strip of trees to act as a corridor for species to move between James Copse and its outlier.




New Hedge

112500N

112500N

Foot & Cycle Access

**Key**

- Site Boundary 
- Hedgerow 
- TPO 

100 Metres

112400N

112400N

468500E

468600E

468700E