

Development Brief

Land at the rear of Chandos Lodge, ALTON

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March 2006

**LAND AT THE REAR OF CHANDOS LODGE, ALTON:
DEVELOPMENT BRIEF**

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2. The Brief Area

The area is located south of Anstey Road/London Road (A339) at the eastern end of Alton. It comprises 6.7 hectares including the residential property of 1 London Road and part of the curtilage of Chandos Lodge. It therefore includes some previously developed land but for the most part is unused pasture.

It is predominantly open, level and is characterised by linear hedgerows along property and field boundaries. A number of important trees are protected. The Alton/Waterloo mainline railway runs on an embankment along the southern boundary of the site beyond which is a major employment area.

The housing allocation lies immediately south of the Anstey Conservation Area through which the A339 passes. A number of listed buildings within the Conservation Area front onto the A339 and their curtilages adjoin the housing site.

3. Status and Purpose of the Brief

This development brief is a non-statutory document and has been prepared to guide the form of development that the Council wishes to see. It provides planning and design guidance to assist pre-planning application discussions with developers and will be the basis upon which planning applications will be assessed.

4. Planning and Design Context

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. The proposed development will be required to conform to the general criteria outlined in the design policy HE1 of the Local Plan and the principles of good design in the Government's Planning Policy Statement No.1: Delivering Sustainable Development (PPS1).

5. Summary of Main Proposals

The development will provide:

- **A mixed housing scheme of high quality to provide at least 150 dwellings and to include affordable houses, the number and type to be determined by proven local need.**
- **Vehicular access from the London Road/A339 frontage with the possibility of a secondary access point.**
- **Improvements to the accessibility of the site to local services and facilities.**
- **1.8 hectares of Public Open Space to include the provision of recreation and sporting facilities subject to an assessment of need and the retention of the open nature of the local gap.**
- **Significant buffer planting along the southern boundary of the site and the retention and enhancement where appropriate of existing planting along the western and eastern boundaries of the residential area.**

6. Principles of Development

Amount and Type of Housing

The residential development of at least 150 dwellings is to contain a mix of dwelling types, sizes and tenures to promote a mixed and balanced community. It is expected that the density achieved at the site will be towards the middle of the range sought by Government guidance (30-50 dwellings per hectare) with a higher proportion of smaller dwellings to meet the needs of single person households in Alton.

An appropriate element of affordable housing is to be provided on the site to be available for local residents in proven housing need and in accordance with adopted supplementary planning guidance. The present guidance recognises that the Council is likely to want to achieve 35% affordable housing on any site meeting its size thresholds. The appropriate amount, mix, size and type of affordable housing will be determined by the local housing needs evidence at the time of the submission of a planning application(s) and will need to be discussed with and agreed by the Council's Housing Development Manager. Affordable housing should comply with the Housing Corporation's Development Standards and achieve a 'very good' eco homes rating.

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 affordable housing but they should be dispersed and indistinguishable from the market housing.

Comprehensive Masterplan

The developers will be expected to produce a comprehensive Masterplan of the whole area to demonstrate how it will function both in itself and integrate with the existing settlement. It will include:

- Principle roads and access point
- Pedestrian and cycle routes
- Housing areas with an indication of density and phasing
- Structural and buffer planting
- Amenity open space

Layout and Design

The design and layout of the development should emerge from a careful analysis of the existing character of the locality particularly its edge of settlement location, the Conservation Area and local gap. This is to include a visual impact assessment.

An important focus for the design of new dwellings and the layout of the development is the relationship with the Anstey Conservation Area and the need to enhance the open character of the area of public open space at the north-eastern end of the housing allocation and its relationship with the land to be developed.

The Conservation Area is tightly drawn around the boundaries of buildings fronting Anstey Road, the northern end of Anstey Mill Lane and the southern end of London Road. The houses and cottages are either set slightly back

from the road behind low brick walls and mature hedges, or close onto the pavement.

New development within and adjacent to the Conservation Area will need to reflect its character and the integrity and setting of the listed buildings within it. Consideration should be given to the guidance contained in the Council's Conservation Directory, in particular for the Anstey Conservation Area.

The character of the Conservation Area comprises the following key features:

- 18th century, later Regency and 19th century vernacular houses of two storeys with clay tiles or slate roofs which often include attractive door cases and entrances. Several houses have symmetrical and well balanced proportions.
- Terraces of cottages whose architectural integrity and interest has been maintained by both uniform architectural style and colour scheme, and the retention of original fenestration (window) patterns and details.
- Mature trees such as Yews, Beech or Oak which often attractively frame individual buildings in their own setting but combine also to give an overall background of trees to group buildings.
- Historic buildings (both listed and non-listed) which retain original materials and details, in particular windows, substantial chimney stacks and clay tile or slate roofs.

Immediately adjacent to the Conservation Area there will be more scope in terms of design and layout, but being an extension of the historic linear settlement, new development should continue to reflect the vernacular and theme of the Conservation Area.

The character of the Conservation Area enables a range of development to reflect the high density patterns of tight terraces standing close to the footway, to the more substantial detached houses set back from the highway in their own grounds, and all being framed by dominant mature vegetation.

The design of new development will need to respect the details, overall form, materials and setting of buildings within the Conservation Area.

The design of the dwellings and the layout of the development also need to address the relationship between the new housing and the nearby noise sources of the railway and employment area. The difference in level adjacent to the railway could be utilised by a three storey building providing apartments. The building design should protect its residents from the noise and vibration of the railway and by providing an acoustic foil to the railway, contribute to the attenuation for the wider area of new development.

Amenity open space and landscaping, either existing or new planting, within the site can provide focus and context for the new dwellings.

The layout and design of the new dwellings should retain the privacy and amenities of adjacent properties and be pedestrian friendly following the principles of 'home zones' and incorporate traffic calming measures.

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

Landscape and Environment

A landscape strategy is to be produced for the residential area and the open space and which should inform the layout design. The protection and enhancement of the Anstey Conservation Area and the buildings within it are of fundamental importance. The relationship with and the protection and enhancement of the open character of the land to the north-east is also importance.

The landscape strategy should follow the advice in British Standard 'Trees in relation to construction', BS5837:2005 and must incorporate the retention of existing important trees, particularly protected trees, and hedgerows as an integral feature of the landscape structure of any future development.

A structural planting/buffer strip is required alongside the railway to provide a wildlife corridor as well as helping to alleviate noise and other pollution, and to enhance the outlook for the residential amenities of the site. The existing hedgerow along the north-eastern boundary of the housing site should be retained and consideration given to its enhancement to reduce the visual impact of the new housing on the local gap.

Existing trees and hedgerows are to be retained where possible, especially those protected, and incorporated alongside roads or amenity open space. Space around vegetation is to be retained, particularly around protected trees.

Retained vegetation must be protected from development - buildings, hard surfaces, engineering and construction works

- in accordance with the guidance contained in 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.

Environmental Impact Assessment

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 warrant regarding the proposed development as an EIA development under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

Although a formal Environmental Assessment is not required, any application for planning permission should be accompanied by a report that examines the ecology of that site and assesses the implications arising from the development. The report should also include any mitigation of those effects and any compensatory measures.

Archaeology

The route of the main London/Winchester Roman road crosses the brief area and consequently it may contain important archaeological material. A phased programme of archaeological work is to be initiated before any development takes place.

Open Space, Recreation Provision and Contributions

The public open space requirement arising from the development is to be provided mostly on the 1.8 hectares at

the north-eastern end of the site and at the same time as the new housing.

This open space allocation will assist in maintaining the local gap and may be used for the provision of recreational and sporting facilities, but only as long as the area is kept clear of development and is enhanced to ensure that the attractive open aspect to this entrance to the town continues. The facilities will be provided subject to an up-to-date assessment of need.

The opportunity should be taken to enhance the biodiversity of the area when considering future uses for the open space allocation.

The developers of the housing site should therefore enter into discussions with the Town Council and the local community to establish appropriate and reasonable recreational and sporting needs. In the absence of a need for such facilities, the area will be retained as informal open space for public enjoyment.

Incidental children's playspace and public amenity areas will be provided within the residential area.

There is a significant shortfall of children's playspace and kickabout areas in Alton, which need to be addressed in the development of residential sites within the town, either by on site provision or contributions. This site is one in particular. In addition, whilst there is a reasonable amount of playing pitches in the town, the pavilion at the Anstey Road pitches is insufficient and will need extending.

The developers of the site will be expected to contribute to the long term maintenance of the public open space provision in accordance with the Council's published guidance (currently Guide to Developers' Contributions and

Other Planning Requirements 2004). This requires developers to enter into a planning obligation to provide, lay out and maintain the land for at least 12 years or to make a commuted sum for its maintenance. It is anticipated that the control and maintenance of the land will pass to the Town Council.

The housing layout should incorporate pedestrian/cycle links to the new open space allocation from the new housing and improve such access from the wider area.

8. **Transportation, Access and Parking**

Transportation Measures

A Transport Assessment will be required detailing potential improvements to encourage non-car modes of transport. The development of this site must demonstrate a sustainable transportation strategy. This is to include a network of routes for cyclists and pedestrians within the site and to link with the existing settlement and provide or enable new links within the settlement.

Fundamental to the development of this site is the need to enable and secure improved access to local facilities without reliance on the car. Accessibility to the town centre and other nearby settlements must be addressed as part of the development including improvements to public transport (e.g. the provision of new bus stops and shelters).

Vehicular access to the housing development is to be from London Road/A339. The design and alignment of the access road across the open space should minimise its visual impact on the open space and on the local gap. New landscaping is likely to be important to achieve this. The route of the road should also minimise the loss of land for

future recreation and/or sporting purposes. The access will be traffic light controlled and should seek to improve the traffic management of the area in particular pedestrian and vehicular access to Eggar's School and at the Holybourne junction.

A secondary point of access is likely to be required in the event of culs de sac lengths exceeding 200 metres. Should a secondary point of access be located in Anstey Road/ London Road it must be designed to respect the character of the Conservation Area and the adjacent listed buildings. If only as an emergency access, it should also provide a pedestrian and cycle link to Anstey Road/London Road.

Anstey Mill Lane and its junction with Anstey Road is unsuitable for access to the development. However, a pedestrian/cycle link to Anstey Mill Lane should be explored to enable access to the south and to the employment area.

A route along Anstey Road is identified in the Council's Cycle Plan. Account also needs to be taken of Travel Plans for the local Junior School and those to be initiated by Eggar's Secondary School opposite.

Financial contributions from developers will be expected towards the emerging Alton Integrated Transport Strategy including:

- new bus shelters along Anstey Road together with enhanced bus services, particularly to the town centre and employment areas;
- pedestrian/cycle links to the station, town centre, employment areas and schools/colleges (including crossing facility over Anstey Road for pedestrians to Anstey Park and Eggar's School); and
- initiatives identified in school travel plans

The road layout within the site will incorporate appropriate traffic calming and will be pedestrian friendly.

Parking

Car parking standards for new residential developments are set out in 'Hampshire Parking Strategy and Standards (Summer 2002)' published by Hampshire County Council and have been adopted in part by the District Council. The Council is seeking to achieve an average of 1.5 car parking spaces per dwelling across the District but will consider the appropriate level of parking on a site by site basis taking account of the sustainability of each site.

Care is required to ensure that parking is convenient and well located to overcome the potential for on-street parking.

Parking provision should be situated generally on individual plots, within a space, car ports or garages either integral or set back from the road. Any parking to be provided outside individual plots, such as communal parking, should be arranged in landscaped courtyards and in locations that can enjoy natural surveillance from the occupiers of the dwellings.

Arrangements need to be made for the parking of cycles within individual residential curtilages.

9. Drainage and Water Supply

The development will require a surface water drainage strategy which should limit the runoff rate to that of a greenfield site. Surface water source control measures should be included, preferably incorporating above ground balancing features that would also have benefits for wildlife.

The site is underlain by a major aquifer with relatively shallow ground water. This could have an impact on construction and the drainage of the site and developers should contact the Environment Agency at the earliest opportunity.

Development in Alton will require the reinforcement of the water supply network. The Alton Sewerage Treatment Works also need to be extended to provide sufficient capacity. The developers will need to fund an impact study to ascertain spare capacity within the sewerage system.

The developers must ensure that the necessary water and sewerage infrastructure is provided to serve the site. They should therefore contact Thames Water at the earliest opportunity.

10. Community Safety

The design of the housing layouts can make a significant contribution towards preventing and alleviating the fear of crime and deterring anti-social behaviour. 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). Developers are encouraged to discuss their proposals with the Hampshire Constabulary Architectural Liaison Officer and to apply for a 'Secured by Design' award.

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 within the development thereby providing the opportunity to enable residents 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 increase the likelihood 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; frontage development to footpaths/cycleways, play areas, open spaces, internal and external boundaries, and parking areas; entrances to dwellings to be visible from the street.

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 preferably be within the curtilage of dwellings. With the inclusion of small dwellings though, car parking may be provided in courtyards. Communal parking areas need to be in well-lit areas 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

- Incidental children’s play spaces and public amenity areas should be located so as to maximise natural surveillance from neighbouring dwellings, and from passing pedestrians and vehicles, whilst minimising disturbance to any adjoining residents. Suitably located, vandal proof and directed lighting along roads and footpaths can assist this but light pollution must be minimised. New dwellings should not therefore back onto public spaces, but be arranged to face onto the space to provide natural surveillance.
- Landscaping – existing established 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.
- Appropriate vandal resistant lighting can enhance security.

11. Energy Conservation/Sustainability

The layout of the residential areas and the design of dwellings will be critical in determining the overall energy efficiency and environmental impact of the development. It is important that the following are achieved:

- The developers of the site will need to take into account DETR General Information Note 53, “Building a Sustainable Future”.
- The development proposals must be accompanied by information demonstrating that full account has been taken of the efficient use of energy.
- Site layout, design and the orientation of buildings should facilitate energy conservation by maximising solar gain and reducing heat loss.
- The location and orientation of accommodation should be away from, or sufficiently set back from adjacent vegetation to avoid overshadowing.
- Subject to the amenity of nearby residents, south-facing elevations should be designed to utilise solar gain either directly by the use of glazing, or indirectly by the incorporation of solar panels.
- Roofs should similarly be designed, in terms of form, orientation and materials to utilise solar gain.

- Buildings should incorporate appropriate insulation, heating and lighting systems to reduce energy demand.
- The dwellings should seek to achieve a 'very good' eco homes standard.
- The opportunity should be taken to provide water efficient design.

12. Refuse and Recycling Provision

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.

The developers of the residential area should seek to maximise the use of recycled materials during the development.

13. Education

Financial contributions towards education provision may be sought from the developers of the housing 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 housing site. It is expected that if all of the allocated sites in Alton are developed one or two additional primary school classrooms may be needed. The Education Authority considers that there is capacity on existing sites to locate additional classrooms.

14. Developer Contributions

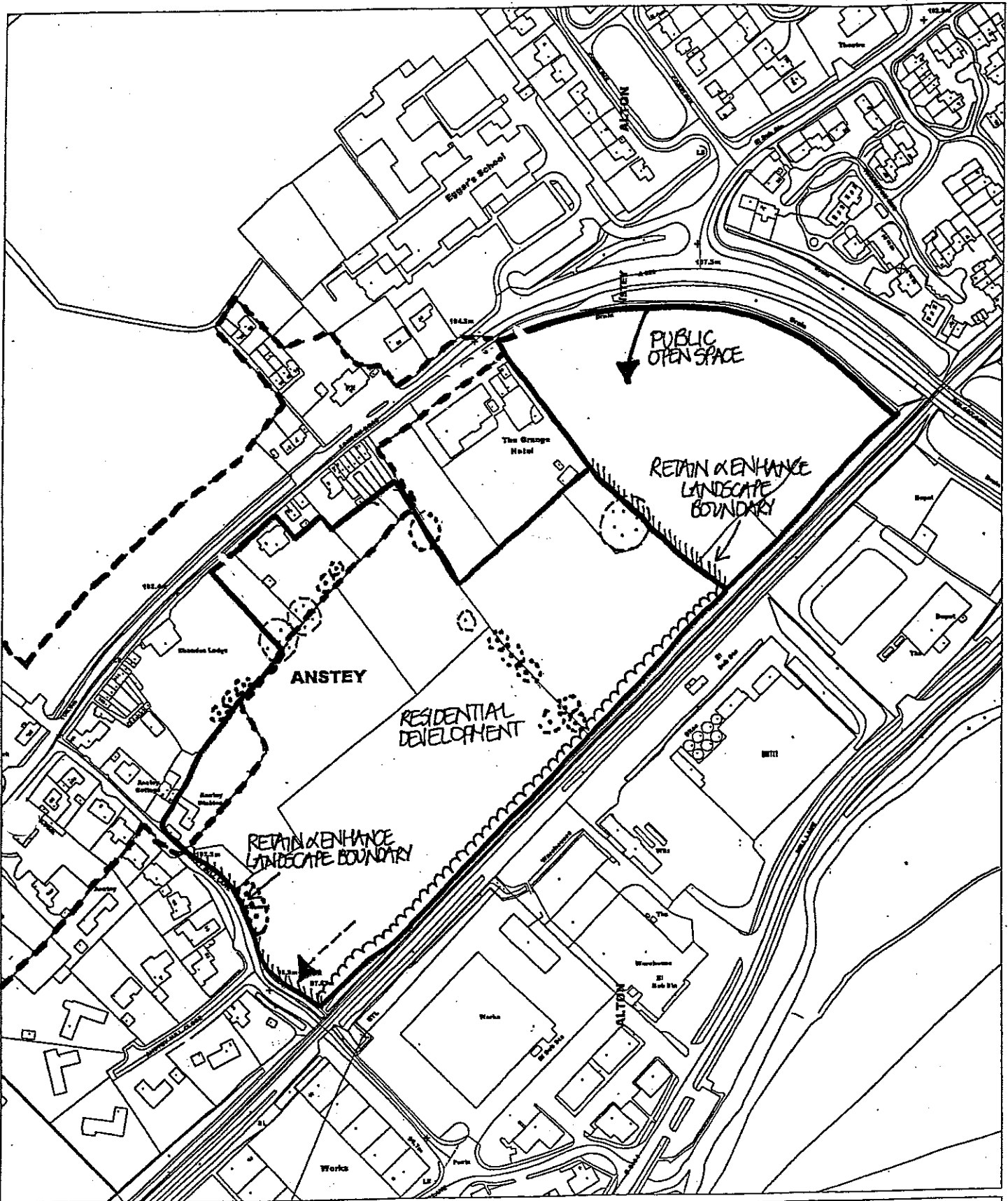
Developer contributions, including financial contributions, will be sought in association with the development of this land and will be resolved at the time of the processing of a planning application for the development of part or the entire site. Contributions likely to be sought include:

- Affordable housing (see Section 6)
- Open space/landscaping (see Section 7)
- Recreation and sporting provision (see Section 7)
- Education provision (see Section 13)
- Transportation (see Section 8)

Further information is set out in the Council's Supplementary Planning Guidance – 'Guide to Developers' Contributions and other Planning Requirements' (September 2004). The current levels of contributions may be obtained by contacting officers of the relevant authority, be it East Hampshire District Council, Hampshire County Council or the drainage and sewerage authority.

15. Further Advice

Further information regarding these development guidelines can be obtained from the Council's Planning, Highways/Engineering and Community Teams on **01730 234246**.



	SINGLE TPO TREE		INDICATIVE ACCESS POINT		CONSERVATION AREA BOUNDARY		Scale 1:3000
	GROUP OF TPO TREES		PEDESTRIAN / CYCLIST / EMERGENCY ACCESS		LANDSCAPE BUFFER		
	BOUNDARY						