



***LAND AT HAVANT ROAD, HORNDEAN***

***DEVELOPMENT BRIEF***

***ADOPTED SEPTEMBER 2009***

**HAVANT ROAD, HORNDEAN: DEVELOPMENT BRIEF**

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## Introduction

This development brief has been prepared by East Hampshire District Council as additional planning guidance for the development of land at Havant Road, Horndean.

A draft development brief was published in May 2009 and the responses were considered by the Community Forum (Clanfield, Horndean and Rowlands Castle) in September 2009. The Forum agreed this brief which will provide a basis on which planning applications can be submitted and assessed.

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## 1. Background

- 1.1 The Government's guidance set out in Planning Policy Statement 3: *Housing* requires local planning authorities to identify and maintain a rolling five-year supply of deliverable land for housing. For East Hampshire the amount of housing is based on the provisions of the South East Plan.
- 1.2 Monitoring by the Council has shown that there is a shortfall in housing supply within that part of East Hampshire in South Hampshire. 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 Keydell Nursery site is immediately to the south of the 'reserve' site at Havant Road. It is previously developed land and bringing it forward for housing now provides the opportunity for the comprehensive development of the area.
- 1.5 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 Havant Road, Horndean. The site is split into three phases. The northern part of the overall site (Phase 1) is allocated in the East Hampshire District Local Plan: Second Review (2006) as a 'reserve' housing site to be developed for about 60 dwellings together with a health centre. The Keydell Nursery part of the site can be divided into two phases of development. An initial phase (Phase 2), near the Havant Road frontage, is surplus to the requirements of the Nursery and could be developed before it closes. This phase of the development has an area of 1.7 ha. Relatively low density development providing about 40 dwellings is appropriate on this frontage area. The main part of Keydell Nursery (Phase 3) has an area of 4 ha. Given the site constraints, about 120 dwellings would be appropriate.
- 2.2 The development brief sets out the form of development that the Council wishes to see on the site. It provides planning and design guidance to assist pre-planning application discussions with the developer and will be the basis upon which planning applications will be assessed.

## 3. The Site

- 3.1 The site has an overall area of 11.3 hectares and is close to the historic core of Horndean to the north and which contains Horndean Conservation Area and the Grade II Listed Red Lion Inn. The southern part of the site (Phases 2 and 3) is currently Keydell Nursery. Bridleway 24 passes through the site forming the boundary between Keydell Nursery and the open field to the north (Phase 1).
- 3.2 Phase 1 comprises a rectangular and open field that slopes down to the Havant Road. It has a large important oak tree in

the centre which must be retained. A strip of protected woodland and scrub extends along the higher ground linking the main part of the site to Portsmouth Road to the north. Falling away to the west is the embankment to the A3(M).

- 3.3 Further to the south Keydell Nursery is a garden centre comprising buildings, nurseries, yards and car park. Most of the buildings are on the western part of the site on higher ground, surrounded by trees and well hidden in views from Havant Road. A remnant ancient woodland (formerly part of the Forest of Bere) running through the middle of this part of the site is a Site of Importance for Nature Conservation (SINC).

## 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 available, suitable, and capable of being developed within the five-year period required by 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:

- **Housing schemes of high quality to include affordable houses, the number and type to be determined by proven need.**
- **A health centre adjacent to the Havant Road frontage on Phase 1 of the site of 0.5 hectare.**
- **The important natural features of the site are to be protected and enhanced including the SINC and the trees protected by Tree Preservation Orders.**
- **On Phase 1 of the site, the provision of a central landscaped area of informal open space around the protected oak tree.**

- **Two access points to the new housing from Havant Road B2149; one to serve phase 1, the other to serve phases 2 and 3.**
- **Improvements to the accessibility of the site to local services and facilities including pedestrian and cycle links.**
- **Contributions towards transport infrastructure improvements, in accordance with Hampshire County Council's Transport Contributions Policy, to include provisions for pedestrians, cyclists and public transport facilities.**
- **Supporting infrastructure including the need to address the issue of surface water flooding and the protection of aquifers.**

## 6. Principles of Development

### Comprehensive Masterplan

- 6.1 The developers of the site will need to produce a comprehensive Masterplan 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
  - Pedestrian and cycle routes and links to the local highway network
  - Housing areas with an indication of phasing and density

- Structural and buffer planting
- The location and access arrangements for the health centre
- Amenity open space

### Amount and type of housing

- 6.2 The site lends itself to be developed in three phases. Phase 1 is the open field forming the northern part of the site. Once allowance is made for the health centre and the retention of important trees and tree belts some 2 hectares is available for residential development on the northern part of the site. The location of the site close to Horndean village centre makes it suitable for about 60 dwellings.
- 6.3 Phase 2 is the part of Keydell Nursery that fronts on to Havant Road. This area could be developed prior to the closure of the nursery. Development needs to respect the woodland to the rear of this area and the low density housing on the opposite side of Havant Road. This area of some 1.7 hectares is suitable for about 40 dwellings.
- 6.4 Phase 3 consists of the main nursery buildings. This area of some 4 hectares is suitable for about 120 dwellings
- 6.5 The overall site should contain a mix of dwelling types and sizes, including flats, small houses and an appropriate element of affordable housing. The location of the site close to Horndean centre makes it suitable for an element of elderly persons' accommodation.
- 6.6 The overall density achieved at the site will be within the range of 30-40 dwellings per hectare (net).

### Affordable housing

- 6.7 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.
- 6.8 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.
- 6.9 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.
- 6.10 Affordable housing should be built to the current Code for Sustainable Homes level as recommended by the Homes and Communities Agency.
- 6.11 The affordable housing is to be spread randomly throughout the development and is to be genuinely 'peppercotted' 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**

- 6.12 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 and how it reflects the character of the settlement.
- 6.13 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* and the nearby historic core of Horndean.
- 6.14 Buildings should respect 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.
- 6.15 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 north of the site and on the opposite side of Havant Road. Dwellings should generally face onto and be close to the street with small front gardens enclosed by low walls to maintain the local character.
- 6.16 The development must relate to the topography of various parts of the site. On Phase 1 of the site development must

have no detrimental impact on the large important oak tree or its canopy which must be retained. It is envisaged that the best way to achieve this would be to develop the site with a high quality form of courtyard development focused around the tree and its surrounding informal open space. The open space should be enclosed by a range of buildings to enhance its character and to provide natural surveillance. To enhance the open sloping profile of this part of the site, the higher density development should be concentrated on the lower slopes, especially adjacent to the Havant Road frontage, but with vistas leading to landscape features of vegetation and open space.

- 6.17 Phase 2 is a relatively long part of Keydell Nursery that fronts on to Havant Road and backs on to woodland (SINC) that needs to be protected. Low density housing would be appropriate to reflect the character of the area, especially the housing on the opposite side of Havant Road. All dwellings must be served from the main access to this southern part of the site; individual accesses on to Havant Road would not be appropriate.
- 6.18 All of the development forming Phase 3 will also be served from the southern access point on Havant Road. Development will need to respect the proximity of the protected woodland (SINC) and other significant trees. The character of the bridleway must also be maintained. On this part of the site near rushmoor pond there is a pair of simple, well constructed, artisan cottages called Rushmoor Cottages dating from 1907. The cottages could provide a family home and, if practical, they should be incorporated within the development of the site.

**Sustainable construction/renewable energy**

- 6.19 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>

6.20 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. Non-residential buildings will be required to meet at least BREEAM standard 'very good'. 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, Open Space/Recreation Provision and Archaeology**

**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 distinctive chalk landscapes of the South Downs and describes the special landscape character of the area, its settlements and built form.

7.2 All existing trees on and adjacent to the site must be assessed and the constraints they present demonstrated. The landscape strategy for each respective phase of development 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.

7.3 A principal feature of the landscape strategy for Phase 1 must be the provision of a central landscaped open space that, together with the surrounding dwellings, should reflect the character of the village.

7.4 The protected woodland running through the centre of the Keydell Nursery will form an important backdrop to development along the Havant Road frontage. This will require active management. A buffer area needs to be retained between this woodland and new development.

7.5 Lombardy poplars have been planted within Keydell Nursery. It would be inappropriate to try to retain all of these trees in the housing development. The well kept hedge on the Keydell Nursery frontage to Havant Road is an important feature in the local landscape and should be retained.

7.6 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.

7.7 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.

7.8 The design of the proposed housing schemes should include measures that help to reduce the possible noise pollution from the A3(M) where deemed appropriate and shall include additional landscape planting within the site along the western boundary. A suitable noise buffer should also be provided

between the housing on the southern end of the site and the employment site immediately to the south.

- 7.9 Full surveys and an ecological assessment, including protected species, will be required for each respective phase of the site. Any application for planning permission should be accompanied by a report that sets out the ecology of the site and assesses the implications arising from the development. The report is to include a scheme for all necessary mitigation, compensation and enhancements.
- 7.10 The Site of Importance for Nature Conservation (SINC) on Keydell Nursery contains ancient woodland remnants that support a fair diversity of species and should be protected and enhanced. Adequate buffering between the woodland and development areas is required. Ongoing management of retained and created habitats should seek to address issues such as the dumping which appears to have occurred in the woodland, and the removal of invasive species. It is important that ecological networks are retained and improved where possible, to enhance the wildlife connectivity within and into the site. The tree cover along the bridleway should be enhanced.
- 7.11 Other existing habitats on site, such as the ponds, should be designed into development where possible and protected and enhanced.
- 7.12 There should be no vehicular link between Phase 1 of the site along it's southern boundary and Phases 2 & 3 as this would involve the removal of several trees alongside the bridleway and destroy it's integrity. There is scope for pedestrian and cycle links to cross the bridleway to link the phases of development and such proposals should take into account the potential impact on the important trees. The existing planting along the sunken lane/bridleway within the site should be

enhanced with species found within it or the adjacent woodland.

- 7.13 Retained vegetation must be protected from development - 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 each phase of the proposed development.
- 7.14 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)**

- 7.15 The development is an urban development project which falls within Schedule 2 of the Regulations. 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) (England and Wales) Regulations 1999.

#### **Open Space, recreation provision and contributions**

- 7.16 The requirements for the provision of and payment for the long term maintenance of on-site open space is currently set out in Policy R3 (Open Space Requirements) of the Local Plan: Second Review and the Council's published guidance (currently *Guide to Developers' Contributions and Other Planning Requirements May 2008*). Allotments should be provided on-site in Phases 2 and 3 of the development in

accordance with the standard set out in paragraph 7.72 of the Local Plan. The appropriate level of open space provision will relate to that being applied through planning policy at the time of the commencement of development of each phase. The open space should provide a network of multi-functional green infrastructure throughout the site and linked to the surrounding area.

- 7.17 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.
- 7.18 On the northern part of the site the open space could include a play area to be carefully sited in relation to the oak tree, the topography and landscape of the site, and adjacent dwellings. A central location of the open space within the site would lend itself to the provision of a play space that could be enjoyed by existing local residents. This could be provided as part of the on-site open space. It is essential that the location of the open space does not compromise the protection of the important oak tree.

### **Archaeology**

- 7.19 The site may contain important archaeological material. A programme of archaeological investigation is to be carried out before planning applications for the various phases of the site can be determined.

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

### **Sustainability**

- 8.1 The development of the site must show a sustainable transportation strategy and allow for the movement of pedestrians and cyclists within the site and to link with the existing settlement.

- 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 Horndean village centre, local schools, Dell Piece and to Clanfield, together with improved access to Havant and Waterlooville, must be addressed as part of the development, particularly including improved provision for cyclists and pedestrians. A new footpath is required along the western side of Havant Road. Phase 1 of the development must provide this footpath as far south as the entrance to Keydell Nursery.
- 8.3 The site fronts a stretch of Havant Road which is identified in the East Hampshire Cycle Plan (2004) as part of the proposed cycle route from Horndean village centre and local schools to Rowlands Castle. It will also provide improved cycle access from Horndean to Rowlands Castle station. Developer contributions will be sought towards the improvement of this and other cycleways in the area.
- 8.4 The strip of land that links the site to Portsmouth Road must be maintained and enhanced to protect the amenities of existing and new residents. It provides the 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 Council will need to be fully satisfied that the new link would not give rise to any potential for anti social behaviour in this area. The amenity and privacy of residents in properties adjacent to this link will need to be respected.
- 8.5 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

- 8.6 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.
- 8.7 The assessment should consider the impact of the development on the A3(M) and the local highway network including the A3, the B2149, and the A3 Portsmouth Road/B2149 junction of Havant Road/Dell Piece East. The cumulative effect of new local developments on the junction of Rowlands Castle Road/Havant Road will also need to be examined along with the potential for the proposed development to have a significant impact on the safety concerns associated with this junction, especially safety for cyclists and equestrians.
- 8.8 The layout should apply the Government's *Manual for Streets* with regard to its internal layout and be pedestrian friendly. 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

- 8.9 A single vehicular access point to serve all of the site would be inappropriate and it would destroy the integrity of the well-treed area along the sunken lane/bridleway. Two vehicular access

points are required off Havant Road (B2149). One to serve Phase 1 of the site, the other to serve Phases 2 and 3.

- 8.10 A vehicular access point to Phase 1 should serve both the residential development and the health centre. The site level adjacent to Havant Road will need to be raised to provide a satisfactory junction. A right turn facility is likely to be required into the site. No vehicular access is to be formed linking the site to Portsmouth Road via the woodland strip adjacent to the A3(M).
- 8.11 The vehicular access point to Phase 2 should be capable of serving Phase 3 while it remains as a nursery and when it is redeveloped for other uses. This has to be achieved during the implementation of Phase 2 without a reduction in car parking spaces serving the nursery.

### Parking

- 8.12 The Council continues to apply the car parking standards for new residential developments previously set out in 'Hampshire Parking Strategy and Standards (Summer 2002)' published by Hampshire County Council. East Hampshire District Council has re-adopted these standards in part. The Council will apply the maximum parking limit to this development.
- 8.13 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.
- 8.14 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.

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

### **Contributions**

- 8.16 The Council will seek financial contributions to include provisions for pedestrians, cyclists and public transport facilities. Contributions will be sought for improved opportunities for cycling in the context of the East Hampshire Cycle Plan 2005.

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

- 9.1 The Council will need to be satisfied that the developers of the site has fully investigated the issues relating to drainage and that there will be an adequate water supply to serve the new development.
- 9.2 Portsmouth Water anticipate that there will be a need for water mains reinforcement from the junction of Portsmouth Road/Havant Road to the access point for Phase 2.
- 9.3 Southern Water states that there is a requirement to requisition a connection for sewerage at the nearest point of adequate capacity. Public sewers traverse the Phase 1 site which will require a minimum of 6 metres easements, or diversion provided a feasible alternative can be found.
- 9.4 The site is within an area classified as a major aquifer which supplies the Portsmouth area with drinking water. The location is highly sensitive to pollution and therefore before any

planning permission can be granted the scheme, including drainage, would need to mitigate against groundwater pollution. Surface water drainage must not be allowed to discharge into the nearby swallow holes. A scheme of protection and mitigation must be agreed with the Environment Agency before planning permission will be granted.

- 9.5 The floodplain of the Lavant Stream tributary extends through Clanfield and Horndean, including along Havant Road. Flooding is known to have occurred along the roads through which the floodplain runs, as a result of rainfall when ground conditions are saturated. The district-wide Strategic Flood Risk Assessment identifies the eastern, lower part of the site adjacent to Havant Road as within a Zone 3 flood risk area.
- 9.6 Besides the possibility of on-site flooding, the development of the site may present a significant increase in flood risk from the generation of surface water run-off. The low level of the site adjacent to the ditch along the Havant Road frontage will need attention to obviate this flooding. Any application will need to be accompanied by a Flood Risk Assessment (FRA). The FRA should be discussed early in the planning process and submitted as an integral part of the planning application. There are no surface water sewers in the vicinity of the site and so alternative means of disposal of surface water must be explored as part of the FRA. The FRA for any phase of the development of the site must provide an assurance that the mitigation measures to be put in place to address drainage/flooding issues do not compromise the later phases of the development. Any mitigation measures will need to be implemented prior to the development of that phase of the development. Guidance for the preparation of the assessment is set out in Chapter 10 of the Council's Strategic Flood Risk Assessment at:  
<http://www.easthants.gov.uk/ehdc/localplanweb.nsf/webpages/Strategic+Flood+Risk+Assessment>

9.7 The local highway engineers should be consulted on drainage issues at an early stage prior to an application being submitted.

## 10 Noise, Air and Light Pollution

10.1 In view of the proximity of the A3(M) to the site a noise assessment report will need to accompany any planning application. This should include the findings of the DEFRA noise modelling exercise. The assessment will need to identify any issues and include mitigation measures. Any mitigation measures should not increase noise on the other side of the valley.

10.2 Monitoring has shown that the development is in an area of possible poor air quality. An air quality assessment will therefore be required and will have to be agreed with the Council's Environmental Health Services.

10.3 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.

## 11 Community Infrastructure

11.1 The need for a replacement doctors' surgery in Horndean has been identified and should be provided as part of a health centre on Phase 1 of the site and at an early stage in the development. 0.5 hectare is to be set aside for this purpose as close as practicable to the Havant Road frontage. The layout and design of this facility, including any associated parking, will need to take into account the amenities of existing and new residents.

11.2 There are community facilities in Horndean in need of improvement such as Merchistoun Hall. Appropriate financial contributions towards the improvement of these facilities will

be sought from the developer; early discussions with the Council's Community Team and Planning Department are therefore encouraged.

## 12 Community Safety

12.1 The design of the housing layout 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). The developer is encouraged to discuss its proposal with the Hampshire Constabulary Architectural Liaison Officer and to apply for a 'Secured by Design' award.

12.2 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, for example for flats, 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**

- 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.

## **13. Refuse and Recycling Provision**

- 13.1 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.

## **14. Education**

- 14.1 The additional pupils resulting from the development can be accommodated at the local schools, although it may be

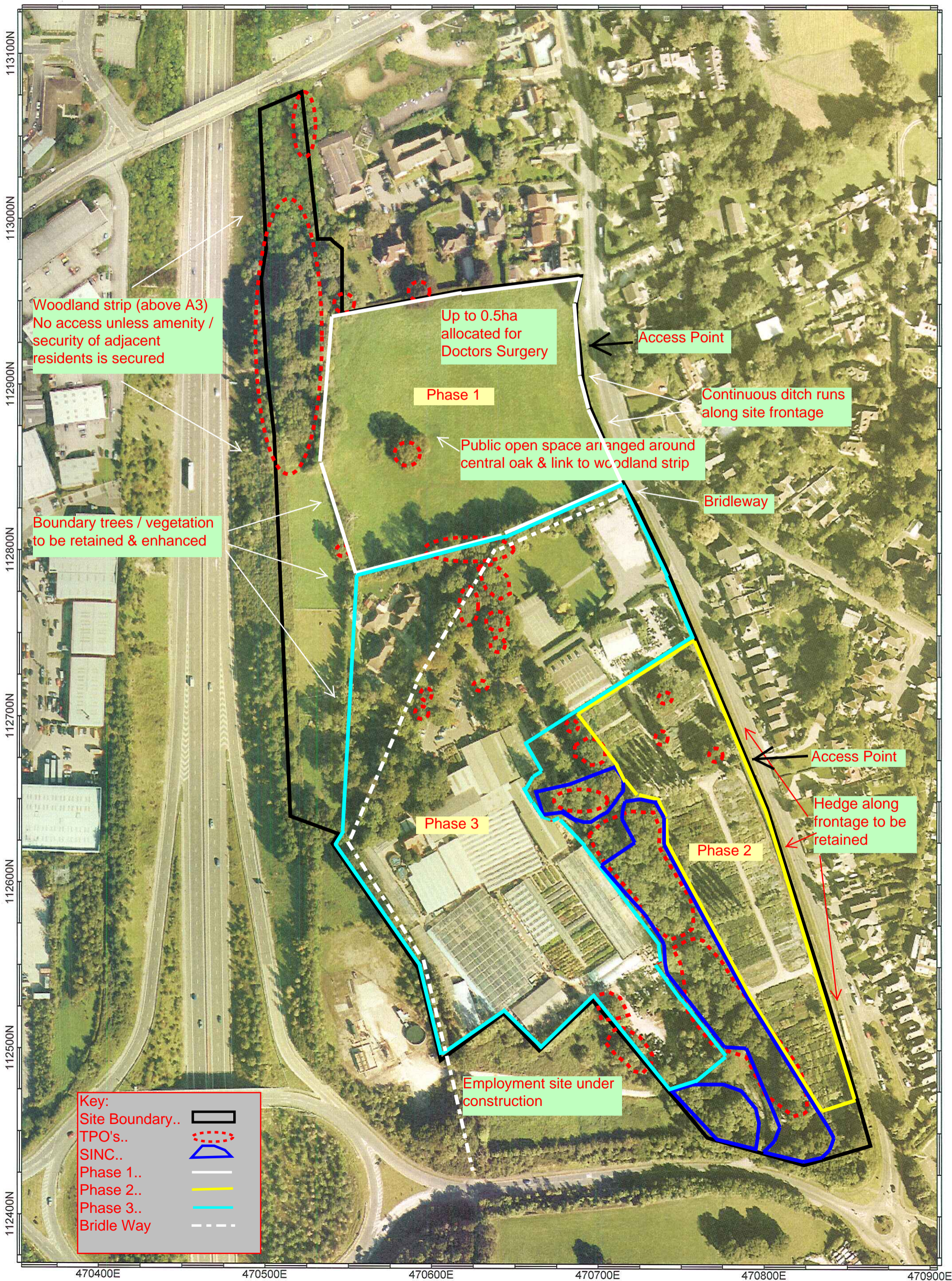
necessary to provide some additional accommodation or improvements to their facilities. Financial contributions towards education provision will be sought from the developer of the site. The necessary provision and level of contribution will be resolved at the time of the processing of a planning application 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.

15.2 Further information is set out in the Council's Supplementary Planning Guidance: *Guide to Developers' Contributions and other Planning Requirements (May 2008)*. 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.

## 15. Developer Contributions

15.1 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 6.7 to 6.8)
- Community project worker (see 6.9)
- Environmental, heritage, and countryside (including AONB) management/improvement schemes (see 7.14)
- Open space/landscaping (see 7.16 to 7.18)
- Transportation including the need for highway improvements (see 8.15)
- Requisition of a connection to the sewerage system at the nearest point of adequate capacity (see 9.3)
- Community facilities (see 11.2)
- Education provision (see 14.1)



**Key:**

- Site Boundary..
- TPO's..
- SINC..
- Phase 1..
- Phase 2..
- Phase 3..
- Bridle Way