

LAND EAST OF POSBROOK LANE, TITCHFIELD

DESIGN & ACCESS STATEMENT

OCTOBER 2019



LAND EAST OF
POSBROOK LANE,
TITCHFIELD



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Plans not to scale.



INTRODUCTION

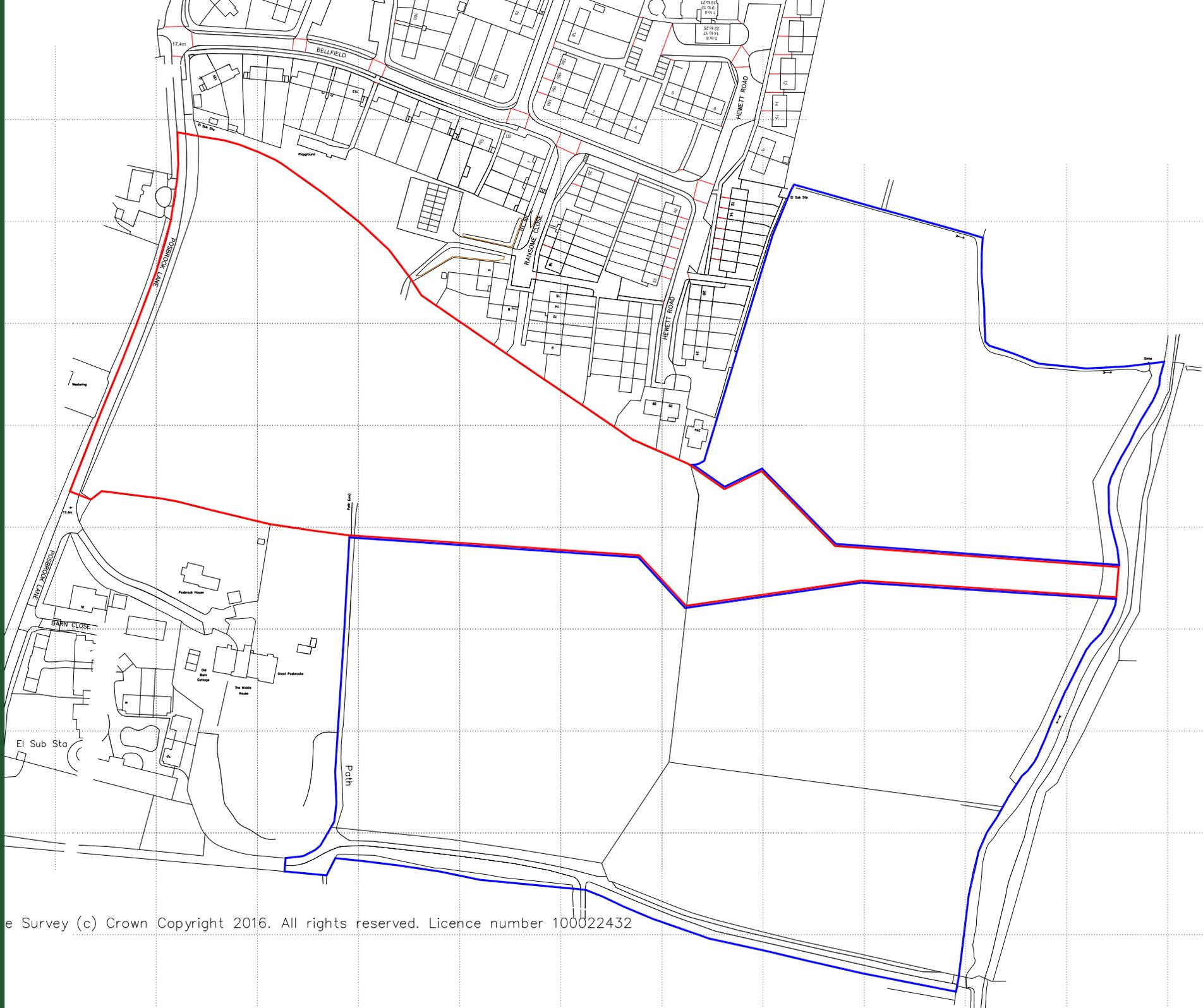
This statement has been prepared in support of the outline application for up to 57 dwellings, associated landscaping and a mean of access from Posbrook Lane. The statement illustrates the adopted design approach and explains the planning rationale behind the submission.

The application site measures approximately 4 hectares and comprises an irregular shaped parcel of land. The site edged red on the extract from the application site location plan is included on page 6 overleaf. It is located immediately south of Titchfield and is bounded by Posbrook Lane to the west, existing residential development to the north and south-west, open land to the south and east with the River Meon beyond.

The Design and Access Statement has been prepared in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the guidance in the Communities and Local Government publication on information requirements and validation (March 2010). It should be read in conjunction with the application drawings and other technical documentation submitted in support of the planning application.



VIEWS
TOWARDS
BELLFIELD
ESTATE



LOCATION
PLAN
(NOT TO SCALE)

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PURPOSE OF THE DESIGN & ACCESS STATEMENT

This document explores the design rationale behind the proposal, explains the vision for the site and lays out how site specific features have been utilised in shaping plans.

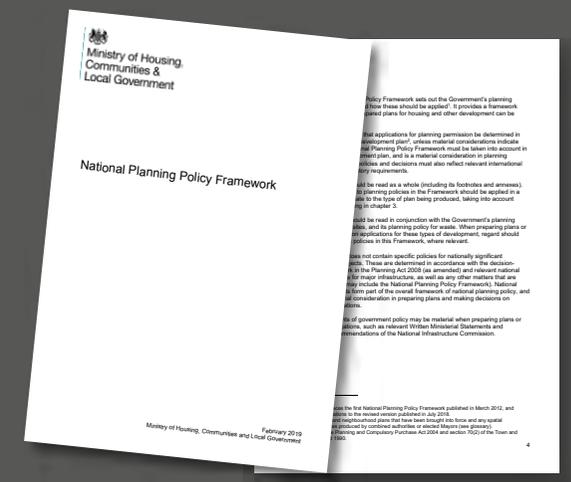
Good quality design is integral to creating a sustainable development. The National Planning Policy Framework (NPPF) emphasises that developments should:

- function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using the arrangements of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.

This statement identifies the key urban design principles adopted, explores the reasoning behind their selection and evaluates proposals against NPPF established sustainability and design criteria.



3.0

PLANNING HISTORY & CONTEXT

The site was subject to a previous outline planning application for 150 dwellings, community garden, associated landscaping, amenity areas and a means of access from Posbrook Lane (P/17/0681/OA). Planning permission was refused by Decision Notice dated 14th December 2017, a decision upheld by appeal decision on 12th April 2019.

The Statement seeks to address the issues raised during the previous planning application and subsequent appeal.



Proposed site plan (P/17/0681/OA)

REASONS FOR REFUSAL:

- a. the application site lies outside the defined urban settlement boundary on land which is considered to form part of a 'valued landscape'. As a result the proposed development would result in a range of significant adverse landscape and visual effects, harmful to the landscape character, appearance and function of the countryside and failing to respect or respond positively to the key characteristics of the surrounding area. In addition the proposed development would adversely affect the integrity of the strategic gap and the physical and visual separation of settlements;
- b. the proposal would be harmful to, and fail to preserve and enhance, the setting of nearby Grade II* Listed Buildings;
- c. the proposal would result in the loss of best and most versatile agricultural land;
- d. had it not been for the overriding reasons for refusal the Council would have sought details of the SuDS strategy including the mechanism for securing its long-term maintenance;
- e. had it not been for the overriding reasons for refusal the Council would have sought to secure the on-site provision of affordable housing at a level in accordance with the requirements of the local plan;
- f. had it not been for the overriding reasons for refusal the Council

would have sought ecological mitigation, compensation and enhancement measures to ensure that all protected species are taken into account during and after construction. These would include alternative provision for habitats, including networks and connectivity and future management and maintenance arrangements;

- g. in the absence of a legal agreement to secure such, the proposal would fail to provide satisfactory mitigation of the 'in combination' effects that the proposed increase in residential units on the site would cause through increased recreational disturbance on the Solent Coastal Special Protection Areas;
- h. in the absence of a legal agreement to secure such, the proposal fails to provide satisfactory details of the design, long term management and ownership and associated costs of the proposed Bird Conservation Area to the east of the application site. As a result the proposal fails to provide adequate mitigation, compensation and enhancement measures in relation to the effects of the development on qualifying features of the Solent and Southampton Water Special Protection Area (SPA);
- i. in the absence of a legal agreement securing provision of open space and facilities and their associated management and maintenance, the recreational needs of residents of the proposed development would not be met;
- j. in the absence of a legal agreement to secure such, the

proposal fails to mitigate against the adverse effects of the development on the safety and operation of the strategic and local highway network in the form of a financial contribution towards off-site highway improvements;

- k. in the absence of a legal agreement to secure the submission and implementation of a full Travel Plan, payment of the Travel Plan approval and monitoring fees and provision of a surety mechanism to ensure implementation of the Travel Plan, the proposed development would not make the necessary provision to ensure measures are in place to assist in reducing the dependency on the use of the private motorcar;
- l. in the absence of a legal agreement to secure a financial contribution towards improvements to the local public rights of way network, the proposal fails to mitigate the harm from the increased usage of public rights of way as a direct result of the development.

Reason (c) would not in itself justify refusal, as confirmed by the council during the appeal process. Reasons (d) to (i) relate to necessary details to be addressed by legal agreement or to inform any subsequent Reserved Matters planning application.

This revised application seeks to address reasons for refusal (a) and (b).

4.0

PLANNING CONTEXT & DESIGN GUIDANCE

PLANNING POLICY BACKGROUND

The accompanying Planning Statement provides assessment of the policy framework in which the application is submitted. Consideration here is focused on those policies of Fareham Borough Council specific to design and access considerations.



Adopted Local Plan,
2011-2029

THE NATIONAL PLANNING POLICY FRAMEWORK (2019)

A material consideration in the determination of planning applications, relevant content of the NPPF includes;

Section 2 of the NPPF relates to achieving sustainable development with the emphasis on the presumption in favour of sustainable development. The site is in a sustainable location and is suitable for development.

Section 5 of the NPPF relates to the delivery of a sufficient supply of homes and sets out the Government's objective to significantly boost the supply of homes.

Section 12 of the NPPF relates to achieving well-designed places and sets out the importance of good design. Proposals have sought to create a well-designed place that responds to local surroundings, creates an enjoyable place for both existing and future residents.

Section 16 of the NPPF relates to conserving and enhancing the historical environment. The layout of the proposal has been designed to preserve and enhance the setting of the listed buildings to the south of the site.

LOCAL PLAN PART 1: CORE STRATEGY

Adopted in 2011 it sets out the key elements of the planning framework for the Borough.

CS5: TRANSPORT STRATEGY & INFRASTRUCTURE

The proposed development is well located within a sustainable location. Key linkages to the local road and pedestrian network are offered, including access to the natural environment. The design encourages the use of sustainable transport. Cycling and walking will be encouraged.

CS11: DEVELOPMENT IN PORTCHESTER, STUBBINGTON & HILL HEAD AND TITCHFIELD

Proposals would protect and enhance the settlement boundary providing a definitive rural/urban edge to Titchfield. A significant proportion of the site is proposed to comprise a Bird Conservation Area.

CS15 SUSTAINABLE DEVELOPMENT AND CLIMATE CHANGE

The development site benefits from opportunities for sustainable transport options, including easy access to bus services and local

facilities by walking and cycling modes. Sustainable drainage proposals have informed the design.

CS16 NATURAL RESOURCES AND RENEWABLE ENERGY

Specifics of design are a matter for consideration at a later stage of the planning process and will be informed by aims for energy efficiency.

Opportunity for mineral extraction has been considered in line with accepted best practice (Land & Minerals).

CS17: HIGH QUALITY DESIGN

Development will be of a high-quality design, safe and accessible for prospective and existing residents. The adopted design approach will be informed by both local and national guidance and policy.

LOCAL PLAN PART 2: DEVELOPMENT SITES & POLICIES

Adopted in 2015 it sets out policies which influence the way land is developed and helps guide decisions on applications.

DSP1: SUSTAINABLE DEVELOPMENT

Development will improve local economic, environmental and social conditions in addition to providing much needed housing.

Policy DSP2: ENVIRONMENTAL IMPACT

Proposals include a sustainable drainage scheme.

POLICY DSP3: IMPACT ON LIVING CONDITIONS

The impact of the development on existing dwellings has been fully considered with the privacy and quality of life of potential and existing residents a primary concern.

POLICY DSP5: PROTECTING & ENHANCING THE HISTORIC ENVIRONMENT

There are two Grade II* listed buildings located to the south of the proposed development; concerns were raised with the

previous application that the development would erode the agricultural context of the listed buildings. The layout proposed has been developed to preserve the setting of the listed buildings allowing for a landscape buffer to maintain clear separation from the settlement edge. The accompanying Heritage Statement fully considers the impact of proposals regarding the historic environment.

POLICY DSP6: NEW RESIDENTIAL DEVELOPMENT OUTSIDE OF THE DEFINED URBAN SETTLEMENT BOUNDARIES

The development proposals are considered to be appropriate for the location with the design approach adopted mindful of Titchfield's existing housing stock. The impact of development on the wider landscape is considered within the accompanying Landscape Assessment.

RESIDENTIAL CAR AND CYCLE PARKING STANDARDS SUPPLEMENTARY PLANNING DOCUMENT (2009)

A matter for determination at a later stage of the application process, proposals are to include adequate and appropriate parking provision for residents and visitors.

DESIGN GUIDANCE (EXCLUDING WELBORNE)
SUPPLEMENTARY PLANNING DOCUMENT (2015)

The application is made in outline with specifics of design reserved for consideration at a later stage of the application process. The adopted design approach will be developed based on both local and nationally accepted best practice and policy.



THE DEVELOPMENT
DEMONSTRATES ALL THREE
STRANDS OF SUSTAINABILITY

SITE CONTEXT

The site is to the east of Posbrook Lane, the primary access road to properties east of Coach Hill. Mature hedgerows and boundary planting to both sides of the Lane allow for limited views beyond.

Secondary vehicular roads and private driveways extend west and east from Posbrook Lane leading to residential cul-de-sacs and individual dwellings. Development to the west of Posbrook Lane is sparse, the land mainly in agricultural use though several semi-detached properties are located on the opposing side of the Lane to the Barn Close development. These six no. dwellings are large two storey homes. The properties benefit from large gardens to the rear and are set back from the highway beyond landscaped front gardens and paved driveways, The Bellfield residential development and Barn Close are located to the eastern side of Posbrook Lane and form the northern and southern boundaries of the application site.

To the east the site is bordered by an extension of grazing land, within the same ownership of the application site, there are no plans to develop this eastern expanse.

East of the blue line boundary is the Titchfield Canal, a Site of Importance for Nature Conservation (SINC) as allocated with Policy DSP13 of the Local Plan.

Titchfield Conservation Area is to the northeast, at its closest to the site it extends south of Bridge Street and is adjacent to the rear boundary of dwellings within the residential development off Bellfield.





Great Posbrook

ARCHITECTURAL CONTEXT

TITCHFIELD VILLAGE

While detailed design matters are reserved for a later stage of the planning process, the illustrative site plan demonstrates that a scheme can be brought forward in a logical manner respectful of local character and vernacular.

Study of the local vernacular continues to inform the adopted design approach. Analysis in the form of site visits and desk-based research has enabled an understanding of the architectural context in which the site is located and, while this understanding continues to develop, contextual analysis is considered to be a vital tool in the design process.

The estate to the north of the site comprises mainly of two storey semi-detached or terraced dwellings and blocks of flats of up to three storeys in height. Properties on Barn Close to the south are large, executive, detached homes set in gardens of significant size. Predominantly two-storey, these are comparatively low in number. While no one style dominates, certain features of the local vernacular can be seen to be repeated and as such are emphasized.

- Pitched roofs with brown or red roof tile
- Red brick
- Rendered façades in neutral tones
- Substantial setbacks from highway
- Wide primary access roads with secondary vehicular roads substantially less so



Titchfield Village

HOUSE TYPES
WITHIN BELLFIELD



Images sourced from Google

HOUSE TYPES WITHIN
BARN CLOSE



Images sourced from Google



5.0

DEVELOPMENT PROPOSAL

LANDSCAPE CHARACTER

- Fundamental to the design approach has been the need to ensure a robust Landscape Strategy that will provide a defined settlement edge to this part of Titchfield whilst also respecting the form, character and context of identified heritage assets to the south of the site.
- Landscape proposals have evolved through analysis of the site and its setting in the context of best practice guidance. The landscape rationale has sought to maximise the development's green potential. Proposed development comprises Ecological Buffer Zones and areas of retained and enhanced hedgerows, trees and landscaping. A large bird conservation area to the east is also proposed.
- The green infrastructure and landscape design principles proposed incorporate retained landscape features along site boundaries which will be supplemented with new planting to create strong green corridors. These wildlife corridors will enhance on-site biodiversity in addition to ensuring the privacy of new and existing dwellings.

OPPORTUNITIES & INFLUENCES

The opportunities and influences associated with the proposed development have been identified following the assessment of the site and its surroundings. These have been mapped and used to inform the identification of developable areas within the site. The resultant diagram has been used to inform the master planning process.



	Site boundary
	Proposed bird conservation area
	Settlement boundary
	Flood risk
	SINC
	Proposed access
	Neighbouring views
	Overhead cables
	Footpath/Restricted bypath
	Drain
	Drain covers
	Listed buildings
	Sunpath

Whole site

"Uncertain" Brent Geese & Wader sites (DSP14)**

Strategic gap - The Meon Gap
Outside urban boundary

Within an SSSI impact risk zone
Area outside of defined urban settlement boundaries (CS6, CS14, DSP6-10)

ILLUSTRATIVE SITE PLAN

Design principles have been shaped by the iterative process of reviewing planning requirements as well as the issues raised at appeal.

The new development is much reduced in scale. Proposals will be sensitively assimilated into the existing settlement.

The planting of woodland trees will soften the harsh urban edge currently presented by existing residential development whilst enhancing the setting of listed buildings.

The planting of woodland trees will soften the views to the site from the Lower Meon Valley.

A landscape buffer is provided to allow a clear separation between the settlement and the historic farmstead.





ACCESS & MOVEMENT

VEHICULAR ACCESS

Vehicular access to the site will be provided via Posbrook Lane in the form of priority junction as agreed acceptable by Hampshire County Highways.

PEDESTRIAN ACCESS

Footpaths through the site are proposed to connect to existing public rights of way.

The access design is included in the accompanying Transport Assessment prepared by Odyssey (access drawing no. 19-241/003)

Views of the historic farmstead from north off Posbrook Lane.



View south east from footpaths 39 and 34, edge of Bellfield Estate.



View south west from footpaths 39 and 34.



STREET DESIGN

Calming and slowing traffic is an important part of delivering streets for all people and encouraging more sustainable forms of movement such as walking and cycling. Recognised methods to slow vehicles and to encourage users to drive with caution include;

- Locating buildings close to the street edge of the carriageway.
- The introduction of features that act as visual 'incidents' along the street.
- Changes in carriageway surface.
- The use of well designed 'shared surfaces' to create streets for all.
- Carefully restricting forward visibility through the arrangement of buildings, the building line and landscape treatment.

Matters relating to the detailed site layout will be addressed at Reserved Matters stage.



Stock image



Examples of surfaces

6.0

SUSTAINABILITY

The NPPF sets out three dimensions to sustainable development: economic, social and environmental.

Key measures of sustainable development such as health and well-being have informed the design. In land use terms, proposals establish sustainable development as evidenced by location, pedestrian and cycle permeability, green infrastructure provision and the design response to the existing landscape character.

THE ECONOMIC ROLE

The development will provide employment opportunities throughout the construction stage. Financial contributions resulting from planning permission will be made towards improving infrastructure and other local projects. The development will support growth, innovation and improve local productivity.

THE SOCIAL ROLE

- The development would assist towards the government's objective of boosting the supply of housing and contribute to the Council's much-needed housing numbers.
- A proportion of the new homes will be affordable which will provide new housing opportunities for families as well as first time buyers and elderly people looking to down size. The provision of a mix of house types and tenures will create an integrated community.

THE ENVIRONMENTAL ROLE

- New landscaping will enhance green infrastructure and promote biodiversity, A effective landscape buffer will be planted along the southern boundary to replace the harsh edge currently presented by the Bellfield Estate. This will further preserve the setting of listed buildings to the south.
- The bird conservation area will contribute to a net gain in bio-diversity.
- New homes will be designed to meet national and local targets in respect of reducing energy demand, carbon emissions and energy efficiency.





CONCLUSION

The Statement has been prepared in support of the outline application for up to 57 no. dwellings, associated landscaping and a means of access from Posbrook Lane in addition to the provision of a bird conservation area.

In line with the National and Local Government Policy and accepted the best practice, considerable importance has been placed on achieving a high standard of design across the site. The identification of opportunities and influences has provided the basis for the proposed development and a rigorous design process.

Detailed assessment and evaluation of the site, its context and, the local area have informed the proposed development which demonstrates a coherent and integrated layout. The development has been sensitively designed to fit in with the character of the area and provides sustainable and vibrant new housing.

In particular, the scheme:

- Addresses the issues raised by the Inspector regarding the previously refused planning application;
- Successfully responds to the character of the area and built environment, in regards both to the character of the open rural field to the further east as well as the existing settlement to the north;
- Maintains a clear and substantive gap between the 'Great Posbrook' and Titchfield and ensured the separation between the existing residential area and the listed buildings;
- Incorporates a substantial landscape buffer to the south which obscures the harsh settlement edge while preserve and enhance the wider setting the listed buildings;
- Provides a large area for bird conservation and managed for the benefit of birds;
- Contributes toward the housing numbers required by the Borough by providing up to 57 no. dwellings and they will be a mix of type, size and tenure.

Overall, the proposed development will be sensitively assimilated into the local character area and the wider Fareham landscape, as well as the community and the local conditions. This brief has sought to set out the adopted design approach and planning rationale for the proposed development. We are working to ensure the creation of an attractive and sustainable community. This document should be read in conjunction with the application drawings and other technical documentation submitted in support of the planning application.



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