



**FAREHAM BOROUGH COUNCIL
LOCAL PLAN PART 2
DEVELOPMENT SITES AND POLICIES PLANS**

ISSUE 7: HOUSING ALLOCATIONS

REPRESENTATION DREP 407

**LAND NORTH OF CRANLEIGH ROAD, PORTCHESTER
HOUSING PROPOSAL**

FOR PERSIMMON HOMES PLC

Prepared By:

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October 2014



1.0 INTRODUCTION

1.1 Representations have been made separately in respect of the Duty to Cooperate and the “soundness” of the Plan. The representations in respect of the Duty to Cooperate and “soundness” issues respond to the Inspector’s Questions 7.1-7.4 and it does not seem necessary to refer to these again.

1.2 This Representation refers specifically to the site specific considerations.

2.0 INSPECTOR’S QUESTIONS

2.1 With regard to Question 7.5, it is contended that the Council has not made sufficient allocations to meet the ‘shortfall’. More allocations must be made.

2.2 A Public Exhibition was held on 3rd October 2014 at Wicor Primary School at which 132 people attended. The Exhibition Boards are appended to this Statement. The latest layout is also appended and this shows 127 dwellings including the appropriate provision of affordable housing.

2.3 It is anticipated that Planning Application will be submitted in the next few days.

2.4 The site adjoins the settlement boundary of Portchester. The site is rectangular in shape and comprises 5.57 hectares. The site is divided into two parts by a north/south hedgerow of trees. Wicor Primary School adjoins the eastern boundary. Its entrance is in Hatherley Crescent.

2.5 The site is currently vacant and has not been used for agriculture for many decades, except occasional horse grazing.

2.6 The site lies within the designated countryside but there are no other planning designations affecting it.

2.7 It is estimated that the site will make a contribution by way of the Community Infrastructure Levy in the region of £750,000 and an appropriate contribution towards the Solent Disturbance and Mitigation Project. The site is not affected by Brent Geese.

3.0 **CONCLUSION**

3.1 The Inspector is requested to recommend the modification of the Plan to allocate this site for housing. Appropriate revision to the settlement boundary should be made.

3.2 Local Plan Part 2 should either be made “unsound” or suspended until such time as appropriate allocations are made to satisfy the identified “shortfall” in the Welborne Plan LLP3.

APPENDIX EXHIBITION BOARDS AND HOUSING LAYOUT

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DEVELOPMENT LAYOUT

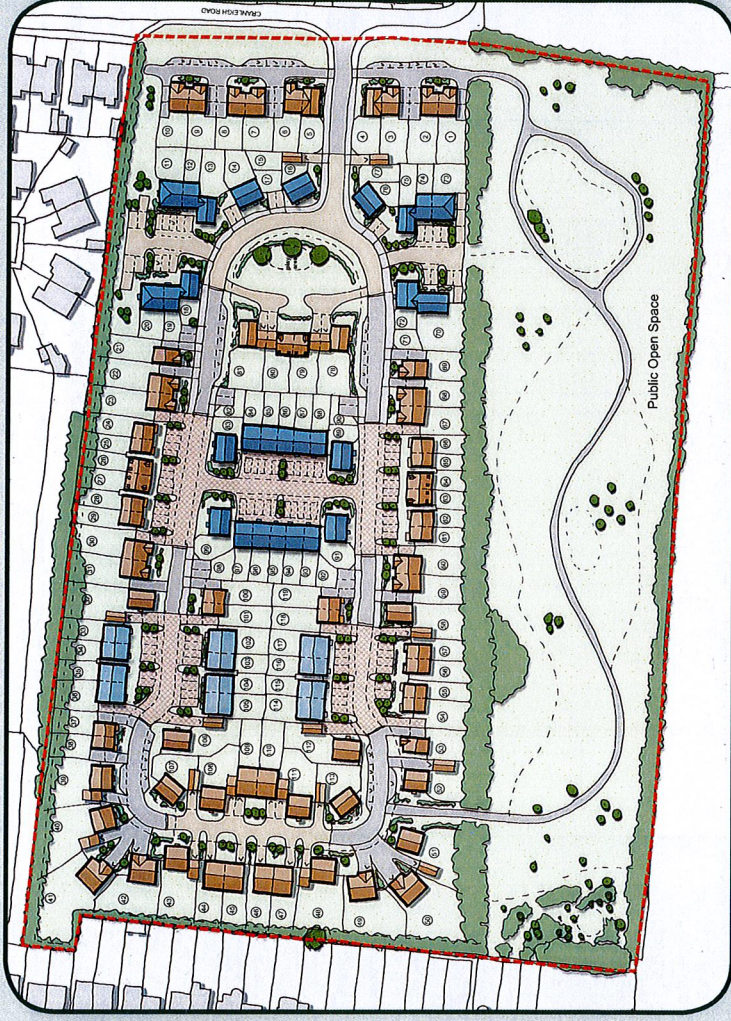
The proposed scheme provides 119 homes; 16 flats and 103 houses. 48 Affordable dwellings are provided as part of the development.

The proposed mix comprises 1 and 2-bedroom flats alongside 2, 3 and 4-bedroom houses.

The proposed buildings within the development will be a combination of two-storey and two-storey with room-in-roof dwellings, ensuring that scale is appropriate for the local area.

The development will be accessed from a single access point off of Cranleigh Road. A loop road within the site will create several high-quality streets, providing a variety of accessible and pedestrian-oriented routes.

Buildings will be designed with a simple yet appropriate form and detailing that will complement the local vernacular, drawing inspiration from more historic buildings within Fareham.



DESIGN APPROACH

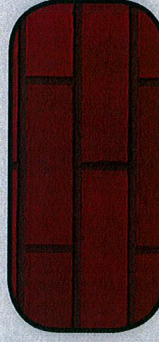
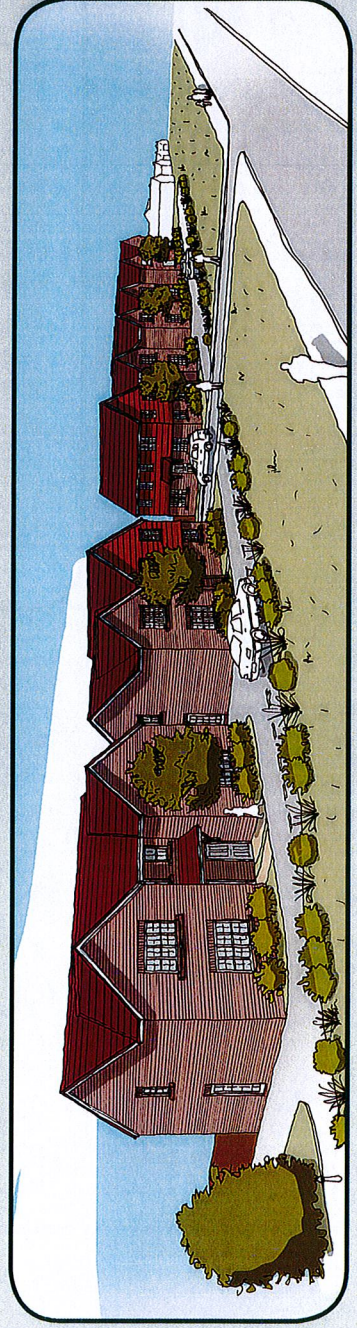
Key buildings within the site will use special detailing, with some raised building heights and increased massing to be used in key locations within the street.

Buildings will create active frontages to the streets, providing surveillance of public areas and providing the opportunity for community interaction.

The use of varied external elevation materials will be used to create a sense of individuality, including a mixture of brick, tile-hanging and render, representative of the local materials used.

Hard and soft landscaping will be considered in unison, with the introduction of native tree, hedgerow and shrub planting within the scheme alongside a variety of road and footpath treatments to encourage a pedestrian-priority environment.

The large public open space to the west will have a variety of landscaping opportunities, and will tie in with the ecological enhancement strategy to create a refuge for local wildlife.



Brown/Red Brick



Plain Clay Tile Roof



Off-White Render



Feature Tile Hanging

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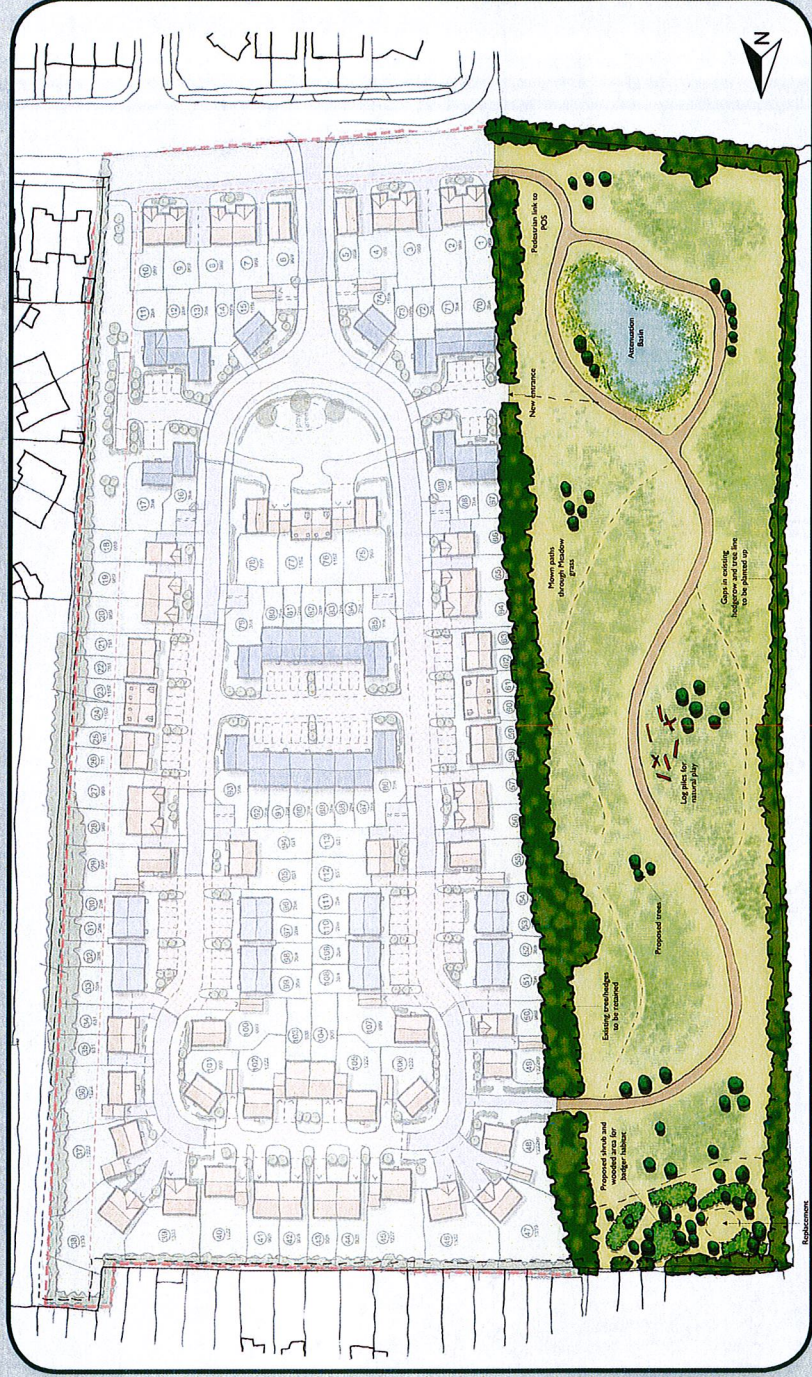
PUBLIC OPEN SPACE, PLAY AND LANDSCAPING

In addition to a private garden, future residents will have access to a central green with an equipped play area and, to the west, 1.5 hectares of natural open space which will be available to both proposed and existing residents.

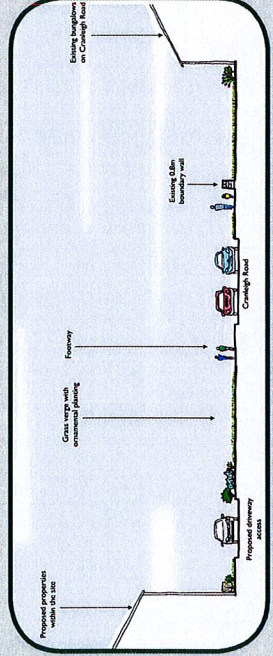
This will be managed for optimum wildlife benefit as well as amenity value, offering opportunities for walking, informal play and discovering nature.

The existing mature hedgerow between the fields and other boundary vegetation are to be retained and augmented where appropriate, providing a strong landscape structure.

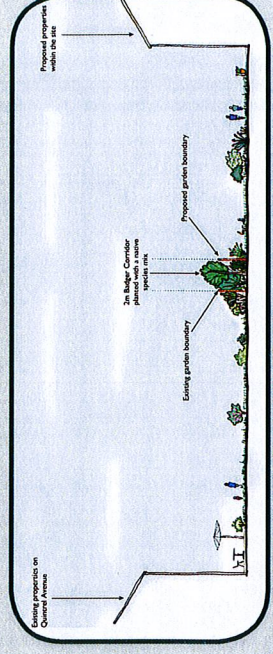
Additional tree and shrub planting within the proposed development will enhance the street-scenes and create green corridors and links.



Proposed Landscape Approach to Western Open Space



Proposed Southern Boundary Condition to Cranleigh Road



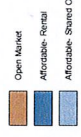
Proposed Northern Boundary Condition to Adjoining Housing

CDM 2007 Health & Safety Information
 This document contains information that, if not used or used incorrectly, could result in injury or death. It is to be read in conjunction with the Design Risk Assessment Report.

ACCOMMODATION SCHEDULE

Dwelling Type	Open Market (%)	Number	% Mix	Total Lett
Open Market	85%	151	5%	6210
Student	15%	608	5%	5448
Stafford	0%	10	0%	10
Clayton	0%	10	0%	9800
University	0%	162	0%	6972
Cherworth Special	0%	122	2%	2444
Market	0%	1333	4%	5332
Open Market Total		71	65%	68327
Affordable (MFL)				
1-Spectrum Flat		238	13%	6608
2-Spectrum Flat		13	1%	882
3-Spectrum House		21	1%	862
4-Spectrum House		12	1%	811
5-Spectrum House		83	5%	3430
6-Spectrum House		7	0%	280
7-Spectrum House		3	0%	120
8-Spectrum House		152	8%	5430
Affordable Total		49	45%	25102
TOTAL		119		93429

TOTAL SITE AREA: 5.56Ha
 No. of parking spaces per flat
 2000 sqm parking spaces per house
 1000 sqm parking spaces per house
 5000 sqm parking spaces per house
 Indicated in a ratio of G2 spaces per dwelling
 Car Parking: 1/2000 sqm parking spaces per dwelling within garden stores / garages
 Cycle Parking: 1/2000 sqm parking spaces per dwelling within garden stores / garages



A. 02.10.14. Accommodation schedule updated
 Rev. Date: 02.10.14
 Rev. Description: Revised Details
 D: DK
 C: CH

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Client Name: Persimmon Homes
 Job Title: Land at Cranleigh Road, Porchester
 Drawn Title: Feasibility Site Plan
 Scale: 1:500 @ A1 / 1:1000 @ A3
 Date: 26.09.14
 Drawing No: SK03
 Rev: A

PRELIMINARY

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SITE & SURROUNDINGS

The site is rectangular in shape and is 5.56 hectares in size. It gently slopes southwards and is contained by existing development on its north, south and east boundaries.

To the west is undeveloped land used for agriculture and to the southwest there is a football ground, the home of AFC Portchester, and adjoining recreation ground. The site is divided into two parts by a north/south hedgerow of trees, and adjoins Wicor Primary School to the east in Hatherley Crescent.

An agricultural use has not taken place at the site since the 1950s. In recent times the site has been used for horse grazing but this has now ceased and the site is currently vacant.

There is a 1.05m diameter sewer running parallel to the eastern and southern boundaries of the site. This easement will be protected from development.

Cranleigh Road is characterised by a mixture of two-storey housing and bungalows, which are generally a mixture of brickwork and pebble-dash render.



Site Location

PLANNING POLICY

The site lies outside the urban area boundary of Portchester in the adopted Local Plan. However, it adjoins the settlement on two sides. The site is currently within the designated Local Gap and Coastal Zone; however these designations will soon be deleted, leaving the site within the designated countryside.

The forthcoming Planning Application will address 'saved' planning policies from the Fareham Borough Local Plan 2000, the Council's Core Strategy adopted in August 2011 and relevant policies from the emerging Local Plan Part 2: Development Sites and Policies. In addition, the application will also address adopted and emerging Supplementary Planning Documents (SPDs) produced by the Council.

Apart from much needed open-market and affordable housing, the development would deliver substantial financial contributions in terms

of payment of the Council's Community Infrastructure Levy, Section 106 contributions and payment of the New Homes Bonus to Fareham Borough Council from the Government.

The current Community Infrastructure Levy payment will be £714,339.87 for the development, and current Section 106 contributions will be £20,468 towards the Solent Disturbance & Mitigation Project.

The requirement for other s.106 contributions will be identified during the determination of the planning application. Under the New Homes Bonus scheme the Government will match the council tax raised on each new house for 6 years

The adopted Fareham Borough Core Strategy sets out a housing target of 3,729 dwellings to be delivered between 2006-2026 (186 dwellings per year), which excludes the Strategic Development Area at Welborne.

Policy CS13 within the Core Strategy states that provision will be made for 6,500-7,500 dwellings over the plan period, with a housing trajectory predicting that only 5,350 dwellings will be completed by 2026. The more recent Welborne Plan Submission Version June 2014 now only makes provision for 6,000 dwellings up to 2036.

It is evident, therefore, that the overall number of houses to be built at Welborne has been significantly reduced and the time-frame for completion of the housing development extended by a further 10 years.

The Council should not accept the planned reduction in housing to be delivered at Welborne unless the shortfall is made up by allocating greenfield sites, such as this one, for housing. Furthermore, the Council does not have a Five-Year Housing Land Supply and for this reason the planning application should be considered in the context of the presumption in favour of sustainable development as required by the National Planning Policy Framework (NPPF).

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WELCOME

Persimmon Homes welcomes you to this exhibition of their proposals for the development of a parcel of land to the north of Cranleigh Road, Portchester.

We are holding this exhibition to give you the opportunity to view and comment upon our proposals for the development of this site for residential purposes.

The exhibition gives you the chance to ask our team any questions you may have, giving us an opportunity to listen to your thoughts before an application is submitted to Fareham Borough Council.

Persimmon Homes are working with BJC Planning & ECE Architecture on a planning application for the erection of 119 dwellings, which includes a large amount of public open space.



Aerial View of Site Location



View along Cranleigh Road

WHY DEVELOPMENT IS NEEDED

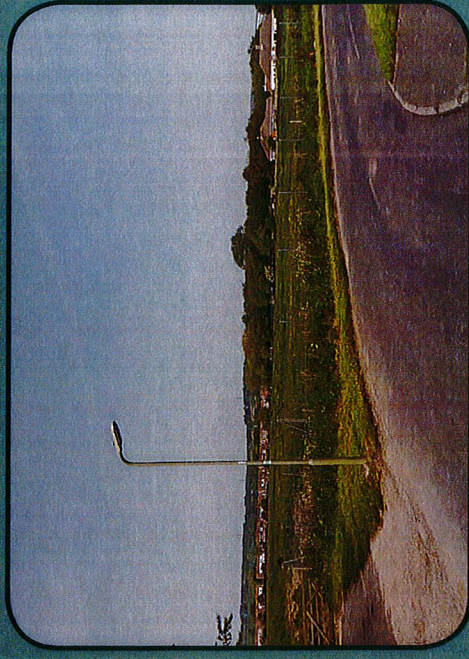
Fareham Borough Council is currently unable to deliver its housing targets as part of its five-year housing land supply. In this circumstance the National Planning Policy Framework, which sets out Government policy, advises local planning authorities that their policies of restraint over development outside settlement boundaries is to be regarded as out of date.

Accordingly, planning permission can be granted for development where otherwise it would not be. In such circumstances the Framework makes clear that there is a presumption in favour of housing applications within sustainable locations.

In addition where the Development Plan, as in this case, is out of date permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

In the context of this policy position Persimmon Homes has decided to bring forward the land at Cranleigh Road to provide 119 family homes, of which 48 will be much needed affordable homes.

In addition, the layout proposes extensive provision of open space and landscaping commensurate with the surrounding character of the area, ensuring that the development will be well screened and an appropriate edge to the settlement.



View to Western Corner of Cranleigh Road



ECOLOGY

Future residents will benefit from an open space enhanced to increase the biodiversity of the site. The open space area will include wildflower meadows to provide nectar sources for the local invertebrates.

This increase in invertebrates will benefit the birds in the area, such as the blackcap and wren found within the mature hedgerow. The local bats will also benefit from the increased foraging habitat.

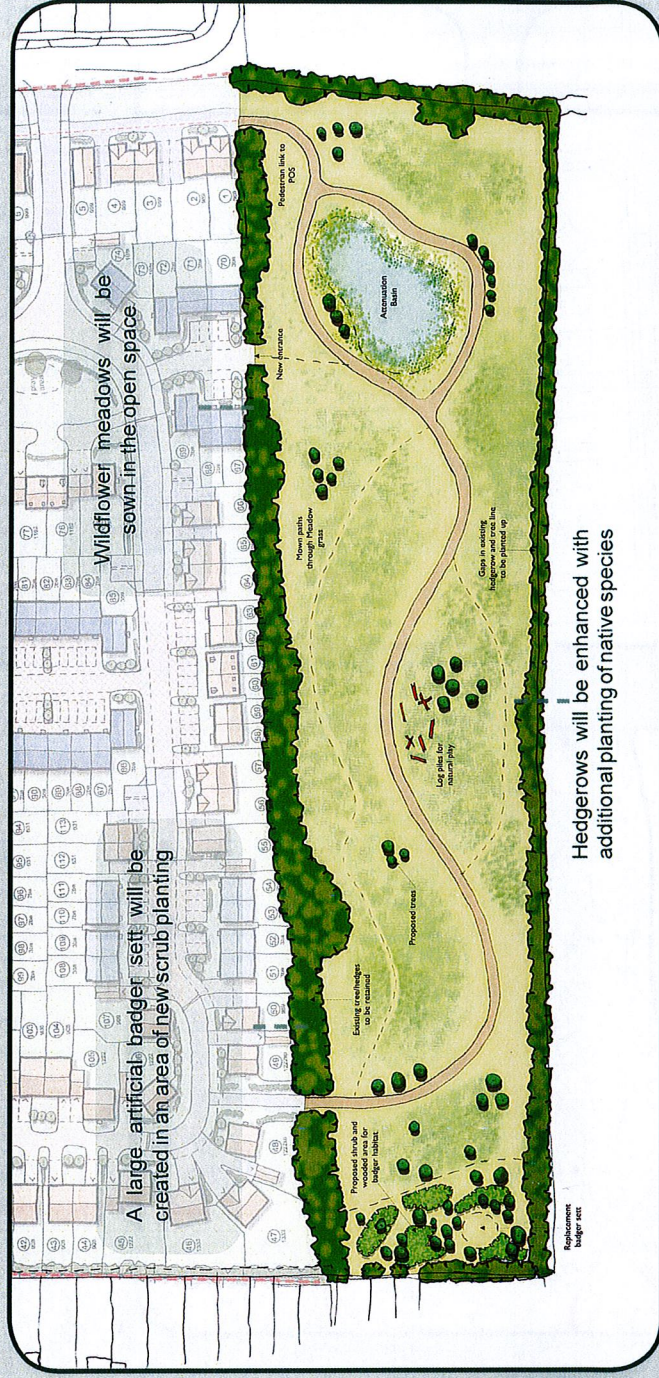
In addition to the wildflower meadows, gaps within the hedgerows will be filled with native shrub species increasing connectivity and providing more breeding habitat for local birds.

A population of badgers is currently present on the site and they will be maintained on the site with the creation of an artificial sett within an area of woodland to the north of the open space.

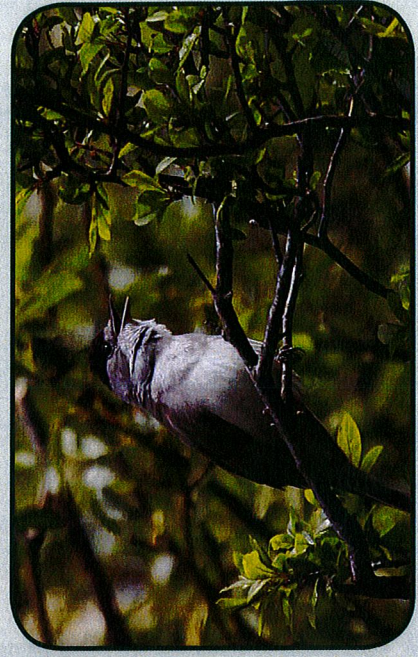
A badger corridor will be created around the edge of the development providing a safe space for the badgers to commute and forage without causing disturbance to the neighbourhood gardens.

A low population of slow worms is currently present on the site and before development these will be moved to the open space into an area enhanced with 'tussocky' grassland and scrub, and the creation of an over-wintering hibernacula, maintaining the population on site.

The open space will enhance the biodiversity of the site and provide a space where the local residents can enjoy the nature on their doorstep.



Hedgerows will be enhanced with additional planting of native species



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SITE SUSTAINABILITY

The proposed development site is located within an existing sustainable residential area which is close to schools, local shops and recreational facilities.

The site is well served by a network of local bus services, with the nearest bus stop being located 370 metres away. Local facilities within Portchester are easily accessible for pedestrians and cyclists, and are within 1.3 kilometres walking distance.

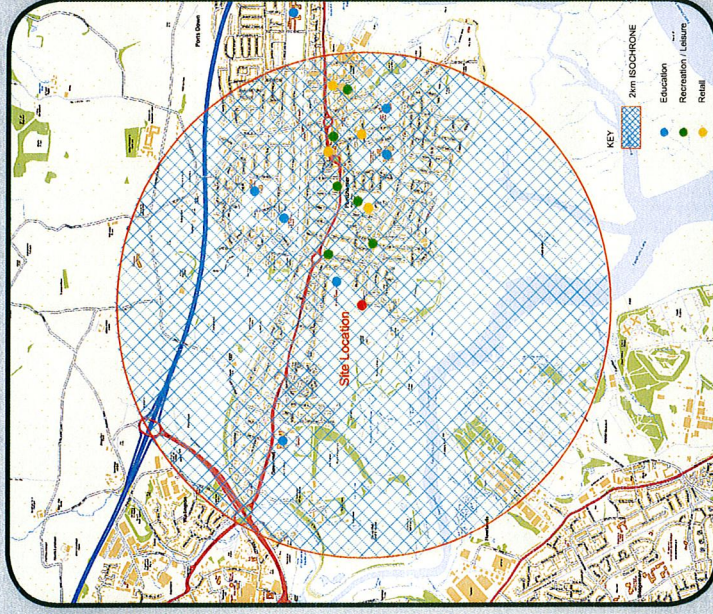
As part of the proposals, pedestrian improvements will be provided in the form of a new footway to connect the site to the existing facilities to the east of the site. New informal pedestrian crossing facilities will also be provided along Cranleigh Road in the vicinity of the site, in the form of dropped kerbs and tactile paving. These improvements will provide facilities for both new and existing local residents.

The provision of pedestrian improvements will encourage sustainable trips and will reduce the likely number of single occupancy vehicle trips. It is proposed that car parking on site will be provided to Fareham Borough Council standards, with cycle storage provided for all residents.

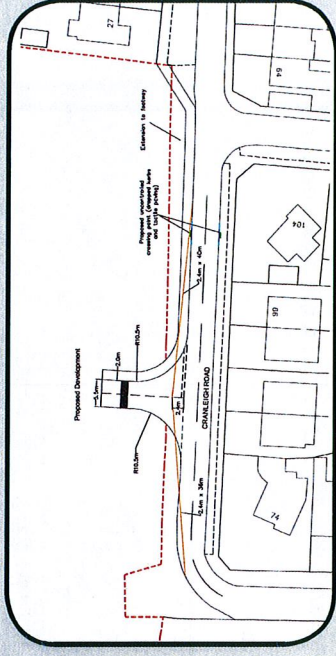
Two potential access arrangements have been identified to serve the site. The preferred option involves a simple priority T-junction into the site. The secondary option involves diverting Cranleigh Road into the site as shown on the proposal drawings. A seven day speed survey in the vicinity of the proposed site has demonstrated speeds to be between 26 and 29mph in both directions. This demonstrates that speeds are currently below the 30mph speed restriction.

The Transport Assessment report produced as part of this study has identified that the proposed development will generate a worst case scenario of 99 two-way vehicle trips in the morning peak period, and a total of 86 two-way vehicle trips in the evening peak.

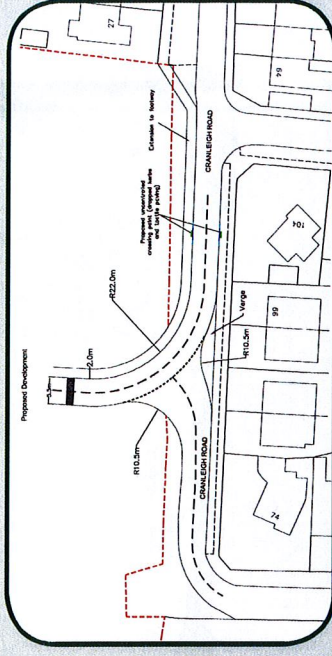
At the request of Hampshire County Council, junction capacity assessment modelling has been carried out for seven junctions near the proposed site. This has shown that for a future assessment year of 2024, the percentage increase in traffic as a result of the proposed development is less than 5% along the A27 Portchester Road at its junction with Cornaway Lane.



Travel Distance to Nearby Amenities



Junction Design Option A



Junction Design Option B

It has been demonstrated that the local highway network can accommodate the traffic flows likely to be generated by the site. The potential impact of the development flows will not significantly impact upon the operation of the local highway network.

Travel plan measures will aim to reduce vehicle trips by up to 6% through incentives to reduce car usage through incentives such as bus tickets and vouchers.

A review of historic accident data from the previous 5 years has demonstrated that there are no highway safety concerns in the vicinity of the proposed site.

DWELLING SUSTAINABILITY

As part of the development proposals, Persimmon Homes is committed to building homes that are energy efficient and cost-effective to maintain.

The proposed development will be designed to meet Level 4 of the Code for Sustainable Homes, in accordance with Fareham Borough Council requirements. This will include providing renewable energy, minimising water use and providing ecological enhancements for the site and surrounding area.