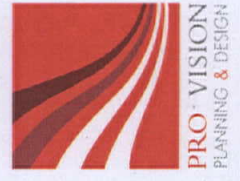




LAND OFF EVINGAR ROAD, WHITCHURCH

DESIGN & ACCESS STATEMENT | AUGUST 2015



Prepared on behalf of:



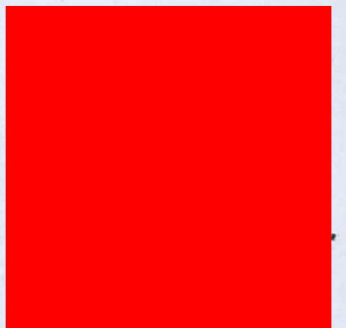
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ASINGSTOKE & DEANE
BOROUGH COUNCIL
17 AUG 2015
VELOPMENT CONTROL

LAND OFF EVINGAR ROAD, WHITCHURCH
DESIGN AND ACCESS STATEMENT
PROJECT NO. 1839

PREPARED BY:
RICHARD OSBORN
SENIOR PLANNER

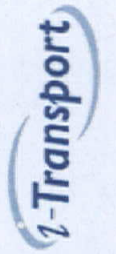
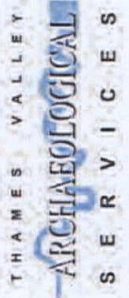
CHECKED BY:
STEVEN SMALLMAN, MRTPI
DIRECTOR

DATE:
AUGUST 2015

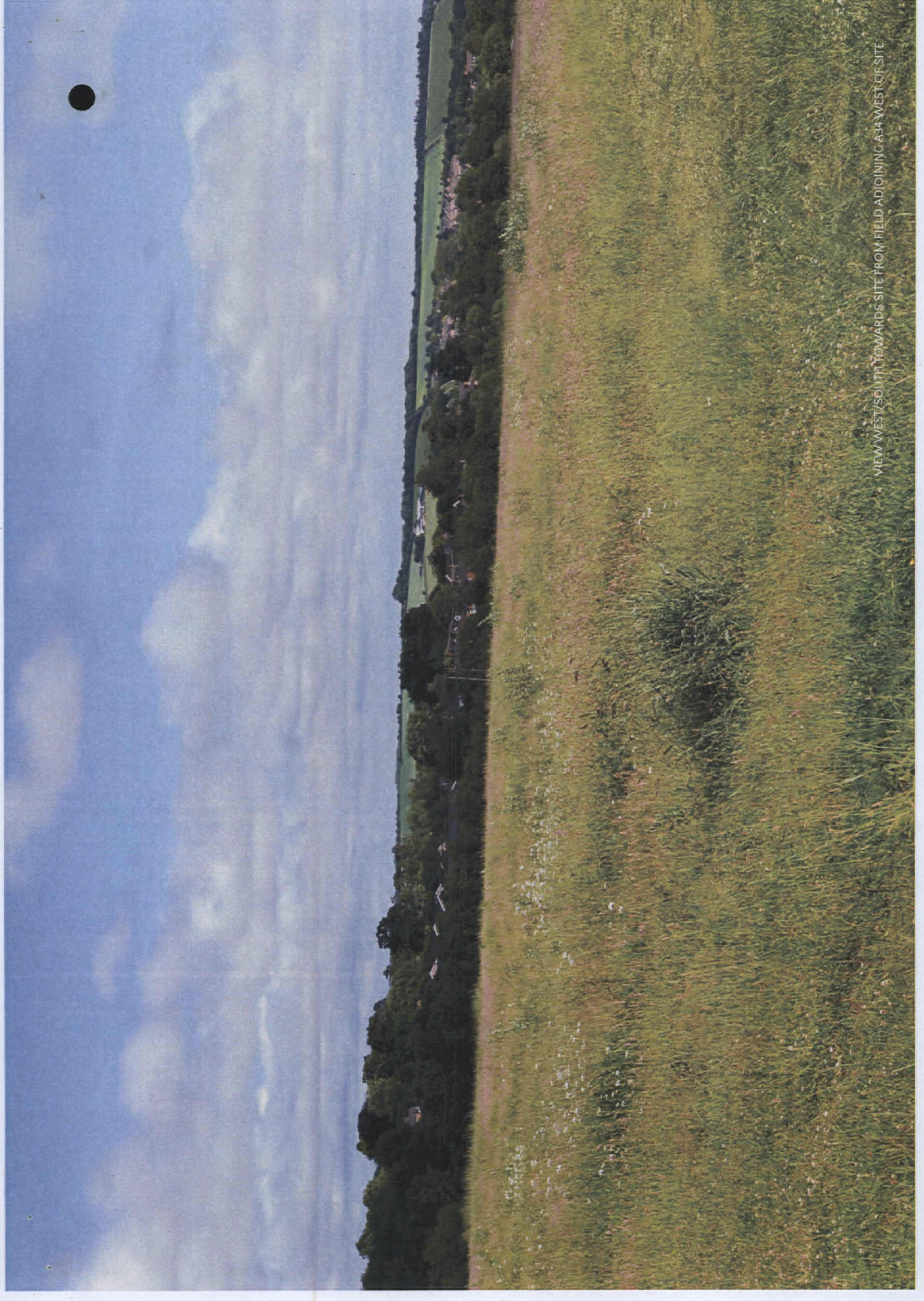


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VIEW WEST/SOUTH TOWARDS SITE FROM FIELD ADJOINING A34 WEST OF SITE

1 INTRODUCTION

1.1 This statement supports an outline planning application for the development of land off Evingar Road, Whitchurch. The proposed mixed use development comprises a new access, up to 70 new homes, business units, a new station car park, open space and landscaping.

1.2 The application is made on behalf of The Hospital of St Cross and the Almshouse of Noble Poverty. Part of the application site is on land which is not owned by the applicant. Known landowners have been notified using Certificate B under Article 14 of the Town & Country Planning (Development Management Procedure) (England) Order 2015. In addition, a small area of the application site is not registered with the Land Registry and therefore ownership is unknown. Accordingly a Notice (under Article 13 of the Order) stating the applicants intention to submit an application was published in the Basingstoke Gazette 21 days before the application was submitted.

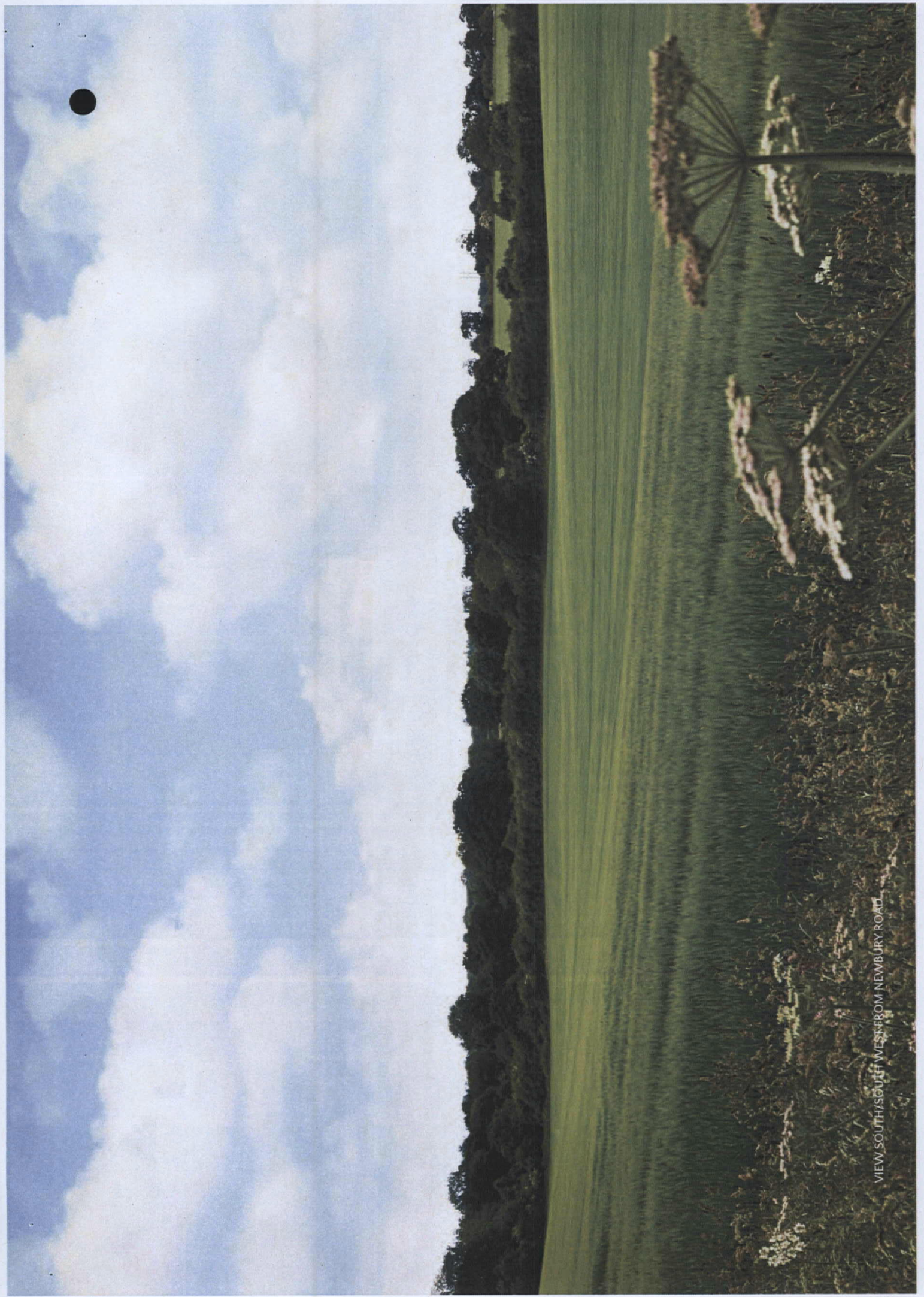
1.3 All matters are reserved except details of the site access off Evingar Road. The Design and Access Statement should be read in conjunction with the following separate reports:

- **Planning Statement**
(Prepared by Pro Vision Planning & Design)
- **Affordable Housing Statement**
(Prepared by Pro Vision Planning & Design);
- **Arboricultural Impact Assessment**
(Prepared by Simon Stephens);
- **Flood Risk Assessment & Drainage Strategy**
(Prepared by Pro Vision Planning & Design);
- **Ecological Assessment**
(Prepared by PV Ecology);
- **Transport Statement**
(Prepared by i-Transport);
- **Landscape & Visual Impact Assessment**
(Prepared by Pro Vision & Enderby Associates);
- **Archaeological Assessment**
(Prepared by Thames Valley Archaeological Services).

The proposed mixed use development comprises up to 70 new homes, business units, a new station car park, associated new access, open space and landscaping.

1.4 These reports should be read in conjunction with this statement.

1.5 A number of Appendices are attached to this Statement.



VIEW SOUTH/SOUTH WEST FROM NEWBURY ROAD

2 ASSESSMENT

PHYSICAL CONTEXT

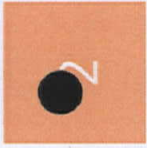
- 2.1 Whitchurch is located at a junction of the London Road (B3400) linking Basingstoke to Andover, and the Winchester to Newbury/Oxford road (A34). Basingstoke is approximately 15km to the east whilst Andover is approximately 10km to the west. Winchester is 20km to the south and Newbury is approximately 20km to the north.
- 2.2 The settlement is located within a valley forming part of the River Test catchment. The urban area is contained to the north by the London – Salisbury railway line, whilst the A34 – a modern bypass on higher ground surrounding the town – indicates the western edge of the settlement.

2.3 Historically, growth has taken place in the form of ribbon development along the major transport routes emanating from the town centre. These routes include:

- Winchester Road;
- Newbury Road; and
- London Road.

2.4 During the 20th Century further infilling and backland development has taken place to create a reasonably sized town.

2.5 The town has approximately 4,700 inhabitants (2011 Census) and has a wide range of facilities and services including schools, shops, employment areas and recreation/leisure facilities.



- Whitchurch settlement boundary
- Proposed Development Site
- Proposed Open Space

- 2.6** The proposed application site extends to approximately 13ha, of which 5ha will be redeveloped and 8ha will provide informal open space. It lies on the north-west edge of Whitchurch, sandwiched between the Ardglan Industrial Estate to the east, approved housing on allotments to the south, the Caesar's Way housing area to the south and south-west and a main train line to the north. The site of the recently approved replacement allotments occupies the lower parts of a block of uncultivated farmland that extends north of the Caesar's Way and west of the allocated employment land and which borders the A34 trunk road to the west.
- 2.7** The site is not within Flood Zone (FZ) 2 or 3.
- 2.8** There are no other landscape or nature conservation designations that are known to apply.
- 2.9** A public footpath crosses the adjacent farmland linking Blosswood Lane with open countryside to the north.
- 2.10** The land adjoining Evingar Road is currently in B2 Use. The part of the application site to be redeveloped is currently unused (other than for informal grazing). The remainder of the site is uncultivated farmland. The land is currently accessed via the adjacent allotments and Blosswood Drive. Overhead electricity cables from the nearby sub-station follow the western boundary of the proposed housing. There are mature trees and hedgerows along all site boundaries. The site levels fall steeply from the high ground in the west, towards Ardglan Road, reflecting the site's location on the western side of a north to south aligned dry valley.
- 2.11** The existing Ardglan Industrial Estate was developed mainly on the valley floor and the eastern side of the valley is occupied by an extensive suburban housing area. To the north west of the site, the landform continues to rise to form prominent high ground above the built limits of the Town and between the Town and the A34 to the west. This high ground is uncultivated farmland, the lower slopes of which will be used for replacement allotments and community orchards as part of the recent outline approval.

TRAIN STATION

PROPOSED
DEVELOPMENT
SITE

APPROVED
HOUSING

ARDCLLEN INDUSTRIAL
ESTATE

PROPOSED OPEN
SPACE

CAESAR'S WAY
HOUSING

A34



- 2.12 Whitchurch contains a wide mix of housing including detached, semi-detached and terraced houses and flats, and from single storey, two storey and three storey buildings which create a varied and interesting townscape.
- 2.13 To the south west of the proposed mixed use development is an area of residential development completed in the early 2000s on the lower slopes of land which arises steeply from Blosswood Lane. This suburban housing area, centred on Caesar's Way, includes an area of public open space to the west (between the housing area and the A34).
- 2.14 Whilst located on the edge of the built up area the compact nature of Whitchurch means that the site is readily accessible to a full range of local services and facilities, including the Town Centre, schools, doctor's surgery. It has good accessibility to local bus services and, (subject to providing new pedestrian links) is 500m from the railway station. It adjoins Whitchurch's main employment area. It is clearly therefore located in a sustainable location.

15/02/12/

BURNINGHAM & DORSET
BOROUGH COUNCIL

17 AUG 2015

DEVELOPMENT CONTROL



Housing within the Caesar's Way development area



Housing within the Caesar's Way development area



Traditional semi-detached and terraced character housing within Whitchurch

SOCIAL CONTEXT

SHOPS

- 2.15 There are good High Street retail facilities within convenient walking distance (500m-650m) of the application site in the centre of Whitchurch. These include a supermarket, a pharmacy, boutique shops, butchers and banking facilities. There are additional facilities and services in Andover (10km) and Basingstoke (15km). Both settlements can be accessed by train or bus from Whitchurch.

COMMUNITY FACILITIES

- 2.16 There are existing community facilities, including:

- Doctors Surgery
- Dentist Surgery
- Parish Hall
- Library
- Public Open Space
- Sports Facilities
- Allotments
- Places of Worship
- Restaurants & Public Houses

SCHOOLS

- 2.17 A nursery and pre-school group meets at Bere Hill (500m walking distance from the application site).
- 2.18 Whitchurch Church of England Primary School (4-11 year olds) is located on McFauld Way to the east of the application site. There are footpaths to the school from the High Street providing safe and convenient routes to the school)
- 2.19 The Testbourne Community School is located on Micheldever Road to the south-east of the application site (1400m). The school caters for all children between the ages of 11 and 16.

Whitchurch has a wide range of facilities and services including shops, schools, jobs, community uses and open space/leisure. There are also good public transport connections with the surrounding rural areas and other regional hubs.



Whitchurch Parish Hall



Gill Nethercott Centre - Whitchurch Public Library



The Kings Arms - Public House



Whitchurch Town Hall

EMPLOYMENT

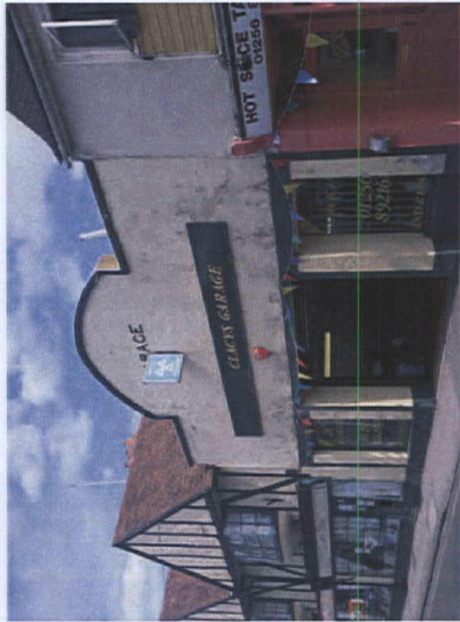
- 2.20 There are established industrial sites on Ardglan Road and Evingar Road providing jobs and economic growth. There is also a wide range of services such as shops, schools, community facilities etc which provide a large number of jobs locally.
- 2.21 There are further isolated employment sites within the surrounding hinterland and other nearby urban areas and outlying settlements, such as Andover and Basingstoke.

SPORTS & OPEN SPACE

- 2.22 There are public parks with equipped play areas on Allison Way (900m) and Kingsley Park (950m).
- 2.23 There are sports pitches and other facilities close to the Winchester Road and Testbourne Community School (1300m).

TRANSPORT LINKS

- 2.24 An hourly bus service (86) connects Whitchurch to Basingstoke and Winchester. This service passes through Wickham, Waltham Chase, Bishops Waltham, Colden Common and Twyford.
- 2.25 A further hourly bus service (76) links Whitchurch to Andover and Basingstoke.
- 2.26 An hourly train services passes through Whitchurch linking London to Salisbury via Basingstoke and Andover.



Whitchurch garage and M.O.T centre



Tesco Express supermarket



Murco petrol station



Whitchurch florist

VILLAGE DESIGN STATEMENT

- 2.27 A village design statement (VDS) was prepared by the community in 2004 and sets out resident's assessment of the surrounding built and unbuilt form. The VDS considers which elements of the built environment are successful and which are unsuccessful.
- 2.28 The information contained within the VDS has been considered in the preparation of the detailed design for the proposed development.

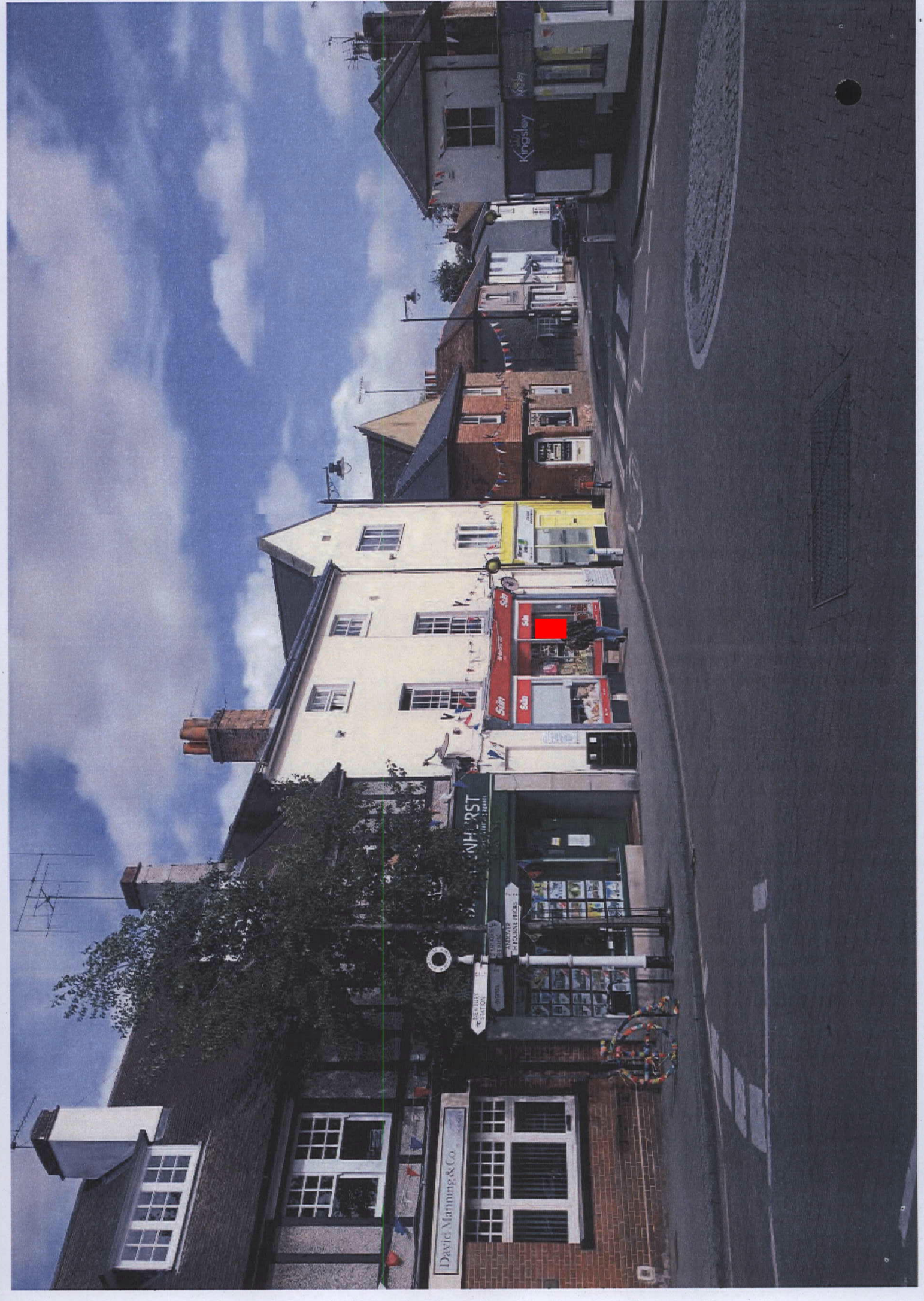
NEIGHBOURHOOD PLAN

- 2.29 The Whitchurch Neighbourhood Plan (WNP) area was designated on 22 March 2013. Work on the WNP has been progressed by a Neighbourhood Plan Steering Committee (NPSC) including community consultation events to inform the vision and objectives for the WNP. More recently, in October 2014, a consultation exercise was held to consider the potential housing and employment sites. This included a presentation regarding the application site.
- 2.30 The NPSC has previously envisaged that two medium scale sites of some 100 dwellings each will proceed into the pre-submission version of the plan for consultation in Spring 2015, with adoption during 2016. At the time of writing no sites have been agreed and no further consultation has been undertaken.
- 2.31 In March 2015, an Inspector confirmed that "there remains a considerable way to go in finalising the content of the WNP". Nevertheless, the same Inspector confirms that the application site is one of the preferred housing options.



ECONOMIC CONTEXT

- 2.32 Notwithstanding the Borough-wide decline in the need for employment land, evidence prepared by the Neighbourhood Plan Steering Committee suggests that there is demand from existing local businesses (in B1 & B2 Use) to expand.
- 2.33 The proposed development will provide new floorspace and generate new jobs. It will also provide significant economic benefits, including inward investment and support for the construction industry. The site has good access to existing and proposed local employment opportunities.
- 2.34 The estimated cost of construction is circa £8m, including 105 full time equivalent construction jobs per annum. This direct expenditure during construction will be of benefit to the local economy. Indirect and induced expenditure during construction will also have a positive local economic impact.
- 2.35 Up to 70 dwellings will accommodate approximately 175 people. Based on the existing age structure of Whitchurch, the proposed development is therefore likely to result in circa 110 residents of working age, who could make a direct contribution to the local labour market.
- 2.36 The average spend per household in the UK per annum is circa £25,150. A development of up to 70 households will therefore generate spending power of about £1.8m per annum. To convert this spend to Gross Value Added (GVA) an induced multiplier needs to be added (associated with workers spending their salaries in the local economy). Using a multiplier of 1.5 based on national benchmarks, the total additional spend is likely to be in excess of £2.7m. Public sector jobs in health and education will be supported by the increase in population. Basingstoke Borough Council will benefit directly from the New Homes Bonus payments generated by the scheme.



David Manning & Co.

THE FIRST

Sub

Kingsley

NEWARK STATION
HARROGATE
PASSAGE BRIDGE

POLICY CONTEXT

- 2.37 The current local planning policy document is the Adopted Local Plan (2006). The local planning policies that are relevant to this application are:
- D3.18
 - D3.21
 - D5
 - E1
 - E6
 - E7
 - EC1-2 & EC4
- 2.38 An assessment of these policies is set out in the separate Planning Statement.

PLANNING HISTORY

- 2.39 The Hospital of St Cross and Almshouse of Noble Poverty is an ancient charity that occupies a group of medieval buildings at Winchester which for more than ten centuries has provided accommodation for a community of 25 elderly gentlemen.
- 2.40 The Charity has owned land on the western edge of Whitchurch for over 800 years. Part of this landholding was sold in 1997 for the development of the Caesar's Way housing estate (developed by David Wilson Homes); part is allocated in the Adopted Local Plan for employment use (the application site); part is uncultivated farmland and part is used as allotments.
- 2.41 The following applications are relevant to the application site:
- 13/O1522/OUT – Outline – 34 dwellings;
 - and
 - BDB/46178 – Outline – 16000sqm business floorspace.

- 2.42 In 2002 Basingstoke & Deane Borough Council resolved to grant outline planning permission for employment generating uses on Charity owned land to the west of Evingar Road, subject to the completion of a legal agreement (ref. BDB/46178). The site was allocated for development in the Basingstoke and Deane Borough Local Plan. That allocation survives today as a "saved" local plan policy, although it is not proposed to be carried forward into the new Local Plan.
- 2.43 Despite this resolution to grant outline planning consent, no planning permission has been granted. The S106 agreement was never completed but the application remains live.
- 2.44 The main reasons for non-delivery relate to issues surrounding the viability of the scheme (including high abnormal infrastructure costs) and fragmented ownership of the land needed for the proposed access under the railway line.
- 2.45 Outline planning permission (13/01522/OUT) for up to 34 new homes and open space on the allotments immediately adjacent to the application site, has recently been granted on appeal (APP/H1705/A/14/2223680). New allotments will be re-provided on the farmland to the north-west.
- 2.46 The Government wants all Local Authorities to "boost significantly" the supply of housing to meet identified need. Basingstoke and Deane Borough Council (BDBC) acknowledges that there is currently an inadequate supply of housing land in the area.
- 2.47 Consultation on the latest draft Local Plan has recently closed. The latest draft version proposes a total of 350 new homes should be provided at Whitchurch, in order to address the needs of the Town.
- 2.48 The Hospital of St Cross' land at Whitchurch represents a windfall opportunity - an underutilised site, which is currently allocated for employment use in the adopted Local Plan.

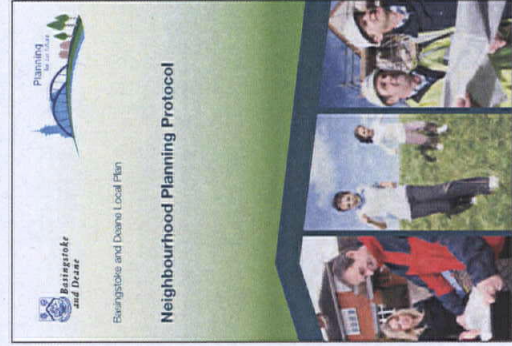
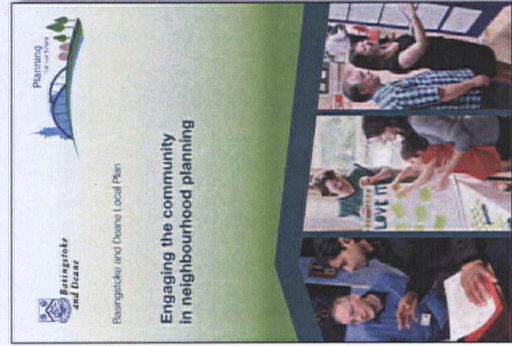
3 INVOLVEMENT

CENTRAL GOVERNMENT GUIDANCE

- 3.1 The need for public engagement when preparing development proposals has been central to Government Guidance for some years but particularly forms a key theme in the Planning and Compulsory Purchase Act 2004 and is central to the Localism Act 2011.
- 3.2 The Government's aims for Community Involvement are set out in detail within Community Involvement in Planning: The Government's Objectives (2004). This document states that greater community involvement leads to better planning outcomes with improved quality and efficiency of decisions made. The guidance also sets out the requirements for Statements of Community Involvement both with the preparation of planning policy and for planning applications such as this.
- 3.3 The theme of 'localism' also flows through central government guidance contained within the National Planning Policy Framework (NPPF) which is supportive of 'empowering local people to shape their surroundings'.

LOCAL GOVERNMENT GUIDANCE

- 3.4 The site is within the administrative boundaries of Basingstoke & Deane Borough Council.
- 3.5 The Council have produced a Statement of Community Involvement (adopted July 2007) which, inter alia, sets out the Council's expectation for consultation on planning applications.



CONSULTATION

- 3.6 The redevelopment of the application site was considered at the time of the last two Local Plan Inquiries. More recently the applicant has worked closely with Whitchurch Town Council (WTC) and the Neighbourhood Plan Steering Committee (NPSC) as part of the ongoing Neighbourhood Planning process.
- 3.7 The applicants involvement in the Whitchurch Neighbourhood Plan (VNP) process is summarised at paragraphs 6.16 – 6.26 of this report. Further still, feedback from the public consultation that took place in October 2014 is set out in a report by the NPSC and attached at Appendix A of the supporting planning statement.
- 3.8 Accordingly, it can be seen that significant local engagement has taken place prior to this outline application being submitted.



WHITCHURCH TOWN COUNCIL

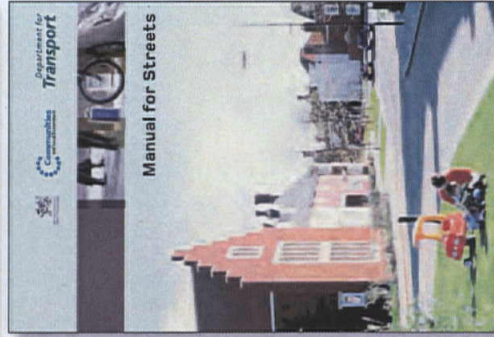
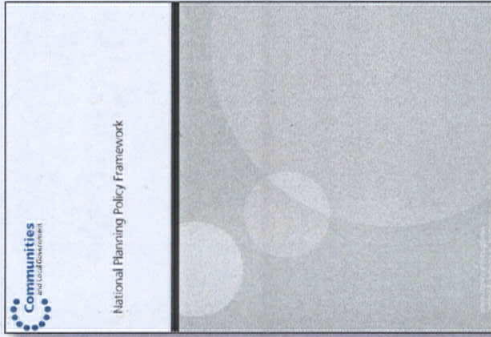


4 EVALUATION

- 4.1 As a starting point the proposed design concept is based on relevant National Planning Guidance from central government including:
- a) **The National Planning Policy Framework (2012)** – and in-particular paras 56 – 68 on good design including the need for development which helps improve the character and quality of an area and the way it functions, the need to work closely with those directly affected by the development and to take account of their views and the need to optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;

- b) **Planning Policy Guidance (2014)** – in particular paragraphs 006 – 014 consider what planning objectives good design can help achieve. It acknowledges that whilst design only forms part of the planning process, it can effect a range of economic, social and environmental objectives beyond the requirement for good design in its own right. A range of issues including local character; safer streets and connected greenspaces, crime prevention, access & inclusion, use of natural resources and cohesive & vibrant neighbourhoods, should be considered.

- c) **Manual for Streets (versions 1 & 2)** – including the need for appropriate engineering solutions which are safe but are also attractive and allow for accessibility and where appropriate, dual use. (Further details within the Transport Statement submitted at outline stage);



d) **TCPA – Creating Garden Cities and Suburbs Today** – a guide for Councils, (March 2013) and **Biodiversity by Design** – a Guide for Sustainable Communities, (September 2004) – which advocates key design and planning principles including :

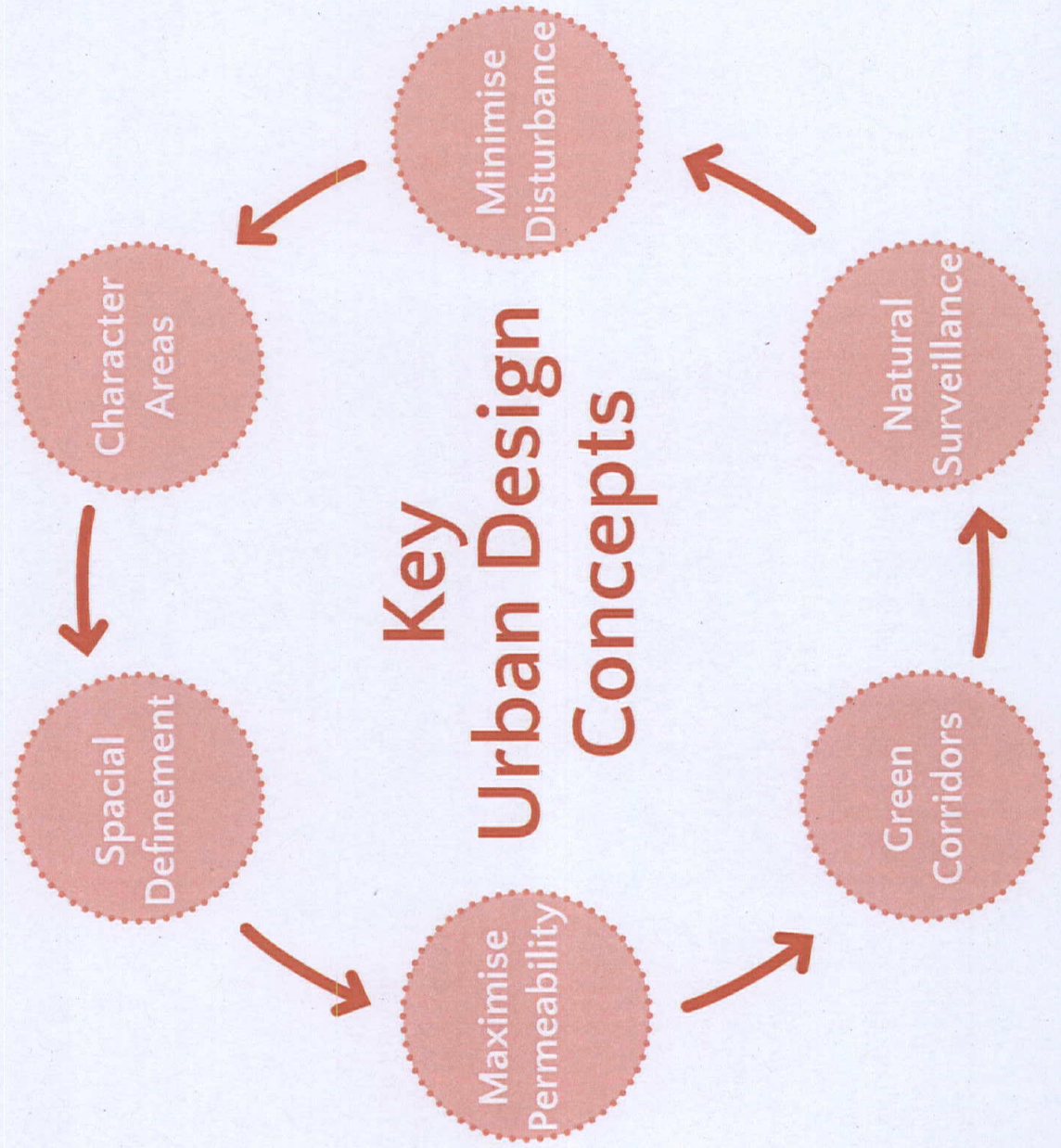
- **The need for a comprehensive and well planned approach;**
- **Green infrastructure;**
- **Harmony between built form and the natural environment;**
- **Appropriately detailed, varied and character form buildings; and**
- **Suitable parking arrangements for accommodating cars.**

4.2 At the local level consideration has been given to relevant design and other guidance including the **Whitchurch Village Design Statement** (2004) and the **Whitchurch Way Forward** (2005).



4.3 Some of the key urban design concepts that have been considered are:

- a need for spatial definement to create 'outdoor rooms' or spaces, connected by a series of traditional pinch point spaces;
- spaces can be further defined by creating character areas which are visually distinguishable by a varied palette of materials;
- frontages will address the road or courtyard spaces to maximise natural surveillance in accordance with Secured By Design good practice;
- long, unbroken terraced frontages will be avoided where possible;
- close to potential sources of noise on adjoining land, dwellings will present gable ends or non-habitable floorspace to minimise disturbance;
- south facing gardens will be provided where possible;
- parking will be provided on private driveways/garages or private courtyards where possible to reduce the potential for on-street parking;
- the illustrative layout will minimise overlooking and maximise privacy where possible;
- footpath linkages will be retained and enhanced. New footpath links will be provided to maximise the permeability of the development and provide safe and convenient pedestrian and cycle traffic to the Town Centre;
- provision will be made for vehicle, pedestrian and cycle connection to the adjacent (approved) housing site;
- existing boundary treatment will be retained and enhanced to create green corridors and provide improved habitat for nature conservation; and
- open space will be provided onsite in close proximity to homes with natural surveillance.



CONTEXTUAL ANALYSIS

4.4 In examining the potential for development we have reviewed the relevant planning policy documents and supplementary planning guidance. We have also made various site visits during summer and winter months and carried out photographic surveys during these visits. We have studied ordnance survey data available, aerial photography and historical mapping of the local area.

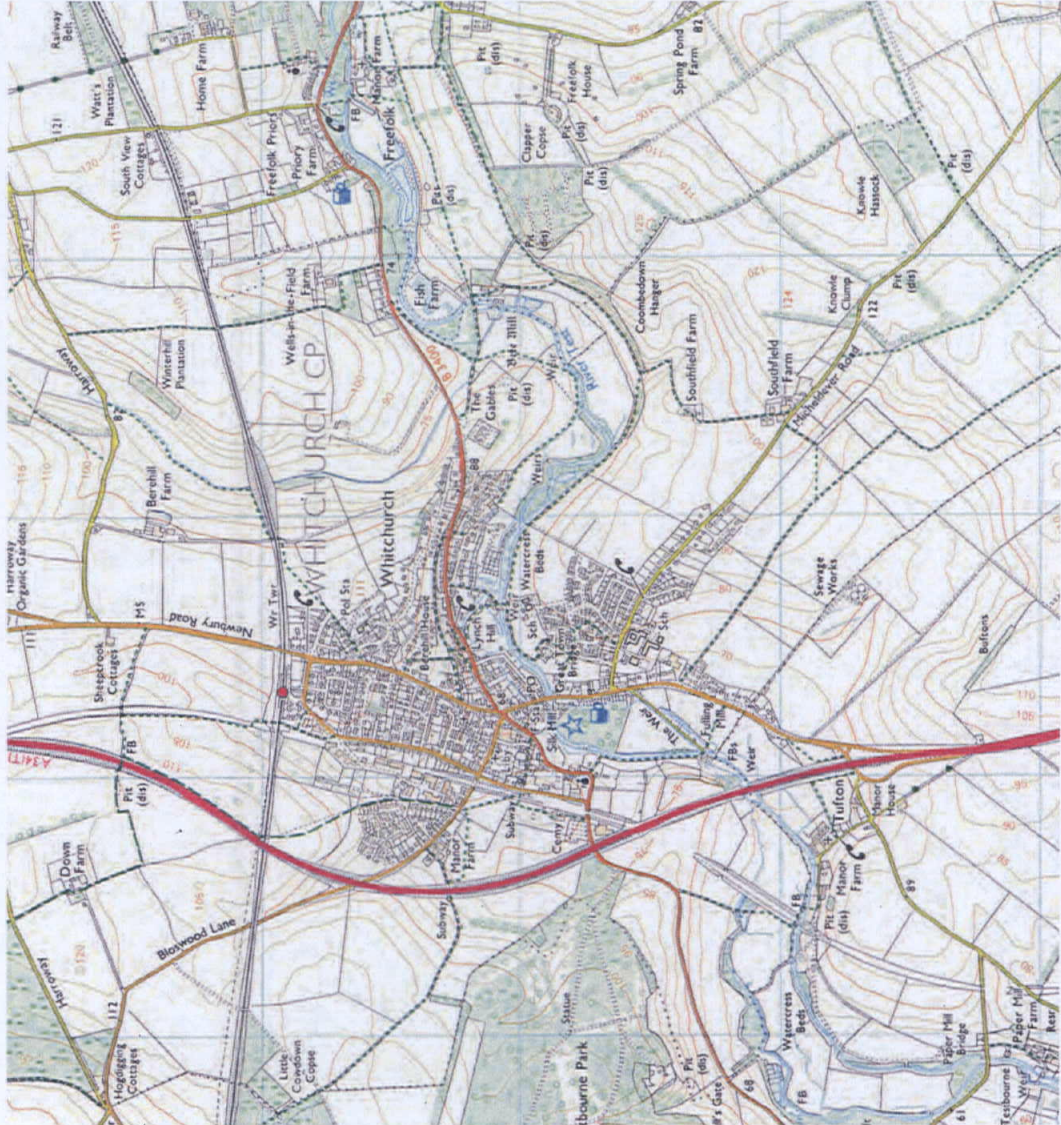


Fig. 1.1 / 25000 Ordnance Survey (Explorer)

Ordnance Survey (c) Crown Copyright 2015. All rights reserved. Licence number 100022432

4.5 Key issues that have been identified include:

- The physical constraints on the land such as sloping land;
- The existing overhead cables to be retained;
- The existing public footpath to be retained;
- The proposed means of vehicular access to the proposed development site;
- The compatibility of the proposed housing with adjoining land uses including:
 - an existing industrial estate
 - proposed industrial development
 - public rights of way
 - open countryside / agricultural land
 - A34 and railway line
- The potential impact of development on key vegetation including important trees and hedgerows;
- The potential impact of development on the natural environment including protected species and their habitats;
- The potential for the site to have historical significance as an undeveloped parcel of land close to the historic centre of the settlement; and
- The potential for change to resulting in an increased risk of flooding elsewhere.



Fig. 2. Designations Plan

4.6 It is considered that the topography of the land could help mitigate the impact of development on the wider landscape if built form is limited to the former plantation/employment allocation site. The part of the application site to be developed is low lying and enclosed by mature vegetation on all sides. The higher ground to the west is more prominent in wider landscape views. This land could play an important role as providing informal public open space/dog walking etc. as well as providing a green buffer between the A34 and the settlement. Additional planting along the edge of the A34 could filter views towards the settlement further.

4.7 The lower areas of this open space should be safeguarded for the provision of the replacement allotments recently approved on appeal.

4.8 In order to address the concerns relating to noise, raised during the recent appeal at Caesar's Way (APP/H1750/14/2223680), it was identified at an early stage to include a buffer to the industrial estate. In this instance,

public open space and landscaping could be provided on the boundary within land controlled by the applicant. This could provide the benefit of physical separation between potential noise source and receptors. The buffer could also enable provision of a suitable acoustic barrier on land within the application site, and appropriate landscaping.

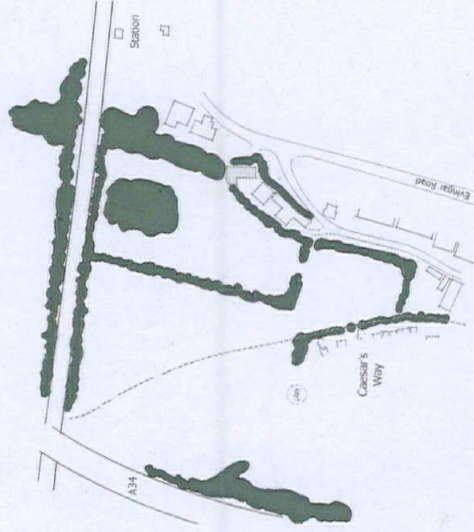


Fig. 3. Key Vegetation

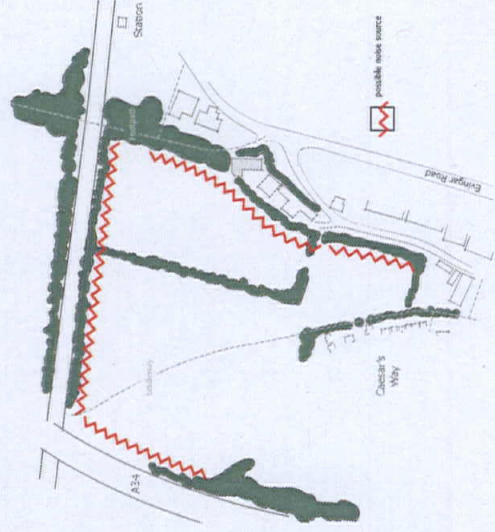


Fig. 5. Noise

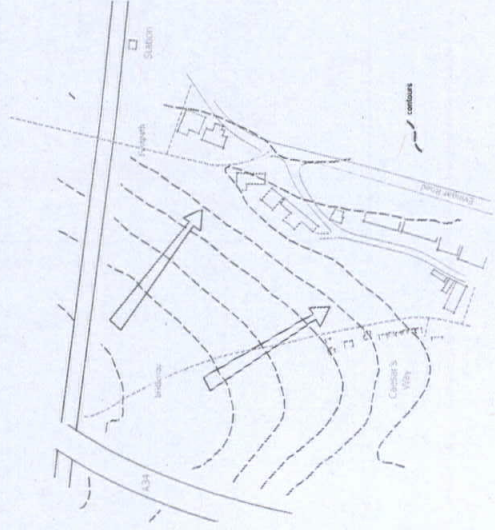


Fig. 4. Land form

4.9 It has been concluded that access to the application site is not deliverable via the railway tunnel. Therefore an alternative access solution is required.

4.10 A previous Local Plan suggests that access could be provided through the housing allocation (R E Thompsons land). Following discussions with the landowner, this option is available now and deliverable. There is also an opportunity to deliver permeability through connection with Caesar's Way (via the appealed scheme on the adjacent allotments).

4.11 Advice from highways consultants (i-Transport) is that there is capacity within Caesar's Way and its junction with Blosswood Lane. On this basis the advice confirms that the application site is capable of being served by a single access from Caesar's Way. However, this is not proposed here. The application site will provide a pedestrian and cycle connection only between Caesar's Way and Evingar Road. There will be no through access (other than for emergency vehicles).

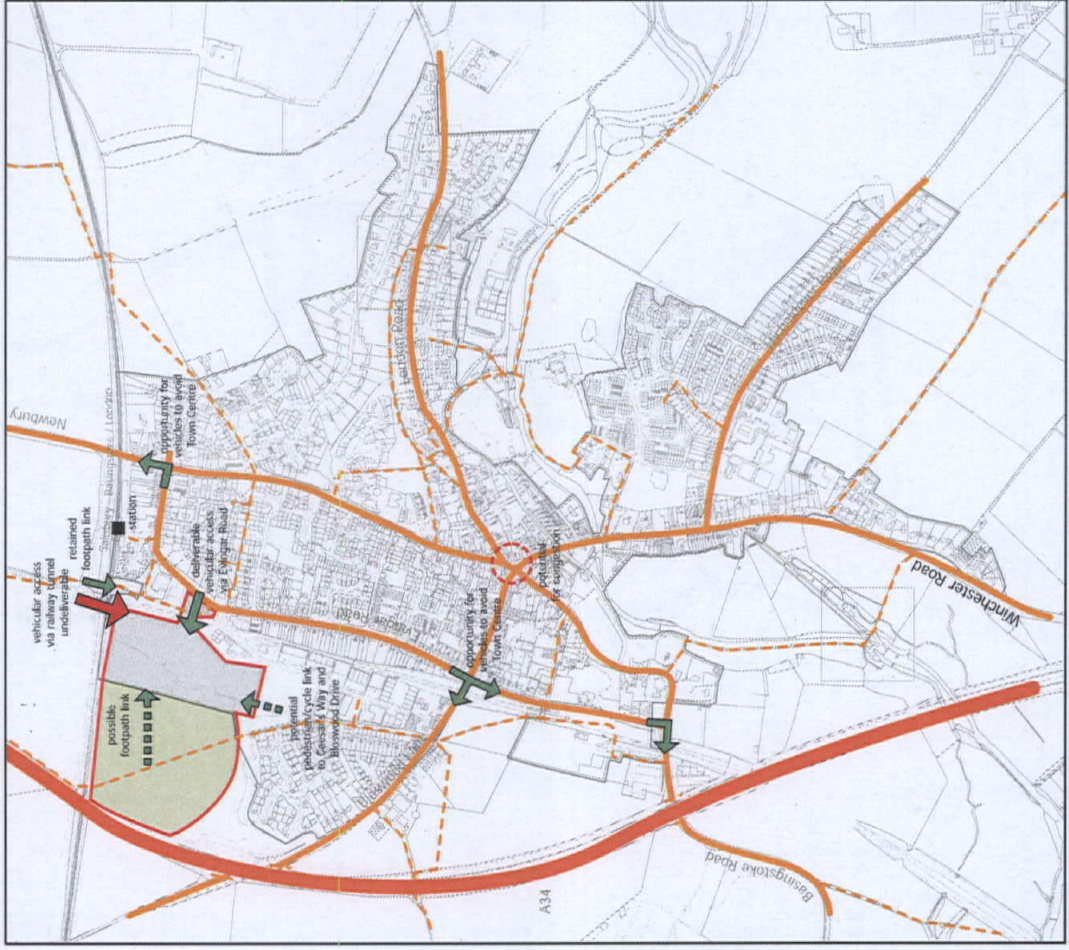


Fig. 6. Movement and Access

4.12 At an early stage the biodiversity of the site was acknowledged. Survey work has been carried out on the application site and the surrounding area for nearly 3 years in order to understand the baseline biodiversity and to explore suitable mitigation where appropriate. It is acknowledged that existing trees, hedgerows and areas suitable for protected species, should be retained as much as possible. Where protected species are identified, there is potential to provide suitable habitat mitigation within the application site in areas that will not be directly impacted by development.

4.13 The existing site boundaries comprise mature vegetation, with few breaks. These boundaries provide a mature landscape edge to the application site as well as wildlife corridors connecting with the wider landscape. It was identified that access into/through the site should avoid severing these corridors where



Fig. 7. Constraints and Opportunities

4.14 This area of open space could also contribute towards local green infrastructure. The 'greenway' could act as a continuation of the existing green route which follows the former railway line as far as Ardglen Road. It could also provide a link between existing local public rights of way.

4.15 Located at the lowest part of the application site, the 'greenway' is also well placed to deliver drainage solutions and flood mitigation where required.



Fig. 8. Emerging Concept

5 THE PROPOSED SCHEME

OVERVIEW

5.1 The proposed scheme is the product of a thorough contextual analysis of the site and the surrounding area. The vision is to deliver a comprehensive plan for north-west Witchurch, between the edge of the built up area and the A34. The proposed scheme creates a highly accessible and connected new neighbourhood of approximately 100 homes (when considered alongside the consented scheme (13/01255/OUT) that would round off and complete the town's existing compact settlement pattern. All of the proposed built form falls within the existing Settlement Policy Boundary.

USE

5.2 This application seeks outline planning consent for a mixed use scheme comprising residential development, business floorspace, a station car park, open space and landscaping. All matters are reserved (except access).

DENSITY

5.3 Following consideration of relevant guidance, and an assessment of the character and density of the surrounding area, and the constraints to and the opportunities for new development, it is considered that a low density approach (22dph) is appropriate.

AMOUNT

5.4 The site is 12.6ha in total. The proposed housing area within the settlement boundary is approximately 5ha. The proposed development will provide up to 70 dwellings comprising:-

Open Market Dwellings

- 11 x four bedroom houses
- 16 x three bedroom houses
- 6 x two bedroom houses
- 9 x two bedroom flats

Affordable Dwellings

- 8 x three bedroom houses
- 6 x two bedroom houses
- 6 x two bedroom flats
- 8 x one bedroom flats

- 5.5 There is considerable need for such housing in Whitchurch. There are presently 141 households on the housing register with a connection to the area. Of these:
- 46 x 1 bedroom
 - 53 x 2 bedroom
 - 18 x 3 bedroom
 - 3 x 4 bedroom
 - 21 x sheltered
- 5.6 Additional information regarding affordable housing provision is discussed in Section 7 (Affordable Housing Statement) of the Planning Statement.
- 5.7 The informal open space provision outside the defined settlement boundary is approximately **7.9ha**. Additional Public Open Space including a 'kickabout' area is included within the housing development. There is a local area of play (LAP) nearby although there is capacity within the site to accommodate further provision if required.
- 5.8 The proposed employment is approximately **1ha**. The proposed development will provide up to **4200sqm** of floorspace comprising:-
- B1a (office)**
- Up to 900sqm
- B1b/c (research/development & light industry)**
- Up to 2000sqm
- B2 (general industrial)**
- Up to 1300sqm
- The proposed station car park is approximately **0.28ha**. The proposed development It could provide space for 60-70 cars.
- 5.9

SCALE

- 5.10 Throughout the area there is a predominance of two storey dwellings. The majority of the proposed new dwellings will be two storey. The landscape capacity study confirms that the proposed development site is well screened in the landscape. It is considered that some 3 storey development could be appropriate.
- 5.11 The proposed business units will reflect the utilitarian character and appearance nearby commercial buildings. The height of the proposed commercial buildings should be the equivalent of a 2 storey dwelling.
- 5.14 Drawing on nearby settlement character the layout features a central public and semi-public area, along with private rear gardens.
- 5.15 The proposed layout shows a mix of house types, including detached, semi-detached and terraced houses, as well as some flats. The proposed mix is consistent with the character of the settlement. The proposed mix also adds to the range of housing types within the settlement.
- 5.16 The proposed site layout provides the opportunity to deliver a well-designed mixed use development which will form an attractive live-work environment for future residents and employees and also assimilate into the surrounding built form and urban-edge setting.

LAYOUT

- 5.12 The layout has been designed to take account of the slope across the site.
- 5.13 Existing defensible boundaries will be retained, and enhanced where possible, to provide a mature landscape setting, privacy and screening, and wildlife corridors.



Indicative Housing Mix

Open Market:
 4 bed house x 11
 3 bed house x 16
 2 bed house x 6
 2 bed flat x 9
 TOTAL 42

Affordable (40%):
 3 bed house x 8
 2 bed house x 6
 2 bed flat x 6
 1 bed flat x 8
 TOTAL 28

Indicative Commercial Mix

B1a Use
 4 x 144sqm (216sqm with mezzanine) = 576sqm (864sqm)

B1b/c Use
 9 x 144sqm (216sqm with mezzanine) = 1296sqm (1944sqm)

B2 Use
 6 x 216sqm (no mezzanine) = 1296sqm

TOTAL
 = 3168sqm (45sqm)

Fig. 9. Illustrative Layout Plan

APPEARANCE

5.17 The organic growth of Witchurch over many years has resulted in a varied mixture of building styles. The proposed scheme could reflect this range of styles including larger Georgian dwellings interspersed with terraces of smaller houses. There is also an opportunity to reflect the nearby industrial character where appropriate.

5.18 A mix of full hip, half-hip and gable ends, along with dormer windows, could further reflect the historic residential character of the settlement whilst adding interest to the roofscape. Similarly, shallow pitched roofs or flat roofs could reflect the nearby industrial form.

5.19 The proposed housing scheme could draw on a varied palette of materials including:

Facing

- red brick;
- painted brick;
- tile hanging;
- timber boarding;
- metal sheeting;

Roofs

- plain clay tile;
- slate tile;
- metal roof panels;

Windows & Doors

- timber casement windows;
- timber cottage-style doors;

5.20 The proposed business units could draw on a simple palette of materials including:

- profiled metal sheeting;
- timber cladding; and
- brick plinth.



TOPOGRAPHY

- 5.21 There is a significant change in levels across the site from west to east. The illustrative layout has evolved to accommodate these changes in levels. This included the internal road layout snaking around the site to reduce the need for individual properties to be 'cut in' to the slope where possible.

TREES

- 5.22 All trees and hedgerows are considered in the Arboricultural Impact Assessment (AIA) and Method Statement prepared by Simon Stephens and forms part of this application. The conclusions and recommendations have informed the illustrative layout subject of this application.
- 5.23 No trees of considered arboricultural or landscape value will be removed. Development within identified root protection areas will be avoided.
- 5.24 New tree and hedgerow planting is proposed as part of the illustrative proposal.

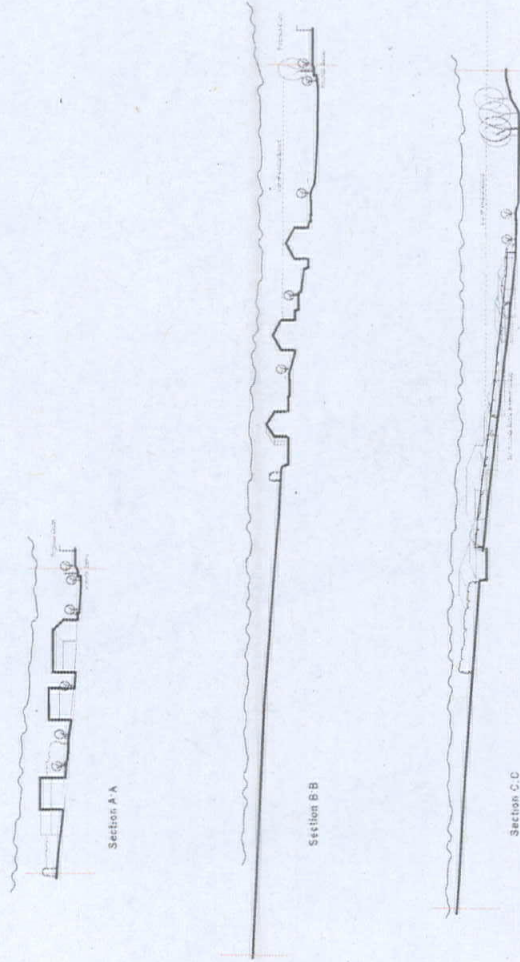


Fig. 10. Illustrative Site Sections



View North East across site

LANDSCAPING

- 5.25 The main landscape and green infrastructure features present on the application site are the existing trees and hedgerows located along the site boundaries. For the most part these will be retained (except a short section of hedgerow to be removed to allow for greater pedestrian connectivity to the existing bridleway). Some areas of ground vegetation within the site will also be removed. These areas have been assessed and found to be of low environmental value.
- 5.26 The application proposals provide an opportunity to deliver large areas of new accessible open space including informal green space, 'kickabout' areas and play areas. In addition other areas of green infrastructure can be provided to create an attractive green edge to the settlement, whilst also maintaining and enhancing existing natural habitats.
- 5.27 The proposals also deliver important and accessible green fingers into the existing built up area. These routes provide valuable links between the town centre and the wider countryside and include a multi-functional area of open space along the valley bottom, providing a buffer between the new homes and the existing employment areas.
- 5.28 A detailed landscaping scheme will be prepared at reserved matters stage.



Fig. 11. Extract from Illustrative Layout Plan showing landscaping features within the site

ACCESS

- 5.29 The application is supported by a Transport Statement prepared by i-Transport (Highway Consultants).
- 5.30 The principal access to/from the site will be via Evingar Road. Provision is also made for a secondary access onto Blosswood Lane via Caesar's Way and the recently approved scheme to the south of the application site (13/01255/OUT). During the construction of Caesar's Way, the internal roads were built to accommodate future urban extensions and additional traffic if required. The junction onto Blosswood Lane has additional capacity.
- 5.31 As part of the Councils pre-application advice, the Highways Authority have agreed that the principle of obtaining access to the allotment site (13/01255/OUT) from Caesar's Way was acceptable.
- 5.32 Basingstoke & Deane Borough Council have resolved to grant consent for a mixed-use employment scheme (BDB/46178) on the application site.
- This included an emergency access onto Blosswood Lane via Blosswood Drive. Blosswood Drive will provide an alternative safe and convenient route to the Town Centre for pedestrians and cyclists.
- 5.33 New pedestrian and cycle routes will link to the existing network to provide safe and convenient routes to the town centre, railway station (less than 200m away), employment areas and the countryside. Connectivity between existing residential areas and local facilities and services will be significantly enhanced. Within the proposed housing development a hierarchy of streets and access ways are provided to create a legible, attractive and safe residential neighbourhood.
- 5.34 Linking the proposed new development to the adjoining residential areas will help to disperse additional vehicle movements onto the local road network thus minimising the cumulative impact on the town centre.

DRAINAGE

- 5.35 A Flood Risk Assessment and Drainage Strategy supports this application. It confirms that the site is not in an area at risk of flooding. Further, development of the site is unlikely to increase the risk of flooding elsewhere. Foul drainage will connect to existing infrastructure, additional details will be provided at reserved matters stage.

5.38

The assessments conclude that there is sufficient land available within the application which will remain undeveloped and which could provide suitable mitigation for the loss of any habitat that results from development of the site.

The Extended Phase 1

Assessment did not identify any overriding ecological constraints which would prevent the development of the land.

5.39

Subsequently, further assessment has been carried out between May and July 2015. The findings continue to support development in the area subject to suitable mitigation measures.

ECOLOGY

- 5.36 The ecology of the site as a whole has been carefully considered and has influenced the design of the proposed scheme.

5.40

Existing green infrastructure will be retained and enhanced. Several existing wildlife corridors will be connected by proposed new planting. Part of the application site will be reserved for ecological mitigation and enhancement measures. Further details of the ecology baseline of the site are contained in the reports prepared by PV Ecology and submitted with this application.

- 5.37 An Extended Phase 1 Ecological Assessment of the site and the

immediate surroundings was carried out in November 2013 by PV Ecology. A letter dated 6th July 2015 confirms that following a site visit in May 2015 the conclusions set out in the 2013 report are still valid.

NOISE

- 5.41 Potential noise impacts from the Ardglenn Road Industrial Estate, have been identified. Accordingly, an appropriate acoustic barrier is recommended along the application site boundary with the industrial estate. Details of an acoustic barrier were found to be acceptable by the Inspector in consideration of 13/01255/OUT.
- 5.42 The proposed illustrative scheme has been designed to provide a greater physical buffer and separation between noise sources and residential uses. In addition some dwellings will present non-habitable rooms or blank gable ends towards the noise source.
- 5.43 An acoustic assessment has been prepared by 24Acoustics and is submitted in support of this application. It concludes that there is sufficient land within the applicant's control upon which appropriate mitigation can be delivered. Therefore with appropriate mitigation, the potential effects of local noise sources will not significantly and demonstrably outweigh the benefits of the proposed scheme.

CONTAMINATION

- 5.44 There is no planning history on this site which suggests that contamination could be present.

ARCHAEOLOGY

- 5.45 An assessment of the archaeological potential of the application site has been prepared by Thames Valley Archaeological Services (TVAS). This concludes that there are no known historic barriers to the mixed used redevelopment of this site.

SUMMARY

- 5.46 The details submitted as part of this application will contribute towards delivering new homes which will make a valuable contribution to housing provision within the Borough and will have no significant or demonstrable effect on the appearance or character of the area, or cause harm to nature conservation interests.
- 5.47 The proposed development will integrate with existing landform, the local highway network, and the pattern of wildlife corridors and open spaces which already exist.
- 5.48 It is evident therefore that the proposed development will: -
- deliver new housing to meet identified local needs;
 - deliver new business floorspace to meet identified local needs;
 - provide a much need car park close to the station which has been a long term aspiration/requirement of the Town Council;
 - deliver new areas of formal and informal open space and recreation;
 - deliver new and improved connectivity within the settlement;
 - enable the delivery of a form of development which will reflect the character of the settlement;
 - provide new and enhance existing wildlife corridors/green infrastructure; and
 - provide alternative transport routes, avoiding the congested town centre.

DESIGN & ACCESS STATEMENT AUGUST 2015

LAND OFF EVINGAR ROAD,
WHITCHURCH

PRO VISION PLANNING & DESIGN

