

Derritt Lane Public Consultation FAQ Update – Summer 2021

Following on from the public consultation undertaken earlier this year in relation to the land south of Derritt Lane, a planning application has now been submitted to New Forest District Council for consideration.

The proposed development comprises:

Development of 100 dwellings; informal open space; Alternative Natural Recreation Greenspace (ANRG) and areas of play; footpaths and cycleways; internal roads; associated landscaping; utilities and drainage infrastructure; and other associated infrastructure and enabling works. Vehicular access to be taken from Derritt Lane and West Road.

A Frequently Asked Questions (FAQ) document dated February 2021 was first published as part of the online consultation on the draft proposals for the site that took place between 16th February and 3rd March 2021. That was based on initial questions raised during early engagement with representatives of Bransgore Parish Council, Sopley Parish Council and Heatherstone Grange Residents Association in October 2020.

This version of the FAQ (Summer 2021) has been updated to address other key themes arising through comments received from the local community during the online public consultation. Further details in relation to the consultation are set out within the Statement of Consultation submitted in support of the planning application.

Design and Layout

What has informed and influenced the site layout?

The proposed layout (see plan overleaf) is structured to respond positively to the streets, spaces and landscape setting context to the site. Dwellings will be set back to positively address Derritt Lane and a landscaped corridor containing grassland, mature retained trees and a foot/cycle route.

The layout responds to the natural drainage patterns and flood risk context by keeping development out of flood zones 2 and 3 and implementing a connected Sustainable Urban Drainage (SUDs) network. This includes ‘swale streets’ with space for trees and native planting to bring greenery to the street scene.

An informal parkland landscape corridor will extend along the southern boundary with the Clockhouse Stream. The space will provide pedestrian routes leading from the village green and connecting with existing public rights of way and the wider countryside beyond to the north of the site. A strategic swale will define the outer edge.

A western access is proposed, positioned to connect with Derritt Lane and an arrival view over the proposed linear parkland towards Barrett’ Copse on the southern boundary. New dwellings with active frontages will address the route in and overlook the linear parkland space.

From the access, the main street route aligns eastwards along the parkland edge with new dwellings arranged to bring frontages to the street. Small front gardens or green edges will offset the properties from the street and reinforce a green character, with plot depths sufficient to enable usable rear gardens and support tree planting.

A second access is proposed to Derritt Lane to form a connected through route, and to feed a secondary network of lanes and private driveways. The proposed layout creates space within the street network for the provision of street trees, planting and swales to deliver a green and leafy character.

Across the scheme dwellings are positioned to provide a frontage to address the street, footpath routes and proposed play and amenity green space, offering natural surveillance and supporting a safer environment.

Centrally positioned 'barn style' buildings are set back within a landscape setting to address the northern edge to Derritt Lane, positioned opposite the parkland setting and 'manor house' style property at Heatherstone Grange opposite. The purpose of this is to create a visual connection and relationship between the two neighbourhoods as part of a wider integrated approach.

Inner courtyards are proposed to ensure properties can front the adjoining landscape and cars and parking areas are hidden from view.

At the far eastern end of the site, a small collection of cottages is proposed to address the village green space and West Road. These dwellings are positioned to create a stronger sense of arrival into Bransgore, screening blank elevations of existing properties. Key views across the green space to the historic cottages on Derritt Lane are retained.

The layout principles also take reference from the New Forest District Council Strategic Housing Allocations Design Guidance (draft June 2018) design principles for 'typical block' arrangements.

Further details of the design and layout of the scheme are set out within the Planning, Design and Access Statement submitted in support of the planning application.

Integrated new neighbourhood

The proposed layout provides:

- 100 dwellings incorporating a balanced mix of homes to meet local needs.
- Creation of publicly accessible routes and green spaces.
- Safeguarded trees and new landscape planting.
- Areas to encourage biodiversity and support sustainable water management.

Key

- ① Vehicular access connections from Derritt Lane.
- ② Natural grassland setting to the retained trees lining Derritt Lane.
- ③ Rural 'farmstead' arrangement to the western edge.
- ④ Network of swales and attenuation basins managing surface water and providing biodiversity enhancement.
- ⑤ Publicly accessible Linear Park /Alternative Natural Recreation Greenspace.
- ⑥ 'Doorstep' green play space
- ⑦ Public right of way retained and connecting to a network of routes.
- ⑧ Green streets with swales, tree planting and front gardens.
- ⑨ 'Barn' style courtyards concealing cars from the landscape edges.
- ⑩ Hedgerows and tree belts retained supporting biodiversity.
- ⑪ Publicly accessible Village Green /Alternative Natural Recreation Greenspace.
- ⑫ 3m wide foot and cycle path providing a traffic free connection to the village.
- ⑬ Local Equipped Area of Play.
- ⑭ Biodiversity pond supporting new habitat creation.
- ⑮ Natural surveillance to the Village Green created by cottages accessed from West Road.
- ⑯ Wooded 'Dell' area retained for nature and drainage (no public access)



Masterplan: Site layout proposal

What has influenced the design of the flats? Looks like a holiday park, not appropriate for the village

Within the immediate local area there are a number of examples of rural farmstead dwellings and barns arranged around courtyards, reflecting the agricultural functions of the site surroundings. Barn typologies can be found nearby at Sopley and Middle Brockhampton, and just west of the site at the New Barn on Derritt Lane and to the south at the farmyard cluster on Burley Road.

The application site presents the opportunity to continue this established rural edge built character, to address the western edge and along the frontage to Derritt Lane as part of the rural approach route into the village.

The proposed apartment blocks will have the architectural appearance of 'barn' type buildings, set around a courtyard with a simple and consistent material palette combination of a brick base with timber boarding.

Some revisions have been made to the original proposals in response to feedback from the consultation process. The central apartment 'barn block' facing Derritt Lane has been separated to create two smaller barn buildings enclosing the courtyard, with a pedestrian gap route through following concerns regarding the horizontal form and massing of the original proposals.

To the east, the original proposals for the building opposite Rose Cottage have been revised to create a separate terrace row of two storey rural cottages set back to front Derritt Lane. The cottages will front the retained mature trees and grassland edges to Derritt Lane, behind a proposed shared cycle and footway route. The proposed courtyard arrangement will contain vehicular movements and parking away from this edge.

A separate barn apartment building will now turn to address the retained mature tree belt running north south along the edge, to the west of the proposed village green, with the building's gable end addressing Derritt Lane.

How will the development ensure the privacy of neighbouring properties?

The surrounds of the site will largely be defined by the retained hedgerows, tree lined edges and with a variety of new native planting to ensure the boundaries maintain their green and rural character.

Proposed dwellings will be set back from Derritt Lane to preserve the mature tree lined edges and provide a visual screen towards Heatherstone Grange.

A linear parkland space is proposed along the southern boundary, separating proposed dwellings and the rear of existing properties on Wiltshire Gardens by over 80m.

Within the proposed development dwellings have been positioned set back from the public footpaths to ensure that all dwelling plots have a defensible space to the front with opportunities for shrub and soft landscaping.

Private plot boundaries will be defined primarily by brick walling where a boundary adjoins the public realm. Closed board timber fencing will be used between rear or side gardens to provide privacy.

Hedges and estate rail fencing will be used to define key frontages at the site entrance, village green gateway and to the landscape corridor along Derritt Lane.

Highways

Are the proposed site accesses in the best locations?

Yes, the site access junctions are in the best locations for the character of the road, whilst also conforming to Hampshire County Council (HCC) Highways design standards. The junctions have been placed at locations where visibility can be achieved for the measured speeds of the road while also minimising tree loss as far as possible. HCC Highways have agreed the location of the junctions and their form in principle through pre-application consultation.

Will the speed limit on Derritt Lane be reduced and will street lights be installed?

Local and National standards require a number of criteria to enable the speed limit to be reduced to 30mph, including that the proposed houses would have to directly front Derritt Lane in order. This would necessitate the wholesale removal of the existing trees along the road, which would not be acceptable. As such it is not proposed to reduce the speed limit.

Street lighting is also not proposed to be installed along Derritt Lane due to the sensitivity of the corridor from an ecological perspective.

The existing “pinch point” crossing on Derritt Lane is causing issues with speeding, is anything proposed to be done about this?

Highways design guidance promotes the narrowing of streets with one-way working (giving way to on coming vehicles) as a way of reducing speeds.

It is understood that this traffic calming feature was introduced to facilitate safe access for pedestrians as part of the highway works in relation to the Heatherstone Grange development.

Wyatt Homes and their appointed highways engineers were not involved in that scheme, but from experience know that the design and construction of the feature would have been subject to rigorous design checks by the Highways Authority, including a Road Safety Audit at preliminary design, detailed design, construction and post-implementation stages.

To ensure transport provision, pedestrian and cycleway access is safe and appropriate, Wyatt Homes have commissioned a number of traffic surveys of the local road network, in liaison with Hampshire County Council (HCC) Highways Officers. The results of these surveys show that the majority of vehicles travel at or under the speed limit, and there is no evidence of any accidents resulting in personal injury at this location. The feature therefore appears to be working safely and no concerns have been raised by HCC Officers during pre-application consultation that would warrant its removal. To the contrary, the inclusion of the footway and narrowing helps to reduce vehicle speeds in this location.

Full details of the surveys undertaken are included as part of the Transport Assessment submitted in support of the planning application.

Who will own and manage the roads within the scheme?

It is intended that the majority of the internal highway network will be adopted by Hampshire County Council as Public Highway. The maintenance of private parking courts and any private drives will be the responsibility of a management company, which will be funded by future residents of the development.

Will there be enough parking within the scheme so that residents don't park on footways?

The proposed scheme includes provision for a minimum of two allocated parking spaces per dwelling, including flats.

In total 294 parking spaces are proposed, comprising 14 visitor spaces, 199 allocated spaces and 81 spaces within garages, in accordance with New Forest District Council standards. The width of the internal streets (5.5m) is also sufficient to accommodate occasional on-street parking by visitors whilst allowing other vehicles to navigate safely.

How will the village cope with the additional traffic generated by the development?

As detailed within the submitted Transport Assessment, the development will generate low levels of additional traffic, of which only half is estimated to travel through the centre of Bransgore. In the peak hours, it is expected that only 30 additional vehicles will pass through the centre of the village – which is most likely within the day-to-day variation of existing traffic levels.

Detailed capacity analysis has been undertaken within the submitted Transport Assessment for the Burley Road/Ringwood Road Crossroads and the Ringwood Road/Derritt Lane priority junction. This analysis shows that with the inclusion of development traffic, neither junction will experience a severe impact, that being the test required through planning policy and guidance.

How will children of the development get to the Primary School?

Wyatt Homes have engaged with Hampshire County Council (HCC) as the education authority for the New Forest who have advised that the development is within the catchment of Bransgore Primary School rather than Sopley.

As a result of pre-application discussions held with HCC Highway Officers, they requested a survey and audit of the route school children would take to travel to Bransgore Primary School. This was undertaken by the consultant team and a series of improvements to the existing footway and crossing point along the route will be provided. Further details of these measures are set out within the Transport Assessment submitted in support of the planning application.

How will pedestrians and cyclists safely access the village centre?

The proposed scheme includes a number of walking and cycling routes within the site including a footway along the northern edge, set in from the existing tree line (proposed as a hoggin surface) with a 3m wide tarmac foot / cycleway along the northern edge of the proposed village green space.

On exiting the site cyclists will be accommodated on the existing carriageway along Derritt Lane and Ringwood Road in line with guidance set out within Manual for Streets. An alternative route via Brookside Road could be used by cyclists who do not wish to cycle along Ringwood Road.

The desire line for pedestrians to the centre of the village will be via Derritt Lane and Ringwood Road. A Walking, Cycling & Horse-Riding Assessment Report (WCHAR) Audit has been undertaken as part of the Transport Assessment. This found that the infrastructure between the proposed development and the centre of the village was in good order. The development will however provide crossing facilities at a number of junctions where drop kerbs and tactile paving are not currently present, which will help wheelchair users and pushchairs access the centre of the village.

Flood and Surface Water

Derritt Lane floods already as a result of the houses at Heatherstone Grange and the change in levels. More houses will make flooding worse.

A series of in-depth technical assessments and surveys have been undertaken to inform a comprehensive drainage strategy which takes into account the existing environment. The drainage strategy includes opportunities to reduce the frequency and impact of existing flood issues whilst also offering a reduced flood risk to the downstream catchment.

Existing surface water flooding issues along Derritt Lane have been assessed and where possible in the east of the site, flows will be conveyed through the proposed site via a re-profiled ditch which would have historically carried runoff away from Derritt Lane but has degraded over time due to siltation and inadequate maintenance. The improved ditch will provide connectivity between Derritt Lane and the Clockhouse Stream that runs along the southern edge of the site. The long-term maintenance will be secured alongside the maintenance regime for other drainage features and open spaces within the site.

Surface water runoff from the proposed development will be managed by a comprehensive surface water management plan, where development runoff from impermeable and green spaces will be captured and drained to a series of new stormwater attenuation features within the site. The attenuation features will have capacity to accommodate runoff in up to the 1 in 100-year return period storm event, with 40% allowance for the predicted effects of climate change and an additional 10% allowance for Urban Creep which allows for some future impermeable areas created by residents (e.g. extensions / conservatories etc). This provides betterment over the existing site if were left underdeveloped where the rate and volume of runoff would continue to increase due to climate change. The proposals will therefore offer improvements to the Clockhouse stream and the downstream catchment while also mitigating the effects of the development.

The existing site does not contribute towards existing flood issues further west along Derritt Lane, however by easing flood risks within the eastern extents of Derritt Lane, any corresponding highway drainage ditches may have greater capacity and in turn may contribute towards addressing this existing issue.

Further detail is included within the Flood Risk Assessment submitted in support of the planning application.

Why are you building in the floodplain?

The proposals do not include any built development within the flood plain. All built development is identified within the Low Risk Flood Zone 1, which covers all land across the country not within the medium and high-risk areas (Flood Zones 2 and 3 respectively).

How will future flood risk including that associated with climate change be mitigated?

The proposed surface water management plan has been designed to accommodate the upper end increases due to climate change set by the Environment Agency. This will ensure that the current peak rates of discharge from the existing site are not exceeded by the development throughout its lifetime.

Foul Drainage

How will the existing sewerage system accommodate 100 new homes?

Wessex Water (WW) have confirmed that there is sufficient capacity within the existing foul water network to accommodate flows from the development.

WW have however recognised that there is currently a problem with parts of the foul sewer network in the area where flooding has occurred during times of high groundwater or persistent wet weather when the system can become overwhelmed. This is caused not by the volume of water generated by development but by:

- Groundwater entering small fissures in the sewers (infiltration)
- Additional rainwater connections from private households, roofs and gardens (without consent from WW)

WW are in the process of securing works to address this problem with plans for relining in 2022/23 to make the sewers that are affected watertight.

The proposed foul drainage strategy for the development will include:

- New sewers constructed to be watertight, to meet latest Water Industry Standards
- Scheme will provide separate storm and foul networks, with no surface water connections permissible to the foul network (unlike existing problems experienced)

The development will generate a very low foul flow, cumulatively peak flows being equivalent to only 2% of the existing foul sewer capacity (up to 1 litre/second for the whole western development area of 95 dwellings, and up to 0.2 litres / second for the 5 dwellings proposed off West Road.

Currently a proportion of surface water runoff from the site drains to groundwater and contributes towards the existing foul sewer infiltration issues. The development will reduce the current impact on the pipe system by storing rainfall on site in a Sustainable Drainage System which will then

control the discharge to Clockhouse Stream at a point in the south west corner of the site. The residual volume of rainfall draining to groundwater will be reduced, improving the existing sewer network.

New property connections to WW's foul sewerage network will also be subject to infrastructure charges, the sum of which will be used by WW as a contribution towards the network reinforcement, which will help to raise the priority of works. These charges are separate from and additional to the Community Infrastructure Levy (CIL) that is applied to development by New Forest District Council.

Further information on the reason for the existing problems and the process of relining is explained in a WW sponsored video available on YouTube at <https://www.youtube.com/watch?v=7b4uaY4H1Tk>

Full details of the proposed foul and surface water drainage strategy for the development are set out within the Flood Risk Assessment submitted in support of the planning application.

Public Open Space and Alternative Natural Recreational Greenspace (ANRG)

What is ANRG and how has it been incorporated into the proposals?

The Local Plan requires all developments of 50 homes or more to provide at least 8 hectares of alternative natural recreational greenspace (ANRG) per 1,000 population located on the development site or directly adjoining and well connected to it. Developers are also required to provide a financial contribution towards Access and Visitor Management and Monitoring.

The purpose of ANRG is to encourage residents of the new development to use spaces outside of the national park and other International Conservation Sites whose conservation and protection is of importance. This will alleviate pressures currently faced in these areas, whilst providing alternative areas of high-quality recreation space.

The proposed areas of publicly accessible open space on the site, which extend to over 7 hectares of land will provide opportunities for dog walking and exercise, informal play and biodiversity enhancement features to contribute towards this objective.

When will the ANRG be provided?

Areas of the ANRG will be available for new occupants of the development at the time of occupation with provision secured through a legal agreement (known as a section 106 agreement).

Will the ANRG be protected from future development?

Yes, the legal agreement will include provisions that safeguard the land in perpetuity.

Will children's play space be provided as part of the proposals?

Yes, following feedback from the local community and liaison with NFDC officers a Local Equipped Area of Play (LEAP) has been included at the north western edge of the proposed village green space which it's envisaged will provide a minimum of six play experiences (swinging, climbing, sliding etc).

A Doorstep Play Space is also proposed in the centre of the site, adjacent to the existing Public Right of Way. This space will be more informal, with little or no equipment but will be imaginatively designed and contoured, using natural materials such as logs, boulders and planting which create an attractive setting for play.

Who will own and manage the open space within the scheme? Heatherstone Grange has been subject to issues since people started living there and we don't want the same thing to happen here.

While it will be a matter for further consideration during the planning application process, New Forest District Council may adopt the areas of public open space and ANRG on the site with funding towards the cost of future maintenance secured through a legal agreement (known as a section 106 agreement) which would be linked to any planning permission.

Alternatively, the land would be transferred to a management company or other body approved by the Council with provisions put in place through a legal agreement to secure funding of maintenance. While it is understood that issues were experienced in relation to the Heatherstone Grange development Wyatt Homes has successfully implemented a number of schemes with such management arrangements in place.

Who will manage the ponds and drainage features?

The linear swales that run alongside the streets through the development will be offered to the water authority for adoption in accordance with latest guidance for Sustainable Urban Drainage (SuDs). The strategic swale along the southern edge of the development and other SuDs features will be maintained as part of the wider open space.

Social and other Infrastructure

How will enhancements to local infrastructure be secured?

As part of the planning process Wyatt Homes will be liable to pay funds towards the Community Infrastructure Levy (CIL). This is a charge levied by local authorities on the market housing element of new development in their area to help them deliver the infrastructure needed to support development.

The charges from one development will be used in conjunction with charges from other developments to pay for things like the reorganisation of existing facilities and amenities to accommodate more people and / or the physical infrastructure required to support this. The Developer does not get to choose where this money goes as this is a matter for the local authority, who carry out their own surveys and assessments to best determine the infrastructure priorities.

The amount of CIL liable for the proposed development is likely to amount to over £1m based on the proposed affordable housing offer of 18%.

15% of the CIL monies paid to NFDC will be passed to the parish council.

In addition to CIL, other infrastructure provision associated with the development shall be secured through a legal agreement (known as a section 106 agreement) that would be tied to a planning permission. This will cover matters such as:

- Affordable Housing provision
- Highway works
- Public Rights of Way enhancement and maintenance
- Public Open Space / ANRG provision and future maintenance
- Children's play provision and future maintenance
- Air Quality Monitoring and Mitigation
- New Forest Access Management
- Biodiversity net gain monitoring contribution

There's not enough capacity at the GP Surgery, what will be done about this?

An element of the CIL charge referred to above will likely be directed towards health services if this is deemed necessary by New Forest District Council.

There is not enough capacity at local schools, how will this be addressed?

Wyatt Homes have engaged with Hampshire County Council (HCC) as the education authority for the New Forest. Through these discussions, the County have confirmed that the site falls within the Bransgore Primary Catchment area rather than Sopley's and that, as a result of 100 homes, 30 primary age pupils will be generated (about 4-5 per year group). They have advised that although Bransgore Primary is currently at full capacity this is due to out of catchment recruitment. This includes pupils from out of county at an average of 8 pupils per year group.

What that means is that the pupil yield from the proposed development, will, over time, be able to access a place at Bransgore Primary School as it admits less out of county pupils in the future.

HCC has also confirmed that the secondary catchment school for the development will be shared between Ringwood, Arnewood and Highcliffe (in Dorset). Again, for both Arnewood and Ringwood out of county recruitment is attributed to the schools currently being at full capacity. As a result, HCC have advised that as out of catchment recruitment is reduced to allow for in-county residents to take up places, secondary age pupils living at the proposed development will be able to access a place at either Arnewood or Ringwood.

Environmental Considerations

How will wildlife be protected on site?

An Ecological Appraisal and series of protected species surveys have been undertaken to inform the proposals including:

- Bat activity surveys
- Dormouse presence / absence survey
- Survey of off-site ponds for Great Crested Newts
- Common reptile survey
- Inspection of trees for removal to identify their suitability to support roosting bats
- Hedgerow assessment
- Wintering bird survey
- Badger survey

The proposals include provision for a 10-metre buffer of scrub planting to avoid public and dogs entering Barrett's Copse woodland, which is private land, designated as Ancient Woodland and a Site of Nature Conservation Importance. The wooded copse / 'Dell' area at the eastern end of the site will also be closed to public access and retained as a Nature and Heritage Conservation Area.

A number of ecological enhancement measures are proposed including provision of bat bricks / boxes, bird boxes and bee bricks on new buildings and trees within the green space.

The proposals have been assessed against the DEFRA Biodiversity Net Gain (BNG) Metric as providing an overall net gain of 24% vs a policy requirement of 10%.

Further details are set out within the Ecological Appraisal and BNG report submitted in support of the planning application.

What proposals are there for tree planting?

The proposals include provision of over 150 new trees within the open space, along streets and within private gardens as well as extensive areas of wildflower grassland, scrub habitat and native hedgerow.

How will lighting be managed to maintain dark skies and minimise light pollution?

It is intended to limit lighting on the site to the minimum necessary for security and safety purposes and / or to meet Hampshire County Council Highway requirements.

What sustainability / green technology features will be incorporated into the development?

All new dwellings will be constructed to secure a reduction in carbon emissions, reduce energy usage and minimise energy loss (e.g. through enhanced building fabric).

A range of technologies and products will be drawn on to achieve this, for instance solar photovoltaics (PV), air source heat pumps, battery storage and waste water heat recovery.

The development will also include passive provision for electric vehicle charging infrastructure for each private house and per two parking spaces within the courtyards serving apartments.

Construction Considerations

When is development likely to commence and how long will the construction process take?

Allowing for the planning process and subsequent technical approval processes it is unlikely that construction would start on site until spring 2023 at the earliest, with first completions in 2024. The construction process is likely to take between two and three years although this is dependent on a number of factors.

How will construction traffic access the site and will these access points be manned?

A Construction Traffic Management Plan / Construction and Environmental Management Plan will be prepared and approved by the District Council prior to the commencement of any development on the site.

This will provide details of the traffic management measures that will be put in place to minimise disruption during construction along with measures to control noise and dust.

The vehicular access points off Derritt Lane will be one of the first parts of the development to be constructed. Haul roads will then be created in order for construction works and / or deliveries to access each part of the site. A temporary site office will also be provided for workers and deliveries to be directed to on arrival.

Will there be a contact on site during the construction process?

Site personnel contact details would be provided as part of the Construction and Environmental Management Plan. They would also be shared on site signage and made easily available for existing residents.

New Homes

How can local people be kept informed about the development and availability of the new homes?

The 15 respondees to the consultation that registered an interest in purchasing a property on the site and confirmed were happy to be contacted have been added to Wyatt Homes' database for updates in the future.