

Derritt Lane Public Consultation FAQ

February 2021

Wyatt Homes is preparing a planning application for new homes and public open space on land to the south of Derritt Lane in response to the sites allocation for residential development in the New Forest Local Plan.

This document seeks to address the main frequently asked questions (FAQ) raised by the local community during the pre-application consultation in relation to the proposals for the site and should be read alongside the material on the consultation boards available at www.wyathomes.co.uk/derrittlane.

This version of the FAQ (February 2021) is 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.

An updated FAQ document will be published following the close of the public consultation in March 2021 in order to address any other key themes arising through the comments received.

Highways

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.

Full details of the surveys undertaken will be included as part of a 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 the management company for the scheme, 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 layout has been prepared based on the policy tools provided by New Forest District Council, including their car parking standards. With this in mind, the development will provide appropriate car parking in line with the adopted standards in order to minimise obstructive parking through the provision of driveways, garages and car ports for residents (on plot parking), together with visitor car parking bays.

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

The development is within the catchment of Bransgore Primary School. As a result of pre-application discussions held with Hampshire County Council 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 will be referred to within the Transport Assessment submitted in support of the planning application.

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.

Further details of the surface water drainage strategy, including measures to address instances of existing surface water flooding along Derritt Lane are set out on the 'Surface water strategy' consultation board for information.

Additional detail will be included within a Flood Risk Assessment and Drainage Strategy that will be submitted in support of the planning application.

Foul Drainage

Please refer to the 'Foul water strategy' consultation board for information.

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 will provide opportunities for dog walking and exercise, informal play and biodiversity enhancement features to contribute towards this objective.

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 officers have indicated during pre-application discussions to date that the 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.

Social Infrastructure

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

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 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.

An element of the CIL charge 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.

Construction Considerations

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

It is not envisaged that construction would start on site until summer 2022 at the earliest.

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.