



New Forest District Council,
Appletree Court,
Lyndhurst
Hampshire
SO43 7PA

Chapman Lily Planning Ltd
Unit 5 Designer House
Sandford Lane
Wareham
BH20 4DY

Date: 24th August 2022
Your reference: 22/10813
Our reference: GM-3131

M: 07392 873809
T: 01929 553818
E: giles.moir@CLPlanning.co.uk
W: www.clplanning.co.uk

Dear Mr Gilfillan,

Re: Planning application 22/10813 – Orchard Gate, Noads Way

The purpose of this submission is to respond to the objections raised by Hythe and Dibden Parish Council. The Parish Council raise objections under 5 broad headings, I will respond to each of these in turn. However, before turning to the substance of the Parish's objections it is worth noting that it is disappointing that no reference has been made to the applicant's efforts to engage with the Parish Council prior to the submission of the application and the stakeholder engagement event that was held with the local community to gather feedback and shape the proposed development.

The Parish's first concern relates to an assertion that the development will be out of keeping with the street scene and character of the area. As part of the submission material the applicant's identified that there are two broad character traits which inform the sites context, these being;

- (i) A suburban street frontage comprising the larger detached properties on Noads Way and Lime Walk that are a mixture of bungalows or 2 storey houses.
- (ii) Historic back land development such as Lime Close comprising of smaller detached bungalows built at a higher density.

The Planning Statement that accompanies the application provides an evidenced narrative to describe how the proposal has evolved to reflect the established rhythm which informs the character of Noads Way - a single dwelling is proposed to address both Noads Way and the new access road into the site. The trees on the front boundary with Noads Way will largely be retained in situ. Large areas of soft landscaping to the front and west side of unit 1 will provide the setting and again be reflective of the existing dwellings which front onto Noads Way.

Within the development an approach to the layout is adopted to mirror and reflect the higher density character traits and ensure that the proposal makes efficient use of land (whilst still only at a density of 27.7dph, which is less than the minimum suggested in the 'Housing Design & Character SPD (2006)' guidance). An area of public open space within the development which is framed on its south and west elevation with terraced housing. Residential dwellings address the green space providing passive surveillance and a series of footpaths encourage public access across the space. The green

space also extends along the sites southern boundary which enables a green infrastructure link to be provided along this southern boundary and the sites western boundary adjacent to Purlieu Cottage.

The application evidences how the proposal accords with the Development Plan policies and respects and enhances the character and distinctiveness of the built and natural environment.

The planning application demonstrates how a proposal of 25 units can be successfully accommodated within the site, the Parish provide no evidence or detail to support their assertion that the proposal represents overdevelopment of the site. Furthermore, there is no acknowledgment within the Parish's submission that the district Council are unable to demonstrate a 5 year housing land supply and that the delivery of 25 units on the site, in a sustainable location will make a valued contribution to this shortfall and deliver significant benefits

With regard to the highway concerns raised by the Parish Council, the proposal provides a layout with a safe junction design, the Councils assessment of parking demands (provided below), carries forward to this current application;

'These are very localised and short term peaks in parking demand, which the applicant could not manage and would not justify parking restrictions in the area. The site is close to those schools, so unlikely to add to that parking pressure and the predicted number of vehicle movements arising from the development that coincide with school times are unlikely to give rise to a severe conflict with highway safety.'

Furthermore additional parking surveys during the peak school drop off and pick up times have been undertaken (summarised in the ADDENDUM TRANSPORT STATEMENT, ref ITR/5577/ATS.1) which concluded that;

'The development would be served from a safe access, provide sufficient on-site parking so as not to create on-street parking and would not have a severe impact on the surrounding road network.'

The Parish Council have questioned, again without evidence, the proposed surface water strategy for the development. The surface water drainage scheme for the proposal demonstrates that parking areas and driveways would be surfaced using permeable block paving. Additionally, two infiltration tanks are proposed across the site to collect surface water runoff from the development. One tank is located under the area of open space proposed within the development and the other is located under the parking spaces and parking areas identified at the 'Yard' on the proposed site plan. It is considered that this proposed drainage would mitigate known surface water flooding across the site and also mitigate the development from increasing surface water flooding off site.

The Parish Council have raised concerns that the proposal will result in overlooking and loss of privacy to neighbouring properties. The separation distances of 32.1m to the west, 37.9m to the south and 43.6m to the north between the existing and proposed properties together with the intervening screening will ensure that the privacy of adjacent residential properties is not adversely affected.

I trust having considered the above that the comment of the Parish Council will be attributed limited weight in the decision make process.

Yours sincerely



Giles Moir Ba(Hons) MTP MRTPI
Director
