

8. ACCESS AND MOVEMENT



FIGURE 7.10: ADOPTED ROAD PLAN

STREET HIERARCHY

8.4 The design of the proposed masterplan enables a simple and legible road hierarchy. A principal route from the main access to the south of the site will meander through the development, working with the terrain and connecting all residential and community elements of the masterplan. The lowest order roads will be private drives at the edges of the development seeking to provide a softened interface with the landscape and open space.

Key

- △ Site Entrance
- Principal Route
- Secondary Street
- Tertiary Street
- Linking Street
- Private Drive

SITE ACCESS

8.1 The vehicular site access into the development is to come from College Road, allowing the principal route to meander through the centre of the site, with lower order roads connecting from it.

8.2 An emergency access is also provided to the south the main access. We cannot locate this any further south due to levels constraints.

8.3 Pedestrian access points are proposed around the site to maximise sustainable connections and permeability, connecting to the Public Right of Way.

OFF-SITE WORKS

8.5 A series of off-site highways improvements are proposed and are set out in the accompanying PBA Transport Assessment.

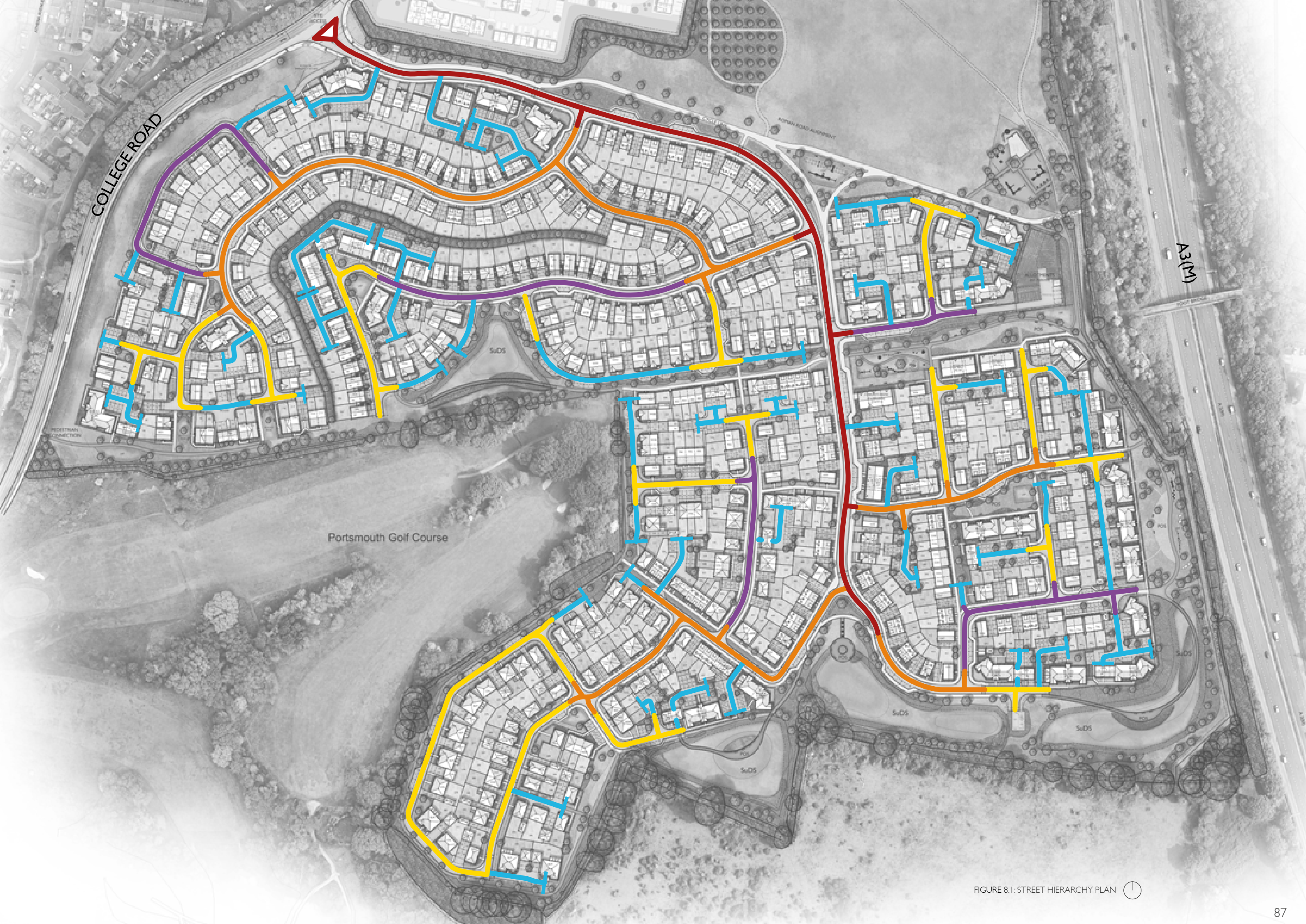


FIGURE 8.1: STREET HIERARCHY PLAN



PERMEABILITY

8.9 The proposed parameter block structure enables a highly permeable development, which respects and responds to the landscape aspects and features of the development.

REFUSE & CYCLE STORAGE

8.6 For the houses, an area of hard-standing will be provided to ensure refuse and recycling can be stored within the garden with provision of a side gate to access the street.

8.7 The development will be designed so that a large refuse vehicle can manoeuvre through the street network. Bins will be allocated within a 25m carry distance of refuse vehicles and within 30m of a resident's boundary. Bin collection points (BCP) will be strategically located where these standards are not achievable.

8.8 Secure storage for bicycles will be provided for each dwelling within garages or sheds, where appropriate. Where apartment buildings are utilised, communal stores will be provided.



FIGURE 8.2: PROPOSED PERMEABILITY PLAN



Portsmouth Golf Course

FIGURE 8.3: BIN & CYCLE STORAGE PLAN



PARKING

8.11 Parking has been designed to meet local standards, as well as to reduce the dominance of parking across the layout with limited use of parking courts. Visitor parking has been distributed across the development for the convenience of future residents.

Key	
●	Allocated Parking Spaces = 953
●	Allocated Car Port = 55
●	Garages = 107
●	Visitor Spaces = 103
●	Unallocated Spaces = 142
●	Community Centre Spaces = 5
●	Sub Station Spaces = 2
●	Allotment Spaces = 4
	Total Number of Spaces = 1371

ADOPTED ROADS

8.10 The following plan shows the areas of proposed adoptable road within the development. With all other routes to be either private drives or areas for parking courts. The routes highlighted above have been designed to adoptable standards in terms of dimensions and extent of planting.

FIGURE 8.4: ADOPTED ROAD PLAN



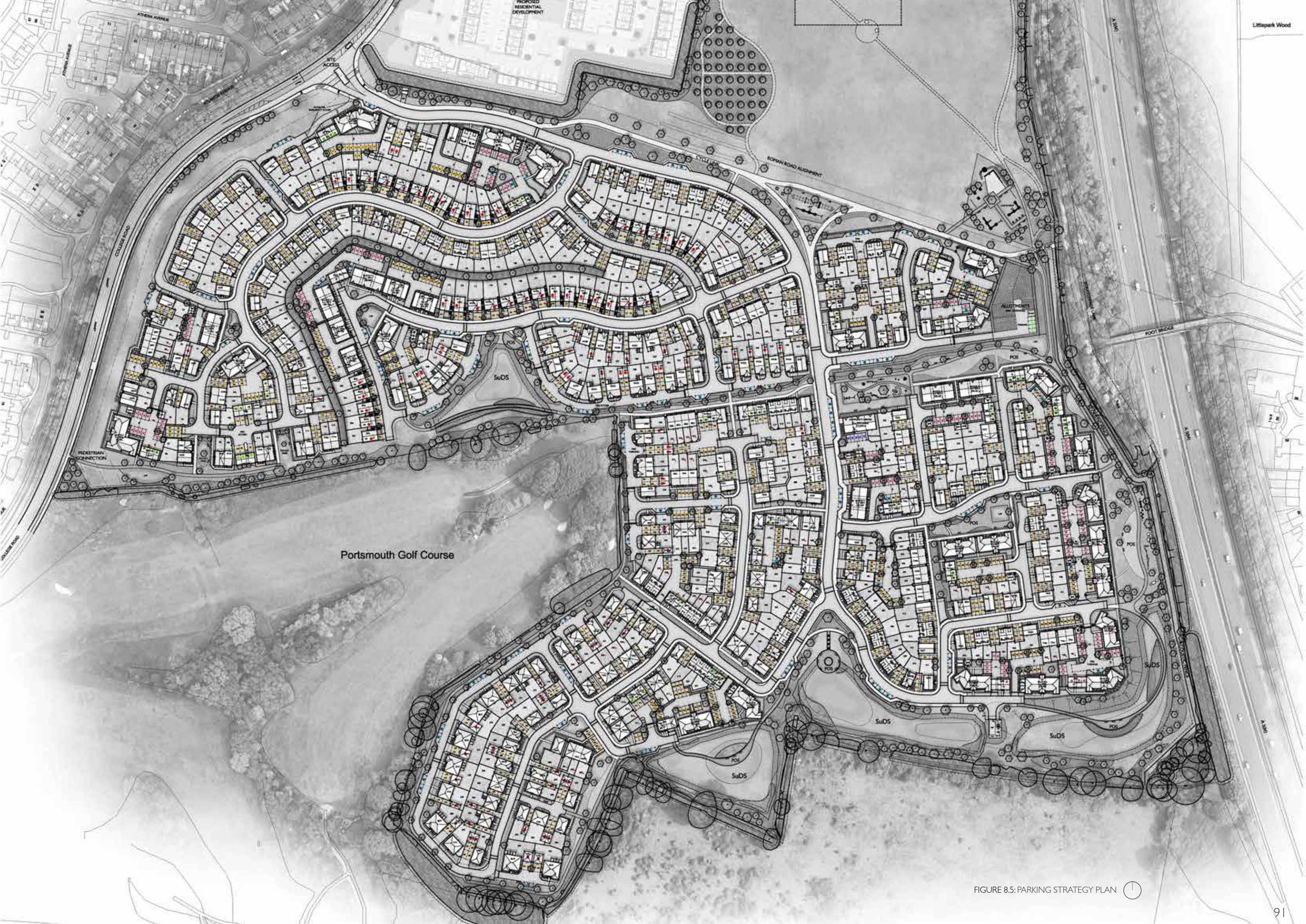


FIGURE 8.5: PARKING STRATEGY PLAN

9. SUSTAINABILITY

SUMMARY

9.1 This section addresses the sustainable design thinking behind the proposed development.

9.2 The broad issues of locational sustainability and accessibility by alternative modes of transport, as well as full ecological impact issues were addressed during the outline application stage. The location of the site is sustainable, given the village's range of services and facilities within acknowledged walking distances of the site.

9.3 The Government states that "Good design is a key aspect of sustainable development" (NPPF, 2019) and through the preparation of the reserved matters, sustainability principles have continued to be a focus of consideration.

9.4 Dandara is committed to developing and using sustainable building methods. By minimising the use of non-renewable resources, we can apply effective protection of the environment by being prudent with the use of natural resources. These actions will have a positive impact on the social, economic and environmental conditions of the existing and future residents.

9.5 A consideration of all our projects is the sourcing of local materials and resources. We also look for sustainable solutions and promote the use of SuDS, ecological features and sustainably sourced materials.

9.6 The following principles have been adopted in the detailed design of the layout, the landscaping, the houses and community building in order to contribute towards a sustainable form of development.

LAYOUT

- Good solar orientation of properties in order to optimise solar gain.
- Careful site planning to allow topsoil and sub-soil arisings to be retained on site for re-use in the raising of ground levels to accommodate the proposed finished levels and noise acoustic bund.
- Maximum retention of existing trees and hedgerow, as well as extensive vegetation and planting throughout the site.
- Multi-purpose open space that incorporates the proposed attenuation to provide a functional role within the drainage strategy, as well as enhancing biodiversity, recreation provision and the visual landscape character of the development.
- Provision of resident cycle storage, an accessible network of pedestrian footpaths and cycleways, together with visitor cycle parking within public open spaces, to encourage the use of alternative modes of transport.
- Provision of electric car charging points to all on-plot residential parking spaces.

BUILDING DESIGN

- Fabric-First approach using low-carbon construction technologies in order to meet current sustainability requirements through Building Regulations Part L.
- Dwellings compliant with NDSS requirements
- Use of low-impact materials, which are non-toxic, sustainably produced or recycled which require little energy to process, where possible.
- Well positioned glazing providing good internal light levels and connection to private external space.
- Thick insulation within the walls, floor and roof, as well as high specification glazing, and effective airtightness and ventilation strategies, to minimise heat loss and use of energy for heating.
- Longer-lasting and better-functioning products which will need to be replaced less frequently, including low energy internal lighting and energy labelled white goods throughout (minimum standard of A+ fridge/freezers, A rated washing machines and dishwashers and A rated tumble dryers), where applicable.
- Low water use sanitary appliances to reduce the amount of water consumed by the development.

LANDSCAPE STRATEGY

- Use of street furniture and play equipment made from sustainable materials from managed sources, where possible.
- Permeable surfacing to be used for areas of hardstanding, such as the roads, footpaths and driveways.
- Consideration of the carbon footprint of materials will be taken into consideration, wherever possible, when specifying hard materials.
- Use of plant species that are native and of local provenance; all whip planting will be of local provenance, wherever possible.
- The use of plastic will be avoided, wherever possible, and only biodegradable tree guards will be used.
- Ecological enhancements to include log piles or hibernacula located on the margins of grassland and scrub; bird and bat boxes positioned on existing mature trees to the site boundaries; and a bug hotel will also be created within the public open space. Dandara also adhere to the Hedgehog Highways initiative with passing places provided in back garden fences.

BUILDING FOR A HEALTHY LIFE

9.7 An initial assessment of the scheme in comparison to the recently introduced Building for a Healthy Life, show the development can achieve all of the established objectives.

9.8 The BHL comprises of twelve questions, with four under each of the following categories:

- Integrated Neighbourhoods
- Distinctive Place
- Streets for All

9.9 Based on a simple traffic light system a proposal should aim to:

- Secure as many GREEN lights as possible,
- Minimise the number of AMBER lights, and
- Avoid RED lights.

BUILDING FOR A HEALTHY LIFE (2020)		ACHIEVED?
INTEGRATED NEIGHBOURHOODS		
1. NATURAL CONNECTIONS		
2. WALKING, CYCLING AND PUBLIC TRANSPORT		
3. FACILITIES AND SERVICES		
4. HOMES FOR EVERYONE		
DISTINCTIVE PLACES		
5. MAKING THE MOST OF WHAT'S THERE		
6. A MEMORABLE CHARACTER		
7. WELL DEFINED STREETS AND SPACES		
8. EASY TO FIND YOUR WAY AROUND		
STREETS FOR ALL		
9. HEALTHY STREETS		
10. CYCLE AND CAR PARKING		
11. GREEN AND BLUE INFRASTRUCTURE		
12. BACK PAVEMENT; FRONT OF HOME		

LIFESPAN:

PUBLIC, PRIVATE AND SEMI-PRIVATE DESIGNATIONS

9.10 Clear designation between public and private spaces have been created and are demarcated in various ways.



PUBLIC

9.11 Public areas are generally open space and play areas with designated areas of movement defined by footpaths. All of these areas are overlooked by surrounding development and will be managed by a management company or other management process to be agreed with the Local Authority.



SEMI-PRIVATE

9.12 Semi-private spaces are the areas which are shared, but which are principally for the new residents of the development, such as parking areas. These areas are accessible to residents and are demarcated with a change of material and often a strong sense of enclosure, defined by landscaping and the building forms that also provide natural surveillance to the space.



PRIVATE

9.13 Private spaces are defined by the use of landscaping and built form. Private residences will have privacy strips or front gardens which are defined by walls, fencing, hedging and /or planting. Back-to-back development adds to the sense of security and ensures that the backs of dwellings are not exposed, meaning access into the private areas is restricted to either through the house or via a side gate/ car port.

OVERLOOKING

9.14 As with all new proposed development set back and separation distances are generally adhered to with 20m back-to-back distances and 11m side on distances.

COMMUNITY SAFETY

9.15 The design and layout for the development parcels will need to create safe and overlooked streets and spaces. The following section sets out some of the key elements considered to deliver a safe community and reducing opportunities for crime.

ACCESS AND MOVEMENT

9.16 Site access points are to be overlooked and fronted by development. Pedestrian and vehicular movement is generally separated across the site to ensure safety. This can be achieved through the use of designated footpaths in open spaces and raised pavements along the streets. Where shared surfaces are proposed, low speed movement is promoted and is designed into the street.

STRUCTURE

9.17 The design and layout of development provides permeable and legible forms, in accordance with the principles established within this chapter, offering users multiple ways through the site that are safe and overlooked.

SURVEILLANCE

9.18 All open spaces, parking areas and streets are overlooked by development with activity promoted onto the streets and spaces. Where walls face onto the street, adjacent development or surrounding development will provide natural surveillance to these areas.

OWNERSHIP

9.19 Clear demarcation of boundaries across the site will need to be established and will be defined by a combination of built form and landscape treatment.

PHYSICAL PROTECTION

9.20 Defensible measures to private property derive from the overall proposed block structure and placement of building form. Further protection is to be provided through physical measures that include walls, fenced areas, landscape treatment, gates and doors.

ACTIVITY

9.21 Activity on the site is to occur within the open space and public areas that are overlooked by surrounding development. All principal access points into housing is from front doors that address the streets and open spaces.

MAINTENANCE AND MANAGEMENT

9.22 The site's open space and landscape areas will be delivered through a management company.



FIGURE 9.1: PROPOSED PERMEABLE STRUCTURE

10. CONCLUSION

THE OVERALL LAYOUT PROVIDES 628 DWELLINGS AND A COMMUNITY USE SET WITHIN AN ABUNDANCE OF OPEN SPACE THAT COMPLIES WITH LOCAL POLICY IN TERMS OF QUANTITY AND QUALITY.

THE FORM OF THE LAYOUT CONSIDERS ALL THE KNOWN CONSTRAINTS AND OPPORTUNITIES AND SEEKS TO MAXIMISE THE DEVELOPMENT LAND VALUE WITHIN A LANDSCAPE-LED AND ROBUST ENGINEERING DESIGN TO REDUCE COSTS AND ENSURE THAT THE SITE WILL BE INTEGRATED WITHIN ITS SETTING.

A RANGE OF CHARACTER IS PROPOSED THROUGH BOTH LANDSCAPE FOCAL SPACES AND VARIATIONS OF ARCHITECTURAL CHARACTER. THE LOCAL HISTORY OF THE ROMAN VILLA WITHIN THE SITE AND THE BARROW TO THE SOUTH HAVE BEEN RESPECTED WITH STRONG INTERVISIBILITY VISUAL CONNECTIONS THROUGH THE DEVELOPMENT THAT AGAIN REINFORCES THE DISTINCTIVE CHARACTER OF THE SITE. THIS WILL BE FURTHER SUPPLEMENTED BY PROPOSED HIGH-QUALITY LANDSCAPE DESIGNS.

WE FEEL THAT THE PROPOSALS ARE COMPREHENSIVE BY THE STRENGTH OF THE DESIGN CREATIVITY AND TECHNICAL ROBUSTNESS APPLIED, AND THE PLANS HAVE BEEN EVOLVED THROUGH EXTENSIVE AND COMPREHENSIVE CONSULTATION WITH A WIDE VARIETY OF STAKEHOLDERS TO DELIVER A HIGH-QUALITY MIXED-USE DEVELOPMENT WHICH IS LOCALLY DISTINCTIVE AND WILL SERVE THE NEW AND SURROUNDING RESIDENTS FOR YEARS TO COME.



Campdown, Purbrook, Waterlooville.