03 Assessment and Evaluation

Design concept evolution

The design of the Campdown site is predominantly engineering led by way of the set access point, topography and schedules ancient monument being the main constraints to development.

The original area covered by the SAM was overlaid onto the constraints plan (as shown) and this was used to inform and scheme. However, part way through the scheme the scheduling area has been applied to be revised. The revised schedule area has been proposed and has been submitted to the Secretary of State to ratify. This amendment has meant the north element of the site has been subject to change.

Additionally, Policy H40 of the emerging local plan required that the proposed allocation provided sports and playing field provision to address the shortfall in the locality. However, following publication of the emerging plan, the Council has undertaken an assessment of the provision of sports pitches and facilities in the Borough and there is no evidence of any shortfall in the locality of the site for such facilities. As such, the previous land set aside as part of the masterplan for sports pitches at the south east corner of the site has now been amended in the form of additional dwellings.

The following pages show the evolution from the constraints plan on the previous page through the various stages to the finalised detailed layout. The principles of access and drainage were established through the findings of the technical assessments that were carried out.

The scheme has been designed with a clear process which started with forming a street hierarchy and structure that can be engineered and built onsite. Stage 1 starts with the fixed constraints that are already known and have a direct impact on design.

Through the stages of the masterplan layers of additional requirements and identified opportunities, those with less flexibility in their siting and function are implemented earlier in the design process.

03 Assessment and Evaluation

The Stage 1 layout set the main constraints of the site into account and enabled the design to gain a structure whilst also taking into account the opportunities for the site as earlier identified.

The main aim of the initial Masterplan was to form a hierarchy of streets and housing blocks that would respond to the challenging topography to form a starting point for engineer parameters.

The general pattern of development was established with further refinement taking place in response to more detailed policy analysis and results from technical reports revised from the consultants.



Stage 01- Indicative Masterplan

03 Assessment and Evaluation

The stage 2 layout worked up an area in detail in order to accurately ascertain the number of dwellings that could be accommodated on the site, work up detailed engineering plans and to establish typical streetscenes that would allow fundamental issues to be resolved at an early stage.

Following easily engineering investigations, some of the housing blocks were re-aligned to better work with the contours of the site to ensure the aesthetics of the scheme. As can be seen in the detailed area, the blocks now follow an east/west orientation rather than north south as shown at Stage 1.

The residential elements of the remainder of the site were refined with the estate roads worked up in further detail to set a more formal street hierarchy.



Stage 02 - Indicative Masterplan

03 Assessment and Evaluation

Stage 3 further refined the north element of the scheme in detail. It was considered the design evolved for this detailed element ensured better permeability in this area and created further visual interest to the street scene through creating shorter runs of dwellings which allowed the levels in this area to be less severe.

The entrance to the site and main spine road was refined to create a more inclusive approach into and through the development rather than the main spine road following the note perimeter. The revised spine road for the development can now be clearly distinguished through the site, articulated through the use of dwellings fronting on to this eminent.



Stage 03 - Indicative Masterplan

03 Assessment and Evaluation



Stage 04 - Indicative Masterplan (above)

Stage 4 took into account the fact the sports pitch requirement of the draft allocation was not required following the review of sports provision within the Borough. To this end, additional dwellings were sited at the south of the site.

The area of the scheduled ancient monument was amended to reflect the likely revised scheduling area from Historic England. This impacted on the layout of some of the north element, most significant surrounding the SAM and it was determined that proposed dwellings should front onto the monument.

At the entrance of the site the retail store was shown in response to the policy requirement. It was decided that the retail element should form a separate unit rather than be form a more comprehensive scheme as it would enable this element to be dealt with separately and would ensure less complications with potential occupiers.

Further refinements were made to the housing elements to beyond the previous indicative stages after further input from the engineering team regarding levels and regulatory standards.

A potential future link into the college site from the spine road was provided within this revision.

Following review of the north portion of the site, it was considered that due to the topography the current design would lead to contrived and awkwardly sloping gardens and a very ‘stepped’ appearance in the street scene. As a result, the dwellings in the north section were re-orientated to run with the contour lines.

Stage 05 - Indicative Masterplan (below)



03 Assessment and Evaluation

Stage 5 is the final submission scheme for phase 1 in detail and the remainder in outline form.

The below masterplan (including detailed phase 1) incorporates all of the policy and site specific emerging policies to be incorporated into the scheme showing the various land uses and development structure.

General layout design

The detailed layout of the development will be designed in line with the principles established by the Masterplan and this Document.



Stage 05 - Final scheme

03 Public Consultation and Community Involvement

Pre-application with Havant Borough Council

A full and comprehensive pre-application exercise was undertaken with Havant Borough Council (HBC) with a full and detailed response provided in December 2017.
This response included comments from a significant number of statutory and non-statutory consultees. Comments received have been incorporated into the submission where necessary and possible. For completeness the full list of consultees comprise; HBC Planning, Landscape, Urban Design, Highways, Engineering Services, Environmental Health, Conservation, Estates, Economic Development, Trees; Highways England; Hampshire County Council Highways, Countryside Access, Ecology, County Archaeologist, Minerals and Waste; Natural England; Hampshire and Isle of Wight Wildlife Trust; Portsmouth Water; Southern Water; Historic England; Sport England; and The Forestry Commission

Public exhibition

The Campdown site was first subject to public consultation by Persimmon at an event held at the Phoenix Centre on 22nd May 2018 from 1530 to 2000.

Approximately 10,000 leaflets were distributed, focused around the site, with local Councillors invited. Attendees were given the opportunity to comment on the application to Persimmon at the event or to send any representations to Persimmon Homes. The event was also attended by a number of consultants to field any specific queries.

The event was well attended with the main queries regarding traffic generation from the development, traffic issues in the area and impacts on local school and GP services.

Purbrook and Widley Area Residents' Association

Two further exhibitions were held as part of the Purbrook and Widley Area Residents' Association (PAWARA) AGM and Information Fayres held 26th April 2018 and 22nd November 2018 at Deverell Hall, Widley. This event was also well attended with a full update on the proposals given. Comments were, again, focused on traffic and the impact on GP provision and school places. There were also several comments regarding the provision of parking and that this should be on plot and convenient, rather than away from the host dwelling.

Developer consultation forum

The developer consultation forum is a platform for a developer to present a proposal to the Council, interested parties and the public prior to the submission of planning permission.

Persimmon Homes presented the Clampdown scheme 28 February 2018.

Local Plan

As the site is also proposed to be allocated within the emerging Havant Local Plan which has ben subject to extensive period of public engagement and consultation.

Given the site is for the most part isolated from adjacent properties, there were no real comments made in terms of the built form with comments made in terms of traffic during peak periods of the day, school provision and GP provision.

Summary

In summary, Persimmon has actively engaged with the local community through a number of public events over a period of time including a formal presentation to the Council and interested parties. Furthermore, residential development on the site has been formally consulted on through the local plan process. It is considered that the proposal has been adequately, and successfully, been proposed to interested parties.

A number of comments were received from interested parties. Although these were strategic in nature, the submitted planning application has taken these concerns on board and wen possible, reflected within the design of the scheme.

04 Design response - Access and traffic

Access to the site is via College Road (blue). The access has been located as a direct consequence of a medium pressure gas main that runs along the west boundary of the site with the pipe only being sufficiently low at the north west corner of the site to allow a main vehicle access.

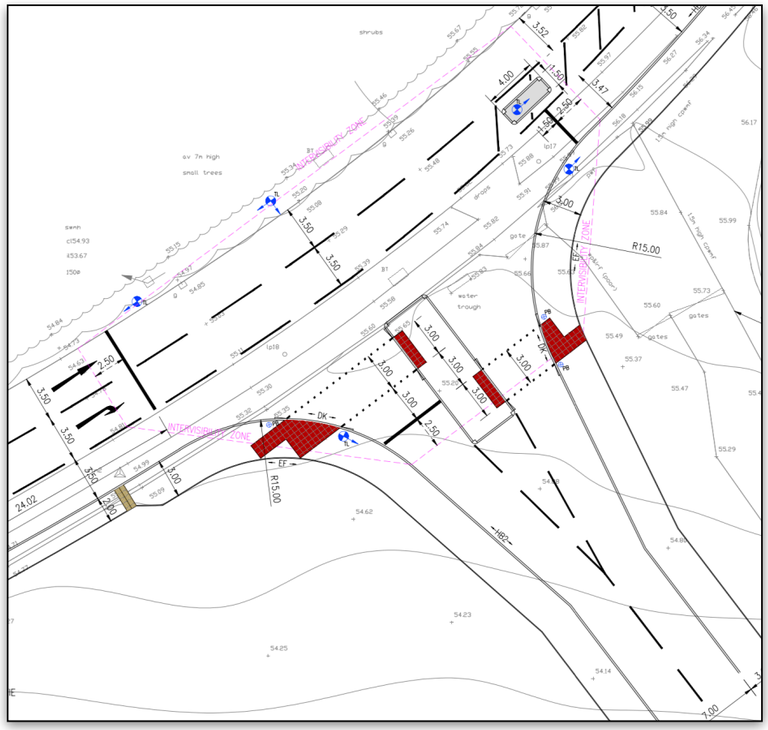
The signalised access has been designed to accommodate up to 1000 dwellings and allows sufficient visibility splays along College Road and inter visibility into the site.

A secondary, emergency, access to the site is provided further south as highlighted by the green circle.

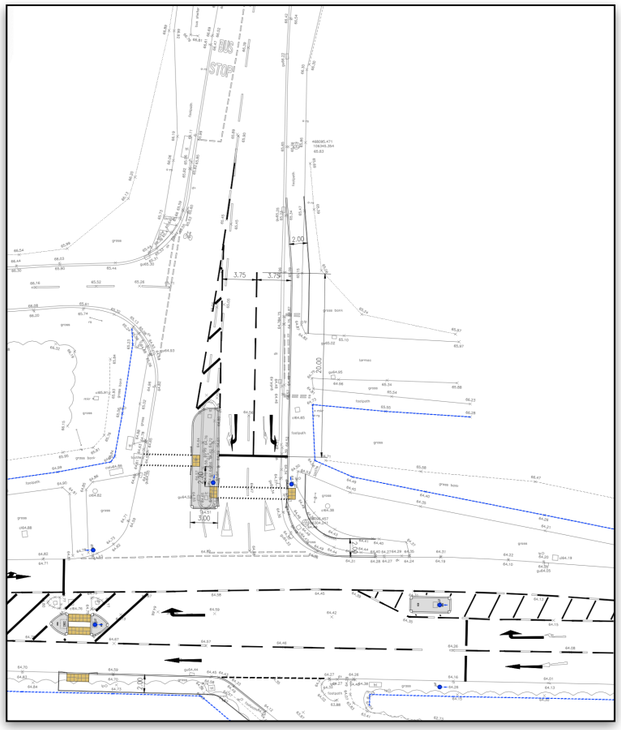


Highway improvements to the locality in order to make the development acceptable are detailed within the submitted traffic assessment and accompanying reports. The main access improvement to College Road is at the south, with the junction to Portsdown Hill Road. In place of the current priority junction would be a signalled junction allowing the control of the flow of traffic.

Proposed site access from College Road



Proposed junction from College Road to Portsdown Hill Road



04 Design response - Access and traffic

Pedestrian and Cycle

The site is strategically placed to the east of Crookhorn and adjacent to the South Downs College campus. To the east of the site, beyond the motorway is Bedhampton, linked by a public footbridge over the A3(M) and forms a public right of way. A public right of way crosses the site, linking to the north of the site in addition to a bridleway that runs along the east and north of the site - but is not within the site boundary.

Site site is able to provide a number of improvements to the locality in terms of accessibility, permeability and linkages.

The site would provide a shared cycle and pedestrian link around the perimeter of the site, following green infrastructure, affording the public a safe and convenient space without the interaction with vehicles (save for the main access).

In addition, a shared pedestrian and cycle link would run east/west linking the footbridge over the A3(M) to a proposed pedestrian crossing point across College Road to the west. A shared pedestrian/cycle link would also be provided north/south through the development, linking to the bridleway and right of way access at the north.

Due to the nature of the SAM no formal cycle routes are likely to be acceptable across this area.

Road hierarchy

The scheme incorporates a street hierarchy as part of the layout and design to differing carriage widths reflecting their respective functions and to aid the legibility of the development. Drawing no. A-02-003-AM across sets out the Access and Movement Strategy proposed for the scheme.

The design of the internal road network is dictated by the likely number of vehicles that will make use of the roads and the dwellings which they will serve. Wider carriageways are shown for the main spine road and secondary roads with the more residential roads having a reduced width in order to control vehicle speed and create a more pleasant streetscene. The use of a hierarchy of streets also reenforces changing character thought out the development.

Cross sections of the proposed streets are shown on the next page, highlighting the relationship with the plots, road widths and footpath and/or shared cycle paths.

The street hierarchy have been influenced by ‘Manual for Streets’ which encourages designers to move away from standardised prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities.

Public Right of Way

An existing right of way crosses the site at the north, linking the east boundary with the north and crosses the SAM. This right of way is not often used due to the bridleway running along, but outside, the perimeter of the site and is a more formal footpath. The right of way crossing the site is proposed to be diverted through this planning submission with the new route shown on the Access and Movement Plan, following the original route as closely as possible.

Design response - Access and traffic

