04 Design response - Scheduled Ancient Monument (SAM)

The Scheduled Ancient Monument (SAM) extends 2.21ha - shown outlined in orange on the opposite plan.

The SAM is covered by legislation meaning any works or operations that would take place within its designation boundary would require scheduled monument consent. To this end, nothing is currently proposed for the SAM area.

As a result of the designation area, two areas of land either side (shown by blue arrows on the attached plan) remain which represented an opportunity to front onto the SAM (as well as to the south) to create a feature of the development, taking advantage of the views afforded by this location and ensuring a function to this part of the site. By framing the SAM, the importance of the area is heightened.

It is considered that on formal confirmation of the scheduling area by the Secretary of State Hampshire County Council can provide further advice on the enhancement of the SAM area. This could be in the form of informative planting, information boards or public art.

The area forms a significant amount of open space that is publicly accessible through the public right of way that crosses the site and the bridleway.

The dwellings in this area of the site should reflect the historic context of the SAM through the use of appropriate materials and finishes that should be unique to the site. This could be through the use of pan tiles and flint block in this location to acknowledge the Roman architecture.

It should also be noted that the path of the historic route of the Roman Road has been preserved through the proposed masterplan design - shown by the purple dash on the plan. This road is not part of the revised scheduling extent.

Persimmon is happy, in principle, for the SAM to be adopted by the Local Authority to secure its long term management.

It is considered the proposed scheme incorporates the Roman villa and road as an integral part of the development.



04 Design response - Topography and LVIA

The submitted LVIA does not identify any areas of the site that require special consideration in terms of topography and design.

The topography for the Campdown site is severely challenging with the topography of the site heavily dictating the layout of the scheme. In order to reduce the quantum of engineering, remodelling, to produce a useable development and to meet the relevant legislation, any development should work with the site contours.

Dwellings will need to meet the requirements of the Building Regulations - in terms of individual access to properties, the gradient of associated spaces such as rear gardens and drives. In order for roads to be adopted, they also need to meet strict maximum gradients.

The proposed layout structure has followed the prevailing site conditions in terms of levels. In the main, the site is split into three main topographical areas which have been outlined on the constraints plan opposite. Area 1 (pink) - the contour lined run east/west and north/south. Area 2 (blue)- contours run east/west. Area 3 - the remainder.

As you will see with the masterplan, the proposed layout generally follow the areas identified.

The submitted LVIA does not identify any areas of the site that require special consideration in terms of topography and design.

Submitted plan A-02-005-CD shows the detailed contours of the site with detailed engineering drawings submitted for phase 1 showing the FFL and associated levels with the detailed design.



04 Design response- Public Open Space

The application proposes a significant amount of public open space as part oft he proposal, responding to the character of the site and also the policy requirements as discussed in the Planning Statement.

In total the scheme proposes:
- 0.58ha of allotments
- 4.68ha of green space
- 0.21 ha of play areas
- 2.21ha of open space as the SAM.
- Total - 7.68ha

Throughout the scheme is a large network of Public Open Space as detailed above. Most of the POS is sited towards the periphery of the site in order to create a buffer to the wider landscape, forming a transition from the urban form and form the basis for the pedestrian and cycle route through the site.

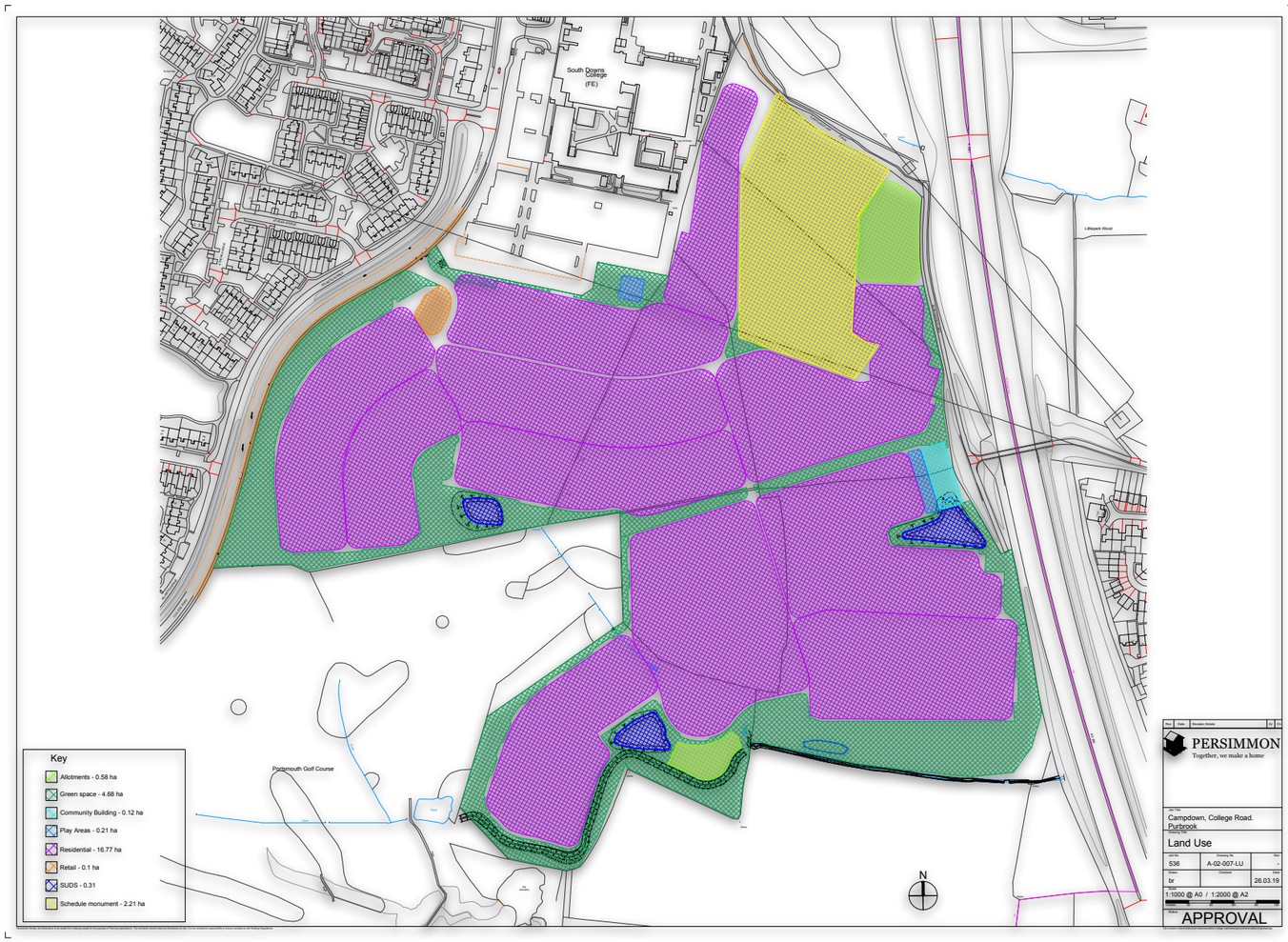
Within the network of the POS are two formal play areas; one for older users and one for younger users. The exact specification of these will be agreed at the reserved matters stage or through a planning condition. The equipment to be provided within the play areas will be commensurate with the target users.

One play area will be sited on the north boundary, will the college and community centre with a further area on the east boundary, opposite the public footbridge. It is considered these locations are easily accessible and appropriately located to ensure user by the wider public from the immediate area.

The detailed design of the POS would be considered during each reserved matters application (or full application for Phase 1). The general design principle is for the open space to form a useable place for all creating a varied experience to the user through the user, including occupiers of the dwellings looking out over POS areas. As such, areas should provide visual interest with sufficient trees to create verticality when viewed from distance and to mitigate built form.

A mixture of amenity grass and meadow grass is proposed with complimentary structural planting to define more urban areas. Landscaping also plans an important role in the formation of the street scene with the use of planting helping to break up the built form, providing visual relief.

The site would provide the requisite amount of allotment space at 0.58ha which has been split over two areas; one to the north adjacent to the SAM and the other on the south boundary.



Land Use Plan - A-02-007-LU.

04 Design response - Dwelling design



The design attributes of the scheme would reflect the character of the modern housing to the east with traditional forms of detailing. The application proposes a simple palette of materials that respond positively to the locality and integrate well with the surrounding built form. Variation in housetypes, detailing and variations in material ensure a varied streetscene.

Porches of an appropriate design and brick and stone detailing would be provided in key locations along with appropriate window provision in dual aspect plots. Dwellings would be framed by soft landscaping in front gardens, street tree planting and POS areas.

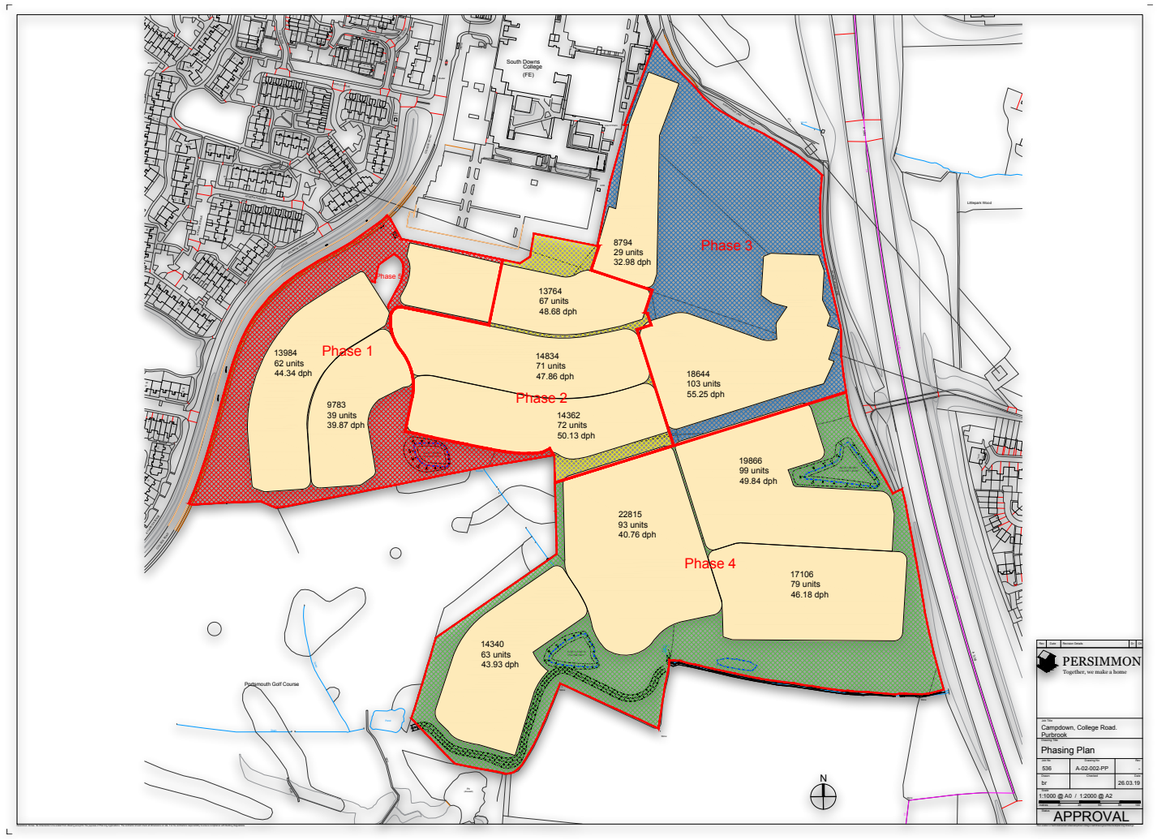
The proposal would be a high quality design, positively responding to the edge of settlement location and nearby developments to create a sense of identity.

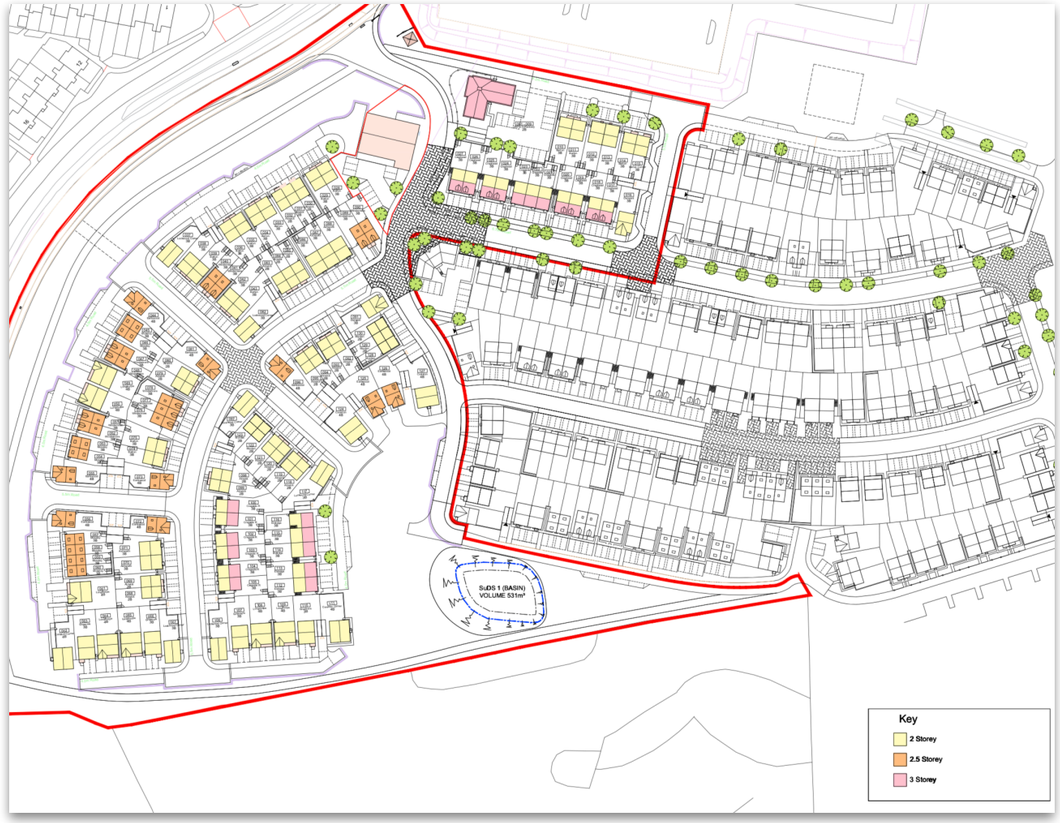






04 Design response - Scale and massing





Scale and Massing (above)

The scale and massing of the site is shown on the plan above which needed to take into account the policy requirements of the allocation in the emerging plan of the requirement of mainly 2 and 3 bed dwellings and a density of at least 40dph (the dph figures on the phasing plan are net densities). Higher densities were kept to the centre of the site with relatively lower density to towards the edges.

With regard to scale, dwellings across the site are 2, 2.5 and 3 storeys with the 2.5 and 3 storey dwellings were necessary to achieve the requested densities and in order to overcome topographical challenges through the use of smaller footprints to avoid the reliance on substantial earthworks and retaining structures, to the detriment of the streetscene. Scale is also used to denote focal buildings and corner plots to add visual interest and verticality to the streetscene.

04 Design response - Parking

A major issue to be raised during the public consultation events and by the LPA is the issue of car parking.

Through substantial experience of delivering large residential developments, that car parking for residents should be convenient, safe and accessible. Residents want to be able to park as close as possible to their plot and to access the front of their dwelling. It is the experience that if convenient parking is provided this is almost always fully used, thereby negating the need for cars to park on the highway. The photographs below were taken from a modern development on the east side of the A3(M) on South Downs Rise. Plots that do not provide sufficient and convenient frontage parking lead to parking on the highway such as in photograph 2. In other parts of the development sufficient on plot frontage parking is proposed, mixed with a robust landscape scheme leading to a more attractive streetscene whilst catering for the needs of the residents.





04 Design response - Parking

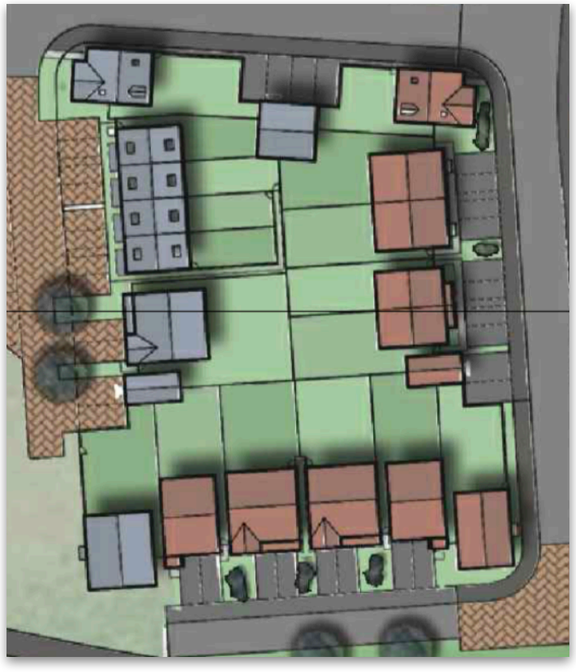
To this end, the main approach to parking for the proposed scheme is frontage parking in accordance with a policy compliant quantum of spaces for that plot. Variations have been provided in places through he use of side parking or parking to the rear, however, this has been used sparingly and away from the main roads within the site. It is the experience of Persimmon that parking courtyards, however well designed, are underused and lead to on street parking or parking on grass verges at the front of plots, both of which lead to annoyance and highway safety issues.

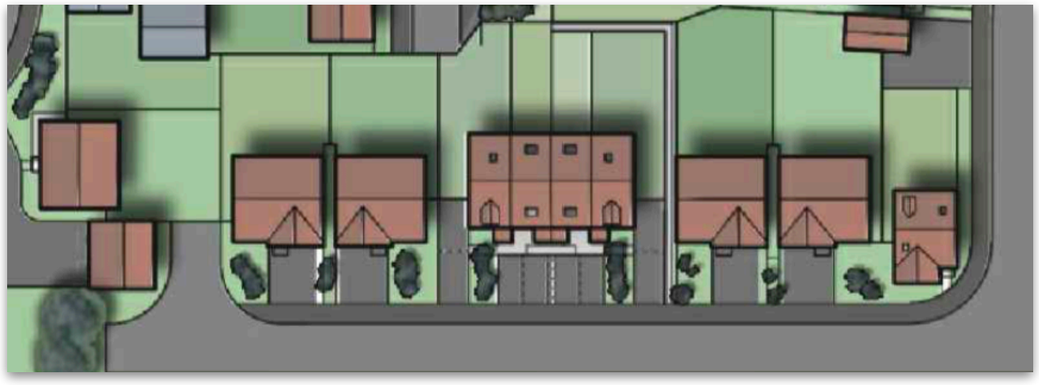
On plot parking will be broken up through appropriate landscaping, surface It should be acknowledged that we live in a car dominated era and this is a practical issue that cannot be avoided. and boundary treatments. Although parking is a subjective issue, it should be acknowledged that we live in a car dominated era and the provision of parking is a practical issue that cannot be avoided and the experience of the end users should be at the forefront of the design of estates. This approach has shown to work well in nearby developments.

The delivery of parking should also be considered against the requirements of policies xx and xx of the Local Plan 2036 which seek development of at least 40dph and a substantial number of 2 and 3 bed dwellings. These policies, along with the Council's own parking standards have a direct impact on the design and provision of parking and its impact on the design and layout on a large development.

Below are examples from the masterplan showing that on plot, policy compliant frontage parking can be achieved, whilst maintaining an attractive streetscene.







04 Design response -Material parameters

Materials

Materials will be dealt with through each detailed submission of that particular phase, however, the plan opposite proposes some key areas and frontages where a coherent approach would benefit the development to deliver a sense of place, character and legibility. It is considered that in general, each phase should relate to each other and across the site, a limited number of brick and roof colours should be used to avoid a patchwork effect.

As this area fronts onto College Road it seeks to respond to the materials used on the west side of College Road through the use of hanging tile on the front elevation of the dwellings. This approach provides a variation to the materials in phase 1 and an attractive streetscene to College Road in keeping with the locality.

This area forms the main spine road through the site, connecting the entrance to the south of the site. The materials will remain consistent through this area to give its own character also achieved through appropriate landscaping.

This area fronts onto and frames the SAM and it is considered the materials in this location should reflect the Roman era monument in terms of detailing. This is envisaged through the use of pan roof tile, terracotta on colour, stone cills and headers and flint.

This area provides a residential area that hosts the main pedestrian and cycle link between the A3(M) crossing to Bedhampton and College Road. As such, this is an opportunity to provide legibility and distinctiveness through material use that would be unique to this location.

This edge of development location would face the rural edge which should be reflected within the material palette through the use of some softer materials such as hanging tile and weatherboarding for a more rural character.

This edge of development location would face the rural edge which should be reflected within the material palette through the use of some softer materials such as hanging tile and weatherboarding for a more rural character but given its location should be a transition location in terms of materials.



Building for life

Using the ‘Building for life’ 12 key questions as a template, this document has demonstrated the following:

1. Connections

The final site layout demonstrates the development will integrate into the surrounding area, providing linkages to the sites to the east and west. In addition, the existing Public Rights of Way at the site have been retained and enhanced.

2. Facilities and services

The site is located within the walking distance of local schools shops and amenities which are conveniently located close by.

3. Public transport

The site is close to existing bus stops which connect to nearby shops, larger settlements and higher order services. In addition, the nearest railway station is within walking distance from the site and also links to local and higher order regional and national services.

4. Meeting local housing requirement

The scheme provides a mix of units aimed at meeting local housing needs. The scheme will provide 40% of the units as affordable dwellings. split into shared ownership and rented at a range of sizes.

5. Character

The scheme responds positively to the local character and enhances the locality through design and layout.

6. Working with the site and its context

The development site is significantly constrained which has been shown in the constraints diagram. The design response delivers much needed housing and is ‘policy compliant’ as well as ensuring a high quality design.

7. Well defined streets and places

The buildings clearly define and enclose the streets.

8. Clear street legibility

Through a combination of well defined streets and public open space the site is legible within its surrounding context.

9. Streets for all

The street layout has been designed to prevent excessive vehicle speeds and to aid pedestrian movement.

10. Car parking

A policy compliant quantum of parking for each plot has been provided and well integrated into the scheme in light of the constraints.

11. Public and private spaces

Through a variety of boundary treatments and landscaping there will be a clear definition of public and private areas. Natural surveillance has been incorporated throughout the development, especially onto the public realm, leading to a safe and secure development.

12. External storage and amenity space

Within the development adequate provision for personal bin and and recycling facilities have been provided, in line with policy.



05 | CONCLUSION

05 Conclusion

This document has shown the relevant constraints of the site and how the proposed development has responded positively to these constraints whilst according with the relevant planning policies (see planning statement).

The proposal sits comfortably within the landscape, whilst also responding to the surrounding built form to the east and west.

The layout indicates dual aspect buildings have been used on corner plots providing visual interest within the streetscene. The simple palette of materials and roof form reflect the local vernacular.

Importantly, routes through the site and provision of a substantial amount of open space have taken precedence within the layout with the built form being positioned around these features.

The nature of the proposal, the width of the streets and use of surface treatment will ensure the proposal will remain safe for all and will also provide a legibility to the site.

The site is sustainable in all aspects enshrined by the NPPF, providing economic, social and environmental benefits.

This Design and Access Statement accords with the requirements identified within the NPPG and those identified within the Town and Country (Development Management Procedure) Order 2010.

