

04 Layout

Urban Grain - Existing

Looking at the urban grain of Bedhampton it is clear there are variety of patterns, ranging from the low density and large plots in the Old Bedhampton area and the higher densities of post war development with it's array of dwellings and plot sizes.

The proposed site has higher density development to the north, with the low density of Old Bedhampton and the conservation area to the east.



Existing Urban Grain

04 Layout

Urban Grain - Proposed

As the existing urban grain is varied and the proposed site is self contained with no development immediately surrounding it (with the exception of the Old Manor Farm development), the proposed dwellings facing Lower Road have a linear form to mirror the pattern opposite. The layout has developed with it's own character whilst still ensuring that it compliments and enhances the immediate surroundings.

The proposed layout is a low density scheme, allowing for an appropriate balance of development and open space without compromising the character of the immediate surroundings.



Urban Grain - Proposed Site Layout

04 Layout

Site Layout

The proposed site plan has evolved to deliver a layout which seeks to demonstrate that the site can comfortably deliver 50 dwellings with the associated on-site sustainable drainage features, internal road infrastructure, parking and public/private amenity space without having a detrimental affect on the surrounding area.

The proposed layout has been defined by the site parameters; including the proposed vehicular access for the new development and a track for access through to the fields beyond, the existing line of the built form, the railway line, A3(M) and A27 and also the proximity of the Old Bedhampton Conservation Area.

The Old Manor Farm development consisting of converted farm buildings and farm cottages creating some built form along Lower Road adjacent to the northern boundary of the proposed site. The proposed layout is to extend this built form along Lower road, with a pedestrian access created through the retained hedgerow. Some of the dwellings within the Old Manor Farm development overlook the development site so a substantial planted buffer is proposed, together with single storey development in this particular area to reduce any impact on these properties.



Design Development - Early Sketch Site Layout

04 Layout

Site Layout

The proposed dwellings fronting on to Lower Road are generously spaced apart to allow for glimpsed views into and through the site. A key building faces the entrance into the site, setting the scene and style of the development.

A central communal green within the development creates open space for future residents and also provides an area for surface/rain water drainage. Due to the close proximity of the railway line to the site, a large green area is proposed with a planted buffer to define the extent of the residential development. This area can also be utilised for surface and rainwater drainage.

Where possible the orientation of the gardens to the dwellings is either south or west facing to take advantage of solar gain.

This development will have a rural feel, a nod towards the location and historical use of the site.



Proposed Site Layout

04 Scale

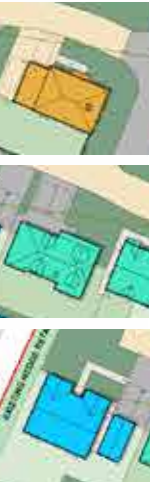
Scale

The existing vernacular along Lower Road, adjacent to the site is predominantly two storeys or lower so the proposed Development will also be low rise with a mix of single, 1.5 and 2 storey dwellings to respect the scale of the neighbouring properties.

Single storey dwellings are proposed adjacent to the Old Manor Farm development to minimise overlooking, with the addition of a planted buffer.



KEY



Two Storeys

One & a Half Storeys

One Storey



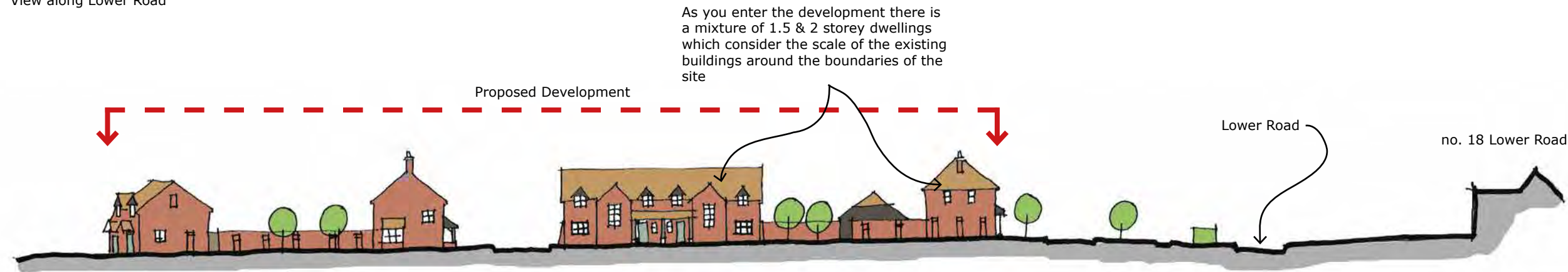
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View along Lower Road



Internal View of the Proposed Development



Internal View of the Proposed Development

04 Appearance

Appearance

The proposed development will embrace a very traditional appearance, taking inspiration from the surrounding vernacular, particularly the older properties located in the Old Bedhampton area and the Old Manor Farm development. Clay and slate tiled roofs, brick chimneys with brick elevations are proposed with some timber boarding to key buildings, garages, car barns and porches.

The window fenestration will have Georgian and cottage style glazing bars to give a traditional appearance.

Opposite are examples of house types with the proposed style of the development, showing details and materials that can be found locally.

- Clay Roof Tiles
- Slate Roof Tiles
- Traditional Brickwork
- Traditional Window Fenestration
- Brick Chimneys
- Timber Boarding
- Black Rainwater Goods
- Exposed Rafter Feet
- Timber Framed Porches
- Dormer Windows



04 Appearance

Street Scenes

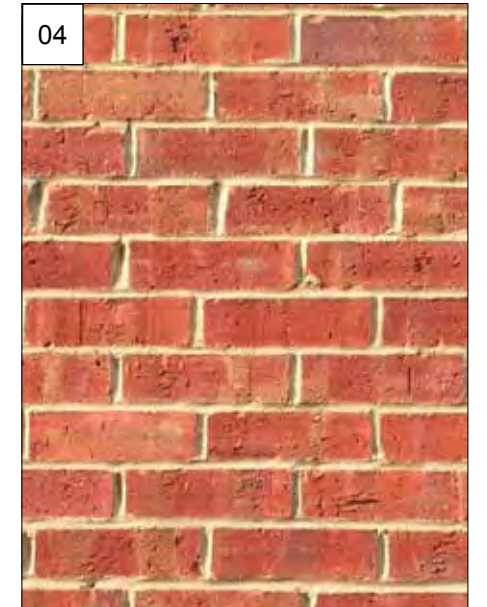
The street scene along Lower Road is a very important part of the proposed development as it will be a continuation of the built form from the Old Manor Farm development and also sets the scene for the overall development. Spacing is generous between plots,

allowing for glimpsed views into the site and also an opportunity for some meaningful landscaping to the frontages, creating a befitting setting.



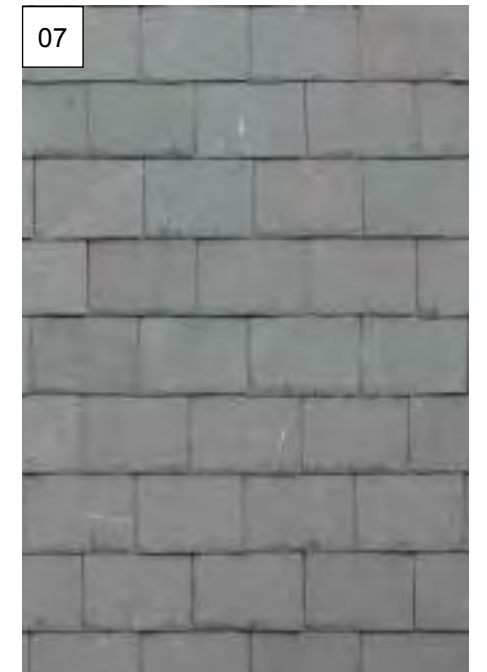
Internal Street Scene - showing relationship between the existing properties along Lower Road and the proposed new development

04 Design Precedents



The design intent is to interpret the existing architectural styles and details and use these to develop a new modern residential development that will enhance the surrounding and provide a bookend to the Old Bedhampton Conservation Area.

1. Timber Boarding can be found within the Manor Farm Development
2. Example of a new build house built in a traditional style, including a clay roof with bonnet tiles, arched brickwork above windows with Georgian style fenestration and a timber framed porch.
3. Terraced cottages with decorative brick bands, chimneys and a slate roof.
4. Red Brick is commonly found within the local area.
5. Another example of a new build house with cottage style window fenestration , traditional brickwork and balck timber boarding.
- 6/7. A mix of clay and slate tiled roofs are found in abundance within the local area, particularly within the conservation area of old Bedhampton.



04 Amount & Use

Amount & Use

The overall site is approximately 3.8ha, however a substantial area of this will be retained as landscaped open space to provide a buffer from the noise created by the railway line to the southern boundary. Excluding this area results in a developable area of around 2.6ha. A total of 50 dwellings are proposed for the site, using the developable area of 2.6ha will create a development of approximately 20 dwellings per hectare, which is a low density development but will create much needed open market and affordable housing as highlighted in Havant Borough Council’s Local Plan Housing Statement December 2016.

The houses are a mix of size and tenure, the proposed mix is as follows:

Private Accommodation

- 10 x 4 Bedroom Houses
- 14 x 3 Bedroom Houses
- 10 x 2 Bedroom Houses
- 1 x 2 Bedroom Bungalow

Total = 35

Affordable Accommodation

- 4 x 3 Bedroom Houses
- 7 x 2 Bedroom Houses
- 4 x 2 Bedroom Bungalows

Total = 15

Overall Total = 50

Car Parking

Parking will be provided in accordance to the Havant Borough Council’s Parking Supplementary Planning Document (SPD) July 2016, see the table 4A below:

TABLE 4A			
C3 Dwelling Houses – Vehicle Parking			
Zone	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
Size of dwelling			
1 Bed Unit	1 space	Max 1 space	Max 1 space
2 Bed Unit	2 spaces	Max 1 space	Max 1 space
3 Bed Unit	2 spaces	Max 1 space	Max 2 spaces
4+ Bed Unit	3 spaces	Max 2 spaces	Max 2 spaces

Parking Standards for Allocated Parking from Havant Borough Council’s SPD

Proposed Car Parking Summary

10 x 4 Bed dwellings (Private)	35	allocated spaces
04 x 3 Bed dwellings (Affordable)	8	allocated spaces
14 x 3 Bed dwellings (Private)	37	allocated spaces
	3	shared visitor spaces
11 x 2 Bed dwellings (Affordable)	22	allocated spaces
11 x 2 Bed dwellings (Private)	25	allocated spaces
	6	shared visitor spaces
Total parking	127	allocated spaces
	9	shared visitor spaces
	136	

Cycle Parking

As with car parking provisions, cycle storage/provision for residents as well as visitors will comply with the Parking SPD adopted by Havant Borough Council, see table 4D below:

TABLE 4D		
C3 Dwelling Houses – Cycle Parking/Storage Provision		
Size of Dwelling	Long stay	Short Stay
1 Bed Unit	1 space per unit	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard.
2 Bed Unit	2 spaces per unit	
3 Bed Unit	2 spaces per unit	
4+ Bed Unit	2 spaces per unit	

Cycle Parking/Storage Standards from Havant Borough Council’s SPD

Proposed Cycle Parking Summary

In accordance with Havant Borough Council’s parking standards the development facilitates the provision of 120 cycle spaces. This is provided on site either inside garages, sheds in back gardens or secure cycle stores.

05 Landscape

Landscape Strategy

- A Landscape Visual Impact Assessment (LVIA) and proposed landscape scheme by Landscape Architects The Terraforma Consultancy Ltd will be submitted as part of this planning application.
- The LVIA will provide an appraisal on any visual effects to the surrounding areas of the proposed site and recommended any mitigation that may be necessary to avoid/reduce or prevent any adverse effects to the existing views of the landscape.

Design Principles

- The protection and enhancement of the hedgerow facing Lower Road and retention of views to Manor Farm and the railway bridge
- The creation of an appropriate linear woodland to replace the existing coniferous shelterbelt to the east of the site and ensure and protect the setting of the conservation area
- The creation of multi-functional open spaces which include areas of species-rich meadow, native trees, a community orchard and children's allotments
- Utilisation of SUDs scheme through the use of swales and retention basins, with native planting to create landscape to provide a 'treatment train' to maintain and enhance water quality and increase biodiversity.
- New native tree, hedge and shrub planting to reinforce ecological connectivity and value.
- Hard and soft landscaping, including the planting of street trees and the employment of varied paving patterns and colours throughout the site to create a strong sense of place.

Tree planting

- Native trees including Field Maple, Alder, Oak and Wild Cherry have been proposed to the site boundaries to provide screening, reflect the local landscape character and provide additional green infrastructure
- Oaks and Field Maples have been proposed to the Lower Road frontage and the central 'green' to reflect the local character and provide semi-rural areas for informal recreation
- The streetscape is further enhanced by more ornamental trees (including Ornamental Pears, Crab Apples and Bird Cherry) where space is more limited to provide a strong sense of space, provide seasonal interest and more benefits for wildlife
- A replacement linear woodland comprising native and naturalised species with a native shrub understorey is proposed to replace the failing coniferous tree belt which lies to the east of the site. The phased removal and replacement of this tree belt has been proposed in line with arboricultural advice and will ensure an appropriate and effective edge to the conservation area for the long term as well as ecological benefits.

Public Open Space

- To the south of the site is a large area which will include the attenuation basins, community orchard and children's allotments. This area will provide further opportunities for informal exercise and recreation and is separated from the farm track and railway line by tree planting and post and rail fencing. The existing arable fieldscape will be planted with species-rich grass and there will be marginal planting to the attenuation basins to provide further ecological enhancements.
- Areas within the site will also be planted with shrubs and herbaceous species to provide further year round interest for residents and benefits for wildlife

Boundary treatments

- Boundary treatments have been selected to define and enclose spaces and help provide defensible space for residents. Estate railings provide a formal, rural boundary to some properties, whilst the planting of different hedge types (mixed native, native, ornamentals) provide further enclosure and screening along with ecological benefits and ensure a consistent streetscape.
- Timber knee rails and post and rail fencing defines spaces and prevents informal parking on roadside verges.
- Close board fencing to rear gardens ensures security and privacy for residents and ensures a tidy and uniform boundary

05 Landscape

Proposed Landscape Layout



05 Landscape

Landscape

- 1. Beech Hedge
- 2. Mown Path
- 3. Apple Orchard
- 4. Malus Tribolata Crab Apple
- 5. Acer Streetwise Maple
- 6. Quercus Robur Oak
- 7. Prunus Padus Albertii Bird Cherry
- 8. Prunus Avium In Flower Wild Cherry



06 Ecology

Ecology

Aluco Ecology Limited were commissioned to carry out an Ecological Assessment of the site at Lower Road. An assessment was carried during 2013 and 2018.

The assessment surveyed and documented the baseline ecology data on the site and study area, then evaluated and assessed the impacts of the proposed development against this baseline, highlighting the following;

- highlights any features of particular ecological value
- identifies potential impacts to ecology as a result of the proposed works
- identifies any ecological issues that may have legal or planning implications such as the presence of protected species; and
- recommends potential for mitigation and/or compensation that can be undertaken to avoid, reduce or offset the potential for impacts

The Ecological Assessments/ Surveys carried out concluded mitigation would be required to avoid the potential impact on the featured habitats and species from the proposed development. These mitigation measures include;

- creation of new habitats on the sites open space areas
- mitigation method statements for protected species during construction phases of the development
- payment provisions to local offsetting and avoidance projects on the adjacent protected coastal designated wildlife sites, supporting sites and features of those sites

Details of the proposed mitigation measures can be found in the Ecological Assessment (March 2018) completed by Aluco Ecology Limited. All recommendations for mitigation will be implemented where possible to avoid or reduce any impact on the ecological value of the site.

07 Archaeology

Archaeology

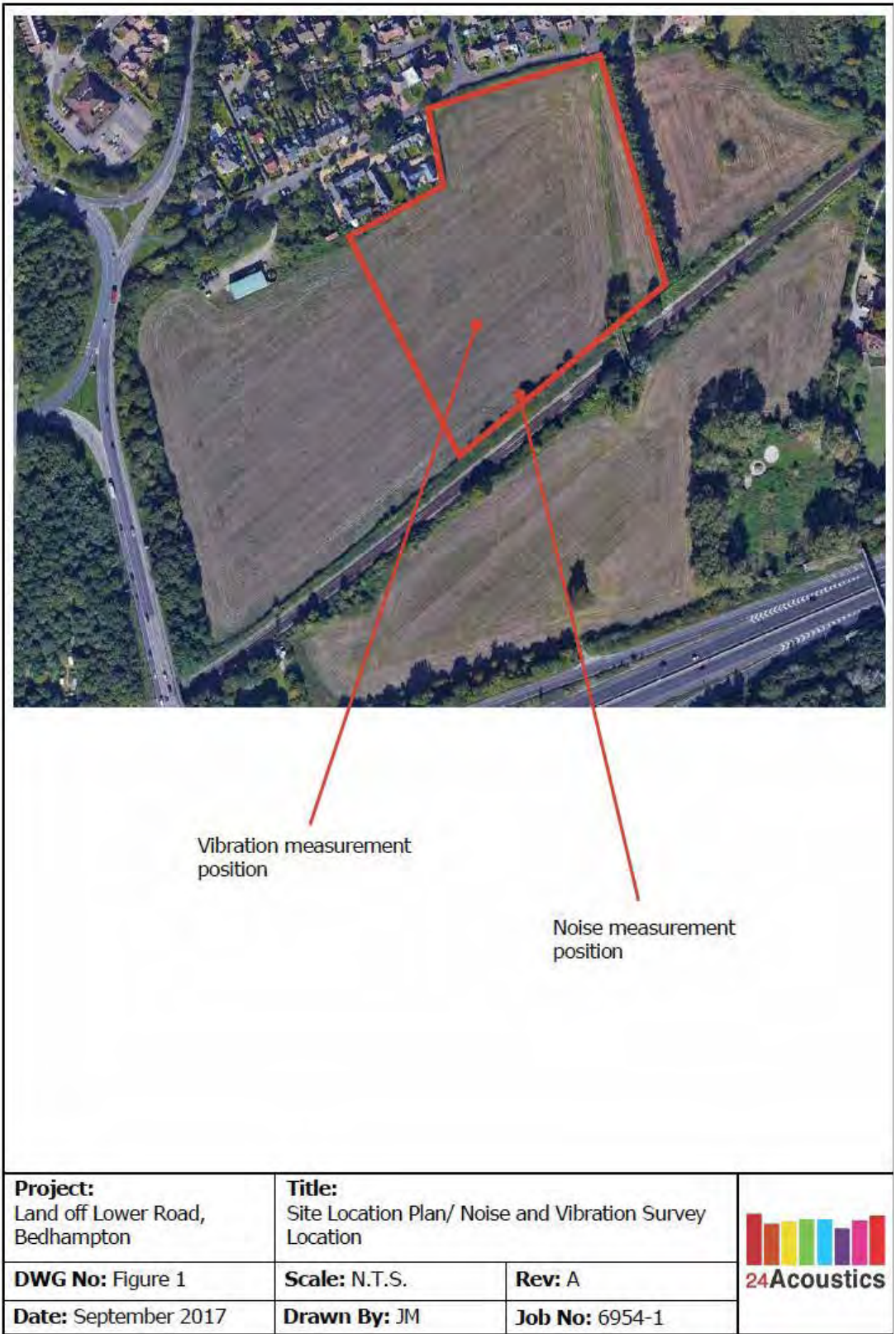
An Archaeological Desk Based Assessment has been carried out by L-P Archaeology. The report concluded that any archaeological deposits found on the site would have been negatively impacted by the ploughing of the land, but it will be likely that a further programme of archaeological investigation will be required in order to confirm the extent and significance of any archaeological remains that may exist on site.

08 Acoustics

Acoustics

Due to the site being located next to a major railway line, an Environmental Noise and Vibrations Measures test was carried out by 24Acoustics to determine the prevailing ambient noise and vibration levels at the site.

The report concluded that an appropriate acoustic environment can be achieved for the proposed dwellings, both externally and internally relative to the prevailing acoustic environment, subject to glazing and ventilations specifications.

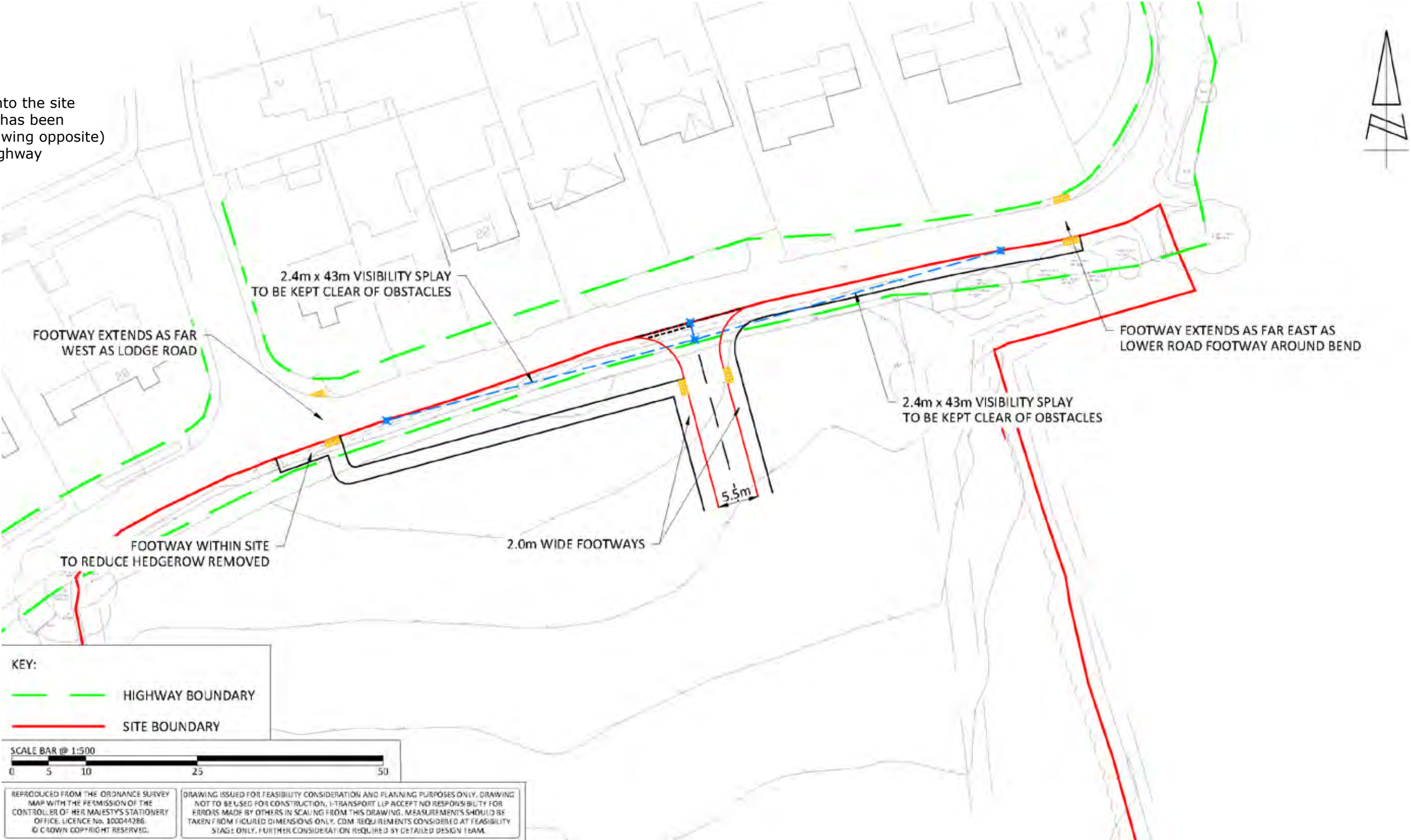


Extract from 24 Acoustics Technical Report showing the locations of the vibration and noise measurement positions

09 Access

Access

The new access into the site from Lower Road has been designed (see drawing opposite) to comply with highway regulations.

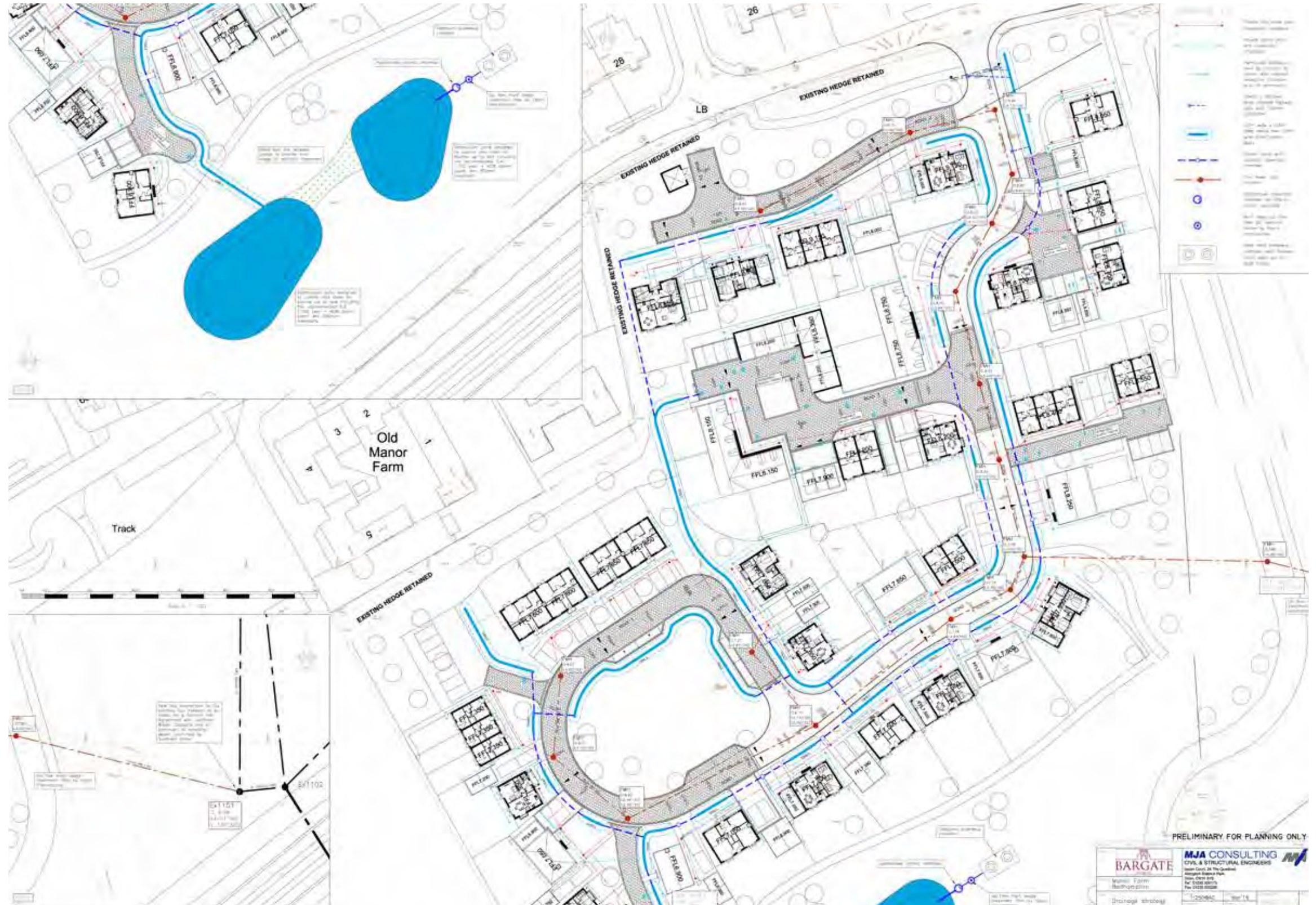


Proposed New Access from Lower Road

10 Drainage

Drainage

A sustainable drainage system has been designed to include permeable paving, roadside swales and pond/reed beds for water treatment (see drawing opposite)



11 Conclusion

Conclusion

A collaborative approach between consultants and Havant Borough Council has brought forward a scheme that respects the site parameters but also enhances and creates new opportunities within the proposal.

The character area is well defined in footprint, material and landscape treatment and these ingredients form a strong sense of place and integrate this development into its wider surroundings, including the adjacent Old Bedhampton Conservation Area. This proposal has carefully considered with the Havant Borough Council Design Guide Supplementary Document influencing the design.

Practical solutions for parking and refuse have been integrated, with the majority of car parking being on plot or within a car barn, with a small amount of courtyards parking, all of which has natural surveillance from the proposed dwellings. Each plot has been designed to enable refuse bins to be easily stored and moved for collection. The proposed road design allows for turning and easy access for refuse vehicles.

The proposed mix of new homes encourages a wide range of tenures to the area which will create a healthy community with substantial amenity to thrive in, delivering a high quality development of 50 much needed new homes.