

DESIGN AND ACCESS STATEMENT
CAMP FIELD, BARTONS ROAD, HAVANT
JULY 2019 Rev. B



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SUMMARY:

This document is submitted on behalf of White Farming Limited, the applicant, as part of the Outline Planning Application for a residential development on the open farmland known as 'Camp Field, Bartons Road, Havant', hence forth known as the site.

INTRODUCTION:

Introduction

The proposed development will comprise up to 72 dwellings and public open space.

The purpose of this Design and Access Statement is to ensure that the development of the site is carried out in accordance with best practice approaches to urban design and place-making and follows the principles set out in Havant Borough Council's Supplementary Planning Document.

The design intention is to create an attractive neighbourhood with homes and open spaces that provide a valuable and sustainable contribution to the proposed and existing community at Havant.

This Design and Access Statement has been prepared to explain the design proposals in support of the outline planning application, and should be referred to together with the following documents:

- Planning Statement
- Design and Access Statement
- Parameter Drawings
- Landscape Appraisal and Strategy
- Arboriculture Report
- Transport Assessment
- Drainage (SW and Foul)
- Ecology Report
- Archaeology and Heritage Assessment

- Planning Application Forms and Schedules

All the plans contained in this Design and Access Statement are illustrative. The submitted Site Plan, as referenced in the planning application forms and Planning Statement, represents the formal planning application boundary and overrides any minor variations of the red edging that may appear in all other supporting plans and illustrations.

This outline application has been submitted to establish the principle of new development for residential purposes and strategic drainage infrastructure, identifying the general location of development and associated access arrangements. Other than access, all other matters are reserved.

Scheme Description – planning history

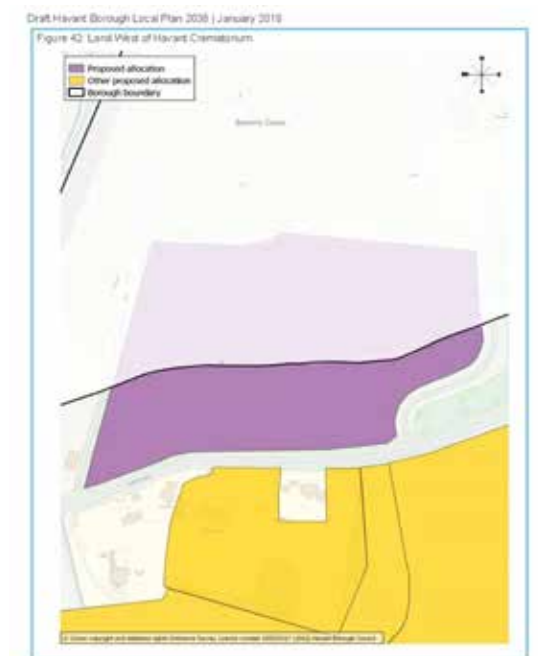
This outline planning application for up to 72 homes responds to the draft housing allocation H21 as found in the January 2018 consultation draft of the review Havant Borough Local Plan. That draft policy invited scope for 90 new homes and scope for further homes within East Hampshire District.

The Planning Statement provides more detail to that draft planning policy context and confirms how a constraints led approach has informed the proposed layout.

The layout not only provides for new homes

within Havant Borough but safeguards a potential area for another 70 homes plus space for allied green infrastructure and drainage provision.

This planning submission has also been informed by the Development Consultation Forum (DCF) held on the 14th August. At that forum issues included the timing of a planning application in advance of the next stage of the review Local Plan were considered. The next stage of the Local Plan is anticipated in early 2019 and this application is made in the context of the prevailing shortfall in housing land supply and details anticipated from the DCF to support emerging policy and the urgent delivery of new homes.

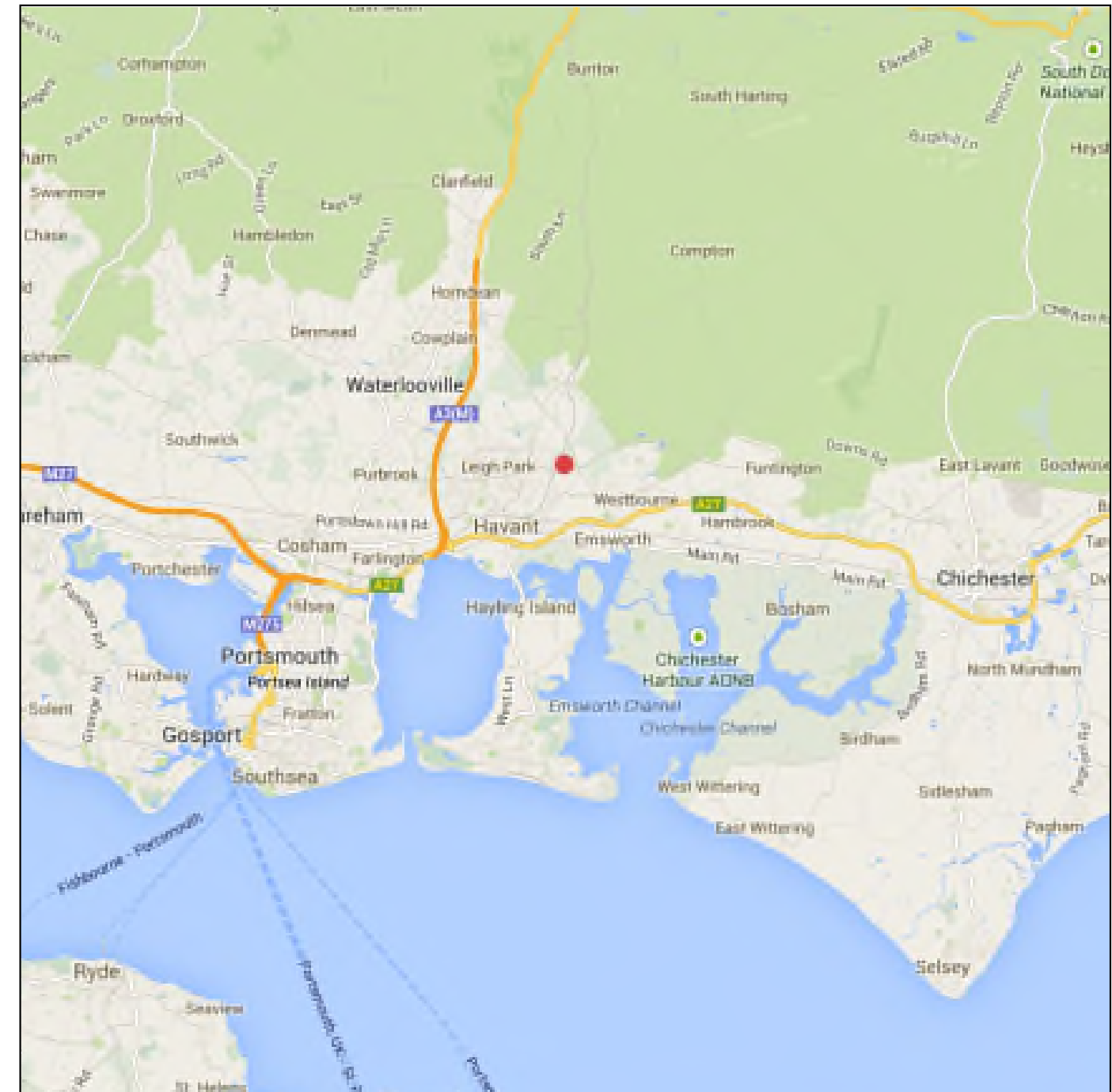


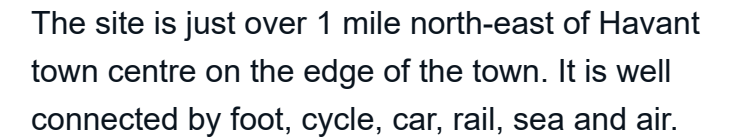
ASSESSMENT: Wider context

Havant is a small town on the South Coast of England with a shoreline to the northern end of Chichester Harbour. The centre has a good range of shops, leisure facilities, schools and churches and is just over 1 mile away. Havant also provides the single bridge crossing to Hayling Island situated within Chichester Harbour immediately to the south.

Other towns and attractions in the area include:

1. Chichester, with its attractive town centre, cathedral, shops, restaurants and Pallant House Gallery is 10.3 miles away.
2. Portsmouth and Southsea with its historic and naval dockyards, quaysides, city centre, shopping, Portsmouth FC and beaches are 9.0 miles away.
3. Goodwood, situated on the top of the nearby South Downs, is famous for its racecourse and motorsports festivals and is 12.1 miles away.
4. Chichester Harbour is an Area of Outstanding Natural Beauty, known not only for its substantial natural wildlife habitats and biodiversity but also for the more man made leisure pursuits of sailing, boating and fishing and is 3 miles due south of the site at its nearest point. The mainly sandy beaches of Hayling Island and the Witterings at the mouth of Chichester Harbour are popular holiday destinations and renowned locations for windsurfing and kite surfing are 7 and 14 miles away.





The site is 1.3 miles or 25 minutes' walk to Havant Railway Station which is on the line which follows the coastline connecting Portsmouth to Brighton and from Portsmouth to London, Waterloo.

The site is 1.8 miles to the nearest junction on the A27, the main east /west road along the south coast linking Brighton and Eastbourne with Southampton. The A3 running north to London is also 5.2 miles away at Horndean.

Regular ferry services to the Isle of White, the Channel Islands and France are 9.8 miles away at Portsmouth.

Southampton International Airport is a 24.7 mile drive away.

The nearest playing fields are at Bartons Field (0.4 miles away). There are further playing fields and a skateboard park adjacent to the Havant and Waterlooville Football Club at West Leigh (0.8 miles away) and further playing fields at Emsworth Park (1.3 miles away).

ASSESSMENT: Site

- The site within the red line boundary is 6.63ha in area and is currently arable farmland and the entrance to the adjacent Crematorium.
- The boundary between the East Hants District Council (EHDC) and Havant runs across the site dividing it in two, with EHDC to the north and Havant to the south.
- There is a gated entrance to the Crematorium in the south east corner of the site and a long tarmac drive which runs along the eastern boundary to the Crematorium at the north. The Crematorium forms half of the northern boundary. There is an open fence along the whole of the boundary with the Crematorium.
- Bartons Copse is an Ancient Woodland on the remaining northern and north-western boundaries. The whole of the Bartons Copse is of high ecological interest and is protected. A post and wire fence forms the boundary to the edge of the field and a ditch runs along the edge of planning boundary just inside the tree line.
- Three (TPO) mature oaks stand in the centre of the field, running north-south, along what was once an old field boundary.
- There is a new residential development off Harrison Way by Linden Homes along the remainder of the western boundary. A well treed hedge forms this boundary and most of the gardens of the new development back onto it.
- There is no public access to Camp Field. There is currently only an agricultural access off the Crematorium entrance.
- Bartons Road runs along the whole of the southern boundary. It's boundary is defined by a shallow berm to the north and a fence/hedge line immediately to the south. South of Bartons Road, to the west is a series of larger residential properties, the entrance to the new residential development at Bartons Road South and an open farmland area that defines the boundary between Havant and Emsworth known as the 'Emsworth Gap'.
- There is a foul sewer pipe running east west across the site and a further connection to the Crematorium.
- The land slopes down gently down from the north-east corner, generally from east to west and then from south-east to north-west in the north-west quadrant. This makes the further reaches of this corner of the field much damper than the rest.
- Long views of the Solent and Isle of Wight are possible from the highest parts of the north eastern portion of the site.

ASSESSMENT: Site plan



EXISTING: Photographs



VIEW 1



VIEW 2

EXISTING: Photographs



VIEW 3



VIEW 4

EXISTING: Photographs



VIEW 5



VIEW 6

EXISTING: Photographs



VIEW 8



VIEW 9

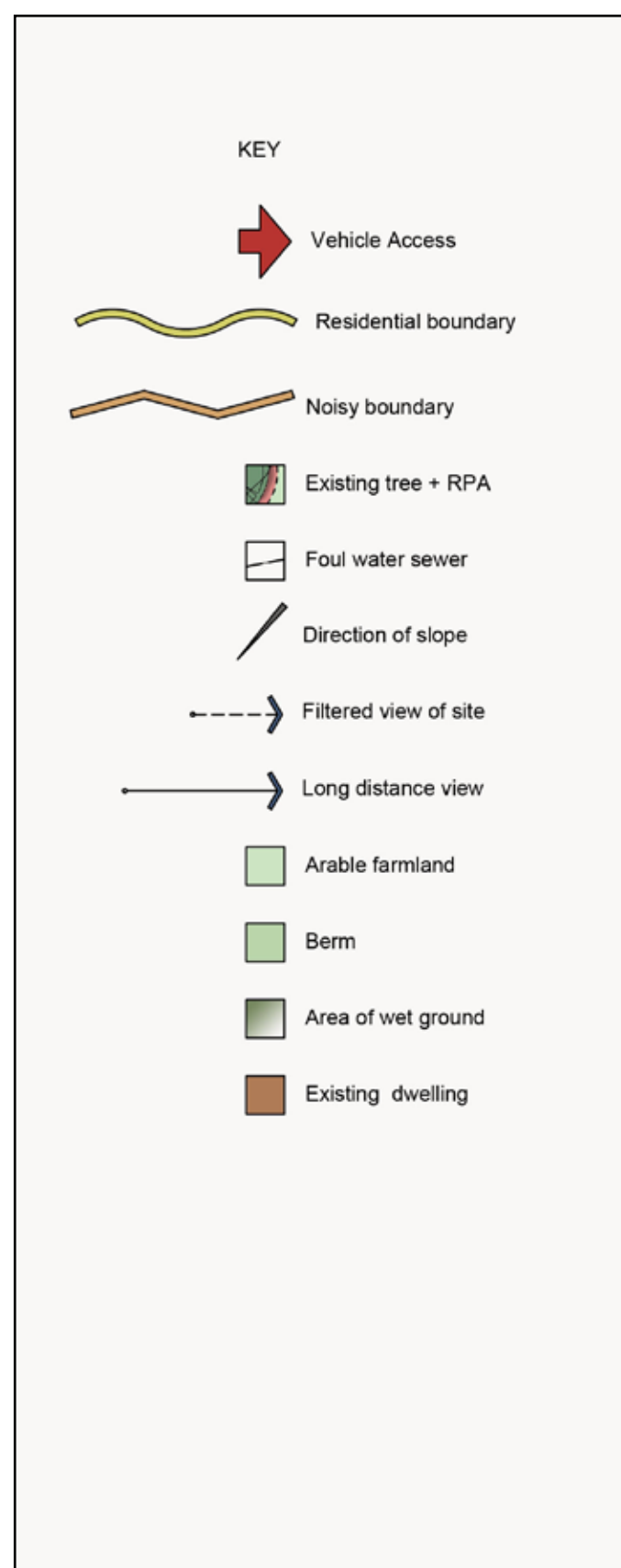


VIEW 7

ASSESSMENT: Constraints plan



ASSESSMENT: Constraints



1. Vehicular access from Bartons Road into the site
2. Crematorium access road
3. Agricultural access to existing farmland.
4. Intermittent hedge and berm along north side of Bartons Road provides filtered view of site.
5. Mature TPO oaks
6. Dead oak
7. Site Boundary.
8. Bartons Copse ancient woodland
9. Ditch
10. Quiet boundary to neighbouring back gardens.
11. Noisy boundary to Bartons Road.
12. Canopy and root protection area of tree highlighted in the arboriculture report.
13. Direction of slope
14. No build area within minimum distance from Crematorium chimney
15. Prevailing wind and solar access
16. Woodland buffer - area of high ecological potential
17. Havant and EHDC Borough boundary
18. Long view to Solent and Isle of Wight
19. Foul drain from Hospital and Crematorium
20. Poorly drained area

ASSESSMENT: Opportunities

The following opportunities are identified for the development of the site:

- 1. Provision of private and affordable housing
- 2. Retention of the central oaks and the creation of open space around them
- 3. Retention and enhancement of the southern and western boundary hedges
- 4. Creation of a buffer zone to the Bartons Copse
- 5. Creation of a Community Orchard
- 6. Provision of new street planting
- 7. A clearly legible, accessible and safe road network, with houses and apartments fronting onto them and with private gardens to the rear
- 8. A variety of parking solutions that meet Havant’s requirements without letting the car dominate the street scene
- 9. Potential opportunity to extend development into the EHDC land
- 10. A comprehensive surface water drainage strategy incorporating attractive landscape features
- 11. A new separate and clearly identifiable entrance for the Crematorium
- 12. Landscaped eastern boundary

KEY

 Vehicle access

 Emergency access

 Site boundary

 Landscape feature

 Primary road

 Secondary road

 Public footpath/cycleway

 View

 Residential block

 Key frontage

 Landmark / gateway

 Potential future development

ASSESSMENT: Opportunities plan



DESIGN: Development



INITIAL MASTERPLAN SK04



Camp Field - Option A STAINSBY ARCHITECT

Schedule of Accommodation.

Type	No Beds	No Storeys	No units	m2	Sq Ft	Total m2	Overall Percentage
1F 1 Bed Flat	1	1	3	51.0	549	153	4%
2F 2 Bed Flat	2	1	26	72.9	785	1,896	33%
2F 2 Bed FOG	2	1	4	70.9	763	284	5%
2A 2 Bed House	2	2	21	79.0	850	1,658	27%
3A 3 Bed House	3	2	22	93.7	1009	2,062	28%
4A 4 Bed House	3/4	2.5	3	108.0	1163	324	4%
4B 4 Bed House	4	2	1	121.0	1302	-	0%
4A 4 Bed House	4	2	1	133.7	1439	-	0%
Total			79			6,377	100%

Note:
Based on a hand drawn masterplan.

Site Area - 1.85 (4.6 Acres) Note: Not including open space + swales
Density 43 Units per hectare

Carparking - 1 Bed Flat - 1 space
2 Bed Flat - 2 spaces
2 Bed FOG - 2 spaces
2 Bed House - 2 spaces
3 Bed House - 2 spaces
4 Bed House - 3 spaces

180423-Opt A Schedule of Accommodation

SUPPORTING DOCUMENTS

Initial Pre-App Meeting at Havant Borough Council

The initial masterplan SK04 was tabled at the Pre-App meeting with Havant Borough Council on the 25 June 2018. It provided 79 mixed sized units, open space and SuDS in the Havant portion of Camp Field. It also allowed for the future development in the EHDC portion of Camp Field providing a layout for housing, roads, open space, a buffer zone to the Bartons Copse, attenuation ponds as

part of the SuDS drainage scheme and an allotment within the reserve adjacent to the Crematorium.

Havant noted that they were behind with their Local Plan and that consultation to it was not due until March next year.

Havant had no comments on the residential layout at this stage but urged the team to replace the allotments with a communal orchard (this meets the draft policy but is less

contentious).

Havant also requested, given the sites sensitive location, that the scheme provides a biodiversity mitigation and enhancement plan to ensure net gain in biodiversity.

Noted also was that the scheme should have no adverse effect on water resources, should not sterilise minerals, and ensure there was no contamination and requirement for gas monitoring.

INVOLVEMENT: Development Consultation Forum



EXHIBITION BOARD 5



EXHIBITION BOARD 6

Development Consultation Forum

Havant facilitated a Development Consultation Forum on 14 August 2018 to which about 30 Councillors, HBC staff and interested members of the public attended.

An exhibition was mounted at one end of the room and presentations were made by HBC staff and the Design Team, followed by a questions and answers session.

The scheme was generally well received. Many of the comments were not site specific and referred to what many considered to be wider problems in the Borough such as traffic, capacity on local roads, schools and doctors surgery places and lack of public transport.

Questions were raised regarding the management of the Open Space and Community Orchard.

Members of the public asked detailed questions regarding low carbon footprint/recharging points for vehicles/ construction management/ local flood protection and water conservation.

INVOLVEMENT: Architect Design Panel

Architects Design Panel

A panel of local Architects were asked to comment on the scheme tabled at Pre-App stage. The panel made a series of comments:

- Some of which could not be taken on board (relocating the site entrance is not possible due to forward visibility distances)
- Some of the comments had already been taken on board in the intervening period (separating and improving the landscape setting of the entrance),
- Some of the comments had already been explained in the subsequent drawings the team completed for the DCF

The design Team responded specifically to the comment *“Does the development really need a east west road to the north and south of the site – there will be 3 near parallel east west roads running alongside each other”*

Previous masterplans provided active street frontage to Bartons Road and the currently vacant EHDC area of the field to the north. Given that the recent adjacent dwellings off Harrison Way also have back gardens onto Bartons Road, the masterplan was redrawn with improved screening along Bartons Road, a single access road down the middle with short culs-de-sac off it and rear gardens backing onto both Bartons Road and the EHDC area of field.

Masterplan Rev C provides:

1. A single primary access road running east-west through the site
2. Short 25m connections off to the eventual EHDC road layout
3. Parking courts for the flats and across the open space where one wants to maximise road frontage
4. A cul-de-sac
5. The main and emergency accesses in the same locations
6. The access road to the east, parallel to the crematorium access, flipped so the dwellings front onto crematorium rather than show their back gardens. These are potentially larger houses with the long view of the Solent identified in our landscape analysis
7. Landscaping around the crematorium and site access retained
8. Linear berm along the crematorium boundary retained
9. View of landscape feature at end of berm from entrance
10. The trees along the southern boundary with Bartons Road re-enforced to provide a landscape screen with back gardens behind. Enhancing the screen was also identified in our landscape analysis
11. Occasional gaps in landscape screen with frontage onto Bartons Road
12. The same number, but larger units
13. More space around the oak trees and no road running between them so the whole



MASTERPLAN REV C

- area has a better ecological link back to Bartons Copse
- 14. The EHDC road network in much the same location – though there is potential to locate east-west road over much of the existing foul sewer
- 15. The Attenuation Pond At the western end retained

Later Masterplans are a derivative of Masterplan Rev C.

INVOLVEMENT: Further masterplan development



MASTERPLAN REV E



MASTERPLAN REV H

Further masterplan development

Further development to the masterplan has included:

Crematorium.

- The setting up of a view into the central open space from Bartons Road
- The design of the SuDS layout both in the Havant and EHDC portions of the Camp Field
- Refinement to the parking provision to reduce the number of spaces in parking courts and increasing the number of visitors spaces across the site
- The relocation of the entrance gates to the

DESIGN: Development plan

Development

The site is accessed off Bartons Road which is a busy east-west route linking the A3 at Purbeck with Chichester town centre. This section of the road from the railway line to Horndean Road is semi-rural in character and is characterised by large properties set well back from the roadside. Properties along this section of Bartons Road include East Leigh House, Helmsley House, Wyevale Garden Centre and Spire Hospital.

The site has a 300m frontage to Bartons Road and is set behind a verge of approximately 10-12m and an intermittent hedge.

Vehicular access is taken from the existing Crematorium access off Bartons Road. A new gated access will be provided off this access road.

Up to 72 dwellings will be provided in the southern, Havant portion of Camp Field adjacent to Bartons Road.

The hedge along Bartons Road will be enhanced to reduce the visual impact of the development. A gap is left midway to reveal the central open space and mature oaks beyond.

Urban Design Principles

The urban design principles described below are highlighted on the Development Plan which

will inform the detailed development proposals which will follow. The following is a brief summary:

- The site has been divided into a number of suburban blocks by a network of streets and public open spaces responding to the topographical and landscape features identified in the site analysis.
- The frontages of the suburban blocks have been given a hierarchy depending on the importance of the street, the public space or the building itself.
- Focal points, key vistas and prominent corners around the site have been identified.
- The central mature TPO oaks are set in generous open space with dwellings fronting onto them.
- The masterplan for the Havant portion of development marries the potential masterplan for the EHDC land
- The SuDS will enhance landscape features
- Open spaces are linked together from the Ancient Wood to Bartons Road and related to significant landscape features
- The access provides a separate entrance for the Crematorium and a landscaped corridor along the drive to the Crematorium.

Suburban Blocks

‘Perimeter’ or ‘suburban’ blocks have proven to be a robust form of development over time. They can:

- Accommodate most forms of development
- Help reduce the risk of crime by providing a clear distinction between public spaces and private gardens
- Reduce the need for exposed walls and fences
- Provide natural surveillance of public areas from well used spaces within the home
- Provide a more sustainable layout by promoting walking and cycling in a safer environment
- By creating individual character to streets and spaces create a strong ‘sense of place’ which helps orientation around the site

The quality of streets, public open space and informal landscape improves significantly when key frontages are made active with windows and entrances to buildings and internal spaces orientated towards the public realm. It epitomizes security, visual amenity and place making. Active frontages can be achieved through built form and the considered location of building entrances. Corner buildings should be used to minimise blank walls and dead frontages onto public areas.

Key Frontages

The building frontages of the suburban blocks have been graded to provide a hierarchy in order to help create a strong sense of place and help orientate around the site.

- Primary frontage: public open spaces and along the access roads. Rich in architectural detail and wider pallet of materials. Generally the larger houses.
- Secondary frontage: all other street frontages. Less rich in architectural detail and a narrower pallet of materials. All the other smaller houses.
- Tertiary frontage: The centre of the suburban blocks and private spaces. Minimal architectural detail and limited pallet of materials

Secure by Design

Boundary and window arrangements as part of reserved matters detail, will accord with intrusion [burglary] and surveillance concerns as well as any required temporary barriers (bollards) to prevent motor vehicle access to the field to the north of the dwellings.

DESIGN: Development plan



DESIGN: Use + amount

Use

This outline application has been submitted to establish the principle of new development for residential purposes, identifying the general location of development and associated access arrangements. Other than access, all other matters are reserved.

The accompanying Land Use Plan establishes Camp Field as a residential development on the edge of Havant. The surrounding uses are residential, woodland, hospital, crematorium or farmland making the site suitable for residential use.

The proposed development will offer a range of new homes both affordable and sale, to suit a wide variety of residents with different lifestyles, needs and aspirations. It will contribute to the image as Havant as a desirable location to live, promoting sustainable living and delivering more energy efficient homes within the Havant community.

Summary of Land Use

- The site has been designed around a robust and sensible street pattern
- A clear street hierarchy is reinforced with a network of Public Open Space based on existing natural landscape features and space providing a sequence of recreational areas and clear green links through the site
- The site will provide for a single vehicle

- access point off Bartons Road, with additional pedestrian/cycle and emergency access points off Bartons Road
- The site proposals will therefore provide for sustainable residential design with clear and connective access to the surrounding communities.

Amount

The total site area within the red line boundary is **6.63ha**.

The total site area within the red line boundary in Havant is **3.01ha**.

The residential area, as described on the Land Use Parameter Plan, including residential roads but excluding the access road, open space **1.94ha**

The overall density of the residential area is **37 dwellings / hectare**

The Illustrative layout shows a mix of units as follows:

Unit Type	% share of total	Total units
1 Bed	4	
2 Bed	35	
3 Bed	57	
4 Bed	4	
		72

The area of the access road is **0.22ha**

The remainder of the land is taken up in public open space and swales totalling **0.4ha**

DESIGN: Landuse plan



DESIGN: Scale

Building Heights

Given the sites location on the edge of the existing settlement and of distant views across the Emsworth Gap and the desire to maximise the sites potential the building heights are limited to 2 storeys. A limited number of Key frontages and corners, noted on the heights parameter plan, are identified as a maximum of 2.5 storeys. This will be achieved by use of the roof space on the larger houses or by an increase in ceiling height in individual flats.

Density

The overall density is 37 dwellings / hectare. This balances the desire to maximise the sites potential whilst being sensitive to the surrounding suburban neighbourhood.

Sustainability

These dwellings will be built to current Building Regulations standards. The masterplan allows the opportunity for all roofs to be orientated within +/- 30 degrees of south to make best use of solar renewables if required.



DESIGN: Height plan



DESIGN: Access

Access Strategy

The access strategy sets out to provide an accessible, well connected and legible development. The following design criteria have been applied to ensure the Access Strategy meets the requirements of current best practice:

- A clear and legible hierarchy of roads and footpaths
- An accessible movement network that is fully integrated into the surrounding road structure
- The road network designed to reduce traffic speeds progressively from 30 to 10mph
- Provision of safe and secure streets where pedestrians often have priority over vehicles
- Roads with individual character
- A road network that is fully accessible to refuse, delivery and emergency vehicles
- A new pedestrian / cycle link west along Bartons Road from the emergency access.

Parking

Car parking and cycle storage will be to Borough standards. An additional 15 visitors spaces have also been provided.

Car parking has been designed to have a minimal impact on the character of the public realm by and is provided by a variety of



methods:

- Maximising on plot parking and setting parking between houses
- On plot parking for the small corner blocks of flats hidden behind the flats
- A maximum of 5 car parking spaces

together on streets reflecting the hierarchy of the road

- Parking standards reflect Havant Borough Councils' Residential Parking and Cycle Provision 2015.

DESIGN: Access plan



DESIGN: Landscape context + background

Petersfield based landscape architects the terra firma Consultancy have been involved with the site since 2009 when they were asked to assess the site and potential access for purposes of submission to Havant Borough Council for allocation as housing in the forthcoming Local Plan.

In Havant Borough Council's study of strategic and local gaps (by Kirkham Landscape Planning Ltd, drafted 2008), the housing site was recommended as an urban extension 'provided that a substantial belt is included along the eastern boundary linking existing landscape features (woodland copse and hedgerows)'. This was then formalised in a submission in 2011 which was received well and succeeded in gaining allocation in the Council's Local Plan published in December 2012 (as site UE 36).

The Site and Emerging Planning Policy

The land for the proposed development is 2.56 hectares (6.3 acres) in size and lies to the west of The Oaks Crematorium, north of Barton Road, Havant.

Another 3.72 ha of land is in the same ownership to the immediate north in East Hampshire District.

The community orchard, open space and drainage details include land within East Hampshire District, although the new homes will be solely within the Havant Borough Council

administrative area.

Open space strategy – The green areas proposed for public open space is designed for the Havant Borough Council development but has anticipated 50-70 houses to potentially be approved by East Hants District Council. This leaves sufficient open space including SuDS for that eventuality.

For the purposes of S106 agreement, the land shown as 'managed pasture' will be laid down to grass for use as open space until such time a development is proposed in EHDC. This will also meet the spirit and purpose of draft policy H21b.

Planning Policy

The site is shown as a draft allocation in Reg.18 Draft Havant Borough Local Plan 2036 (Policy H21) for about 90 homes. Draft Policy H21 seeks that the development within HBC does not prejudice potential development to the immediate north.

The site is such that it can include provision of a water retention facility to meet the wider drainage needs of both areas of land. The recent draft allocations are confirmed by Havant Borough Council as material to the consideration of future planning applications.



DESIGN: Landscape Analysis

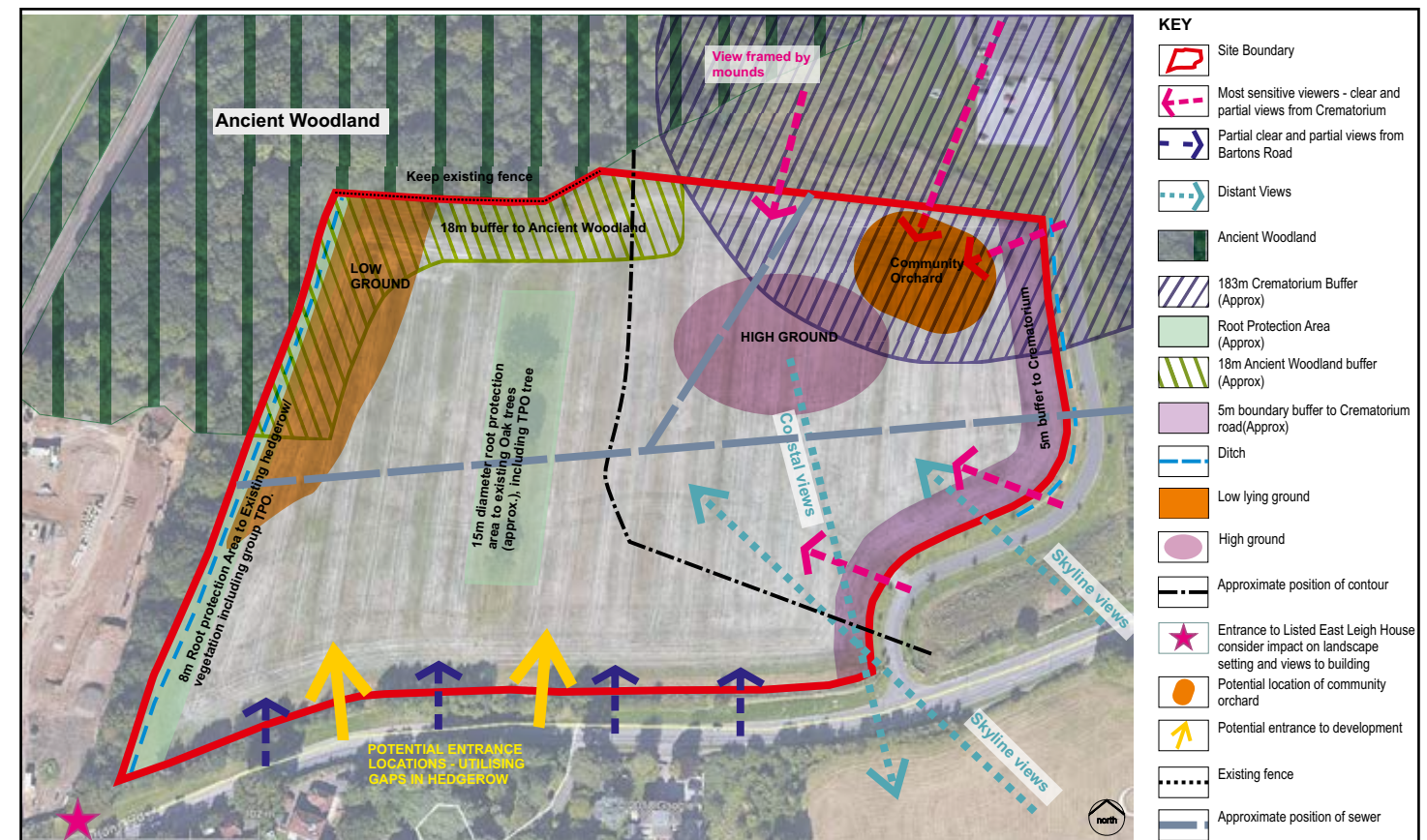
Design Principles

- To protect the Bartons Copse Ancient Woodland
- To protect the setting and approach to the The Oaks Crematorium.
- The enhancement of northern boundary planting and creation of an orchard containing endemic heritage fruit tree species
- The retention of the existing TPO trees and trees/features of significance within the landscape.
- The need to create robust landscape boundaries along the eastern boundary with a planted bund, viewing mound and reinforcement of the southern boundary of the new development, to provide screening and to strengthen gap by creating a strong edge to the new extent of settlement.
- The creation of multi-functional, contextualised, sustainable green infrastructure linkages around, within and throughout the development, connecting existing landscape features within and surrounding the proposed site to manage water, amenity and biodiversity.
- Utilisation of SuDS scheme through the use of swales and retention basin, with native planting to create landscape to provide a 'treatment train' to maintain and enhance water quality and increase biodiversity.
- New native tree planting to reinforce ecological connectivity and value.

The residents of Havant will benefit in two main ways:

- The provision of up to 72 new dwellings to meet the growing need for houses.
- The provision of ancillary open space includes a community orchard as a local facility showing children the importance of healthy eating, the natural environment and to encourage wildlife.

The natural environment will benefit as the layout has been developed around landscape and ecological strategies designed to protect and enhance wildlife and responds to valuable existing landscape features.



DESIGN: Landscape concepts

Landscape Aims

- Maintain long views to the coast
- Protect adjacent Ancient Woodland
- Retain and enhance existing remnant native hedgerow
- Existing mature trees subject to Tree Protection Orders (TPOs) are to be retained
- Enhance ditch and incorporate open SuDS features with native planting to increase biodiversity
- Protect Crematorium setting and approach

Ecology

The site has a high bat diversity and moderate activity, mostly along Ancient Woodland and tree canopy edges. Species identified were common pipistrelle, soprano pipistrelle, nathusius pipistrelle, common noctule, serotine, long-eared species, Myotis species and most significantly the barbastelle bat.

13 Green listed species of birds were recorded across the site which included 6 breeding on site. 3 Red listed species marsh tit, mistle thrush and song thrush were incidentally recorded.

Proposals would provide:

- New wetland and mixed wildflower meadow habitat providing breeding habitat

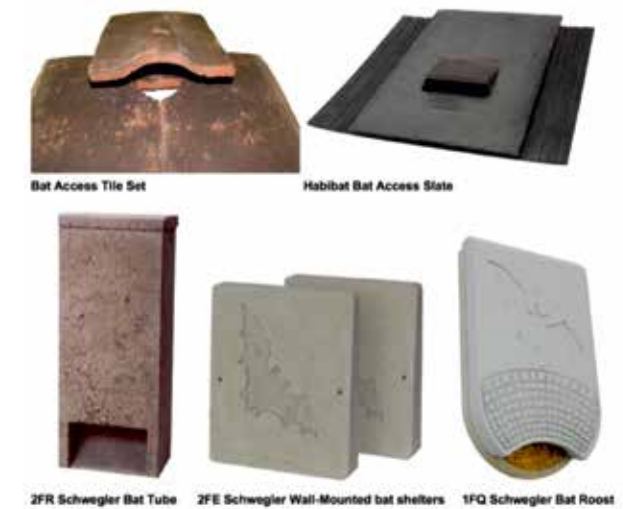
for amphibians and increasing foraging resources for bats, birds and invertebrates.

- Native shrub and tree planting
- 18m Buffer to Ancient Woodland on northern and western boundary
- Wildflower habitat
- Native planting of SuDS and swales
- Foraging and commuting bats to be protected through a sensitive lighting scheme, retention of tree lines and habitat enhancements.
- New bat and bird boxes to target reported species

Masterplan

- The masterplan proposes up to 72 new dwellings accessed off Bartons Road
- The layout responds to the opportunities and constraints of the site
- It provides separate access and buffer to the crematorium
- Existing landscape features are retained and protected
- The plan responds to emerging policy Draft Havant Borough Local Plan 2036 (Policy H21)
- Dwellings are set in an attractive traditional street pattern
- There is a variety of parking solutions
- A range of dwelling types and tenures are proposed creating a balanced community

- Integrated SuDS promote biodiversity and sustainability
- Enhanced public open space is proposed
- The masterplan allows for future development



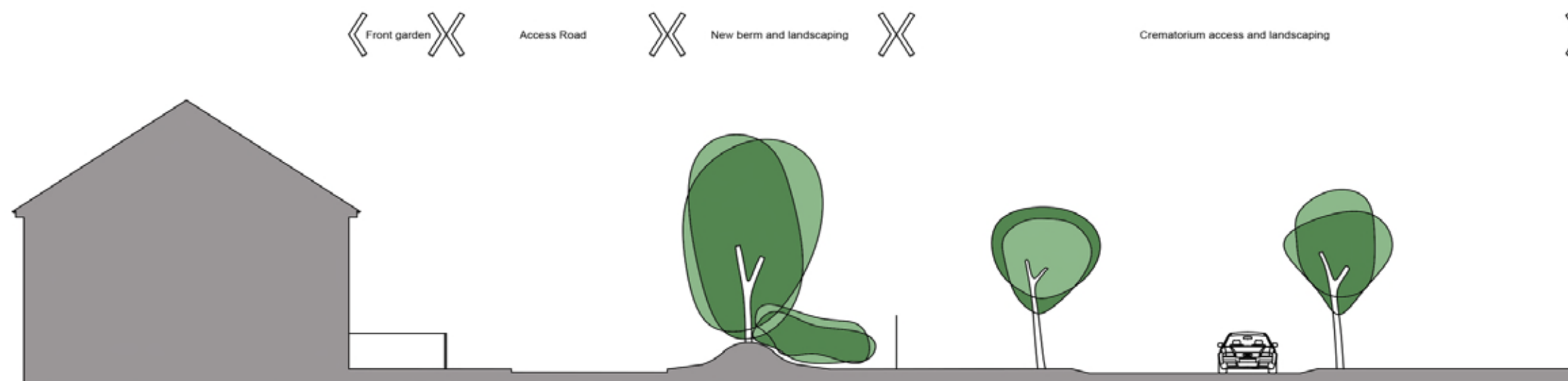
DESIGN: Landscape proposals



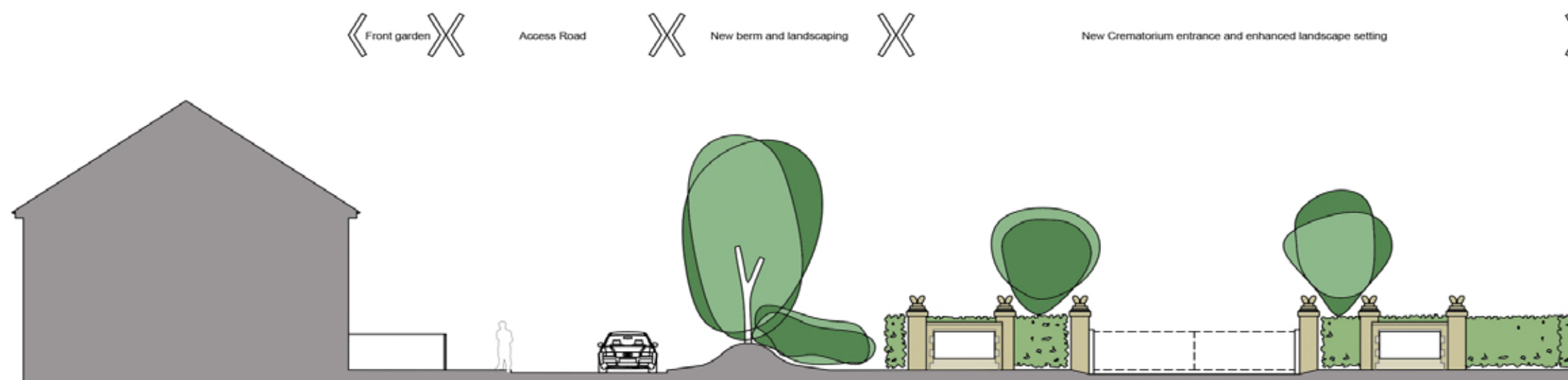
Masterplan



DESIGN: Boundary sections



SECTION A THROUGH CREMATORIUM BOUNDARY



SECTION B THROUGH CREMATORIUM ENTRANCE

DESIGN: Boundary sections

