

Trees

The TPO trees within the site, which are all to be retained and protected, further limit the number and govern the position of the dwellings. The application is supported by a full Arboricultural Assessment & Method Statement that concludes that no significant trees will be harmfully affected by the development.

The mature Ash tree located adjacent to the site entrance, within the highway, will require removal in order to ensure adequate visibility for vehicles entering and leaving the site.

This tree has been surveyed and it has been established that it forms a modest landscape feature, is in poor condition and has limited life expectancy.

As the tree is located outside of the application boundary, its removal and compensation measures will be dealt with, separately, outside of the planning application in negotiation with Hampshire County Council.



Highway Tree to be removed





Constraints plan

Design concept evolution

The following layouts show the evolution of the proposal from the constraints plan shown on the previous page through to the original layout offered for initial discussions with the Council (79 units) into the finalised, detailed layout for 69 dwellings.

The stages show the methodical evolution of the design through identification of the constraints and discussions with the Council.



Initial scheme - 2016



First revision - 2017



Second revision - 2018



Finalised layout taking into account pre-application discussions- 2018

The final site design has taken into account and addressed, where possible, the issues outlined by the Council.

The number of units has reduced considerably from the initial layout

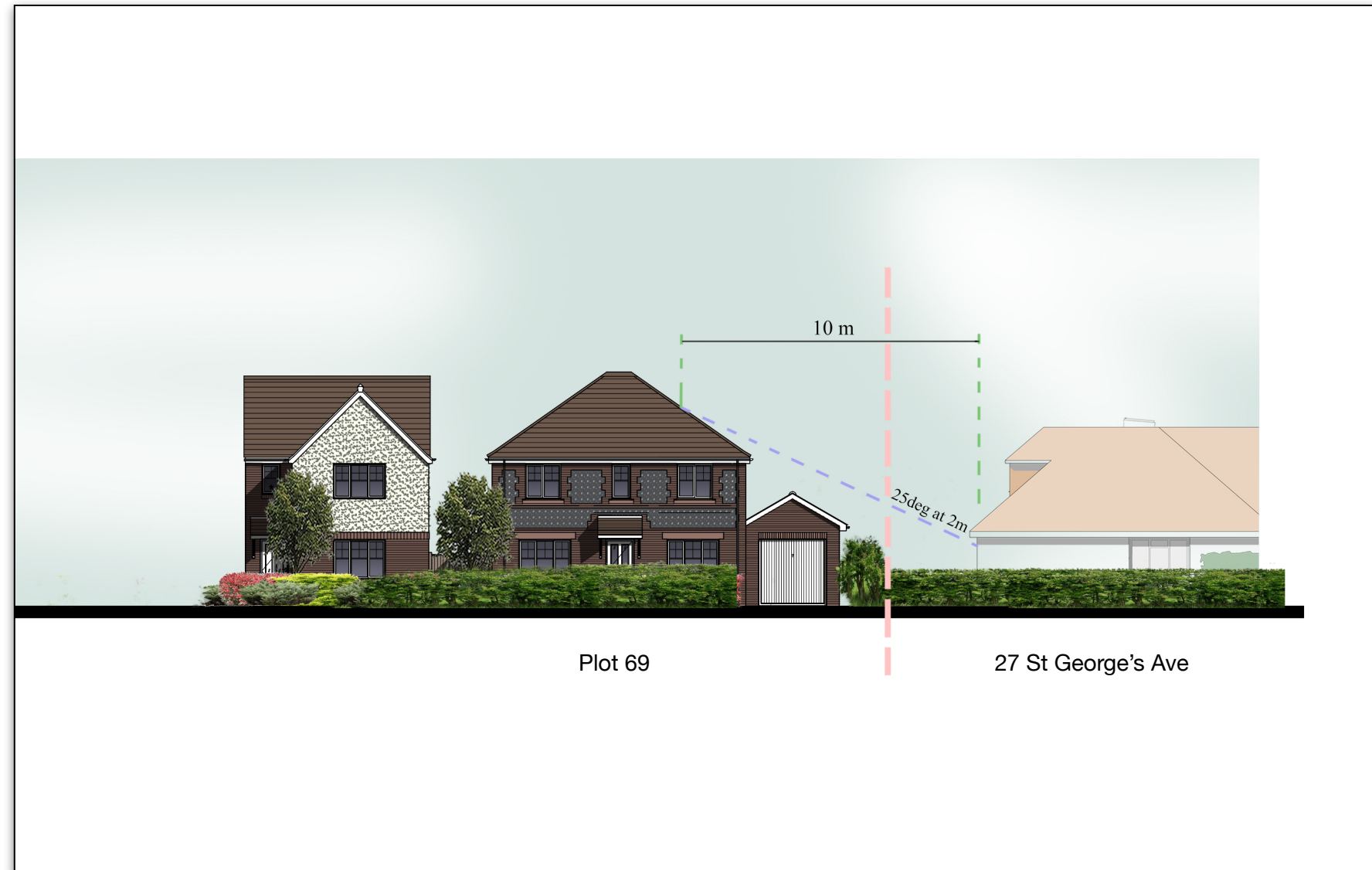
- The area of development has been set away from the southern boundary to reduce noise impact and allow for potential future strategic highway works or development.
- The dwellings proposed at the terminus of St George's Avenue has been altered to frame the site entrance. The roof form of these properties has also been amended from a gable ended, pitched roof into hipped roofs in order to reduce their visual impact and ensure that any potential for overshadowing of the adjacent properties to the west is minimised.
- The amount of frontage parking has been reduced and is broken up with areas of landscaping.
- The design incorporates a mix of 2 storey and 2.5 storey buildings which reflect the built form of the wider locality, as shown on the photographs on pages 6 and 7.
- The mix of storey heights will provide visual interest to the roofline of the properties and will contribute to an active frontage.
- Long monotonous rooflines have been avoided.



- The dwellings have been set off the western boundary to minimise impacts to occupiers of Castle Avenue residents.
- The plan opposite demonstrates that the buildings have been laid out in accordance with the Daylight guidance within the Council's Design SPD.

• The proposal will be restricted to two storey/two and a half storey in height with pitched and hipped roofs in response to dwellings in the vicinity and to limit any visual prominence of the properties from the surrounding area.

Articulation to elevations through the use of front projections and front gables provides visual interest to the streetscene. The site entrance will be framed by large, four bedroomed dwellings which act as a focal points for the development and will form an appropriate transition from the character of St George's Avenue.



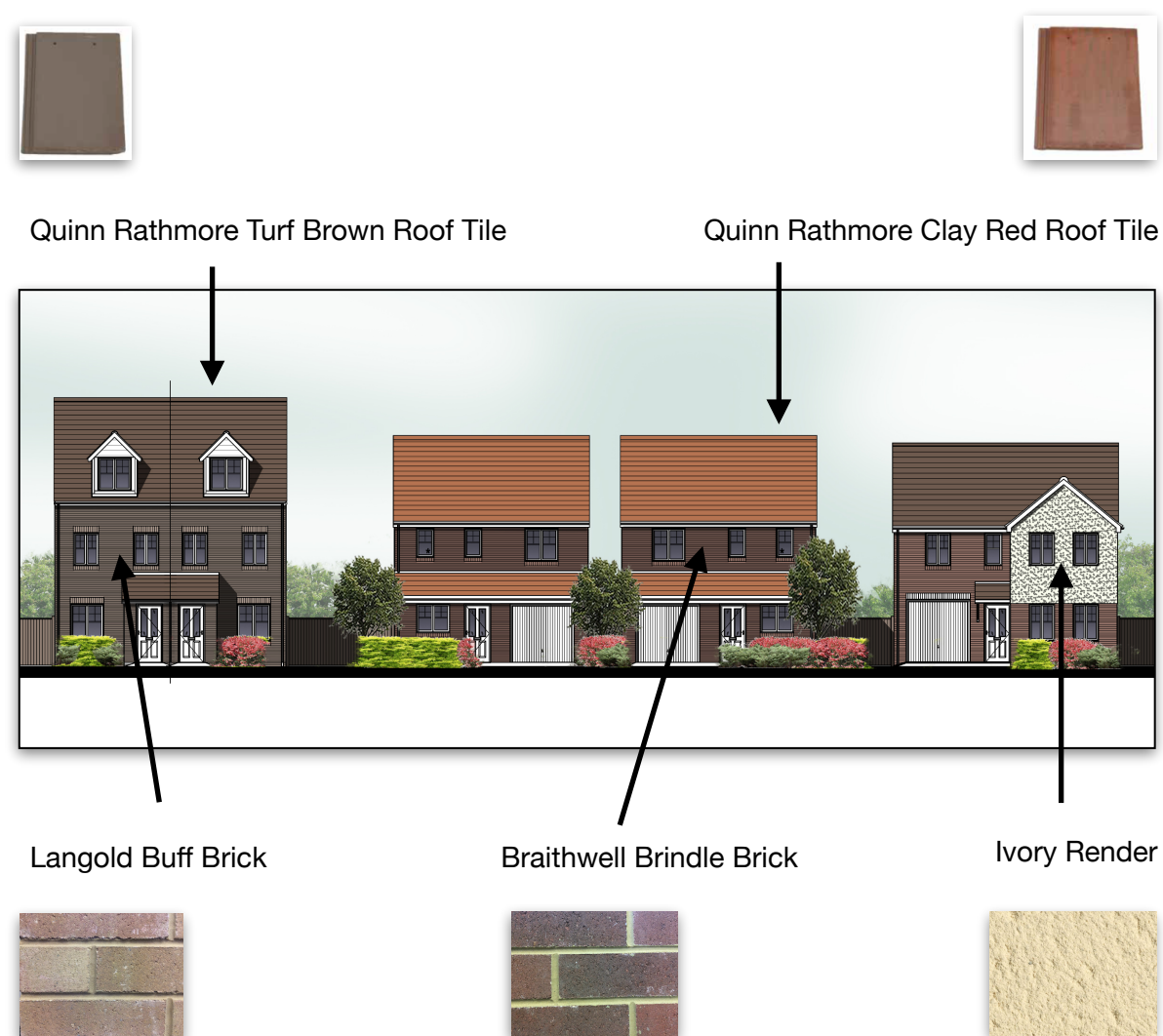
The application proposes a simple palette of materials that will respond positively to the locality and integrate the scheme with the surrounding built form, which is predominantly brick and large tile but with examples of rendered properties and a limited use of flint.

Dwellings will be framed by soft landscaping in front garden areas and trees within the streetscene. This approach breaks up the build form and adds to the verdant characteristics of the scheme.

The proposal will be of a high quality design, easily accessed and responds positively to the edge of settlement location and nearby developments to create a sense of identity. The simple form of the dwellings reflects those in the vicinity but the variation of dwellings and articulation ensure a varied streetscene.

There are few areas of public open space in the locality with the nearest equipped play area being that to serve the Manor Farm and Copseys Nursery site. Paragraph 96 of the NPPF explains that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

An open space feature has been created out of the existing pond and protected trees on the western boundary and was seen as an excellent opportunity to provide an area of interest within the site.



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 future development to the south and west.

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 30% 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 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.

6. Well defined streets and places

The buildings clearly define and enclose the streets in manner that is in keeping with the local street layouts.

7. Clear street legibility

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

8. Streets for all

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

9. Car parking

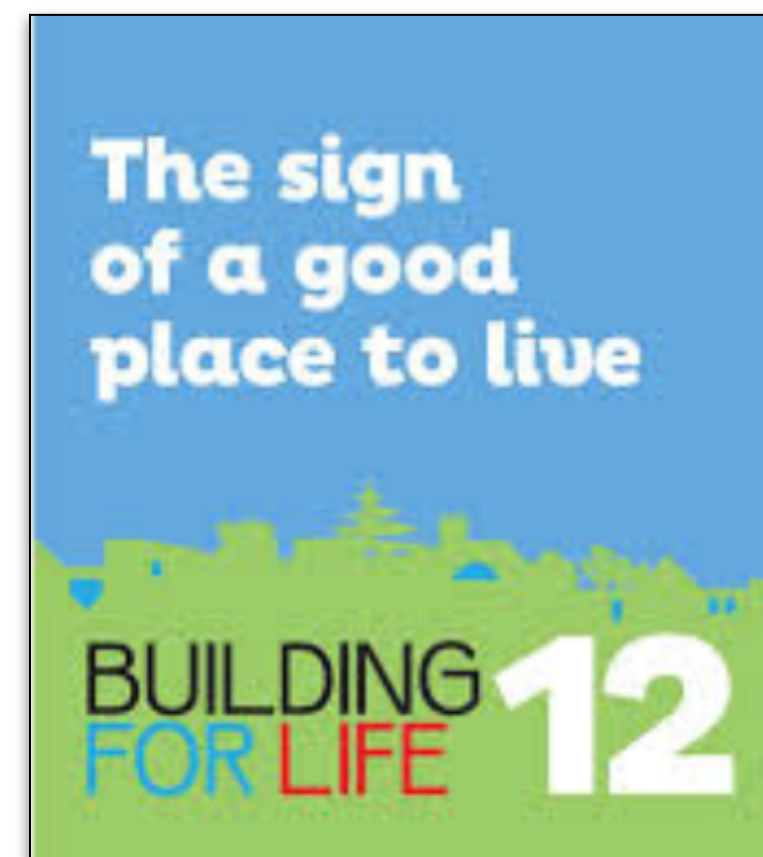
A policy compliant quantum of allocated and visitor parking for each plot has been provided and well integrated into the scheme in light of the constraints.

10. 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.

11. External storage and amenity space

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



This document has shown the 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 being in keeping with the surrounding built form to the west and the north.

It is considered the proposal accords with the design objectives set out on the preceding pages, integrating into the surrounding development and offering a variety of properties.

Noise mitigation measures have been included within the scheme, both in terms of the construction method of the dwellings, their position within the site and the height and type of boundary treatments proposed. These ensure that the prospective occupiers of the new dwellings will have an appropriate level of residential amenity, taking into account the relationship of the site and surrounding properties to the A27.

Car parking for both residents and visitors is to be provided at a level that meets the Council's adopted standards and, as such, ensures that there would be no adverse impact upon the local road network.

The development includes well articulated layout and variation in house design to provide visual interest within the streetscene.

The simple palette of materials and roof form incorporate the layout to the dwellings in the surrounding area.

Importantly, the green character and significant trees 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 edge of settlement 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.

