

4.0 Proposals

4.3 Layout

Tenure

The proposed development will provide 53 affordable dwellings (30%) and 122 private dwellings (70%). The tenure distribution is shown on the plan opposite.

These affordable homes will be clustered in groups of no more than 10 dwellings and integrated seamlessly within the development. An example being the lodge building shown below which is located adjacent to the green space in front of East Leigh house on the northern boundary.

4.4 Scale

The scale of the proposed dwellings is in keeping with adjacent large two storey properties and with the approved outline planning layout. The proposed houses will be two storeys high (under 9m in height) with associated single storey garages. The two blocks of apartments are two-and-a-half storey (under 10.5m high) as shown on the elevation of block B shown below.



Plots 15-16 - Affordable dwellings designed as a lodge building adjacent to East Leigh house



Apartment block B - Plots 21-29



Proposed tenure distribution plan

4.0 Proposals

4.5 Access

A Transport Assessment produced by C & A Consulting Engineers Ltd. submitted as part of the Outline Planning application provides detailed information on the access and transport proposals for the site.

Movement strategy

The access arrangements, highways design, parking and refuse strategies have been fully scrutinised to be in accordance with Havant Borough Council requirements and are in accordance with the approved Outline planning application documents.

One new vehicular access point is proposed onto Bartons Road and has been approved as part of the Outline planning application.

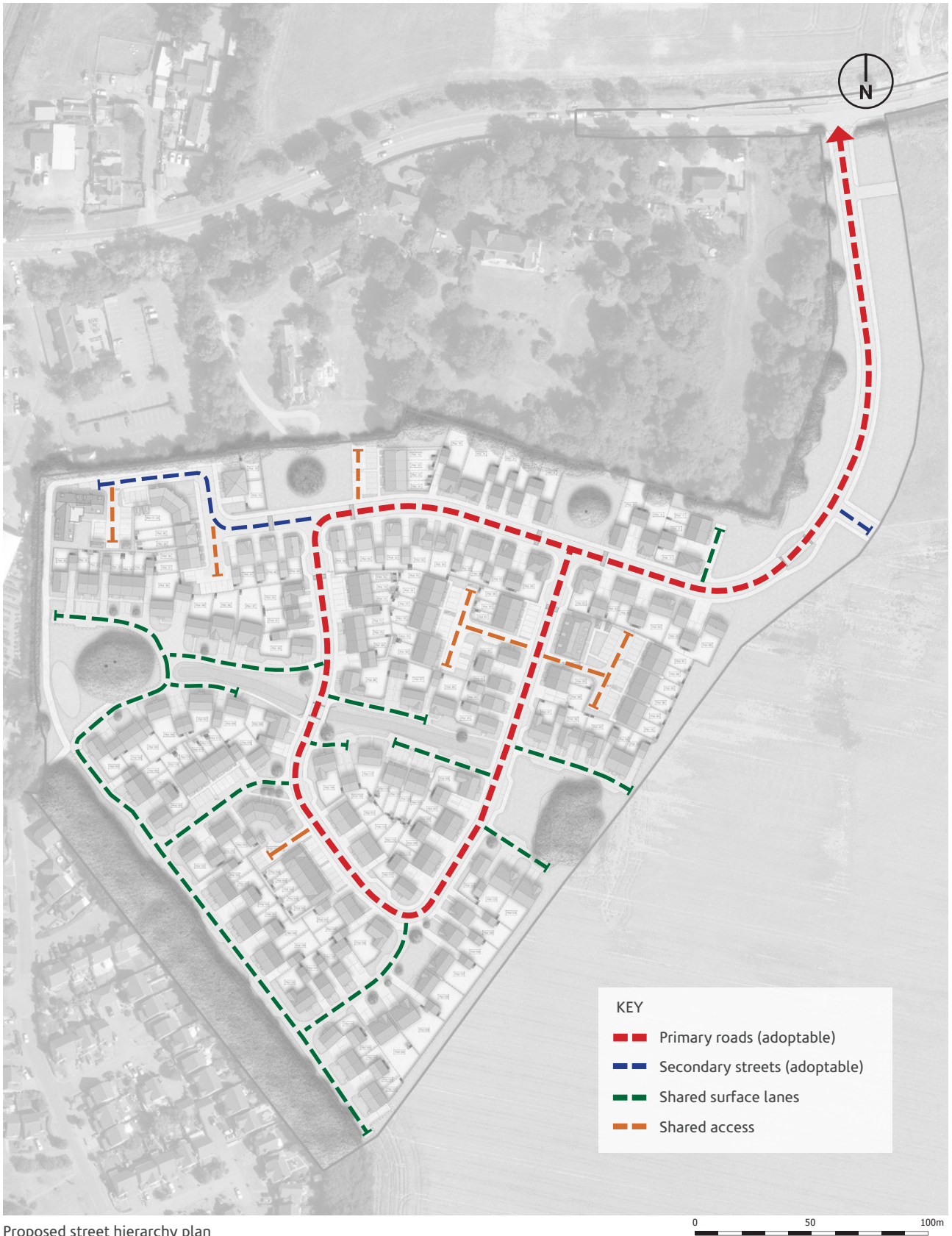
A future link access is proposed onto the Wyevale Garden Centre land and positioned in the north-west corner of the site. A future road link is proposed to the open land to the east for any future development of this land.

The main estate road entrance and future links to adjacent land to the west, east and garden centre are to be offered for adoption by the local highway authority. The remainder of the roads on site are designed to an adoptable standard but future maintenance and management will reside with a Management Company as shown on the plan (right)

The proposed layout has been designed to provide a coherent street pattern which is connected to the wider area. A range of different street types has been designed to respond to the criteria set out in the approved outline planning application, from wider traditional streets with demarcated carriageway and footways, to shared surface streets and courtyards. The demarcation between private and public realm has been clearly defined.



Location of approved vehicular access from Bartons Road



Proposed street hierarchy plan

4.0 Proposals

4.5 Access

Pedestrian and cyclist movement network

A network of footpath / cycleways is provided within the green space in addition to the shared surface lanes and traffic calmed streets to provide a permeable, well connected and safe environment for pedestrians and cyclists of all ages.

Pedestrian and cyclist access to the site will be available from the north of the site off Bartons Road via an existing footpath link and via the main access road and on the western boundary via Japonica Way.

Internal pedestrian movement will either be on segregated footpaths or on shared surface lanes, all as indicated on the diagram. Cyclists will either be on traffic calmed carriageways or shared surface lanes.



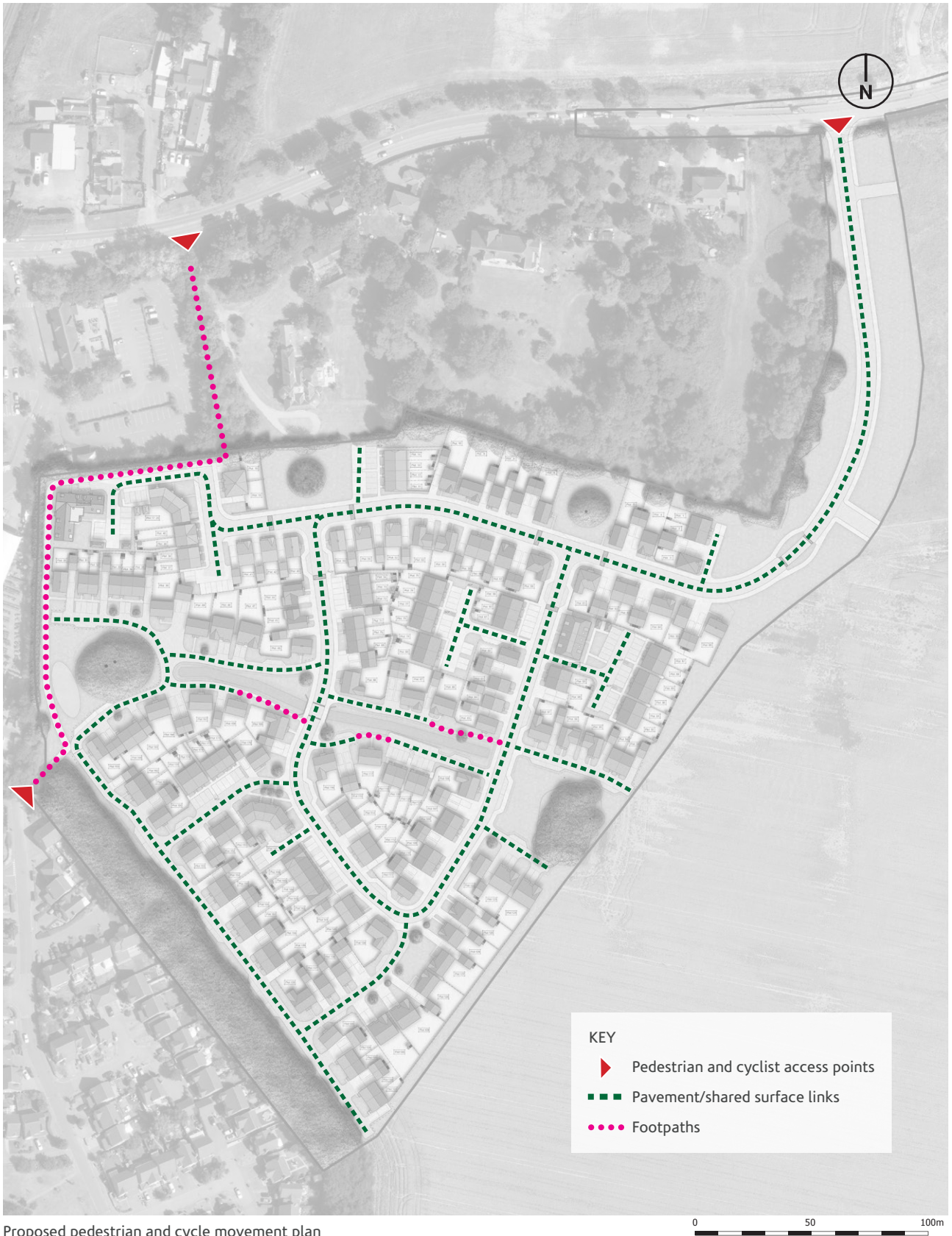
Access to existing footpath link from Japonica Way



Access to existing footpath link from Bartons Road



Existing footpath link between Bartons Road and Japonica Way to be retained and upgraded to a hard-surfaced, 3 metre wide footpath



Proposed pedestrian and cycle movement plan

4.0 Proposals

4.5 Access

Car parking

Parking is to be provided in accordance with Havant Borough Council's Car Parking Standards for new developments. Guidelines for residential parking provisions are summarised in the table below. The proposed layout provides 367 allocated parking spaces including garages and 35 (20%) unallocated visitor parking spaces making a total of 402 car parking spaces.

Car parking is provided within the development at a ratio of:

• 1 bedroom flat	1 space
• 2 bedroom flat/maisonette	1 space
• 2 bedroom house	2 spaces
• 3 bedroom house	2 spaces
• 4 bedroom house	3 spaces

Vehicular access will be provided to Helmsley House on adjoining land to the site as part of the proposals

Cycle parking

The location of the site will allow people to use methods of transport other than the car. To assist this choice, cycle parking is provided in secure covered garden sheds for all dwellings without garages and in secure private garages for private tenure dwellings.

Cycle spaces are provided within the development at a ratio of:

- 1 spaces / one-bedroom unit.
- 2 spaces / two-bedroom unit.
- 2 spaces / three-bedroom unit.
- 2 spaces / four-bedroom unit.
- +20% short term visitor spaces.





Proposed parking distribution plan

4.0 Proposals

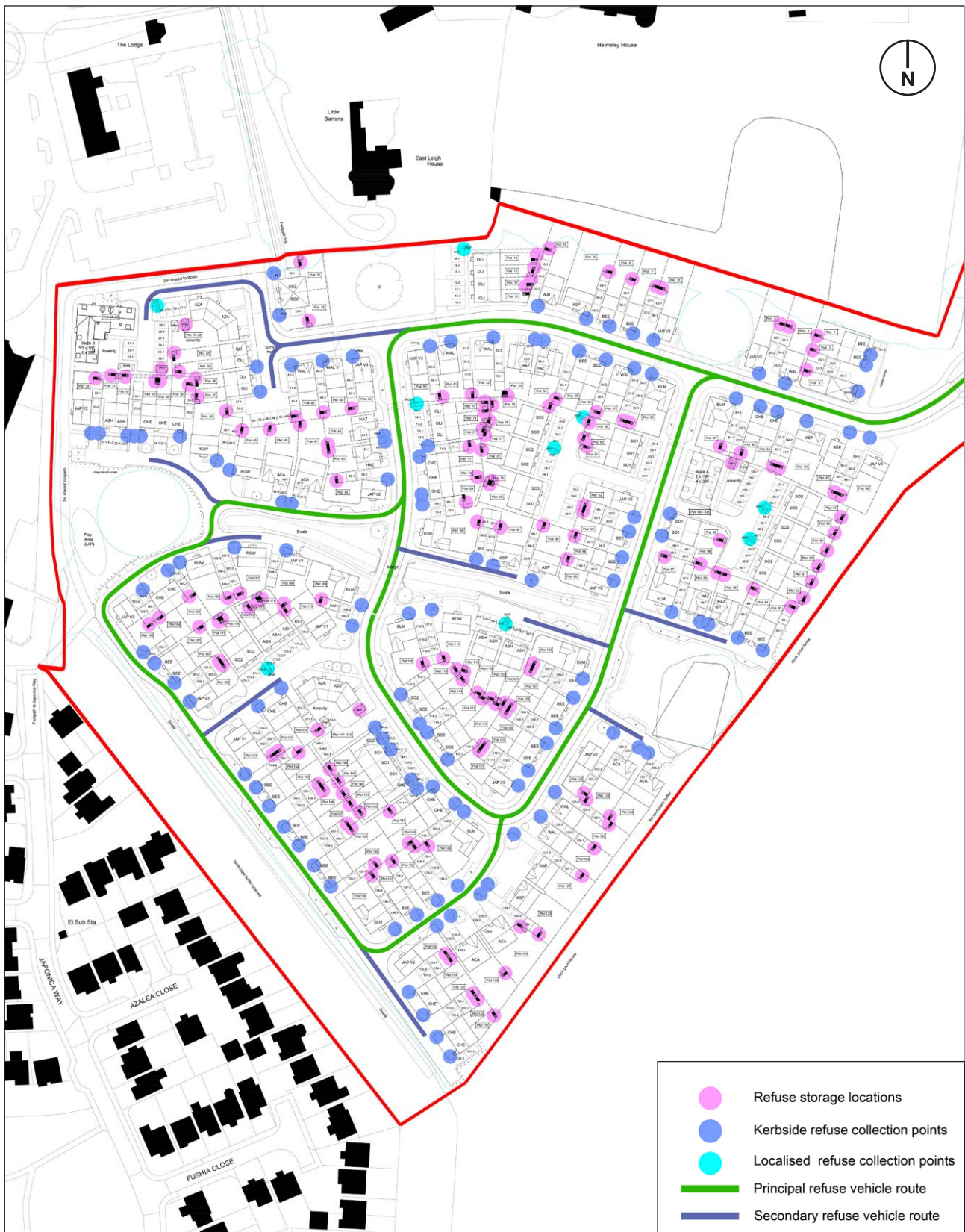
4.5 Access

Servicing and refuse collection

Separate swept path analysis is to be submitted which confirms that the proposals will provide access for emergency services and refuse collection vehicles. Turning areas are appropriate to enable these vehicles to access and egress the site in forward gear and to ensure compliance with the refuse carry and collection distances.

Refuse and recycling will be collected from a private collection point (sufficient for 2no. 240 litre wheeled bins), adjacent to the gates of each dwelling. Bin stores will be provided in gardens with rear access and within garages for all other properties.





Proposed refuse collection strategy plan

4.0 Proposals

4.6 Appearance

Character Areas

The proposed scheme has been divided broadly into three character areas responding to the important features of this site: The heritage area around East Leigh House listed building, the tree copses on the east and west boundaries, and the suburban areas of streets and drives.

- *Heritage Character Area*

The setting and vista south of Leigh House has been carefully considered. An area of public open space is proposed beyond the existing mature hedge boundary; this area is proposed with a statement tree and meadow planting, providing a visual focus.

- *Green Lane Character Area*

The two areas of tree copse and pond lead to create a soft landscaped strip running east to west midway through the site; a natural area for swales and affording easy pedestrian and cycle routes across the site which can permeate and link to all parts of the scheme and onwards to any future development of the land to the east.

- *Streets and Drives Character Area*

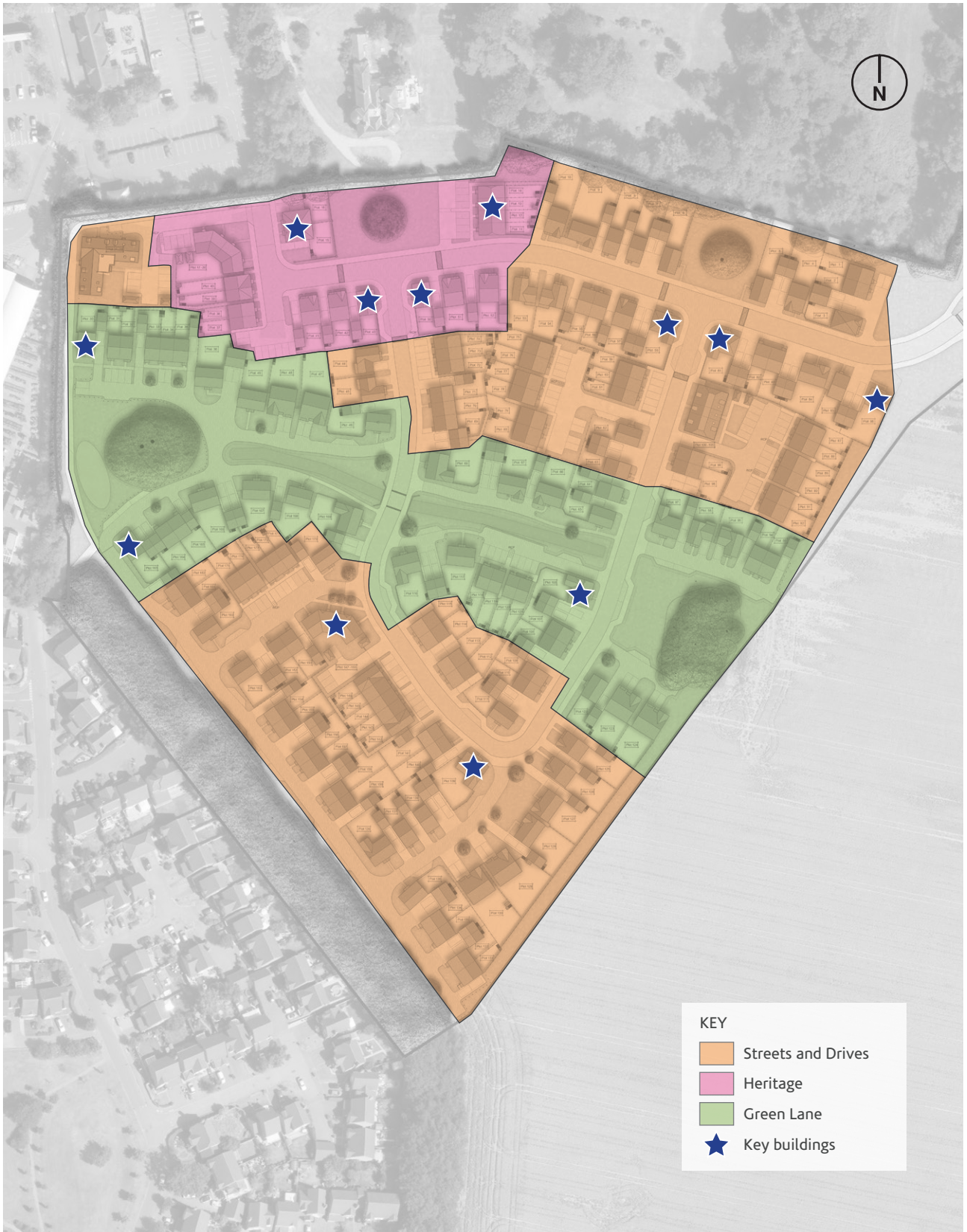
The frontages of the suburban blocks have a hierarchy of architectural detail features and materials depending on the importance of the street, public space, prominence and the size of the building itself.

Public open spaces, focal points, key vistas and prominent corners around the site have highlighted design treatments to enhance the quality of the development.

Active frontages have been considered to provide natural surveillance of public areas including the important cycle path link around the north-east corner of the site.



Heritage character area has been carefully considered to protect and enhance the setting of East Leigh House



Proposed character areas plan



4.0 Proposals

4.6 Appearance

Appearance is the aspect of a place or building that determines the visual impression it makes, including the external built form of the development, its architecture, materials, decoration, colour and texture.

A traditional design approach is proposed, using local and established materials, with references to the local vernacular. The use of different materials on the facades will help to break up the built form and reduce impact and scale. The varied heights and rooflines will also create more interest to the elevations.

The elevational treatments reflect a mix of brick with brick cill, header, plinths, bands, bond patterns and dentil detail features; traditional roughcast render; timber cladding; tiled roofs and matching tile hanging; gablets; porches; oriel and bay windows



Proposed street scene on A-A



Proposed street scene on B-B



Proposed street scene on C-C



Proposed street scene on D-D



Plot 6
HT JAP v2

Plot 5
HT JAP v2

Plot 4
HT WAL

Plot 3
HT WAL



Plot 83
HT CHE

Plot 82
HT CHE

Plot 81
HT ELM

Plot 58
HT ELM

Plot 57
HT WAL

Plot 5
HT BE



Plot 143
HT SO1

Plot 144
HT SO1

Plot 145
HT SO1

Plot 146
HT SO2

Plots 147-150
HT AZA

Plot 170
HT JAP v1

Plot 169
HT ELM

bridge feature
across swales



Plot 61
HT SO1

Plot 60
HT SO1

Plot 59
HT SO1

Plot 58
HT ELM

Plot 6
HT JAP v2

statement tree (POS)

4.0 Proposals

4.6 Appearance



Proposed street scene on E-E



Proposed street scene on F-F



Proposed street scene on G-G



Proposed street scene on H-H

