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Land at Forty Acre Farm, Havant Road, Havant

Design and Access Statement

incorporating Building for Life Assessment

Revision A, May 2018

Revision	Date	Revision Notes	Prepared by	Authorised by
*	2018-04-27		RA	KD/SR
A	2018-05-01	Updated in line with revised drawings PL05A, PL07A, PL08A and PL14A	RA	KD

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Contents

Section 1: Introduction

1.1 Introduction 6

Section 2: The Site

2.1 Site Location 8
2.2 Site Description 9
2.3 Visual Context 10
2.4 Historic Context 12
2.5 Architectural Context 14
2.6 Local Facilities and Public Transport 17
2.7 Constraints and Opportunities 18

Section 3: Design Proposals

3.1 Development of the Design Concept 20
3.2 Layout 22
3.3 Accommodation 23
3.4 Affordable Homes 24
3.5 Spatial Syntax 25
3.6 Scale 26
3.7 Care Home 30
3.8 Landscaping 36
3.9 Appearance 38

Section 4: Access Proposals

4.1 Connections with Existing Networks 52
4.2 Movement and Street Hierarchy 53
4.3 Parking 54

Section 5: Building for Life Assessment

Integrating into the Neighbourhood 56
Creating a Place 59
Street and Home 61

Section 1
Introduction

1.1 Introduction

This Design and Access Statement has been prepared by IDPartnership on behalf of Barratt David Wilson Homes Southampton to accompany a detailed planning submission for a residential development on land at Forty Acre Farm, Havant Road, Havant.

Proposals

This proposed development involves the erection of 320 new homes (including a 30% provision of affordable homes), 66-bed care home, allotments, habitat mitigation zone, provision of public open space and associated infrastructure.

The development will provide a variety of dwellings ranging from 1 to 4 bedrooms in size. The majority of the development will consist of 2 storey houses, with some 2.5 storey houses and a number of 3 storey apartment buildings placed strategically within the core of the scheme.

Project Team

The project team includes:

- **Developer:** Barratt David Wilson Homes Southampton
- **Architect:** IDPartnership
- **Landscape Architect:** Fabrik
- **Ecological Consultant:** WYG
- **Transport/Highways Consultant:** Paul Basham Associates
- **Geotechnical and Environmental Engineers:** Wilson Bailey Partnership



Visualisation showing design intent

Section 2
The Site

2.1 Site Location

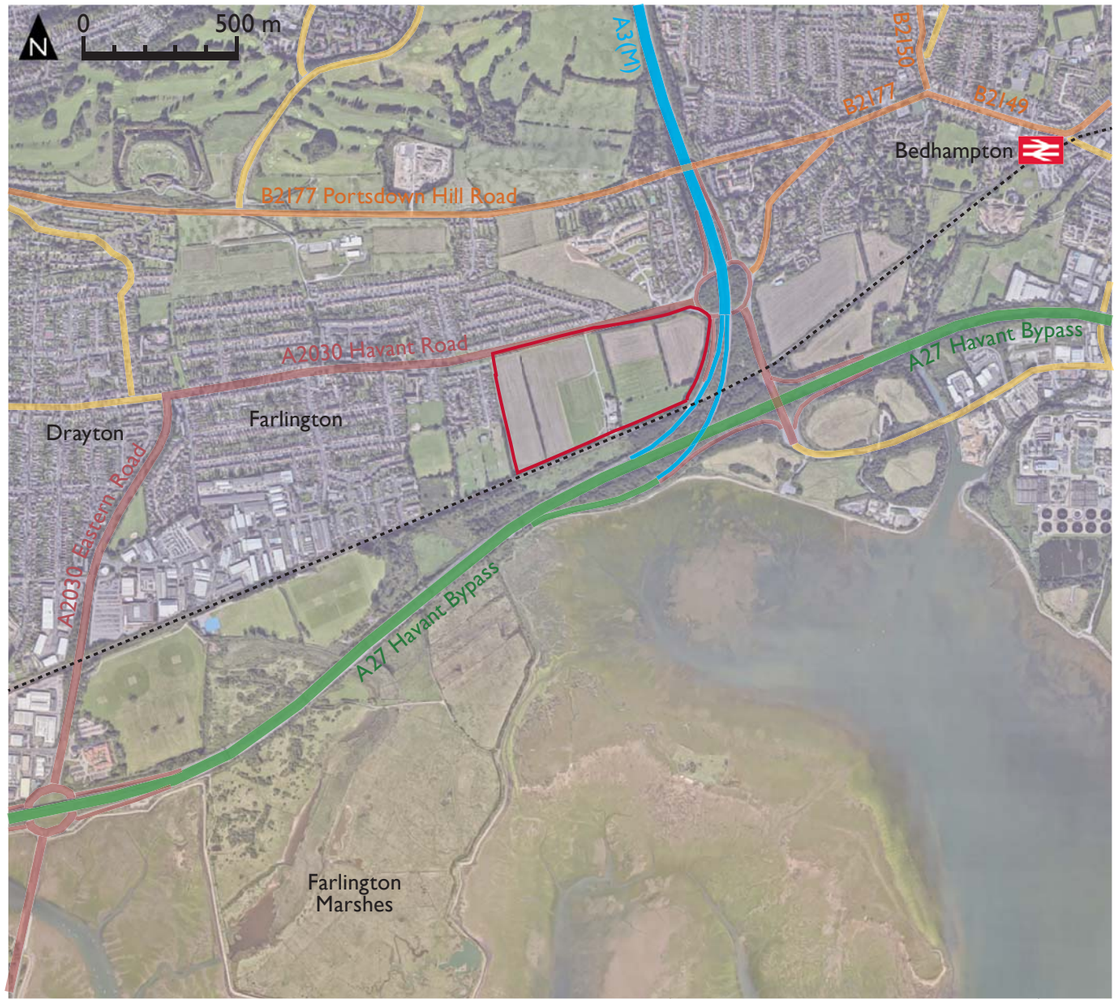
The site is situated to the east of the Portsmouth suburb of Farlington, and to the east of the Havant suburb of Bedhampton. The site sits 7.5 km north east from the city centre of Portsmouth, and 2.5 km west from the town centre of Havant.



Map showing location of the site relative to Poole and Bournemouth

Key:

- Site location
- Motorway
- Primary A road
- Non-primary A road
- B road
- Railway line
- Railway station



Map showing location of the site relative to adjacent suburbs and settlements

Key:

- Site boundary
- Motorway
- Primary A road
- Non-primary A road
- B road
- Other main road
- Railway line
- Railway station

2.2 Site Description

Site Description

The site is an approximate rectangle shape covering 22.90 hectares. It comprises a number of agricultural fields divided by mature tree lines. The existing farm buildings, known as Forty Acre Farm, which sit adjacent to the site's southern boundary, are the only existing buildings within the site.

There is a level change of approximately 2 metres from Havant Road (A2030) down to the northern site boundary. The site itself has a gentle gradient which falls from north to south by approximately 6 metres over a distance of approximately 350 metres.

Site Boundaries

The site is bounded to the north by Havant Road (A2030). There is vegetation along some parts of this boundary, screening the road from the site.

To the east, the site is bounded by vegetation screening the site from the slip road and A3(M) motorway beyond.

The site is bounded to the south by vegetation alongside the adjacent railway line.

To the west the site is bounded by the rear gardens of residential properties on Westways, and by a line of vegetation.



Map showing location of the site relative to adjacent suburbs and settlements

Key:

Site boundary

Railway line

Bus stop (showing direction of travel)

2.3 Visual Context

Site Photographs

The key plan adjacent indicates the locations of the site photographs/panoramas which follow.

Views

The site has a gentle slope from north to south, with Havant Road sitting approximately 2 metres higher than the site. Therefore the site can be overlooked from Havant Road, and the coast to the south can be glimpsed through the vegetation alongside the A27 (Images 5-8 and 10).

The land to the north of Havant Road rises more steeply, towards a ridge north of Portsdown Hill Road (B2177). From here, the site is overlooked amongst long distance views over Portsmouth, Langstone Harbour and Hayling Island (Image 15).



Map showing location of the site relative to adjacent suburbs and settlements

Key:

Site boundary

Railway line

Location of photograph



View north over the site from Havant Bypass (A27)



View west along Auriol Drive and Havant Road from the junction between Auriol Drive and Fortunes Way



View east along Havant Road, with Auriol Drive visible on the left, and the site on the right



View into the site from Westways



View north-west over the site from Havant Bypass (A27) with the railway and Forty Acre Farm visible in the middleground.



View south-west over the site from Bedhampton Roundabout (known locally as the Rusty Cutter Roundabout)



View east along Havant Road (A2030)



View of the existing vehicular entrance to Forty Acre Farm from Havant Road



Panoramic view south over the site from Auriol Drive, with Havant Road in the foreground



View south-east from Auriol Drive, looking at Havant Road and the site's north-western corner



View south over the site from Havant Road, near the site's north-western corner



View south-east from Auriol Drive, looking towards Havant Road and Westways



View of the site's north-western corner from Westways



View south overlooking the site from Auriol Drive



View south from Portsdown Hill Road (B2177), overlooking the site and Langstone Harbour beyond

2.4 Historic Context

Summary

The settlements of Drayton, Farlington and Bedhampton appear on early maps of the area, linked by what is now known as Havant Road.

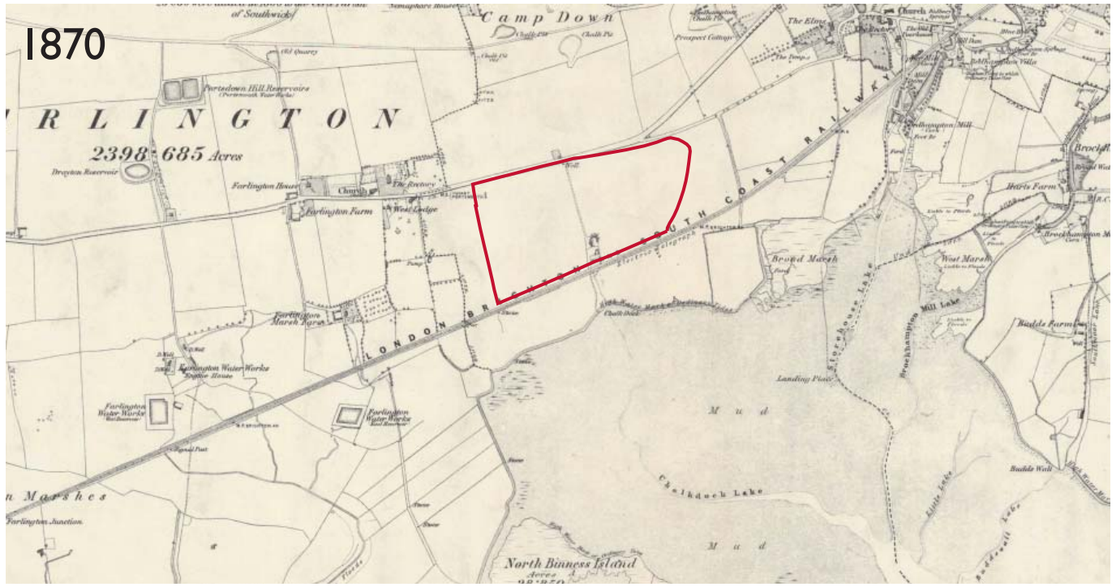
Forty Acre Farm appears to date back to at least the late eighteenth century.

The railway line south of the site, connecting Havant and Portsmouth, opened in 1847 as part of the London, Brighton and South Coast Railway. The railway line now separates the site from the marshes and harbour further south. A station was opened at Farlington in 1891, initially to serve Farlington Race Course. This station closed permanently in 1937. A railway station at Bedhampton opened on the line in 1906, and is still operational.

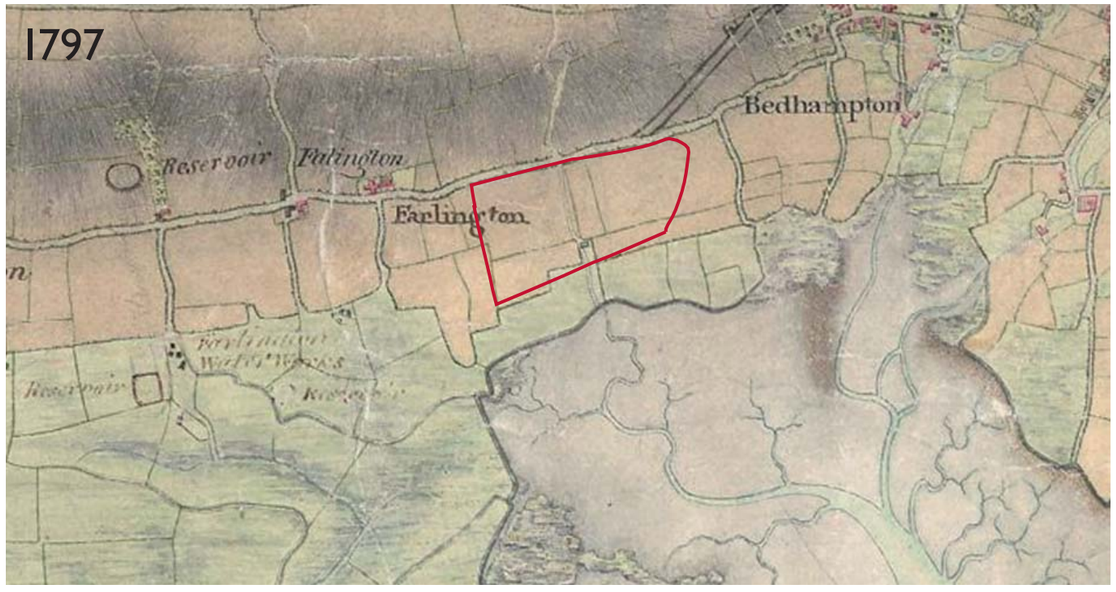
The early twentieth century saw the villages of Bedhampton and Farlington expand significantly. Consequently, Farlington is now considered to be a suburb of Portsmouth, and Bedhampton is now a suburb of Havant.

Havant Road was bypassed by the A27 Havant Bypass, which was constructed south of the railway line during the mid to late 1960s. During the 1970s the bypass was improved and connected to the A3(M) motorway, east of the site, which was completed in 1979.

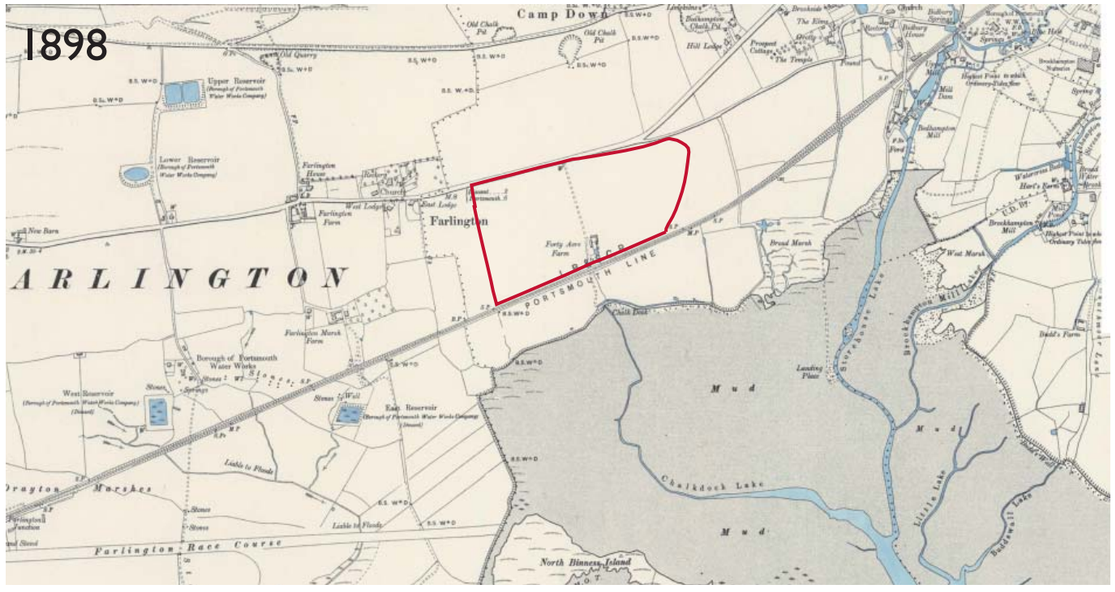
1870



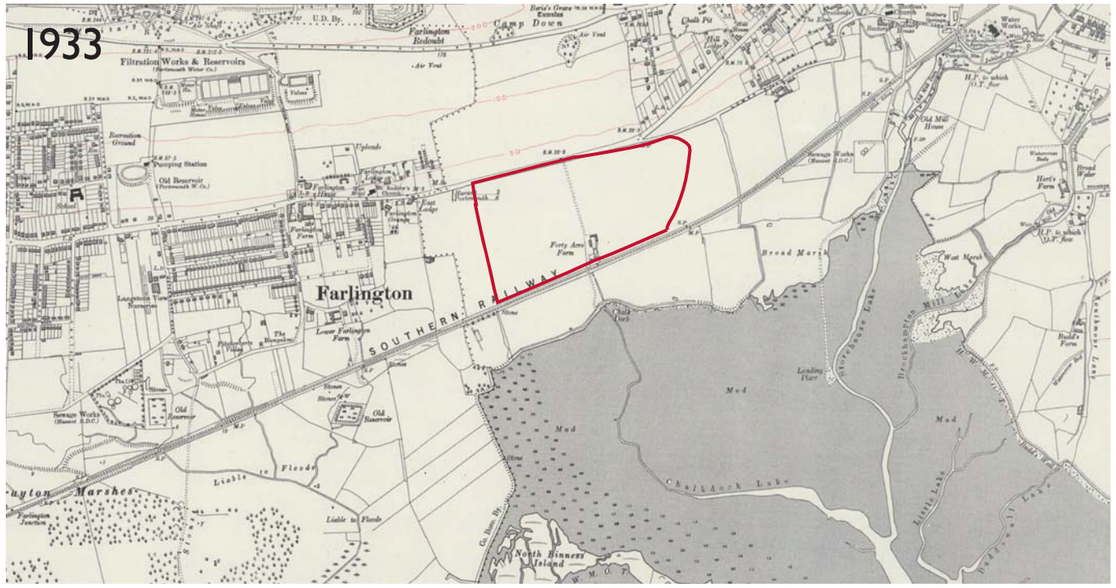
1797

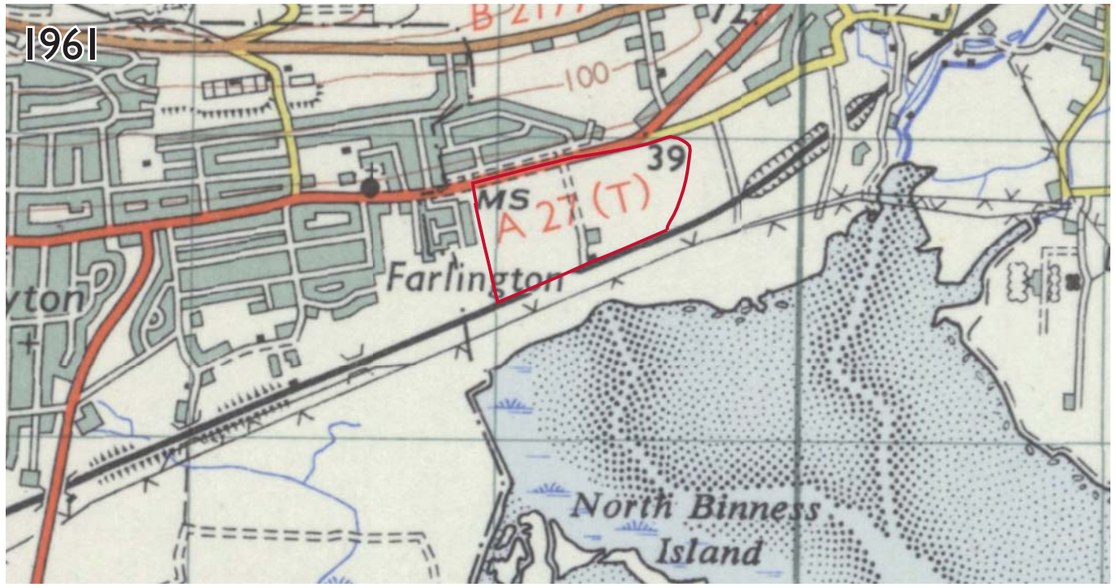


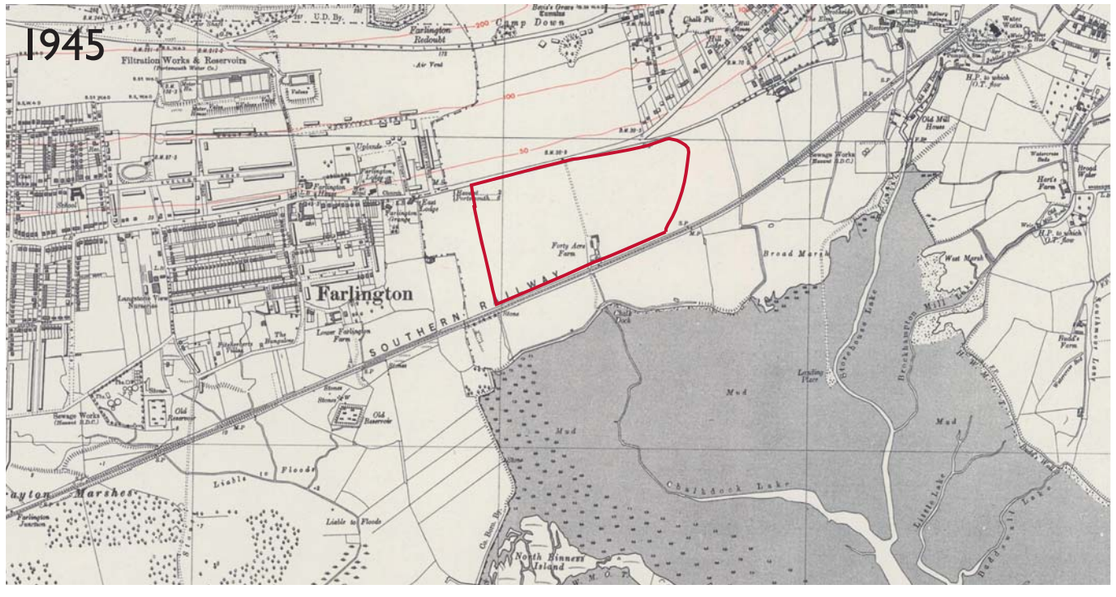
1898

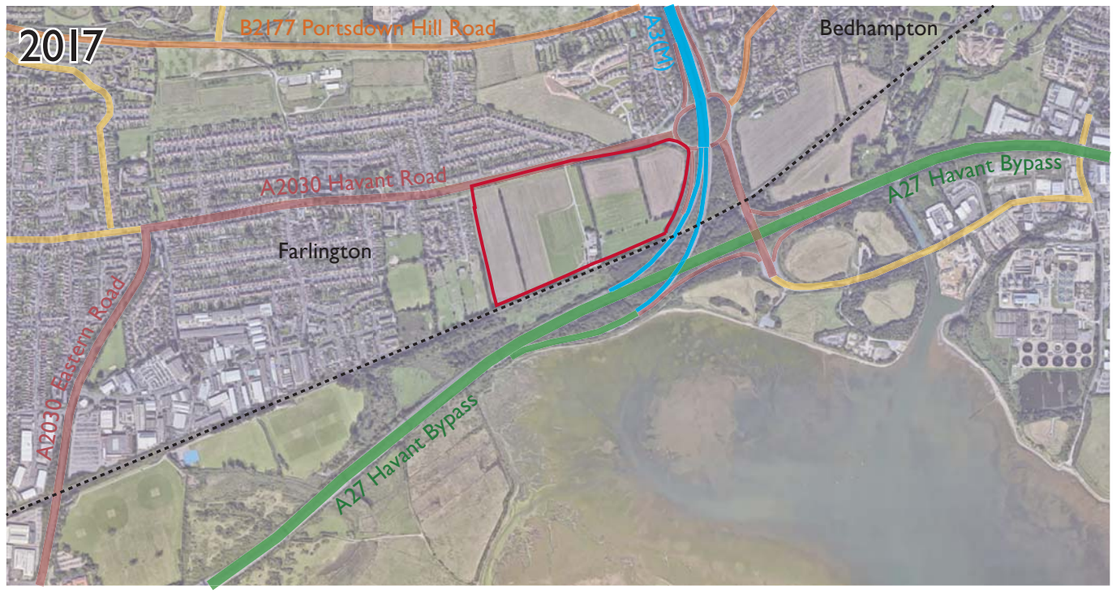


All maps: 0 500 m









2.5 Architectural Context

Historic Buildings

Farlington contains a concentration of Grade II listed structures, such as St Andrew's Church (Image 16), the Old Rectory (Image 17), as well as a number of monuments and a milestone. Similarly, Bedhampton contains a concentration of Grade II listed structures, including St Thomas' Church (Image 40), another Old Rectory (Image 39), and a number of houses. The majority of these listed structures date from the eighteenth and nineteenth centuries, with the exception of St Thomas' Church which dates from the twelfth century.

North of the site, on Portsdown Hill Road (B2177), are two additional Grade II listed structures. One of which is Belmont Castle, a large house dating from the early nineteenth century, built in the style of Tudor castle (Image 32). The other, known as 'Sunspan' is a house, dating from 1936, built in the International Modernist style (Image 30).

Local Vernacular

Urban Form

The majority of the development in the vicinity consists of suburban housing developed throughout the twentieth century. Many of these houses, such as those on Fortunes Way (Image 29), are semi-detached two-storey houses. However, the series of houses which overlook the site on Auriol Drive are detached (Image 28). There are also a number of three-storey apartment blocks in the area to the west of the site (Images 20 and 24).

Materiality

A variety of materials and details are present in the adjacent houses. The majority are elevated in brown or red brick, either in combination with white/cream render or terracotta tile hanging. Roof tiles are predominantly terracotta or brown in colour, with some grey roofs.

Details

The use of an arched entrance doorway can be seen on properties at Rectory Avenue (Image 23), Havant Road (Image 25) and Auriol Drive (Image 28). The houses overlooking the site on Auriol Drive also feature round bays, topped with projecting gables or projecting hipped roofs.



Map showing location of the site relative to adjacent suburbs and settlements



St Andrew's Church, Havant Road, Farlington (Grade II listed, dates from 1872-75)



Old Rectory, Havant Road, Farlington (Grade II listed, dates from circa 1825)



Semi-detached housing with sawtooth roofs on Acorn Close, Farlington (dating from circa 1970)



Detached and semi-detached houses on St Andrew's Road, Farlington (dating from circa 1930)



Three-storey apartment block on East Park Lodge, Farlington (dating from circa 1970)



Semi-detached housing on East Park Lodge, Farlington (dating from circa 1980)



Terraced housing on East Park Lodge, Farlington (dating from circa 1985-90)



Semi-detached houses on Rectory Avenue, Farlington (dating from circa 1930s)



Three-storey apartment block on Havant Road, with Grade II listed milestone (dating from 18th century) in foreground



Series of detached houses with distinctive gables on Havant Road, Farlington (dating from circa 1930s)



Houses on Westways, adjacent to the site's north-western corner (dating from circa 1950s)



Semi-detached housing on Almond Close, Farlington (dating from circa 1945-50)



Series of detached houses on Auriol Drive (dating from circa 1945-50)



Semi-detached houses, elevated with tile hanging, on Fortunes Way (built during the 1950s). Housing on Penk Ridge follows the same style.



Grade II listed house known as 'Sunspan' on Portsdown Hill Road. Built in 1936. International Modern in style. Elevated in white painted rendered brick.



Large detached houses, elevated in white painted brick, on Portsdown Hill Road.



Grade II listed Belmont Castle on Portsdown Hill Road. Built in the early 19th century as a large house in the form of a Tudor castle. Currently a retirement home.



Semi-detached houses on Spinnaker View, Bedhampton (dating from circa 1980s)



Recently constructed housing estate known as 'One Eight Zero', situated north-east of the site, off Havant Road.



Detached housing of varying styles on Bedhampton Hill, west of Glee Park Avenue.



Terraced housing on Lower Road, Bedhampton (dating from circa 1900)



Semi-detached houses with distinctive roof forms on Lower Road, Bedhampton (dating from circa 1950)



Grade II listed house known as 'Spring Lawn' on Brookside Road, Bedhampton. Dates from early 19th century.



Old Rectory, Bidbury Lane, Bedhampton (Grade II listed, dates from late 18th century)



Church of St Thomas, Bidbury Lane, Bedhampton (Grade II listed, dates from 12th century with various alterations made later)

2.6 Local Facilities and Public Transport

Walking distances given below are taken from the existing entrance to the site on Havant Road (A2030).

Retail and Health Facilities

The nearest supermarket and post office are at Farlington, at a walking distance of 950 metes west from the site. Further retail facilities, as well as dentists and a GP practice can be found at Drayton, at a walking distance of 2 kilometres west from the site. At a 2 kilometre walk south-west from the site, there is a pharmacy and large supermarket off Eastern Road (A2030).

A wider range of retail facilities can be found at Havant Town Centre, situated 2.5 kilometres east from the site.

Educational Facilities

The nearest primary school facilities are Solent Infant School and Solent Junior School. Both are located west of the site, between Drayton and Farlington. Solent Infant School is a 1.5 kilometre walk from the site, and Solent Junior School is a 1.75 kilometre walk from the site.

The nearest secondary school, Solent Junior School, is located within Drayton and is a 2.4 km walk from the site.

Buses

There are two pairs of bus stops adjacent to the site's northern boundary on Havant Road (A2030). The easternmost pair of stops are at walking distances of 160 and 190 metres from the existing entrance to the site. The westernmost pair of stops are at walking distances of 330 and 430 metres from the existing entrance to the site.

The services which serve these stops are summarised in the table below:

Service	Westbound destination	Eastbound destination	Frequency		
			Mon-Fri	Sat	Sun
21	Portsmouth Harbour via Portsmouth and Farlington	Havant via West Leigh, and Leigh Park and Bedhampton	10 mins	10 mins	20 mins
23	Southsea via Portsmouth Harbour, Portsmouth, Cosham and Farlington	Warren Park via Leigh Park, Havant and Bedhampton	10 mins	10 mins	20 mins

Rail

The nearest railway station to the site is at Bedhampton, 1.7 kilometres west of the site. The station can be accessed via bus service 23.



Key:

- Site boundary
- Motorway
- Primary A road
- Non-primary A road
- B road
- Minor road
- Railway station
- Railway line
- Bus stops
- Bus station
- Post Office
- Convenience store
- Supermarket
- Retail Area
- College
- Secondary school
- Primary School
- Junior School
- Infant School
- Special Needs School
- Library
- GP Surgery
- Dentist
- Pharmacy

2.7 Constraints and Opportunities

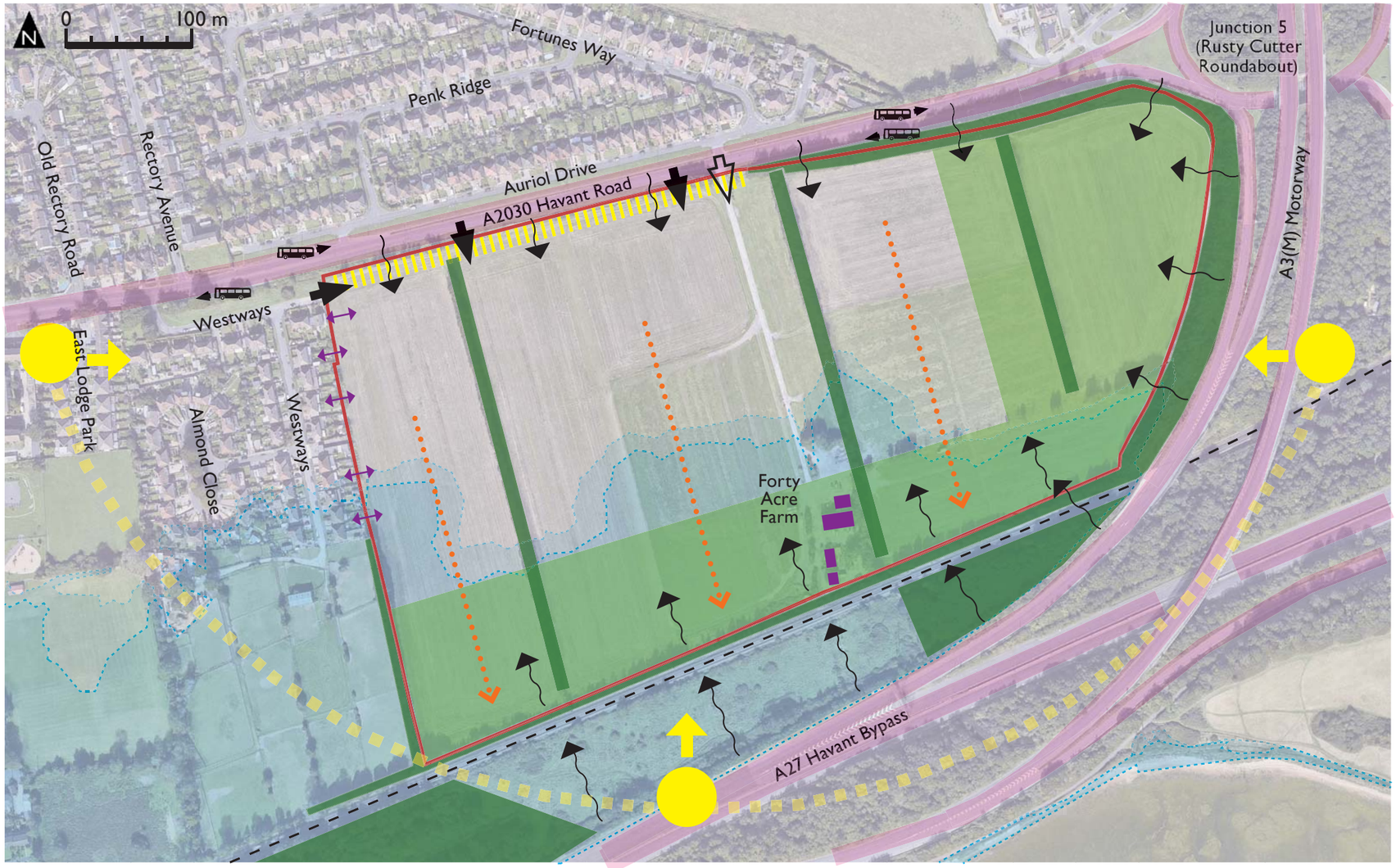
The following text summarises the site constraints and opportunities that relate to the development, and these are illustrated on the adjacent diagram. These constraints and opportunities have been used to inform the form and design of the scheme.

Constraints:

- Potential noise issues from railway to the south of the site, and roads to the south, east and north of the site.
- Potential privacy/overlooking issues with existing residential properties on Westways.
- Level difference from Havant Road (A2030) onto the site.
- The existing mature tree lines are protected by a group Tree Protection Order (TPO).
- An area along the south of the site is within Flood Zone 3.

Opportunities:

- Existing tree lines can be incorporated into landscaping proposals and help shape the geometry of the urban form.
- Relatively flat site
- Gentle gradient falling to south provides opportunity for views over the coast.
- Proximity to existing bus stops with frequent bus services.
- Potential for large landscaped areas.
- Potential for new vehicular entrances onto the site from Havant Road (A2030) and from Westways.



Constraints and Opportunities Diagram (Diagrammatic only)

Key:

- Site boundary
- Main roads
- Bus stop (showing direction of travel)
- Railway line
- Potential traffic/railway noise
- Existing vehicular access into the site
- Potential new vehicular access into the site
- Existing buildings within the site
- Potential privacy issues
- Gradient provides views to south
- Level difference
- Existing vegetation within or adjacent to the site
- Area of landscaping opportunity
- Sun path
- Area within Flood Zone 3
- Area within Flood Zone 2

Section 3
Design Proposals

3.1 Development of the Design Concept

The following diagrams show how the design proposals have developed from feasibility stage to the concept proposals featured within the pre-application submission. The final proposed layout is shown on page 22.



Concept Site Layout Plan (December 2015)



Concept Site Layout Plan (February 2017)



Concept Site Layout Plan (June 2017)



Concept Site Layout Plan in for pre-application submission (November 2017)

3.2 Layout

The proposed layout for the development is shown below.



Coloured version of Proposed Site Layout Plan

3.3 Accommodation

This proposed development comprises 320 dwellings (including a 30% provision of affordable homes), a 66-bed care home, provision of public open space and associated infrastructure. As shown by the accommodation schedule adjacent, the development will provide a variety of dwellings ranging from 1 to 4 bedrooms in size. The majority of the development consists of 2 storey houses, with some 2.5 storey houses and a number of 3 storey apartment buildings placed strategically throughout the scheme.

BDW SOUTHAMPTON						ha	acres		
			GROSS SITE AREA			23.05	56.96		
			NETT SITE AREA			7.79	19.25		30-Apr-2018
HOUSE TYPE	BEDROOM	CONFIG	STOREYS	NO	MIX	SQ FT	SQ M	TOTAL SQ FT	TOTAL SQ M
BARRATT									
AMBERSHAM	2	Apartment	3	6	1.9	584	54.3	3504	325.56
MALDON	2	Apartment	3	6	1.9	676	62.8	4056	376.80
ROSEBERRY	2	Terr/semi	2	25	7.8	679	63.1	16975	1577.50
WASHINGTON	2	Terr/semi	2	24	7.5	615	57.1	14760	1370.40
ALVERTON V1	2	Apartment	2	2	0.6	687	63.8	1374	127.60
MAIDSTONE	3	Terr/semi	2	28	8.8	830	77.1	23240	2158.80
MORESBY	3	Terr/semi	2	23	7.2	855	79.4	19665	1826.20
KINGSVILLE	3	Terr/semi	2.5	19	5.9	1073	99.6	20387	1892.40
DWH									
WILFORD P204-EC7/IC7	2	Terr/semi	2	4	1.3	620	57.6	2480	230.40
HADLEY P341-E-7/P341--D7	3	Semi/Detached	2	21	6.6	1001	93.0	21021	1953.00
HADLEY P341-WD7	3	Detached	2	6	1.9	1001	93.0	6006	558.00
ARCHFORD P382-E-7	3	Semi	2	24	7.5	832	77.3	19968	1855.20
KENNETT T310-E-7	3	Semi	2.5	8	2.5	1089	101.2	8712	809.68
BAYSWATER H406---7	4	Detached	2.5	5	1.6	1342	124.7	6710	623.50
EXETER H418---7	4	Detached	2	10	3.1	1484	137.9	14840	1379.00
CORNELL H433---7	4	Detached	2	9	2.8	1374	127.7	12366	1148.85
HOLDEN H469--X7	4	Detached	2	4	1.3	1536	142.7	6144	570.80
BARRATT AFFORDABLE									
TYPE 9B - FLAT 1	1	Apartment	3	6	1.9	451	41.9	2706	251.40
TYPE 9B - FLAT 2	1	Apartment	3	6	1.9	451	41.9	2706	251.40
TYPE 9B - FLAT 3	2	Apartment	3	6	1.9	558	51.9	3348	311.22
TYPE 60	1	Apartment	2	4	1.3	465	43.2	1860	172.80
TYPE 61	1	Apartment	2	4	1.3	448	41.6	1792	166.40
TYPE 64	3	Terr/semi	2	9	2.8	733	68.1	6597	612.90
TYPE 66	3	Terr/semi	2.5	17	5.3	926	86.1	15742	1463.70
TYPE 67	2	Terr/semi	2	16	5.0	602	55.9	9632	895.04
TYPE 72	2	Apartment	2	1	0.3	704	65.4	704	65.43
TYPE 72 V1	2	Apartment	2	2	0.6	704	65.4	1408	130.86
TYPE 73	2	Apartment	2	1	0.3	704	65.4	704	65.43
DWH AFFORDABLE									
SH67	2	Terr/semi	2	10	3.1	602	55.9	6020	559.00
SH62	3	Semi	2	3	0.9	705	65.6	2115	196.80
SH74	3	Semi	2	7	2.2	785	72.9	5495	510.30
SH66	3	Semi	2.5	4	1.3	926	86.1	3704	344.40
			TOTAL	**320**	**100**			**266741**	**24780.77**
		OVERALL TOTALS		**320**				**266741**	**24780.77**

OVERALL DENSITY	
UNITS / ha	41.08
UNITS / ACRE	16.62
SQ M / ha	3181
SQ FT / ACRE	13857

SHMA PRIVATE MIX		TOTAL	%
1 BED APARTMENT		0	0.00
2 BED HOUSE/APARTMENT		67	29.91
3 BED HOUSE		129	57.59
4 BED HOUSE		28	12.50
		224	100.00

SHMA AFFORDABLE MIX			TOTAL	%
1 BED APARTMENT			20	20.83
2 BED HOUSE/APARTMENT			36	37.50
3 BED HOUSE			40	41.67
4 BED HOUSE			0	0.00
			96	100.00

NOTE: Nett area excludes all public open space and associated structural landscaping / buffer planting / half roads adjacent green etc

Accommodation Schedule

3.4 Affordable Homes

The proposed mix of housing is shown below and comprises 224 open market units and 96 affordable units providing a range of housing types, sizes and tenures. The affordable housing element comprises 29 shared ownership units and 67 affordable rent units.

Private Mix	Total	%
1 bed apartment	0	0
2 bed house/apartment	68	30.36
3 bed house	134	59.82
4 bed house	22	9.82
Total	**224**	**100**

Market Housing Table

Affordable Mix	Total	%
1 bed apartment	20	20.83
2 bed house/apartment	36	37.50
3 bed house	40	41.67
4 bed house	0	0
Total	**96**	**100**

Affordable Housing Table



Affordable Housing Diagram

3.5 Spatial Syntax

The adjacent diagram illustrates how the spatial design of the proposed development helps create a sense of place. This is achieved, for example, by the strategic placement of significant buildings at the end of view vistas. Sequences of space are created by providing a series of open spaces, carefully defined by strong frontages, and linked via more confined areas defined by pinch points. Where frontages turn corners, double-aspect corner-turner units are placed to create a more pleasant streetscape and maximise the passive surveillance of the street.



Key:

- Site boundary
- View vista
- Vista stop
- Double-aspect corner-turner unit
- Significant building
- Strong frontage
- Pinch point
- Sequence of space

Spatial Syntax Diagram

3.6 Scale

The majority of the proposed residential development consists of 2 storey houses or apartments, with some 2.5 storey houses and a number of 3 storey apartment buildings placed strategically within the core of the scheme.

The proposed 66-bed care home will generally be 2 storeys in height, but will include a 2.5 storey portion.



Key:

- Site boundary
- 2 storey
- 2.5 storey
- 3 storey apartment block

Storey Heights Diagram



Indicative massing model of the proposed development (looking north)



Indicative massing model of the proposed development (looking south)



Indicative massing model of the proposed development (looking east)

3.7 Care Home

A 66-bed care home is proposed at the north western corner of the site. This building will generally be 2 storeys in height, but will include a 2.5 storey portion.

The ground floor layout and immediate surroundings of the care home are shown on the site plan adjacent. Floor plans, elevations and visuals for the proposed care home are displayed on the following pages.



Site Plan for Proposed Care Home (prepared by Hay Associates Limited)



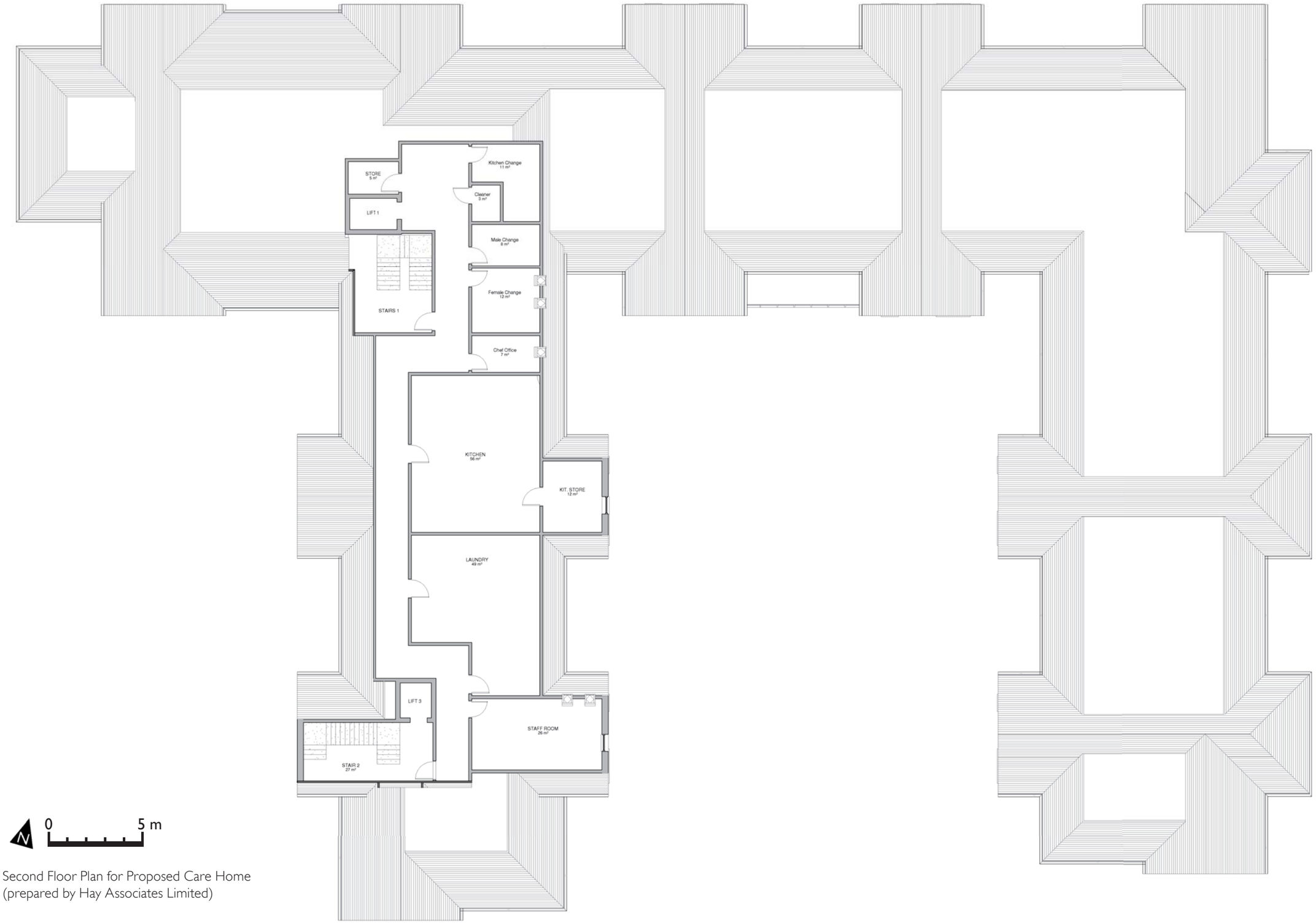
Ground Floor Plan for Proposed Care Home
(prepared by Hay Associates Limited)

REV.	NOTE:



0 5 m

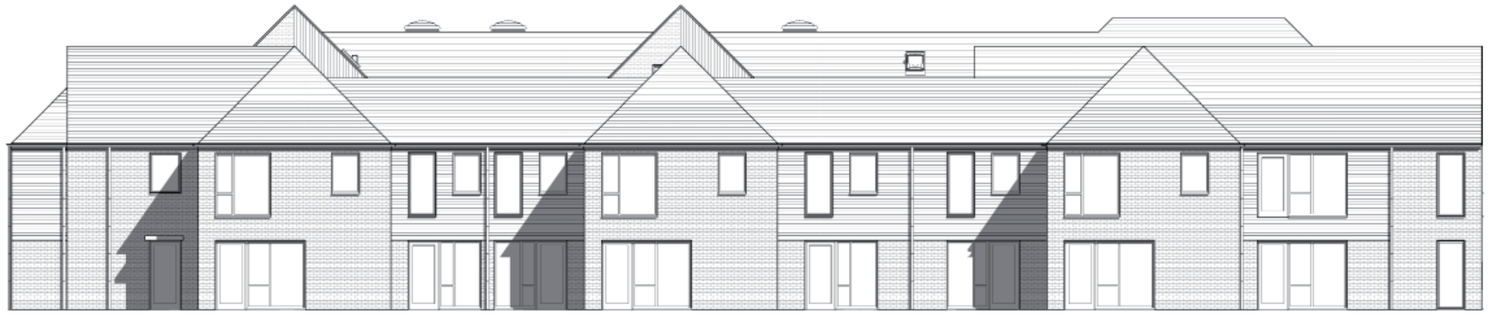
First Floor Plan for Proposed Care Home
(prepared by Hay Associates Limited)



Second Floor Plan for Proposed Care Home
(prepared by Hay Associates Limited)



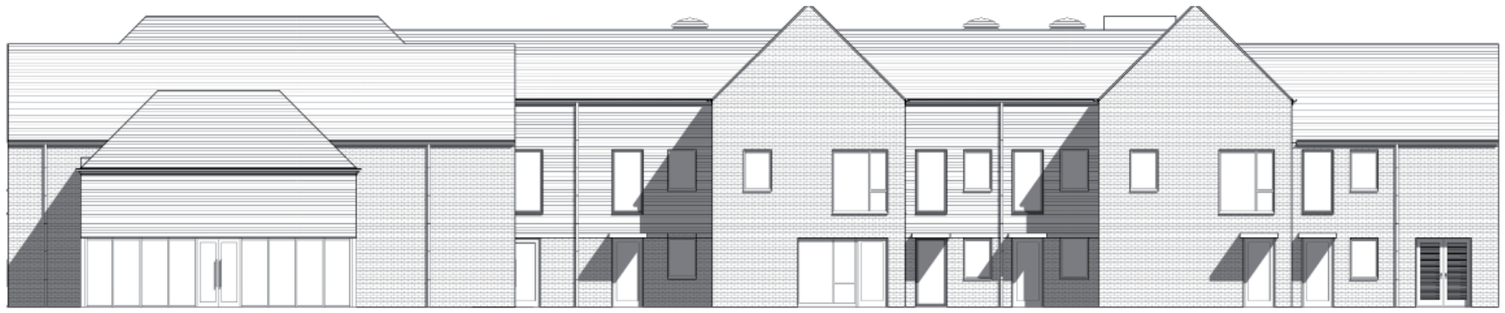
North Elevation - Care Home (prepared by Hay Associates Limited)



East Elevation - Care Home (prepared by Hay Associates Limited)



South Elevation - Care Home (prepared by Hay Associates Limited)



West Elevation - Care Home (prepared by Hay Associates Limited)





Care Home - Courtyard Elevation looking east (prepared by Hay Associates Limited)



Care Home - Courtyard Elevation looking west (prepared by Hay Associates Limited)



Care Home - Courtyard Elevation looking north (prepared by Hay Associates Limited)



Visualisation of northern elevation entrance (prepared by Hay Associates)



Visualisation of north east corner (prepared by Hay Associates)



Visualisation of rear courtyard (prepared by Hay Associates)

3.8 Landscaping

For full details of the proposed landscaping, refer to the **Combined Landscape/Townscape and Visual Impact Assessment and Landscape Design Statement** (produced by landscape architect Fabrik) which has been submitted as part of this planning application. This page provides a brief overview of the landscape proposals featured in the above document.

The diagrams below illustrate the landscape principles and open space provision. The colour landscape masterplan is shown on the page opposite.



Example of SuDS basin



Precedent image for 'Nature Park' area



Precedent image for 'Woodland corridors' landscape character area



Example of opportunities for play within landscape design



Plan showing landscape principles (prepared by Fabrik)

Key:

1. Existing green corridors retained
2. Proposed green linear corridors
3. Retention of green corridor along Havant Road
4. Play as a central feature within the nature park
5. Attenuation zone
6. Allotments
7. Nature park open space
8. New habitat zone with restricted public access area to maximise habitat creation
9. Introduction of a new treebelt as mitigation for eastern treebelt removal



Plan showing public open space proposals (prepared by Fabrik)

Key:

- Application site boundary
- Natural and semi-natural open space and green space
- SuDs basins - permanently wet
- SuDs basins - semi-permanently wet
- Wildlife scrapes / mudflats
- Green corridors / informal green spaces within the built area
- Northern green frontage
- Brent goose mitigation land



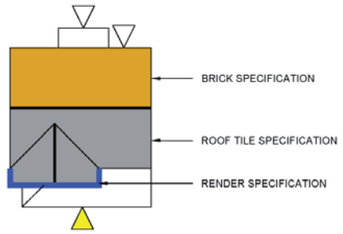
Colour Landscape Masterplan (prepared by Fabrik)

3.9 Appearance

Materials

The plan below illustrates the use of specific materials for elevational treatments, roofs and surfaces.

Key:



Brick type

OPTION A
WEINERBERGER - MAPLEHURST LIGHT MULTI STOCK
WITH SANDALWOOD YELLOW FEATURE BRICK

OPTION B
WEINERBERGER - WINCHESTER MULTI STOCK
WITH SANDALWOOD YELLOW FEATURE BRICK

OPTION C
WEINERBERGER - MAPLEHURST LIGHT MULTI STOCK
WITH BLUE ENGINEERING FEATURE BRICK

OPTION D
WEINERBERGER - WINCHESTER MULTI STOCK
WITH BLUE ENGINEERING FEATURE BRICK

Render Type

OPTION A
WEBER - CREAM

Roof Type

OPTION A
REDLAND DUOPLAIN - GREY

OPTION B
REDLAND DUOPLAIN - BRECKLAND BROWN

NOTE:
Plain tiles to Bay / Porch to match main roof type

Tile Hanging

OPTION A
REDLAND - BRECKLAND BROWN

Surface materials

Pavement Type PT1
Bituminous Carriageway Construction

Pavement Type PT3
Private Drives Herringbone Pattern - Brindle

Pavement Type PT4
Heavy Duty Block Paving - Herringbone Pattern - Silver Grey

Pavement Type PT4-A
Heavy Duty Block Paving - Herringbone Pattern - Brindle

Pavement Type PT5/6
Bituminous Footway Construction

450mm x 450mm Grey Paving Slabs

Tactile Paving To HCC Specification (HCC10/C/060)

Areas of Grasscrete adjacent to footpaths/drives to allow for emergency vehicles

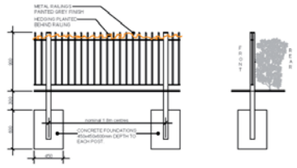


Proposed Materials Plan

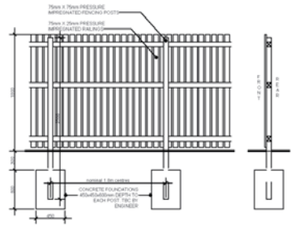
Boundary Treatments

A number of boundary treatments will be used, depending upon the specific location. The plan below shows where each type of boundary treatment will be applied, and elevational details for these are provided in the key adjacent.

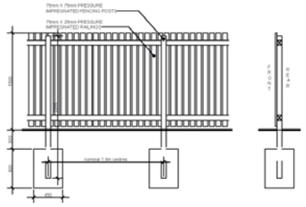
Key:



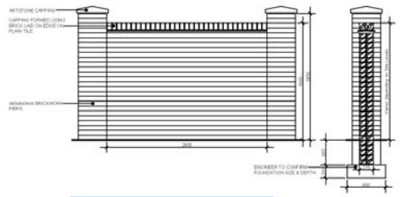
900mm Metal Railing (with Hedging where space permits)



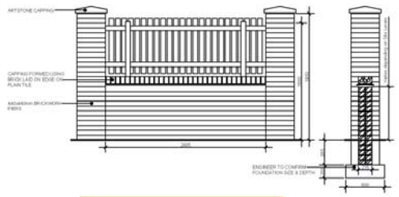
1800mm high close boarded timber Fence.



1800mm Timber Close Boarded Fence reduced to 1500mm after 2m from rear wall.



1800mm Brick Wall with Brick Piers



1800mm Dwarf Brick Wall with Brick Piers and timber panel infill

NOTE: Indicative hedge & planting locations only. Refer to landscape architect's drawings (drawing numbers D2434 L.120 - D2434 L.129) for soft landscaping proposals.



Proposed Boundary Treatment Plan

Streetscene Elevations



Section A-A



Plan showing location of streetscenes

All streetscenes:

0 5 10 15 20 m



Section B-B



Section C-C



Section D-D



Section A-A (continued)



Section B-B (continued)



Section C-C (continued)



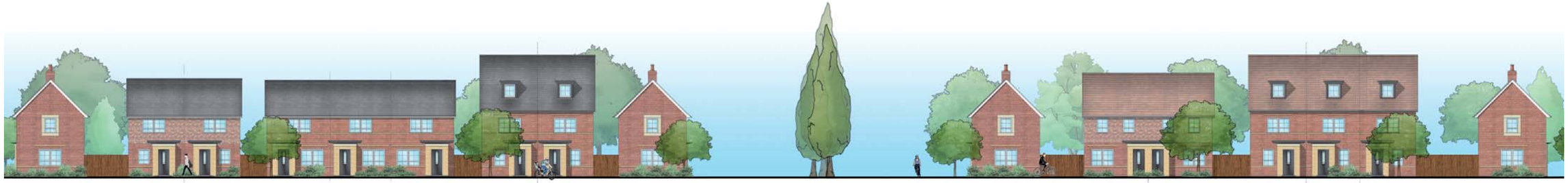
Section D-D (continued)



Section E-E (continued)



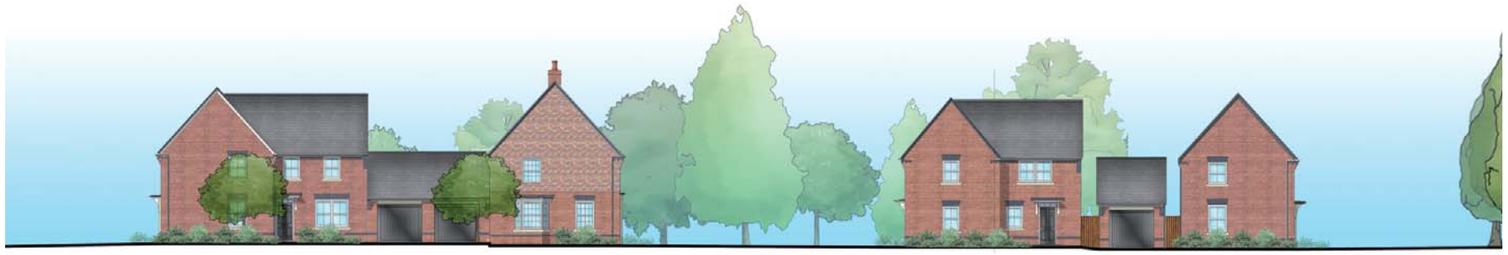
Section E-E (continued)



Section F-F



Plan showing location of streetscenes



Section F-F (continued)

All streetscenes:





Section E-E (continued)



Section E-E (continued)



Section F-F (continued)



Section F-F (continued)

Visualisations



Visualisation showing design intent for Barratt Homes sales area



Location of perspective view

Visualisation showing design intent for David Wilson Homes sales area



Visualisation showing design intent



Location of perspective view

Visualisation showing design intent for the crescent within the east of the site



Visualisation showing design intent



Visualisation showing design intent for the apartments at the core of the site

Section 4
Access Proposals

4.1 Connection with Existing Networks

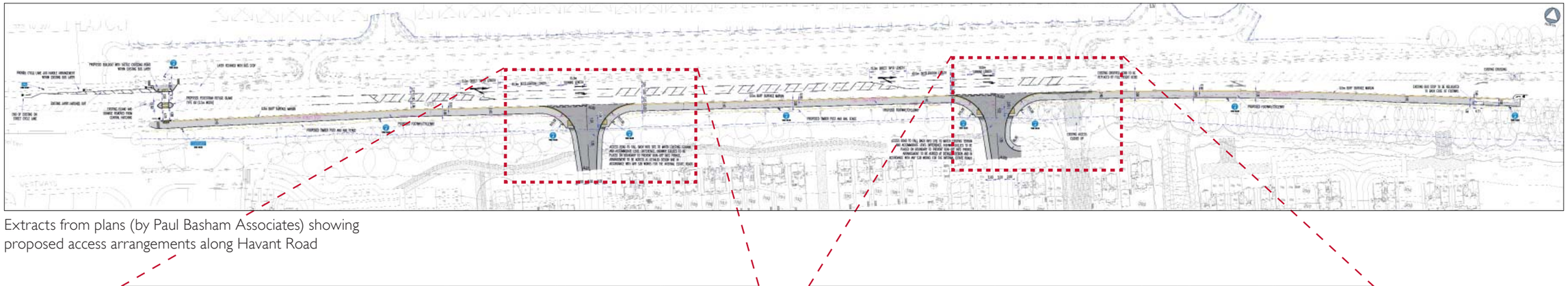
Vehicular Access

It is proposed that the existing vehicular access to the site from Havant Road will be closed off, and will be replaced by a new vehicular access point located 30 metres to the west. A second new vehicular access point will be provided further to the west. Details of proposed junction layouts are shown by the drawings prepared by Paul Basham Associates, shown below.

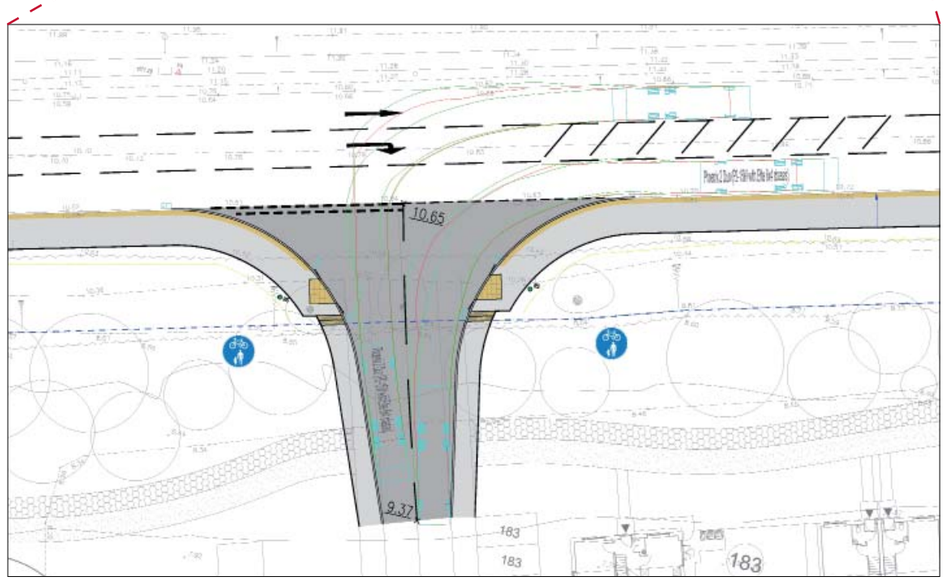
Pedestrian and Cycle Access

A new footway/cycleway is proposed along the southern side of Havant Road. To the east this will extend to the existing pedestrian crossing situated adjacent to the eastern pair of bus stops.

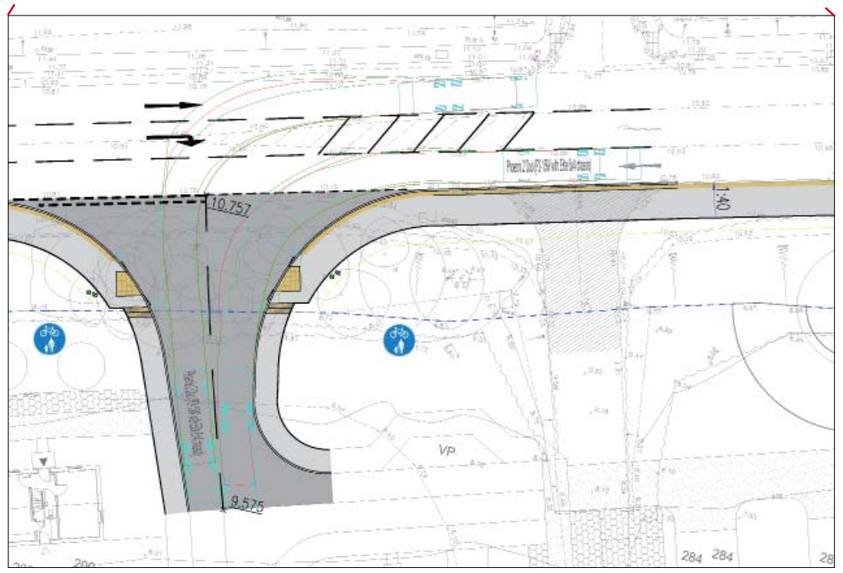
To the west, the footpath/cycleway will connect with the existing footpath north of Westways. At this location, there is an existing island crossing for pedestrians crossing Havant Road. This will be upgraded to a pedestrian refuge crossing.



Extracts from plans (by Paul Basham Associates) showing proposed access arrangements along Havant Road



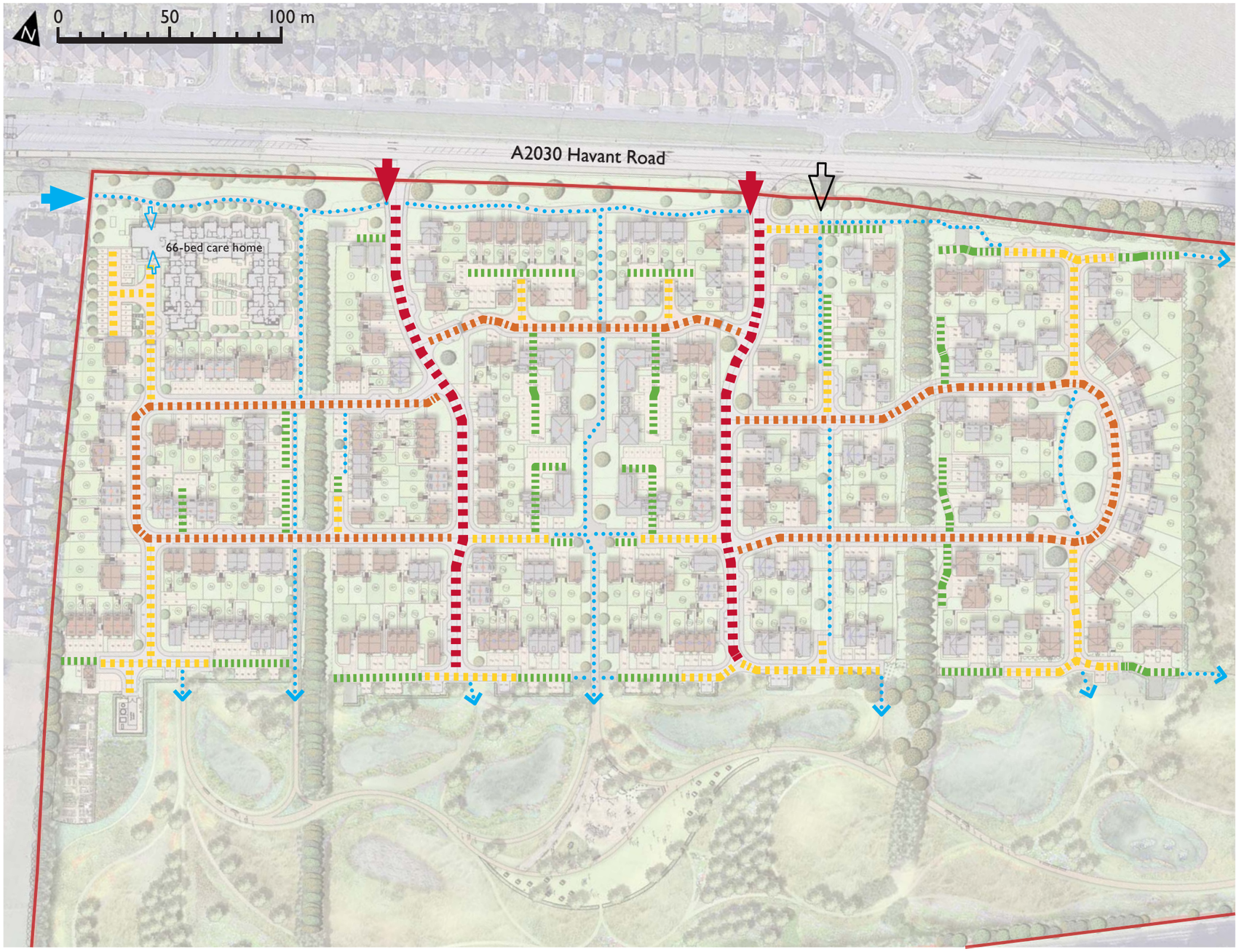
Plan of proposed western site access (by Paul Basham Associates)



Plan of proposed eastern site access (by Paul Basham Associates)

4.2 Movement and Street Hierarchy

The following diagram illustrates the road hierarchy proposed for the site, giving an indication of; the interface between shared space and vehicular routing, the vehicular and pedestrian access points into the site, and the cycle and foot paths.



Key:

- Site boundary
- Existing vehicular access into site
- Proposed vehicular access into site
- Primary vehicular route
- Secondary vehicular route
- Tertiary vehicular route
- Private drive
- Main pedestrian links
- Proposed pedestrian access into site
- Proposed main entrances to care home

Movement and Street Hierarchy Diagram

4.3 Parking

Private parking, where appropriate, is provided in curtilage in order to minimise the visual impact of the car and to de-congest the road network. Visitor parking is provided in easy to locate locations adjacent to adopted highways.

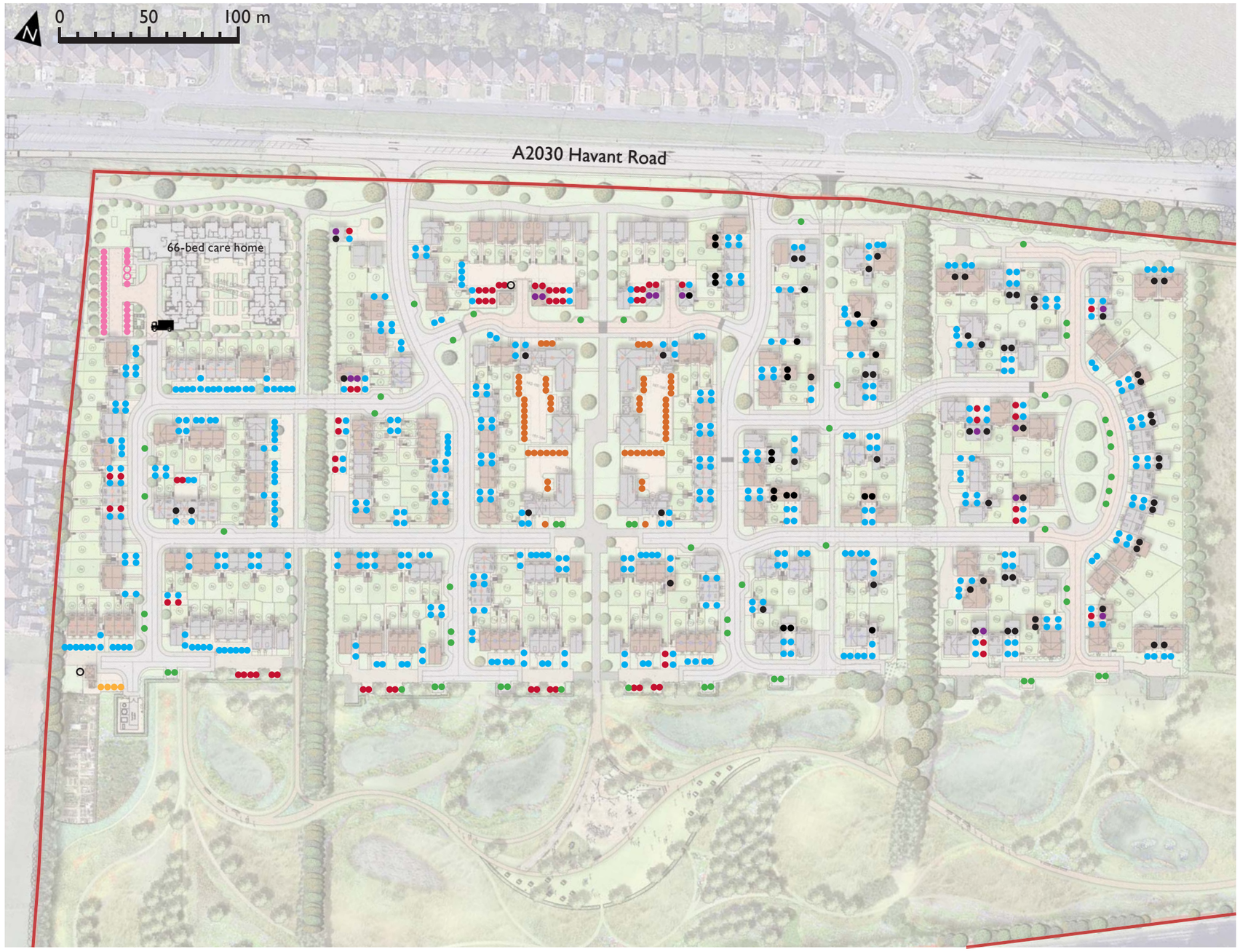
Privacy and security are major concerns within housing design and incorporating the car within a streetscape, without visual domination, is a key challenge of the proposals. A variety of techniques for providing parking have been used on this scheme so as to provide variety to the streetscene, and to minimise the impact of cars in the public realm. These include:

- On plot: driveway
- On plot: driveway plus integral garage
- On plot: side parking
- On plot: side parking with garage space
- Off plot parking space

Locations and types of parking space are shown on the diagram adjacent, and the number of each type are shown in the key below.

Key (with numbers of spaces shown in brackets):

- Site boundary
- On-plot parking (541)
- Off-plot parking (541)
- On-plot or integral garage (97)
- Off-plot garage space (97)
- Unallocated parking (56)
- (694)
- Visitor parking (64)
- Allotment parking (4)
- Care home parking
- Care home disabled parking (2) (28)
- Care home delivery space
- Service space



Parking Diagram

Section 5
Building for Life Assessment

Integrating into the Neighbourhood

Question 1: Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Fail	
Review	
Achieve	✓

1a. Where should vehicles come in and out of the development?

The main vehicular access which will be formed by two new junctions from the A2030 Havant Road: one junction to access the Barratt area on the western part of the site, and the other to access the David Wilson area on the eastern side. Both junctions will be linked by the proposed road layout through the site.

The new junction from the David Wilson area is located circa 30 metres west of the existing Forty Acre Farm track access (which will be made redundant as part of the proposals).

Due to the biodiversity and public open space requirements to the south and east, no further access points are possible into the site.

1b. Should there be pedestrian and cycle only routes into and through the development? If so where should they go?

There are a number of pedestrian / cycle only routes traversing the proposed site layout.

A cycle footpath will be provided in parallel to the A2030 within the landscape verge.

This will connect the existing residential area of Westways with the eastern biodiversity area and beyond to connect with Bedhampton Roundabout (known locally as the Rusty Cutter Roundabout).

North / south pedestrian cycle links are provided at various points across the development. These will follow existing tree lines and desire lines to link in with the proposed public open space and SuDS areas to the south of the development.

Within the detailed proposal we have identified a primary, secondary and tertiary road network.

Along the residential streets, priority has been placed on the design for pedestrians and cyclists as well as providing access for vehicles (except buses and commercial vehicles). Streets have been designed to provide a more formal arrangement which is reflected in the proposed arrangement of buildings, footpaths, on-street parking (parallel or right-angle) and traffic calming.

Courtyard areas are designed as traffic calmed zones, creating spaces where pedestrians and cyclists have priority over vehicles.

1c. Where should new streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?

A suitable street pattern has developed taking cognisance of existing topography, plot depth, landscaping and appropriate layout design. Within the site, the roads and footpaths have been designed to provide direct and secure access to all properties. This is achieved whilst meeting minimum adoptable standards.

The development employs a grid / orthogonal street pattern to match that of the surrounding area. It provides a strong frontage (without direct access) onto the A2030 Havant Road. The existing tree belts have also been retained with highways and development appropriately designed to create an asset of these retained landscaped areas.

1d. How should the new development relate to existing development? What should happen at the edges of the development site?

The site is a rectangular parcel of land, located to the south of the A2030 Havant Road. The site abuts the existing residential area of Westways on the western boundary and is surrounded by proposed public open space and biodiversity to the south and east respectively.

The proposed design responds to the adjacent land uses. The proposed access points will integrate with the existing road network on the A2030 Havant Road. The development cells are conceived in a perimeter block format which provides attractive frontages establishing a street pattern to integrate residential properties and public open space.

The existing tree lines which run along a north-south axis provide a strong containment within which to develop. This, along with the surrounding street pattern, have informed the proposed layout which comprises of perimeter blocks set on an orthogonal grid.

The SuDS system has also been positioned to reflect the topography of the site. Active frontages will be provided onto these areas overlooking the public open space on the southern boundary.

Question 2: Facilities and Services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Fail	
Review	
Achieve	✓

2a. Are there enough facilities and services in the local area to support the development? If not, what is needed?

There are sufficient facilities and services in the local area as follows:

Retail and Health Facilities

The nearest supermarket and post office are at Farlington, at a walking distance* of 950 metes west from the site. Further retail facilities, as well as dentists and a GP practice can be found at Drayton, at a walking distance* of 2 kilometres west from the site. At a 2 kilometre walk* south-west from the site, there is a pharmacy and large supermarket off Eastern Road (A2030).

A wider range of retail facilities can be found in Havant Town Centre, situated 2.5 kilometres east from the site.

Educational Facilities

The nearest primary school facilities are Solent Infant School and Solent Junior School. Both are located west of the site, between Drayton and Farlington. Solent Infant School is a 1.5 kilometre walk* from the site, and Solent Junior School is a 1.75 kilometre walk* from the site.

The nearest secondary school, Solent Junior School, is located within Drayton and is a 2.4 km walk* from the site.

Community garden / allotments have been proposed as part of the proposals (number and specification to be confirmed).

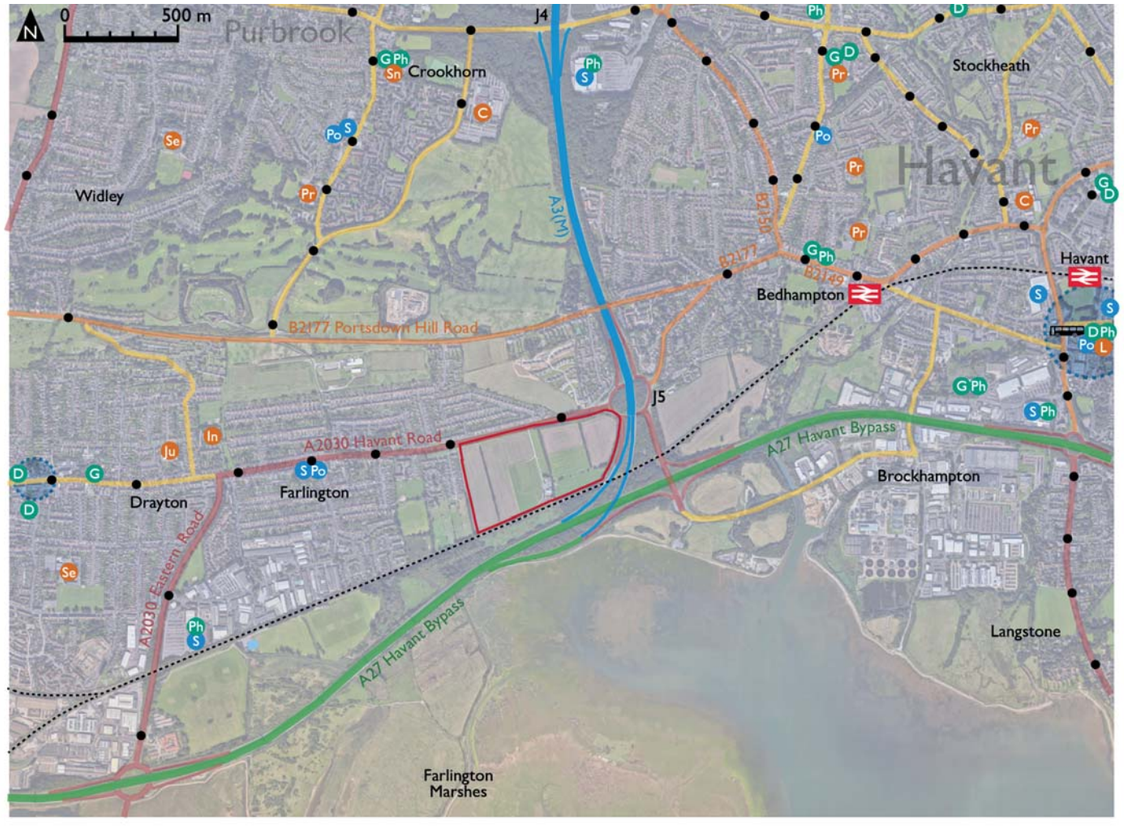
(* Walking distances are taken from the existing entrance to the site on Havant Road (A2030))

2b. Are these facilities what the area needs?

Yes – Further facilities have not been identified as being required for this residential planning application.

2c Are these new facilities located in the right place? If not, where should they go?

Not applicable - Further facilities have not been identified as being required for this residential planning application.



Key:

- Site boundary
- Motorway
- Primary A road
- Non-primary A road
- B road
- Other main road
- Railway station
- Railway line
- Bus stops
- Bus station
- Convenience store
- Supermarket
- Retail area
- College
- Secondary school
- Primary School
- Junior School
- Infant School
- Special Needs School
- Library
- GP Surgery
- Dentist
- Pharmacy

Question 3: Public Transport

Does the scheme have good access to public transport to help reduce car dependency?

Fail	
Review	
Achieve	✓

3a. What can the development do to encourage more people (both existing and new residents) to use public transport more often?

Buses

There are two pairs of bus stops adjacent to the site's northern boundary on Havant Road (A2030). The easternmost pair of stops are at walking distances of 160 and 190 metres from the existing entrance to the site. The westernmost pair of stops are at walking distances of 330 and 430 metres from the existing entrance to the site.

The services which serve these stops are summarised in the table below:

Service	Westbound destination	Eastbound destination	Frequency		
			Mon-Fri	Sat	Sun
21	Portsmouth Harbour via Portsmouth and Farlington	Havant via West Leigh, and Leigh Park and Bedhampton	10 mins	10 mins	20 mins
23	Southsea via Portsmouth Harbour, Portsmouth, Cosham and Farlington	Warren Park via Leigh Park, Havant and Bedhampton	10 mins	10 mins	20 mins

Rail

The nearest railway station to the site is at Bedhampton, 1.7 kilometres west of the site. The station can be accessed via bus service 23.

3b. Where should new public transport stops be located?

No new public transport stops are proposed.

Question 4: Meeting Local Housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Fail	
Review	
Achieve	✓

4a. What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?

The proposed mix of housing is shown below and comprises 224 open market units and 96 affordable units providing a range of housing types, sizes and tenures. The affordable housing element comprises 29 shared ownership units and 67 affordable rent units.

Private Mix	Total	%
1 bed apartment	0	0
2 bed house/apartment	68	30.36
3 bed house	134	59.82
4 bed house	22	9.82
Total	**224**	**100**

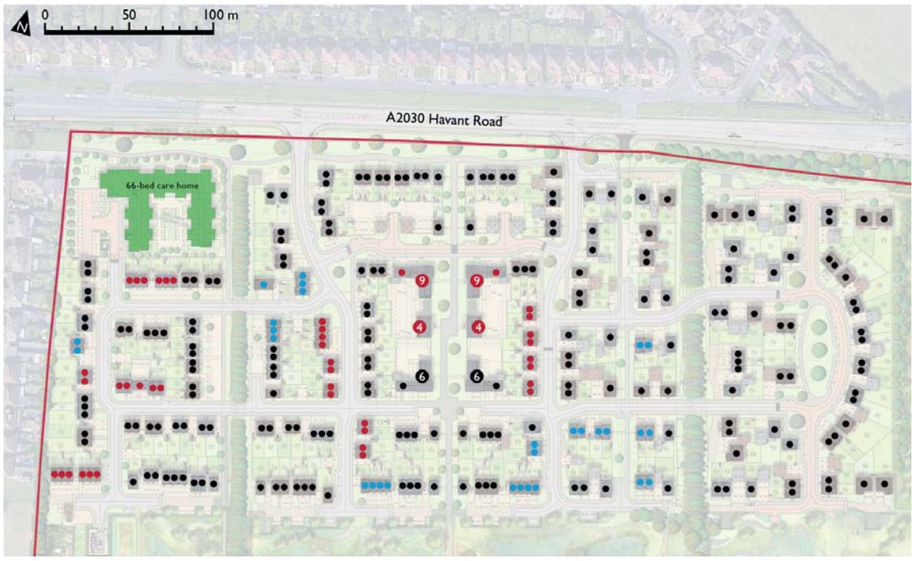
Market Housing Table

Affordable Mix	Total	%
1 bed apartment	20	20.83
2 bed house/apartment	36	37.50
3 bed house	40	41.67
4 bed house	0	0
Total	**96**	**100**

Affordable Housing Table

4b. Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

Barratt David Wilson Homes have provided an appropriate housing mix based upon detailed discussion with the Local Authority and parameters of the SHMA mix.



Affordable Housing Diagram

Key:

- Site boundary
- Private sale unit
- Private apartments (showing number of apartments)
- Shared ownership unit
- Affordable rent unit
- Affordable rent apartments (showing number of apartments)

Creating a Place

Question 5: Character Areas

Does the scheme create a place with a locally inspired or otherwise distinctive character?

Fail	
Review	
Achieve	✓

5a. How can the development be designed to have a local or distinctive identity?

The proposed design responds to the surrounding environment, the site constraints and the perceived requirements of the local area and community. The housing is of mixed type and scale, with distinct style variations of traditional detailing and palette of materials.

The series of distinct individual groupings of dwellings are linked by circulation and landscaping.

In general:

- Promote character in townscape and landscape by responding to local character and need
- Respond to site constraints
- Provide streetscape and frontage
- Quality of public realm in promoting attractive, safe and uncluttered public spaces and routes
- Promote accessibility and local permeability with priority to pedestrian and cyclist
- Promote legibility through recognisable routes and public spaces
- Incorporate streetscape with continuity and enclosure

5b. Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

The design team have fully researched the local context and vernacular. The proposed architectural design utilises a traditional approach, reflected in the suggested palette of materials.

The design team have employed a grid / orthogonal street pattern reflecting the surrounding residential areas. The design team have also used key 'set piece' features such as 'crescents and squares'.

Question 6: Working with the Site and its Context

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

Fail	
Review	
Achieve	✓

6a. Are there any views into or from the site that need to be carefully considered?

The existing site topography falls from north to south from the A2030 Havant Road towards the estuary. The site, although slightly low in elevation, south of the A2030, may still take advantage of views towards Farlington Marshes and Langstone Harbour by using a mix of two, two and a half and three storey houses and apartments.

The existing tree belts running north to south will provide key vista corridors running towards the public open space to the south. The design team propose active frontages onto these green spaces together with footpath / landscape desire routes to link both the public open space and Havant Road areas. These will provide safe and attractive routes for children up to Havant Road on their journey towards local schools and amenities.

Within the site specific corner turn properties are proposed to enclose the green squares, crescent and streets and act as vista stops within the site generally.

6b. Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

The development site is sub-divided by existing tree belts running north to south which are subject to a group TPO designation.

These have been carefully integrated and maintained within the proposals.

Seven hectares of public open space (including SUDS) and five hectares of biodiversity zone will be accommodated within the overall proposals.

Pathways of either specific metalled construction or mown grass will be provided within these areas linking to existing surrounding areas and creating attractive circular routes within the site.

6c. Should the development keep any existing building(s) on the site? If so, how could they be used?

No existing buildings will be retained on the site.



View of the existing vehicular entrance to Forty Acre Farm from Havant Road



View south from Portsdown Hill Road (B2177), overlooking the site and Langstone Harbour beyond

Question 7: Creating Well defined Streets and Spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Fail	
Review	
Achieve	✓

7a. Good streets and spaces are created by enclosing them with buildings and a strong landscaping scheme. Are buildings used to create enclosed streets and spaces?

The development site is sub-divided by existing tree belts running north to south which are subject to a group TPO designation.

These have been carefully integrated and maintained within the proposals.

Seven hectares of public open space (including SUDS) and five hectares of biodiversity zone have also been accommodated within the overall proposals.

Pathways of either specific metalled construction or mown grass have been provided within these areas linking to existing surrounding areas and creating attractive circular routes within the site.

The site has a gently sloped topography. Within the detailed proposal, we have identified within the overall highway design:

- Primary
- Secondary
- Tertiary, and
- Courtyards

This road network design provides a perimeter block built form ensuring well defined street scenes and enclosure is provided.

Within the site specific corner turn properties are used to enclose the green spaces, crescents and streets and act as vista stops within the site.

7b. Good buildings 'turn' corners. Do buildings turn corners well?

Specific corner-turner homes are provided to enhance the streetscene, provide active frontages and satisfy enhanced Secure by Design principles, to limit blank gables.

7c. Do all fronts of buildings, including front doors, face the street?

Yes – plot frontages are designed to make quite clear where the entrances are.



Street Hierarchy Diagram

Key:

- Site boundary
- Existing vehicular access into site
- Proposed vehicular access into site
- Primary vehicular route
- Secondary vehicular route
- Tertiary vehicular route
- Private drive
- Main pedestrian links
- Proposed pedestrian access into site
- Proposed main entrances to care home

Question 8: Easy to Find Your Way Around

Is the development designed to make it easy to find your way around?

Fail	
Review	
Achieve	✓

8a. Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?

Yes – the development will be easy to find your way around due to the scale and massing and strategic positioning of highways, feature buildings and landscaping. The retention of the strong linear tree belts, additional central north / south pedestrian spine and use of green squares and crescents will all aid legibility and ensure that residents and visitors alike will know intuitively where they are within the site.



Spatial Syntax Diagram

Key:

- Site boundary
- View vista
- Vista stop
- Double-aspect corner-turner unit
- Significant building
- Strong frontage
- Pinch point
- Sequence of space

Street and Home

Question 9: Streets for All

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Fail	
Review	
Achieve	✓

9a. Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

The use of horizontal alignment, junction spacing's and reduced lengths of highway will inherently restrict the speed of vehicles.

Along the residential streets priority has been placed on the design for pedestrians and cyclists as well as providing access for vehicles (except buses and commercial vehicles). Streets have been designed to provide a more formal arrangement which is reflected on the proposed arrangement of buildings, footpaths, on-street parking (parallel or right-angle) and traffic calming.

Courtyard areas are designed to traffic calmed spaces creating areas where pedestrians and cyclists have priority over vehicles.

9b. Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?

The highways are arranged to form primary and secondary linkages which, in turn, form tertiary cul-de-sac turning head arrangements. This ensures that the impact of the highway element is minimised and pedestrian primacy is maximised.

A central green link has been designed as part of the layout to provide additional social and interactive space.

The seven hectares of public open space will also incorporate a specific children's play area. The proposed built form will front onto this area. The retained linear tree belts will incorporate footpath links adjacent to the tree lines to provide a north – south pedestrian desire line.

Allotments are also proposed within the public open green space. A pedestrian / cycle link is also proposed running east – west between the existing Westways development and eastwards through the biodiversity area to Bedhampton Roundabout (known locally as the Rusty Cutter Roundabout).

Question 10: Car Parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Fail	
Review	
Achieve	✓



Parking Diagram

Key:

- Site boundary
- On-plot or integral garage
- On-plot parking
- Off-plot parking
- Off-plot garage space
- Visitor parking
- Unallocated parking
- Allotment parking
- Care home parking
- Care home disabled parking
- Care home delivery parking
- Service space

10a. Is there enough parking for residents and visitors?

Parking on site has been designed to meet the Local Planning Authority's current standard.

10b. Is parking positioned close to people's homes?

Yes - Parking will be provided on-plot throughout the scheme or off street for visitor parking bays. Parking solutions include garages, integral units, on driveways or in small parking courts.

10c. Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

Small parking courts are provided for the apartment blocks. These discrete parking courts will also be landscaped and contained by areas of brick walling defining a strong boundary treatment.

10d. Are garages well positioned so that they do not dominate the street scene?

Detached garages are set back within the plot if provided. Other garage types are integral and therefore do not dominate the street scene.

Question 11: Public and Private Spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Fail	
Review	
Achieve	✓

11a. What types of open space should be provided within this development?

The existing tree lines have been carefully integrated into the landscape design and will be maintained by this proposal.

Seven hectares of public open space (including SUDS) and five hectares of biodiversity zone will be accommodated within the overall proposals.

Pathways of either specific metalled construction or mown grass will be provided within these areas linking to existing surrounding areas and creating attractive circular routes within the site.

11b. Is there a need for play facilities for children and teenagers?

A play area is proposed within the public open space at the south of the site.



Colour Landscape Masterplan (prepared by Fabrik)

Question 12: External Space and Amenity

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

Fail	
Review	
Achieve	✓

12a. Is there enough storage space for bins and recycling, as well as vehicles and cycles?

Due to the nature of this housing scheme, all external storage and amenity space will be provided on plot.

All refuse collections will be provided from adoptable highways. Vehicles will be located on plot within driveways or within integral garages.

Some parking is provided 'across the street' where this aids the streetscene overlooking public open space and provides units with larger front gardens.



















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