

3.0 Design Framework

3.6 Site constraints

A number of physical constraints within and around the boundaries of the site have informed the development of the site layout for the development. These include the following:

- Existing sewer and 6m easement to the north of the site;
- Significant hedge along boundary with Horndean and Southleigh Roads;
- Existing natural pond and mature trees in the centre of the site with significant ecological value;
- West Brook running from the western boundary level with the pond, south through the site;
- Two new agreed access points to the site from Southleigh Road and Horndean Road;
- Shared boundary with rear gardens of properties on Horndean Road;
- Area of site identified for strategic flood defence work including levels changes;
- Area of site within the existing flood plain; and
- Protected trees on the southern and western boundaries

KEY

-  Site boundary
-  Rear / side boundaries
-  Overlooking potential
-  Existing trees
-  Sewer / 6M Easement
-  Hedge significant natural feature
-  Existing natural pond
-  Area identified for strategic flood defence work
-  Points identified for access
-  Consider boundary for future development
-  Flood plain
-  Direction of slope
-  Adjacent building frontages



Site constraints plan

3.0 Design Framework

3.7 Site opportunities

The following opportunities have been identified for the development of the site:

- Provision of a number of public open space areas for residents and visitors to the community;
- Significant, mature trees are integrated within the landscaping to provide a green infrastructure and create a development of varying character;
- Flood meadow provides amenity and creates a landscaped buffer along the south- western perimeter of the site;
- Integration with surrounding residential areas and Saint James Primary School through enhanced pedestrian and cyclist connectivity through the site and land to the south of the site;
- Two new vehicular junctions along Southleigh Road and Horndean Road provide access into the site (approved as part of the Outline planning application);
- A development that provides varied character zones, a transition from town to countryside and a balanced mix of house types and tenures;
- A safe and secure form of layout where publicly accessible space is subject to good natural surveillance from neighbouring dwellings; and the
- Creation of a sustainable new neighbourhood which protects and enhances the existing communities around the site, providing real benefits and a place of the highest quality.

KEY

-  Site boundary
-  Boundary treatment
-  Treatment of rear boundary
-  Existing surface water sewer realigned
-  Existing trees
-  Sewer / 6M Easement
-  Hedge significant natural feature
-  Pond area retained in POS
-  POS areas
-  Flood Meadow
-  Points identified for access
-  ① Primary access
-  ② Secondary access
-  Primary Route
-  Secondary Route
-  Pedestrian link
-  Visual links between POS
-  Development parcels
-  Building frontages
-  Key elevations
-  Rear treatment of elevations
-  Landmark buildings

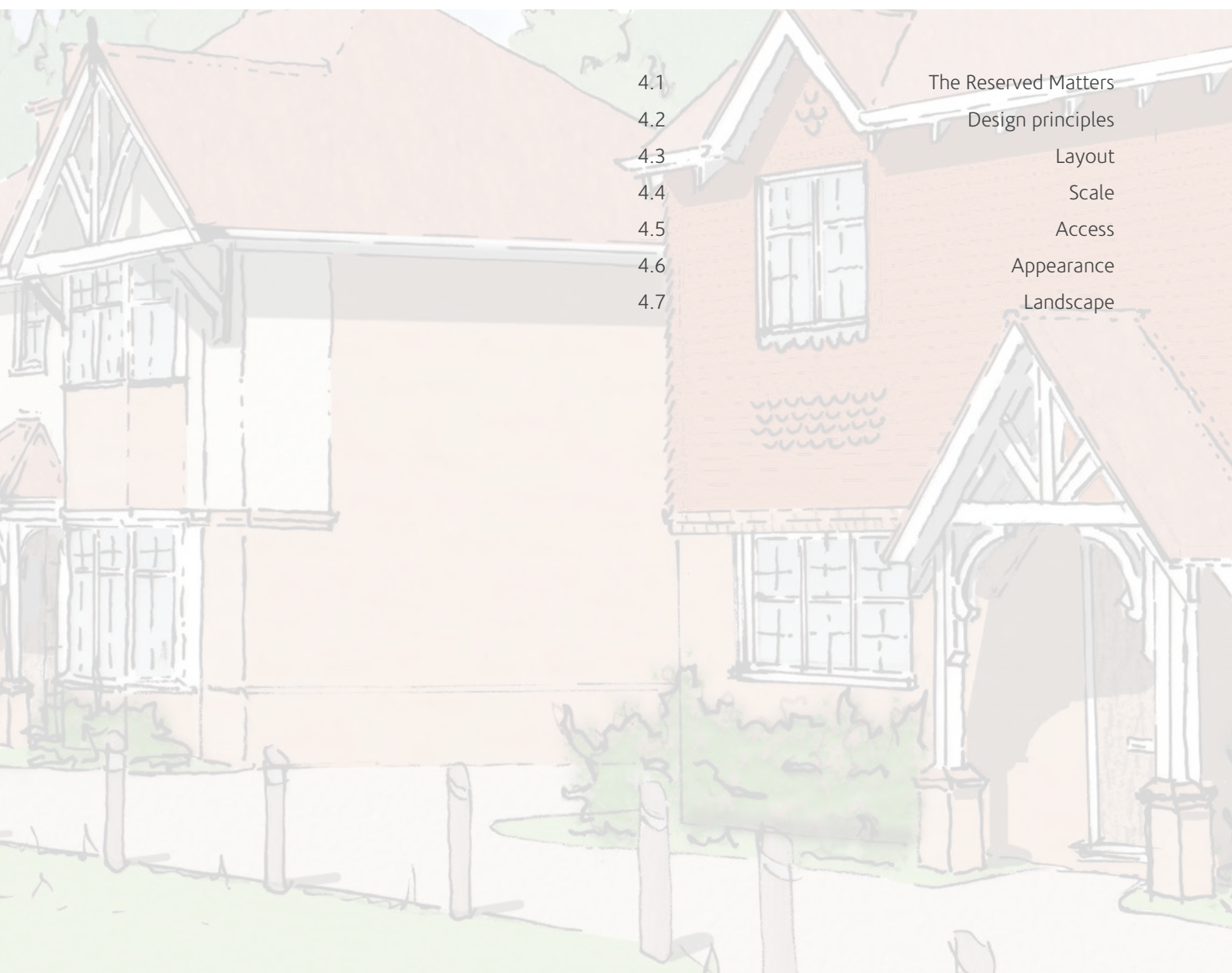


Site opportunities plan



4.0

Proposals



4.1	The Reserved Matters
4.2	Design principles
4.3	Layout
4.4	Scale
4.5	Access
4.6	Appearance
4.7	Landscape

4.0 Proposals

4.1 The Reserved Matters

This reserved matters application seeks approval for following Reserved Matters:

- Layout,
- Scale,
- Appearance and;
- Landscaping of the site.

4.2 Design principles

Following analysis of the existing site, its context and the guidance and parameters of the Outline planning application, the proposals have been developed with the following objectives in mind:

- Achieve a development of high quality.
- Achieve a development which is appropriate in scale and design and one which preserves the existing settlements' character and setting.
- Comply with national and local government guidelines.
- Create a design led bespoke solution respecting the character of the area.
- Create a development which sits well in its landscape setting and retains and enhances the features of landscape value.
- Create a permeable layout for ease of movement with good links between the site and the surrounding area.
- Provide a mix of accommodation in accordance with the requirements of the approved Outline planning application.
- Minimise the impact of car parking.
- Achieve a high quality environment with good public realm and amenity spaces.
- Create appropriate and varied spaces between buildings.

4.3 Layout

The proposed development has been designed to incorporate the following features:

- 125 new dwellings.
- A high quality residential environment.
- Range of dwelling sizes with mix of two, three and four bed houses.
- Discrete clusters of affordable housing to meet local need.
- The proposed new homes would be a maximum of 2 storeys.
- Houses to be a mix of traditional detached, semi-detached and terraced forms.
- A safe and secure environment for the new community.
- Primary vehicular, pedestrian and cyclist access from Horndean Road.
- A network of direct routes for pedestrians and cyclists and a circuitous route between Horndean Road and Southleigh Road to deter 'corner-cutting' by vehicles.
- Retention of important trees within site and creation of a new green framework within the development.
- Retention of hedge on site frontage to retain semi-rural character of Horndean Road.
- Integration of a sustainable drainage network within the scheme.
- Landscaped buffer zones along eastern, southern and western edges of site.
- Policy compliant parking for residents and visitors provided either on plot, in forecourts or courtyards.

Proposed site layout →



Key features:

- 1 Retention of existing roadside hedgerow a design priority
- 2 Primary gateway
- 3 Secondary gateway
- 4 Open space green character area
- 5 Soft landscaped edge maintained as a transition to the countryside
- 6 Pond and Copse amenity zone
- 7 Local landmark buildings on key corners and closing key vistas
- 8 Siting and design of proposed edge houses to acknowledge the privacy and amenity of existing dwellings
- 9 Linear wetland retention area with realigned stream and drainage engineering details approved by the Environment Agency (Permit EPR/GB3598JL-L01 dated 03.05.2016). Compatible landscape and biodiversity enhancements to be made
- 10 New pedestrian / cycle link to boundary of site to provide future permeability to the south

4.0 Proposals

4.3 Layout

Design

- Retention of key protected trees and roadside hedgerow (with 2 approved access points).
- Accommodation of flood protection scheme with realigned and buffered West Brook stream.
- Southern sector of site raised to mitigate flood risk.
- Pedestrian link to south boundary of site for future connection to recreation ground.
- Circuitous road alignment to deter corner cutting between Horndean Road and Southleigh Road.
- A series of contrasting, linked and well overlooked green spaces as follows: 'framed' entry space, green to north, village green with water features and bridge en-route to centre and linear flood basin with rural edge linking to the southern end of the site.
- Contrasting clusters, curvi-linear and mews building character zones.
- Key buildings identified where the form or detailing will be recognised to provide visual interest and legibility
- Landscaping, boundary treatments and materials to respond to the local vernacular and reinforce character zones.
- Additional rear elevational detail to key plots, spacious siting and boundary reinforcement to Horndean Road and Southleigh Road perimeter.
- Layout spacing and privacy compliant in keeping with local guidance and context.

Tenure

The proposed development will provide 38 affordable dwellings (30%) and 87 private dwellings (70%). The tenure distribution is shown on the table:

Schedule of Accommodation

	Unit Type	Quantity
Private	2 Bedroom house	30
	3 Bedroom house	26
	4 Bedroom house	31
	Total	87 (70%)
Affordable	2 Bedroom house	28
	3 Bedroom house	8
	4 Bedroom house	2
	Total	38 (30%)
Grand total		125

Amount

The proposals will provide 125 dwellings. The net developable area of the site is 7.36 hectares. This gives a density of 40 dwellings per hectare.

The proposed housing mix reflects the perceived housing needs of the local area and is illustrated in the table above.



Proposed dwelling distribution plan

0 50 100m

4.0 Proposals



Proposed tenure distribution plan

4.3 Layout

The site has been divided into a number of suburban blocks by a hierarchical network of streets and public open spaces. The built form is structured by grouping houses along the streets and open spaces to form robust neighbourhood clusters. Houses face the streets with front entrances, windows and interior spaces orientated towards the public realm ensuring active street frontages.

The site will provide two vehicle access points to the north and east and is designed for pedestrian and cycle accessibility north to south through a sequence of recreational areas and open landscaped spaces along the brook, with the future southern access to the site in mind.

The proposed layout has also been shaped by the Wetland Retention and Flood Compensation Areas that were approved at the outline stage and subsequently through the Environmental Permit.

4.4 Scale

The scale of the proposed dwellings is in keeping with adjacent large two storey properties. The proposed houses will be two storeys high with associated single storey garages.

4.0 Proposals

4.5 Access

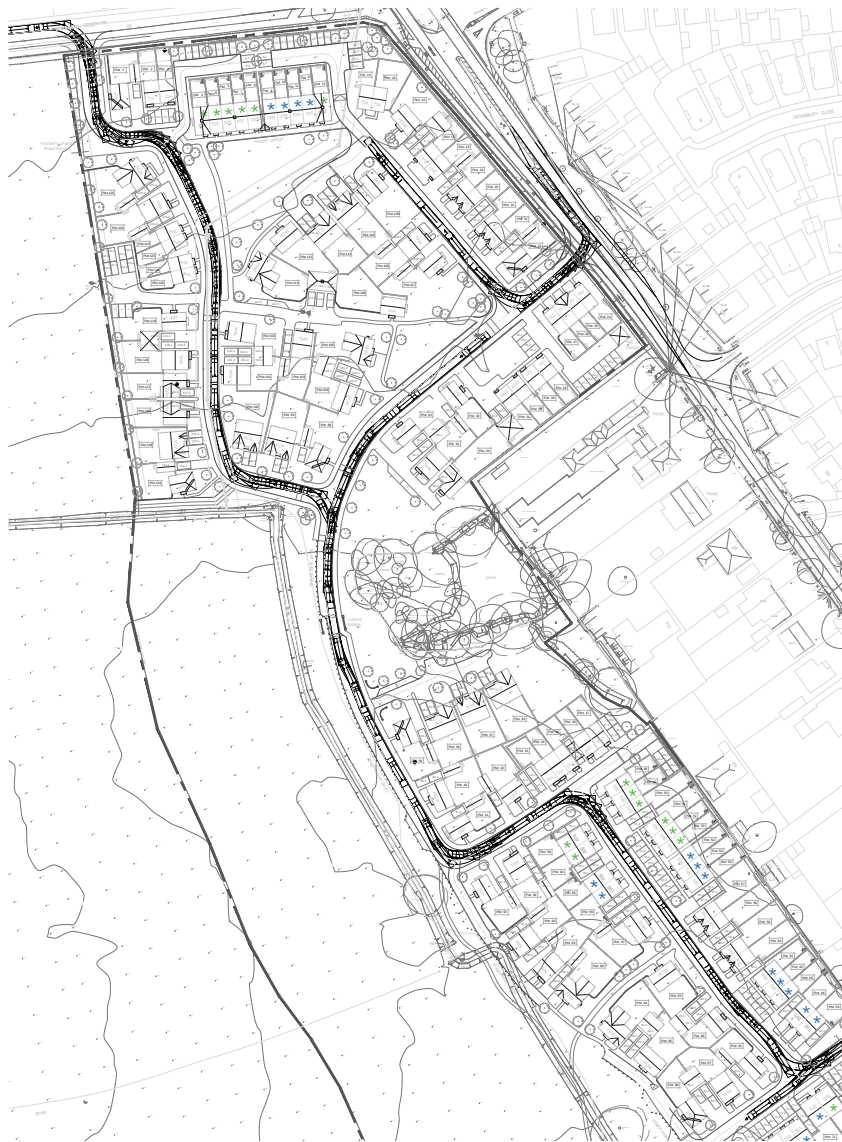
The Transport Assessment produced by Escher-Silverman and submitted as part of the application provides detailed information on the access and transport proposals for the site.

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.

Vehicular access to the application site will be provided from Horndean Road as the primary gateway and Southleigh Road as a secondary access point. The primary access road will measure a minimum width of 5.5m.

In accordance with the approved Access Parameter Plan, 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 documents, 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.



Engineers Tracking drawing



Street hierarchy plan

0 50 100m

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 south of the site.

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



4.0 Proposals

4.5 Access

Servicing and refuse collection

'Manual for Streets' outlines that "the design of local roads should accommodate service vehicles without allowing their requirement to dominate the layout".

On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre." Internal roads within the development have been designed to be wide enough to accommodate the swept path requirements of service and refuse vehicles while not being overly obtrusive.

The Transport Statement which accompanies this application contains swept path analysis which confirms that the key turning movements within the proposed site layout can accommodate the movements of refuse and fire service vehicles.

The design of the proposed layout and the various street types incorporates the provision of hardstand space to accommodate bins on collection day so that they may be collected by the vehicles used by Havant Borough Council.



Refuse collection strategy