



HAVANT ROAD, EMSWORTH

BUILDING FOR LIFE 12 ASSESSMENT

ON BEHALF OF



Figure 1.1: Submitted Planning Layout



1.1 INTRODUCTION

1.1.1 This document summarises the evolution of the proposed development at land north of Havant Road, Emsworth and provides an assessment relating to the questions posed as part of the Building for Life 12 criteria.

1.1.2 The site is located to the west of Emsworth on land to the north of Havant Road, between the A27 and Selangor Avenue. The site is visually screened from Havant Road and the A27 by existing mature hedgerow and trees. There is an existing High Pressure Gas Main (HPGM) that runs along the south east boundary close to the existing residents. Although not visible, this is a major constraint on the site.

1.2 DESIGN EVOLUTION

1.2.1 The design approach for the development has recognised and responded to the special constraints and opportunities the site presents the design team, with regard to how the development sits in the landscape and its character.

1.2.2 The design has evolved over a number of years with continued dialogue between stakeholders, the council, neighbours of the site and the general public. The following plans show the variations in the developments evolution, how it has been refined and integrated into its surroundings, responded to comments made and now provides a well-defined sense of place.



Figure 1.2: Initial Sketch layout



Figure 1.3: The Consultation Layout



Figure 1.4: The Application layout

1.3 BUILDING FOR LIFE 12

THE TWELVE QUESTIONS

1.3.1 BfL 12 comprises of twelve questions, with four under each of the following categories':

- Integrating into the neighbourhood,
- Creating a place and
- Street and Home.

Based on a simple traffic light system a proposal should aim to:

- Secure as many green lights as possible,
- Minimise the number of amber lights and
- Avoid red lights.

INTEGRATING INTO THE NEIGHBOURHOOD

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?

2. Facilities and Services

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

3. Public Transport

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

4. Meeting local housing requirements

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

STREET AND HOME

9. Streets for all

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

10. Car Parking

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

11. Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12. External storage and amenity space

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

CREATING A PLACE

5. Character

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

6. Working with the site and its context

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

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?

8. Easy to find your way around

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

Figure 1.5: The Consultation Layout



1.4 PUBLIC CONSULTATION ASSESSMENT

- 1.4.1 The proposed development was consulted on at a Public Consultation event on 9th June 2016, with a range of boards explaining the various elements of the design proposals. This Public Consultation event was the fourth to have taken place over a number of years.
- 1.4.2 Amendments have been made to the design to accommodate comments made at the event and to ensure that the detailed technical investigations that are ongoing are accommodated in the scheme.

1.5 FINAL BFL ASSESSMENT

FINAL BFL 12 ASSESSMENT

1.CONNECTIONS

1.5.1 The only vehicular access is from Havant Road, with additional pedestrian and cycle access being gained from Selangor Avenue approximately half way along the eastern boundary. The scheme has been developed primarily to provide a safe environment for pedestrians and cyclists. The target maximum road design speed is 20mph for the initial section of highway as you enter the site, then reducing to 15mph as you enter the main body of the scheme.

1.5.2 A series of footpaths and cycle paths follow the interlinked streets around the development and through the areas of open space. They have been designed and integrated into the development from the outset. The perimeter block arrangement to the layout ensures that all routes are overlooked and provide visual security. The new pedestrian and cycle routes connect well with existing networks.

2.FACILITIES AND SERVICES

1.5.3 The development proposes a high quality extension to the local area. The scheme is to provide additional open space to the north, west, east and south, with integrated footpath links to the surrounding areas.

1.5.4 The scheme has good links to the town, to the east, and its range of facilities on offer. Future residents can make use of regular bus services that pass immediately adjacent to the site along Havant Road, thus providing sustainable links to larger towns that offer employment and leisure opportunities.



Figure 1.6: Access/ Movement

3. PUBLIC TRANSPORT

1.5.5 The development sits directly off Havant Road, close to existing east and west bound bus services. Havant Road is served by four routes being the 31A, 36, 145 and 700 provided by Stagecoach. These routes serve larger towns such as Portsmouth, Bognor Regis and all those in between. Mainline train stations can be found at Warblington, approximately half a mile to the Northwest, Havant, approximately one mile to the west and Emsworth, approximately one mile to the east. The wider highways infrastructure offers good connections with the A27, with a main junction located 200m from the site. This highway serves the main towns along this section of the south coast and onwards to other large cities throughout the south of England.



5. CHARACTER

1.5.8 The developments vision from the outset has been to provide a scheme of high quality, both in terms of the overall masterplan, visual appearance, integration within the landscape and design.

1.5.9 The development comprises a range of character within the scheme that varies from formal treatment to naturalistic ecological green infrastructure corridors around the edges of the site. Variation in the built form is also apparent with the central area being a tighter form along with the western edge where the scheme needs to address the noise constraint from the A27. Other areas of the development, where it interacts with neighbours, are of a much lower density.

1.5.10 The use of open space and landscape throughout the development also provides a unique setting and definition to the various areas of the proposal and connects various areas of open space together throughout the scheme. Where possible swales are to be utilised to provide ecological enhancement, drainage solutions and visual interest along the highway routes.



4. MEETING LOCAL HOUSING REQUIREMENTS

1.5.6 The scheme is to provide 161 dwellings. Affordable Housing is to be provided at an agreed percentage of 30%. A mix of dwelling sizes ranging from one bed apartments through to four bed houses is proposed and be of varying types and tenures. These are to be provided throughout the scheme and will cater for local needs and a range of family sizes and budgets.

1.5.7 This therefore provides a diverse choice to potential purchasers. It is hoped that the affordable housing on the site will be offered to local people that want to stay near their families in the town.

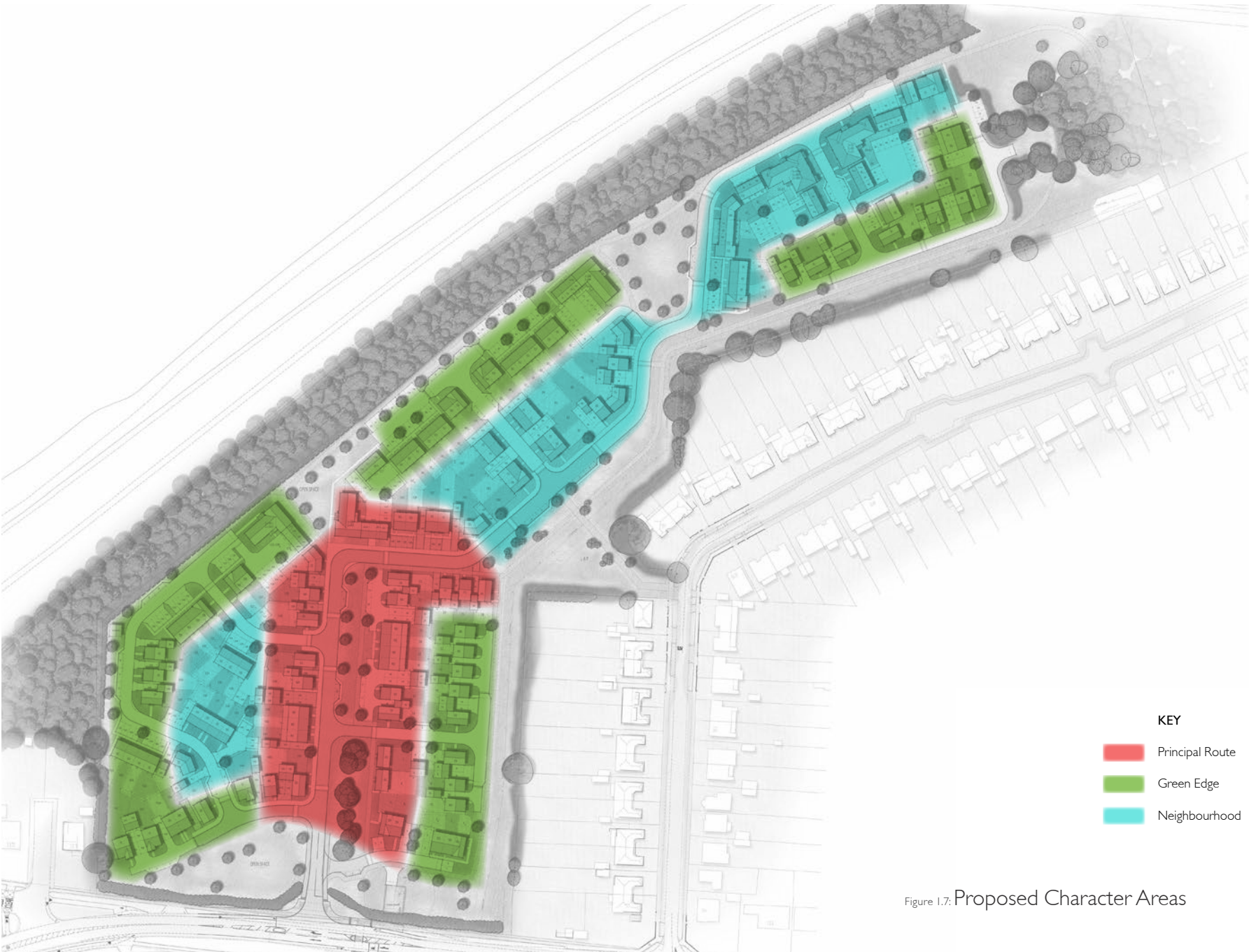


Figure 1.7: Proposed Character Areas

6.WORKING WITH THE SITE AND ITS CONTEXT

1.5.11 The site is almost level throughout, both in an east / west direction and a north / south.This causes issues with regard to providing drainage solutions for both foul and surface water drainage. It will therefore be necessary to provide a pumping station and treatment works on the scheme.

1.5.12 A further major constraint, as mentioned previously, is the HPGM that runs along the eastern boundary, adjacent to the existing residents. It is proposed to relocate the pipeline to the northern boundary, away from the existing and new residents. There are minimum offset distances to HPGM pipelines to residential development and the current location is too close to the existing residents. The relocation of the pipeline will benefit the safety of the existing residents and new alike.

1.5.13 The scheme has been designed to be outward looking and make best use of the views, with dwellings, in the most part, fronting on to vegetation, open space or streets. There are only short sections of development that back on to the existing residents and these are provided to ensure privacy and security is maintained to these properties.



Figure 1.8: Building Heights plan

1.5.14 All of the new green spaces being provided are generous and accessible to all who wish to use them.The design of the open spaces are such that they will provide pleasant spaces to play and walk, whilst also providing ecological enhancements.

1.5.15 Where possible dwellings are orientated to make best use of solar gain, thereby reducing heat loss, whilst also making best use of views available.

7.CREATING WELL DEFINED STREETS AND SPACES

1.5.16 The scheme has been designed to be legible to the visitor; a simple network of connected streets and spaces have been provided to maximise accessibility and legibility.

1.5.17 Focal buildings are provided to be visual markers that assist in the legibility of the development and these have been strategically located throughout the scheme.The buildings define the streets together with the landscape treatment to the various frontage types. Housing is arranged in perimeter block forms ensuring that all of the streets and public spaces are overlooked and secure.



Figure 1.9: Road Hierarchy

8. EASY TO FIND YOUR WAY AROUND

1.5.18 As described in point 7 the development is well defined and the streets are well connected and supported by variation in development frontage and landscape planting, which in turn means that they are easily navigable and identifiable. The main access road leads to a central focal space created with the use of focal buildings and a large area of open space. From this other shared surface streets and footpaths radiate serving the wider scheme.

1.5.19 Each route is well defined and the use of focal buildings and spaces will help the user reassess where they are in relation to the access point of the site. There is a clear differentiation between the public routes such as highways, footpaths and cycle paths, and private areas such as parking courts and private drives.



Figure 1.10: Focal buildings/ Space distribution

9. STREETS FOR ALL

1.5.20 The layout has been designed so that traffic speeds are maintained. The maximum speed for vehicles is 20mph, with the majority of the site being at 15mph. The highway design has had this vision in place from the outset and therefore the network is designed to accommodate this objective. The layout of the highway and footpath network is simple and it will become quickly understood by users.

1.5.21 The areas of open space are well located and visible from many points of the development and from neighbouring land. The main vista, from Havant Road, however, is very well screened due to the existence of a mature hedgerow that is to be maintained.

10. CAR PARKING

1.5.22 The development is for 161 dwellings of various sizes, types and tenure. The parking arrangements have been designed to be conveniently located and of differing solution types. There are a total of 353 parking spaces, which consist of garages (3 x 6m), open parking spaces in private parking courts, on curtilage parking, lay-bys and visitor spaces.

1.5.23 Public visitor space are well located throughout the scheme and easily identifiable. The provision and location of the parking spaces is such that the highway structure should not become obstructed for the use of emergency and refuse vehicles.



Figure 1.11: The proposals includes a range of parking



Figure 1.12: The proposed parking provision

11. PUBLIC AND PRIVATE SPACES

1.5.24 Good urban design requires that there is clear differentiation between public realm and private spaces. There is a clear demarcation between public, semi-private and private. The combination of proposed development form and boundary treatments sets out clearly what is private. Semi-private areas constitute parking areas or shared drives, whilst public areas are defined by their openness and are overlooked by surrounding development with permeable or no boundary treatments.



Figure 1.13: The proposals includes a range of public, semi-private and private spaces

12. EXTERNAL STORAGE AND AMENITY SPACE

1.5.25 All dwellings will have adequate storage for bins, recycling and cycles as required by the local authority policy. Dwellings which have garages will store their cycles in the garage as they are to be 3 x 6m internally to allow for this. Dwellings without garages will be provided with lockable timber sheds in the rear garden. The collection of refuse bins can be an issue on many developments, however, in this case they have been integrated into the design. Bin collection points have been located on the layout and incorporated into the landscape scheme.

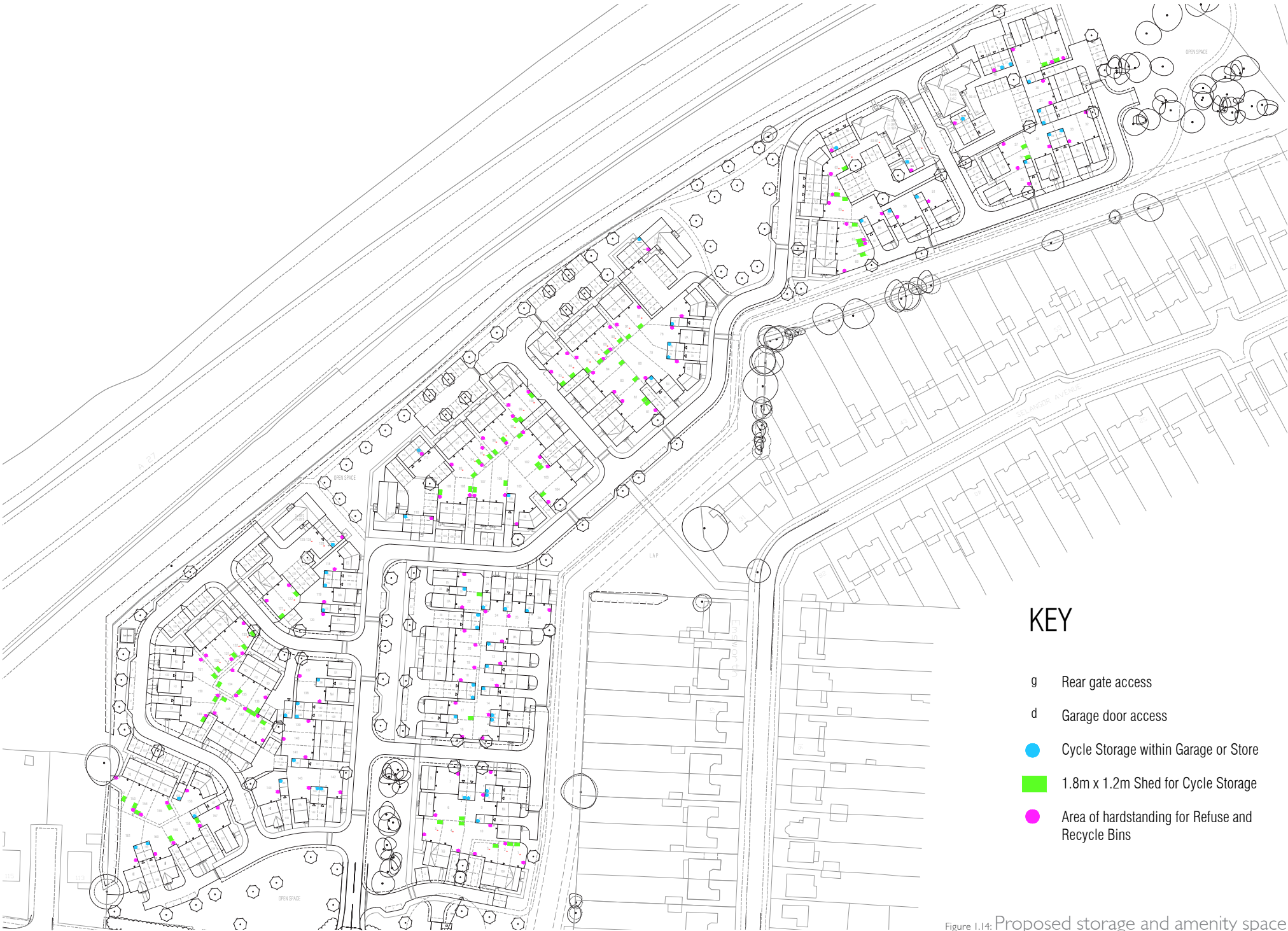


Figure 1.14: Proposed storage and amenity space