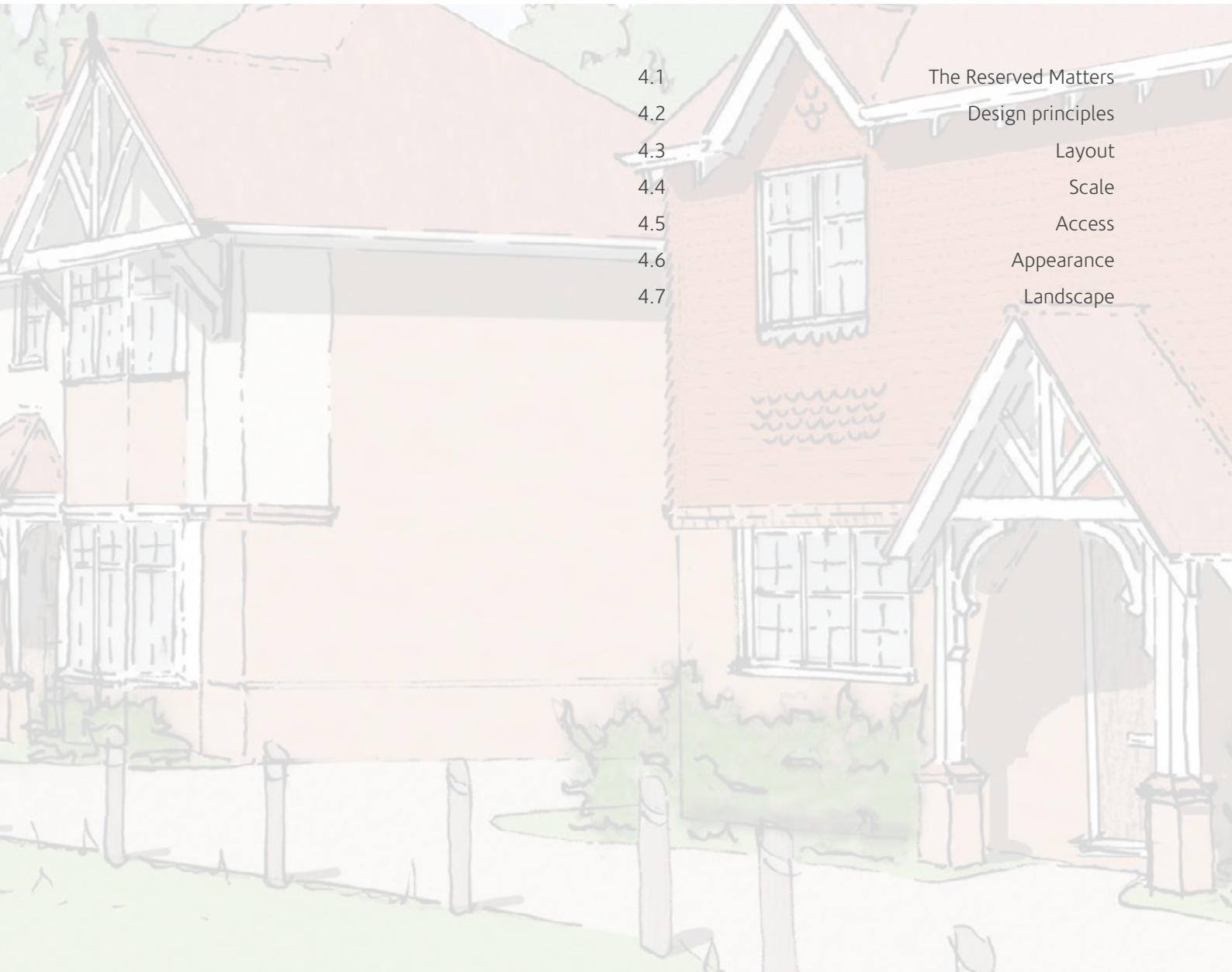
# 4.0
# Proposals

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## 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 from Horndean Road
3. Secondary gateway from Southleigh Road
4. Pedestrian/cycle route through site
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

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## 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 | 23 |
| | 3 Bedroom house | 26 |
| | 4 Bedroom house | 38 |
| | 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**

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## 4.3 Layout

The site has been divided into a number of suburban blocks by a hierarchal 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.

**Proposed tenure distribution plan**

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## 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.

**View north along Horndean Road with the site on the left**

**View east along Southleigh Road with site on the right**

**Street hierarchy plan**

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## 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.

**Pedestrian and cyclist movement plan**

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## 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.

KEY
Refuse storage locations
Kerbside refuse collections points
Refuse vehicle route
0
50
100m

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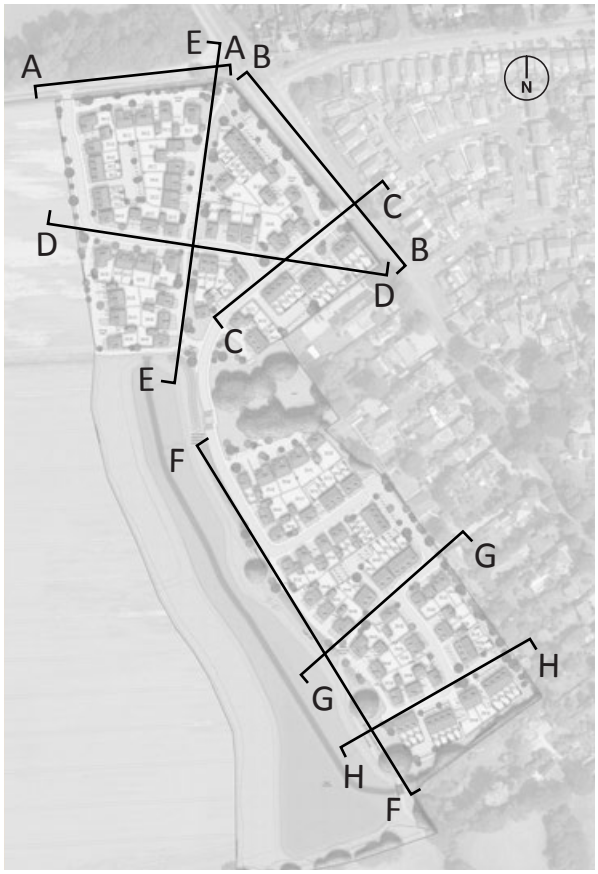
## 4.6 Appearance

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.

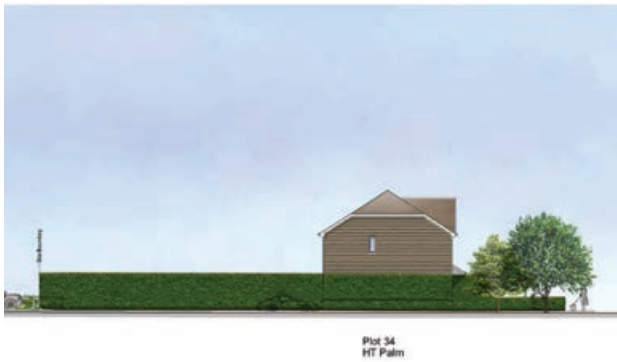
A traditional design approach is proposed, using local and established materials, with references to a prevailing arts and crafts theme with feature buildings or groups adopting a rural barn or alms house style. The use of different materials on the facades will help to break up the built form and reduce impact and scale.

The varied heights and rooflines will also create more interest to the facades which are embellished with plinths, bands, dentil courses and other carefully selected features for this location.

A variety of boundary treatments will be used including native species hedging, timber fencing and brick walling. The use of 1.8m high timber boarded fencing will be limited to back gardens with open rail fencing preferred along rural edges.




Key Plan



Proposed street scene on A-A

Proposed street scene on B-B

Proposed street scene on C-C

Proposed street scene on D-D

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## 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

# 4.0 Proposals

Illustrative view showing houses fronting 'the meadow'

# 4.0 Proposals

Illustrative view of entrance into the site from Horndean Road

# 4.0 Proposals

## 4.6 Appearance

**Materials**

*Materials Palette*

Forterra Oakthorpe Red-Multi

Monier Redland Natural Red

Autherstone Red Detailing

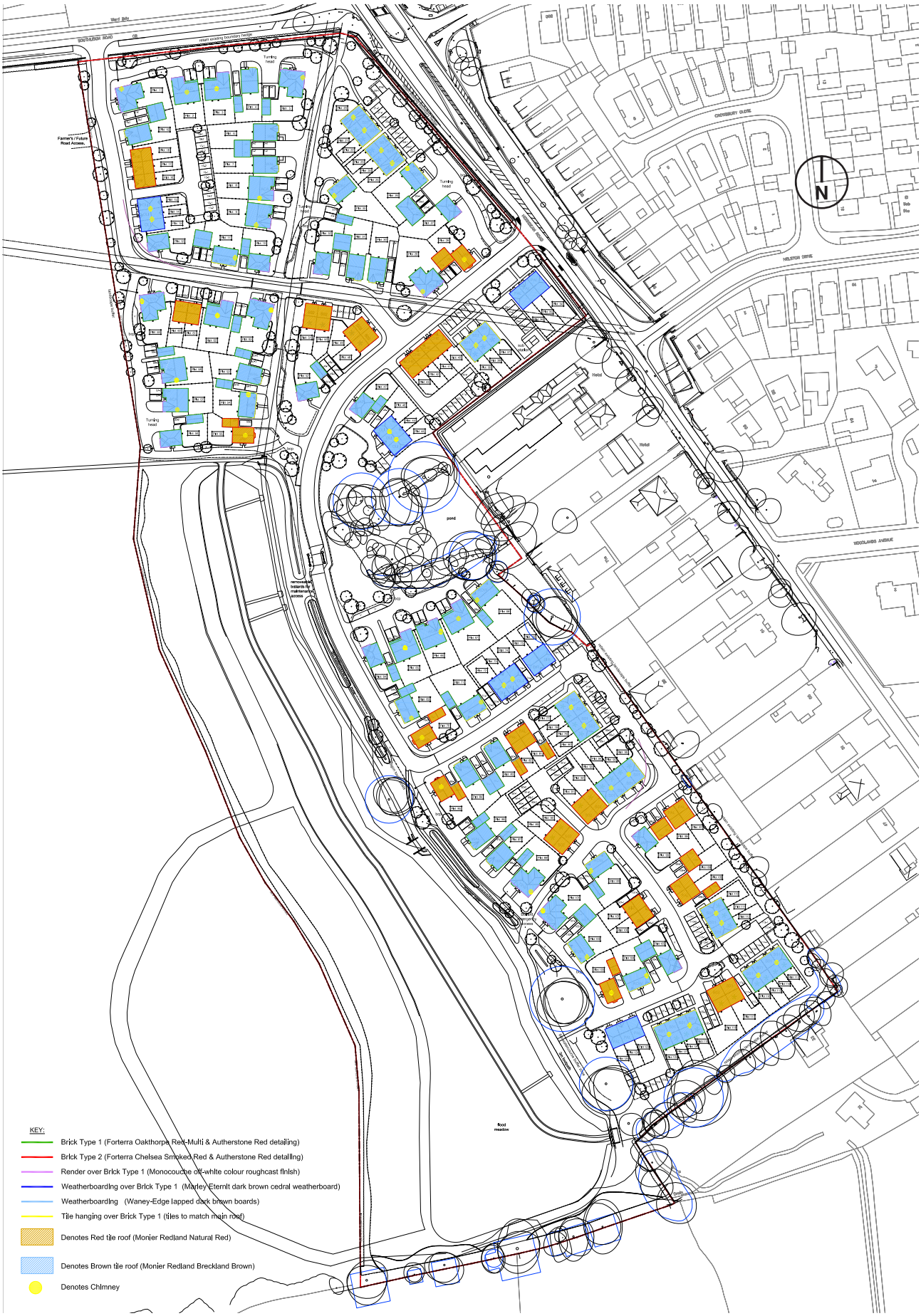
Monier Redland Breckland Brown

Chelsea Smoked Red

Marley Eternit dark brown Cedral weatherboard

Monocouche off-white colour roughcast finish

Waney-edge lapped boards dark brown




**Building Materials Plan**

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## 4.7 Landscape

**Landscape**

The landscape has been designed to be sympathetic with the local character and sensitive to the local ecology. It will provide an important setting for the development and assist in uniting it with the wider landscape.
The multi-functional public open spaces will provide informal play and social values with new provisions for watercourse and footpath/ cycleway links.

The boundary vegetation is to be protected to retain existing habitat with infill indigenous planting to increase structure and biodiversity. Large native structure trees will be planted within the countryside edge for biodiversity, amenity and visual screening and spaced to provide views from Horndean Road to open countryside.

Native trees will also be planted within the hedgerow along Southleigh Road and Horndean Road edges to strengthen the visual interest and function as a linking habitat for wildlife.

The wetland area at the western boundary features a proposed watercourse and flood meadow that will create an attractive landscape feature and setting for the development area. The flood meadow will consist of species rich wildflower and grassland areas to encourage wildlife and provide a nectar source for insects. Additional scrub planting within these areas will also consist of native species.

Decorative street trees chosen for their seasonal interest and upright form will be planted along the roads reducing the urban scale, filtering views and providing an instant impact on the street scene. They will also provide visual amenity with blossom and habitat for wildlife. Wildlife friendly species will also be used where appropriate. Low level hedges and shrub planting will provide definition between the private and public areas and a year round enhancement to the street scene.

Further visual interest and habitat enhancement will be carried out with the retention and careful management of the existing pond with associated grassland areas. The migration tunnel under the road between the pond and the wetland area will be used to create a landscape feature to strengthen the visual interest and to soften the linearity of the north-south central estate road.

**Arboriculture**

The arboricultural works package includes an assessment of the existing tree stock on the site and immediately adjacent to the site boundary (carried out at the outline planning stage).

The purpose of the survey was to identify and record the principle tree constraints on site in order to inform feasibility studies and design options- in accordance with BS5837:2012 Trees in relation to design, demolition and construction. The constraints were then passed to the design team to inform the layout. The all the better trees of 'A' and 'B' category identified for retention are located primarily on the boundaries of the site, and have high landscape value as screening. The 'C' category trees within the site are not considered to be a constraint that would jeopardise a satisfactory design layout.

On completion of this reserved matters layout, an arboricultural impact assessment was compiled, the purpose of which is to evaluate and discuss arboricultural conflicts within the scheme, and demonstrate to the Planning Authority the viability of the layout. Included within the assessment is an arboricultural method statement and tree protection plan. The method statement informs the methodology for the implementation of any aspect of the proposed scheme and demonstrates that the recommended mitigation measures discussed in the impact assessment can be implemented with minimal risk of adverse impact on trees to be retained. The protection plan is a scaled drawing that shows the positions of trees to be retained and indicates the location of all tree and landscape protection measures.

**Ecology**

Ecology surveys have been carried out for great crested newts, bats, reptiles, water voles, rare flora and wintering waders/Brent geese. There is no evidence that great crested newts, brent geese or water voles are using the habitats on site and very low levels of bat activity were recorded on site. A small population of common lizards have been translocated out of the development area into an onsite receptor area in 2016.

A wetland area is being created to the west of the development area to enhance the site for wetland birds and other aquatic wildlife. The pond, which is located between two housing parcels will be enhanced for wildlife by increasing light levels, improving the permanence of the pond and through new planting both in and around the pond. Bat and bird boxes will be incorporated into the fabric of the new buildings and installed on trees to increase the roosting and nesting opportunities throughout the site. A sensitive lighting scheme will retain dark corridors for wildlife to commute through the site and existing tree lines will be enhanced for wildlife with new native hedgerow and tree planting.