

Land off St Mary's Road, Hayling Island

Design and Access Statement

December 2016





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01 Background



01 Background

Introduction and Purpose

This Design and Access Statement (DAS) accompanies the Outline Planning Application made by Gladman Developments Ltd for development of the land off St Mary's Road, Hayling Island. The development comprises residential development of up to 210 dwellings and 0.6ha for apartments with care (C2) with vehicular access off St Mary's Road. Detailed approval is sought at this stage for access only. All other matters are reserved for subsequent approval. The location of the site is illustrated in Figure 01.

The Planning Practice Guidance (PPG) was adopted on 6th March 2014. The PPG provides the following guidance on Design and Access Statements:

“What is a Design and Access Statement?”

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. It provides a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users. Design and Access Statements can

aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.

The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.

What should be included in a Design and Access Statement accompanying an application for planning permission?

A Design and Access Statement must:

a) Explain the design principles and concepts that have been applied to the proposed development; and

b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual

application and a Design and Access Statement should be tailored accordingly.

Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.”

Building for Life 12

The scheme has been developed embracing the twelve Building for Life 12 criteria developed by CABE and the Home Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life criteria are used to evaluate the quality of schemes against this vision.

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. The twelve Building for Life Questions are grouped under three headings, and are set out on the following pages:

Integrating into the Neighborhood

1. Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses around the development site?
2. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
3. Does the scheme have good access to public transport to help reduce car dependency?
4. Does the development have a mix of housing types and tenures that suit local requirements?
5. Does the scheme create a place with a locally

Creating a Place

- inspired or otherwise distinctive character?
6. Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimates?
7. Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?
8. Is the development designed to make it easy to find your way around?

Street and Home

9. Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
10. Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
11. 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?
12. Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?



The Vision

The overall vision for the site is to provide a distinctive and high quality place, which complements the qualities and character of Hayling Island.

The development will create up to 210 dwellings and 0.6ha for apartments with care (C2), with a range of housing to meet the needs of the area, whilst respecting and enhancing the site's environmental assets. Housing will be set within a robust network of green infrastructure, which will help to integrate development within the landscape and create a distinctive sense of place.

A Development Framework Plan sets the parameters of the proposed development. The Masterplan in the document is illustrative and provides one iteration of how the site could be developed. The precise design and layout of the proposed development would be provided at the reserved matters stage.



Figure 01: Masterplan
NTS



Site Boundary



Figure 02: Location Plan
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02 Response to Context



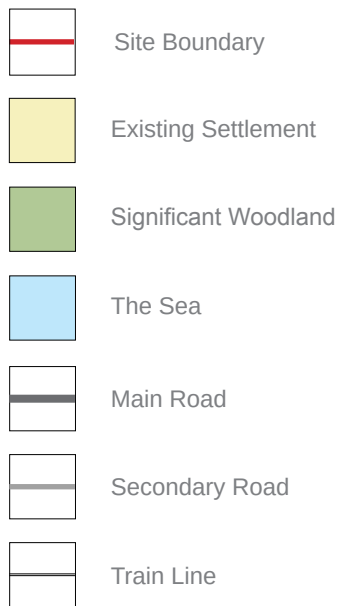


Figure 03 Context
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02 Response to Context

Location

The site is situated amongst existing settlement areas in the southern part of Hayling Island. It falls within the administrative authority of Havant Borough Council, which covers nearby towns such as Waterlooville, Bedhampton and Havant. St Mary's Road runs parallel to the eastern and southern boundary of the site, whilst publicly accessible open space and Hayling Island Holiday Park occupy the area immediately north of the site. Portsmouth and Chichester lie within 15km of the site.

Housing Need

Every Council is required by the Government to boost significantly the supply of housing and to make planning decisions in the light of a presumption in favour of sustainable development. With a growing population, Hayling Island has a demonstrable need for more housing and additional new deliverable sites are required. Approval of this development will help towards addressing the present shortfall of housing within the Borough.

Planning Policy

The National Planning Policy Framework (NPPF) and the supporting Planning Practice Guidance (PPG) set out design guidance for new development and these design principles have been embraced as part of the design strategy.

A detailed assessment of the complete planning policy framework is set out in the Planning Statement, which accompanies the planning application. This section focuses on the local planning policies most relevant to the design and access proposals for the development.

National Planning Policy

The NPPF sets out the government's planning policies for England and how these are expected to be applied.

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraphs 56 and 57 of the NPPF make specific reference to good design as a key aspect of sustainable development.

56. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

57. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Local Policies

Havant Borough Core Strategy Policies (Adopted 2011)

The following policies include content of relevance to the design of the proposals for the site:-

- Policy CS1- Health and Wellbeing
- Policy CS5 - Tourism
- Policy CS6 - Regeneration of the Borough
- Policy CS7 - Community Support and Inclusion
- Policy CS8 - Community Safety
- Policy CS9 - Housing
- Policy CS11 - Protecting and Enhancing the Special Environment and Heritage of Havant Borough
- Policy CS12 - Chichester Harbour Area of Outstanding Natural Beauty (AONB)
- Policy CS13 - Green Infrastructure
- Policy CS16 - High Quality Design

Development Management Policies

- DM1 - Recreation and Open Space
- DM8 - Conservation, Protection and Enhancement of Existing Natural Features
- DM9 - Development in the Coastal Zone
- DM13 - Car and Cycle Parking on Residential Development

Havant Borough Council Emerging Local Plan (expected adoption 2018)

This document will review and refine the current Core Strategy and Allocations Plan from 2011 to 2026 to provide the strategy and a refined housing target for the Borough from 2011 to 2036. The HBC website states that *"In order to address the high need for new housing in the borough, the Borough Council will be reviewing the Adopted Local Plan"*.

Havant Borough Local Plan (Allocations) July 2014

The Havant Borough Local Plan (Allocations) builds on the Core Strategy and includes more detailed policies for development of the borough and allocates land suitable for development.

The following policies include content of relevance to the design of the proposals for the site:-

Strategic Policies

- Policy AL1 - Presumption in Favour of Sustainable Development
- Policy AL2 - Urban Area Boundaries and Undeveloped Gaps between Settlements

The site does not fall under any of the allocated areas on Hayling Island for residential development.

Havant Borough Council Borough Design Guide Supplementary Planning Document (December 2011)

This technical guidance document is described by HBC as being material in raising the standard the design across the borough in respect to new development. The design guide provides detailed guidance to supplement and implement CS16 - High Quality Design and applies to all forms of development. It is divided into six parts, comprising an introduction and five themed supplements, as follows-

- Planning Policy Framework and Material Considerations
- The Seven Key Principles of Good Design
- Approaching the Layout and Design Of New Developments
- Specific Guidance on Residential Developments
- The Planning Application Process, Design Review and Neighbourhood Plans

Other Relevant Strategies, Guidelines or Documents

A number of published guidance documents cover the site and its surrounding context. These documents are referred to within this Design and Access Statement where applicable. They include:

- Statement of Community Involvement (December 2013)
- Housing (July 2011)
- Residential Parking and Cycle Provision (March 2010)

The Existing Situation

The site comprises two arable fields separated by low lying, intervening scrub. A wet ditch crosses the site from west to east, resulting in a pond at the centre, with associated aquatic vegetation. Outlying trees surround the eastern and southern perimeter of the site whilst open grassland and native woodland occupy the areas north and west.

The site is located towards the south of Hayling Island and falls within the Havant Borough Council administration area. Havant town lies approximately 6.2km north of the site.

The site is well defined by a strong framework of hedgerows and mature trees and lies adjacent to established residential areas and St Mary's Road. Hayling Island Holiday Park is located north west of the site and St Mary's Church abuts the north eastern boundary. Properties skirt the south eastern boundary of the site with a wide range of retail facilities available beyond on Elm Grove.



Figure 04: Aerial Plan
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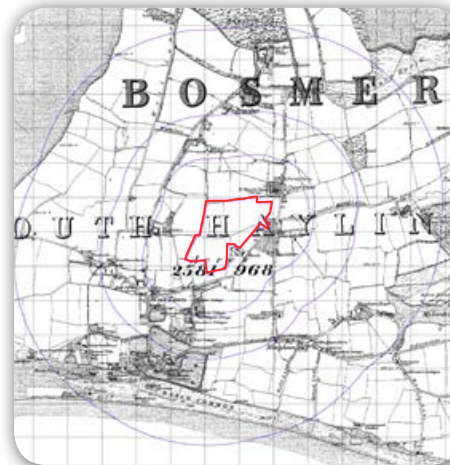
Historical Context

Historic map regression analysis illustrates the incremental development of the local area over time. It highlights that the setting of the site has sustained significant change.

The historic Ordnance Survey (OS) mapping shows the growth of southern Hayling Island over the last 144 years.

During 1871 to 1898, it's clear from the historic maps that the majority of the land in and around the site comprised of agricultural fields, separated and connected by several main roads. Blocks of woodland are evident to the far east of the site and St Mary's Church is present at the north eastern corner. Residential properties are few and broadly scattered, with each dwelling holding a portion of the surrounding land.

By 1931 the site is compartmentalised into approximately five smaller fields and the surrounding land is still primarily open and unoccupied. However properties have become more commonplace along the main roads, which have also become more extensive. Orchard trees are present in small blocks around the site and the majority of settlement is localised around the sea front.



1871



1898



1931-1932



1962

Modern Growth

From 2000, the development has increased in density and spread northwards from the sea front up to and beyond the site. The open nature of the landscape north of the site has remained largely undisturbed. Development appears as a large block but areas of open space punctuate the settlement. These include Hayling Park, Tournier Bury Plantation and Tournierbury Golf Course. The northern half of the island remains open and primarily given over to agriculture.

The 2015 map demonstrates the importance of the two main roads running north to south, connecting users to the seafront. Hayling Island Holiday Park north west of the site is apparent from the most recent historical maps.



2000



2015

Settlement Density & Urban Grain

The urban grain of southern Hayling Island is shown on the adjacent plan. The predominant settlement pattern comprises a mix of formal and informal, detached and semi-detached 20th Century houses, as well as period properties and bungalows.

Properties in the immediate context of the site comprise largely of bungalows with moderate sized front gardens lined with low brick walls. On St Mary's Road, properties vary in character and include apartments and detached houses. Properties that skirt the south eastern perimeter of the site include detached bungalows with long, narrow back gardens. Some properties south east of the site are accessed via private roads.

Away from the site towards the east, Church Road which becomes Elm Grove contain clusters of densely populated retail facilities and restaurants. Houses along the main roads often comprise of apartments above shops.

To the north east of the site properties are arranged in formal, regular blocks. A lot of these dwellings overlook the open space of Tournembury Golf Course and the playing fields associated with Hayling College.

The holiday park north of the site is made up of rows of static caravans. Mature trees and hedgerows are a prominent feature west of the site, connecting houses and apartment blocks with the adjacent green space. Examples of modern development can be found south and west of the site.

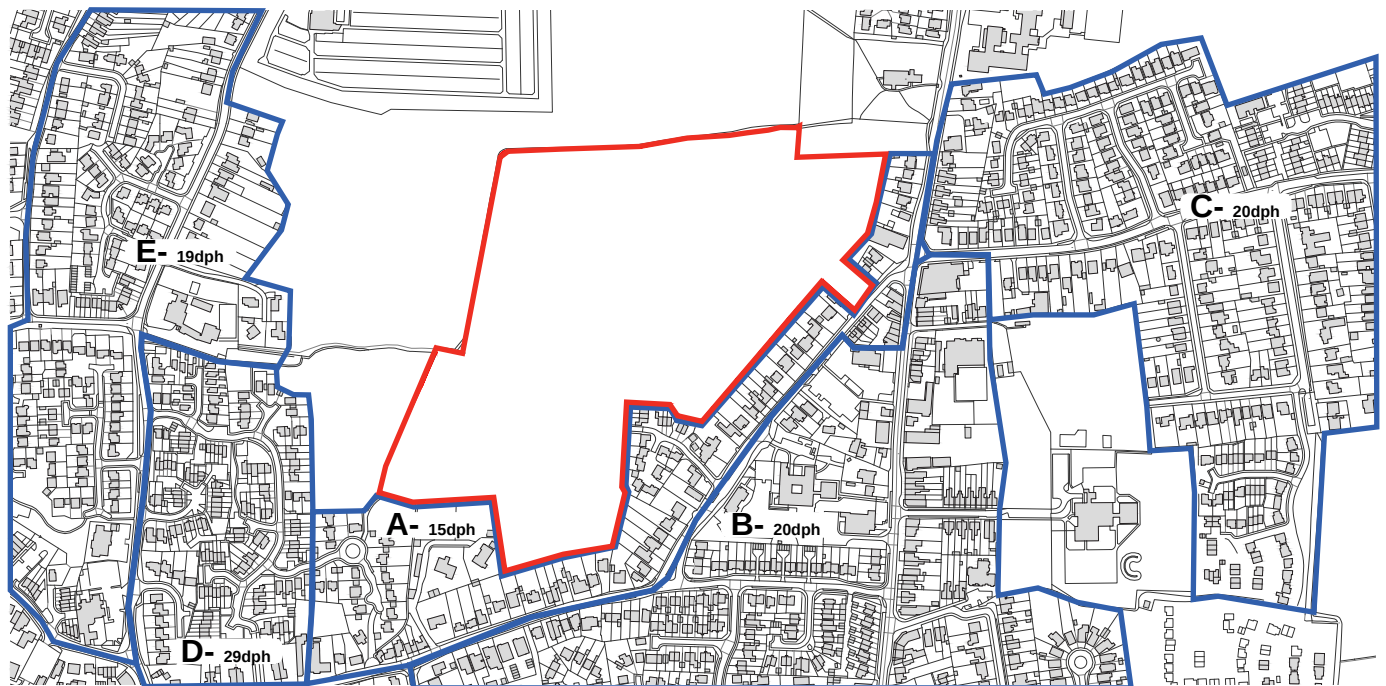


Figure 05: Settlement Analysis
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Local Traditional Built Character

The site is located adjacent to existing properties off St Mary's Road to the south and east, with the Hayling Island Holiday Park situated north west. Much of Hayling Island comprises 20th century housing estates. Properties are eclectic in style, but comprise largely of two-storey buildings and bungalows, with blocks of new build apartments scattered around the island.

Dwellings are either brick or rendered generally, particularly within the town centre. There are some examples of thatched and period properties which are mostly grouped together. Modern development appears frequently in large clusters around the peripherals of existing settlement.

There are a number of listed properties present within the settlement and the majority of these are two-storey brick dwellings, often with timber detailing and associated with agriculture. They commonly feature Sash windows and chimney stacks with small porches over entrances. Roofs are traditionally red pantile. Properties along main roads often have small frontages whilst generally properties along secondary roads and in particular around the site, have larger front gardens. Low brick walls are a common feature along the frontages of properties.



20th century terraced properties on St Mary's Road



Example of a modern block of apartments along a main route through the island



Bungalows with large front and back gardens and low brick front walls



A period farm property towards the north of Hayling Island, built with traditional materials



Topography

The site lies on a gentle south facing slope, with a drainage ditch and pond crossing the fields roughly halfway up, flowing from west to east . Currently the site comprises of two arable fields separated into northern and southern compartments by a drainage ditch and low lying scrub. The ground level falls gently south from a high point of 8.3m metres at the northern boundary to approximately 6.5m metres at the southernmost point.

To the south of the site, Hayling Island slopes from north to south from around 8-9 metres to around 3-5 metres at the seafront, at which point it shelves off steeply to sea level. The

developed part of the island remains mostly level, with an average of 2-3m fluctuation in height difference. The majority of Hayling Island is consistently level, in particular the land in the centre of the island furthest away from the shore. However the land slopes down rapidly towards to the coast of the island, falling from approximately 4m to 0m AOD (above Ordnance Data).



Viewpoint north east across the site towards St Mary's Church from the existing public footpath

Key

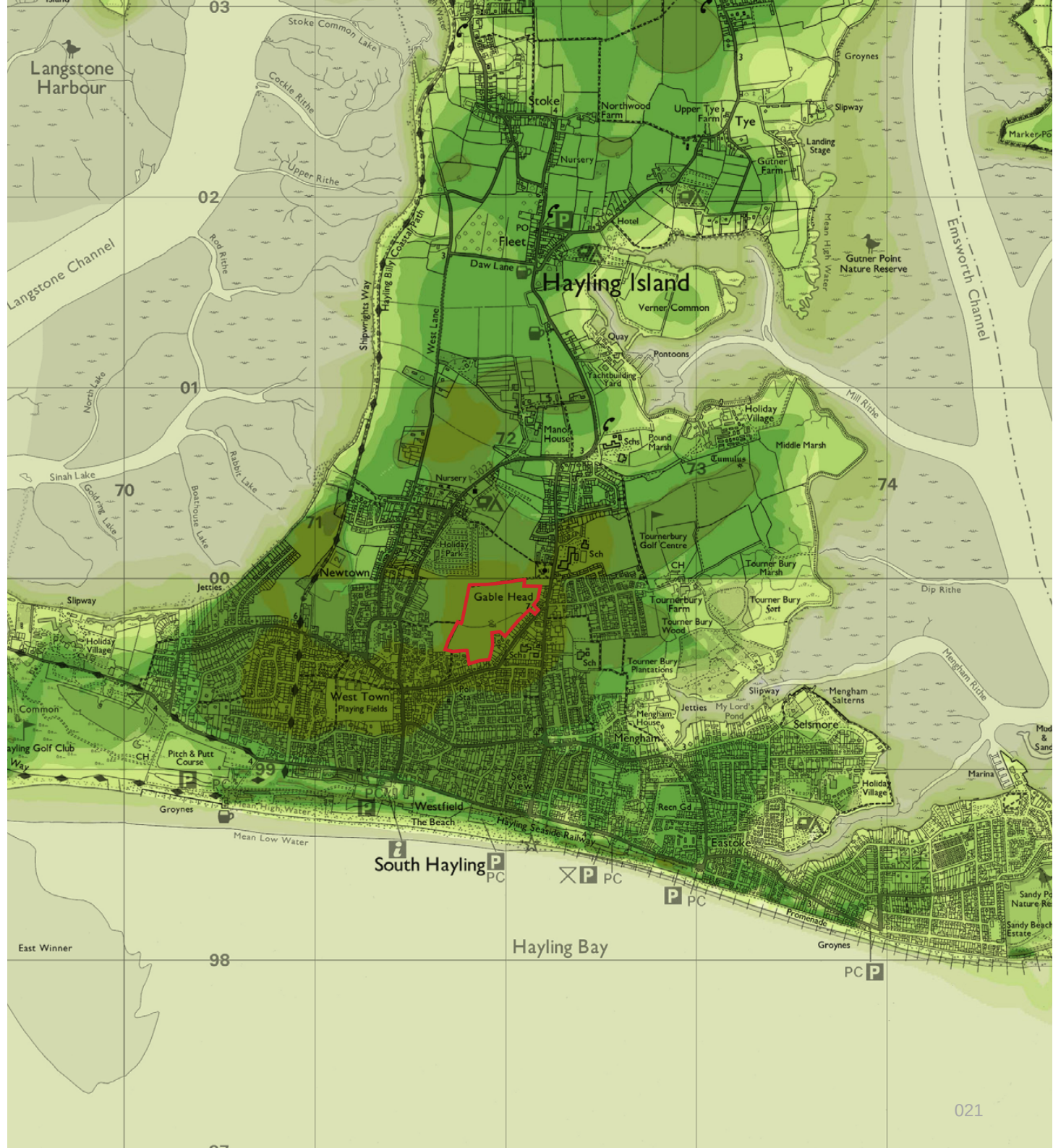
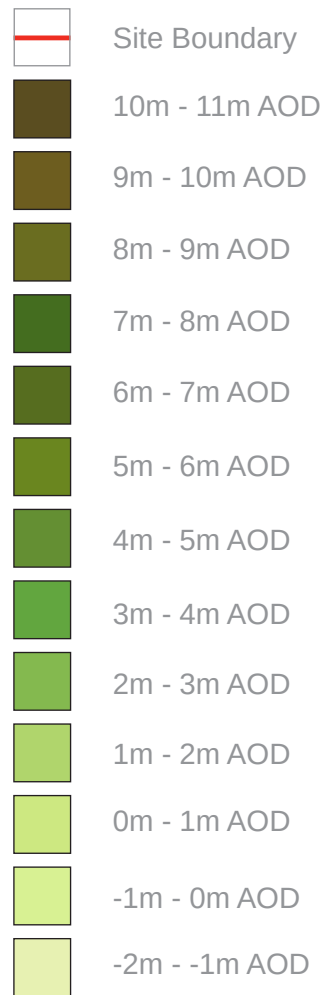


Figure 06: Topography Plan
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Landscape Character

The site comprises two arable field and adjoins the existing settlement area. Settlement borders the southern and eastern fringes of the site, including a school, a car park and a library off St Mary's Road. West and north of the site there is a large, open expanse of publicly accessible space and playing fields that serve the adjacent Hayling Island Holiday Park. Public footpaths skirting the site interact with the site at several points, and mature vegetation borders the south western boundary.

North of the site the main road through Hayling Island (A3023) meanders through the southern settlement, beyond which the land is occupied by agricultural fields and small blocks of woodland and orchard planting. Within the accompanying Landscape and Visual Assessment a range of local factors have been assessed and the result is that the site and immediate settlement edge context are considered to be of Medium landscape value.

A Landscape Character Assessment was undertaken in 2007 for Havant Borough Council which is broken down into five sub-sections. There was also a Landscape Character Sensitivity Report carried out in the same year which details the Landscape Character Areas. The site falls within Landscape Type H: Open Lower Harbour Plain and Landscape Character

Area (LCA) 35 West Town, Hayling Island.

A few of the key characteristics of LCT H are:

- *Low lying and predominantly flat with some local variations producing smooth low mounds*
- *A high density of streams and water courses, many channelled into field side ditches*
- *Medium size predominantly arable fields with sparse intermittent hedgerow vegetation*
- *Woodland tends to be broadleaved woodland with no ancient, semi-natural woodland occurring within this character type*

Guidelines for Development Considerations include:

- *Encourage the use of locally distinctive materials such as flint and brick for boundary features, and discourage the use of timber fencing*
- *Proposed areas for car parking should not visually intrude into open areas of the landscape. Any proposed mitigation planting must relate to the surrounding vegetation pattern and consist of local native plant species*
- *New infrastructure should have a simple rural character,*

avoid unnecessary signage and suburbanising trends i.e. lighting.

Natural England has also published landscape character guidance. The site is located within Natural England's National Character Area (NCA) 126 'South Coast Plain'. Natural England makes a number of recommendations relating to development in NCA126. Essentially these relate to the enhancement of settlements and provision and management of high-quality green infrastructure networks. An example of a recommendation for NCA126 include;

- *"Plan for the creation of a strong landscape framework within and around major settlements and identified growth areas, while managing and enhancing existing greenspace and access, and balancing the needs of agriculture, communities and the natural environment."*

There is also a Landscape Character Assessment for Chichester Harbour AONB, which is within close proximity to the site.



Site Boundary

Havant Borough Townscape, Landscape and Seascape Assessment (HBTLSA)



Landscape Character Areas

- 29 - North Hayling
- 30 - Stoke and north west Hayling
- 31 - Central Hayling plain
- 32 - Langstone Harbour
- 33 - Chichester Harbour
- 34 - Sinah Common and The Kench
- 35 - West Town, Hayling Island
- 36i - Eaststoke
- 36ii - South Hayling
- 37 - Black, Sandy and Eaststoke points
- 38 - Langstone Harbour Mouth
- 39 - South Coast Hayling Island
- 40 - Chichester Harbour Mouth

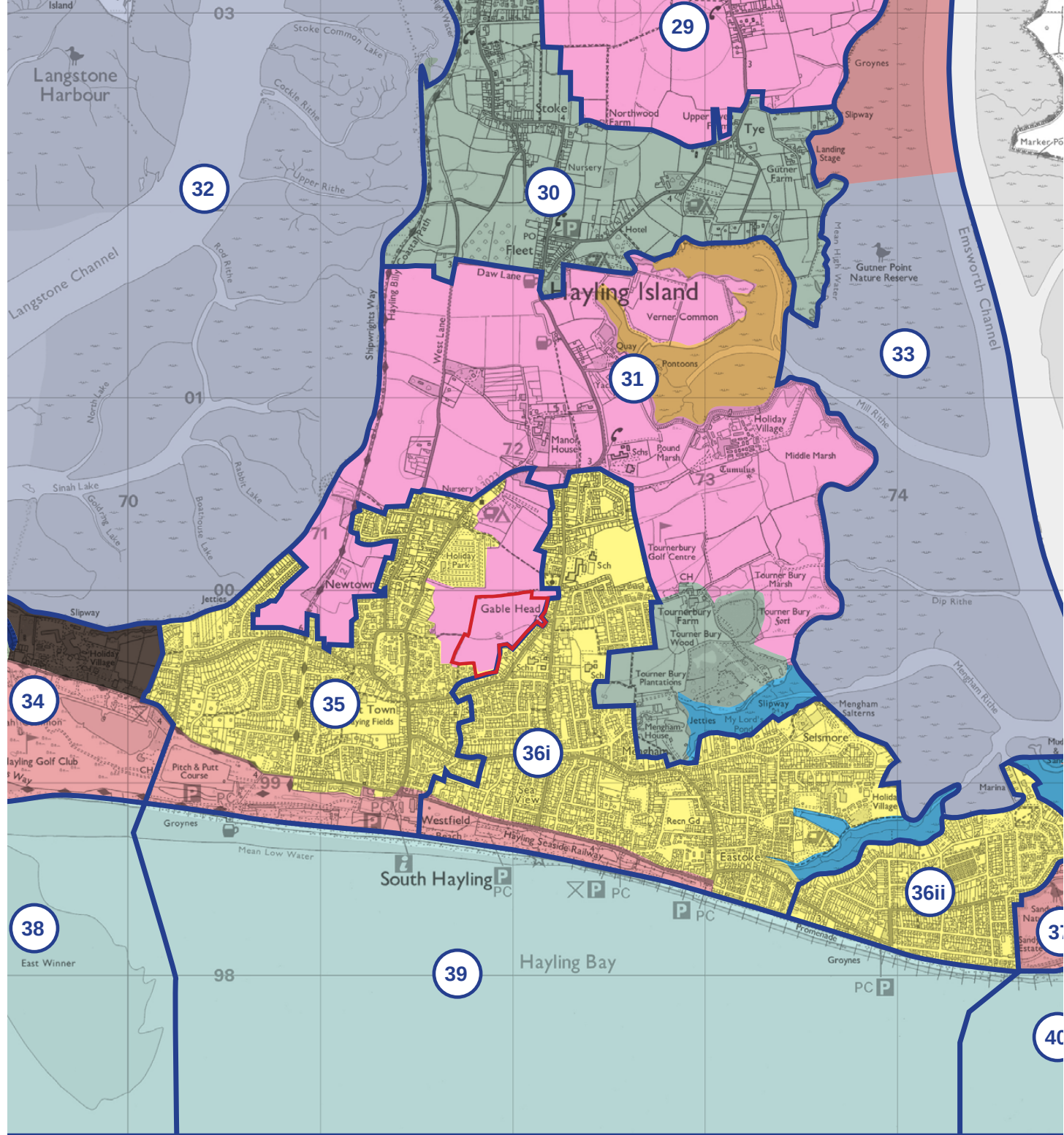
Landscape Character Types



- H - Open Lower Harbour Plain
- I - Enclosed Lower Harbour Plain
- J - Harbour Basin
- K - Harbour Mouth
- L - Broad Inlets
- M - Minor Inlets
- N - Lowland Coastal Settlement
- O - Lowland Open Coastal Plain
- P - Open Coast



Figure 07: Landscape Character Areas
NTS



Landscape Designations

Chichester Harbour Area of Outstanding Natural Beauty (AONB)

Chichester Harbour AONB is located to the east of Hayling Island and covers the entire mouth of the harbour, including a portion of Hayling Island, Thorney Island and the surrounding headland. The AONB covers an area of approximately 7400 hectares. Some of the special qualities taken from the Chichester Harbour AONB Management Plan are:

- *Unique landscape and dynamic estuary*
- *Flat mudlands and saltmarsh support a large variety of bird life*
- *Dunes and natural wooded shorelines*
- *Nature conservation value*
- *Invaluable resource for environmental education and activities*
- *Strong access to remote places by a network of footpaths*
- *Undisturbed natural coastline*

Chichester Harbour (AONB) Management Plan (2014-2019)

The Chichester Harbour AONB sets out the vision for the harbour and aims to safeguard the area for years to come. It focuses mainly on all the land within the AONB, and on the different functions and people that use the area and how to mitigate their impact. The management plan highlights the pressures that could face the AONB, including:

- Nature conservation
- Development pressure
- Economic growth
- Coastal and flood defence
- Community engagement

The topography, existing built development and intervening vegetation of Hayling Island provide a screen of the site from the east, and no views have been identified from the AONB into the site. At it's nearest point, the Chichester Harbour AONB is located 0.6km away from the site and the proposed development from this distance would be a minor component within a much wider view, observed within the backdrop of existing settlement.

Other Designations

A number of listed buildings are found on Hayling Island, the closest of which are St Mary's Church and Farm Cottage and Rook Farmhouse. There are also several Scheduled Monuments within 2km of the site, including Tournier Bury Ancient Burial Site in the south east of the island and the WWII Heavy Anti-aircraft Gun Site near the sea front towards the south west of the island.

The only Conservation Area in the immediate vicinity covers a small area near the coast to the south west of Hayling Island. This Conservation Area is called Coastguards and it protects a number of listed 19th century cottages and a 20th century house, which has now been converted into a nursing home.

There are no designations that fall within the site itself.

-  Site Boundary
-  Scheduled Monument
-  Listed Building
-  Conservation Area
-  Chichester Harbour AONB

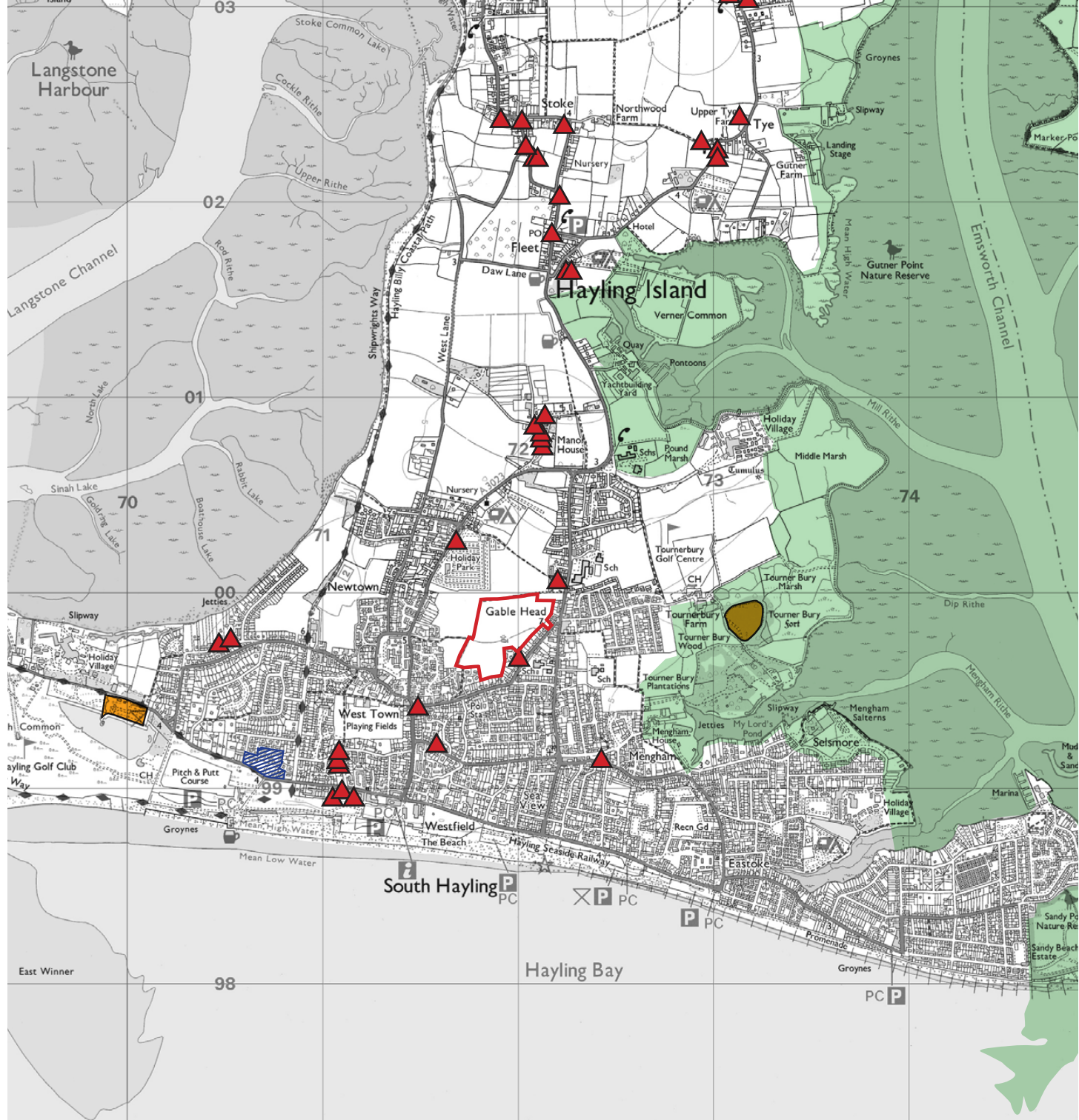


Figure 08: Designations
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Landscape and Visual

A Landscape and Visual Impact Appraisal of the proposed development has been carried out as part of an iterative design process by FPCR Environment and Design.

In landscape and visual terms the assessment demonstrates that the Framework Plan proposals respond well to the local landscape character of the site.

The visual envelope for the site has been identified as being limited due to the flat landform, surrounding vegetation and existing properties which visually and physically enclose the site. Visual receptors are therefore restricted to those in the vicinity of the site and include residents on St Mary's Road, public footpath users and local road users.

The retention of the existing vegetation, where possible, as well as proposals for new tree and hedgerow planting will help to soften and screen views of the development and help it assimilate into the existing settlement edge.



Aerial photograph with site boundary and viewpoints locations.



1 View north east into the site from the public right of way skirting the south western boundary of the site



2 View south east across the site from the existing public right of way along the northern perimeter, running to St Mary's Church



3 Viewpoint north west towards the site from St Mary's Road

Nature Conservation and Ecology

A Phase 1 Ecological Assessment and Ecological Surveys have been carried out as part of the iterative design process by Baker Consultants.

The habitats within the site are dominated by arable land with narrow field margins of very low ecological value that are not botanically diverse, with negligible ecological value and therefore not a constraint to the development.

There will not be significant impact on trees or hedgerow as a result of the proposed development as there are only two short stretches of species poor hedgerow and the vast majority of trees are located on the boundary of the site which will be retained.

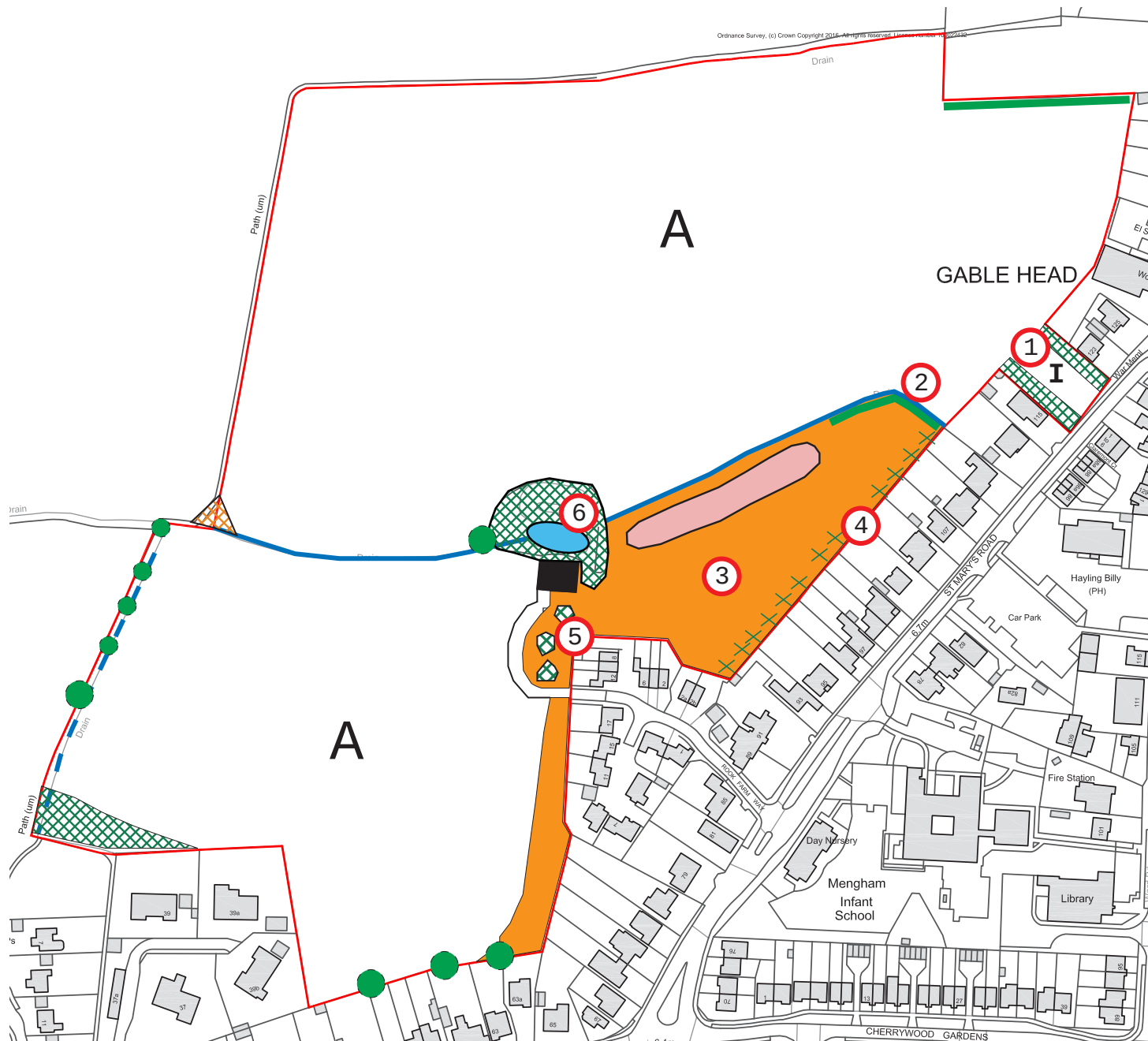
The survey work recorded low numbers of bats on site due to the low commuting and foraging features on site.

There were also low numbers of reptiles recorded on site and no Great Crested Newts.

The proposal will retain the existing pond on site and will provide enhancements through additional planting which will provide additional ecological benefits.

Legend

	Approximate site boundary
	Arable
	Improved grassland
	Semi-improved grassland
	Bracken
	Dense scrub
	Scattered scrub
	Hedge
	Pond
	Running water (ditch)
	Dry ditch
	Earth mound
	Scattered trees
	Building
	Target note



Arboriculture

The tree survey and assessment of existing trees has been carried out in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction – Recommendations.'

The site comprises two field parcels separated north to south by a drainage ditch. Tree cover was confined to the site boundaries and included mature trees within the grounds of St Mary's Church, mature trees adjacent to the public footpath and the site's western boundary and trees within the rear gardens of properties on St Mary's Road which backed onto the site. Self-seeded tree cover had also established around a farm building and drainage pond within the centre of the site.

Through good design and by virtue of the existing tree cover being located around the site boundaries, the outline proposals have allowed for the retention of all moderate and high quality trees and tree groups, only requiring the removal of two small sections of two low quality groups to provide access to the site from St Mary's Road and allow for a feasible internal layout to be achieved.

Retained boundary tree cover has been shown to be considered within the outline layout with suitable buffers having been illustrated which will encompass the root protection areas of these retained trees seeing them retained within a similar growing environment and provided adequate space to mature.

On balance, the development of this site should be seen as an opportunity to improve the quality and increase the amount of the tree cover present for the benefit of the new occupants of the development, existing occupants of neighbouring properties and wildlife alike.

Category A - Trees/Groups of High Quality

Category C - Trees/Groups of Low Quality

Root Protection Area (The RPA has been altered where appropriate to reflect underground constraints)

Indicative Shade Pattern (In accordance with BS5837:2012 where appropriate)

Indicative Shade Pattern (In accordance with BS5837:2012 where appropriate)

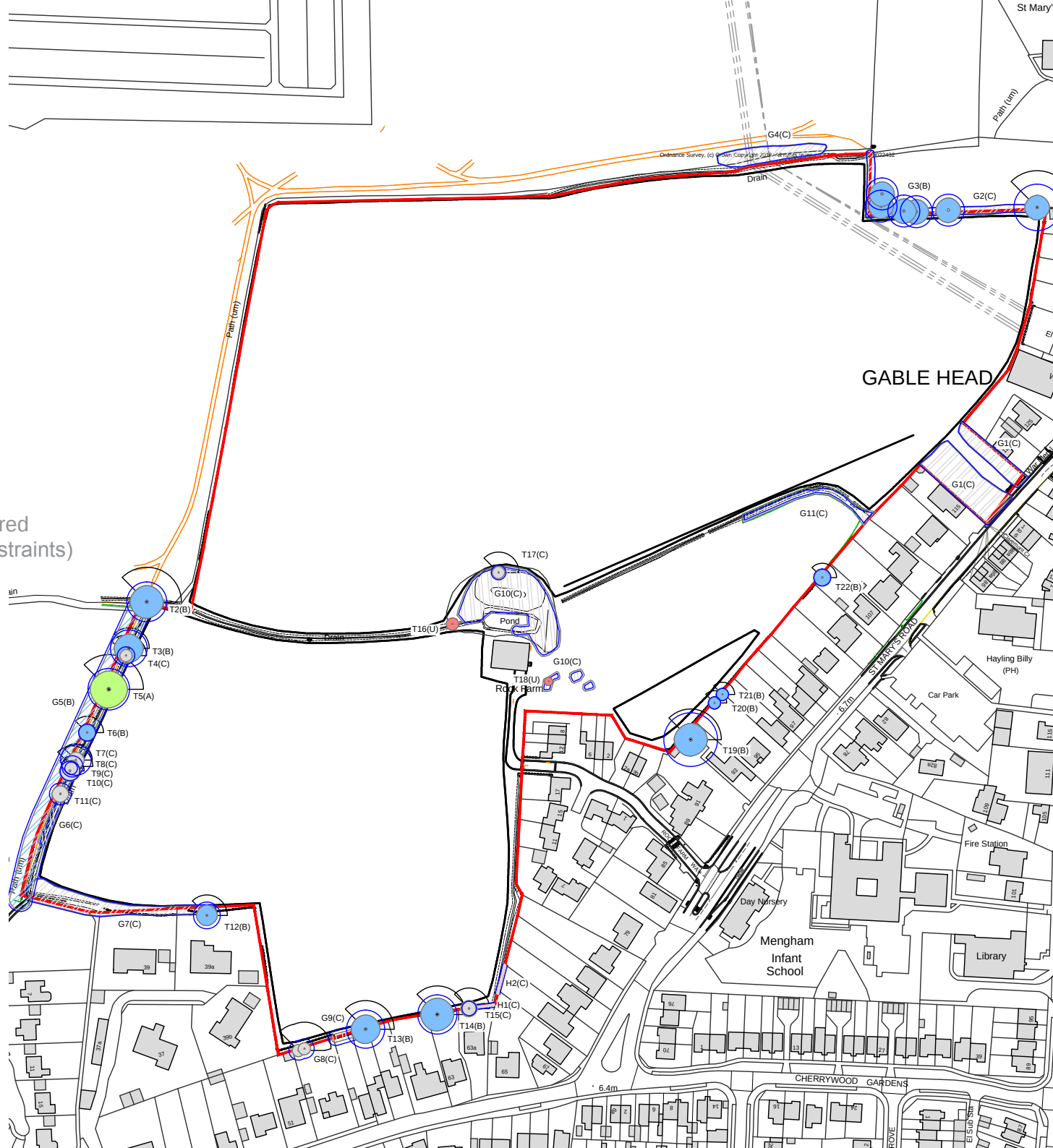


Figure 10: Arboricultural Plan
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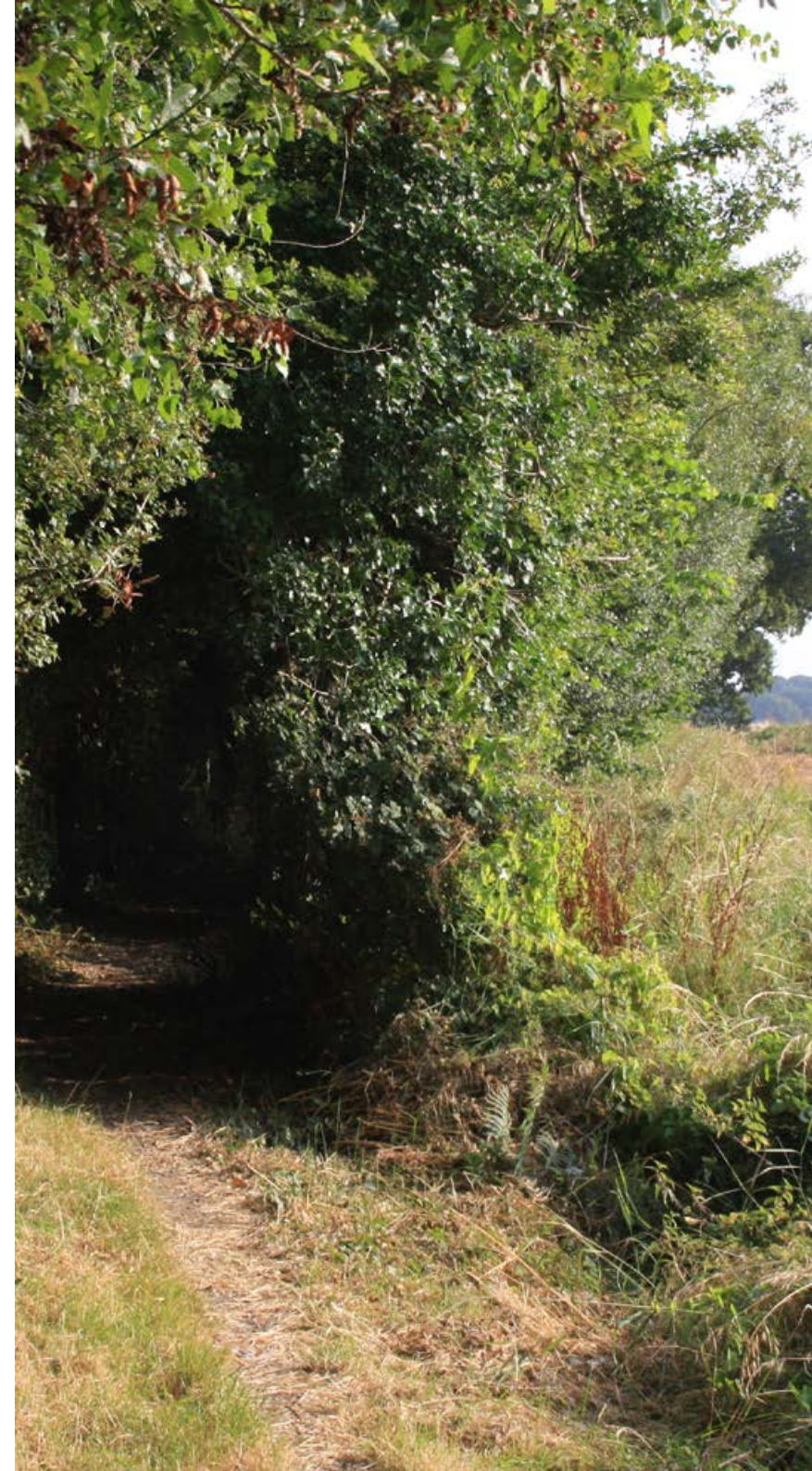
Movement and Access

The site lies adjacent to the existing South Hayling settlement area, and benefits from easy access to existing community amenities, the public transport network and the seafront. There are a number of public footpaths that skirt the site and link it to the surrounding areas.

Hayling Island offers a number of facilities in close proximity to the site including: supermarkets, a variety of public houses, nursery, primary and a middle school, post offices, several churches, a college, a community centre, a park with multi-use play equipment and allotments.

The nearest bus stops are situated on Elm Grove and Church Road about 100m east of the site. These are served by bus services between the main land and Hayling Island, and the bus route provides a circular route around the island.

The nearest railway station is in Havant, which is approximately 6.8km north west of the site. The station can be reached by the 30 and 31 bus services, and has regular services to Southampton Central, Portsmouth & Southsea, Brighton and London Waterloo.



Key

- Site Boundary
- Nursery School
- Junior School
- Infant School
- Secondary School
- Places of Worship
- Sports Facilities
- Community Centre
- Pub/Restaurant
- Post Office
- Library
- Theatre
- Shops/Banks
- Supermarket/Convenience Store
- Dentist
- + GP Surgery
- + Pharmacy



Figure 11: Local Amenities
NTS

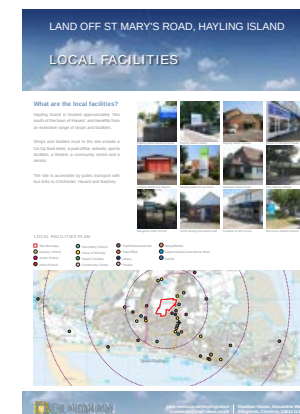
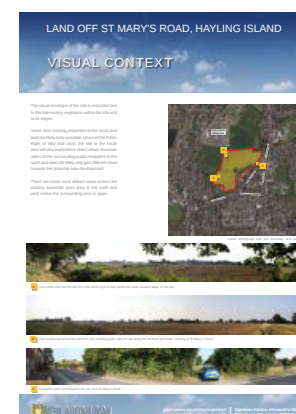
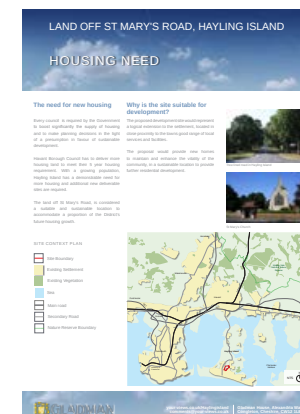
03 Evaluation and Evolution

A photograph of a residential area. In the foreground, there is a dirt path leading to a wooden gate. To the right of the gate is a large patch of tall, dry grass. In the background, there are several houses with dark roofs and chimneys, partially obscured by dense green bushes and trees. The sky is clear and blue.

Consultation

Gladman Developments Ltd. has undertaken a process of community engagement in advance of submitting the planning application including an online public exhibition and dedicated website. Full details of this are set out in the Statement of Community Involvement submitted with the application and a brief summary is included below:

Leaflets were distributed to businesses and residential properties within the vicinity of the site. The leaflets invited written and emailed comments on the proposed development and informed readers of the online information boards. A series of information boards have been available on the website providing background to the proposals and identifying the factors which have a potential impact on the surrounding area, on which comments were invited. Additionally the applicant has consulted with Havant Borough Council Officers in a number of productive meetings that have informed the preparation of the Development Framework Plan.



03 Evaluation & Evolution

Constraints and Opportunities

The evaluation of the site and its context has identified key on and off-site features which have helped to inform the continuing evolution of the development proposals. In summary the site has very few physical constraints to development of the type proposed, those that do exert an influence are as follows:

Site Constraints

- **Visual:** The interaction of topography and vegetation results in a limited number of visual receptors identified for the site, comprising principally close range views from upstairs windows of adjacent properties on St Mary's Road and from users of the existing Public Rights of Way that are adjacent to the site.
- **Landscape Character:** The site and surrounding context are located within Natural England's National Character Area (NCA) 126 'South Coast Plain' and Havant Borough Council Landscape Character Assessment (LCA) H: Open Lower Harbour Plain. Recommendations include the use of locally distinctive materials in construction and protecting the rural character of the area by avoiding urban infrastructure.
- **Designations:** The Chichester Harbour Area of Outstanding Natural Beauty (AONB) is in close proximity to the site and must be considered. However

no views have been identified into the site from the AONB and any potential views would be in context of existing urban influences. Several listed buildings are located close to the site, and two scheduled monuments can be found in the south of Hayling Island. Development of the site will not negatively impact on any of the statutory or non-statutory designated sites located in proximity to the site.

- **Ecology:** The habitats on site; hedgerows, trees and field edges will be retained within the green infrastructure framework for the site. Should protected species be found to be present during 2016 surveys, then in built mitigation is proposed as part of this framework, in the form of additional areas of grassland, SUDS, tree and woodland planting to connect and extend the existing habitats on the site.
- **Settlement Character & Urban Grain:** The local characteristics of Hayling Island vary. The core of the town includes a small percentage of traditional properties constructed in red brick or finished in white render, with simple locally characteristic detailing. More recently, late 20th century and early 21st century properties have been designed more typically to reflect traditional local built character. Generally properties located towards the core of the town and, in particular,

the seafront are densely housed whilst the urban fringes of settlement reflects a more modern, medium density arrangement of housing estates. The island is densely populated to the south whereas the north is largely undisturbed and given over to agriculture.

Site Opportunities

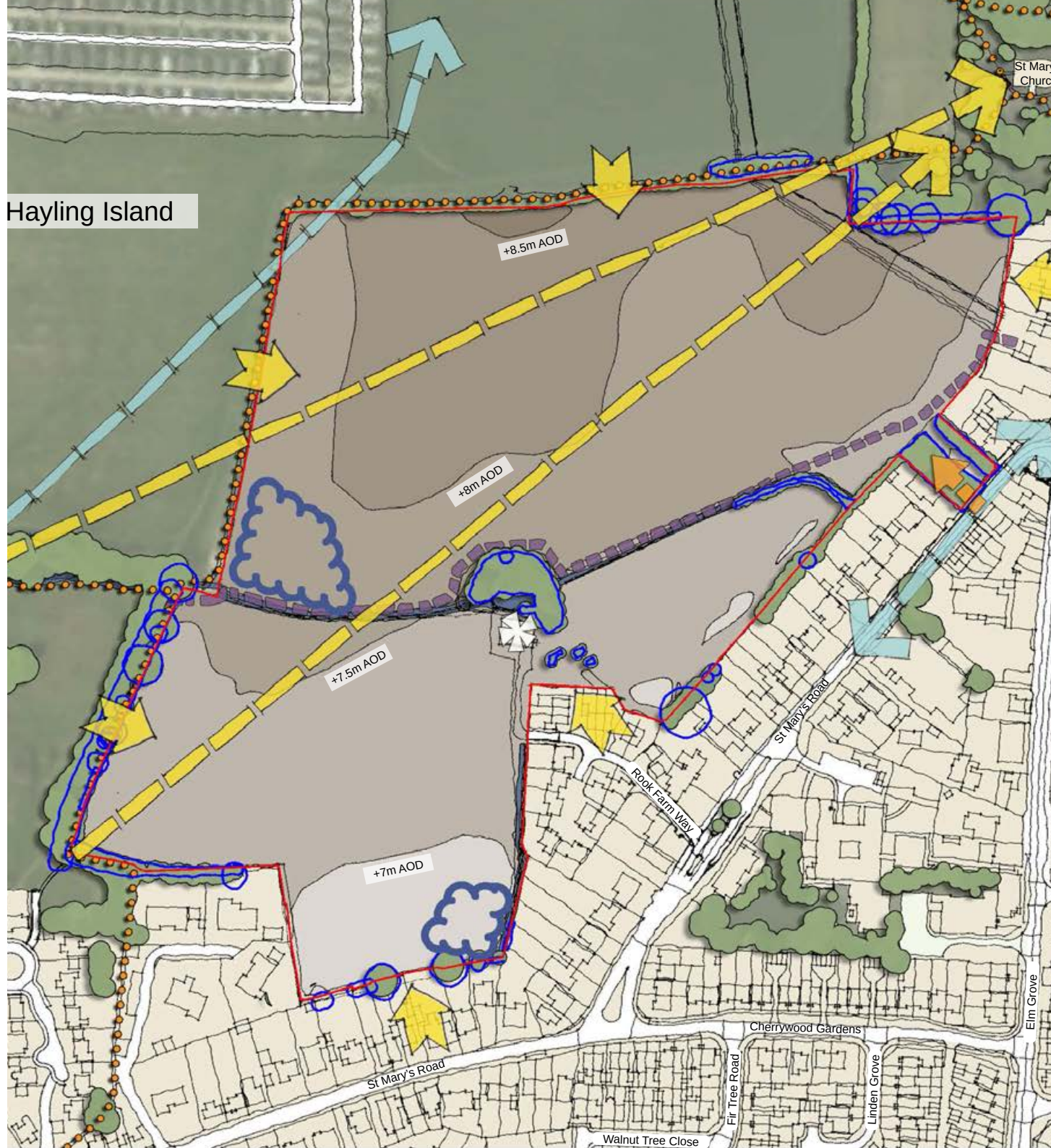
- **Access:** There is the opportunity for vehicular access and pedestrian access off St Mary's Road. This would provide access between the surrounding public rights of way network and the town centre.
- **Location:** The site is located immediately adjacent to the existing settlement edge. Residential development in this location would form a logical extension to the settlement in keeping with the settlement form.
- **Topography and Drainage:** The site slopes gently from the north of the site down towards the south. A ditch and stream crosses the site, converging in a pond towards the centre, in between the two field parcels. The less elevated land within the southern portion of the arable field is proposed for landscape and drainage mitigation.

Key

-  Site Boundary
-  Topography
-  Existing Settlement
-  Potential for Green Corridors
-  Consider Short Range Views
-  Existing Public Rights of Way
-  Proposed Vehicular Access
-  Existing Trees and Hedgerows
-  Root Protection Area
-  Existing Waterbody/Watercourse
-  Existing Farm Building
-  Overhead Cables
-  Potential SuDs
-  Foul Rising Main
-  Underground Electric Cable



Figure 12: Constraints and Opportunities
N.T.S



Evaluation

This site provides an excellent opportunity for a development which integrates well with the existing urban area of Hayling Island. The site has no overriding environmental or physical constraints and provides the opportunity to establish a sustainable development which is both physically and visually well contained.

The following objectives have been fully informed by the evaluation of baseline data, the site's context, constraints and opportunities:

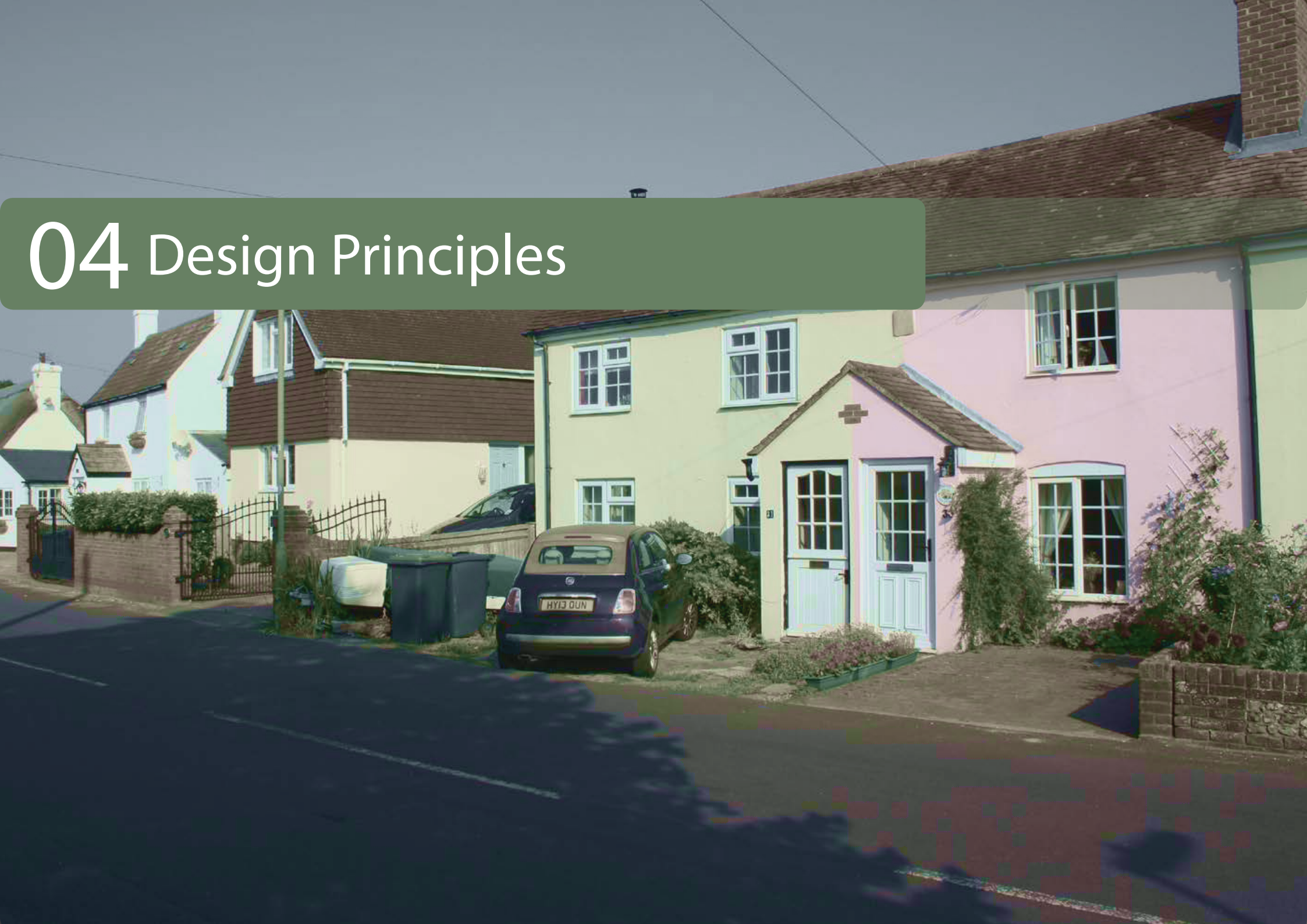
- To promote the highest quality sustainable design, creating a 'place' which is both safe and attractive and which enhances quality of life, health and social well-being, supporting 'building for life' criteria.
- To make the most effective and efficient use of land which is well related to the character of Hayling Island and its wider surroundings. Built

development will respond to the morphology of the existing settlement and will be located adjacent to the existing settlement edge.

- To provide a choice of housing size and tenure in order to help create a mixed community, including provision of affordable housing. Affordable housing is to be appropriately distributed throughout the development.
- To protect and extend the site's existing environmental assets and use them as a framework for the creation of new Green Infrastructure which respects the landscape and promotes biodiversity.
- To create an enduring high quality built form, public realm and landscape that sensitively responds to its setting by using best practice contemporary design that is rooted in local character whilst avoiding a clumsy pastiche of architectural styles etc.



04 Design Principles



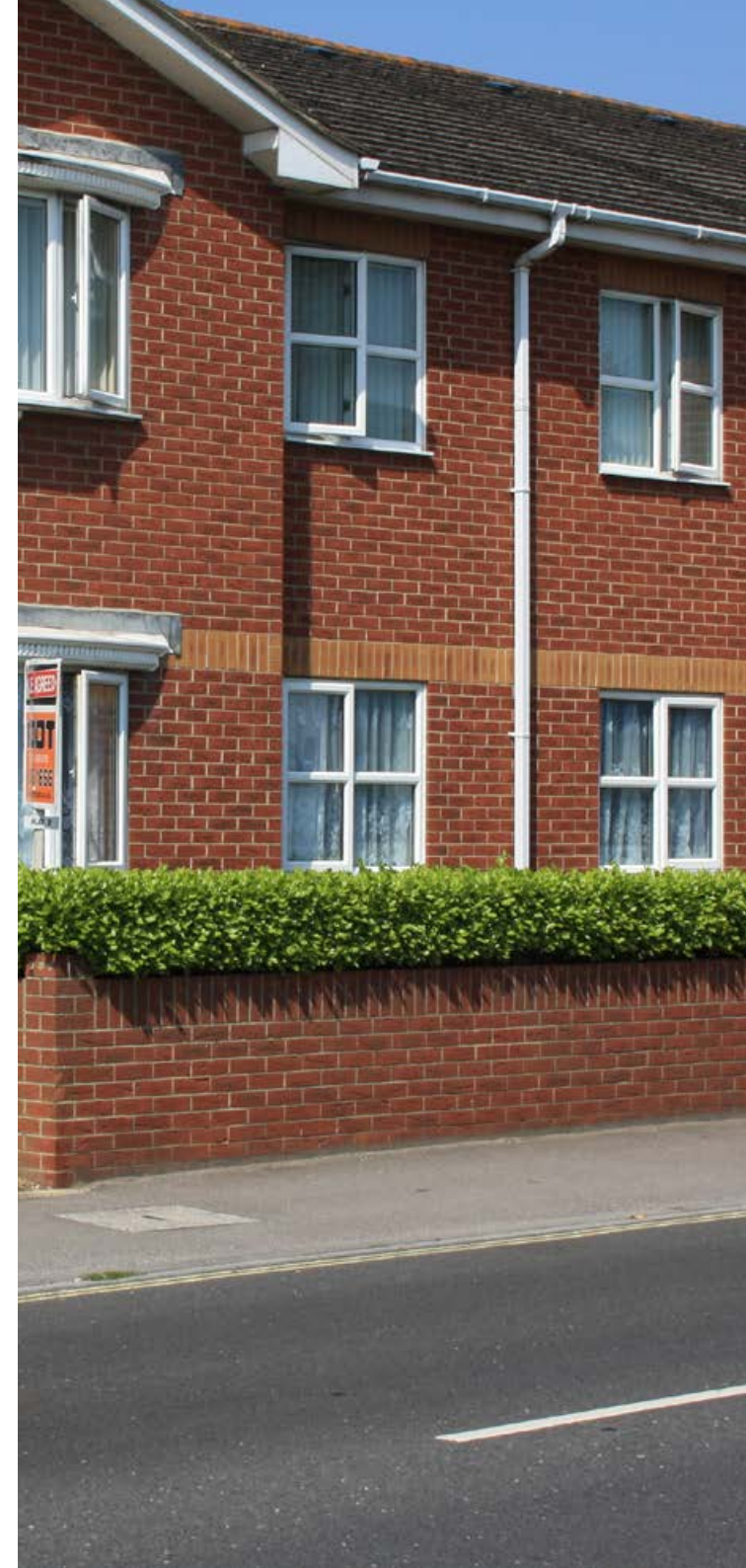
04 Design Principles

Design Evolution

Having gained a good understanding of the existing site and place, through the various environmental and technical studies, it is possible to formulate an appropriate Masterplan response.

This section sets out the rationale which has informed the Development Framework and Illustrative Masterplan design. It considers the inherent and underlying characteristics of the site and how these should shape and structure the development. Overlying this, the process considers the location and extent of the built development and Green Infrastructure.

The proximity of the site to the seafront and town centre of Hayling Island provides a key defining layer in the design process. The character and appearance of the future built development has been closely analysed to illustrate a potential layout that respects the local built characteristics.





Design Objectives

The vision responds to current conditions and future needs, with the overall aim of providing a high quality environment. There are a number of key design objectives which inform the Development Framework and Illustrative Masterplan and which are explained in detail in the Design and Access Statement.

- To deliver a high quality “place” which is sustainable, safe, and attractive; The Masterplan and DAS provide a high quality built and landscaped design that incorporates best practice principles.
- To deliver a mix of housing - up to 210 dwellings and 0.6ha for apartments with care (C2), offering 1-5 bedroom properties, comprising a range of house types from linked townhouses to detached properties and appartments.
- To provide settlement edge public open space and footpath connections.
- To establish a legible environment, with a choice of interconnecting attractive streets and pedestrian routes which provide excellent connectivity across

the site into and around Hayling Island.

- To adopt inclusive design, by making the place accessible for all.
- To promote sustainability and reduce energy consumption.

Identifying the distinctive components that define local character has been a fundamental starting point for the design of the site.

Local character comprises of a variety of design elements, from the way in which streets interconnect, development blocks and buildings are arranged, the use of common building materials, visual containment and boundary treatments etc.

The site does not specifically seek to recreate, or generate what has gone before, but instead looks forward to contemporary sustainable design solutions which effectively integrate into the existing fabric of Hayling Island by way of referencing common building materials, layout and street hierarchy.

Development Framework

Quantum of development and mix of uses

The outline planning application covers a total area of 11.81 hectares. In summary the amount of development proposed within the site is as follows:

Residential Development (7.53ha):

The development provides a total of 7.53 hectares for residential development, providing up to 210 dwellings and 0.6ha for apartments with care (C2), based on an average density of 31 dwellings per hectare. The development will provide for a mix of dwellings and house types, ranging from 1-5 bedroom units, offering a mix of market and affordable housing from first time homes to larger family homes.

Green Infrastructure/ GI (4.28ha):

The remainder of the site area, a total of 4.28 hectares will comprise green infrastructure and will include recreational space, footpaths, an attenuation basins and structural planting.

The Havant Borough Core Strategy and Development Management Policies (Adopted 2011) requires the provision of open space. Based on a population of approximately 552 people the required open space is 1.75ha and as the proposal is for 4.28ha this is well exceeded. A Play Area and Teenage Provision is included in the open space proposals for the site, which will serve both the residents of the development and the local community.

The Council also set a standard of 0.04ha per 1,000 population for teenage facilities and 0.05ha per 1,000 population for equipped play provision. The provisions set out in this proposal exceed these requirements.

Key

- 

Site Boundary:

11.81ha
- 

Proposed Residential Area
(Up to 210 dwellings @ 31dph)

7.53ha
- 

Proposed Apartments with Care (C2)
[Up to 60 units]

0.6ha
- 

Proposed Vehicular Access
- 

Proposed Indicative Primary Road
- 

Proposed Indicative Secondary Lanes
- Green Infrastructure**

4.28ha
- 

Proposed Informal Recreational Footpath
- 

Existing Trees and Hedgerows (Retained)
- 

Proposed Tree Planting
- 

Potential Indicative SuDs Basins

0.5ha
- 

Total Public Open Space

3.72ha
- 

Play Area (400m²)
- 

Teenage Provision (225m²)



Figure 13: Development Framework
N.T.S



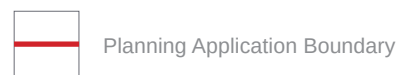
Illustrative Masterplan

The Illustrative Masterplan along with supporting text and illustrations in this section of the Design and Access Statement indicate the principles of urban structure, (i.e. the framework and the layout of streets and pedestrian routes), and the urban grain, (i.e. the location, arrangement and design of the development blocks, plot arrangement, and green infrastructure).

The Illustrative Masterplan provides an indication of densities across the site and identifies the situations where focal buildings may be used to close a vista or turn a corner etc. In addition information is provided with regard to building scale and the appearance of the development both in terms of its architecture and landscaping.

The purpose of the Illustrative Masterplan is to provide one iteration of how the site could be developed to accommodate up to 210 dwellings and 0.6ha for apartments with care (C2) and associated infrastructure. It sets out the key urban design principles that the development will seek to adopt conforming with the development parameters of the Development Framework Plan.

Key



1 Vehicular Access

2 Residential Development

3 Retained Vegetation

4 Attenuation Basin

5 Equipped Play Area

6 Proposed Tree Planting

7 Street Tree Planting

8 Footpath / cycleway

9 Apartments with Care (C2)



Figure 14: Illustrative Masterplan
N.T.S



Character

Within the development there are 3 specific character areas that help to define and differentiate between the spaces.

These are:

The Main Street

Secondary Roads

Green Lanes

Each area has subtle differences in the road width, planting, offset to road, building orientation and density. These variations provide each street with its own character.

The Main Street provides the main access through the development and includes a higher density of properties. Properties along Secondary Roads have slightly larger frontages and therefore a higher capacity for on plot planting such as hedgerows. They link the primary route through the development with the green lanes and provide access to areas of public open space. The Green Lanes comprise shared drives that face out over the green buffers and rural edge and will comprise a lower density as the development transitions into the countryside.

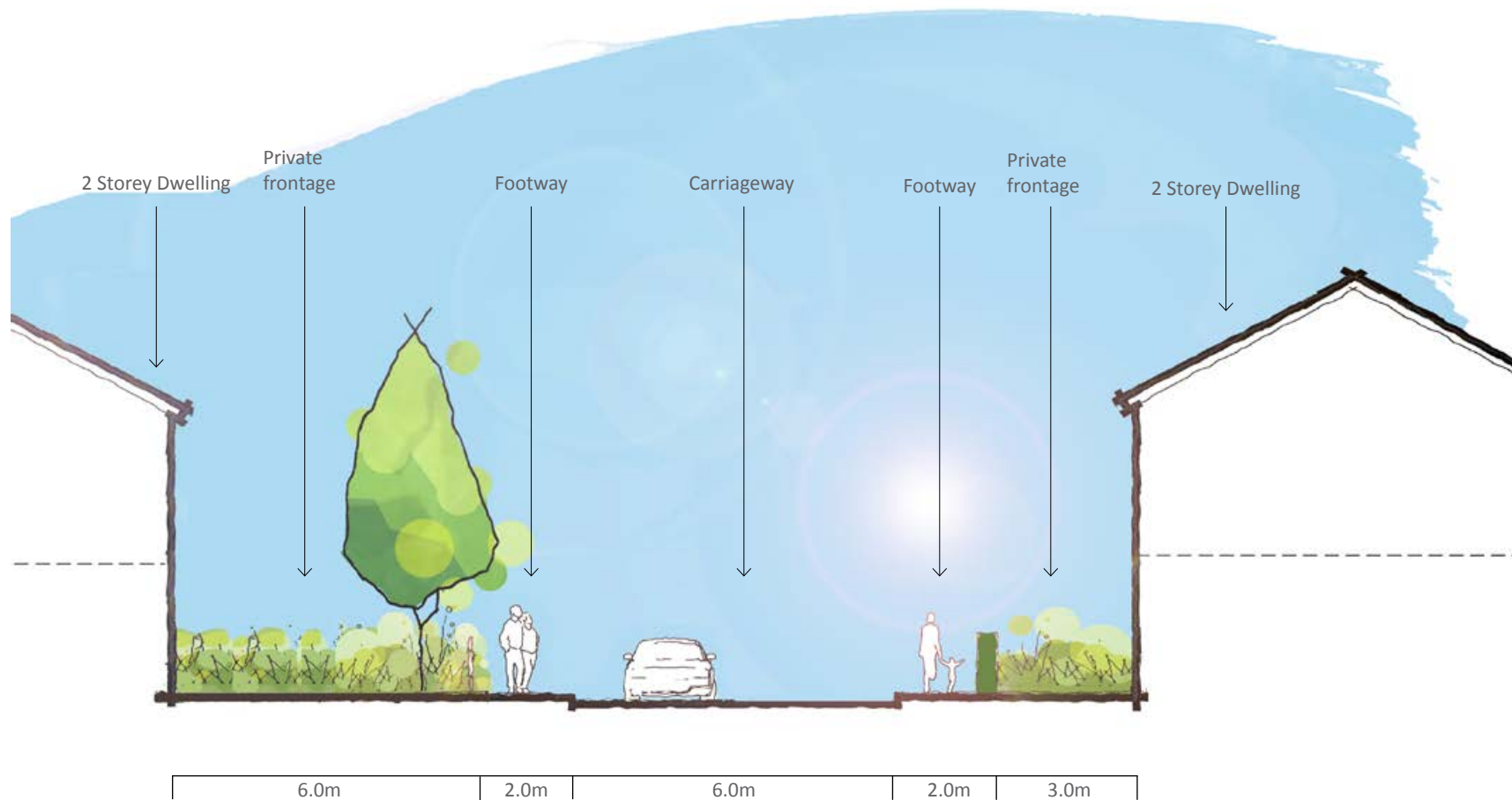
Character Areas

-  The Main Street
-  Secondary Roads
-  Green Lanes



Figure 15: Character Areas
N.T.S

The Main Street



TYPICAL SECTION - AA

The Main Street

Relatively formal character to reinforce hierarchy provided by semi-continuous frontage of linked terraced properties with occasional use of taller and focal properties to define spaces and corners.

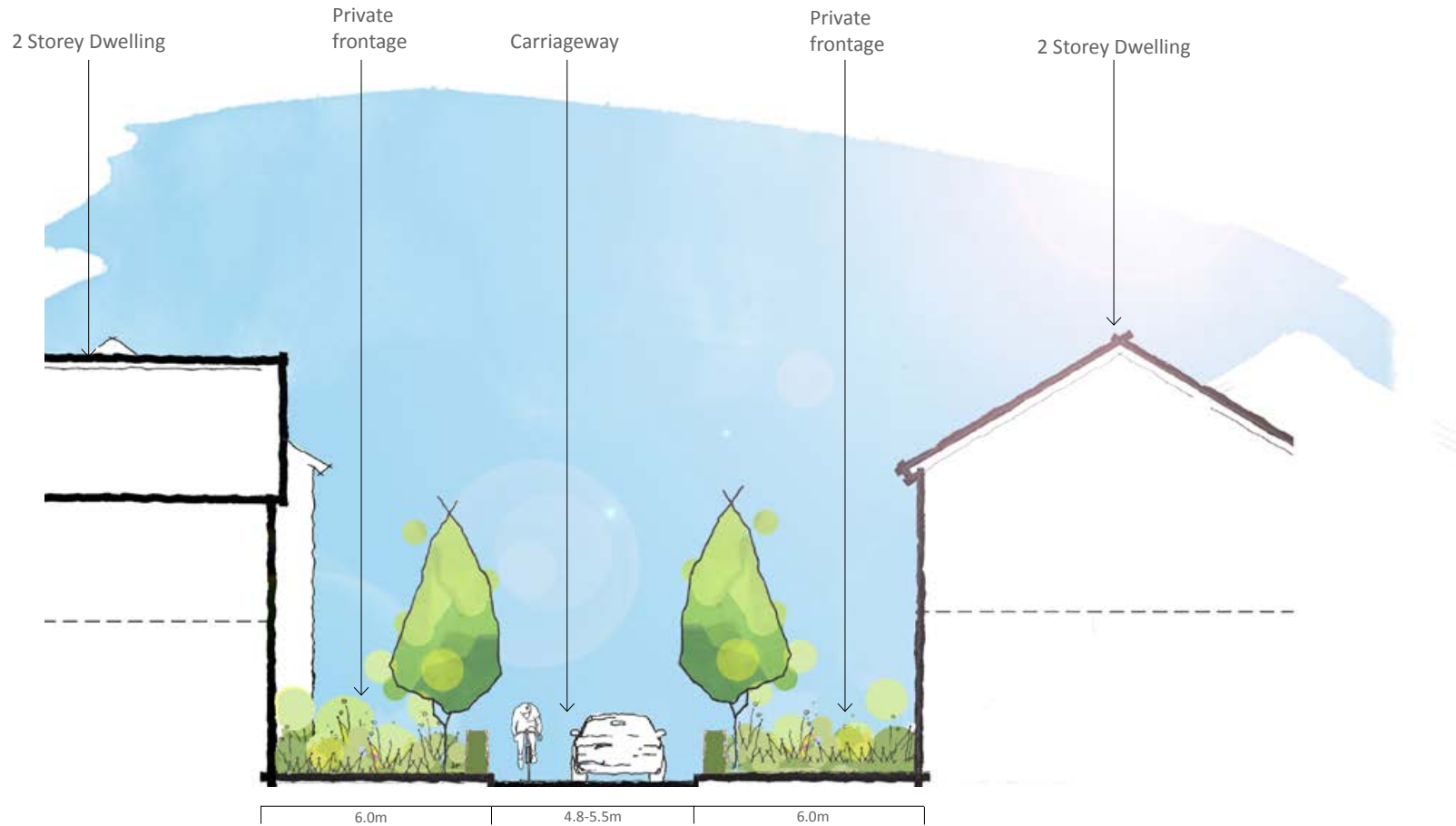
Properties predominantly 2 storey with occasional 2.5 storey providing interest to the street scene. Some tree planting should be included in front gardens where space permits.

Proposed native hedgerow featuring at strategic points along the main street.

The main vehicular access route will need to accommodate safe movement for pedestrians, vehicles and cyclists and provide connection to secondary streets/shared private drives. Carriageway width should be at least 5.5m to accommodate the range of users with a 2m footpath to either side of the road.



Secondary Roads



TYPICAL SECTION - BB

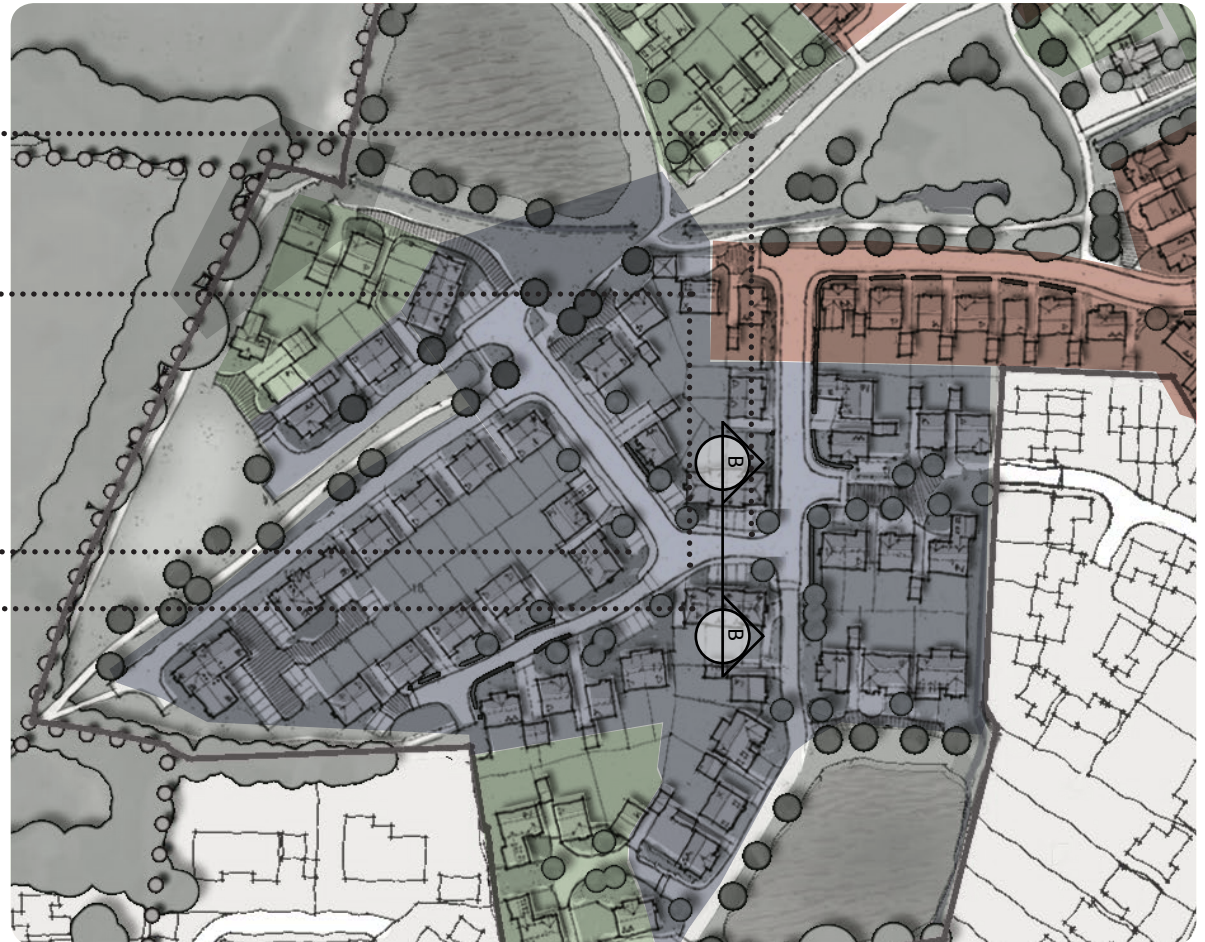
Secondary Roads

Narrower streets with carriageway width between 4.8 and 5.5 metres

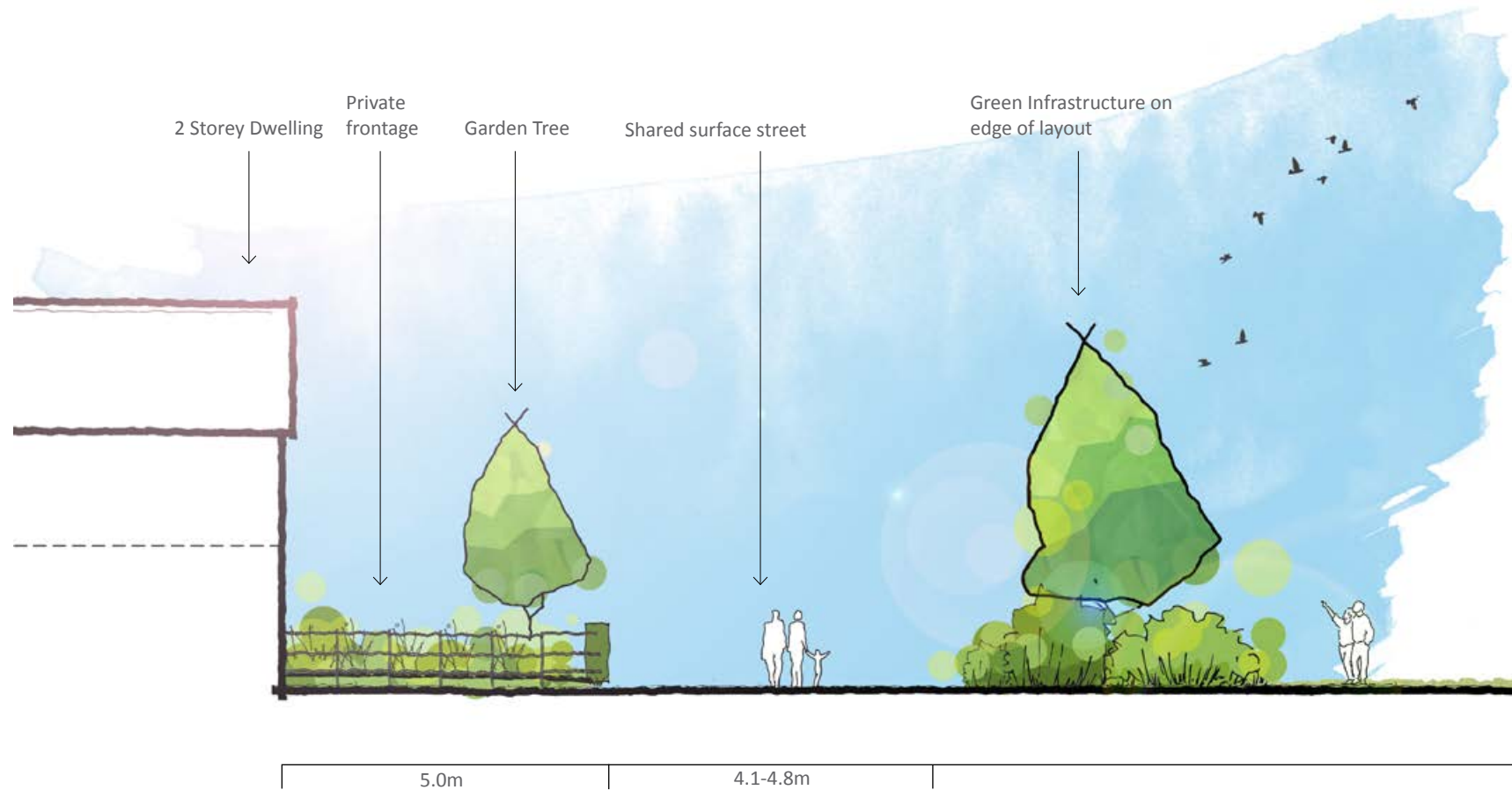
Footpath may be present to one side only or the street may be shared surface

They should exhibit a more informal arrangement of buildings with a more varied building line. This should include a greater variation in setbacks and the use of deeper frontage depths;

A range of front garden depths with car parking to the front or sides of properties



Green Lanes



TYPICAL SECTION - CC

Green Lanes

Drives consist of shared surfaces and properties front onto POS, often with larger frontages and narrower roads

The Lanes should vary in width from around 4.1 to 4.8 m

Properties overlook the POS and vegetated boundary



Access & Layout

To maintain good legibility of the site, appropriate to the scale of the proposed development, a simple street hierarchy is to be used. A main street provides the primary route through the site with access from St Mary's Road. Leading off the Main Street are Secondary Roads and these roads in turn connect to a series of Green Lanes with shared private drives. In addition a footpath connection is provided around the site, connecting the green buffers with the open space in the centre of the site and providing links to the existing nearby public rights of way.

The layout of streets would provide a safe and well overlooked public realm as set out by Best Practice. The streets would be designed in detail to slow vehicular traffic and provide a safer environment for pedestrians and cyclists.

The hierarchy of streets and the size and arrangement of development blocks and open spaces is a connected design discipline addressing the need to meet the following standards;

- **Maximise connectivity to the existing settlement and wider area.**
- **Design a street pattern which reflects local morphology and place making character, with a main street providing access to a hierarchy of descending routes. These follow a progression of street and carriageway widths, plot sizes, building types and relationship to the street.**
- **Promote ready accessibility for the whole community, bearing in mind the needs of parents with young children and those with impaired mobility.**
- **Encourage the control of vehicle speeds and movement by urban design, by exploring local examples such as restricted forward visibility.**



Street Hierarchy



Vehicle/emergency access point



Existing road



Existing public footpath



Proposed main street



Proposed secondary roads/
green lanes



Figure 17: Access and Routes Plan
N.T.S



Housing Plot Arrangements

Block Structure

Within the Havant Borough Design Guide, the section called Specific Guidance on Residential Developments provides guidance on block structure in new developments. Housing should be laid out such that there is a clear distinction between public and private space. A perimeter block layout as shown on the Illustrative Layout is one way of achieving this.

Hierarchy of Spaces, Enclosure and Continuity

The *Approaching the Layout and Design of New Developments* section within the document says that the level of enclosure across a street or public space is an important factor in varying and determining character across a development. It can help reinforce legibility as well as the hierarchy of routes. A range of levels of enclosure have been used, creating a hierarchy of routes and spaces in this proposal. This hierarchy of routes and spaces is illustrated in Figure 17.

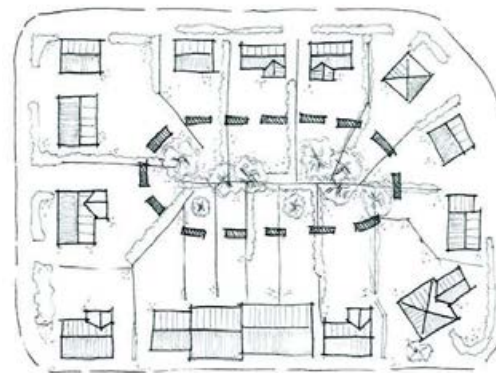


Figure 4.5 from the Specific Guidance on Residential Developments section in the Havant Borough Design Guide document: *'Backland development should not have a negative effect on existing character and therefore should avoid development on cumulative rear gardens'*



Fig 4.6 from the Approaching the Layout and Design of New Developments section in the Havant Borough Design Guide document on the elements of legible development.

Focal Points and Building Groups

The Approaching the Layout and Design of New Developments section advises that key building groups sited carefully at specific locations, make a significant contribution to the character or sense of place of a development.

Landmarks help people to navigate within spaces and are buildings, structures and spaces which create distinct visual orientation points that provide a sense of location to the observer within the neighbourhood or district, such as that created by a significant natural feature or by an architectural form which is highly distinctive relative to its surrounding environment. Offsetting the angle of street that approach the landmark can help to create a sense of surprise – landmark buildings will be positioned at key junctions within the development.

Vistas are a line of vision, contained by buildings or landscaping, to a building or other feature which terminates the view. Well-designed vistas aid legibility – a number of vistas are identified through the development towards buildings and green spaces.

Focal Points are prominent structures, features or

areas of interest or activity. A common example is a transport interchange or other node – for the small-scale of development proposed the gateway and key junctions provide a sense of arrival and focal points.

- Focal Point/Landmark Building
- View/Vista
- Arrival spaces
- Focal spaces



Figure 18: Focal Spaces Plan
N.T.S

Density

The Council's Design Guide recommends that “*density of new development should be driven by the density in the neighbouring area*”.

Typically, the housing density determines part of the character of the streets, the design of the development blocks and the types of houses. Providing up to 210 dwellings and 0.6ha for apartments with care (C2) at an average net density that equates to 31 dph. This is considered to be an appropriate density level given the surrounding urban edge. The adjacent plan transposes the form of the proposed development onto the existing urban grain analysis to show how the development at this density would provide a logical extension of the settlement.



Figure 19: Density
NTS

Safer Places and Crime Prevention

The development will embrace the guiding principles for safe design and crime prevention set within the Planning Practice Guidance (PPG) and those advocated through the Secured by Design police initiative (and New Homes 2014). Secured by Design principles reflect the established principles of designing out crime. Creating a sense of place where residents and legitimate users are able to go about their daily routine without unduly fearing crime or insecurity is a key element of this initiative.

Sustainable communities are founded on safe and secure places. Reducing crime, preventing crime and community safety are the essential elements of Safer Places. The following lists some of the main principles that will be embraced and adopted by the proposed development.

- The detailed layout of streets, blocks, plots and landscape will be designed so that it avoids opportunities for crime and anti-social behaviour.
- The place will have a well-defined movement framework, with direct clear routes for all. Routes will be active, well-lit and well signed.
- The layout will create perimeter blocks with 'active frontages' and 'active routes'.
- Blank facades and gables onto the street will be avoided. Gables will have windows or doors that overlook the public realm to encourage 'eyes on the street'.
- Buildings and properties will have a 'defensible space' with a clearly defined boundary between private and public space. The use of landscaping treatments (fencing, shrubs, hedges and trees etc) will be used to help define boundaries and define space.
- Private and public space will be well defined so that the ownership is clear to all.
- Restrict public access and opportunities for access to the rear of buildings and avoid secluded and poorly surveyed footways and alleyways, especially to the 'backs' of properties.

- All public spaces will be well defined, purposeful and active. They will be welcoming and attractive.
- Active green spaces for equipped play will be overlooked, with some natural surveillance and will be 'open' in their design with clear sightlines and good visibility.
- Cars will be parked where they are close to homes/buildings.
- Encouraging 'community ownership' through a variety of means such as; 'character streets'; feature spaces; shared surfaces; street furniture; and landscape design.
- Ensuring that homes are as secure as possible, with a particular focus on the design and specification of windows, doors, gates and rear fences.
- On-plot gates could be used for driveways or 'undercroft' parking arrangements. Secure entrance gates could be used where shared parking courts are proposed.
- Ensuring that the place is well managed and well maintained, with a high quality public realm and a green infrastructure which is attractive and enduring.

Parking

Parking provision will be in accordance with Highway Authority standards;

- Residential parking will encompass on plot garages and parking spaces to the rear or side of the property. Garage size will be dependent upon the house type;
- Rear courtyard parking will serve linked dwellings, although these will be kept to a minimum; and
- Occasional areas of shared surfacing will provide attractive calmed spaces for vehicle parking.



Appearance of Development

Whilst the development does not advocate historic solutions, it is important that the new development has some connection with local character and place making. This is achieved through an analysis of street character, built form and materials. One of the most obvious ways of achieving a response will be by using traditional building materials especially the use of colour and boundary details. This will be the guiding rationale for the development. Much of the adjacent context of the development comprises properties constructed in the latter part of the 20th century.

At this design stage, these photographic examples show a range of the modern and traditional buildings within and around the surrounding area. These give an indication of the type of design treatments that are anticipated and the general appearance of the built form. The materials selected for the development would provide a modern interpretation of the traditional materials shown here. Details may include canopy entrances, eave details and dormer windows, sash windows and lintel details and occasional use of chimneys.



Green Infrastructure

The Green Infrastructure has evolved as a result of analysis of the site and its setting, and by responding to the best practice design guidance.

The following key landscape features are proposed:

- A quality landscape is essential to provide structure and detail to the character of the development. Green infrastructure includes a framework of proposed structural planting around the site's north western perimeter.
- A buffer of native trees is proposed along the northern boundary of the site, to curtail views from the adjacent holiday park and to frame the long range views from the Public Footpaths to St Mary's Church.
- The proposed green space surrounding the site will incorporate new tree and hedge planting to create a high quality environment, including replacement planting for the sections of vegetation that are proposed for removal to gain access from St Mary's Road.

- Tree planting will punctuate the primary routes within the site and semi-ornamental planting will be used to establish a visually appealing environment for each building plot, to soften parking areas and the overall building setting.
- There will be several areas of Public Open Space, the largest of which being located to the north of the site, which will include a multi-use play area and teenage provision.
- This area of open space will form part of the buffer surrounding the development, through which a new footpath will run, increasing permeability and access to open space. A circular footpath route will be provided through the green spaces of the development linking with the public open space and St Mary's Road.
- In addition to accommodating surface water runoff, the two proposed attenuation basins in the south east and far west of the site will provide a wetland habitat and provide additional biodiversity opportunities and habitat linkages.
- New parkland style tree planting within the north

of the site will include trees as recommended in the tree survey report. The new tree planting will include a Green Corridor, linking the existing Public Right of Way with the central area of Public Open Space, effectively connecting the areas of on-site green space.



 Green Infrastructure



Figure 20: Green Infrastructure
NTS

Trees

Focal tree planting will be located along the main street and at the entrance gateways to the development. Elsewhere, a comprehensive use of street trees will be adopted as a key design principle, and this will establish a distinct character for the development. Within the open space larger growing tree species will be used including a higher proportion of native species and those found within the local context.

Trees will be located to enhance visual interest and to provide identity as well as being used as landmark features. Trees will help to soften the built form, provide shade and create ecological habitats.

For all new street trees attention will be given to siting and selection of species. The long term growth and spread will be well considered, as well as their relationship with buildings, streets and public areas. It is essential that suitable trees grown for urban locations are specified, with a narrow compact form, and a medium height. Where practical choice of species will reflect those typically present elsewhere within the town.

Water and Drainage

The proposed drainage strategy for the development will be to introduce two drainage basins. Together these basins will reduce the risk of flooding both on and off site and will be used to manage the surface water run off from the northern and southern parcels of the proposed development. The line of drainage will follow the natural fall of the land. Careful integration of this feature into the site will create potential habitats for wildlife and promote biodiversity, providing valuable open space and amenity value.



Sustainability

Sustainable construction methods and energy efficiency will be adopted at the detailed design stage. This will promote a high standard of build and construction for the development in accordance with Best Practice Standards.

Best Practice sustainability will be embraced, which will fully explore issues such as sustainable drainage techniques, and buildings that are resource and energy efficient.

It is expected that the design will explore the following in order to promote reduction in carbon emissions;

- Flexible building and house design, allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces.
- Ensuring that buildings can be easily adapted to suit different occupiers' needs, through the use of non structural internal walling and easily extended services;
- The use of locally sourced or recycled construction, building materials and aggregates;

- The preference for using environmentally friendly and more sustainable materials and products, such as recycled timber;
- The use of porous/concrete block permeable paving and surfaces for some streets, driveways and spaces;
- Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use;
- Low carbon lighting, energy controls and management;
- Double and triple glazing, and improved insulation;
- Wherever possible using an optimum plot orientation for solar gain with south facing windows; and the use of solar thermal panels to collect solar energy to heat water and to reduce carbon emissions;
- Conservation of the natural resource such as the site's hedgerows and trees;
- Ground level 'urban greening' with the use of street trees,

parks, linear parkland, open space, private spaces and gardens; and

- The planting and setting out of grassland, native trees, shrub and hedgerow species that will encourage wildlife, and sustainable drainage.





05 Building For Life

05 Building For Life

Building for Life 12 Summary

The following section provides a summary of the evaluation against the 12 Building For Life Questions, and links to the evidence that supports the evaluation. If the standard is met for each question then a green light will apply.



Integrating into the Neighborhood

1) Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

Evaluation: The proposed development links into existing highway infrastructure and provides direct connections to the adjacent settlement edge and the centre.

Score: **Green light**

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

Evaluation: The development is close to a range of local facilities including a secondary school, a college, a nursery, infant and junior schools, a community centre and a number of shops. The development will provide new informal public open space and is located within close proximity to Hayling Park and local allotments.

Score: **Green light**

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

Evaluation: The development has easy access to public transport with direct links to existing bus routes along Church Road and Elm Grove, east of the site.

Score: **Green light**

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

Evaluation: The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures.

Score: **Green light**

Creating a place

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

Evaluation: The layout, density and green infrastructure for the scheme would respond to its context and provide a distinctive character. At a detailed level, features would be included in the design to reflect local vernacular. This could include selected use of traditional materials.

Score: **Green light**

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

Evaluation: The scheme exploits the existing landscape and topography by retaining the existing boundary planting where possible and enhancing it where practicable. The attenuation basins are located at the lowest point at the southernmost point and adjacent to the existing water course.

Score: **Green light**

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

Evaluation: The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space. The orientation of the buildings facilitate and highlight the site's connections with the town and describe the hierarchy of the layout.

Score: **Green light**

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

Evaluation: The layout for the scheme follows a simple approach to make the best use of the space, with a distinct set of character streets to allow residents and visitors to easily find their way around. The relationship with the green infrastructure would allow easy orientation. Footpaths follow desire lines and make access to the wider area easy and available.

Score: **Green light**



Street and Home

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

Evaluation: The building layout has defined the street network, so that highways and car parking do not dominate. At detailed design stage, street dimensions would be designed to minimise vehicle speeds. Dwellings located close to the road provide pinch points that slow traffic and give priority to pedestrians.

Score: **Green light**

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

Evaluation: Car parking would be integrated into the overall layout and design. Car parking would be mainly within curtilage, to the side or front of the dwellings.

Score: **Green light**

11) 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?

Evaluation: The streets and public spaces would be overlooked by adjacent dwellings, allowing informal surveillance and safe routes. Footpaths run through the public open space.

Score: **Green light**

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

Evaluation: The building layout will allow for bins and recycling stores to be stored out of sight, within parking and cycle storage facilities, and minimise their impact on the street scene.

Score: **Green light**



