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LAND OFF PALK ROAD

BEDHAMPTON, HAVANT

DESIGN & ACCESS STATEMENT

NOVEMBER 2022

Bellway

CONTENTS

1. INTRODUCTION		
1.1	The Applicant	5
1.2	Vision for Palk Road	5
1.3	Design & Access Statement	6
2. SITE AND CONTEXT		
2.1	Site Location & Surrounding	8-9
2.2	Site Description & Context	10-13
2.3	Local Character	14
3. PLANNING		
3.1	Planning Policy & Guidance	16
3.2	National Planning Policy Framework	17
3.3	National Design Guide	17
3.4	Pre-Application	18
3.5	Development Consultation Forum (DCF)	19
4. DESIGN FRAMEWORK		
4.1	Design Principles	21
4.2	Visions & Layers	22
4.3	Key Site Considerations	23
4.4	Parameters	24
4.5	Masterplan	25
4.6	Design & Massing Evolution	26

5. PROPOSAL		
5.1	Layout	28
5.2	Scale & Amount	29
5.3	Access & Parking	30
5.4	Refuse Strategy	31
5.5	Green Strategy	32
5.6	Surface Materials	33
5.7	Landscape & Biodiversity	34-35
5.8	Building Materials	36
5.9	Appearance	37
5.10	Streetscenes	38-40
5.11	Sustainability	41
5.12	National Design Guide Response	42-43
6. CONCLUSION		
6.1	Conclusion	45
6.2	Benefits	46

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An aerial map of a city grid is shown in a light gray tone. A white polygon highlights a specific area in the center of the map. A dark, curved line, possibly representing a road or a boundary, runs diagonally across the map. The bottom of the image features a dark gray horizontal band.

1.0 INTRODUCTION



1.1 THE APPLICANT

Bellway Homes began as a small family business over 75 years ago with a passion for building exceptional quality homes in carefully selected locations. To this day, Bellway maintains the same core values, combining decades of expertise with the level of personalised care that it is known for. They are not only passionate about the quality of homes that they deliver, but the places they create for people to live, work and play. They have achieved 5-star builder status in the national Home Builders Federation (HBF) awards for five years running.

1.2 VISION FOR PALK ROAD

Bellways proposals for the Land off Palk Road seek to transform an existing brownfield site (currently an unattractive and noisy storage compound) into a vibrant new development providing 90 much needed market and affordable homes and public access to a new riverside parkland, enhancing a section of Hermitage Stream. The scheme has a mixture of high quality apartments ranging from 1 bed to 3 beds offering a range of accommodation providing new chapters for those entering the housing market and for those downsizing and a potential next step for expanding families.



1.3 DESIGN & ACCESS STATEMENT

This Design and Access Statement (DAS) has been prepared by A2 – Architecture & Development on behalf of Bellway Homes (Wessex) for their development proposal at Land off Palk Road, Bedhampton, Havant.

It has been prepared in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and subsequent amendments, and in the light of the Government's Planning Practice Guidance relating to Design and Access Statements.

This DAS accompanies a Full Planning Application (FPA) for the redevelopment of a brownfield site to include the provision of 90 residential dwellings (including 27 affordable units) (C3 use), parking, public open space, landscaping, and other associated works, including demolition of existing buildings on site, with access from Palk Road. The vision for the site, concepts and principles have been considered in-working up the proposed scheme. It demonstrates the rationale behind the design and how the scheme responds to the immediate context of the site, and its setting.

Relevant local policies are referred to, along with the objectives and 10 characteristics of the National Design Guide (October 2021) in demonstrating how the development will deliver a sustainable and beneficial addition to the local area.

The DAS should be read alongside the other technical documents submitted in support of the planning application, including the Planning Statement, Transport Assessment, Flood Risk Assessment & Drainage Strategy, Ecological Appraisal & Biodiversity Net Gain report, Arboricultural Impact Statement, Lighting Assessment, Noise Assessment and Heritage Statement.



The background is a stylized, light-brown map of a city grid. A specific area in the center is highlighted in white, representing the site. A dark line, possibly a road or boundary, runs diagonally across the map. The map shows various building footprints and street layouts.

2.0 SITE AND CONTEXT

2. SITE AND CONTEXT

2.1 SITE LOCATION & SURROUNDING

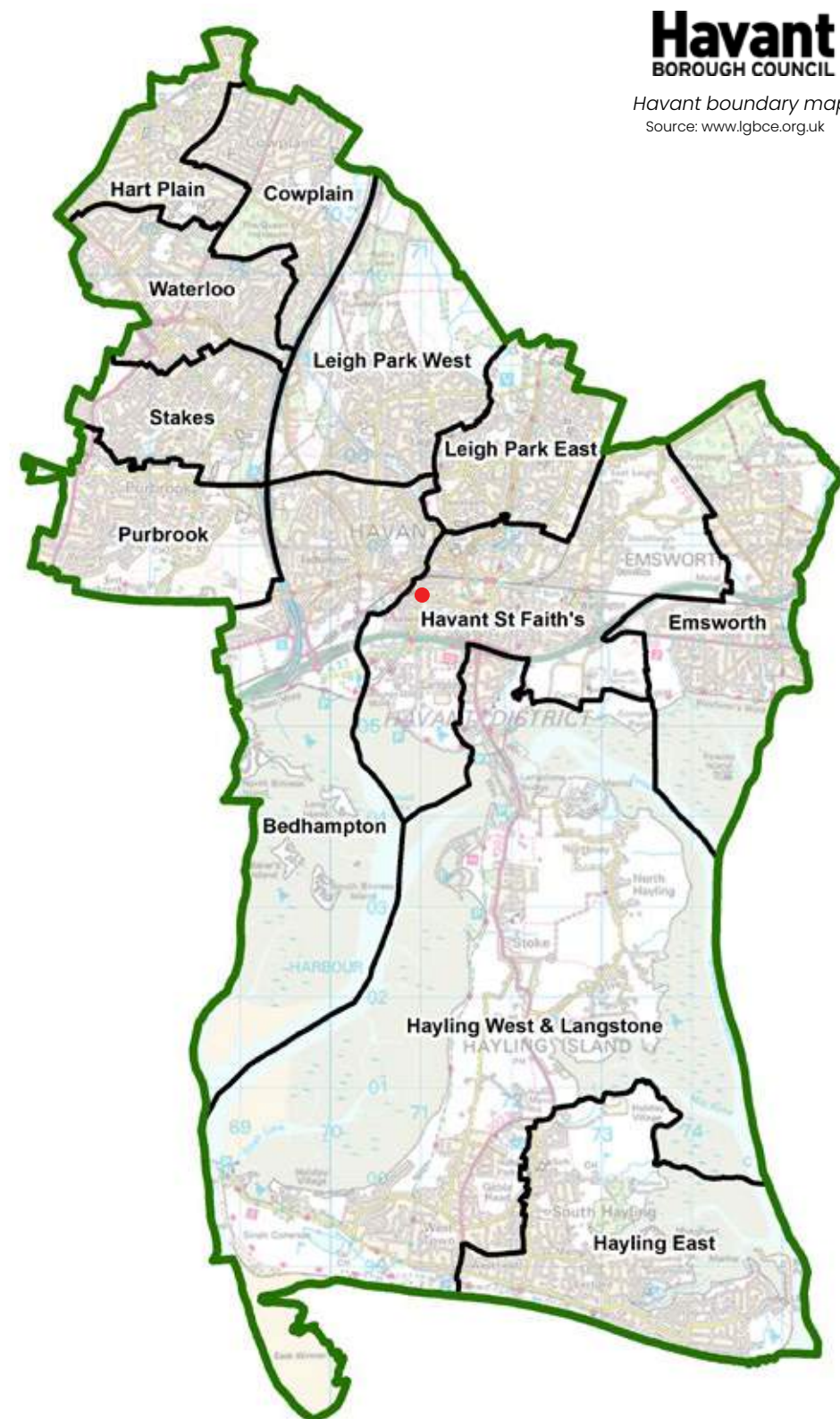
The site is located on the southern edge of Bedhampton, a suburb within the borough of Havant, within the jurisdiction of Havant Borough Council. Bedhampton lays on the north-western fringe of Havant (approximately 0.75 miles), to the south of Waterlooville (approximately 2.4 miles) and north of Hayling Island (approximately 2.4 miles).

Bedhampton boasts excellent links to both town and country making it a highly desired and sustainable location. The site is located close to Havant town centre and sits adjacent to Bedhampton railway station, ideal for commuters looking to travel to London, Guildford, Brighton, Southampton and Portsmouth. Direct lines run throughout the day from Bedhampton station to London Waterloo, Portsmouth Harbour and Brighton - enhancing flexibility and commuter convenience even further.

Bedhampton and Havant (the town centre of which is within a 12 minute walk of the site) offer a selection of local amenities to serve its immediate community, and are within close proximity to surrounding towns such as Emsworth and Hayling Island. There are a number of green spaces located nearby at Bidbury Mead play area, Havant Park and, further afield, The Queen Elizabeth Country Park.

As well as having access to plenty of surrounding open spaces, the site is ideally positioned within close proximity to local amenities and is well connected via road and bus links to surrounding towns and villages providing access to further shops, schools, leisure activities and facilities. The site is a 1 minute walk from Bedhampton mainline station with trains running east to Havant which allows access to trains to Chichester, Petersfield, Brighton, Gatwick Airport and on to London, while the journeys to the West take you to Portsmouth.

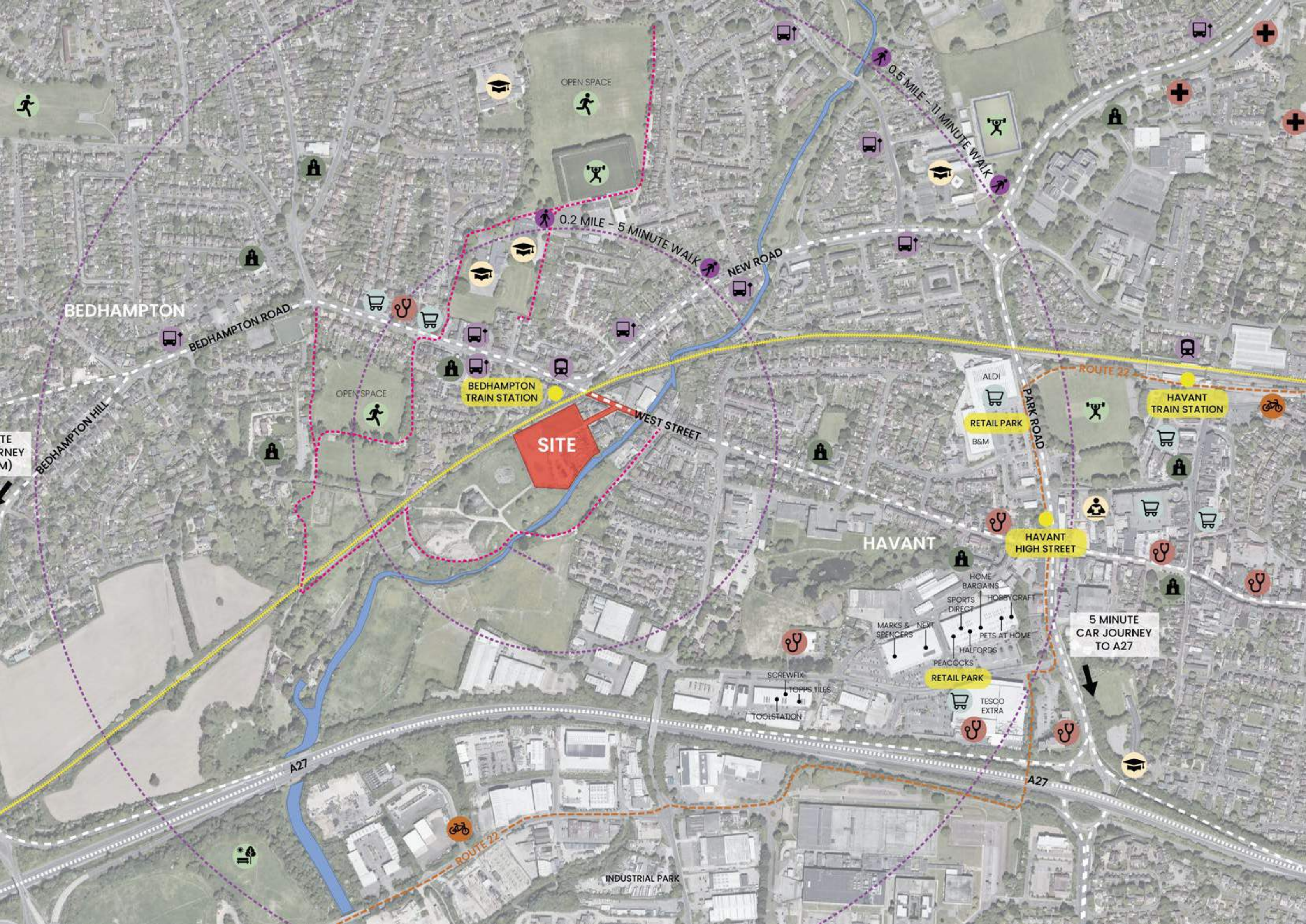
The map alongside demonstrates the sites connectivity and provision within its wider context, and outlines the sites highly sustainable location.



KEY

- | | | | |
|--|-------------------|--|-------------------|
| | BUS STOP/ STATION | | SPORTS FACILITY |
| | TRAIN STATION | | RECREATION GROUND |
| | EDUCATION | | PARK/WOODLAND |
| | LIBRARY | | PLACE OF WORSHIP |
| | HEALTH FACILITY | | SUPERMARKET/SHOP |
| | WALKING ROUTE | | CYCLE ROUTE 22 |
| | WALKING RADIUS | | RAILWAY LINE |





2.2 SITE DESCRIPTION & CONTEXT

The site is approximately 1.17 hectares and is generally square in shape with a triangular continuation towards the southern end. It is a brownfield site comprising vacant scrubland and B8 storage use for storage of materials by Portsmouth Water, Palette Storage and JD Pipes, which is now surplus to Portsmouth Water's requirements. The site is site accessed via Palk Road and is adjacent to Bedhampton train station. This beneficial location promotes a healthy and active lifestyle with access to sustainable transport.

TREES

An Arboricultural Report was carried out by ACD Environmental to inform this application. The summary of this report concluded: *"The proposed trees to be removed are BS Category C Self-set and sit on the boundary. The other trees sit on or just outside of the site boundary are not significant."* Within the design process these have been respected.

ECOLOGY

An Ecological Impact Assessment was carried out by ACD Environmental to inform this application. The summary of this report concluded: *"Habitats with the Application Site are dominated by hardstanding, semi-improved grassland, tall ruderal, scrub and scattered trees. Habitats within the Application Site are considered to be of low ecological importance."*

UTILITIES

The site currently has a water and storm water connection running through the site. This has been incorporated within the scheme with the correct easement for building proposals. An existing foul pipe also runs across the site but this will be diverted as part of the scheme. Consideration has also been given to Portsmouth Water Thickett Reservoir Pipeline proposal which crosses the north western corner of the site.

FLOOD RISK

Part of the site towards the south marginally sits within Flood Zone 2 & 3. The Environment Agency's surface water flood maps show that the development site is in an area that has a 'Low' risk of surface water flooding and no other means of flooding identified as posing a risk to the site. An allowance has been made for the future to ensure all development will sit outside of risk - this has been done using the 100 year plus 37% adjustment for climate change, as set out within the submitted Flood Risk Assessment.



The prevailing character of the surrounding area is typically a mix of commercial and residential development, with the railway line running along the northern boundary and the hermitage stream running adjacent to the southern edge. Across the stream on the southern side of the site is a small grassed amenity strip regularly used by local walkers.

Beyond the western edge of the site is a small open field owned and operated by Portsmouth Water which accommodates a solar farm, along with two storey buildings a little further west. With only a small number of trees situated amongst the open space, views onto the site are unobstructed. The eastern side of the site is occupied by an area used for parking, as well as existing residential development, including flatted development.

Alongside is a context map which outlines the boundaries of the planning application site. The images shown on pages 12 and 13, taken on one of our exploratory site visits, display the peripheral views from various locations across the site and its neighbouring boundaries. Upon review, we were able to establish the site's key considerations (including constraints and opportunities), which we have responded to within the design of the scheme and are set out within section 4.3.



SITE PHOTO VIEWPOINTS

2. SITE AND CONTEXT



VIEW - 1



VIEW - 2



VIEW - 3 (HERMITAGE STREAM)



VIEW - 4 (PALLET STORAGE)



VIEW - 5



VIEW - 6 (EXISTING VACANT SCRUB LAND)



VIEW - 7



VIEW - 8



VIEW - 9

2.3 LOCAL CHARACTER

The character and form of the new development should be responsive to its surroundings. An analysis of existing local development and its form generates key character drivers, providing references to inform the development proposals.

Our review in relation to the Palk Road site found the following:

LAYOUT STRUCTURE

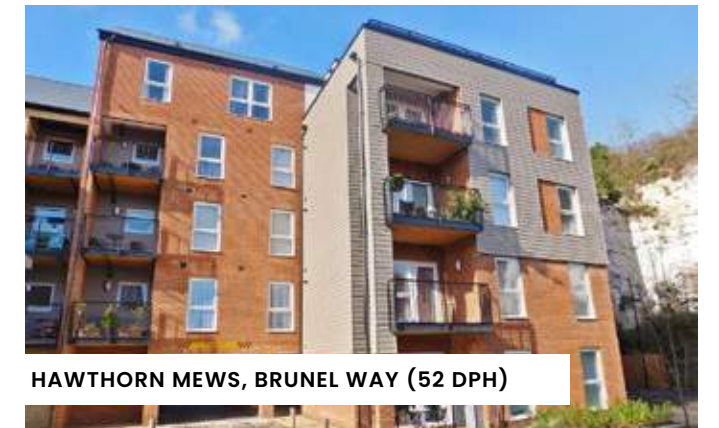
- Predominantly medium density but some examples of higher density apartment schemes
- Deep frontages which allows for vehicular parking
- Perimeter block development
- Proportional block development
- No prevalent local character

BUILT / PLOT FORM

- The area contains a mixture of housing types, predominantly converted flats and contemporary apartment blocks, terraced, and semi detached houses of varied size and design with varied ridge heights
- The majority are 2 and 2.5 storey terraced and semi-detached dwellings, however there is also provision of 2, 3 and 4 storey apartment dwellings, including directly adjacent to the site on Palk Road
- Softer landscaped frontages to provide garden space
- Throughout Bedhampton there is varied vernacular in flatted schemes, see adjacent



BELLINGER HOUSE, PALK ROAD (135 DPH)



HAWTHORN MEWS, BRUNEL WAY (52 DPH)



AUSTEN HOUSE, ABRAMS WAY (225 DPH)



HARBOUR COURT, LANGSTONE ROAD (145 DPH)



MALDON, GARBOUR PLACE, HAVANT ROAD (142 DPH)

The background is a light blue map of a city grid. A dark blue line, likely a road or railway, runs diagonally from the bottom left towards the top right. A white, irregularly shaped area is highlighted on the map, situated between the diagonal line and a horizontal line. Other smaller white shapes are scattered across the grid.

3.0 PLANNING

3.1 PLANNING POLICY & GUIDANCE

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the provisions of the statutory Development Plan unless material considerations indicate otherwise.

A comprehensive review of planning policy and guidance at the local and national level has been undertaken in working up the proposals.

The relevant parts of the Havant Borough Council Development Plan currently comprise:

- Local Plan (Core Strategy) adopted March 2011
- Local Plan (Allocations) adopted July 2014

The following policies within the Core Strategy are considered of most relevance to this application with respect to the design and layout of the scheme:

- Policy CS1: Health and Wellbeing
- Policy CS11: Protecting and Enhancing the Special Environment and Heritage of Havant Borough
- Policy CS13: Green Infrastructure
- Policy CS15: Flood and Coastal Erosion Risk
- Policy CS16: High Quality Design
- Policy CS20: Transport and Access Strategy
- Policy DM8: Conservation, Protection and Enhancement of Existing Natural Features
- Policy DM10: Pollution
- Policy DM11: Planning for More Sustainable Travel
- Policy DM12: Mitigating the Impacts of Travel
- Policy DM13: Car and Cycle Parking on Residential Development

The following policies within the Allocations Plan are considered of most relevance to the design and layout of the scheme:

- Policy AL6: Havant Thicket Reservoir Pipeline
- Policy AL7: Hermitage Stream
- Policy DM18: Protecting New Development from Pollution
- Policy DM20: Historic Assets

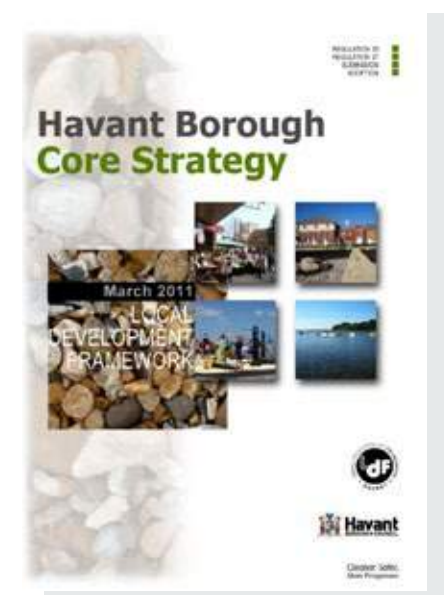
Relevant Havant Borough Council Supplementary Planning Documents (SPD's) and Guidance Documents:

- Housing Delivery Position Statement (March 2022) HDPS
- Borough Design Guide (December 2011)
- Housing (July 2011)
- Parking (July 2016, partially updated September 2019)

The proposal has also taken into consideration the following documents:

- National Planning Policy Framework (NPPF) 2021
- Manual for Streets
- System – Towards Better Practice
- Better Places to Live: By Design
- Building for Life
- Safer Places – The Planning System & Crime Prevention
- Secured by Design
- Technical Housing Standards: NDSS
- National Design Guide

Further details of the proposals compliance with the planning policy and guidance is set out within the submitted Planning Statement.



3.2 NATIONAL PLANNING POLICY FRAMEWORK

The NPPF sets out the Government's planning policies for England and how these should be applied. It establishes a presumption in favour of sustainable development.

Paragraph 8 states there are three dimensions to sustainable development – economic (building a strong, responsive and competitive economy); social (providing a sufficient number and range of homes to meet the needs of present and future generations and fostering well-designed, beautiful and safe places); and environmental (protect and enhance our natural, built and historic environment)

Design is covered in section 12, where the Government attaches great importance to the design of the built environment. This section highlights that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.



3.3 NATIONAL DESIGN GUIDE

The proposal has been designed in line with the principles of the National Design Guide as outlined throughout the DAS. Pages 46 and 47 include a specific response table highlighting the overarching requirements and how they have been embedded within the design process.



3.4 PRE-APPLICATION

29TH APRIL 2022

Pre-Application advice from Havant Borough Council (HBC) was sought in January 2022 and a written response was received in April 2022. This was for a similar proposal to what is being put forwards now, but for 92 residential dwellings. The proposed development has taken on board the helpful advice received and the scheme has evolved accordingly. More information on how the proposal has addressed advice received is included in the accompanying Planning Statement. However, some of the key points were:

Principle of Development and Flood Risk

HBC Officers noted that part of the site (north) is allocated for residential development under Policy HB1. Although the remainder of the site to the south is not specifically allocated, it does fall within the Urban Area / Settlement Boundary. HBC Officers therefore agreed that the principle of sustainable development within the northern section of the site is acceptable. HBC Officers acknowledged that there is an absence of a five-year housing land supply, and noted that the principle of development of the wider site would be considered acceptable if it can be demonstrated that flood risk can be managed safely and that the development would provide wider sustainability benefits. The application is supported by a Flood Risk Assessment which demonstrates the site can be successfully and sustainably developed without increasing flood risk elsewhere. The proposal also ensures all residential development is outside of the 100 year plus 36% allowance for climate change flood outlines, as agreed with the Environment Agency through pre-application consultation.

Design, Layout and Character

Various comments were made in relation to the draft design, layout and character, such as building orientation, car parking, relationship with adjoining existing development and densities. These comments have been considered and addressed where possible, with further details included throughout this statement and in the accompanying planning statement.

Noise

HBC Officers advised that a planning application will need to be supported by a Noise Assessment. This has been submitted and it concludes that noise does not pose a constraint to the proposed development, provided the suggested mitigation measures set out within the Assessment are implemented.

PRE-APPLICATION SCHEME (JANUARY 2022)



Highways

HBC Officers explained that the impact of the development on the wider highway network and junctions need to be fully considered through a Transport Assessment, parking provision should be in accordance with HBC's Parking SPD, and a proportion of the parking spaces should be supported by EV charging facilities. Supporting this application is a Transport Assessment, Travel Plan and a Walking, Cycling and Horse Riding Assessment Review (WCHAR). The Transport Assessment demonstrates that the proposed development would not have a severe impact on the operation or safety of the local road network, has the opportunity to create a sustainable development and will enhance the local area with appropriate contributions to improvements. Consideration has been given to HBC's Parking Standards SPD and a suitable, justified parking scheme has been devised. More information on this is set out within the Transport Assessment. In addition, the proposal includes the provision of electric vehicle charging infrastructure for each apartment.

Trees and Ecology

HBC Officers requested that a Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan is submitted with any planning application, which has been done. HBC also advised that a detailed ecological mitigation, compensation and enhancement plan should be submitted with a planning application and further work in relation to reptile species and bat roosting potential requested. Supporting this application is an Ecological Impact Assessment which addresses these comments.

Heritage

HBC Officers advised that a planning application will need to be supported by a Heritage Statement. This has been submitted, which concludes that the site has low archaeological potential, no designated heritage assets lie within or close to the site and that the redevelopment of the site would not harm the significance of any heritage asset, nor an appreciation of that significance.

3.5 DEVELOPMENT CONSULTATION FORUM (DCF)

23RD AUGUST 2022

Alongside Havant Borough Council, Bellway Homes provided the opportunity for the public to attend a Development Consultation Forum (DCF) in August 2022 at which the latest draft proposals having evolved in response to the Pre-Application advice were presented. The presentation allowed the public an early opportunity to have sight of and discuss the draft proposal with the developers and their consultants, as well as having any questions answered through a tabled Q&A discussion.

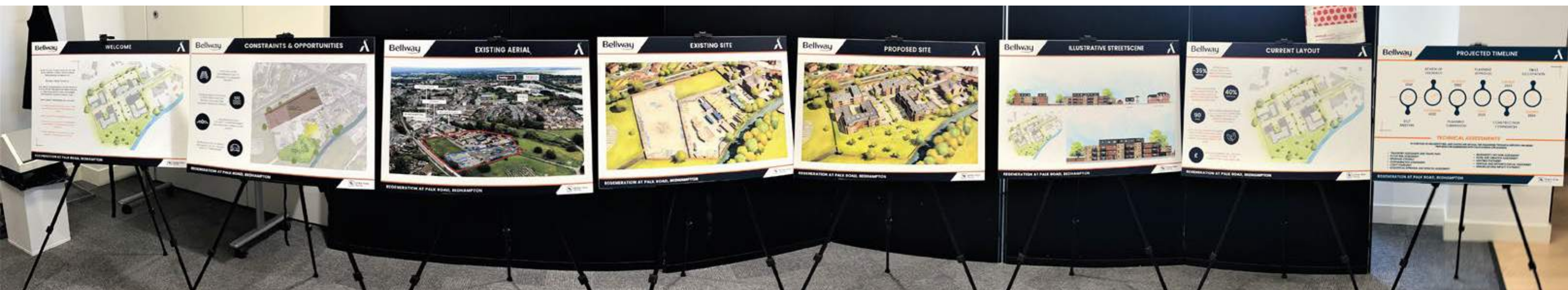
The following key points and queries were raised:

- Arrangement for future management of Palk Road
- Impact on wider vehicular connections
- How construction would be managed
- Approach to Sustainable design
- Efforts to tackle Climate change and how the buildings will work to this
- Provision of EV charging for residents
- Public/Private amenity space including potential for provision of play
- Approach to parking, some advocating a 1-for-1 approach given the sustainable location of the site
- Approach to affordable housing provision

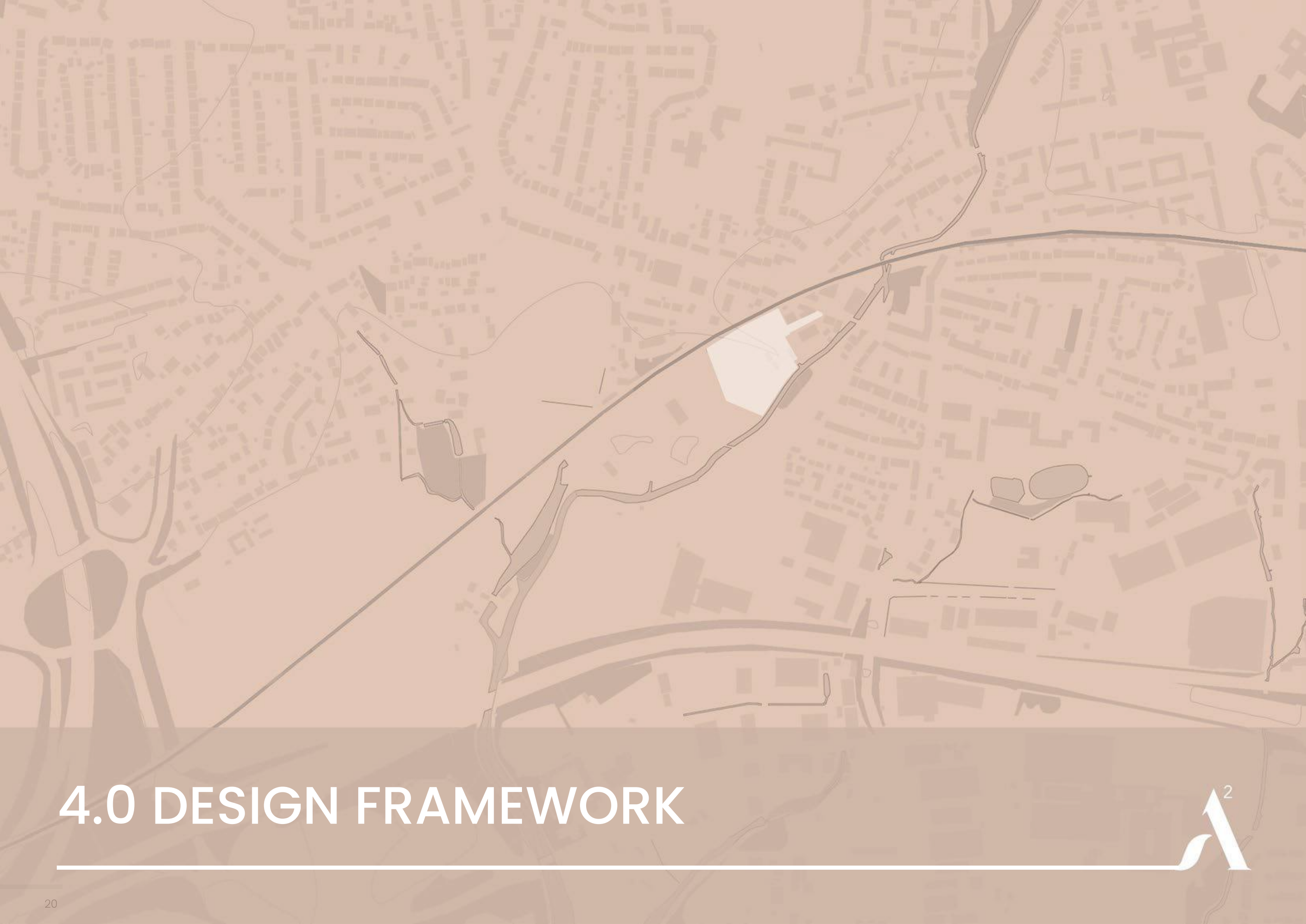
The DCF has allowed us to enhance the scheme to incorporate the key points raised, which can be seen in the following sections: 4.0 Design Framework, and 5.0. Proposal, as well as in the accompanying Planning Statement.



DCF SCHEME AUGUST 2022



DCF PRESENTATION BOARDS



4.0 DESIGN FRAMEWORK



4.1 DESIGN PRINCIPLES

To ensure that our layout delivers rich and vibrant schemes, we approach the process by following some key design principles to establish the vision. We begin with a review of the site’s immediate context to create and develop an understanding of the local area. Having undertaken a thorough analysis, we are then able to integrate six key design principles to our conceptual development stage which underpin the preparation of the layout.

1. QUALITY DESIGN

The design and character of the scheme will be delivered to Bellway Homes’ high-quality design standards, transforming the brownfield site into an attractive development, offering a healthy and sustainable lifestyle.



2. LOCALLY DISTINCTIVE



The proposed design and layout of the site will be harmonious to its surrounding character with a coherent architectural theme throughout. Deriving local styles and features, like box frame windows and brick detailing.

3. TECHNOLOGY



Provision of EV infrastructure will promote the use of modern and more sustainable means of travel. The development will also be built to the latest sustainable construction standards as set out in section 5.12.

4. INFRASTRUCTURE

The proposed development will deliver on and off-site improvements to local infrastructure including provision of new public open space and financial contributions to other infrastructure, as set out in the Planning Statement.



5. SUSTAINABLE TRANSPORT & CONNECTIVITY

There will be a well-connected network of footpaths that link with the existing pedestrian and rights of way network. Promotion of public transport such as trains and buses as well as opportunities for cycling will ensure new residents have access to sustainable travel choices.



6. CONNECTED TO NATURE

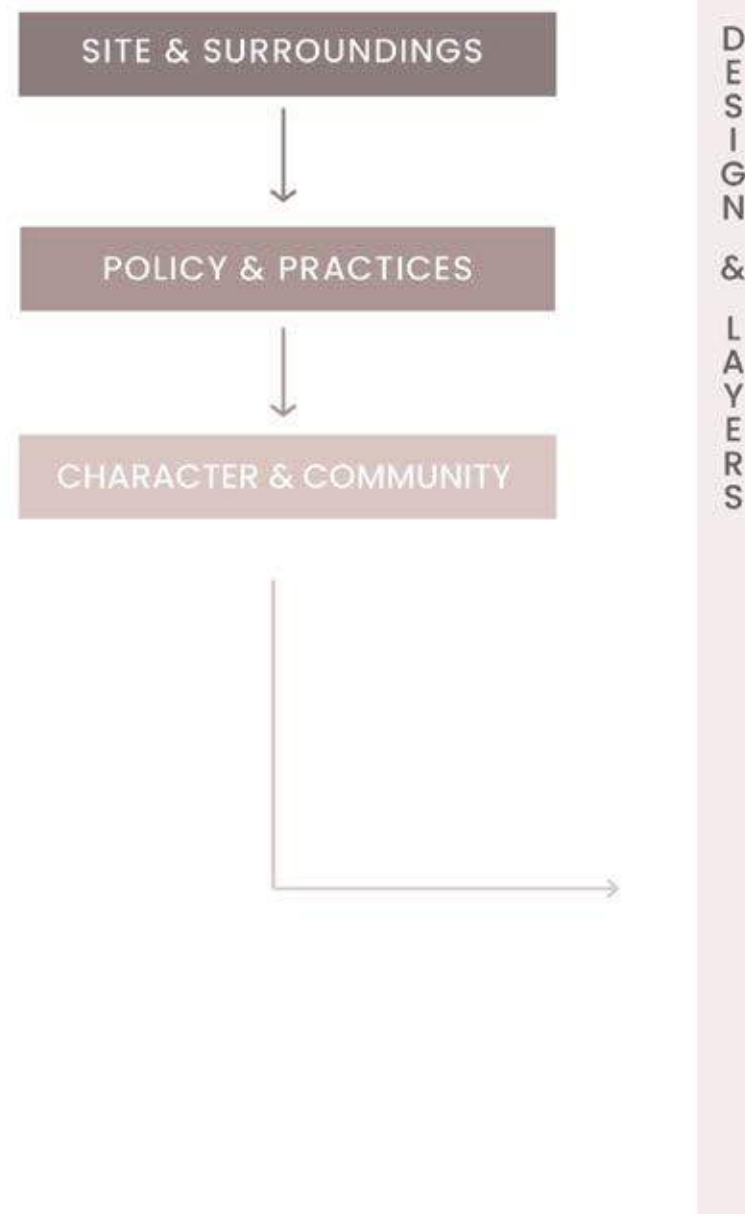
A significant proportion of the development will be an easily accessible green space that connects existing and new residents to new public open space. The scheme will also achieve significant biodiversity net gain.



4.2 VISIONS & LAYERS

Our aim is to build upon the surrounding area context and fulfil the goal of creating desirable living, bringing out key characterises of the local area and adding a plethora of benefits to the surroundings.

We approach the framework with layers in mind, allowing us to respond positively to all aspects.



FRONTAGE & VIEWS

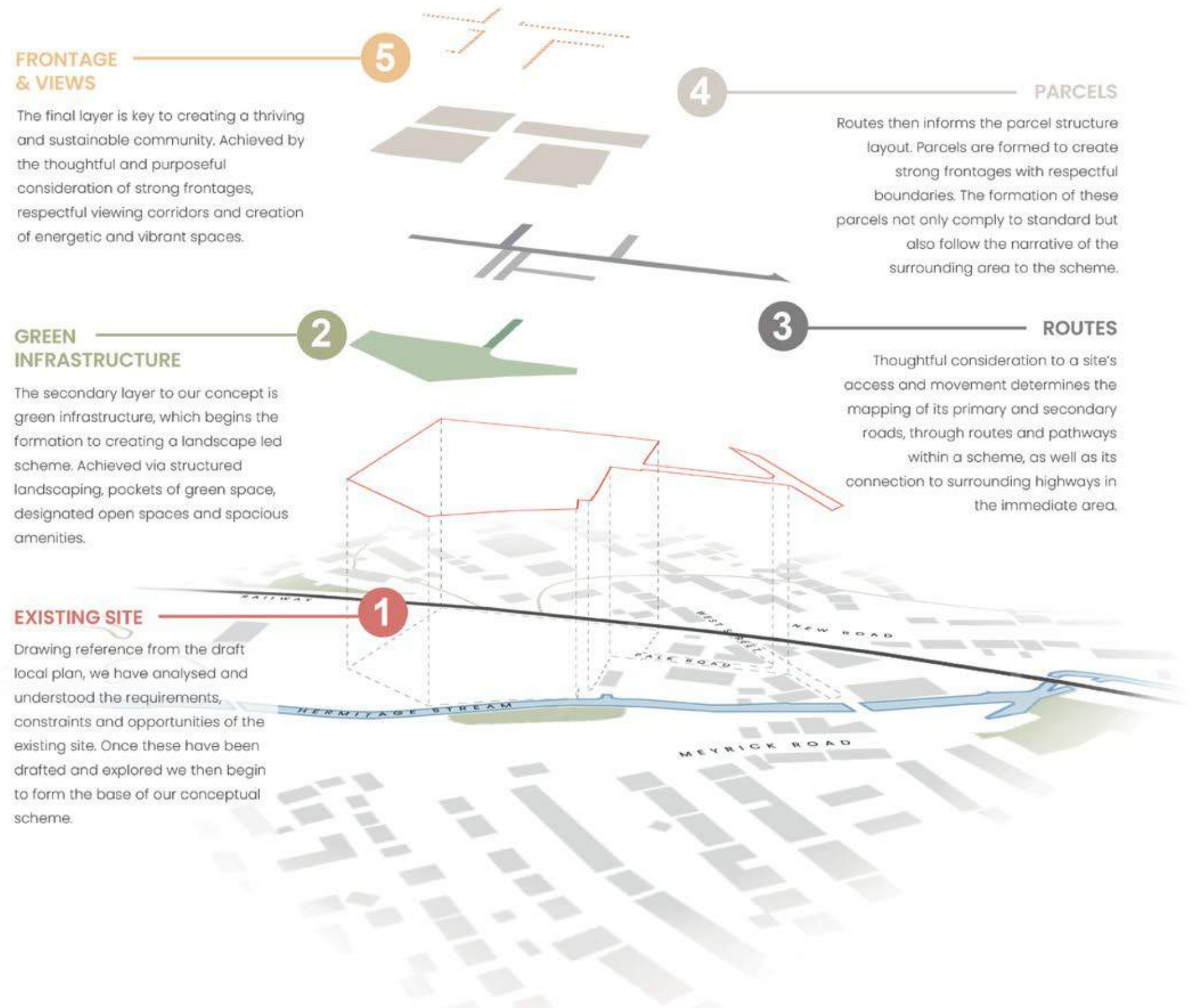
The final layer is key to creating a thriving and sustainable community. Achieved by the thoughtful and purposeful consideration of strong frontages, respectful viewing corridors and creation of energetic and vibrant spaces.

GREEN INFRASTRUCTURE

The secondary layer to our concept is green infrastructure, which begins the formation to creating a landscape led scheme. Achieved via structured landscaping, pockets of green space, designated open spaces and spacious amenities.

EXISTING SITE

Drawing reference from the draft local plan, we have analysed and understood the requirements, constraints and opportunities of the existing site. Once these have been drafted and explored we then begin to form the base of our conceptual scheme.



4.3 KEY SITE CONSIDERATIONS

CONSTRAINTS

There are a number of site constraints that were considered whilst developing the concept scheme. The design process is iterative with key site constraints informing the evolution of our development framework.

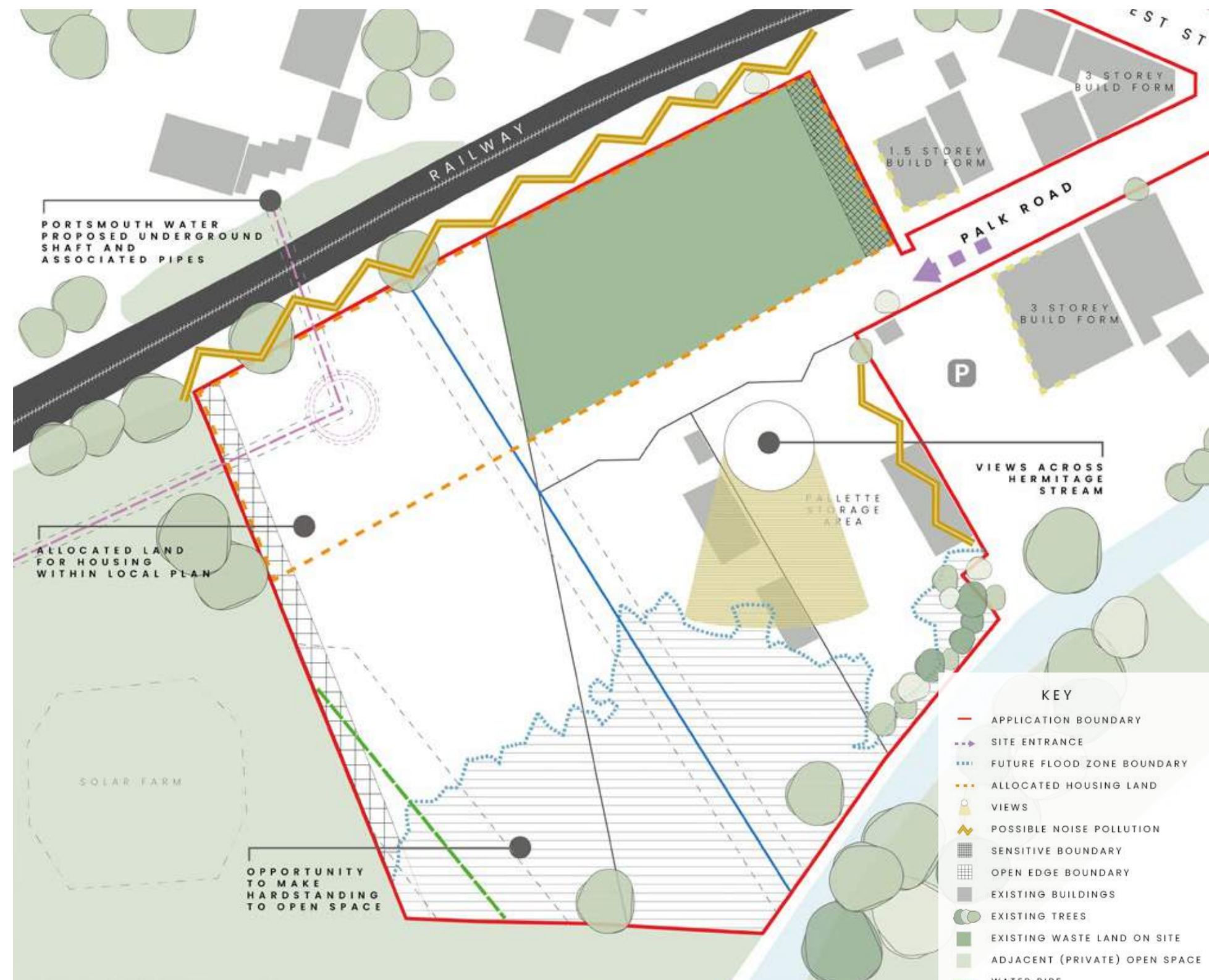
Key considerations included:

- Height restrictions and density of new development to respect the character and appearance of existing surroundings
- Noise implication of the railway running along the northern boundary
- Open edge along the western boundary
- Vehicular access from West Street via Palk Road
- Portsmouth Water Thickett Reservoir pipeline proposal
- Water & Storm Water pipes running through the site with associated easement
- Future flood zones associated with Hermitage stream along the southeastern boundary

OPPORTUNITIES

In addition to our analysis of the constraints, a number of site opportunities were also identified:

- Removal of “noisy” neighbour for existing residents in Palk Road
- Structured landscaping throughout the scheme; newly planted trees and open green space with the ability to incorporate views to the west
- Development layout could establish a relationship with the stream to form an attractive focal point
- High-quality development in attractive areas responding and fulfilling the housing needs of the local area including affordable
- Maximising use of a previously developed site
- Inclusion of the southern land enables the scheme to maximise the benefits development of the site can provide including contributing to the objectives of the Hermitage Stream restoration project with improved access and creation of a parkland area



4.4 PARAMETERS

Our analysis of both the constraints and opportunities were then incorporated within a parameters plan, which forms the basis of the next stages of the design development process.

Key parameters were:

- Structured landscaping throughout the scheme to create buffers
- Opportunity to combine green amenity, open and public spaces
- Road hierarchy allowing for a layered scheme with lower order secondary roads for access to parking
- Vehicular access via Palk Road
- Establish well-proportioned development parcels with good aspect perimeter blocks
- Creation of a permeable development creating easy movement through and within for pedestrians and cyclists

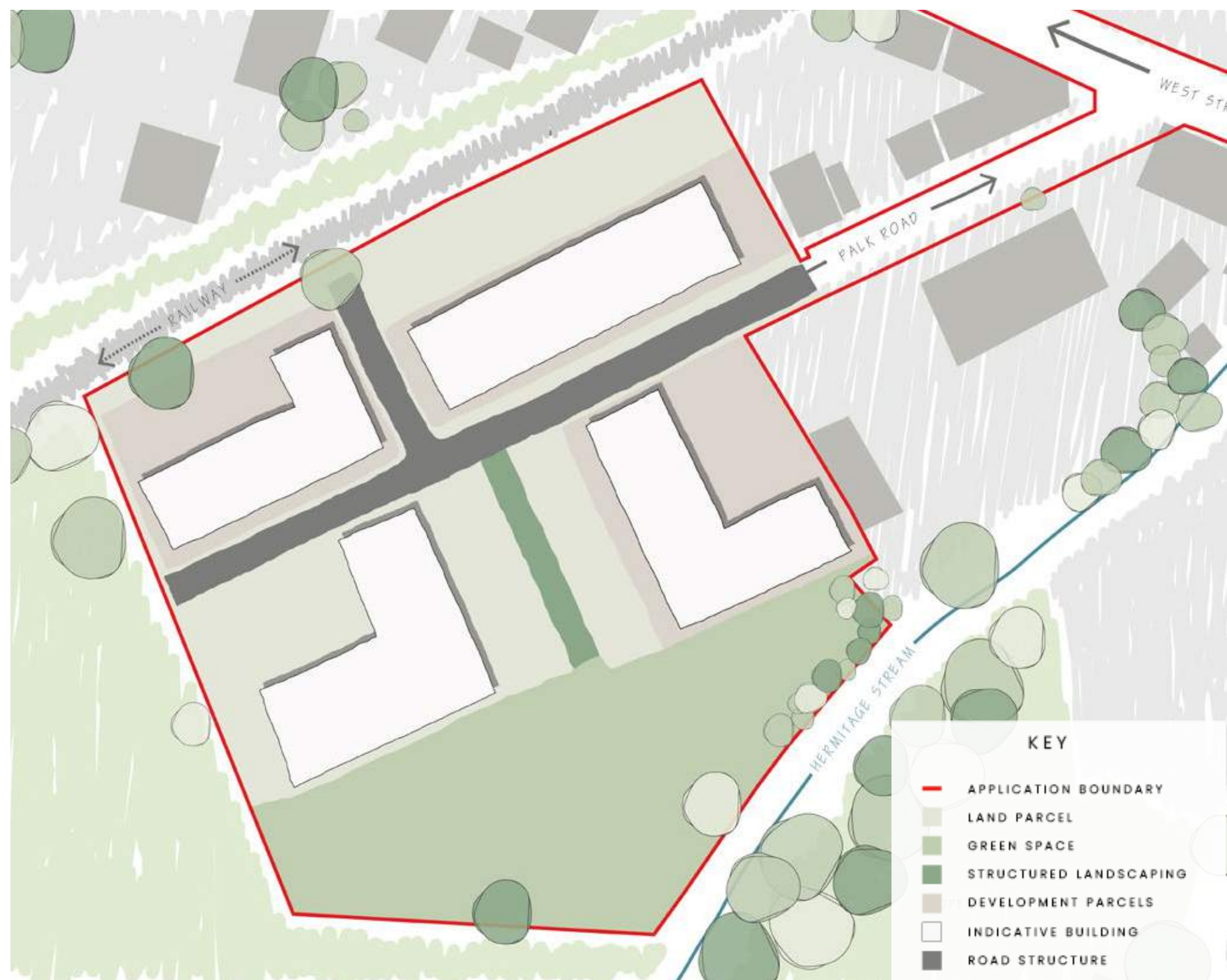


4.5 MASTERPLAN

The design strategy for Palk Road has a layered masterplan which seeks to directly engage with the site's existing features.

For example:

- Ensuring that new high-quality apartment blocks are arranged in a manner that respects existing features such as existing built edges, the railway line, and Hermitage Stream boundary
- Utilising the green edge to form a zone of open space that can be enhanced with nature
- Formation of a block layout and road structure that enables the creation of lanes, to respect the character of the surrounding area of Bedhampton
- Our key objective is to blend the character of the surroundings whilst also creating a place with identity that responds positively to the existing community. The scheme will be reflective of its locality, and the distinctive natural and built elements of this part of Bedhampton will be woven into the fabric of the scheme. Major open spaces, green verges, and pocket communal spaces will be brought together to create tranquillity and beauty. The design of the apartments and the open spaces will encourage social interaction, at the suburb and neighbourhood level



4.6 DESIGN & MASSING EVOLUTION

Below we breakdown the process of how we evaluated the site and develop the design evolution and how this information is translated to establish 3D massing.

ANALYSIS

A full site review is conducted, discovering the sites limitations and potential. We explore the past, present and future possibilities.

REVIEW

Once we have analysed the site, we begin to prepare our base of the proposal with the constraints highlighted in our review stage.

EXPLORE

Following this, we explore opportunities. Creating definition and utilising our constraints to embellish our proposal.

ALIGN

We take a deeper review of local and national policies to ensure our proposal is in accordance and aligns with key principles.

CONCEPTUALISE

As we begin creating the layers for our proposal, we infuse our base information with design principles: Community, Character, and Cohesiveness.

REFINE

As we develop our masterplan, we begin to add additional design perspectives and principles, refining the proposal and defining the route forward.

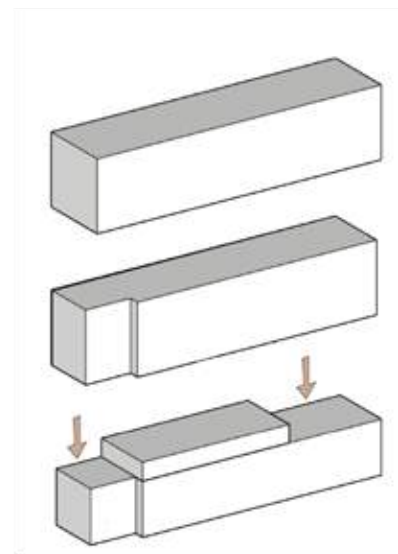
PLAN

Developing the proposal, we begin to see the scheme come to life through people, places, and preserved principles.

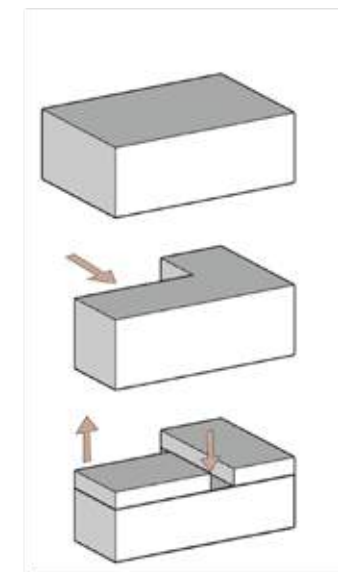
EXPAND

As we have developed the proposal out, we now prepare an overview of our proposal detailing how we conducted the process.

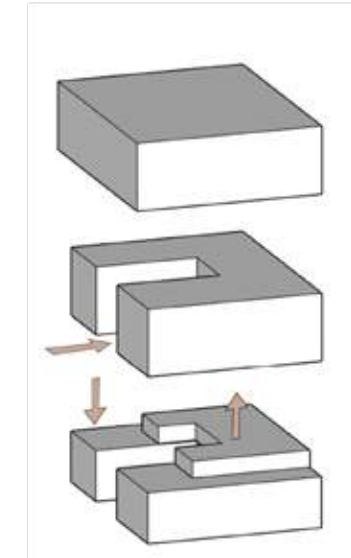
BLOCK A



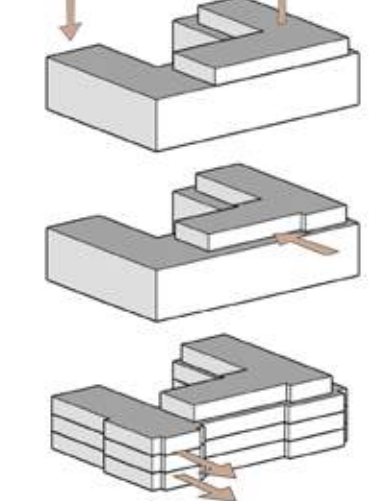
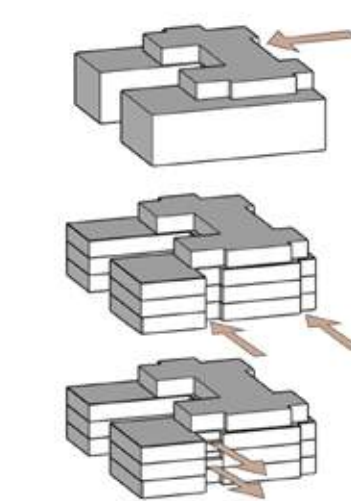
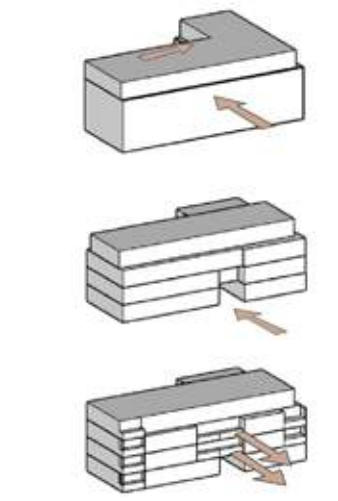
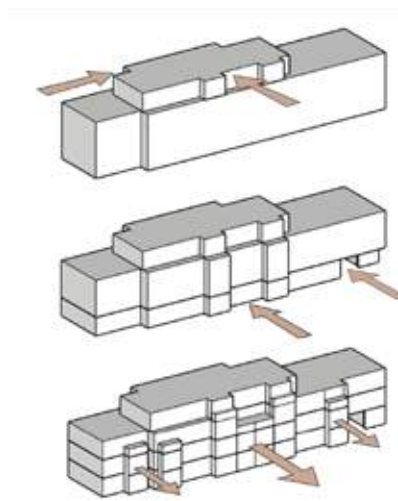
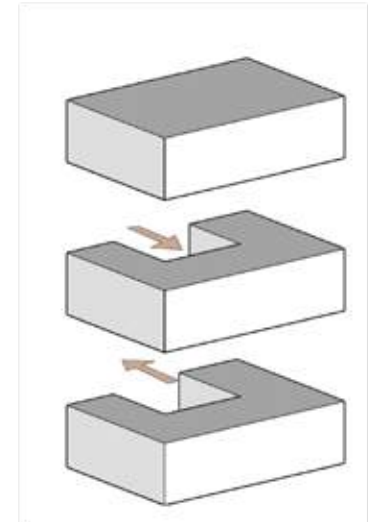
BLOCK B



BLOCK C



BLOCK D



The background is a light green map of a city grid. A white polygon is highlighted in the center, and a black line runs diagonally across the map from the bottom left to the top right.

5.0 PROPOSAL

5.1 LAYOUT

A key objective of the scheme is to respect the local character, appearance, and the amenity of neighbours. The proposed layout offers an informal structure to the perimeter of the site with informal amenity open spaces incorporated to provide adequate separation distances to neighbouring residences.

Policy CS16 states that planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. It also states all development should demonstrate that its design responds to, draws inspiration from and respects local context; produces a positive relationship between buildings, street and spaces; contributes to the improvement of the public realm; is inclusive by considering the needs of those with disabilities; mitigates negative environmental impacts through sustainable design and adapts to the changing needs of the users and the changing climate over the lifespan of the building(s).

The proposed development has had careful consideration to and accords with the policy requirements to ensure a high-quality design, as demonstrated throughout this statement. The site has a natural division between the two main parts of the scheme, north and south of the road.

As detailed through the following pages the scheme comprises:

- Development of 90 new apartments
- 27 apartments to be allocated as affordable housing
- A range of apartment types and mix to reflect local needs
- Four varying height apartment blocks, each incorporating and reflecting the local character (as per details set out in section 2.3)
- Landscape buffer around the edges of the site to provide screening and define the boundaries
- Integrated open communal space in the form of a riverside parkland space



5.2 SCALE & AMOUNT

The scheme will provide 90 new homes, including 27 affordable (30%).

5 (18.5%) of the affordable apartments will be M4(3) compliant, in excess of the requirement referred to in the Council Housing delivery position statement (HDPS). All of the apartments are in accordance with the Nationally Described Space Standards (NDSS), in accordance with the HDPS.

Further details of the proposed affordable housing provision are included within the Planning Statament.

The proposed scheme is at a dph (density per hectare) of 113, this is comparable to other flatted schemes within the area as below:

Bellinger House = 135 dph net

The January 2022 Pre-App was a density of 123 dph.

1 STOREY

2 STOREY

3 STOREY

4 STOREY

1 BEDROOM APARTMENT

2 BEDROOM APARTMENT

3 BEDROOM APARTMENT

Total

22

36

5

63 (70%)

1 BEDROOM APARTMENT

2 BEDROOM APARTMENT

3 BEDROOM APARTMENT

Total

10

7

2

19 (21%)

1 BEDROOM APARTMENT

2 BEDROOM APARTMENT

3 BEDROOM APARTMENT

Total

2

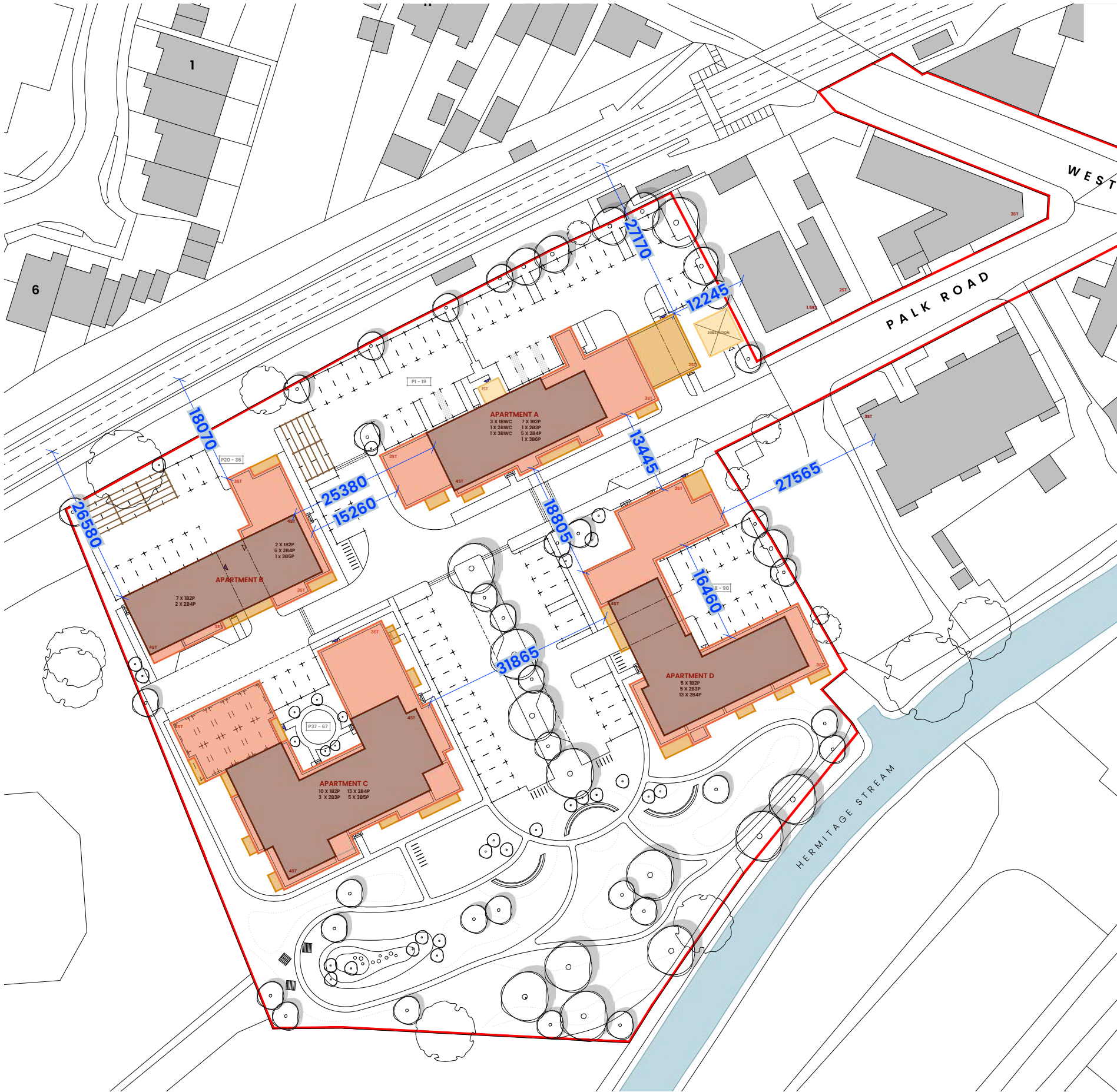
5

1

8 (9%)

TOTAL

90



5.3 ACCESS & PARKING

Car and cycle parking is provided with the development as follows:

UNALLOCATED CAR PARKING SPACES: 81 Spaces

ALLOCATED CAR PARKING SPACES: 15 Spaces

VISITOR CAR PARKING SPACES: 17 Spaces

CYCLE PARKING / STORAGE: 146 Spaces

CYCLE HOOPS - VISITOR: 29 Spaces

Total car parking provision is 113 spaces. The highly sustainable location of the site will optimise potential for residents to use methods of transport other than cars. To assist this choice significant provision has been made for cycle parking in secure covered communal storage areas within the apartment blocks.

Electric Vehicle charging infrastructure will be provided to serve each of the apartments, in accordance with the HDPS.

Further detail regarding the approach to parking is set out within the submitted Transport Assessment.

KEY

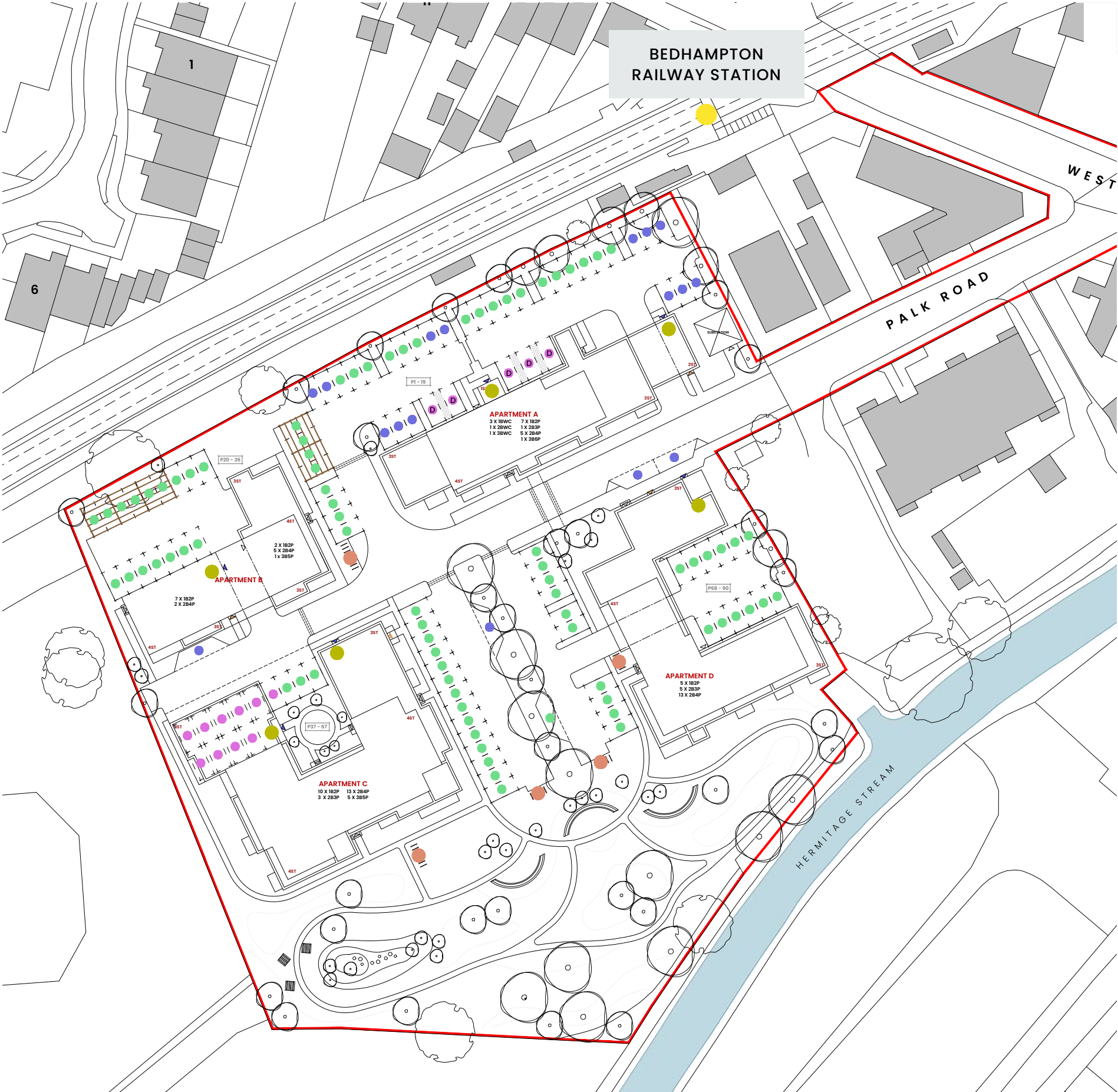
UNALLOCATED SPACES

ALLOCATED SPACES
*D = DISABLED SPACE

VISITOR SPACES

CYCLE SPACE/STORE - SECURE

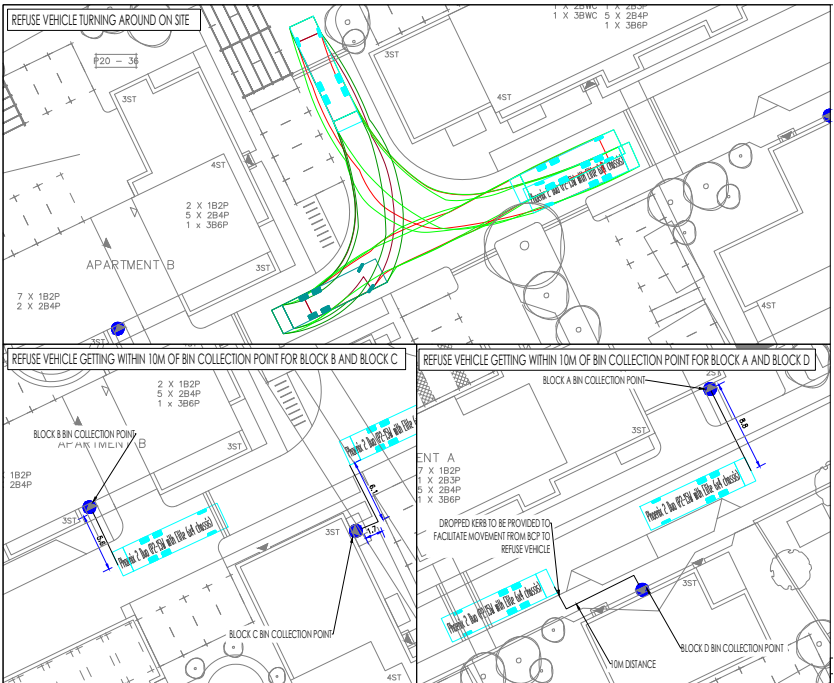
CYCLE HOOPS - VISITOR



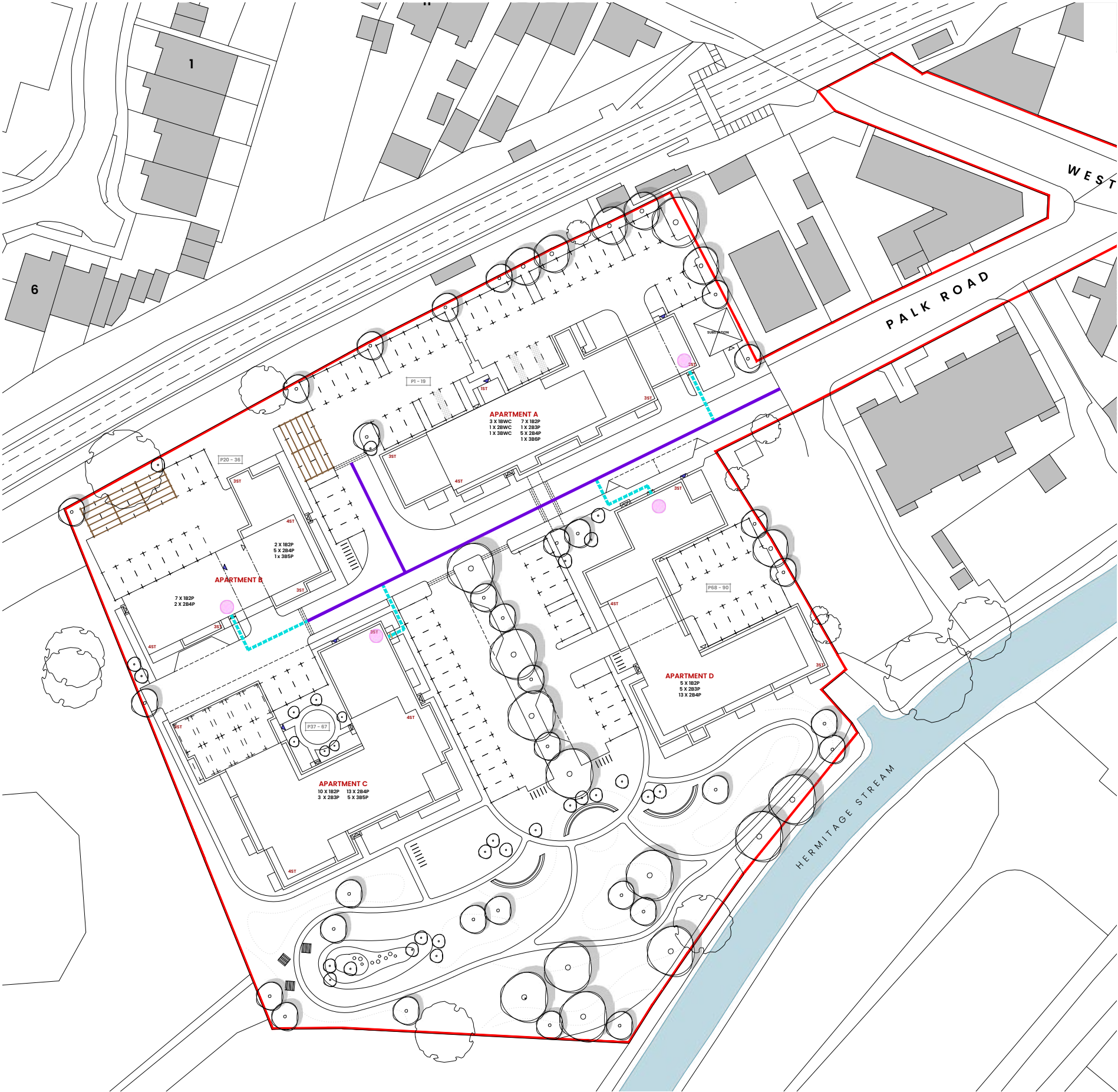
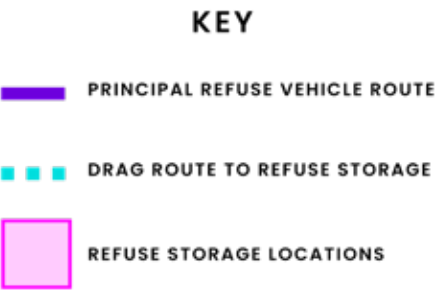
5.4 REFUSE STRATEGY

Refuse vehicles will be able to access the site and collect refuse and recycling from communal bin stores located in close proximity. The layout is designed to allow direct collection off the main spine road to the bin store locations for each respective block.

Roads and turning heads have been designed to accommodate refuse vehicles, as demonstrated within the submitted Transport Assessment and associated tracking drawings.



Extracted from Paul Basham's Tracking Document



5.5 GREEN STRATEGY

Due to the development approach, a leading factor in it's form and placement has been the green structuring to the site, the core elements being the new riverside parkland and central treed space forming a green corridor between apartment blocks C and D.

The proposed redevelopment of the site will result in a 35% reduction in hard-surfacing compared to the existing site, with 39% of the site comprising green space post development. Details of the landscape and biodiversity principles are set out within section 5.8.

The HDPS requires developments of 50 dwellings or more to provide on-site open space to a standard of 1.5ha per 1,000 population. Using HBC's Occupancy Calculator, the proposed development generates an average occupation of 1.83 and therefore a population of 164.7. The open space requirement is therefore 0.25ha. The scheme is providing 0.3ha and therefore exceeds policy requirements.

KEY

GREEN EDGE TREATMENTS

STRUCTURED LANDSCAPING

PRIVATE AMENITY SPACE
(SEE FLOOR PLAN FOR PROPOSED BALCONIES)

PUBLIC OPEN SPACE
(0.3 HA)

The site plan illustrates the proposed development layout. It features four apartment blocks: APARTMENT A (3 x 18WC, 7 x 182P, 1 x 28WC, 5 x 283P, 1 x 38WC, 1 x 385P), APARTMENT B (2 x 182P, 5 x 284P, 1 x 385P), APARTMENT C (10 x 182P, 13 x 284P, 3 x 283P, 5 x 385P), and APARTMENT D (5 x 182P, 5 x 283P, 12 x 284P). The plan also shows green edge treatments, structured landscaping, private amenity space (including balconies), and public open space (0.3 HA). The site is bounded by PALK ROAD to the north and HERMITAGE STREAM to the south. A red line indicates the site boundary, and a dashed line shows the proposed green corridor between blocks C and D. The plan includes various landscaping elements like trees and paths, and labels for existing structures (1, 6) and roads (PALK ROAD, WEST).

32

5.6 SURFACE MATERIALS

A variety of surface materials and colours will be used to reflect the street hierarchy. An illustrative palette of materials is shown below:



PAVEMENT & HARDSCAPING
Tarmac*



FOOTPATH
Grey Paving Slabs



HARDSCAPING - RAISED CROSSINGS
Block Pavers



SECONDARY ROAD
Buff Tarmac

KEY



PAVEMENT - TARMAC*



FOOTPATH - 900mm WIDE
450x450mm BUFF/STONE PAVING SLABS



FOOTPATH - 1200mm WIDE
600mmx600mm BUFF/STONE PAVING SLABS



FOOTPATH - 900mm WIDE - HOGGIN PATH*



HARDSCAPING - TARMAC*



HARDSCAPING - RAISED
CROSSINGS - BLOCK PAVERS*

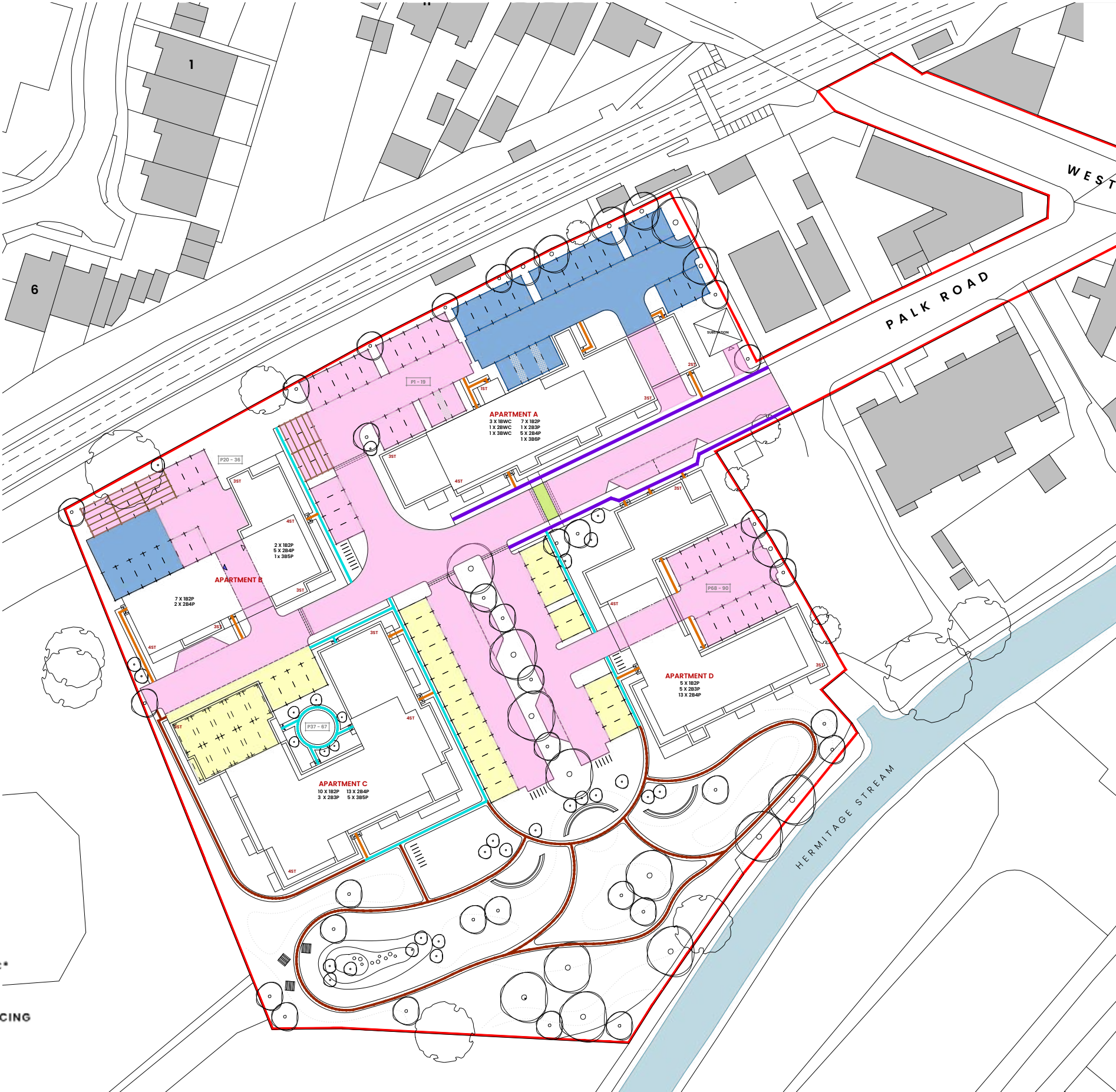


HARDSCAPING - BUFF TARMAC*



INDICATIVE PERMEABLE SURFACING
(SEE DRAINAGE STRATEGY)

* or similar



5.7 LANDSCAPE & BIODIVERSITY

The following principles have been adopted to inform the design process for the landscaped spaces:

- Existing landscape features within the site and adjacent to Hermitage Stream will contribute to maintaining a mature landscape setting for the new development.
- Creation of new public open space and green buffers on site boundaries, to enhance the development and surrounding area and to provide a usable amenity space to the new residential area. These areas/ buffers will include significant additional planting to secure the amenity of existing residential properties to the east, to block views into the railway line along the north and to create extensive biodiversity improvement to the current situation along Hermitage Stream.
- The new landscaped areas/ buffers to comprise of local native and non-native structure planting to improve resilience, support ecological movement within and through the site and to complement existing flora.
- Proposed trees at the southern edges to provide a natural transition from the built environment across to the public open space and Hermitage Stream.
- Creation of a green corridor through the site to enhance landscape and biodiversity.
- Public open space to provide seating arrangements to make it more attractive for future and existing residents.



PROPOSED STREET TREES

There will be substantial numbers of new trees incorporated throughout the scheme to soften views and contribute to the amenity value and landscape structure within the site. The trees within the central green corridor are selected to grow larger to add a natural vertical element and increase visual interest across the site.

Other structural trees will be planted on site boundaries and within amenity areas to provide an important setting for the development. Large native trees of characteristic, local mix of species will be located in the public spaces and at the site boundary with Hermitage Stream.

Smaller decorative street trees, chosen for their seasonal interest and upright form, will also be located at key locations to filter views and provide a soft element within the hard landscape.

PLOT FRONTAGES

The definition of the frontage is proposed through a combination of hedge and compact shrub planting, forming a defensible space to the apartment blocks. Shrub specimens are also proposed as architectural elements. The planting will provide valuable structure and contribute to the network of green corridors within the site.

OPEN SPACES & PLAY

The public open space will provide a high quality and rich environment landscape for all ages, comprising natural features with a circular footpath, meadow compartments and integrated seating areas in attractive wave forms for social interaction.

A mosaic of local native wildflower grassland and flowering lawn areas will be included, creating a landscape setting for proposed vegetation and for the benefit of biodiversity and amenity. Trees, sensory shrub, herbaceous and meadow planting will form part of the playful natural landscape of the public open space with natural materials integrated such as logs and boulders as low-key play features, to supplement the natural play mound and picnic area.

The proposed development will transform a 0.6km section of the right-hand bank of the stream's riparian zone from hard standing into landscaped public open space. Habitats favourable for wildlife will be provided, such as new hedgerows, shrubs, and florally diverse wildflowers, grassland/ tussocky areas, all of which will be a significant betterment to the current situation, and result in biodiversity net gain in excess of 10%.



5.8 BUILDING MATERIALS

The illustrative street elevations shown on the following pages give an indication of the materials and elevational treatments that will be used within the proposed development. While an illustrative palette of materials is shown below it is intended that detailed proposals for materials would be subject to condition.



TYPE 1
Red Multi Brick



TYPE 2
Buff Multi



MATERIAL
Black Cladding



ROOF
Black



MATERIAL
Brown Profiled Tile

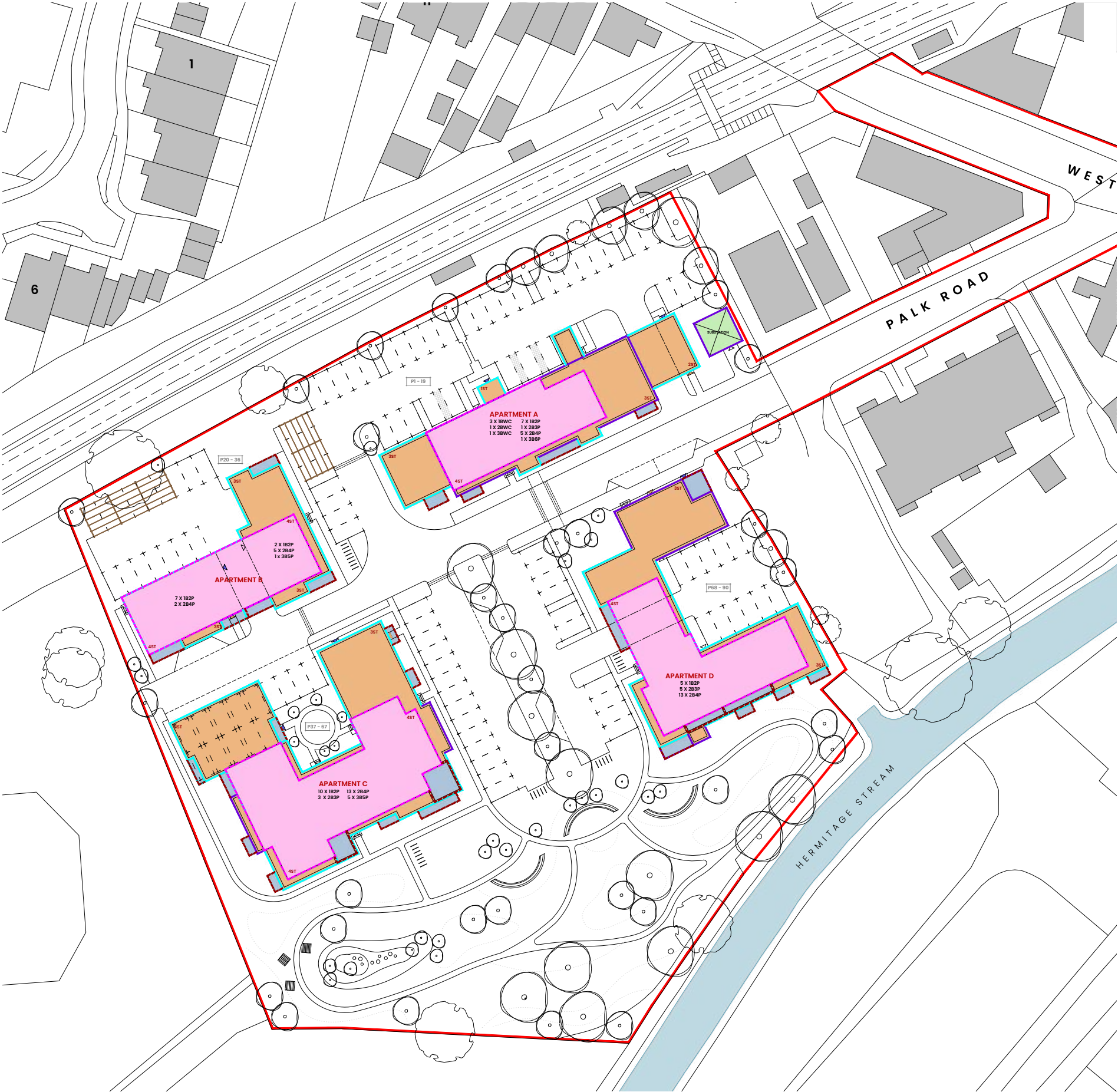


ROOF
Grey

KEY

	BRICK - TYPE 1 - RED MULTI		BALCONY - COMPOSITE DECKING*
	BRICK - TYPE 2 - BUFF MULTI		ROOF - (FLAT) GREY
	MATERIAL - BLACK CLADDING		ROOF - (FLAT) BLACK
	BALCONY FRAME		ROOF - BROWN PROFILED TILE

* or similar



5.9 APPEARANCE

Following a design review of the local area and the surrounding properties, the proposal for this brownfield regeneration is to work in isolation with its own distinctive character and vernacular whilst understanding the existing palettes and approach. We've designed the scheme with a simplified and stripped-back contemporary style and form, allowing it to be read in isolation, but also as part of the wider area.

This is highlighted in the streetscenes that follow on pages 42 – 44.

APARTMENT A



APARTMENT B



APARTMENT C



APARTMENT D



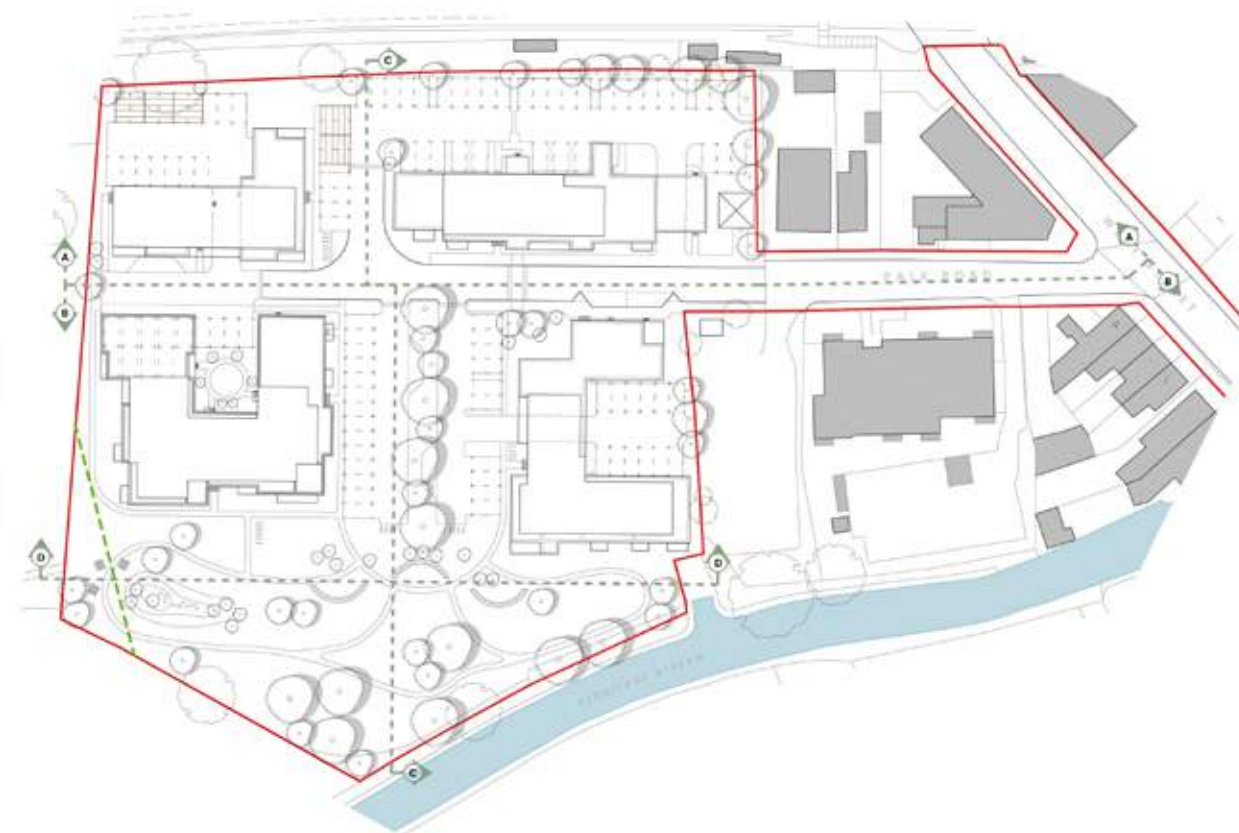
5.10 STREETSCENES

STREETSCENE A-A



STREETSCENE B-B





STREETSCENE C-C



STREETSCENE D-D



5.11 SUSTAINABILITY

As set out within the Planning Statement, the principle of sustainable development relates to three key strands, social, environmental and economic. The proposal is a highly sustainable form of development from an environmental perspective including with respect to:

- Making best use of a previously developed underused site, in line with the Government's 'brownfield first' strategy
- Highly sustainable location within a short (3 minute) walk of Bedhampton Rail Station and within 12 minutes walk / 3 ½ minute cycle of Havant High Street
- Provision of cycle parking in accordance with adopted standards, comprising 146 secure spaces within the apartment blocks and 29 cycle spaces for visitors in the form of hoops
- Transforming 0.3 hectares of existing brownfield land comprising hardstanding to a new riverside parkland space with associated ecological enhancement measures, resulting in a significant net gain in biodiversity



SUSTAINABLE CONSTRUCTION

In addition to these overarching sustainability considerations, the development will be constructed to secure a reduction in carbon emissions, reduce energy usage and minimise energy loss (e.g. through enhanced building fabric). Overall the development will achieve equivalent to a 31% reduction in CO2 emissions compared with current regulatory standards set out in Part L 2013 of the Building Regulations, exceeding policy requirements and demonstrating a commitment to low carbon development which is more affordable for residents.

In accordance with the Energy Hierarchy (Be Lean – Reduce Energy Demand; Be Clean – Supply Energy Efficiently; Be Green – Use Renewable Energy) efforts will first focus on **reducing energy demand**. This will include application of a 'Fabric First' approach, enhancing the built form to improve U-values (to reduce heat loss through a given element e.g. walls, floors etc), reducing thermal bridging (heat loss through the junction where two elements meet), improving air tightness and installing energy efficient ventilation and heating services.

This approach has been widely supported by industry and government for some time, with the Zero Carbon Trust and the Energy Savings Trust having both stressed the importance of prioritising energy demand as a key factor in delivering resilient, low energy buildings.

The benefits of the Fabric First approach compared to greater use of bolt on renewable energy technologies include:

- Energy / CO2 / fuel bill savings applied to all homes
- Savings built in for life of the homes
- Increased thermal comfort
- Minimal ongoing maintenance / replacement costs

Low carbon and renewable energy systems will however still be incorporated into the development to achieve the carbon reduction targets required by Building Regulations.

While originally anticipated that solar photovoltaics (PV) would be used, following further review of the design and feedback received at the Development Consultation Forum it is now envisaged that hot water heat pumps are likely to be utilised within each of the apartments, delivering levels of performance in excess of current requirements. Due to their changing nature, with new products coming to the market on an ongoing basis, the specific technologies that will be adopted to achieve the carbon reduction targets set out within Building Regulations will be determined at the detailed design stage (post planning) in accordance with standard practice.

WATER EFFICIENCY

Water efficiency measures including the use of efficient dual flush WCs, low flow showers and taps and appropriate sized baths will limit the use of water associated with the development, each apartment minimising water usage to no more than 110 litres/person/day, better than the minimum standard of 125 l/p/d set out within Building Regulations

DOMESTIC WASTE AND RECYCLING

The storage and collection of refuse and recyclable waste has been considered as an integral part of the design process with provision made for communal storage in each of the apartments blocks, in accordance with local requirements

ELECTRIC VEHICLE CHARGING (EVC)

It is recognised that there is a need to ensure that the development is adaptable to accommodate a future shift in personal transportation to electric vehicles, to promote sustainable transport and to minimise air pollution. The development will include provision of EVC infrastructure for every apartment in accordance with criterion F of the Havant Housing Delivery Position Statement.

Further information on the sustainability of the proposal is set out within the Planning Statement.

5.12 NATIONAL DESIGN GUIDE RESPONSE

CONTEXT	IDENTITY	BUILT FORM	MOVEMENT	NATURE
Understand and relate well to the site, its local and wider context. Valuing local heritage, history, and Culture.	Response to local character. Creation of a character and identity which is coherent, identifiable, visually attractive and suited to the local context.	Compact form of development which makes efficient use of land to optimise density. Well-designed places using of the right mix of building types, forms, and scale. Provision of destinations where people will meet and come together as a community strengthening local character.	Provision of a well-designed and connected network including public transport, walking, cycling and cars. Safe, direct, and convenient routes accessible to all. A clear hierarchy of streets that are easy to navigate. Well-designed parking that is safe and meets the needs of different users. Access for servicing by refuse collection, deliveries, and removals to be well-integrated.	Provision of high quality green spaces with a variety of landscapes and activities including play that are robust and fit for purpose. Enhanced water management and sustainable drainage systems. Biodiversity gains through enhancement of ecosystems. Existing areas of valuable biodiversity to be protected and enhanced. Priority given to rare habitats and species.
Earlier sections of this document demonstrate the relationship the site has with its immediate surroundings and its wider context. Our studies of the local area have informed the development of the proposals.	The proposal respects the local context whilst working in an isolated design language which, in turn, creates a sense of place due to being a distinctive development. Our understanding of the surroundings allows us to embed this into the area as an attraction.	The design framework and proposal section of our document outlines the design principals we have followed and incorporated such as existing site constraints, opportunities, and studies of the local context.	The layout of the scheme has been arranged around a clear hierarchy. Links through the site allow for wider access to the new riverside parkland by foot and cycle.	The site is currently a brownfield site and offers very little green infrastructure. The proposal will deliver regeneration of the site and provide a large riverside parkland space, with structured green corridors that can be enjoyed by all.
THIS CAN BE FOUND:	THIS CAN BE FOUND:	THIS CAN BE FOUND:	THIS CAN BE FOUND:	THIS CAN BE FOUND:
SECTIONS: 2.1, 2.2, 2.3	SECTIONS: 2.1, 2.2, 2.3	SECTIONS: 2.3, 4.1, 4.3, 4.6	SECTIONS: 2.1, 5.3, 5.6	SECTIONS: 2.2, 4.2, 4.4, 4.5, 5.5, 5.7,

PUBLIC SPACES	USES	HOMES & BUILDINGS	RESOURCES	LIFESPAN
Well-designed, inclusive, and fit for purpose spaces to support an active life for everyone, encouraging people to walk and cycle rather than drive while addressing the needs of those with disabilities. Amenity spaces that feel safe and secure. Public areas that encourage social interaction providing comfort, relaxation, and stimulation for all, helping to combat social isolation and loneliness.	Provision of local services and facilities with an integrated mix of housing tenures and types to suit people at all stages of life. Provision of tenure neutral homes and spaces. Developments should be socially inclusive maximising potential for social integration and removing features that could create actual or perceived barriers.	Provision of well-designed, functional, comfortable, and secure buildings to promote quality of life. Buildings should be energy efficient and encourage sustainable lifestyles. External spaces including parking should be fit for purpose, of a high quality and convenient. Attention should be applied to the way buildings function on a day-to-day basis with regard to waste management, exterior details, and cycle storage.	Provision of a well designed scheme with considerations to the future for buildings. The process has the understanding of future standards impact and understanding of surrounding constraints; . It uses land efficiently so helps adaptation by increasing the ability for CO2 absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution.	Ensuring places are robust, well managed and maintained and with clearly defined boundaries between private, public, and shared spaces. Homes should be designed to be flexible and adapt over time to changing lifestyles, needs and the introduction of new technologies. Places should engender a sense of ownership in their occupants by including features that encourage users to care for them.
Regeneration of this brownfield site will provide new homes alongside a well connected, public open space, for residents and the wider community to utilise. The landscape and biodiversity section explains the design rationale to this space.	The public and shared open spaces are for the use of all, maximising potential for the residents integration with the wider local community. This development is designed to be “tenure blind”, all apartment blocks following the same architectural style and finish.	The scheme has been designed with sustainability and liveability at the forefront. Embedding this into the scheme from the beginning has formed a high quality and well-connected place to live and grow. Amenities and ancillary uses are easily accessible for all residents.	The Sustainability section outlines how the new homes will be designed to maximise their energy efficiency and are future proofed. The use of traditional materials will not only help to establish the development into its existing surrounding, but also maximise the resilience of the dwellings for the future. Considerations related to flood risk are addressed within the Flood Risk Assessment.	The new homes and external spaces have been designed to be robust, with a clear definition between public and private areas. Homes are designed to be flexible and adaptable, all according with Nationally Described Space Standards (NDSS) and a proportion M4(3) compliant.
THIS CAN BE FOUND:	THIS CAN BE FOUND:	THIS CAN BE FOUND:	THIS CAN BE FOUND:	THIS CAN BE FOUND:
SECTIONS: 4.1, 4.2, 4.3, 4.5, 4.6, 5.5, 5.7	SECTIONS: 1.2, 3.1, 3.2, 3.5, 3.6, 4.6	SECTIONS: 3.1 – 3.5, 4.1 – 4.6, 5.1 – 5.12	SECTIONS: 4.1, 5.11	SECTIONS: 4.1 – 4.6, 5.1 – 5.11

The background is a grayscale aerial map of a city, showing a dense grid of streets and building footprints. A specific area in the center-right is highlighted with a darker gray overlay. Within this highlighted area, a white, angular building footprint is prominent. A thin black line, possibly representing a boundary or a path, runs diagonally across the map from the bottom left towards the top right, passing through the highlighted area. Other smaller, irregular shapes are scattered throughout the map, some appearing to be water bodies or undeveloped land.

6.0 CONCLUSION

6.1 CONCLUSION

As demonstrated through this document and other details submitted in support of the planning application, the proposed development would be a valuable and beneficial addition to the area of Bedhampton and Havant. Its design is in keeping with the local area, and accords with relevant local and national planning policies and guidance.

- The proposal has been design led and is considerate to the form, density and character of its surrounding context.
- The development respects its setting and will enhance its mixed rural and residential landscape.
- The regeneration of this underutilised brownfield site will rejuvenate the area and provide a modern and desirable place to live.
- The scheme is green led with provision of significant new areas of public open space in the form of a riverside parkland, retaining existing trees and introducing significant new landscapes.
- The design incorporates the use of high-quality materials and makes best use of the previously developed site.

The proposal will offer considerable benefits, including the provision of a valuable contribution to Havant Borough Council's housing supply, along with much needed affordable housing.

The proposal also offers significant environmental improvements, including extensive biodiversity enhancements, provision of open space and greening of the site adjacent to the Hermitage Stream, while removing the existing unsightly and unneighbourly uses on the site.

We therefore request that this sustainable and high-quality development proposal is approved without delay.



Image: Bellway Homes apartment example - Hook, Hampshire



Image: Bellway Homes apartment example - Lewisham, London



Image: Bellway Homes apartment example - Dartford, Kent



Image: Bellway Homes apartment example - Farnborough, Hampshire



PROVIDING

90

NEW HOMES



CLOSE PROXIMITY TO

**BEDHAMPTON &
HAVANT**

TRAIN STATIONS



PROVISION OF
SIGNIFICANT

**OPEN
SPACE**



AIDING THE
CREATION OF

JOBS

ON & OFF SITE



OFFERING

30%

AFFORDABLE HOMES



SUSTAINABLE

**CONSTRUCTION
CONSIDERATIONS**



SUSTAINING

HAVANT

LOCAL AMENITIES



CREATING A

**COMMUNITY
HUB**



BELLWAY HOMES (WESSEX)

Embankment Way, Castleman Business Centre, Ringwood, Hampshire, BH24 1EU

www.bellway.co.uk

