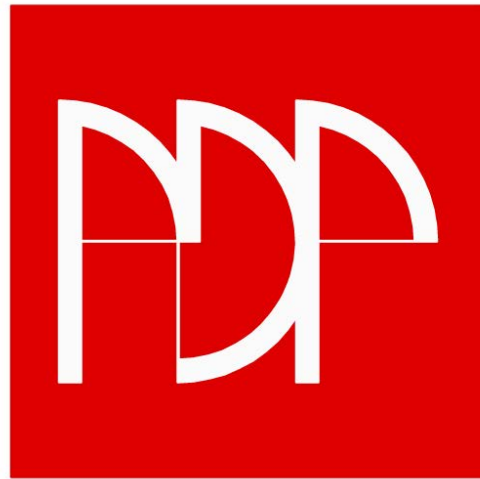




pdp architecture llp

DESIGN AND ACCESS STATEMENT

CABBAGEFIELD ROW, LEIGH PARK

RESIDENTIAL DEVELOPMENT

AUGUST 2021

28079 | A3 | PORTSMOUTH CITY COUNCIL



Rev A - July 2022:
Revised layout submission

1.0 INTRODUCTION

1.1 Design & Access Statement Structure & Objectives

This Design & Access Statement will set out the proposals for the development of land known as Cabbagefield Row at Swanmore Road, Leigh Park, Havant, in support of an outline planning application for 150 dwellings addressing the matters of Access, Scale and Layout.

The applicant Portsmouth City Council’s (PCC) proposals will contribute towards Havant Borough’s new homes delivery target for affordable housing with a 100% affordable housing scheme for affordable rent. The proposals have been developed in response to a pre-app process with Havant Borough Council’s (HBC) Planning Service and seeks to address comments raised.

It is intended that the document will outline the existing parameters, key concepts and design drivers for the project. As such, this document is structured in four main sections: an introduction to the site and team, project brief information, detailed context analysis and the design approach. It should be read in conjunction with the planning drawings and the accompanying reports which together form the outline planning application.

1.2 Project Scope and Description

The scope includes providing 150 new residential dwellings on a green field site allocated for residential housing within the Havant Borough Council Emerging Local Plan 2036 (Allocated Site H34).

A mix of 1-bedroom; 2-bedroom; 3-bedroom; 4-bedroom and 5-bedroom dwellings are proposed of which 5% will be fully M4(3) Wheelchair User compliant dwellings and 30% will be M4(2) Accessible and Adaptable compliant with the other 65% being M4(1) Visitable compliant dwellings.

The proposal aims to create a sense of place by providing modern accessible homes in an attractive landscape led environment, benefitting from the location of the site and its proximity to neighbouring Havant Thicket and integrating the wider landscape benefits into the site.

1.3 Project Team

Client:	Portsmouth City Council Housing
Employer’s Agent:	Welling Partnership
Architect:	PDP Architecture
Quantity Surveyors:	Welling Partnership
Planning Consultant:	Tetra Tech
Civil Engineers:	Socotec
Drainage Engineers:	Scott, White & Hookins
MEP Engineers:	Syntegra
Principal Designers:	PDP Architecture
Landscape Architects:	Terra Firma
Sustainability Consultants:	Syntegra
Noise Impact Consultants:	Venta Acoustics
Air Quality:	Syntegra
Utilities Consultant:	Syntegra
Archaeologist:	Wessex Archaeology
Transport Consultant:	GTA Civils
Ecology Consultant:	Ecosa
Arboriculturalist:	Woodside Trees
BREEAM Communities Assessor:	Syntegra

CONTENT

1.0 INTRODUCTION	P. 2
2.0 BRIEF	P. 3
3.0 CONTEXT	P. 4
4.0 DESIGN DEVELOPMENT	P. 10
5.0 PUBLIC CONSULTATION	P. 14
6.0 PROJECT PROPOSAL	P. 15
7.0 INDICATIVE LANDSCAPE STRATEGY	P. 20
8.0 AFFORDABLE HOUSING STATEMENT	P. 24
9.0 HOUSE TYPES	P. 25
10.0 SUMMARY	P. 30

2.0 BRIEF

2.1 Client Brief

Portsmouth City Council's Housing Service aspires to develop a wide range of sites within their ownership to maximise the redevelopment potential of these sites through the delivery of new affordable housing. The applicant aims to incorporate 'place-making' and high quality urban design to improve the wider neighbourhoods of the development sites.

The Cabbagefield Row site has been identified within the Havant Borough Council Emerging Local Plan 2036 as an allocated site for residential development (site H34). The Local Plan states the site has an area of 7.4ha and is estimated to be capable of delivering about 155 dwellings.

This outline planning application is required to establish the following matters:

- Layout
- Scale
- Access

The matters of Appearance and Landscaping would be dealt with via a Reserved Matters Application at a later date, although to inform this outline application and ensure its robustness, the matters of Appearance and Landscaping strategy are covered within the outline application as informatives.

PCC Housing require 150 dwellings in a mix of 1; 2; 3; 4 and 5-bedroom dwelling houses and apartments which meet with local housing need. It is intended a nominations arrangement between PCC and HBC would be set out in a formal Nominations Agreement as part of the S106 Agreement.

2.2 Client Requirements

Dwellings to meet and exceed the following standards:

- National Planning Policy Framework (2018)
- Current Havant Borough Council Planning Policies and Supplementary Planning Documents (SPDs)
- Emerging Havant Borough Council Local Plan 2036 (Allocated Site H34)
- Nationally Described Space Standards - 2016
- Building Regulations Approved Document M M4(1); M4(2) & M4(3) for accessible housing

- Portsmouth City Council Low Energy and Affordable Housing Requirements (March 2021)
- Portsmouth City Council Design Guide for Wheelchair Accessible Housing

2.3 Planning Policy Requirements

The site is classified as allocated site H34 for housing within the Havant Borough Local Plan 2036.

Please see the planning statement by Tetra Tech which accompanies this application for how this submission responds to the existing and emerging Local Plan policies.

Pre-Submission Havant Borough Local Plan 2036

H34 | Cabbagefield Row

The Site

8.62 It is a greenfield site to the north of Swanmore Road and the existing built up area of Leigh Park. The area to the east is allocated for the Havant Thicket Reservoir and Park Lane Stream runs parallel to the west. The site has an area of 7.4 ha and is estimated to be capable of delivering about 155 dwellings.

Opportunities and constraints

- The northern area of the site and land adjacent to the site are designated SINC's.
- Adjacent to ancient/semi-ancient woodland.
- There is low-to-moderate potential for previously unidentified archaeological deposits.
- Bechstein's bat roosts and foraging habitat is found on and surrounding the site.
- Mature trees and hedgerows which should be retained wherever possible.
- Potential ground quality issues associated with informal use of site by vehicles.
- Mobile communication mast on east side of site.
- Less than 100m from a watercourse.
- Significant drainage issues due to heavy clay on the site.
- Bridleways nos. 120 and 121 lie to the north and east of the site.
- Opportunity to overcome existing occasional misuse of field by motorcyclists.
- Applicants are encouraged to engage with the Council from an early stage to determine whether the proposals constitute EIA development¹⁶¹. In such cases, an Environmental Statement will be required in support of any planning application.

H34 | Cabbagefield Row

Residential development of about 155 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Archaeological Assessment;
 - ii. Flood Risk Assessment;
 - iii. Drainage Strategy;
 - iv. Transport Assessment and Travel Plan;
 - v. Landscape and Visual Impact Assessment;
 - vi. Contaminated Land Investigation Report;
 - vii. Air Quality Assessment;
 - viii. Ecological Assessment.
- b. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bats in line with Policy E15.
- c. The design and layout:
 - i. Provides access south onto Swanmore Road;
 - ii. Provides a multi-user (non-motorised) link to Havant Bridleway 121 and Calshot Road;

3.0 CONTEXT

3.1 Location and Site Area

Site Address:	Land to the north of Swanmore Road (Cabbagefield Row), Leigh Park, Havant
Site Area:	Red line area 7.4ha Developable area 3.7ha (the area of the site developed for housing which does not include buffer zones to the west, east and south to woodland and boundary trees and the area to the north which is listed as a SINc and kept as open space to maintain ecology and avoid developing land with steep topography).

3.2 Density:

The density of the Warren Park area is approximately 20 dwellings per hectare.
Red line area 20 dwellings per hectare.
Developed area 41 dwellings per hectare.
(HBC target density is 40 dwellings per hectare.

3.3 Land Ownership:

Portsmouth City Council own the application site.

3.4 Specialist Context Surveys and Reports

Arboriculture:

Woodside Trees have undertaken the following surveys and assessments which accompany this application.
Arboricultural Survey
Arboricultural Impact Assessment (AIA)
Arboricultural Method Statement (AMS)

Ecology:

Ecosa ecology consultants have produced the following information which accompanies this application:
Preliminary Ecological Appraisal Report
Ecological Impact Assessment Report

Ground Conditions, Flood risk Assessment & Drainage Strategy:
Socotec Environment & Safety have produced the following reports and assessments which accompany this application.
Flood Risk Assessment
Drainage (Surface Water & SUDs) & Foul Sewage Assessment
Phase 1 Desk Study
Phase 2 Investigation Report
Updated Flood Risk Assessment and Drainage Strategy by Scott, White & Hookins.

Transport:

GTA Civils have produced the following assessments following site surveys and a pre-applicaition with Hampshire County Council Highways.
Transport Assessment
Travel Plan
Swept paths of the proposed layout

Landscaping:

Although the detail of landscaping will be considered under a later reserved matters application, included within this outline submission, by Landscape Architects Terra Firma the following supports this application:
Landscape and Visual Impact Appraisal Stage 1
Landscape and Visual Impact Appraisal Stage 2
Indicative landscape strategy proposals

Acoustic Assessment:

Venta Acoustics have produced the following to accompany this application
Noise Impact Assessment

Lighting Assessment:

Syntegra have produced the following statement which accompanies this application submission
Lighting Assessment

Air Quality Report:

Syntegra have produced the following statement which accompanies this application submission
Air Quality Report

Energy & Sustainability Statement/ BREEAM Communities Step 1 Pre-Assessment:

Syntegra have produced the following statement which accompanies this application submission
BREEAM Communities Step 1 Pre-Assessment
An Energy & Sustainability Strategy Statement also forms a chapter in this DAS.

Nitrates Mitigation:

Syntegra have produced the following statement which accompanies this application submission
Nitrates Statement

EU Site Avoidance & Mitigation Checklist

Syntegra have produced the following statement which accompanies this application submission
Nitrates Statement

Utilities Capacity & Search

Syntegra have produced the following searches which accompanies this application submission
Utilities Search
Utilities Capacity Check

3.0 CONTEXT

AERIAL PHOTO OF THE SITE

SITE - CABBAGEFIELD ROW

HAVANT THICKET RESERVOIR
(PROPOSED)

ANCIENT/SEMI-NATURAL
ANCIENT WOODLAND

DUNSBURY BUSINESS PARK

PROSPECT SCHOOL

A3 MOTORWAY

PARK COMMUNITY SCHOOL

RIDERS INFANT SCHOOL

WARREN PARK PRIMARY SCHOOL

NOT TO SCALE

SOURCE: GOOGLE



SOURCE: PORTSMOUTH WATER

3.5 Site Context Analysis

Cabbagefield Row is a greenfield site to the north of Swanmore Road in the Warren Park area of Leigh Park. Warren Park is a residential housing estate developed through the 1960-70s by Portsmouth City Council.

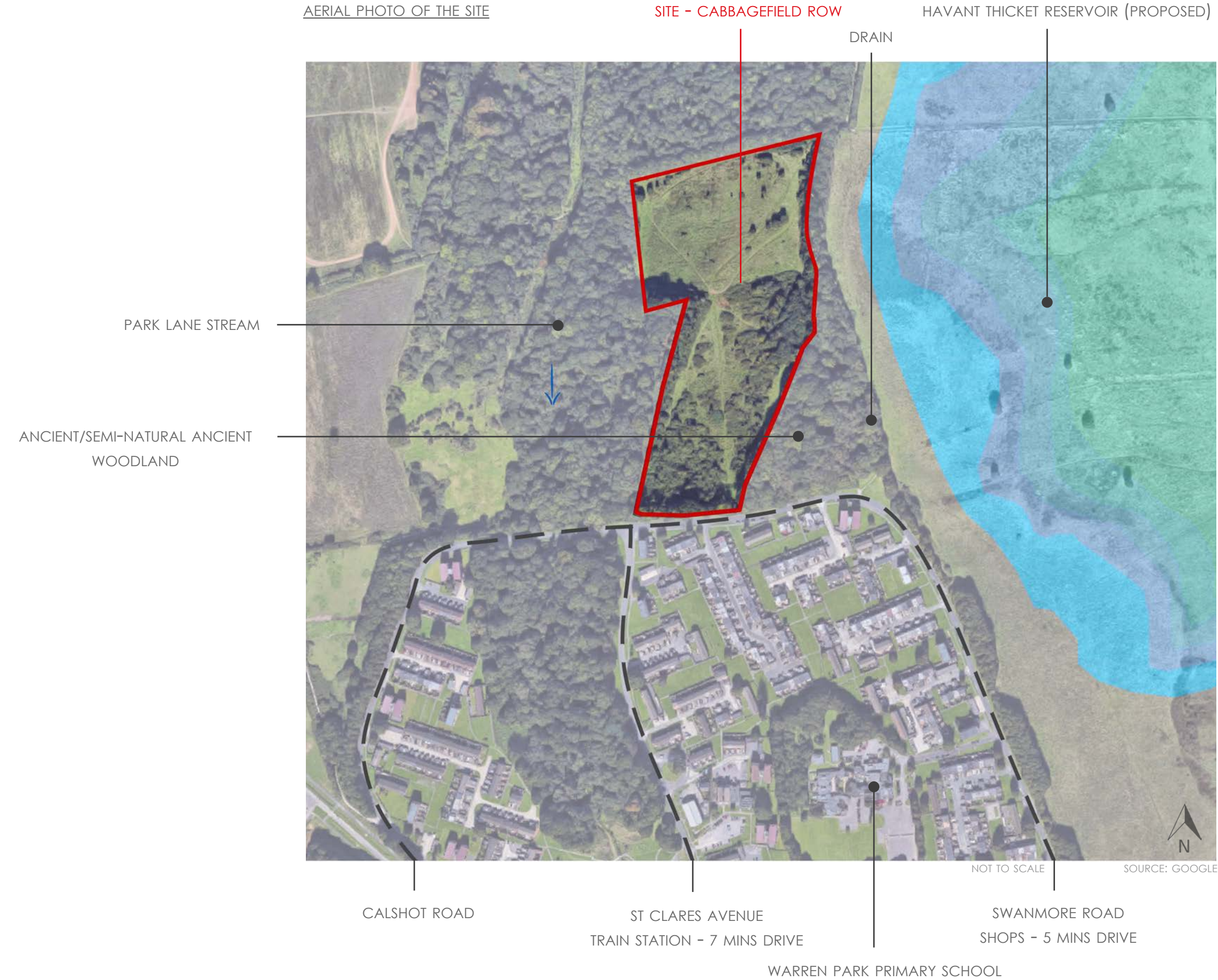
East of the proposal site is the Havant Thicket Reservoir, a proposed winter storage that will safeguard a reliable supply of water for future generations. Also east of the site is an area of ancient/semi-natural ancient woodland.

Park Lane Stream runs parallel to the west of Cabbagefield Row.

The site currently accessible to the public and whilst there is on-site vegetation, it is mostly of low quality and self-seeded. Aerial photographs from 2005 (see 3.0) show the site to be far more open, so much of this vegetation has been allowed to grow in the last 10-15 years.

The site has been the subject of anti-social behaviour with evidence of motorbikes/ quad bike use on the tracks and heath fires (possibly arson) on site.

3.0 CONTEXT



The site is accessed from the south off Swanmore Road which along with Calshot Road loops around the Warren Park estate, a Portsmouth City Council built estate completed in the 1970s.

The existing housing in Warren Park is largely two storey with flat roofs, set out in terraces around green spaces.

To the east of the site is open land allocated to the Havant Thicket Reservoir project, as well as ancient woodland.

The land to the north and west is woodland with a bridleway running along the northern boundary of the site.

Topographically the site rises gently from the south towards a midpoint where there is a defined ridge, the land then falls more dramatically towards the north-west corner of the site (see 4.0).

3.0 CONTEXT



AERIAL PHOTO OF THE SITE - 2018: Site is overgrown with low quality shrub-growth.



AERIAL PHOTO OF THE SITE - 2005: Site is clear and maintained.

3.6 Site History

The site forms part of the wider Leigh Park Estate which was purchased by Portsmouth City Council from the Fitzwygram family in 1944 as land to provide a residential housing estate for families in the post Second World War period. The estate was largely developed between 1947 and the 1970s, although development on parcels of land continues and the Cabbagefield Row site is such an area of land which is still to be developed. A full history of the site and its archaeology can be found in the Archaeological Assessment by Wessex Archaeology which accompanies this application.

3.7 Existing Topography

Contour lines: 5 metres

The site has its highest point in the north-east corner and gradually declines towards the south-west (1/38). The open grassland north of the site has a steeper decline towards the north-west (1/16).

Leaving the northern part (grey outline) as open amenity space is more suited due to the topography of the site, as the proposed site has a gentle slope compatible with the requirements of the brief for housing.



3.0 CONTEXT

3.8 Opportunities & Constraints

OPPORTUNITIES

- designated housing site to provide new homes
- overcome current misuse of site
- close to public transport links
- close to local amenities including surrounding nature
- low risk of flooding

CONSTRAINTS

- adjacent SINCs
- adjacent ancient/semi-ancient woodland
- adjacent watercourse
- potential for archaeological deposits
- bat roost and foraging habitat on site
- mobile communication mast on site
- drainage issues
- mature trees and hedges on site to be retained

The emerging Havant Borough Local Plan 2036 identifies the site for potential housing allocation (H34 Cabbagefield Row) The Local Plan estimates the site to be capable of delivering about 155 dwellings (this outline planning application proposes 150 dwellings).

The identified site constraints lend the project to be landscape led, which can integrate and/or mitigate current ecological and arboricultural site issues.



- site boundary
- - - 10m exclusion zone
- - - 15m exclusion zone
- - - access to site
- mature treeline
- ④ building height by storey
- telecom mast
- woodland/SINC
- designated grasslands area (SINC)

ENTRY TO SITE



SITE COVER - VIEW TO NORTH



TELECOM MAST



THE WARREN



3.0 CONTEXT

3.9 Access

The site is accessed via Swanmore Road/Calshot Road which runs along the southern boundary of the site. These roads currently follow the outer boundaries of The Warren Park area, linking back to Middle Park Way which is a major estate road for the northern part of Leigh Park. Both Calshot Road and Swanmore Road are bus routes connecting the area to Leigh Park, Havant, Waterlooville and the wider network between Portsmouth and Brighton.

The site currently provides earth paths and desire lines across the site towards the north-eastern corner where access to the bridelway which runs along the northern boundary of the site and through Havant thicket.

For a more comprehensive assessment of the site access and local public transport links, please refer to the Transport Assessment by GTA Civils & Transport which forms part of this submission.



SWANMORE ROAD WESTBOUND. SITE ON RIGHT HAND SIDE.



SWANMORE ROAD EASTBOUND. SITE ON LEFT HAND SIDE.



TELECOM MAST AS SEEN FROM MIDDLE OF EXISTING SITE.



EXISTING BRIDLEWAY.



EXISTING HOUSING ADJACENT TO SITE.



EXISTING HOUSING ADJACENT TO SITE.



4.0 DESIGN DEVELOPMENT



4.1 Pre-application Submission

A Planning Pre-Application Submission was made by the applicant to Havant Borough Council's (HBC) planning department in June 2019 with proposals for 150 dwellings on a layout as can be seen to the left.

The layout was accessed from the south-west corner of the site via Swanmore Road and showed a series of semi-detached dwelling and apartment blocks arranged to the southern two thirds of the site. Plot rear gardens backed on to the east and west boundaries of the site with the north-western area of the site left as open amenity land due to its sloping topography.

The mix of unit sizes and tenures were policy compliant and dwelling sizes shown to meet with Nationally Described Space Standards.

4.2 Pre-application Advice

As part of the Pre-App service the applicant met with HBC's case officer in a meeting held at Havant's Civic Centre on 19th September 2019.

Items raised at this meeting included:

- Impact of the Emerging Local Plan
- Affordable housing provision – minimum 30% (70/30 in favour of affordable rent)
- Ecology – Initial ecology assessments by Ecosa were noted
- Natural England/ Forestry Commission - requiring a 15m buffer zone from woodland and proximity of dwellings to trees and keeping suitable distance from the established trees on the boundary of the site.
- Transport - Hampshire CC pre-app service parking strategy and visitor spaces
- Contributions such as CIL (to be addressed at reserved matters stage); HCC Education (capacity at Warren Park, Park Community and Havant Academy - No contributions required); NHS: (estimated contribution based on scale of proposal).
- Archaeology - potential for archaeology on the site
- Arborist survey and reports required
- Landscape & Civil Engineering -footpath link to Swanmore Road bus stops and a requirement for local area of play.
- Crime – current antisocial behaviour on-site
- Environmental Impact Assessment and Screening Opinion required
- Development Consolation Forum – advised to use this service as part of consultation exercise

A formal Pre-App response was issued by the Principal Planning Officer Lesley Wells on 17th October 2019 which added consultee responses to the matter already addressed in the meeting with the general conclusion that as an allocated site for 155 dwellings the proposal of developing the site was in principal supported with the pre-app response setting out the next level of detail required and listing the various reports and material matters which would need to be addressed as part of a planning application.

4.0 DESIGN DEVELOPMENT

4.3 Post Planning Pre-application response & Developer Consultation Forum

With the comments and guidance given in the Pre-App, the proposals were amended to take into consideration the comments made. This included providing the 15m buffer to the western boundary as required by Natural England/ Forestry Commission. At the same time some of the reports and assessments were instructed to assess matters such as ecology, tree impact and access to the site.

Dialogue with HBC planning department set up a Developer Consultation Forum (DCF) date for early 2020 and a Briefing Note and information was prepared. Unfortunately the meeting was delayed until March 2020 when the Covid-19 pandemic and subsequent national lockdown meant such a meeting could not be held. The applicant has always been keen to hold this meeting as part of the design development and consultation process but as of July 2021 Havant Borough Council have unfortunately been unable to host such a meeting.



4.0 DESIGN DEVELOPMENT

4.4 Design Evolution Layout Version 1

Following the Pre-App and aborted DCF, the applicant progressed with appointing the various consultants required to produce the information required for an outline planning application.

At the same time Portsmouth City Council Housing team revised the brief in terms of required mix and tenure of dwellings to meet with their demands.

At the same time assessments with the ecologist and landscape architect suggested the scope of the developable site should be reduced so as not to encroach onto the designated grassland area at the northern end of the site (the area north of where the site boundary widens) and also to not only provide the 15m buffer to the woodland on the western boundary, but to also keep the eastern boundary within the public domain.

The resultant layout was a higher density scheme arranged with the strategy of greened streetscapes with car parking courts hidden to the rear of properties. The layout was largely terraces of houses running east to west in a linear layout, the terraces providing a more efficient built with less external walls to properties which assists with energy efficiency.

Another amendment from previous layouts was moving the site access eastwards along Swanmore Road following pre-app discussions with Hampshire Highways who advised this would be a better location (for full details of this pre-app, please refer to the Transport Statement by GTA Civils and Transport).

This layout provided 28 apartments and 122 dwelling houses in a scheme of 150 units with 331 car parking spaces.



4.0 DESIGN DEVELOPMENT

4.5 Design Evolution Layout Version 2

As a response to 'Version 1' the client expressed concerns as to the practicality of the rear car parking courts and possible confusion as to what was the main aspect of the dwellings and how these would physically be used by future residents. The concept for the Option 1 arrangement had been influenced by the layout of the Warren Park area, but the client suggested proposing a second option where the car parking was on the street frontage and the green communal gathering spaces were to the rear of the dwellings

To enable this, the unit mix was revised to provide more apartments in the development so that there are 48nr 1-bed and 2-bed apartments and 102nr 3-bed; 4-bed and 5-bed family dwelling houses.

The strategies of landscaped buffers to the established trees to the east and west boundaries were retained as well as not developing into the designated grasslands area. The revised layout placed the car parking at the front of properties to eliminate the ambiguity of the 'front door' and instead proposes green spaces to the rear of properties designed to be community spaces as well as connecting the established landscaping and ecology to the east and west of the site.

On layout each east-west terrace of dwellings is angled by four degrees to the terrace behind, allowing these green 'fingers' to taper adding different feeling of space as they progress. These areas are also given different widths where they occur across the site enabling different landscaping approaches and opportunities such as possible orchards, pocket parks, play spaces, swales and rainwater gardens. The proposal is for 48 apartments and 102 dwelling houses in a scheme of 150 units with 331 car parking spaces.



5.0 PUBLIC CONSULTATION

5.1 Public Consultation

A public consultation event was held at St Claire's Church, St Claire's Avenue, The Warren between 3:00pm-7:00pm on Wednesday 14th July 2021 and 7:30am-11:30am on Thursday 15th July 2021 where local residents and the public could examine and make comment on the outline proposals.

Local residents were notified of the public consultation via leaflet drop to all dwellings in the northern area of The Warren with posters placed in St Claire's Church and the local shops. Representatives from Portsmouth City Council's Project Team, Resident Engagement Team and PDP Architecture were on hand to speak with residents across the two days.

Turnout was very encouraging with 52 people attending the Wednesday afternoon session and 20 people attending the Thursday morning session. The Planning Case Officer for the Pre-App was notified of the event and was able to attend. Local Ward Councillor Beryl Francis also attended.

Both Option 1 and Option 2 layouts were presented with residents asked to vote on which layout they preferred. The outcome of this was 21 voted for Option 1, 5 opted for option 2 and 3 stated they either didn't have a preference or would rather the site wasn't developed.

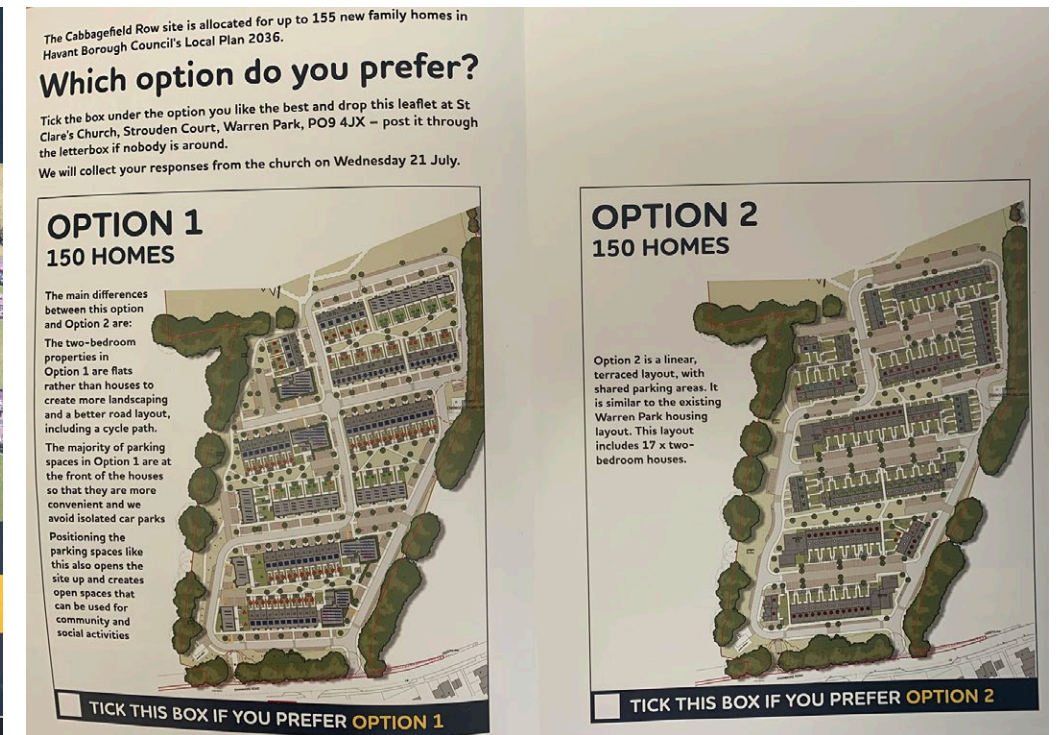
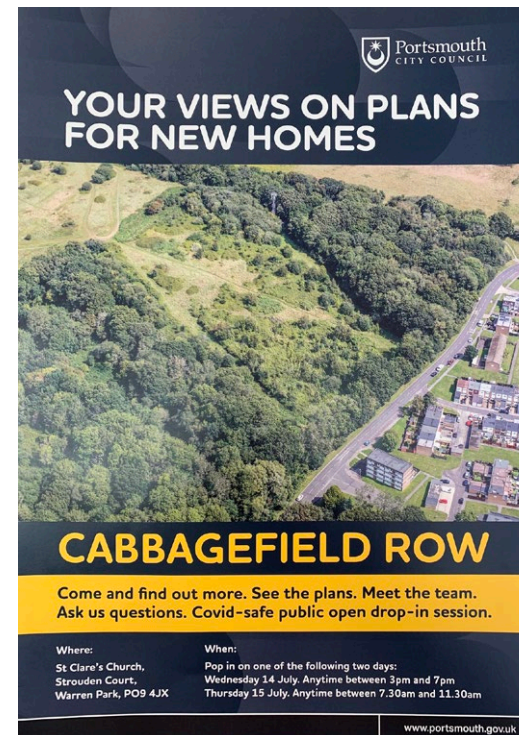
Comments which influenced this decision was the existing layout of The Warren was confusing with what had been intended as 'front doors' had become back doors as people entered their properties from the car parking side. This has resulted in properties addresses not reflecting where the property is accessed from and causes existing residents issues with deliveries as they always have to explain how to access their dwelling. A simpler road/car parking space/front door arrangement with the green communal space located to the rear was felt to be far more practical.

The integration of green spaces through the layout was received well and residents liked the fact that related to the wider character of The Warren area. The fact the development area was constrained to the site and buffers were provided to the boundaries to provide space for the trees was also positively received. Connectivity to the north and the chance to stop the scrambler bikes was also a key factor residents were supportive of.

Generally the reaction was very positive with residents keen to see new housing in the area and for the anti-social behaviour of scrambler bike use on the site prevented. Residents were also pleased to see the woodland and the tree screen to Swanmore Road retained as well as the northern part of the site retained as open land and that there was still good pedestrian links to the bridleway and access to the wider Havant ticket via the site.

A few residents were concerned about the impact on their property and the motocross issue, and a very small number who were against any sort of development on the site, but were still genuinely interested and engaged in discussing the proposals.

The Project team would like to thank Father Jonathan and his wife for allowing the event to be held at St Claire's Church and for their assistance at helping set up the event.



6.0 SUBMITTED SITE LAYOUT

The layout proposal which forms the basis of this outline planning application has evolved through the previous iterations, being informed by constraints and opportunities as each revision has occurred, responding to the pre-app process (both with the LPA and the Highways Authority), client brief requirements, the opportunities the site's landscaping offers and the feedback from the public consultation.

Option 1 as presented at the public consultation forms the basis of the proposal with a unit mix of 48nr 1-bed and 2-bed apartments and 102nr 3-bed; 4-bed and 5-bed family dwelling houses.

6.1 Access Strategy

The main vehicle access to the site is accessed from the northern side of Swanmore Road, east of its junction with Elderfield Road, a location suggested and agreed with Hampshire County Council Highways via their pre-app process. A pedestrian crossing point is located to the west of the proposed access with new pedestrian footpaths running along the northern kerb of Swanmore/ Calshot Road linking the site to the two existing bus stops/ shelters on the northern side of Swanmore/ Calshot Roads

A second access for pedestrians and cycles is located approximately 70m west of the vehicle access and will have bollards blocking vehicles from using it, although these could be removed if a second access was required in the event of an emergency. This would also be the access for construction traffic during the construction of the site.

Within the site, the main estate road loops around the development's outer edges ensuring the boundaries are retained in the public realm and provide buffer distances between development and the existing trees.

A pedestrian/ cycle path runs along the western boundary allowing connectivity to the northern end of the developed site where existing paths and desire lines lead to the northeast corner of the site accessing the bridleway on to Havant Thicket.



6.0 SUBMITTED SITE LAYOUT

6.2 Layout Strategy

The strategy for the proposed layout is to provide a series of linear terraced dwellings which can maximise the built form energy strategy in terms of orientation for solar panels and reducing outer walls to assist in insulating the dwellings.

Therefore the layout has four east-west streets connected at each end by the looping estate road. This responds to the topography of the site with the 'ring road' running north-south through the centre of the site from the most northerly east west road to the second most southerly.

Each east-west road is angled four degrees from the road to its south. This creates more space between built form at the eastern side of the layout than the western end. This enables three communal green spaces behind the rear gardens of the terraces to taper and form east-west landscaped 'fingers' of varying widths, east west across the development. These spaces connect the existing substantial landscaping and trees to the east and western boundaries of the site assisting in visual amenity as well as ecological amenity. The tapering of these green 'fingers' to taper adding different feeling of space as they progress. These areas are also given different widths where they occur across the site enabling different landscaping approaches and opportunities such as possible orchards, pocket parks, play spaces, swales and rainwater gardens.

Whilst landscaping is a Matter to be addressed at a later Reserved Matters application, it should be noted the integration of the landscaping proposals is firmly informing the layout design at this stage as the applicant feels it is a key aspect of the development given the site's unique location and neighbouring land.

With the estate road encompassing the development, the south, east and west boundary trees are afforded spatial setting and buffers to the development and ensure they are kept within the public realm.

The northern third of the site is retained as open land, respecting the designated grassland and retaining open amenity space. The topography of the site at this end of the site slopes quite steeply, so is not ideal for development, so its preservation adds connectivity between the proposed built form and the urban edge the site sits on.

A refuse vehicle tracking plan has been provided within the Transport Assessment with this application to support the layout and confirm refuse collections can be achieved from all dwellings on the site.



6.0 SUBMITTED SITE LAYOUT

6.3 Car Parking and Transport Strategy

Following the Option 1 and Option 2 proposals shown at the public consultation and the feedback given, the Option 1 strategy to retain car parking to the street frontage and place the landscaped areas to the rear of dwellings has been adopted.

Car parking has been laid out to maximise soft landscaping opportunities with planting beds and trees placed within the street scene to ensure it has a soft green appearance. The indicative visuals provided with this application show how the street scene is envisaged.

Parking is laid out in various layouts with some curtilage parking, some unallocated parking with footpath between car parking spaces and dwelling curtilage and some car parking courts.

For the number and mix of dwellings, Havant’s car parking SPD requires an unallocated parking of 269 spaces plus 20% (54) spaces for visitors, giving a total of 323 spaces.

If all spaces were allocated parking the requirement would be 318 spaces plus 20% (62) spaces for visitors, giving a total of 380 spaces. However the SPD acknowledges that affordable housing has a lower requirement

Bicycle storage has been provided by means of provision in the rear garden storage sheds in each dwelling house and in cycle stores integrated into the apartment blocks on the ground floor. Visitor cycle hoops are also shown located adjacent to the entrances of each of the four apartment blocks.

However the SPD does state that for affordable dwellings the standards can be reduced. For more information on this strategy, please refer to the Transport Assessment which accompanies this application.

6.4 Scale Strategy

The proposal is for 48 apartments and 102 dwelling houses in a scheme of 150 units with 331 car parking spaces.

The dwelling mix is:

- 12nr 1-bed 2 person apartments
- 36nr 2-bed 4 person apartments
- 72nr 3-bed 6 person dwelling houses
- 27nr 4-bed 8 person dwelling houses
- 3nr 5-bed 10 person dwelling houses

Of those units the mix of M4(1); M4(2) and M4(3) units is:

- 7nr 1-bed 2 person M4(1) apartments
- 4nr 1-bed 2 person M4(2) apartments
- 1nr 1-bed 2 person M4(3) apartments
- 16nr 2-bed 4 person apartments M4(1) apartments
- 17nr 2-bed 4 person apartments M4(2) apartments
- 3nr 2-bed 4 person apartments M4(3) apartments
- 55nr 3-bed 6 person dwelling houses M4(1) apartments
- 15nr 3-bed 6 person dwelling houses M4(2) apartments
- 2nr 3-bed 6 person dwelling houses M4(3) apartments
- 17nr 4-bed 8 person dwelling houses M4(1) apartments
- 8nr 4-bed 8 person dwelling houses M4(2) apartments
- 2nr 4-bed 8 person dwelling houses M4(3) apartments
- 2nr 5-bed 10 person dwelling houses M4(1) apartments
- 1nr 5-bed 10 person dwelling houses M4(2) apartments

The development is proposed to have mix of 2, 3 and 4 storey buildings arranged to replicate the character of The Warren area:

- Plots 1-12 Apartments 4 storey flat roof
- Plots 13-23 Terraces of dwellings 2-storey pitched roof (rooms in roof space)
- Plots 24-27 M4(3) dwellings 2 storey with flat roofs
- Plots 28-39 Terrace of dwellings 2-storey pitched roof (rooms in roof space)
- Plots 40-51 Apartments 4 storey flat roof
- Plots 52-69 Terraces of dwellings 3-storey flat roof
- Plots 70-77 Terraces of dwellings 2-storey pitched roof (rooms in roof space)
- Plots 78-89 Apartments 4 storey flat roof
- Plots 90-103 Terraces of dwellings 2-storey pitched roof (rooms in roof space)
- Plots 104-115 Apartments 4 storey flat roof
- Plots 116-140 Terraces of dwellings 2-storey pitched roof (rooms in roof space)
- Plots 141-150 Terraces of dwellings 3-storey flat roof

The density of the Warren Park area is approximately 20 dwellings per hectare. The proposal has a density of 41 dwellings per hectare on the developed part of the site. Given the constraints of the required landscape buffers to all boundaries and the retention of the open land to the northern third of the site, the density of the site within the red line is 20 dwellings per hectare. Therefore the development meets with the Local Plan requirement of 40 dph whilst respecting the local density. The 150 dwellings is in accordance with Allocated Site H34 in the Local Plan which estimated a delivery of 155 dwellings.

6.0 SUBMITTED SITE LAYOUT

6.5 Schedule of Accommodation

Plot No.		Unit Type			No. Persons	No. Hab Rooms	No. Bedrooms
		Type	M4 Type	Area			
Flats		Floor					
1	G	1B 2p	M4(3)	64	2	2	1
2	G	2B 4P	M4(2)	72	4	3	2
3	G	2B 4P	M4(2)	72	4	3	2
4	1	1B 2p	M4(2)	57	2	2	1
5	1	2B 4P	M4(2)	72	4	3	2
6	1	2B 4P	M4(2)	72	4	3	2
7	2	1B 2p	M4(2)	57	2	2	1
8	2	2B 4P	M4(1)	72	4	3	2
9	2	2B 4P	M4(1)	72	4	3	2
10	3	1B 2p	M4(2)	57	2	2	1
11	3	2B 4P	M4(1)	72	4	3	2
12	3	2B 4P	M4(1)	72	4	3	2
Houses		Storeys					
13	2.5	3B 6P	M4(1)	111	6	5	3
14	2.5	3B 6P	M4(1)	111	6	5	3
15	2.5	3B 6P	M4(1)	111	6	5	3
16	2.5	3B 6P	M4(1)	111	6	5	3
17	2.5	3B 6P	M4(1)	111	6	5	3
18	2.5	3B 6P	M4(1)	111	6	5	3
19	2.5	3B 6P	M4(1)	111	6	5	3
20	2.5	3B 6P	M4(1)	111	6	5	3
21	2.5	3B 6P	M4(1)	111	6	5	3
22	2.5	3B 6P	M4(1)	111	6	5	3
23	2.5	3B 6P	M4(1)	111	6	5	3
24	2	3B 6P	M4(3)	136	6	5	3
25	2	3B 6P	M4(3)	136	6	5	3
26	2	4B 8P	M4(3)	160	8	6	4
27	2	4B 8P	M4(3)	160	8	6	4
28	2.5	3B 6P	M4(1)	111	6	5	3
29	2.5	3B 6P	M4(1)	111	6	5	3
30	2.5	3B 6P	M4(1)	111	6	5	3
31	2.5	3B 6P	M4(1)	111	6	5	3
32	2.5	3B 6P	M4(1)	111	6	5	3
33	2.5	3B 6P	M4(1)	111	6	5	3
34	2.5	3B 6P	M4(1)	111	6	5	3
35	2.5	3B 6P	M4(1)	111	6	5	3
36	2.5	3B 6P	M4(1)	111	6	5	3
37	2.5	3B 6P	M4(1)	111	6	5	3
38	2.5	3B 6P	M4(1)	111	6	5	3
39	2.5	3B 6P	M4(1)	111	6	5	3
Flats		Floor					
40	G	1B 2p	M4(2)	57	2	2	1
41	G	2B 4P	M4(2)	72	4	3	2
42	G	2B 4P	M4(3)	80	4	3	2
43	1	1B 2p	M4(2)	57	2	2	1
44	1	2B 4P	M4(2)	72	4	3	2
45	1	2B 4P	M4(2)	72	4	3	2
46	2	1B 2p	M4(2)	57	2	2	1
47	2	2B 4P	M4(1)	72	4	3	2
48	2	2B 4P	M4(1)	72	4	3	2
49	3	1B 2p	M4(1)	57	2	2	1
50	3	2B 4P	M4(1)	72	4	3	2
51	3	2B 4P	M4(1)	72	4	3	2

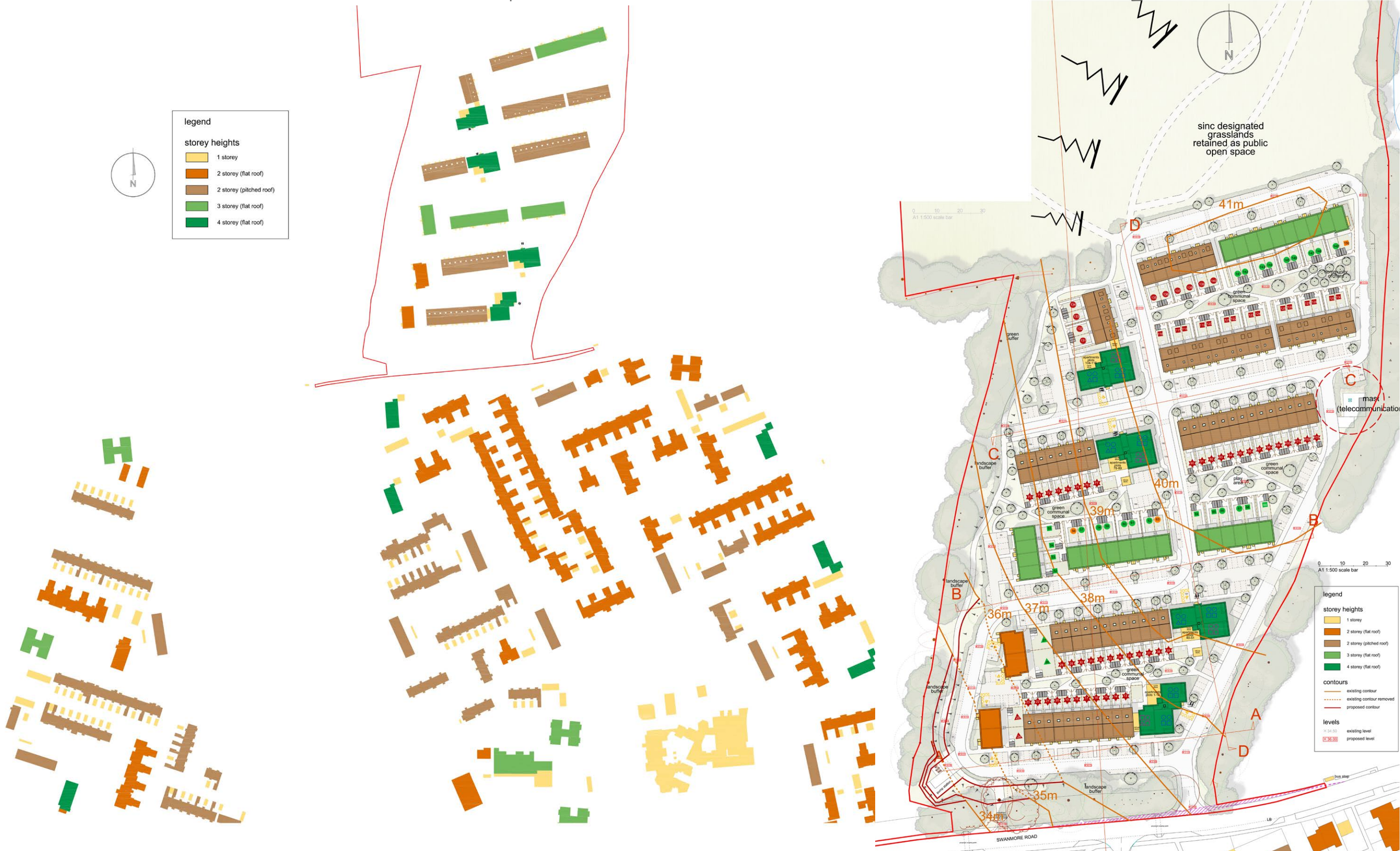
Plot No.		Unit Type			No. Persons	No. Hab Rooms	No. Bedrooms
		Type	M4 Type	Area			
Houses	Storeys						
52	3	4B 8P	M4(2)	144	8	6	4
53	3	4B 8P	M4(2)	144	8	6	4
54	3	4B 8P	M4(2)	144	8	6	4
55	3	4B 8P	M4(2)	144	8	6	4
56	3	5B 10P	M4(1)	144	8	6	4
57	3	4B 8P	M4(1)	141	8	6	4
58	3	4B 8P	M4(1)	141	8	6	4
59	3	4B 8P	M4(1)	141	8	6	4
60	3	4B 8P	M4(1)	141	8	6	4
61	3	4B 8P	M4(1)	141	8	6	4
62	3	4B 8P	M4(1)	141	8	6	4
63	3	5B 10P	M4(1)	144	8	6	4
64	3	4B 8P	M4(2)	144	8	6	4
65	3	4B 8P	M4(2)	144	8	6	4
66	3	4B 8P	M4(1)	141	8	6	4
67	3	4B 8P	M4(1)	141	8	6	4
68	3	4B 8P	M4(2)	144	8	6	4
69	3	4B 8P	M4(2)	144	8	6	4
70	2.5	3B 6P	M4(1)	111	6	5	3
71	2.5	3B 6P	M4(1)	111	6	5	3
72	2.5	3B 6P	M4(1)	111	6	5	3
73	2.5	3B 6P	M4(1)	111	6	5	3
74	2.5	3B 6P	M4(1)	111	6	5	3
75	2.5	3B 6P	M4(1)	111	6	5	3
76	2.5	3B 6P	M4(1)	111	6	5	3
77	2.5	3B 6P	M4(1)	111	6	5	3
Flats	Floor						
78	G	1B 2p	M4(2)	57	2	2	1
79	G	2B 4P	M4(2)	72	4	3	2
80	G	2B 4P	M4(3)	80	4	3	2
81	1	1B 2p	M4(2)	57	2	2	1
82	1	2B 4P	M4(2)	72	4	3	2
83	1	2B 4P	M4(2)	72	4	3	2
84	2	1B 2p	M4(2)	57	2	2	1
85	2	2B 4P	M4(1)	72	4	3	2
86	2	2B 4P	M4(1)	72	4	3	2
87	3	1B 2p	M4(1)	57	2	2	1
88	3	2B 4P	M4(1)	72	4	3	2
89	3	2B 4P	M4(1)	72	4	3	2
Houses	Storeys						
90	2.5	3B 6P	M4(1)	111	6	5	3
91	2.5	3B 6P	M4(1)	111	6	5	3
92	2.5	3B 6P	M4(1)	111	6	5	3
93	2.5	3B 6P	M4(1)	111	6	5	3
94	2.5	3B 6P	M4(1)	111	6	5	3
95	2.5	3B 6P	M4(1)	111	6	5	3
96	2.5	3B 6P	M4(1)	111	6	5	3
97	2.5	3B 6P	M4(1)	111	6	5	3
98	2.5	3B 6P	M4(1)	111	6	5	3
99	2.5	3B 6P	M4(1)	111	6	5	3
100	2.5	3B 6P	M4(1)	111	6	5	3
101	2.5	3B 6P	M4(1)	111	6	5	3
102	2.5	3B 6P	M4(1)	111	6	5	3
103	2.5	3B 6P	M4(1)	111	6	5	3

Plot No.		Unit Type			No. Persons	No. Hab Rooms	No. Bedrooms
		Type	M4 Type	Area			
Flats	Floor						
104	G	1B 2p	M4(2)	57	2	2	1
105	G	2B 4P	M4(2)	72	4	3	2
106	G	2B 4P	M4(3)	80	4	3	2
107	1	1B 2p	M4(2)	57	2	2	1
108	1	2B 4P	M4(2)	72	4	3	2
109	1	2B 4P	M4(2)	72	4	3	2
110	2	1B 2p	M4(2)	57	2	2	1
111	2	2B 4P	M4(1)	72	4	3	2
112	2	2B 4P	M4(1)	72	4	3	2
113	3	1B 2p	M4(1)	57	2	2	1
114	3	2B 4P	M4(1)	72	4	3	2
115	3	2B 4P	M4(1)	72	4	3	2
Houses	Storeys						
116	2.5	3B 6P	M4(2)	119	6	5	3
117	2.5	3B 6P	M4(2)	119	6	5	3
118	2.5	3B 6P	M4(2)	119	6	5	3
119	2.5	3B 6P	M4(2)	119	6	5	3
120	2.5	3B 6P	M4(2)	119	6	5	3
121	2.5	3B 6P	M4(2)	119	6	5	3
122	2.5	3B 6P	M4(2)	119	6	5	3
123	2.5	3B 6P	M4(2)	119	6	5	3
124	2.5	3B 6P	M4(2)	119	6	5	3
125	2.5	3B 6P	M4(2)	119	6	5	3
126	2.5	3B 6P	M4(2)	119	6	5	3
127	2.5	3B 6P	M4(2)	119	6	5	3
128	2.5	3B 6P	M4(2)	119	6	5	3
129	2.5	3B 6P	M4(2)	119	6	5	3
130	2.5	3B 6P	M4(2)	119	6	5	3
131	2.5	3B 6P	M4(1)	119	6	5	3
132	2.5	3B 6P	M4(1)	119	6	5	3
133	2.5	3B 6P	M4(1)	119	6	5	3
134	2.5	3B 6P	M4(1)	119	6	5	3
135	2.5	3B 6P	M4(1)	119	6	5	3
136	2.5	3B 6P	M4(1)	119	6	5	3
137	2.5	3B 6P	M4(1)	119	6	5	3
138	2.5	3B 6P	M4(1)	119	6	5	3
139	2.5	3B 6P	M4(1)	119	6	5	3
140	2.5	3B 6P	M4(1)	119	6	5	3
141	3	4B 8P	M4(1)	141	8	6	4
142	3	4B 8P	M4(1)	141	8	6	4
143	3	4B 8P	M4(1)	141	8	6	4
144	3	4B 8P	M4(1)	141	8	6	4
145	3	4B 8P	M4(1)	141	8	6	4
146	3	4B 8P	M4(1)	141	8	6	4
147	3	4B 8P	M4(1)	141	8	6	4
148	3	4B 8P	M4(1)	141	8	6	4
149	3	4B 8P	M4(1)	141	8	6	4
150	3	5B 10P	M4(2)	165	8	6	4

6.0 SUBMITTED SITE LAYOUT

6.7 Proposed Scale and Topography

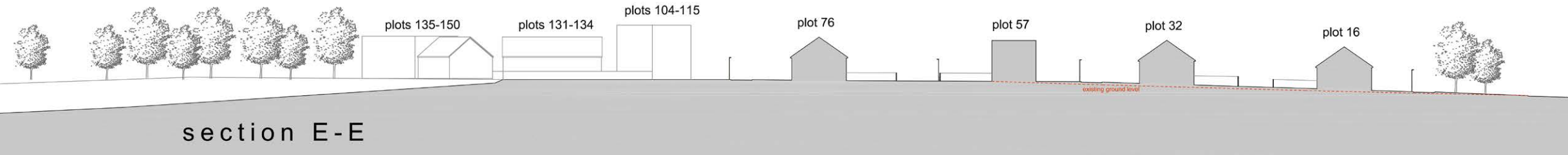
These diagrams show the approach for the scale in terms of storey heights of the proposal with an emphasis on two and three storey development with flat and pitched roofs as well as some point-blocks of 4 storey apartments. This is shown in both the context of the site and the wider relationship with Warren Park.



6.0 SUBMITTED SITE LAYOUT



section location plan [A1 1:1000]

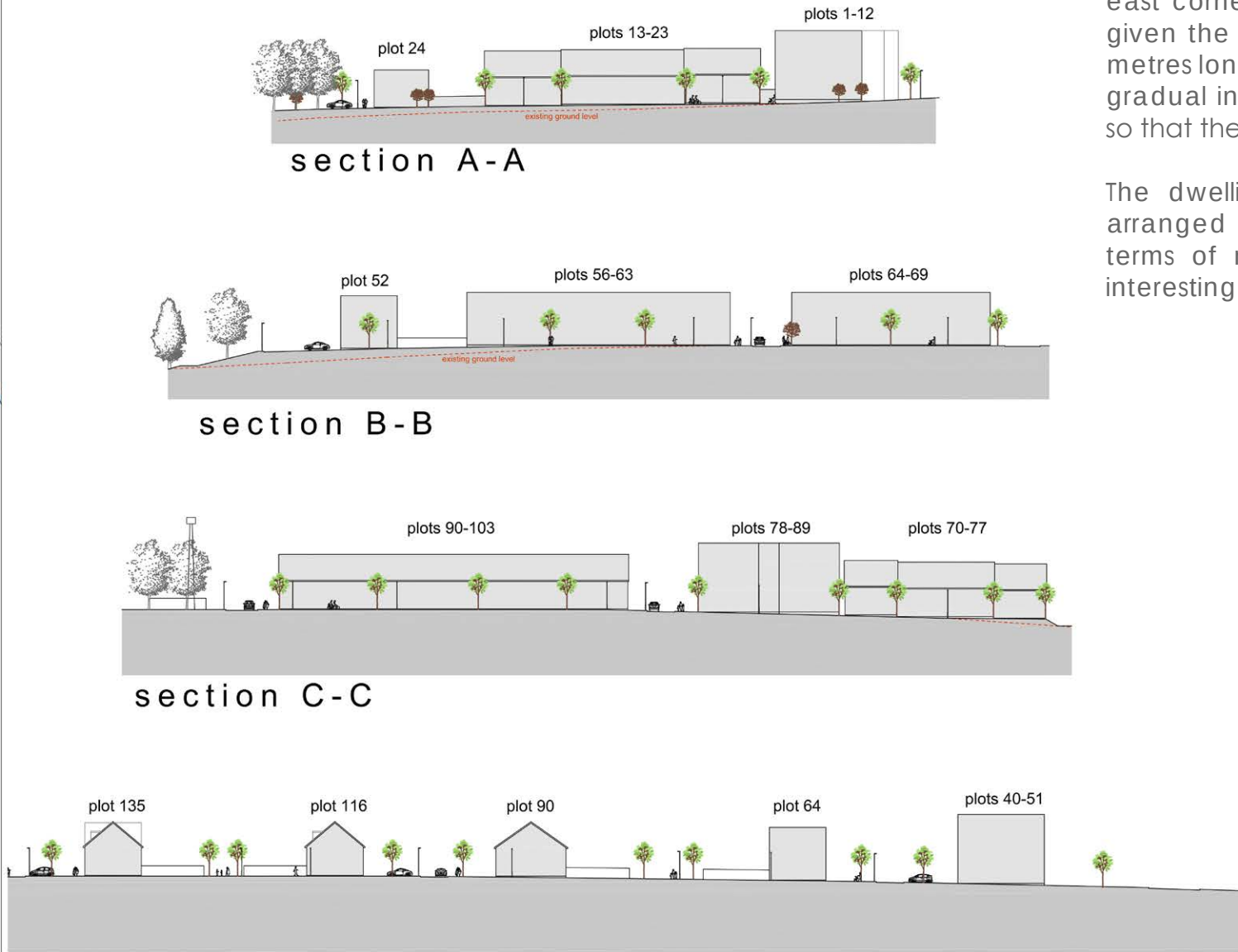


section E-E

6.8 Proposed Site Sections

Site cross-sections show the conceptual field of the development. The site has a topography which rises around 5 metres from the south-west corner of the site to the north-east corner of the developed site. However, given the scale of the site which is over 250 metres long, the overall topography allows for gradual inclines and localised level changes so that the site will appear relatively flat.

The dwellings and apartments have been arranged to provide a varied built form in terms of massing and height providing an interesting skyline.



section D-D

indicative cross sections [A1 1:500]

6.0 SUBMITTED SITE LAYOUT

6.6 Design Opportunities & Constraints

As a 1950s-1970s development, the Leigh Park estate benefits from setting dwellings within landscaped spaces with a mix of building styles and heights. The Warren was one of the later phases and is more identifiable as a 1970s development with flat roof dwellings of 2, 3 and 4 storey.

This typology has been considered as an opportunity in the scale and layout of this proposal as well as factoring in the mix and size of units required and the uplift for M4(2) and M4(3) requirements.

Another opportunity is the connectivity of the site to the wider Warren Park area and its links to Havant Thicket. Vehicle, pedestrian and cycle routes through the proposal will ensure the existing connectivity between the built form of the housing estate and the close proximity of the wider countryside is maintained and enhanced.

The constraints of the existing landscaping, mature trees and required buffer zones to the east, west and south boundaries has been turned into an opportunity to further connect the site with the existing landscaping and integrate this into the development site.

The existing telephone communications mast offers a constraint to the area in close proximity with no development within 15m of the mast, which has been accommodated within the layout. Additionally the applicant as land owner has granted the mast operator the lease to use this site for a mast and as part of that lease holds the right to have the mast removed if the site is being developed. The current lease expires in 2024 so it is likely the mast will not remain on the site by the time it is developed.

The site has the opportunity to be a contemporary housing development meeting and exceeding standards in terms of urban design, internal layouts, energy performance and renewable energy sources set within a landscape led setting utilising the existing natural backdrop that surrounds the site and the future diverse opportunities the adjacent reservoir project will bring to the area.

SINC Designated Grasslands

Constraint: Building exclusion zone due to SINC.
Challenging topography.

Opportunity: Public open green space.

Telecommunication Mast

Constraint: Building exclusion zone.

Opportunity: Visual enhancements via landscaping.

Woodland Buffer

Constraint: 15 meter buffer to developable land.

Opportunity: Landscaped boundaries and connection to existing landscape.

Access

Constraint: Single access point to Swanmore Road.

Opportunity: Seperate access for cycle and foot traffic as well as emergency vehicle access.



6.0 SUBMITTED SITE LAYOUT

6.9 Precedent

The design of the proposed development, in terms of its appearance, has yet to be finalised. It is felt that the site in its landscaped setting will benefit from contemporary, sustainable design that answer the challenges currently present in the design of Warren Park.

Combining contemporary methods of design with traditional forms will create an attractive landscape led development with varied ridge heights which occur as a result of existing topography.

The images below give a series of exemplar developments which have faced similar design challenges as the Cabbagefield Row site.

One of the precedents examined is Upton, Northampton that successfully incorporate a range of architectural, contemporary styles. The development takes care to avoid hard surfaces where possible, and spaces out parking to reduce the impact of hard surfacing throughout the site. Green wedges and planted trees help break up the hard surfacing between parking and buildings.

The Goldsmith Street, Norwich development won the RIBA Sterling Prize in 2019 as an exemplar sustainable affordable housing development. Its layout is a series of linear terraced streets with communal landscaped spaces to the rear of properties. This approach has heavily influenced the proposed layout at Cabbagefield Row.

The final precedent shown below is Brightwell Lakes, a large-scale development that has received planning permission in Suffolk. Brightwell Lakes promotes low density homes surrounded by green space and planting that soften potential views and reflects the surrounding greenfield character of the site. Cabbagefield Row will benefit from treating its urban landscape with similar care.



Upton, Northampton, source: Keepmoat Homes



Upton, Northampton, source: Keepmoat Homes



Goldsmith Street, Norwich, source: Mikhail Riches



Brightwell Lakes, source: Broadway Malyan



Source: Google Street View

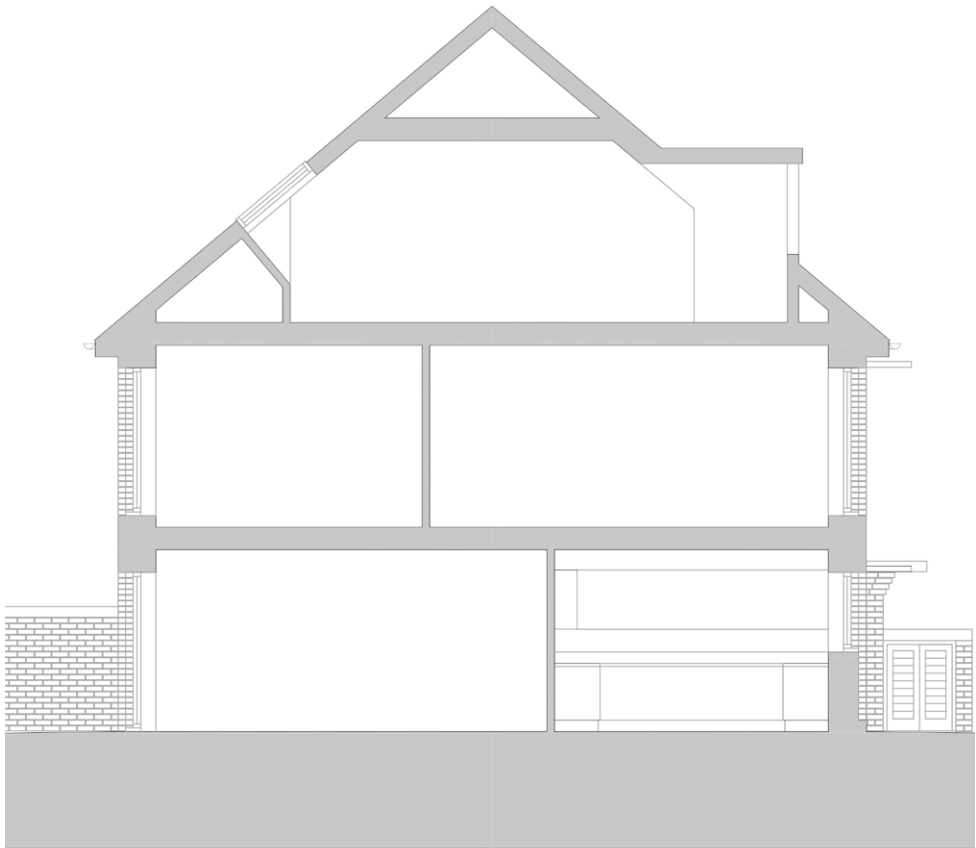


Upton, Northampton source: Google Street View

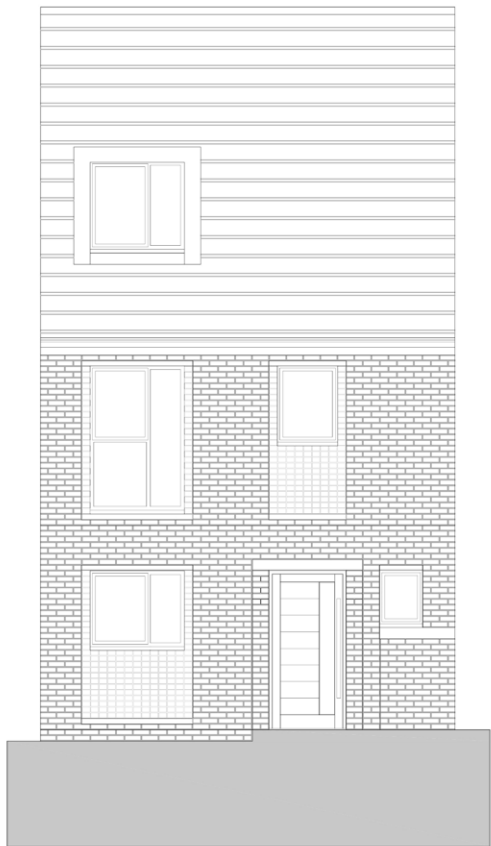
6.0 SUBMITTED SITE LAYOUT

6.10 Indicative Bay Study

Although appearance is not a reserved matter being dealt with in this outline application, to ensure an integrated design approach the form, massing, scale, and appearance of the development is being considered in tandem with the matters which are being addressed (Scale, Layout and Access). These images give an indication of the design intent of the development with high quality contemporary design utilising robust materials such as facing brick, integrated with design principles which are driven by the Energy Strategy to ensure the homes are not only aesthetically attractive but are also highly efficient dwellings to live in.



Indicative cross-section of terraced house.



Indicative front elevation of terraced house.

