

6. Design

6.1 Layout

6.1.1 Building from the early discussions and ideas, the illustrative layout shown in Figure 24 was submitted to the Local Planning Authority (LPA) for a third pre-application consultation (GEN11/01344) in 2011.

6.1.2 This layout, for 39 dwellings, sought to address the design requirements of Policies CS8 / 16 and DM6 / 8 / 13 and the Borough Council's Design Guide SPD by:

- creating a street between the Primary School and new dwellings, to minimise direct over-looking between the new houses and the existing school
- fronting dwellings onto public spaces, streets, and, where practical, corners so as to clearly delineate public and private realms, maximise natural surveillance, and minimise opportunities for crime
- providing building fronts overlooking the proposed access road to Woodcroft Farm, to increase public safety and security
- orienting gable walls of new dwellings, which need not have windows, closest to Renown Gardens to maintain the privacy for the existing neighbours of adjacent properties
- retaining the existing copse of trees as a distinctive, landscaped focal point to the centre of the development to provide an established and attractive natural feature
- maximising the amount of defensible space for new residents, and reflect the local residential, character, by providing back gardens of more than ten metres in length
- ensuring a minimum distance of 20 metres between dwellings where their gardens back on to each other to ensure adequate light, privacy, and amenity for future occupants.

6.1.3 In response, the LPA considered the principle of development and access from Woodcroft Lane shown in Figure 24 to be acceptable. However, 39 dwellings was a reduction on the LPA's indicative



Figure 24:
Layout submitted with pre-application
GEN/59532/002 (not to scale)

estimate of the site's housing capacity, and it was advised that any further decrease in density would be of concern.

6.1.4 The LPA also noted that further assessment was needed into potential noise disturbance to new residents from traffic along the Woodcroft Farm route and into the impact of changes in soil levels on retained trees, particularly either side of the site entrance off Woodcroft Lane.

6.1.5 In addition, the following suggestions were made on the draft layout:

- dwellings at the entrance to the site off Woodcroft Lane need to be brought forward to reduce the visual dominance of parked cars
- dwellings along the emergency access route need to maximise opportunities for natural surveillance
- the central focal space needs to be better enclosed by bringing forward buildings,

particularly at its south-eastern corner, and relocating parking areas

- building fronts along the central street should be parallel to it
- dwellings along the western boundary need to overlook the route to 'Woodcroft Farm'
- links are needed to allow pedestrians and cyclists to safely cross the site between Woodcroft Lane and the proposed 'Woodcroft Farm' route.

6. Design

6.1.6 A noise impact assessment was undertaken in June 2012 and a further iteration of the layout was made to address the LPA's pre-application comments.

6.1.7 This formed the basis of additional consultations with the Hampshire Biodiversity Group (HBiC), the Hampshire Constabulary's 'Design Out Crime' Advisor, the Borough Council's Safe Routes to School Transport and Implementation Team, and the County Council's Road User Audit Team, which resulted in a number of further refinements to the layout, including:

- the building line of the dwellings at the entrance to the site was brought forward, dwellings along the emergency access were re-oriented to maximise surveillance, and dwellings were re-aligned to be parallel to the central street
- to the west of the central focal space the flat block and its parking were transposed, to improve enclosure and surveillance, and ground floor terraces were added to provide private defensible private space
- to the south-east of the central space, the recessed parking court and Flat over Garage (FoG) was replaced with frontage houses. This eased servicing for refuse vehicles, enhanced enclosure to the open space, and reduced potential light spill into the retained tree belt along the southern boundary, in line with advice from HBiC.
- the loss of existing trees was kept to a minimum and replacement planting was provided within the central space and along the southern boundary
- the internal highway network was amended to allow for safe pedestrian and cycle access through the site to enhance non-car movement options in the local area
- the existing lay-by in Woodcroft Lane was relocated to within the site and an oak tree

6.1.8 These and other alterations culminated in the submitted illustrative layout shown in Figure 25.



6. Design

6.2 Use and amount

- 6.2.1 Residential use is considered appropriate within the existing neighbourhood and on a site that is within walking distance of public transport, shops and community facilities.
- 6.2.2 A total of 43 dwellings are proposed, of which 13 dwellings (30%) will be affordable units in line with Policy CS9. Further details of affordable housing provision are provided in the accompanying Affordable Housing Statement.
- 6.2.3 This number of dwellings is a slight increase from the final pre-application proposals, in response to the LPA's concerns regarding overall site capacity. However, at a density of 31 dwellings/hectare it represents an efficient use of land that reflects the density ranges found in the surrounding neighbourhood (see Section 3.3).
- 6.2.4 A total of 89 car and 83 cycle parking spaces are shown provided in accordance with Havant Borough Council's adopted parking standards.
- 6.2.5 A central green space of 800m² is indicated to provide a focal point to the development and to create a locally distinctive place.

6.3 Scale

- 6.3.1 Indicative building heights to the ridge are typically 8m (2 storeys). The more recent houses in Kite, Hobby and Merlin Close have ridges at approximately 8.25m height.
- 6.3.2 In order to present a strong built definition to the proposed access road to 'Woodcroft Farm', whilst responding to the level changes between that road and the site, some dwellings along the western boundary are shown as 2½ storeys (9.4 - 10.3m) in height. This is in general keeping with the existing building heights in Woodcroft Lane and Renown Gardens, which range up to 9.6m.
- 6.3.3 The proposed dwellings comprise a balanced mix of narrow-fronted dwellings (e.g. the 2 bed dwelling at 4.4m wide x 9m deep) with wide-fronted

dwellings (e.g. the 3 bed 2½ storey terraces at 9m wide x 5.6m deep) to respond positively to the existing variety of residential properties within the local area.

- 6.3.4 An indication of the maximum and minimum dimensions of the dwellings is provided in Section 6.5.

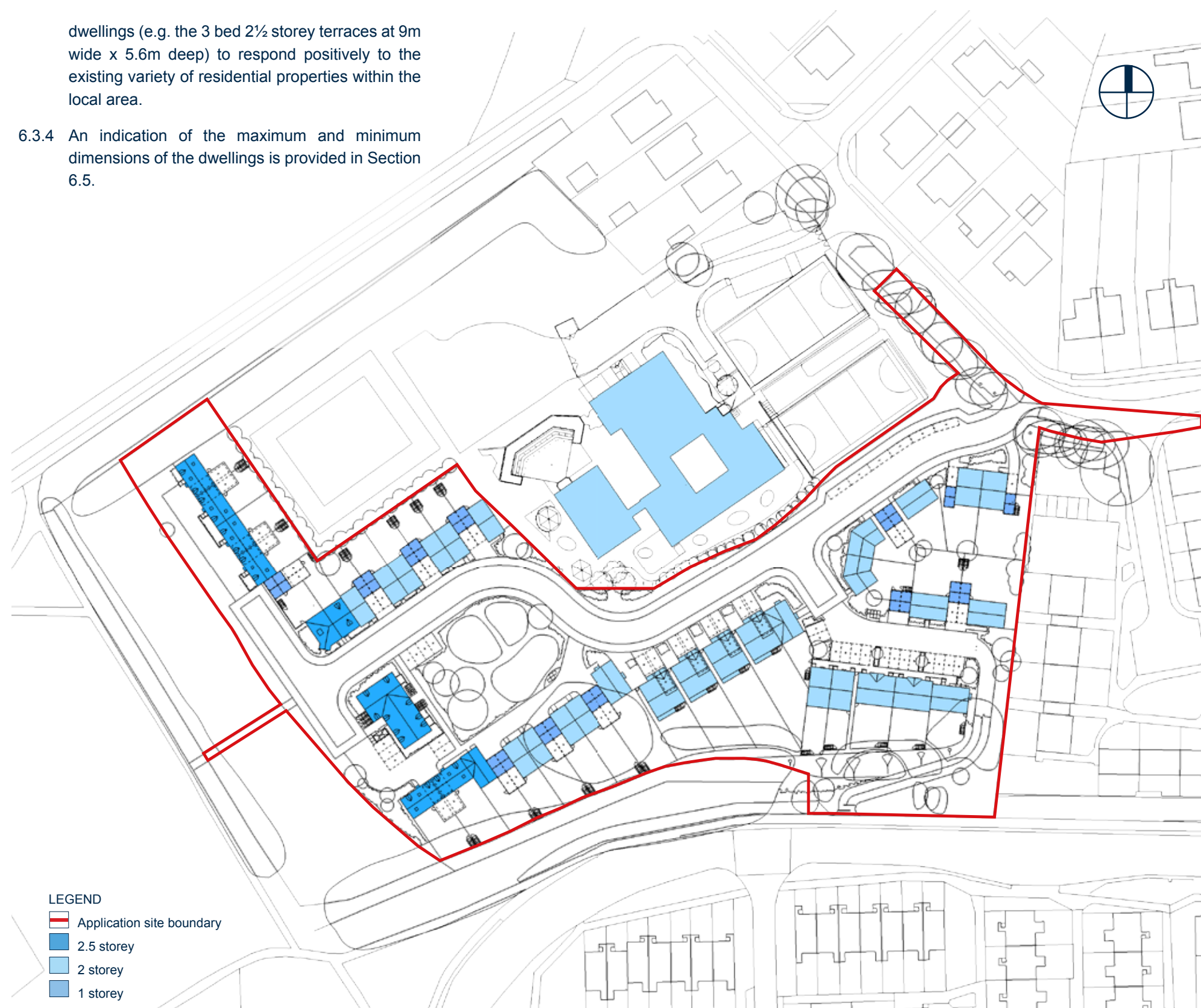


Figure 26: Indicative scale of proposed dwellings (not to scale)

6. Design

6.4 Landscaping and public realm

- 6.4.1 Detailed landscape design has not been developed at this outline stage and will be for subsequent consideration as a reserved matter. Notwithstanding this, Figure 36 offers an indicative landscape framework plan to set out the general landscaping principles at this outline planning stage.
- 6.4.2 Figure 27 shows that existing boundary planting has been retained where practical and has been enhanced with new planting comprising native species within a central focal space and along the southern boundary to support commuting bat habitats. The additional planting will also provide an opportunity to support wildlife habitat and natural drainage attenuation. The central green space will have wooden bollards to protect it from unauthorised car parking in line with the Crime Design Advisor's comments.
- 6.4.3 The access road and highway verges to it shall be adopted and publicly maintained as part of the adoption process.
- 6.4.4 The central green space area that will be privately maintained by a management company in line with the Borough Council's Design SPD not to adopt new informal open spaces in residential areas.
- 6.4.5 The remaining areas of verge not adopted as highway and shared surface areas will remain as private drives and be maintained by a management company.
- 6.4.6 The public and private realm surfacing has not been developed at this outline stage and will be for reserved matters application.
- 6.4.7 Front gardens are provided in keeping with the local character of the area. Some properties have driveways which enables sizeable front gardens. This is to reduce the street scene being dominated with one type of parking arrangement and to add

variety and interest.

- 6.4.8 Car parking is provided as a combination of on plot in driveways either in front of or behind the building line or limited to rows of 4 and incorporates breaks of landscaping/tree planting so that it does not dominate the street-scene.



Figure 27: Indicative landscape strategy framework (not to scale)

6. Design



Figure 28: Example of landscape boundary treatment



Figure 29: Example of railing boundary treatment



Figure 30: Example of landscaping boundary treatment



Figure 31: Vertical bar fencing for school boundary

6.4.9 Precise boundary treatments for front gardens are not specified within this outline application but, in line with the Borough Council's Design SPD, could comprise railings, brick wall or hedging to reflect the surrounding character of the area (see Section 3.3).

6.4.10 To reduce the opportunities for crime, rear gardens should be enclosed with 1.8m close-boarded fencing as a minimum requirement (see also section 7.2.6). To maximise security for those gardens backing onto the emergency access, rear property boundaries should be 'topped' with an

additional 0.2m of trellis.

6.4.11 To ensure a safe, secure, and attractive boundary between the Primary School and the access road, the County Council will require fencing to be 1.8m high, welded vertical-bar fencing with blunt tops, galvanised and powder-coated green (colour to be confirmed), all in accordance with the specification under BS 1722-9:2006 Fences Part 9 (Figure 29).

6.4.12 Sliding horizontal locking bars are to be placed at a height of 1.5m, rather than mid-height, in order to prevent them being used to scale the school

fence. The outside of the school boundary will also be planted with hedging to reduce vision into and out of the school grounds whilst enhancing biodiversity and public amenity. The prospective purchaser / developer of the site will be required to install the fencing and landscaping scheme along the retained school boundary.

6.4.14 Lighting of public and shared spaces will be determined at reserved matters stage but should take account of the specifications and guidelines set out in the Bat Conservation Trust's 'Bats and Lighting in the UK 2008', particularly with regard

to minimise light spill within the retained tree belts around the site's boundaries.

6. Design

6.5 House types and dimensions



Figure 32 and Table 2: Proposed scheme with location of housing types and corresponding dimensions

	Number of Bedrooms	Tenure	Storey Height	Height (m)	Width (m)	Depth (m)	Car parking spaces	Cycle parking spaces
	1-2	Affordable	2.5	10.3	10.5	17	1-2	1-2
	2	Market	2	8	8.9	5.6	2	2
	2	Market	2	8	4.4	9	2	2
	2	Market	2	8	4.7	9.5	2	2
	3	Affordable	2	8	9	6.1	2	2
	3	Affordable	2	8	5.3	9.5	2	2
	3	Affordable	2.5	9.4	4.8	9	2	2

	Number of Bedrooms	Tenure	Storey Height	Height (m)	Width (m)	Depth (m)	Car parking spaces	Cycle parking spaces
	3	Market	2	8	6	9	2	2
	3	Market	2	8.1	9.4	8.6	2	2
	3	Market	2	8	9	6	2	2
	3	Market	2	8.3	9	6	2	2
	3	Market	2.5	9.4	9	5.6	2	2
	3	Market	2.5	9.4	5.3	8.2	2	2
	3	Market	2.5	9.4	9	6	2	2
	4	Affordable	2	8	9	7.4	3	2
	4	Market	2	8.3	8	10.7	3	2
	Car ports							
	Bin stores							

6. Design

6.6 Appearance

- 6.6.1 The appearance and elevational detailing of buildings, including doors and windows, together with materials, will form part of reserved matters applications.
- 6.6.2 However, the illustrative proposals reflect and are designed to enhance the quality of the local residential neighbourhood and public open spaces. In the absence of a conservation area or listed buildings in the vicinity, there is an opportunity for a high-quality, contemporary design that respects and adds to the character of the surroundings.
- 6.6.3 A consistent approach to building and landscape design, using a simple palette of good quality materials that complements local building styles, colours, patterns, and textures would help to give the development its own sense of place.
- 6.6.4 Figure 33 illustrates how fronting dwellings to the western boundary of the site would provide an attractive built edge to and natural surveillance of the future access road to the 'Woodcroft Farm' strategic allocation.
- 6.6.5 Figure 34 illustrates how the proposed development would relate to the sloping nature of the site down from the Woodcroft Primary School to Eagle Avenue at the lower level.



Figure 32: Plan of indicative elevations in Figures 33 and 34 (not to scale)



Figure 33: Indicative elevation from the south west of the site



Figure 34: Indicative elevation from the east of the site

7. Access

7.1 Wider movement network

- 7.1.1 The illustrative layout has been designed so that new movement patterns across the site for pedestrians, cyclists, and vehicles integrate with the surrounding highway network, as illustrated in Figure 35.
- 7.1.2 The proposal retains adequate land to the west for the future access road to 'Woodcroft Farm'. However, details of the 'Woodcroft Farm' access road, and how this connects to the surrounding movement network, including a ramp to allow continued pedestrian and cycle access from the west to the Primary School and Woodcroft Lane, are outside the scope of this outline application. Such details are for the applicant of 'Woodcroft Farm' to agree and provide in line with the requirements of the Local Planning and Highway Authorities.
- 7.1.3 However, pending the provision of the new access road to 'Woodcroft Farm', Figure 35 illustrates that the layout retains the existing pedestrian route to the school from the west up to the boundary with Wecock Recreation Ground.

7.2 Site movement network

- 7.2.1 Figure 35 indicates that all new dwellings connect to the public footway network via 2m wide footways, footpaths or shared surfaces. This enables safe and convenient access for pedestrians through the site to local facilities and will encourage opportunities for non car modes of travel, in accordance with Policy CS16.
- 7.2.2 An emergency access is provided from Eagle Avenue to the site in line with the accompanying Transport Assessment. This will be for emergency vehicles only but will provide public rights of access for cyclists and pedestrians to and from the school, local shops, and bus stops. It has been designed to accommodate the change in levels at this point (see accompanying Dwg Nos. 502728/ SK3rev A and /SK7rev A for details).

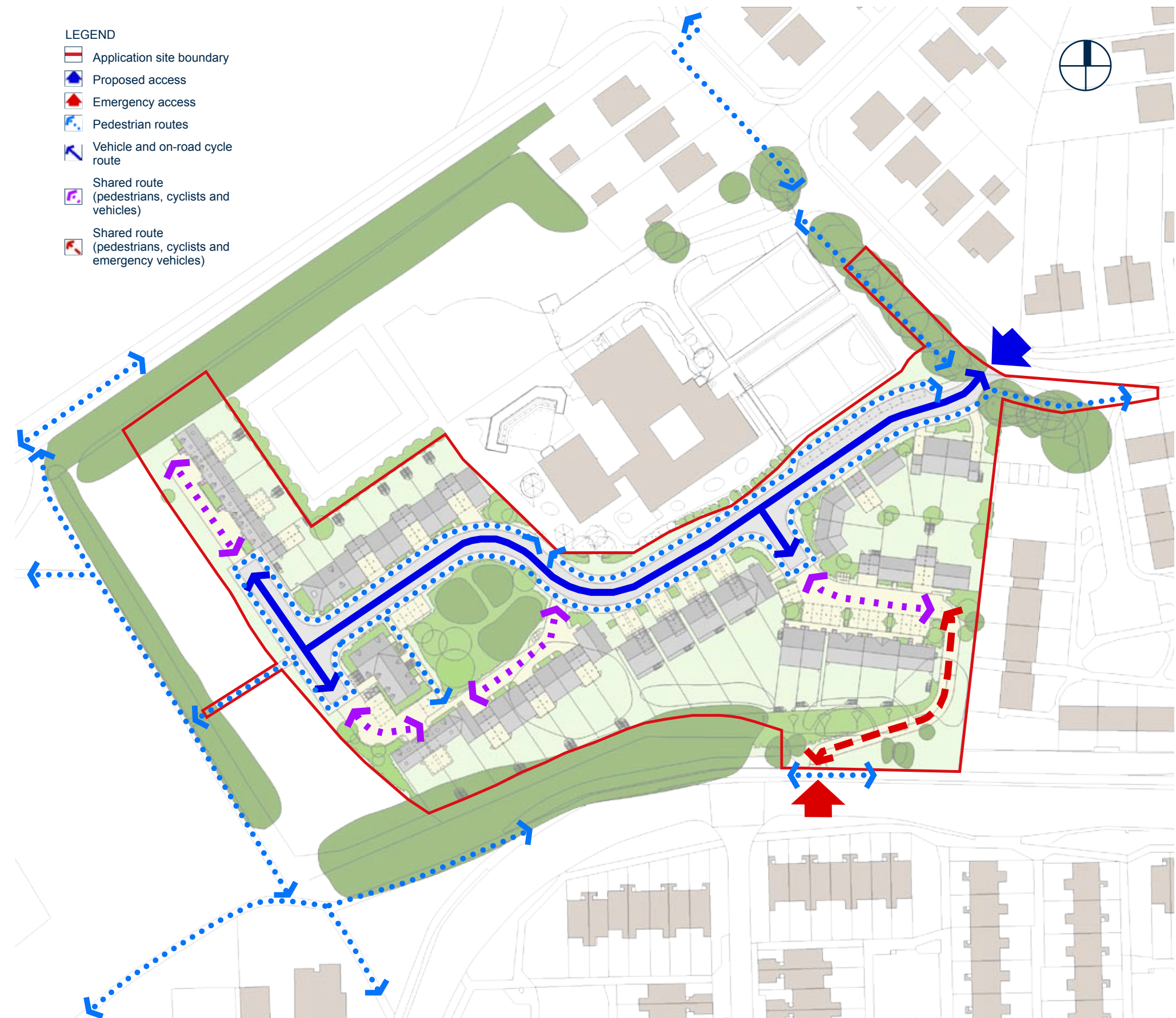


Figure 35: Proposed movement opportunities integrate with existing highway network (not to scale)

7. Access

- 7.2.3 The design of the access road within the site reflects the character of the local highway network, in line with Policy CS20. The carriageway will be 5.5m wide to enable a safe on-road route for cyclists in response to consultation with Havant Borough Council's Transport and Implementation Team.
- 7.2.4 The access road will allow the safe movement and turning of pantechnicon and refuse vehicles (see accompanying Drawing Nos. 502728/SK4revA / SK5revA and /SK6revA for details) to serve the residential development. In accordance with guidance in the adopted Design Guide, the illustrative layout locates refuse bin storage and collection points within 30m distance of the adopted highway and the residential properties they serve.
- 7.2.5 Dwellings with private back gardens will allow convenient access to dedicated cycle and / or bin storage areas. External access to rear gardens will be gated to enhance security.
- 7.2.6 The Hampshire Constabulary's 'Design Out Crime' advisor recommends that all gates allowing external access to private spaces be 1.8m high, with mortise locks and designed to allow sight down access ways. In addition, it is recommended that cycle sheds have a concrete base with Sheffield or butterfly stands, no windows, a single solid door access (44mm deep) with hinge bolt, mortise lock and padlock.
- 7.2.7 Cycle stands for visitors will be provided in accordance with adopted standards but details for this are a reserved matter. Similarly, the detailed design of paving, materials, and lighting is also reserved for approval under subsequent planning applications.
- 7.2.8 Access to and within individual buildings has not been developed for this outline application, and is a reserved matter. However, advice from Hampshire Constabulary is that external doors to any flats within the proposal are self-closing to design out opportunities for crime.

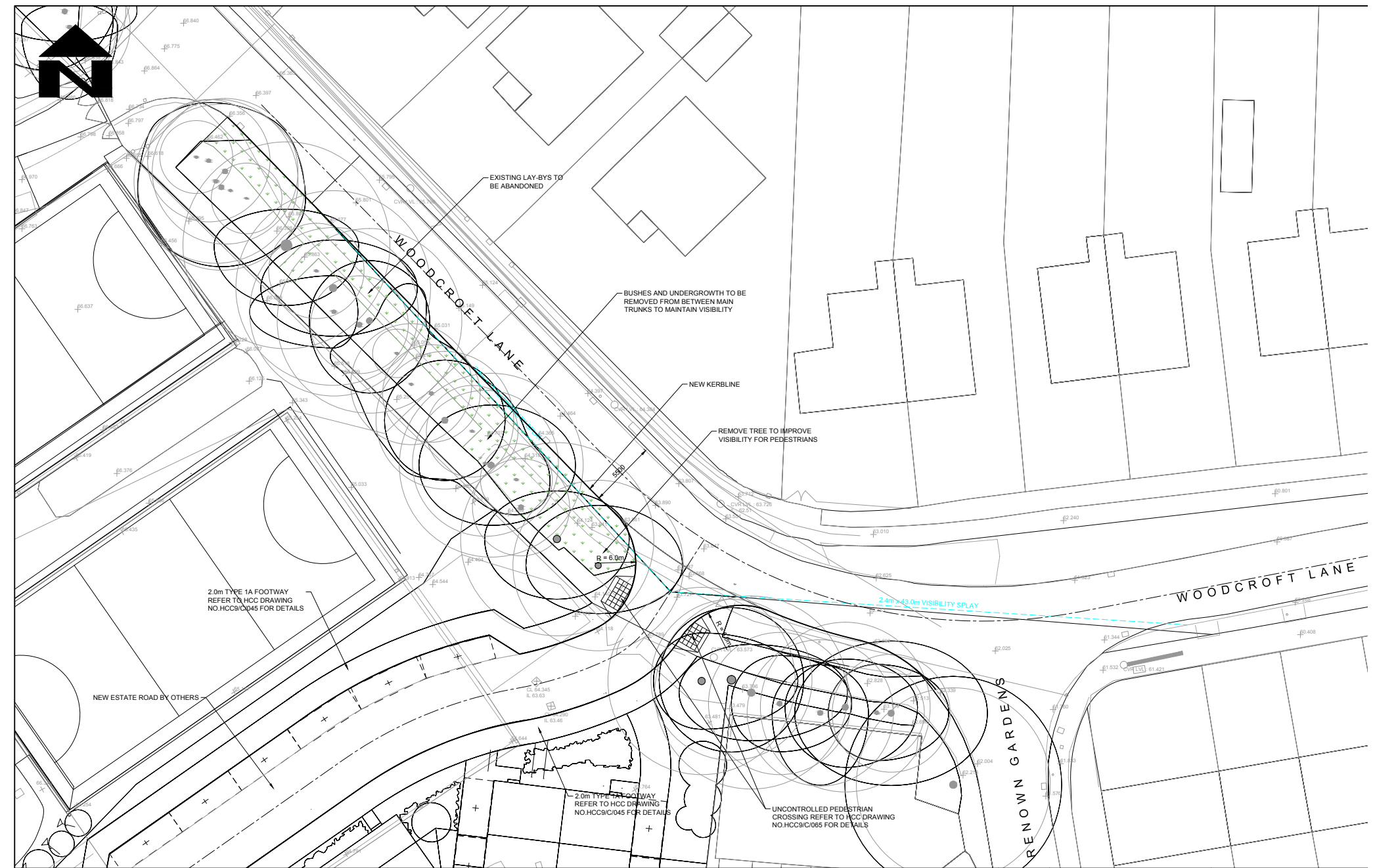


Figure 36: Proposed access from Woodcroft Lane (not to scale)

7.3 Site access

- 7.3.1 Access into the site will be formed from an existing dropped kerb on Woodcroft Lane as shown in Figure 36. The access has been designed to adoptable standards to achieve visibility splays of 2.4 x 43 metres, in accordance with the national guidance in "Manual for Streets" (see accompanying Drawing No. 502728rev D).
- 7.3.2 In order to deliver a safe access, the existing lay-by on Woodcroft Lane will need to be removed,

but will be reprovided along the northern side of the new site access road, as indicated in Figure 36, so that there is no overall loss of parking in the area.

- 7.3.3 The Highway Safety Audit recommends that an existing tree (T14) and undergrowth at the access point be removed to ensure adequate visibility for both drivers and pedestrians. The loss of this tree will be mitigated by the opportunity for new

tree planting within the site, and the submitted Arboricultural Method Statement sets out an acceptable approach to construction works in order to minimise disturbance to the retained trees and root protection areas at the site's access point.

8. Summary

8.1 This Design and Access Statement has been prepared in accordance with Circular 01/2006, Article 4C of the GDPO, Regulation 3A of the Listed Buildings & Conservation Area Regulations 1990, and CABE guidance 'Design and Access Statements: How to write, read and use them'.

8.2 The Statement sets out the process and analysis that has led to the outline planning application, which seeks to establish the principle of development for 43 dwellings with access off Woodcroft Lane and Eagle Avenue. Details of the final layout, scale, landscaping, appearance, and materials of any development on the site will be for subsequent reserved matters or full planning applications, at which stage the public will have the opportunity to be consulted on such details.

8.3 The Statement explains that the application is necessary prerequisite to the County Council securing a capital receipt to help pay for the improvements to the Woodcroft Primary School, following the amalgamation of the former Meadowlands Infant and Junior Schools.

8.4 The Statement provides an overview of the key benefits that the proposal will deliver for the local community, including on-site amenity green space, retained and

enhanced boundary landscaping, and improved links for walking and cycling. It will also provide 30% affordable housing for the local community.

8.5 The Statement explains how the application relates to the proposals for the 'Woodcroft Farm' strategic housing allocation, as required by Havant Borough Council's Core Strategy Local Plan Policy CS18. It also explains the background to the proposal and how local stakeholders, including Havant Borough Council Developers Consultation Forum, were consulted as a valuable part of the preliminary design process.

8.6 The Statement analyses the character, density, and accessibility of the site and its surroundings, and identifies key design policies in the Borough Council's Core Strategy Local Plan and SPDs.

8.7 The Statement explains how the application proposals have been arrived at in response to pre-application consultations with local stakeholders including Havant Borough Council Planning Services and the Hampshire Constabulary's 'Design Out Crime' Advisor.

8.8 The Design section of the Statement sets out the key parameters of the proposal in relation to land use, amount, scale, landscaping, and appearance as a considered response to the evaluation and stakeholder involvement. The Access section explains that the proposal will provide inclusive and safe movement to and through the site for pedestrians, cyclists, and vehicles.

8.9 The proposal will deliver a range of material public benefits in the form of funding the education improvements at Woodcroft Primary School, securing additional new homes and affordable dwellings, providing on-site amenity green space, and improving routes for pedestrians and cyclists in the wider area to local facilities, including Woodcroft Primary School and the Milton Road shops.

8.10 The Design and Access Statement therefore demonstrates that a well-designed proposal for 43 dwellings, with access off Woodcroft Lane and Eagle Avenue, can be achieved at an appropriate density that meets the objectives of sustainable development.



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