

Design and Access Statement
FATHOM REACH, HAYLING ISLAND (Taylor Wimpey
Southern Counties), Havent
November 2021





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Introduction



1 . BACKGROUND

This Design and Access statement accompanies the application at Land off Fathom Reach for 51 new homes with associated parking, landscaping, open spaces and works on behalf of Taylor Wimpey Southern Counties.

1. 01 DESIGN TEAM

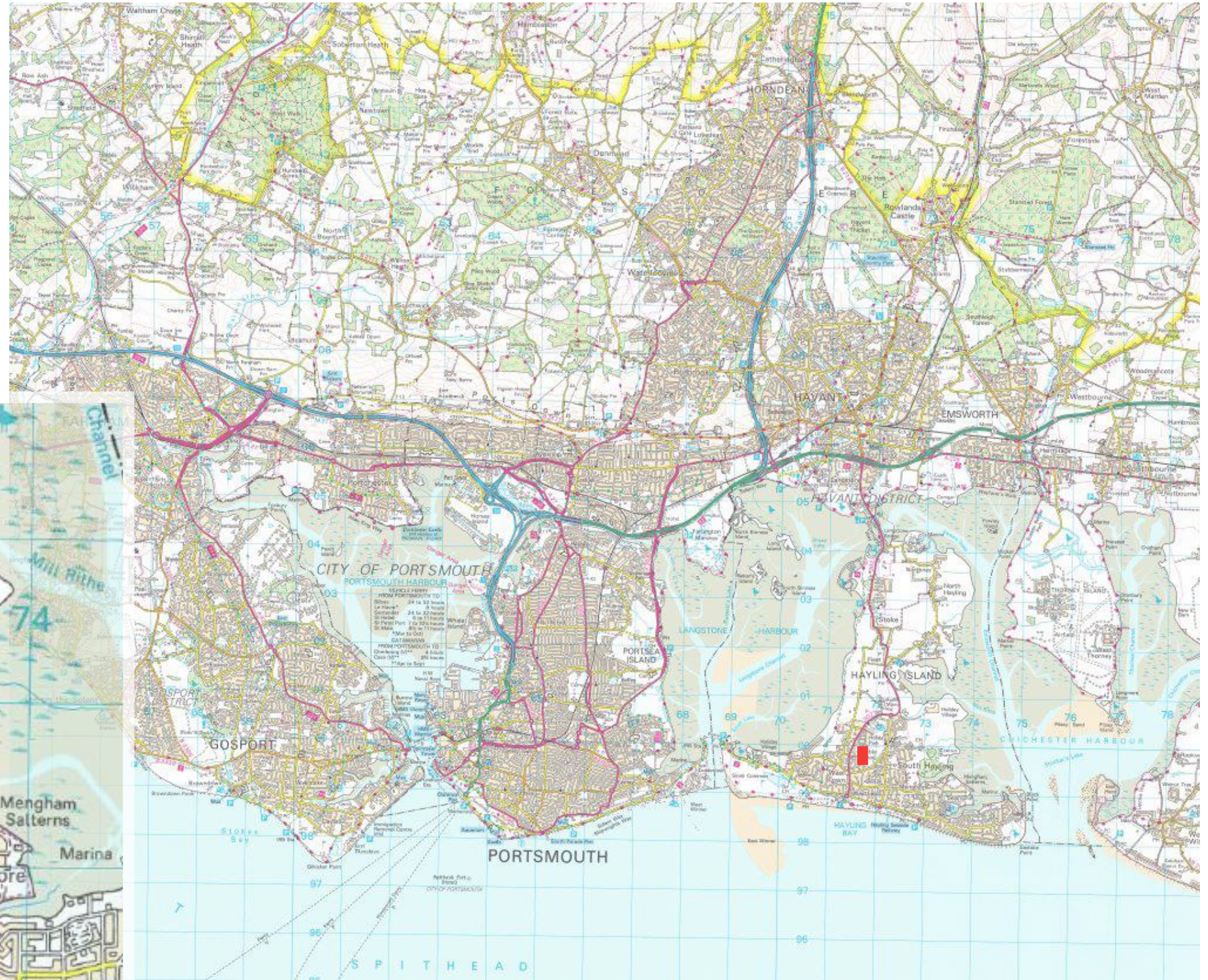
- Developer: Taylor Wimpey Southern Counties
- Architect: SDA Design Group
- Landscape Architect for Residential Development: ACD Landscape
- Engineers: Hydrock
- Arboricultural Consultants: RPS Group
- Ecologist: ACD Landscape



2. SITE LOCATION

2.01 SITE LOCATION

The site is located within Haling Island. Haling Island is located off the Hampshire coast connected to the mainland via a permanent road bridge located to the east of the city of Portsmouth.



The Site and Site Context



3. THE SITE

3.01 THE SITE

The site of 1.7Ha is situated north of West Town behind the local road of Fathom Reach. The site boundary encompasses a parcel of unmanaged land along with 5 existing dwelling fronting Fathom Reach. The unmanaged areas of site is largely of overgrown vegetation with scattered trees, several which individually identified and protected by a tree preservation order (TPO) and two group TPO listings within the site boundary. The site is further vegetated by scrub and unmanaged grassland.

The northern boundary comprises of mature trees line and hedgerow giving to a parcel of unmanaged grassland. To the east the site is bounded by an arable field identified as a 'core area' habitat for Brent Goose and Solent Waders, both are conservation species and as such the site is in proximity to an ecologically valuable area. The sites eastern boundary is defined by mature trees and vegetation. The south of the site is abutted by existing residential development along the local roads of South Leigh Grove. The site boundary is permeable with existing pedestrian access onto the site from South Leigh Grove. Along the Eastern boundary, the site is abutted by the rear gardens of property on Fathom Reach with TPO trees within the mature green boundary line.

There is existing pedestrian access form South Leigh Grove with public right of way footpaths. The footpaths provide a link to Manor Road (A3023), a main arterial rout to the island's road network established within the immediate context. The existing access to the site is pedestrian in nature consisting of tarmac footpaths and protected by bollards discouraging vehicular access onto the site.

The site benefits form relatively limited site topography with a gradual slope rising to the south.



4. SITE PHOTOS



Site access Via Sycamore Drive



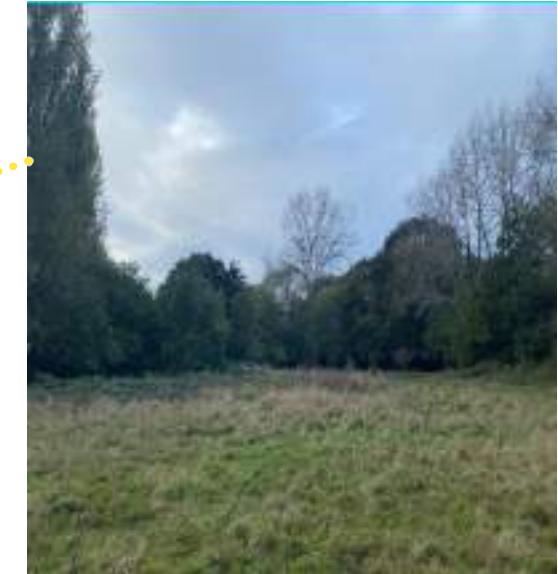
Site access Via Sycamore Drive,
site entrance



View to the rear of existing site buildings



View to the South West site corner



View north east corner of the PROW access.



View to east the sites eastern boundary



View across the heart of the site

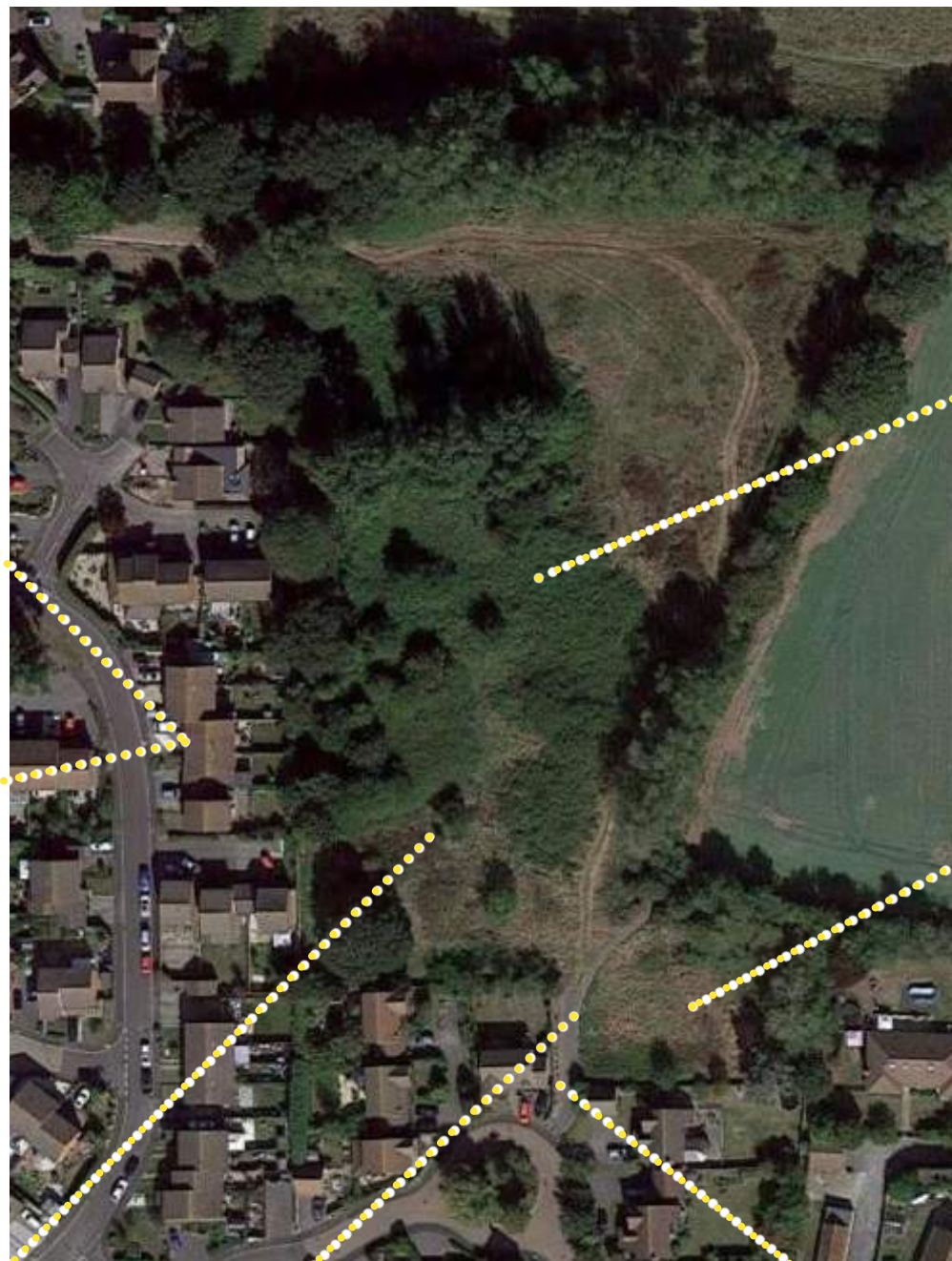




Exiting Buildings within the site



View to the sites west boundary



Exiting access to Southleigh Grove



View across the site north to south



Looking into site northwards from Southleigh Grove



View to the south east corner of the site



5. EXISTING TREES, LANDSCAPE AND ECOLOGY

5.01 EXISTING TREES

The site possesses existing collections of trees including several protected by a TPO. A tree survey of the site and immediate context has been carried out to evaluate the sites existing features. The trees have been assessed for quality, root and canopy extents and the full report accompanies this application.

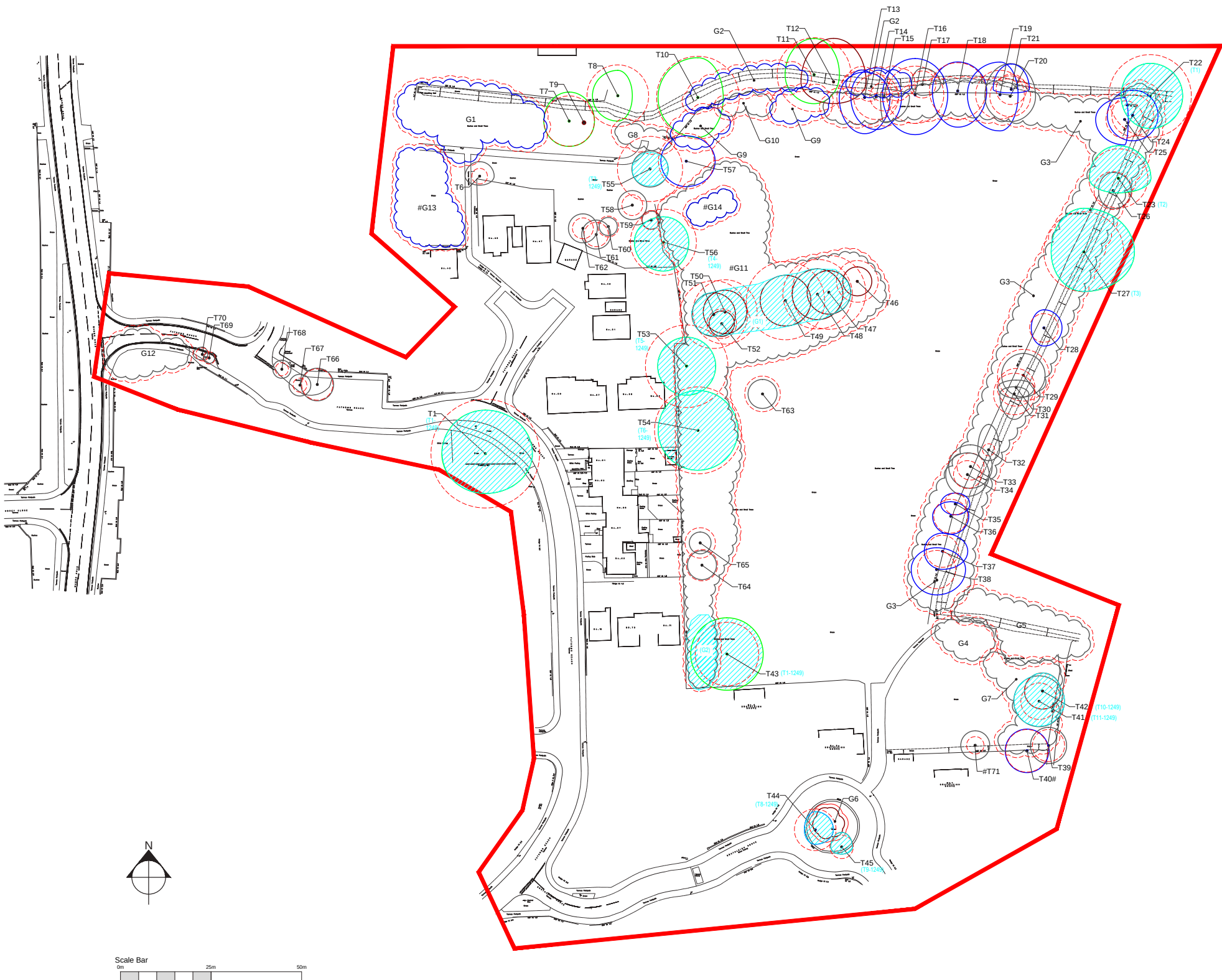
The tree report highlight tree groups on the site and trees of high value which proposed development will look to manage disruption or disturbance to.

Key

-  Site boundary.
-  Tree with numbered reference. Canopy spread and BS5837:2012 tree quality category as shown below.
-  Tree (in off-site or estimated location) with numbered reference. Canopy spread and BS5837:2012 tree quality category.
-  Vegetation group with numbered reference. Canopy extents and BS5837:2012 tree quality category as shown below.
- BS 5837:2012 Tree Quality Categories - Table 1**
 -  Category A - High quality
 -  Category B - Moderate quality
 -  Category C - Low quality
 -  Category U - Unsuitable for retention
-  Tree protected by Tree Preservation Order Havant Borough Council. Bracketed number reference relates to the TPO Schedule.
-  Root protection area (RPA) Calculated in accordance with Section 4.6 - BS5837:2012

NOTES:

- Refer to RPS Tree Survey Report & Schedule for further details.
- Survey based on a visual inspection from the ground and is not intended as a full arboricultural inspection.
- Plan produced in accordance with recommendations set out in BS 5837:2012 - 'Trees in Relation to design, demolition and construction'.
- Due to the legal protection afforded to breeding birds vegetation removal should not take place during the bird nesting period; generally, although not restricted to, March - August inclusive.
- Survey based upon topographic survey produced by Digital Terrain Surveys LLP, Land Survey Partnership in Romsey, May 2017.



5. 02 SENSITIVE LOCAL CONTEXT

The sites' location on the south coast in an important area of natural coastal habitats considerations of close by areas of significant value have been reviewed in depth by the accompanying ecology report. The report highlights the following points of interest for the site.

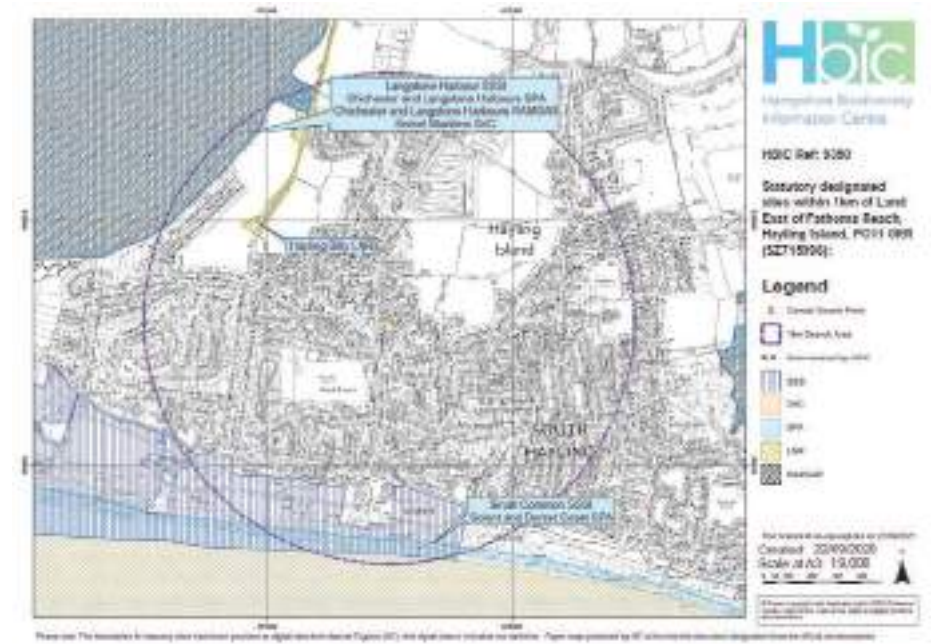
The site lies within 1 Km of the following sites of ecological and environmental importance

- Langstone Harbour SSSI (0.9 km NW)
- Chichester and Langstone Harbour SPA (0.9 km NW)
- Chichester and Langstone Harbours Ramsar (0.9 km NW)
- Solent Maritime SAC (0.9 km NW)
- Hayling Billy LNR (0.6 km NW)
- Sinah Common SSSI and Dorset Coast SPA (0.8 km S)

5. 03 SITE ECOLOGY

The sites location in an area of significantly sensitive ecology prompted phase I and Phase II ecological assessment. The site has been evaluated for sensitive species on the site including Bats and Reptiles, having been identified as a good local habitat for such species. A details assessment of the sites existing landscape has been undertaken and accompanies this application an extract of which can be seen opposite.

Figure 2. Map provided by HBIC which indicates the proximity of the site to the nearby statutory designations.



Legend

- Site boundary
- SI Poor semi-improved grassland
- Scrub
- Scattered trees
- Tall herb
- A Amenity grassland
- Hedgerow with trees
- Buildings
- Hard Standing



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Map	Phase I Habitat Survey
Site	Land East of Fathom's Reach
Client	Taylor Wimpey Southern Count
Date	19/10/2020

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6. LOCAL CONTEXT

The site is located on the edges of the established residential areas of Hayling Islands West Town settlement. The site immediate context is of local housing typifies the architectural and visual character of the West Towns housing estates. There is a range of housing type in the form of bungalows, detached, semi and terrace combinations with modern styling characteristic of the village's development era. The material palette of these houses consists of red and brown brick, brown roof tiles, clay tile hanging with occasional timber boarding or white rendering. There is limited detailing promoting the modern leaning of the estates. Within proximity to the site is the listed building of Newton House which offers an arrangement of building and traditional features of the area. Additional listed buildings exist on the island and west town areas combined typifies the traditions of the island vernacular. The Island contain well established services and community connections on Hayling Island with support and access to close by Portsmouth and Havant. Local service

- Doctor (GP) 0.6km
- Dental Surgery 0.6km
- Hospital: St James 5km
- Opticians 0.6km
- Pharmacy 0.3km
- Post office 4.8km
- School Nursery/Infant 0.8km
- School Primary/junior school 1km
- School secondary 1km
- Higher education 1km
- Recycling 0.3-0.4km
- Fuel 2.7km
- ATM 1.2km

Connected to the mainland via the Langston Road the site has a strong use of vehicular movement supported by public transport links within and beyond the island including local bus route (30 and 31 Stagecoach UK Bus) connecting the islands major local centres and resident areas to Havant and Havant Bus Station. Links to national rail routes, Great Western Rail, Southwestern Rail and



Local services and amenities located on Hayling Island, pictured a local school and the local library



Examples of housing in the local area and streets around the development site.



Newton Hall



6. 01 LOCAL TRANSPORT FACILITIES

Southern trains pass thorough Havant national rail station and connections to wider bus routes are available at Havant bust station.The island has regular ferry links to Portsmouth offering an alternative transport mode off the island.

The Island has a strong history of cycling with seasonal visitors exploring the island and beyond by bike.As such established cycling trails and routes are present through the local area.



Bus route 30 and 31 connecting Hayling Island to Havant



- Site Boundary
- Bus Route
- Pedestrian friendly link to Bus Route
- Bus Stop



Planning



7. PRE APPLICATION AND PUBLIC CONSULTATION

7.01 PLANNING POLICY

This planning application is supported by a separate Planning Statement which outlines the response to the Development Plan, NPPF and other material considerations.

7.02 PRE-APPLICATION ADVICE

The scheme has undergone pre application advice. The proposal, following council feedback has been further developed to address comments raised. A detailed response can be found in the planning statement accompanying this application

7.03 STATEMENT OF COMMUNITY INVOLVEMENT

The steps have been taken to engage and consult the local community during the development of the proposed scheme. The community involvement was hosted online included circulating physical notices about draft proposal and the online consultation and further information on the development online. The comments raised by the local community highlighted:

- Highways, parking and traffic concerns
- Concerns about environment and local ecology
- Preservation of existing public right of way
- Spaces for children
- Desire for new developments to have traditional character

Following from the consultation, the design team has committed to responding to these concerns by actioning the following:

- Engaging with local policy and engineering specialists to ensure highways and local infrastructure can support the development.
- Landscaping and ecology issues will drive the overall layout and major defining features of the proposal.
- The proposal offer back to the local community preserving public rights of way and use of the spaces as a walking and pedestrian connection. Protecting passage through the development
- Promote safety within the development with appropriate lighting, active frontages and natural surveillance combined with a road network encouraging slow speeds and driver awareness through the use of shared surfaces.
- Within the site the proposal will identify as a play space such as a LAP within the development.
- Seek opportunities to provide key buildings with specific detailing and materiality to promote an appropriately unique an identifiable neighbourhood within the existing residential context.

The above aims will be evidenced in detail throughout the documentation provided in this application.

Fathoms Reach Hayling Island



8. CONSTRAINTS AND OPPORTUNITIES

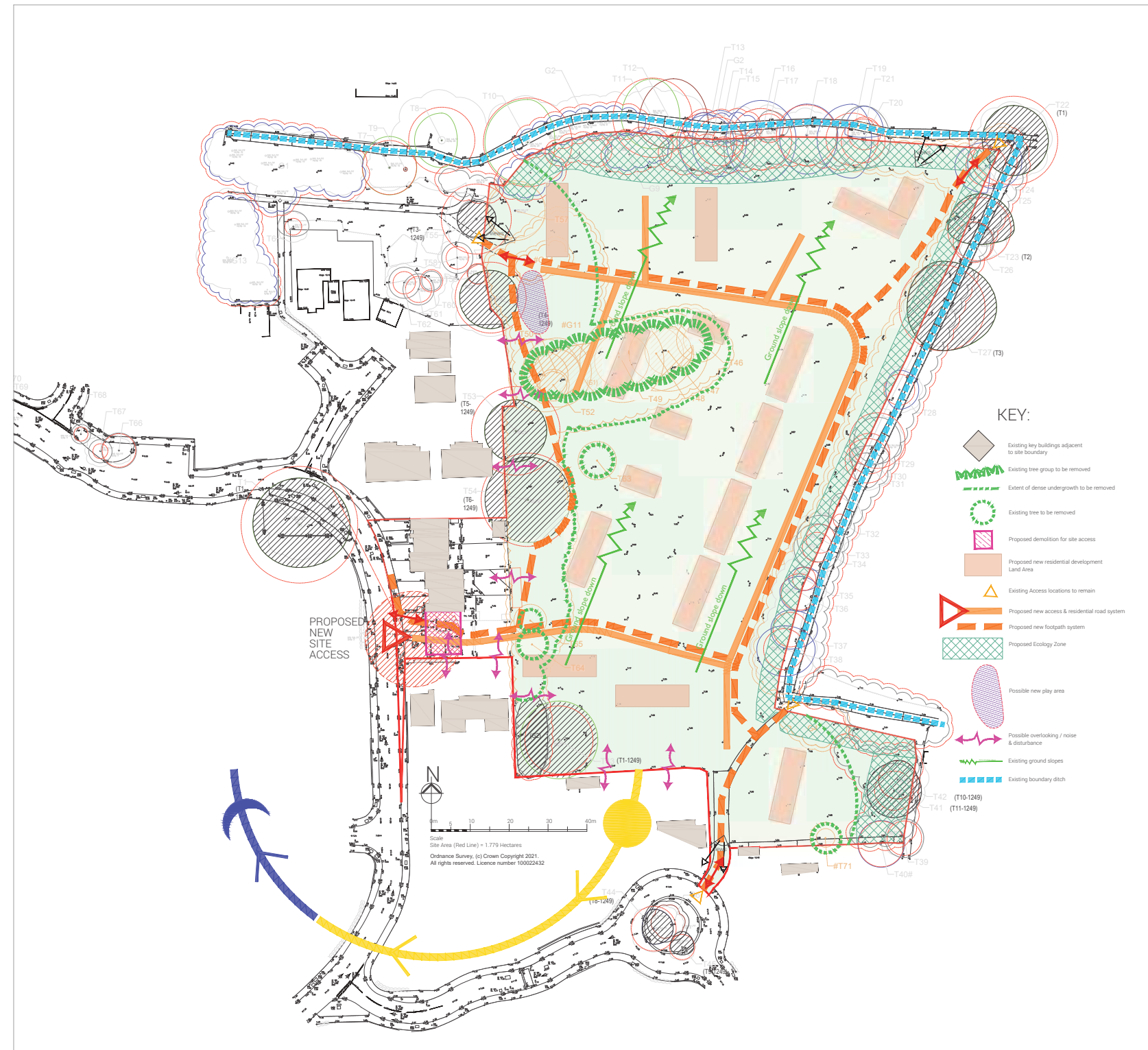
8.01 CONSTRAINTS AND OPPORTUNITIES

Constraints:

- Single vehicular access point from Fathom Reach
- Ecologically sensitive adjacent sites
- Site Topography
- TPO trees on site boundary and with site interior
- Mature hedgerows and tree boundaries
- Influence of surrounding buildings and adjacent property including sound and overlooking
- Existing buildings on site
- Exiting Public Right of way
- Local open drain / ditch abutting site perimeter

Opportunities:

- Multiple Pedestrian links through the site to surrounding areas
- Enhancements to landscape setting
- Ecological enhancements
- The ecological buffer becomes an integral part of the public realm and visual amenity space
- Existing mature backdrop to the proposed development
- Management of the site removing low value trees
- An active site boundary on Fathom Reach creating a meaningful link to the new development within the existing context
- Opportunity to provide and new play space for the local neighbourhood



Design



9. DESIGN CONCEPT AND PRINCIPLES

9.01 DESIGN EVOLUTION

The Scheme has been developed consciously around the sites existing constraints, drainage, existing ecology, and the Special Protection Area being essential drivers for preservation of open space and green infrastructure network. The design evolution has been conscious of the sites position within an established residential area and as a secluded rear infill site and located close to ecologically sensitive areas. This has been realised through appropriated scaled development adopting contextually familiar material and detailing.

- Complimentary form, design and materials to homes neighbouring the site.
- Preservation of mature boundary trees and hedgerows creating landscape buffers between the site and adjacent context.
- Single vehicular access point discouraging non residential vehicles users of visitors.
- Key buildings and landscaping features addressing site gateways and road stops.
- Clear pedestrian and cycle way provided through the site.

GENERAL DESIGN FEATURES OF THE SCHEME INCLUDE:

The development provides active street frontages and overlooking onto open spaces providing natural surveillance including the proposed play space in the north west of site. Houses have a strong front line addressing the main site road varying parking arrangements from on plot to on street options. The setting of the site deep within the residential areas of Hayling Islands West Town promotes pedestrian and cyclist links to the wider context through the provision of multiple access points for non motorised vehicles, likewise the development offers both dedicated footpaths, sheared surfaces and positive cycling interventions such as visitor cycle parking throughout promoting a safe and active user environment. The provision of an ecological buffer to protect sensitive species has offered a positive landscaping opportunities including greening of the public realm and softer road edges. Existing boundary vegetation have also been retained and enhanced providing an appealing backdrop for the new development and preserving the secluded nature of the existing site. The sites existing green features and opportunity to enhance them have been a driving feature of the proposal

Responding to the domestic nature of the immediate area, the scheme has been maintained as a low-rise development with all houses limited to 2 storey with a rise to 3 storey for the apartment building in the top Northern corner of the site. Garages to be 1 storey in height. The scale of the development is in keeping with the contextual developments. The space between houses created by recessed garages and mixed surfaces further assists with the creation of a characteristic neighborhood within adjacent developments.

The proposed development includes demolition of existing properties on Fathoms Reach, their removal enables the creation of new site access and the opportunity for new dwellings to integrate the proposal into the existing street scape. The new green buffer between the site access road and existing properties enrich the existing street with new greenery combined with new green frontages, the proposal is an enriching intervention into the exiting context and a soft gateway into the site.





10. ACCESS AND MOVEMENT

10.01 MOVEMENT

The site has distinct access points for vehicular, pedestrian and cyclist users; vehicular access of Fathom Reach is a new intervention softened with a green buffer and properties set back from the public highway with green frontages. Pedestrians and cyclists can also connect through several established footpaths which the development retains, promotes and enhances. The sites perimeter is publicly accessible via public rights of way footpaths. These routes have been preserved although diverted through the site along new site footpaths.

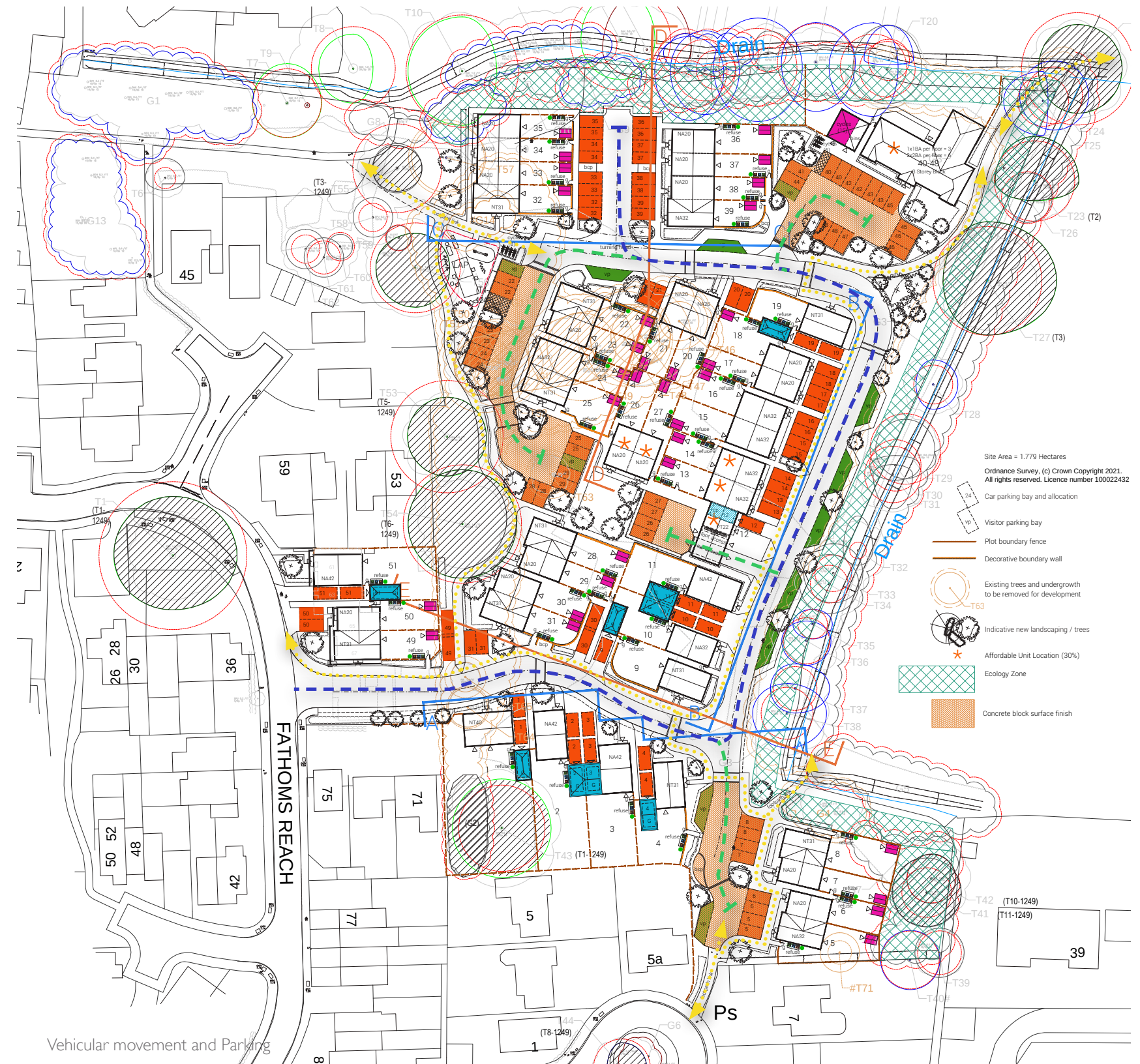
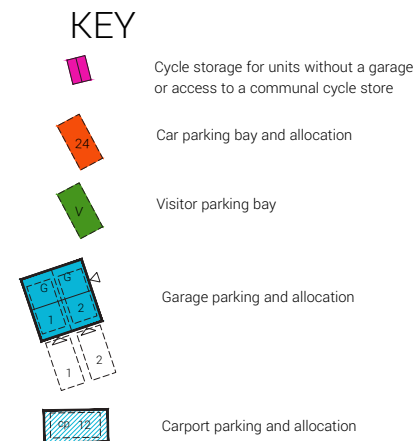
The restriction of vehicular access one a single point via Fathom Reach avoids the impact of increased vehicular access through the site supporting the residential character of the site.

10.02 PARKING

A combination of parking styles have been provided to accord with the required Local Authority standard. It is located as a mix of curtilage, on street dedicated spaces and hidden parking courts along with garages and parking structures have been proposed. All parking spaces are a minimum of 2.4 by 4.8 and all garages have a minimum 3.0m by 6.0m internal size to allow for additional storage (cycles etc.). Units without garages have individual garden stores for cycles including apartments. The site also offers allocated visitor parking throughout the proposal

10.03 CYCLISTS AND PEDESTRIANS

The development integrates with the surrounding community; walking and cycling has been promoted as a connection to that community and beyond. All streets and road areas will be fully accessible to all members of society, including disabled people, older residents, and parents with children.



FIRE VEHICLE TRACKING Refuse AND WASTE STRATEGY.

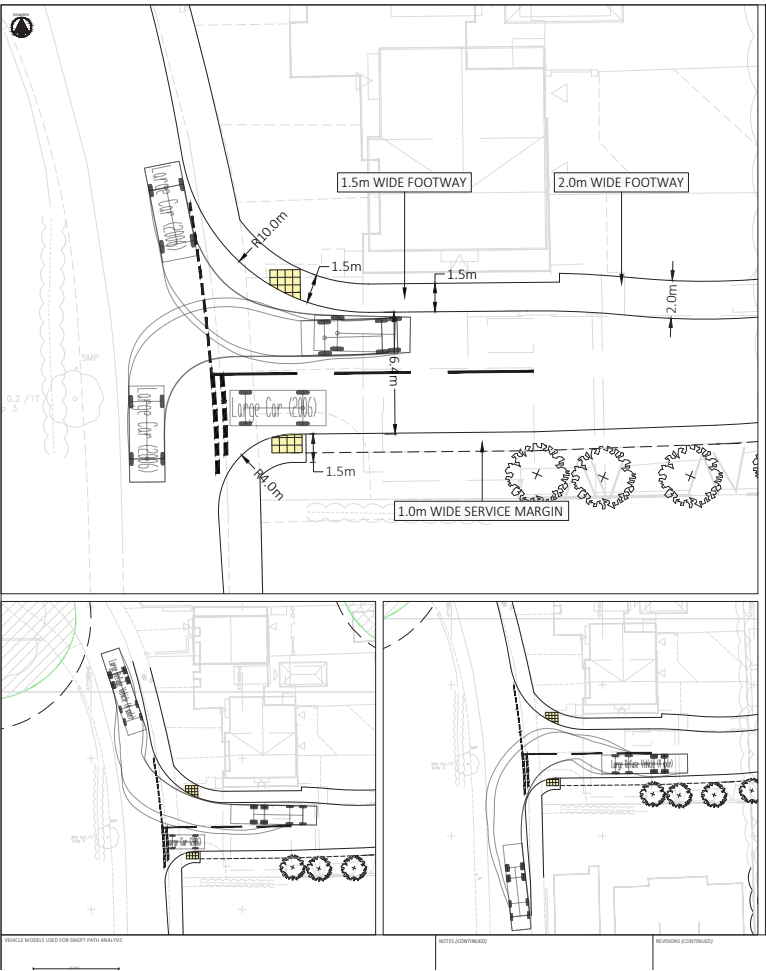
The proposed development road layout has been specifically designed to accommodate refuse collection routes throughout the scheme. Individual houses will have specific dedicated refuse bin storage areas located within their own curtilage for all forms of waste and recycling. In some areas, specific areas to allow for bin collection points have been assigned.

10. 04 FIRE VEHICLE TRACKING

In addition to refuse tracking, Fire verticals have also been tracked on site ensuring regulation distances have been assessed for all dwellings.

10. 05 ENGINEERING

The site benefits form its relatively level topography, levels and falls will be introduced appropriately for drainage and accessible access.



11. SCALE, FORM AND ACTIVE FRONTAGES

11.01 SCALE AND FORM

The scale and form of the proposed buildings reflect the range of storey heights and roof pitches within the local neighbourhood. Within this there are several key design and detail principles that will form the basis for the overall housing design approach. These are described as follows:

- The use of front and side projecting gables where possible to add elevational interest, denote key buildings and road junctions.
- Ground and first floor elevation details, opening treatments and porches provide interest and to give additional frontage and security views along streets.
- Restricted use of buildings over 2 storey to manage impact on the existing neighbourhood

11.02 ACTIVE FRONTAGES

The diagram opposite also captures the active frontages proposed by the development further describing the overall forms of the proposed dwellings and their contribution to place making and neighborhood identity. Promoting visible dwelling elevations through materials, windows and opening and architectural detailing offer attractive street scenes and views through the development in addition to safer streets. The site currently offers the community several footpaths and a public right of way throughout development to adjoining land and trails. The existing space is isolated and lacks visibility and natural severance. The creation of highly visual routes through the development promote a safe neighborhood while continuing to offer continuing to provide footpaths and connections.

KEY

- Active Frontage to elevation
- Single Storey building height
- Two Storey building height
- Three Storey building height



12. MATERIALS AND APPEARANCE

12.01 DESIGN APPROACH

Great care has been taken to ensure the proposed development responds positively to the character and appearance of the area ensuring good integration of the site in the residential areas of WestTown and Hayling Island. Frontages of varying design incorporate architectural detailing such as brick, headers and material variations to first floor to create interest within the development and create a distinctive neighborhood within the established residential area.

12.02 MATERIALS

A Palette of high-quality materials has been proposed , as shown in the images adjacent. These are in keeping with the materials used in the existing neighborhood ensuring intergeneration withe existing area. Material choices have considered the long term quality of the scheme having been chosen for low maintenance and natural longevity

12.03 MATERIALS PALETTE



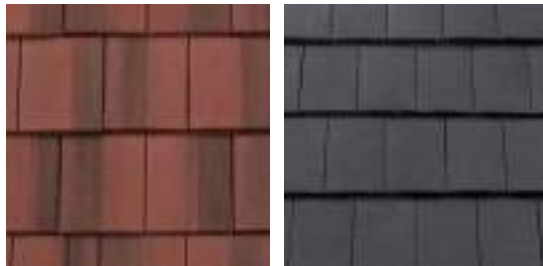
- 1. Wienerberger Terracotta Brick
- 2. Wienerberger Caldera Red Multi Brick



- 1. Redland Plain Tile - Charcoal Grey
- 2. Redland Plain Tile - Rustic Red



Painted Brickwork :
Textured finish
Colour :White



- 1. Redland Duoplain Rustic Red
- 2. Redland Duoplain Charcoal Grey



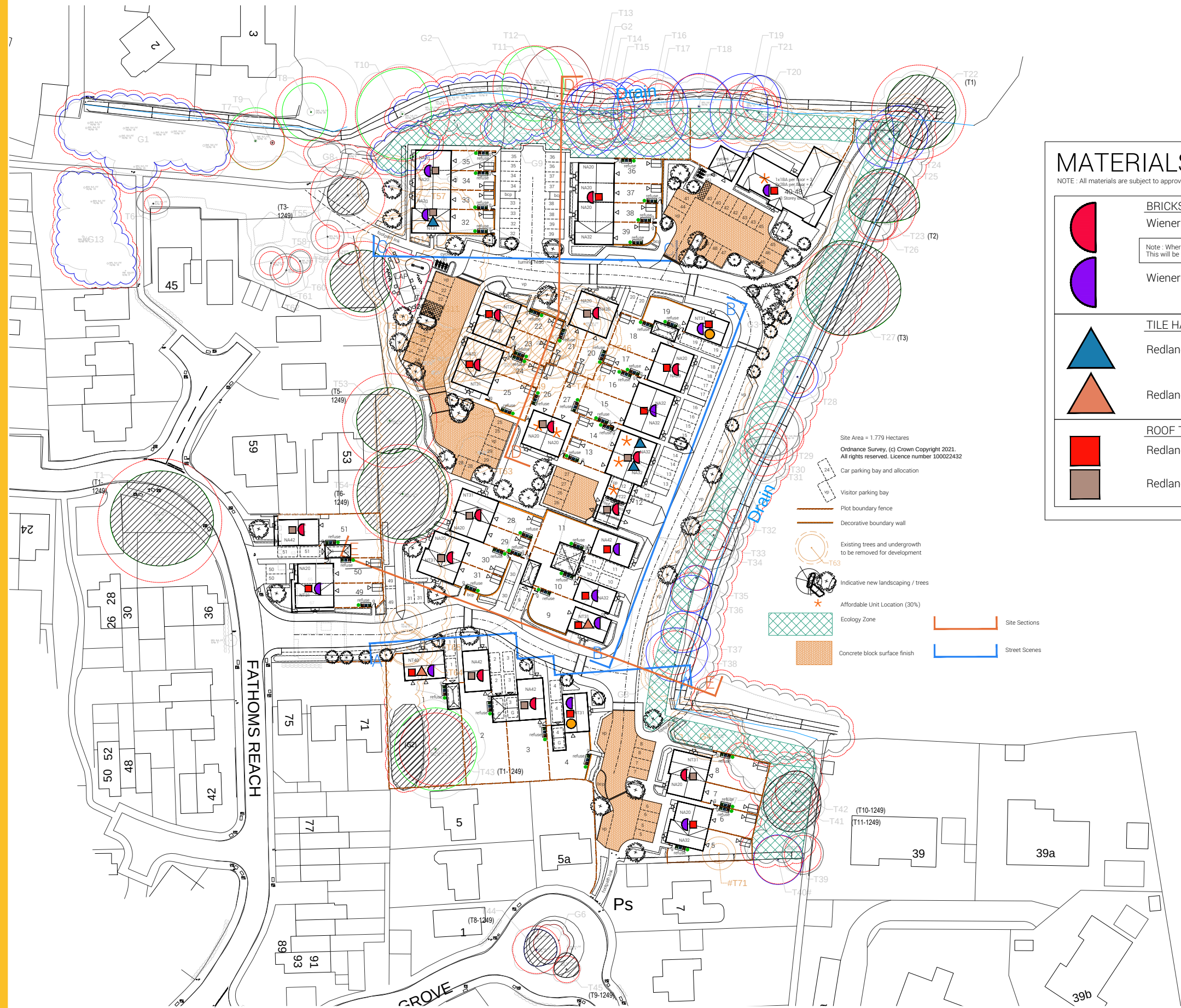
Block Paving : Marshall's
Keyblok paviours
Colour : Brindle

12.04 BOUNDARY TREATMENTS

The treatment of exposed fronts and flanks between plots and public access areas is very important to the general ambiance and feel of the development. All boundary fences will fully integrate or attach to the properties they serve as well as be attractive. Boundaries should be softened or screened by appropriate landscaping where applicable.

Exposed plot boundary fence or walls to be a minimum of 1800mm high, where fence constructed with close board feather edged timber, lapped, and nailed to Harris rails set into timber posts. Matching timber ledges and braced gates are set into the fences to allow for garden access as required. Walls will be used for key exposed sides within the development and will similarly be of 1.8m in brickwork complementary to dwellings they are attached.





MATERIALS KEY As listed or similar approved

NOTE : All materials are subject to approval and availability

 	BRICKS Wienerberger Terracotta Brick Note : Where there is a detail brick shown on the house type This will be the alternative brick type to the main brick listed Wienerberger Caldera Red Multi Brick	For garages to specific plots: Roof tiles & bricks to match associated dwelling White uPVC fascia and soffits to all plots Black uPVC rainwater goods to all plots White uPVC window frames to all plots Black or White GRP front doors to all plots Black or White ribbed steel garage doors to all garages Block Paving : Marshalls Keyblok paviours Colour : Brindle 
	TILE HANGING   Redland Plain Tile - Charcoal Grey Redland Plain Tile - Rustic Red	Black or White ribbed steel garage doors to all garages Block Paving : Marshalls Keyblok paviours Colour : Brindle 
 	ROOF TILES Redland Duoplain Rustic Red Redland Duoplain Charcoal Grey	WALL FINISH  Painted Brickwork : Textured finish Colour : White

- Site Area = 1.779 Hectares
Ordnance Survey, (c) Crown Copyright 2021.
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Car parking bay and allocation
Visitor parking bay
Plot boundary fence
Decorative boundary wall
Existing trees and undergrowth to be removed for development
Indicative new landscaping / trees
Affordable Unit Location (30%)
Ecology Zone
Concrete block surface finish
Site Sections
Street Scenes

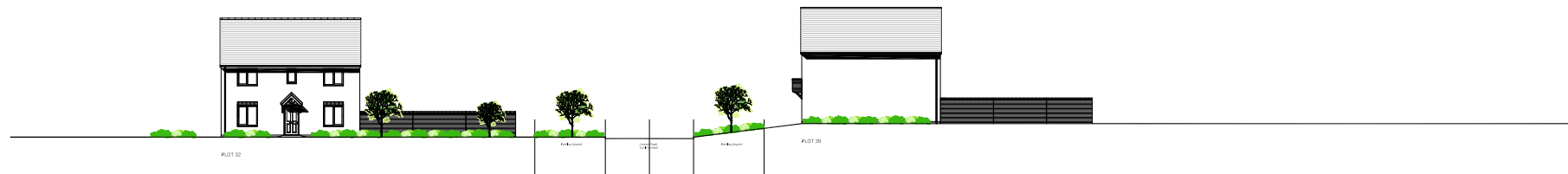




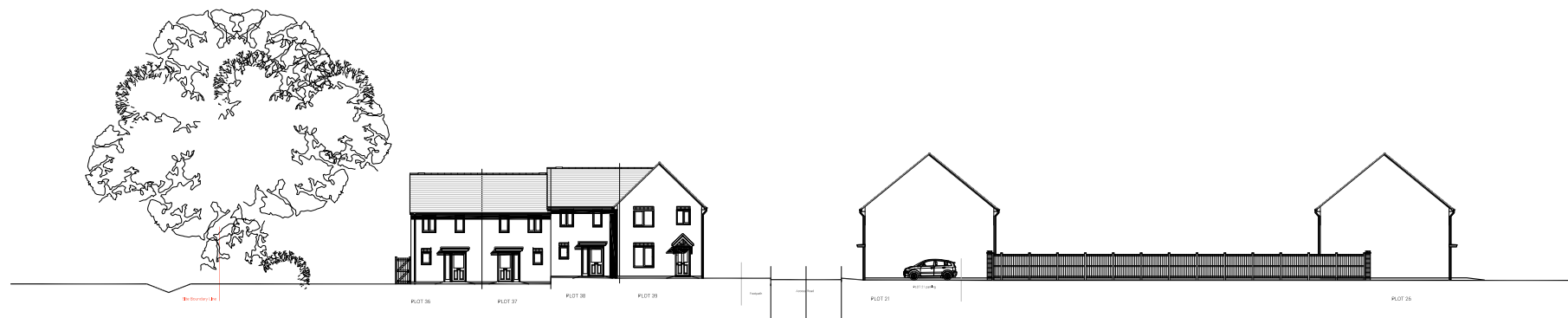
STREET SCENE ELEVATION PLOTS 1 - 4 fronting onto new access road.



STREET SCENE ELEVATION B-B, PLOTS 9 - 19 fronting onto new estate road.



STREET SCENE ELEVATION C-C, PLOTS 32 & 39 fronting onto estate road.



STREET SCENE / SITE SECTION D-D, PLOTS 21, 26 & 36-39.



STREET SCENE / SITE SECTION E-E, PLOTS 31 & 9 fronting onto estate road.





STREET SCENE ELEVATION PLOTS 1 - 4 fronting onto new access road.



STREET SCENE ELEVATION D.B. PLOTS 5 - 18 fronting onto new estate road



13. AMOUNT

13.01 HOUSING MIX AND AFFORDABLE HOUSING

The proposal provides 51 New properties the West Town area.The housing mix for the site has been identified to help best meet identified local housing needs.The scheme provides 27% ,(14) affordable homes

The submitted plan identifies that the affordable housing is dispersed in clusters within the site, to ensure that they are appropriately placed and integrated into the overall site.The overall approach to dwelling design on this site has a range of dwelling styles and types for both affordable rented and market housing.The external appearance and elevation treatment remaining consistent to ensure a ‘tenure blind’ approach is achieved. This will ensure that the affordable housing is indistinguishable from the market housing.

Schedule Of Accommodation										REVISION: -	
19-1105											
Proposed Development of 51 Units										Hectares	Acres
GROSS Site Area										1.779	4.39
Client: Taylor Wimpey Southern Counties											
Private Housing											
Ref	Bedroom	House type	Range	NDSS	Storeys	No.Units	%	Area ft²	Area ft² Total	Area m²	Area m² Total
NT40	4	NT40	–	–	2	1	2%	1243	1243	115.5	115.5
NA42	4	NA42	–	–	2	4	8%	1175	4700	109.2	436.8
NT31	3	NT31	–	–	2	10	20%	1040	10400	96.6	966
NA32 - P	3	NA32	–	–	2	5	10%	976	4880	90.7	453.5
NA20 - P	2	NA20	–	–	2	17	33%	771	13107	71.6	1217.2
Total						37	73%	34330		3189	
Affordable Housing/ Shared ownership											
Ref	Bedroom	House type	Range	NDSS	Storeys	No.Units	%	Area ft²	Area ft² Total	Area m²	Area m² Total
NA32 - SO	3	NA32	–	–	2	2	4%	976	1952	90.7	181.4
NA20 - AFF	2	NA20	–	–	2	1	2%	771	771	71.6	71.6
NA20 - SO	2	NA20	–	–	2	1	2%	771	771	71.6	71.6
1BA	1	1BA	–	–	1	3	6%	590	1770	54.94	164.82
2BA	2	2BA	–	–	1	6	12%	757	4542	70.3	421.8
PT22	2	PT22	–	–	2	1	2%	707	707	65.75	65.75
Total						14	27%	10513		976.97	
				Overall Totals		51	100%	44843		4165.97	

Mix			
	Bedrooms	Total	%
Private	1	0	0%
	2	17	46%
	3	15	41%
	4	5	14%
Total		37	100%

Mix			
	Bedrooms	total	%
Affordable	1	3	30%
	2	7	70%
	3	0	0%
	4	0	0%
Total		10	100%
Shared Ownership	1	0	0%
	2	2	50%
	3	2	50%
	4	0	0%
Total		4	100%
Ratio Shared ownership to		40%	





TENURE KEY



Affordable Housing : Affordable Rented



Affordable Housing : Shared Ownership



Private Housing

Site Area = 1.779 Hectares
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- Car parking bay and allocation
- Visitor parking bay
- Plot boundary fence
- Decorative boundary wall
- Existing trees and undergrowth to be removed for development
- Indicative new landscaping / trees
- Affordable Unit Location (30%)
- Ecology Zone
- Concrete block surface finish
- Site Sections
- Street Scenes



14. LANDSCAPING, ECOLOGY AND DRAINAGE

14.01 LANDSCAPING

The scheme has strongly viewed the retention of existing tree boundaries a key opportunity for the developments ability to settle into the existing context. The layout has to preserve the mature hedgerow and tree boundary on its northern and Eastern perimeter acting as natural buffer and separation from the ecologically sensitive adjacent site. The preservation of existing mature vegetation offers an attractive setting for the proposed development creating a green neighborhood environment enhancing the developments public realm and further supporting the schemes reintegration into the local area.

Within the scheme, a combination of hard and soft landscaping has been employed to promote easily legible public and private realms, a softening of the built form and creation of focal points. Progression through the scheme, parking on the site has been managed in hidden or screened parking courts where appropriate. A Local Area for Play (LAP) has been provided on the site located in the North west area of the site located close to existing local footpaths and surrounded by active frontages. The LAP is located an a green site edge and benefits from mature trees both within and adjacent to the site boundary.

A detailed landscaping strategy accompanies this application, prepared by ACD Environmental Ltd.



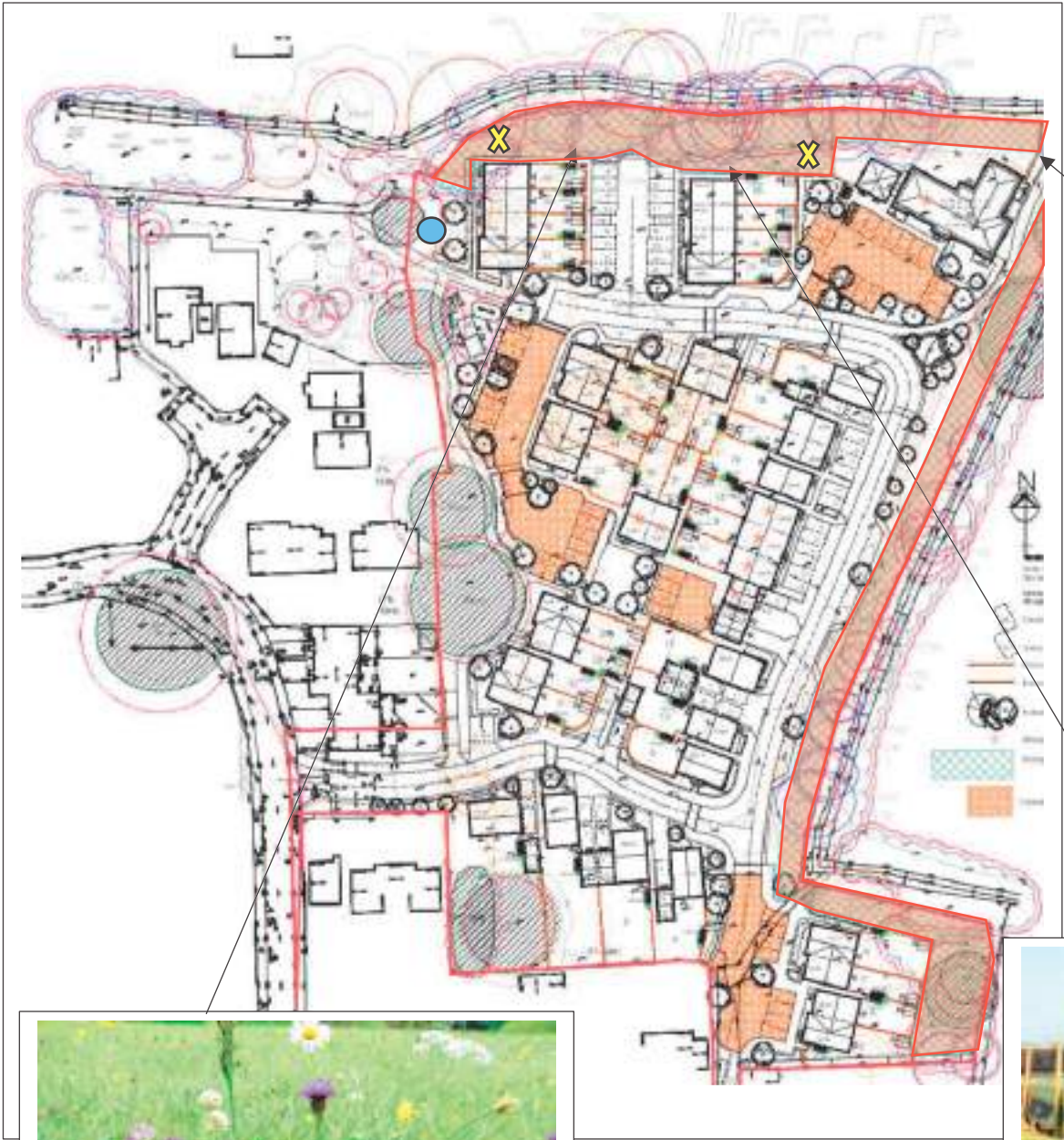
Landscaping Strategy prepared By ACD Environmental Ltd.

14. 02 ECOLOGY

The site does not have a nature conservation designation but has a close proximity to a number of coastal habitats and adjacent to a Brent Goose. The existing site has been identified as a good habitat for reptiles and bats and a detailed analysis of the existing site and prospective development has been undertaken and accompanies this application. The reports report proposes a reptile habitat and bat activity over and around the site but no reptiles or roosting bats were found on the site. Recommendations given the local activity of protected species and the sites exiting condition as a good local habitat for reptiles and bats passing though the site, an ecological buffer will be proposed to preserve some of the existing habitat and mitigate against the proposed developments impact. Site users will be discouraged from physically entering the buffer with its boundary clearly marked. The report also outlines lighting recommendations and ecological enhancements such as habitat boxes to be implemented in the proposal, the diagram opposite identifies some of the strategies in the proposal, Details of the strategies can be found within the accompanying reports.

14. 03 DRAINAGE

The existing site has been asses as flood zone I and therefore at low risk of flooding. To ensure the development does not have adverse effects on local drainage, a sustainable drainage strategy has be established to manage local water moment through the site. A detailed drainage strategy accompanies this application.



If pathway along eastern boundary created, a small ‘wildlife’ culvert will be required to go underneath it to maintain habitat connectivity.



Native wildflower plugs plants used in targeted (species poor) locations within receptor strip to increase floral diversity (which will act to increase invertebrate biomass and hence food resources for reptiles).



1 mm HDPE semi-permanent reptile fence used along edge of the retained receptor. This will need to be installed around the entirety of the site although it’s exact location will need to be agreed with land surveyor to ensure there is adequate working space during construction.

Plan 1 Legend

-  Area that will from retained / long term reptile habitat, edge will be marked with wooden knee rail or similar once construction finished
-  Approximate location of interpretation board (text to be provided in conjunction with ecologist)
-  Wood based reptile hibernacula (2 No)



15. OTHER

15. 01 SAFETY

The proposal has been designed with good all-round visibility and natural surveillance to reduce the risk of crime and the fear of crime. The following security measures are included within this development to protect occupiers and their possessions from crime or other antisocial behavior, including features.

Such as:

- Gated access to rear gardens to prevent unauthorised entry.
- Front gardens providing defensible space to dwellings wherever possible.
- A layout that allows natural surveillance of other dwellings and open spaces
- Vehicle, pedestrian, and cycle routes overlooked by residential properties.

15. 02 ENERGY

Thought has been given to the future energy demands of the end users and an overriding vision to reduce energy consumption using low carbon or renewable sources has been encouraged. This included consideration of the following:

- Minimising heat and energy loss through quality and efficient fabric to all dwellings, including appropriate insulation, increased air tightness and attention to construction details to minimise leakage.
- Using responsibly sourced materials
- Promoting walking and cycling through features such as the provision of cycle storage and pedestrian routes to reduce vehicular travel.
- Responsibly Manage waste both during construction and post occupation through appropriate relevant strategies
- Information will be provided to occupants on energy efficient appliances and other provided features to encourage and promote the reduction of CO2 emissions.
- Enhancing the existing ecology and biodiversity on the site through the retention and enhancement of the existing public open space and protection of existing features

15. 03 WASTE

Adequate refuse facilities have been provided to all dwellings as described in as part of the overall refuse strategy for the user life of the development, but waste will also be managed during the construction process to ensure good construction waste management practices. Dust and water management will be exercised to control the effect of the build on existing neighbours.



16. CONCLUSIONS

This development proposal provides an opportunity to contribute to both private and affordable housing in the local area within a scheme that relates well to the existing settlement and contextual needs of the sites'. This Proposal provides a housing mix of type, style and tenure to contribute to local needs and requirements, while integrating new housing in the local community with minimal and managed impact to the exiting context.

The Scheme makes efficient use of the available land, while providing good areas of public open amenity space via the new play space and ecologically responsible spaces. This also provides the opportunity to deliver a well-designed scheme that will provide an attractive living environment for future residents.

The scheme has responded to existing public access to the site ensure pedestrian through routes have been maintained and enhanced ensuring active frontages and natural surveillance of pedestrian routes promote a safe environment.

