

2.6 Constraints and Opportunities

This page summarises the site constraints and opportunities that relate to the development, and these factors are illustrated on the adjacent diagram. These constraints and opportunities have been used to inform the form and design of the scheme.

Constraints:

- Potential noise issues from railway to the south of the site, and roads to the south, east and north of the site.
- Potential privacy/overlooking issues with existing residential properties on Westways.
- Level difference from Havant Road (A2030) onto the site.
- The existing mature tree lines are protected by a group Tree Protection Order (TPO).
- The southern area of the site is within Flood Zone 3.

Opportunities:

- Existing tree lines can be incorporated into landscaping proposals and help shape the geometry of the urban form.
- Relatively flat site.
- Gentle gradient falling to south provides opportunity for views over the coast.
- Proximity to existing bus stops with frequent bus services.
- Potential for large landscaped areas.
- Potential for new vehicular entrances into the site from Havant Road (A2030) and from Westways.



Constraints and Opportunities Diagram (Diagrammatic only)

Key:

Site boundary	Potential traffic/railway noise	Existing buildings within the site	Existing vegetation within or adjacent to the site	Area within Flood Zone 3
Previously consented development boundary	Existing vehicular access into the site	Potential privacy issues	Area of landscaping opportunity	Area within Flood Zone 2
Main roads	Potential new vehicular access into the site	Gradient provides views to south	Sun path	Railway Line
Bus stop (showing direction of travel)	Level difference			

Section 3

Design Proposals

3.1 Layout

The proposed layout for the development is shown below.



Coloured version of Proposed Site Layout Plan

3.2 Accommodation Schedule

This proposed development comprises 147 dwellings (including 10 affordable homes as per the previously consented development). As shown by the accommodation schedule adjacent, the development will provide a variety of dwellings ranging from 2 to 4 bedrooms in size. The majority of the development consists of 2- storey houses, with some 2.5-storey houses placed strategically throughout the scheme.

FORTY ACRE FARM								idpARTNERSHIP N O R T H E R N	
BDW SOUTHAMPTON			GROSS SITE AREA			ha	acres		
			NETT SITE AREA			4.70	11.62		22-Apr-2021
HOUSE TYPE	BEDROOM	CONFIG	STOREYS	NO	MIX	SQ FT	SQ M	TOTAL SQ FT	TOTAL SQ M
BARRATT									
ROSEBERRY	2	Terr/semi	2	2	1.4	679	63.1	1358	126.20
ELLERTON	3	Terr/semi	2	29	19.7	830	77.1	24070	2235.90
MORESBY	3	Terr/semi	2	13	8.8	855	79.4	11115	1032.20
KINGSVILLE	3	Terr/semi	2.5	21	14.3	1073	99.6	22533	2091.60
DWH									
WILFORD P204-EC7/IC7	2	Terr/semi	2	3	2.0	620	57.60	1860	172.80
HADLEY P341-E-5	3	Semi	2	8	5.4	1001	93.00	8008	744.00
HADLEY P341-E-7	3	Detached	2	4	2.7	1001	93.00	4004	372.00
ARCHFORD P382-E-7	3	Semi	2	26	17.7	832	77.30	21632	2009.80
KENNETT T310-E-7	3	Semi	2.5	8	5.4	1089	101.21	8712	809.68
GREENWOOD T322-E-7	3	Semi	2.5	4	2.7	1179	109.57	4716	438.28
BAYSWATER H406---7	4	Detached	2.5	2	1.4	1342	124.70	2684	249.40
EXETER H418---7	4	Detached	2	11	7.5	1484	137.90	16324	1516.90
KIRKDALE H442--H7	4	Detached	2	6	4.1	1354	125.80	8124	754.80
BARRATT AFFORDABLE									
TYPE 55	3	Terr/semi	2	1	0.7	958	89.00	958	89.00
TYPE 67	2	Terr/semi	2	9	6.1	701	65.14	6309	586.26
			TOTAL	147	100			142407	13228.82
		OVERALL TOTALS	147					142407	13228.82

OVERALL DENSITY		SHMA PRIVATE MIX		TOTAL	%
UNITS / ha	31.28	2 BED HOUSE/APARTMENT		5	3.65
UNITS / ACRE	12.65	3 BED HOUSE		113	82.48
SQ M / ha	2815	4 BED HOUSE		19	13.87
SQ FT / ACRE	12255			137	100.00

SHMA AFFORDABLE MIX			TOTAL	%
1 BED APARTMENT			0	0.00
2 BED HOUSE/APARTMENT			9	90.00
3 BED HOUSE			1	10.00
4 BED HOUSE			0	0.00
			10	100.00

NOTE: Nett area excludes all public open space and associated structural landscaping / buffer planting / half roads adjacent green etc

Accommodation Schedule

3.3 Affordable Homes

The proposed mix of housing is shown below and comprises 137 open market units and 10 affordable units providing a range of housing types, sizes and tenures. The affordable housing element comprises 3 shared ownership units and 7 affordable rent units.

Private Mix	Total	%
2 bed house	5	3.65
3 bed house	113	82.48
4 bed house	19	13.87
Total	137	100

Market Housing Table

Affordable Mix	Total	%
2 bed house	9	90.00
3 bed house	1	10.00
Total	10	100

Affordable Housing Table

Key:

- Site boundary
- Shared ownership unit
- Affordable rent unit



Affordable Housing Diagram

3.4 Spatial Syntax

The adjacent diagram illustrates how the spatial design of the proposed development helps create a sense of place. This is achieved, for example, by the strategic placement of significant buildings at the end of view vistas. Sequences of space are created by providing a series of open spaces, carefully defined by strong frontages, and linked via more confined areas defined by pinch points. Where frontages turn corners, double-aspect corner-turner units are placed to create a more pleasant streetscape and maximise the passive surveillance of the street.

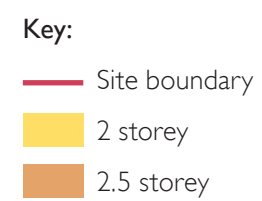
- Key:**
- Site boundary
 - ⋯→ View vista
 - Vista stop
 - Double-aspect corner-turner unit
 - Significant building
 - - - Strong frontage
 - ↔ Pinch point
 - Sequence of space



Spatial Syntax Diagram

3.5 Scale

The majority of the proposed residential development consists of 2-storey houses, with some 2.5-storey houses placed strategically within the core of the scheme.



Storey Heights Diagram

3.6 Appearance

Materials

The plan below illustrates the use of specific materials for elevational treatments, roofs and surfaces.

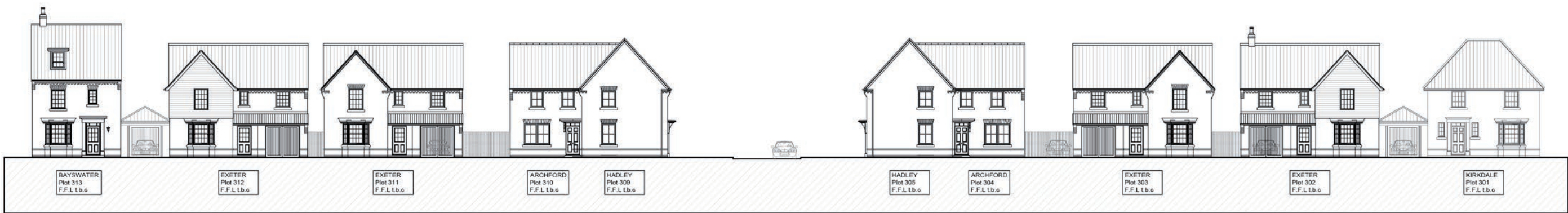


MATERIAL KEY:

Brick type	
	OPTION A WEINERBERGER - PEMBRIDGE RED STOCK WITH NEVADA BUFF FEATURE BRICK
	OPTION B WEINERBERGER - SUNSET RED STOCK WITH NEVADA BUFF FEATURE BRICK
	OPTION C WEINERBERGER - PEMBRIDGE RED STOCK WITH BLUE ENGINEERING FEATURE BRICK
	OPTION D WEINERBERGER - SUNSET RED STOCK WITH BLUE ENGINEERING FEATURE BRICK
Render Type	
	OPTION A WEBER - CREAM
Roof Type	
	OPTION A RUSSELL BUTE - SLATE GREY
	OPTION B RUSSELL BUTE - PETE BROWN
	OPTION C RUSSELL BUTE - COTTAGE RED
NOTE: Plain tiles to Bay / Porch to match main roof type	
Tile Hanging	
	OPTION A RUSSELL PLAIN - COTTAGE RED
Cladding	
	OPTION A HARDPLANK - PEARL GREY
Surface materials	
	Pavement Type PT1 Bituminous Carriageway Construction
	Pavement Type PT3 Private Drives - Tarmac
	Private Drives & Parking Courts - Tarmac with spaces delineated with granite coloured sets
	Pavement Type PT4 Heavy Duty Block Paving - Herringbone Pattern - Silver Grey
	Pavement Type PT4-A Heavy Duty Block Paving - Herringbone Pattern - Brindle
	Pavement Type PT5/6 Bituminous Footway Construction
	450mm x 450mm Grey Paving Slabs
	Tactile Paving To HCC Specification (HCC10/C/060)
	Areas of Grasscrete adjacent to footpaths/drives to allow for emergency vehicles



Streetscene Elevations



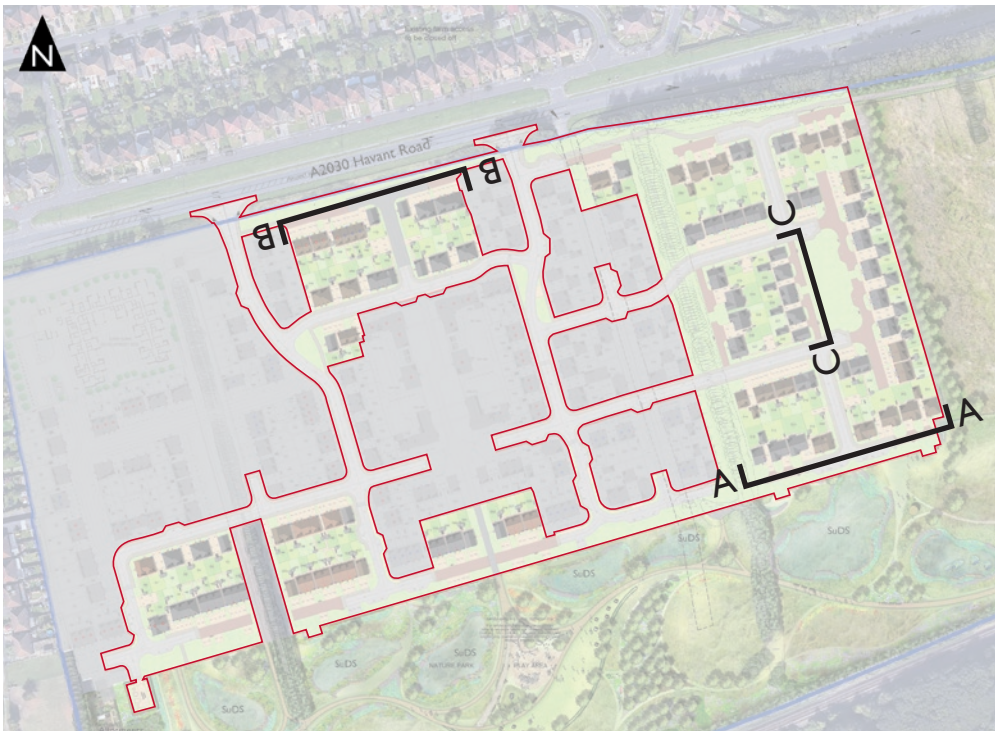
Indicative Streetscape A-A



Indicative Streetscape B-B



Indicative Streetscape C-C



Plan showing location of streetscenes

Section 4

Access Proposals

4.I Connection with Existing Networks

Vehicular Access

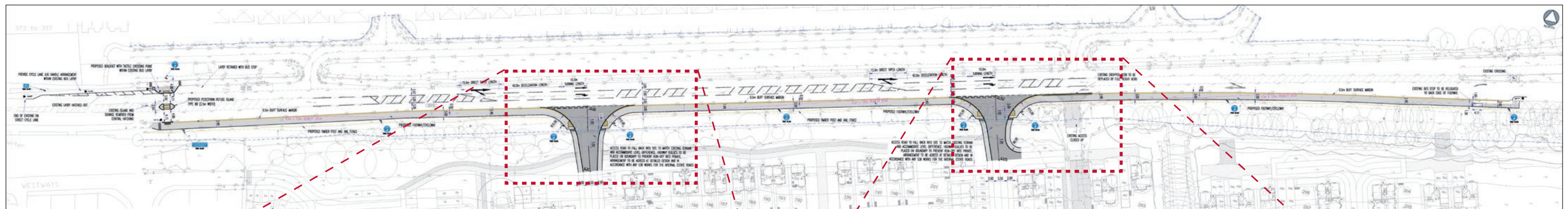
It is proposed that the existing vehicular access to the site from Havant Road will be closed off and replaced by a new vehicular access point located 30 metres to the west. A second new vehicular access point will be created further to the west. Details of proposed junction layouts are shown on the drawings prepared by Paul Basham Associates, shown below.

Pedestrian and Cycle Access

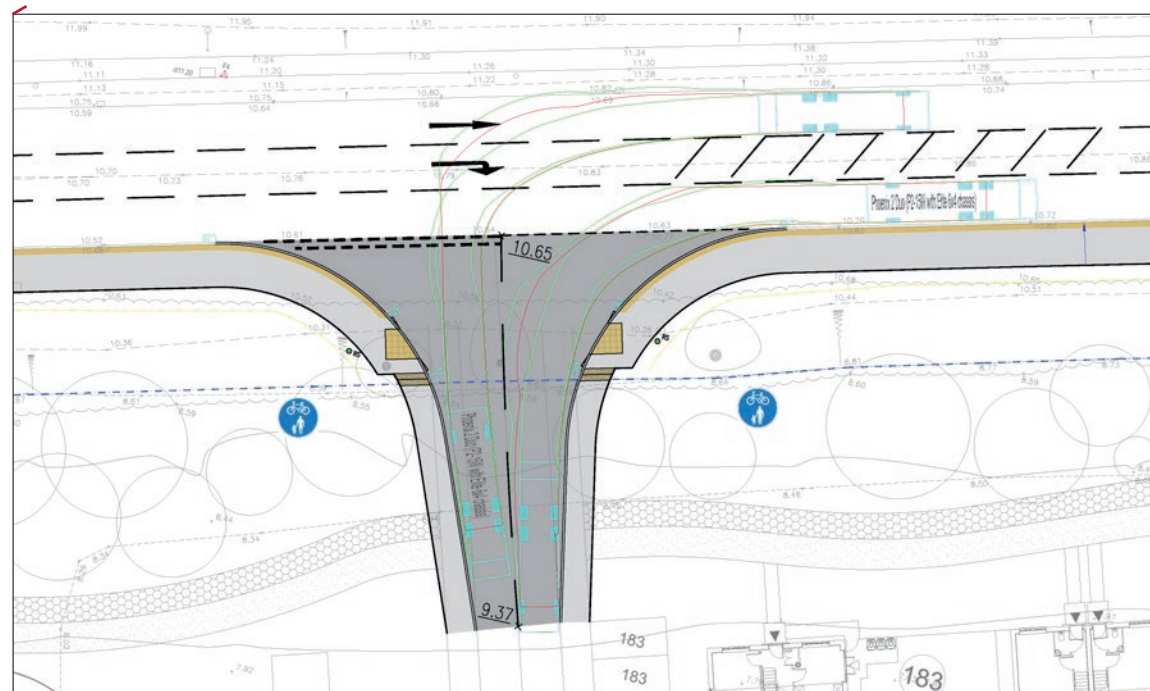
A new footway/cycleway is proposed along the southern side of Havant Road. To the east this will extend to the existing pedestrian crossing situated adjacent to the eastern pair of bus stops.

To the west, the footpath/cycleway will connect with the existing footpath north of Westways. At this location,

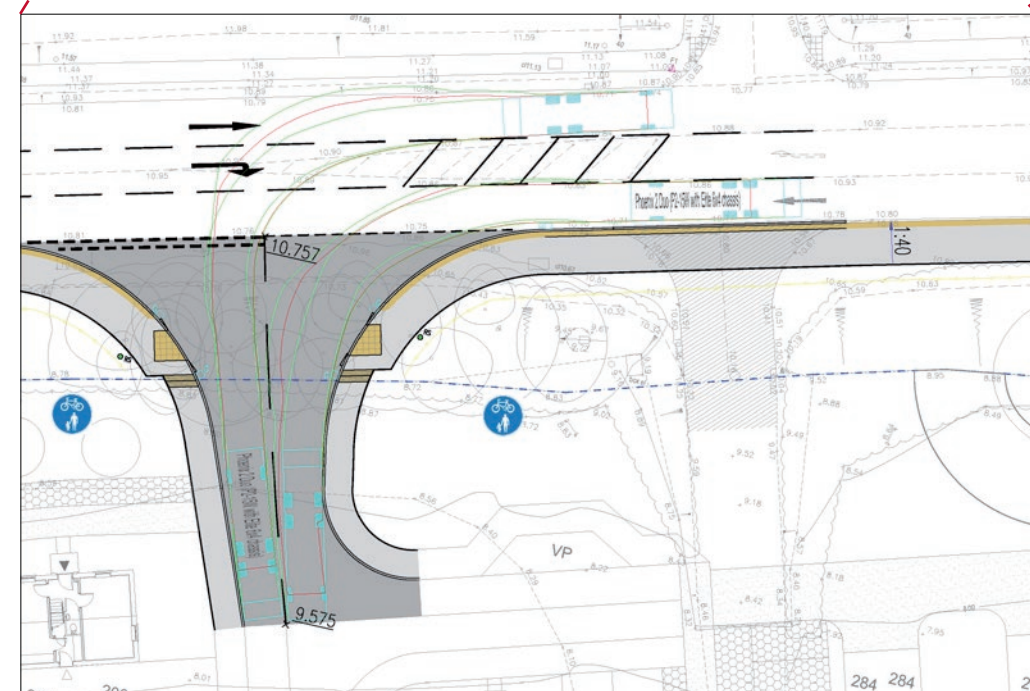
there is an existing island crossing for pedestrians crossing Havant Road. This will be upgraded to a pedestrian refuge crossing.



Extracts from plans (by Paul Basham Associates) showing proposed access arrangements along Havant Road



Plan of proposed western site access (by Paul Basham Associates)



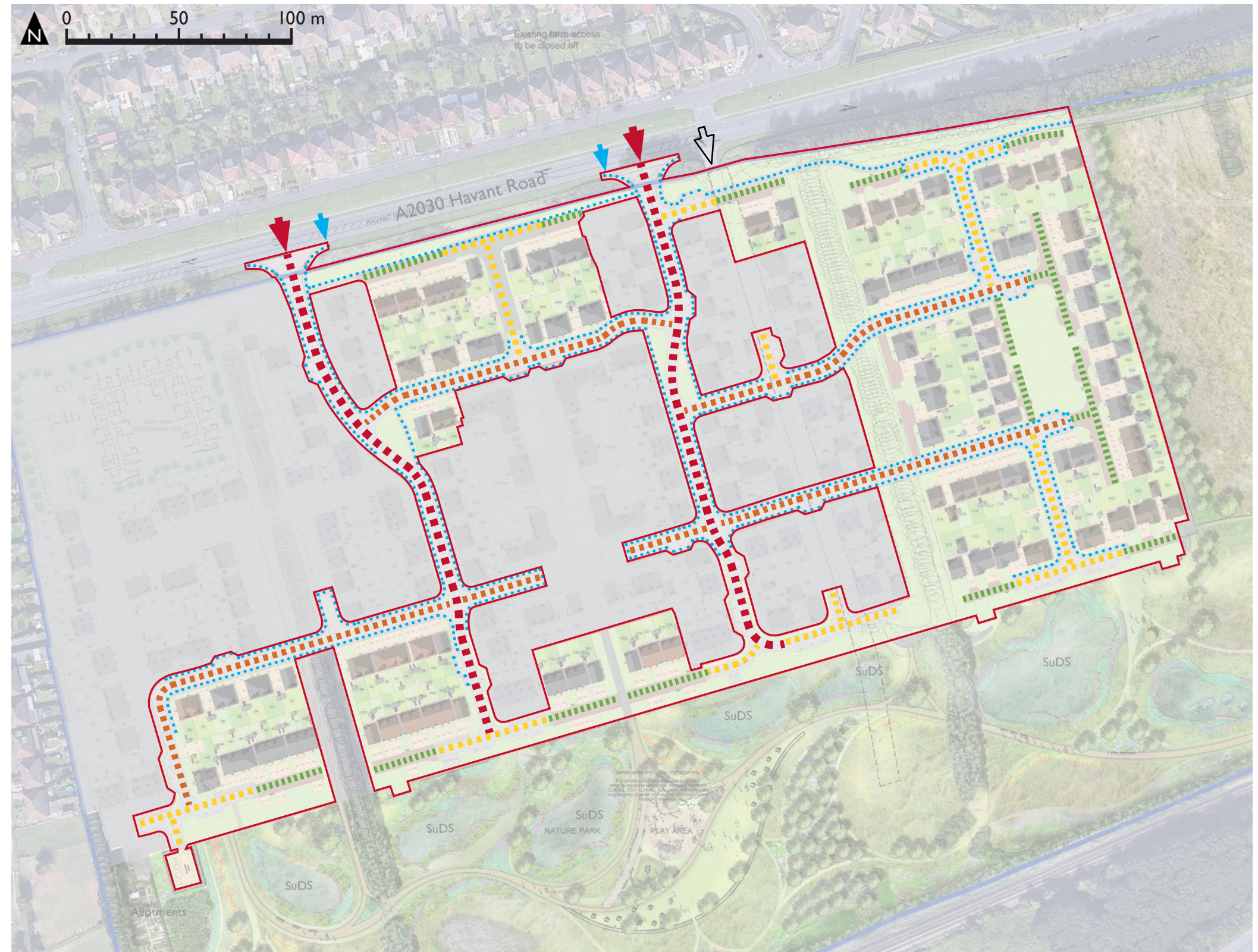
Plan of proposed eastern site access (by Paul Basham Associates)

4.2 Movement and Street Hierarchy

The following diagram illustrates the road hierarchy proposed for the site, giving an indication of the interface between shared space and vehicular routing, the vehicular and pedestrian access points into the site, and the cycle and foot paths.

Key:

- Site boundary
-  Existing vehicular access into site
-  Proposed vehicular access into site
- - - Primary vehicular route
- - - Secondary vehicular route
- - - Tertiary vehicular route
- - - Private drive
- - - Main pedestrian links
-  Proposed pedestrian access into site
-  Proposed main entrances to care home



Movement and Street Hierarchy Diagram

4.3 Parking

Private parking, where appropriate, will be provided in curtilage in order to minimise the visual impact of the car and to de-congest the road network. Visitor parking is proposed for easy to access locations adjacent to adopted highways.

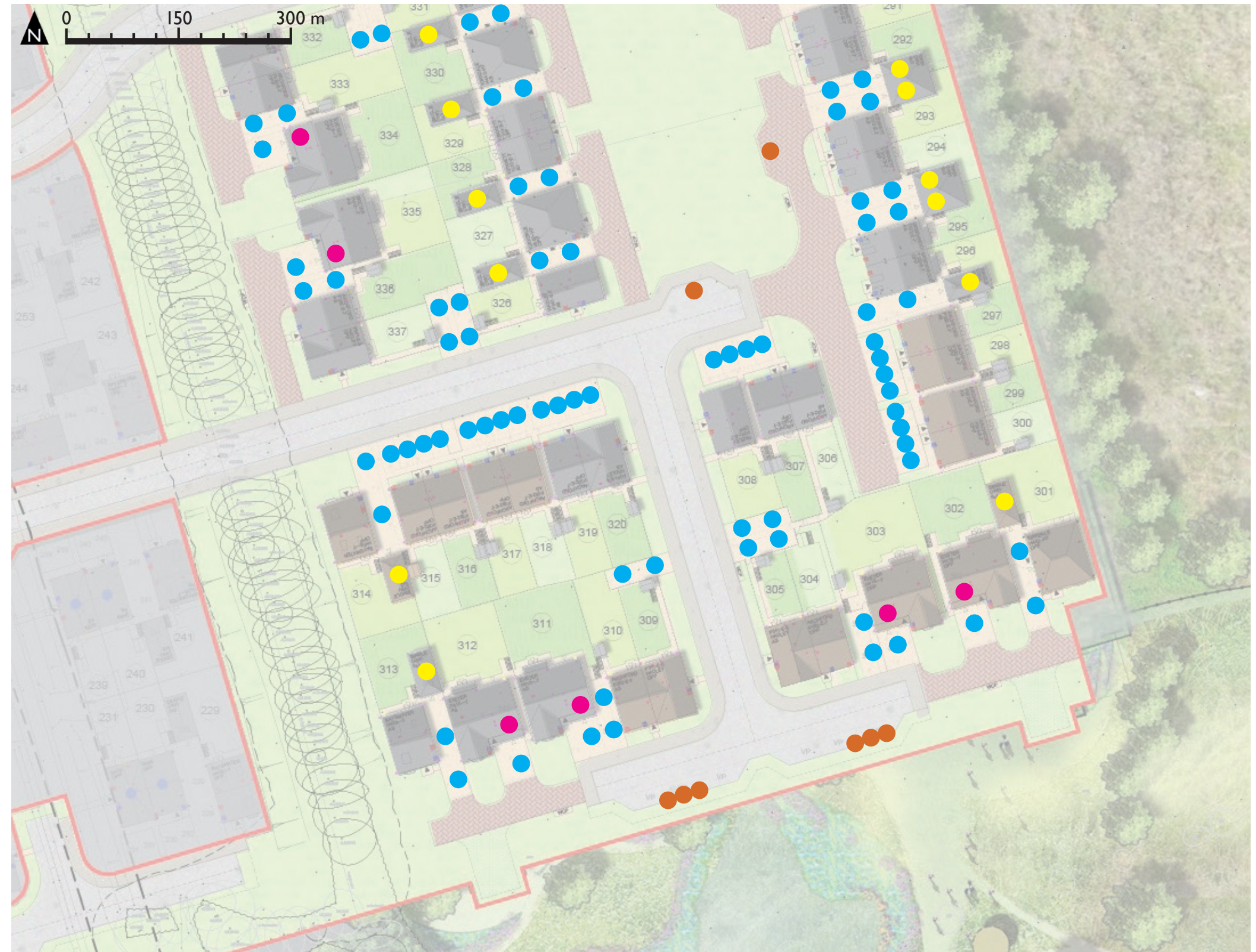
Privacy and security are major concerns within housing design and incorporating the car within a streetscape, without visual domination, is a key challenge of the proposals. A variety of techniques for providing car parking have been used on this scheme in order to provide variety to the streetscene and to minimise the impact of cars in the public realm. The range of parking types proposed include:

- On plot: driveway
- On plot: driveway plus integral garage
- On plot: side parking
- On plot: side parking with garage space
- Off plot parking space

Examples of the types of parking used within the layout are shown on the diagram adjacent.

Key

- Private Parking On-Plot
- Integral Garage
- Detached Garage
- Visitor Parking



Parking Diagram

4.4 Refuse and Cycle Storage

Refuse Storage and Collection

The scheme has been designed to ensure that there is appropriate provision for refuse storage and recycling for each residential property. As such the refuse strategy complies with the standards of the local authority.

For dwellings, refuse bins and containers are stored on-plot in dedicated areas within the rear gardens in order to be convenient for users but also discretely hidden from view from the public realm. All the homes have a gated access from the garden to the adopted street so that bins can be left out for collection. For flats, communal enclosed refuse stores are to be provided in accessible areas for refuse vehicles.

Cycle Storage

Sheds or 6x3m garages have been provided for each property so that cycle storage can be provided.

The accompanying plan illustrates the refuse storage areas and communal stores that have been provided.





DAVID WILSON HOMES
WHERE QUALITY LIVES



BARRATT
HOMES