

DESIGN: Development



Design Development

The masterplan developed from the original concept design shown above. It responds the requirements of the brief to provide up to 203 new dwellings and follows the principles set out in Havant Borough Council's (HBC's) Supplementary Planning Document and is in accordance with best practice approaches to urban design and place-making.

The original design concept was tested in a variety of masterplan layouts. The requirement for open space around the TPO trees, to provide a suitable setting for the historic East Leigh House, to provide adequate area for swales, ecological corridors and the reduction in site area due to the existing shelter belt along the south west boundary with Denvilles all put pressure on achieving the initial

target of 203 dwellings of a suitable mix.

Masterplan A provides 174 dwellings. Generous open space is provided around the TPO trees and East Leigh house. Much of the accommodation is in the form of long terraces and parking off plot in parking courts.

Masterplan B provides 145 (larger) houses, shorter terraces and no apartments. There is a different road geometry around the Turkey oaks.

Masterplan C provides 200 dwellings, many of them flats. Additional dwellings are also provided along the access road.

INVOLVEMENT: Public exhibition



MASTERPLAN REV B



MASTERPLAN REV C

Initial Meeting at Havant Borough Council

Masterplans A, B + C were tabled at our initial meeting with HBC on 18 June 2015 with a view to establishing the scale and nature of the development. 175 dwellings was agreed as a reasonable target given the number of constraints to the site and the desire to achieve a suitable mix of accommodation. HBC encouraged the design team to hold a Design Consultation Forum and a public exhibition as the best way to communicate their scheme to other interested parties at HBC, HCC and the general public.

INVOLVEMENT: Development consultation forum

Design Consultation Forum

A Design Consultation Forum, facilitated by Havant Borough Council at their offices, was held on 10 September 2015. Invited were councillors, residents' association representatives and members of the public.

The forum gave the opportunity for the applicant's design team to present their proposals and for councillors, residents and other interested parties to comment on them, for or against.

Warblington and Denvilles Residents Association: wanted to ensure that the existing problem with surface water runoff from the site and problems to residential areas downstream are taken into account when designing SuDs proposals. They had particular concerns over the construction phase of this development and wider concerns about the scale of this and other development sites in the area regarding existing infrastructure and also the perceived erosion of the 'Emsworth Gap'.

Emsworth Residents Association: were concerned about the wider traffic impacts of the development.

Councillors: Their principle concerns were regarding transport i.e. car parking standards, highway capacity over the wider area and safer pedestrian routes to schools and play areas.

Also discussed was the type of affordable housing to be provided, the Educational Supplement, the look and the specification of the proposed dwellings and the detail design of landscape and open spaces.

Members of the public: were concerned that the type of residents who they thought would choose to live on the site are more likely to send their children to private school thus putting a greater burden on the wider road network than we might naturally consider. They also requested that the footpath through the site remain open throughout the development program.

The Applicants design team responded to a few of the queries including:

- Assuring that there would be joined up thinking with regards the drainage design
- Assuring that Hampshire County Councils (HCC) requirements would be met with regards the design of the internal highways and possible mitigation of any junctions that might be affected to the wider area by the development.



- Outlining the list of ecological features to encourage bio-diversity, the preservation of existing landscape features and the native tree planting that have been proposed across the site.
- Assuring the dwellings would be built to the latest space and technical standards and in a style that adheres to the local design codes.

INVOLVEMENT: HBC Meeting

**Pre - App meeting with Havant Borough Council**

HBC noted that, given the broadly favourable response from the general public at the DCF and the poor response that the design team had received from their invitation to hold a public exhibition, no further consultation would be sought before the outline application was made.

Post Pre – App meeting comments

The design team received comments from the Conservation Consultant at HBC as part of the wider consultation undertaken during the Pre – App process. He welcomed the location of the public open space area in front of East Leigh House, the wider connectivity of the footpath running through it and the frontages around the open space area providing overlooking. He also recommended that the area be given over to informal landscaping with specimen trees as a focus (as other area of open spaces in the site) and that the

space be increased in area by 75%.

Following those comments the area of public open space in front of East Leigh House was increased in size by 100% and units around it changed to improve overlooking.

DESIGN: Development parameter plan

Development

The site is accessed off Bartons Road which is a busy east-west route linking the A3 at Purbeck with Chichester town centre. This section of the road from the railway line to Horndean Road is semi-rural in character and is characterised by large properties set well back from the roadside. Properties along this section of Bartons Road include East Leigh House, Helmsley House, Wyevale Garden Centre and Spire Hospital.

The site is set back some 200m from Bartons Road and is connected by a new access road and footpaths. The residential portion of the site is enclosed on 2 sides by substantial hedgerows and trees but open to the south-east quadrant across arable farmland.

The access road follows the hedgerow south to one side of the field so that the distant views of the Solent and Isle of White are maintained across the Emsworth Gap.

The 175 new dwellings new dwellings will not be visible from Bartons Road. The only dwelling in close proximity to the site and visible from it, is East Leigh House. Bartons Road will thus retain the semi-rural nature that exists at present.

There is limited visibility at certain vantage points of the site looking west across the Emsworth Gap from Eastleigh Road. Buffer planting of native trees, shrubs and earthworks along the entire eastern flank will soften the view of the new development from these locations.

Urban Design Principles

The urban design principles described below are highlighted on the Development Parameter Plan which will inform the detailed development proposals which will follow. The following is a brief summary:

- The site has been divided into a number of suburban blocks by a network of streets and public open spaces responding to the topographical and landscape features identified in the site analysis.
- The frontages of the suburban blocks have been given a hierarchy depending on the importance of the street, the public space or the building itself.
- Focal points, key vistas and prominent corners around the site have been identified.

- The 3 groups of TPO trees are set in generous open space with dwellings fronting onto them.
- The TPO trees are linked together by landscape/ecological corridors and swales.
- The generous landscaped open space to the south of East Leigh House is a contemporary reminder of the historic parkland setting of the listed house. It is connected to the wider network by the footpath link which runs through it and visually by the indigenous trees that run along 2 of its boundaries.

Suburban Blocks

‘Perimeter’ or ‘suburban’ blocks have proven to be a robust form of development over time. They can:

- Accommodate most forms of development
- Help reduce the risk of crime by providing a clear distinction between public spaces and private gardens
- Reduce the need for exposed walls and fences
- Provide natural surveillance of public areas from well used spaces within the home
- Provide a more sustainable layout by promoting walking and cycling in a safer environment
- By creating individual character to streets and spaces create a strong ‘sense of place’ which helps orientation around the site

The quality of streets, public open space and informal landscape improves significantly when key frontages are made active with windows and entrances to buildings and internal spaces orientated towards the public realm. It optimises security, visual amenity and place making. Active frontages can be achieved through built form and the considered location of building entrances. Corner buildings should be used to minimise blank walls and dead frontages onto public areas.

Key Frontages

The building frontages of the suburban blocks have been graded to provide a hierarchy in order to help create a strong sense of place and help orientate around the site.

- Primary frontage: public open spaces and along the access roads. Rich in architectural detail and wider pallet of materials. Generally the larger houses.
- Secondary frontage: all other street frontages. Less rich in architectural detail and a narrower pallet of materials. All the other smaller houses.

DESIGN: Development parameter plan



DESIGN: Use + amount

Use

This outline application has been submitted to establish the principle of new development for residential purposes, identifying the general location of development and associated access arrangements. Other than access, all other matters are reserved.

The accompanying Land Use Parameter Plan establishes the land south of Bartons Road as a residential development on the edge of Havant. The surrounding uses are residential, commercial or farmland making the site suitable for residential use.

The proposed development will offer a range of new homes both affordable and sale, to suit a wide variety of residents with different lifestyles, needs and aspirations. It will contribute to the image as Havant as a desirable location to live, promoting sustainable living and delivering more energy efficient homes within the Havant community.

Summary of Land Use

- The site has been designed around a robust and sensible street pattern
- A clear street hierarchy is reinforced with a network of Public Open Space based on existing natural landscape features and space providing a sequence of recreational areas and clear green links through the site
- The site will provide for a single vehicle access point off Bartons Road, with additional pedestrian access points off Bartons Road and Japonica Way
- The site proposals will therefore provide for sustainable residential design with clear and connective access to the surrounding communities.

Amount

The total site area within the red line boundary is **7.16ha**

The residential area, as described on the Land Use Parameter Plan, including residential roads but excluding the access road is **4.37ha**

The overall density of the residential area is **40 dwellings / hectare**

The Illustrative layout shows a mix of units as follows:

Unit Type	% share of total	Total units
1 Bed	7	
2 Bed	43	
3 Bed	44	
4 Bed	6	
		175

The area of the access road is **0.64ha**

The remainder of the land is taken up in public open space and swales totalling **2.15ha**

DESIGN: Landuse parameter plan



DESIGN: Scale

Building Heights

Given the sites location on the edge of the existing settlement and of distant views across the Emsworth Gap and the desire to maximise the sites potential the building heights are limited to 2 storeys. A limited number of Key frontages and corners, noted on the heights parameter plan, are identified as a maximum of 2.5 storeys. This will be achieved by use of the roof space on the larger houses or by an increase in ceiling height in individual flats.

Density

The overall density is 40 dwellings / hectare. This balances the desire to maximise the sites potential whilst being sensitive to the surrounding suburban neighbourhood.

Sustainability

These dwellings will be built to current Building Regulations standards. The masterplan allows the opportunity for all roofs to be orientated within +/- 40 degrees of south to make best use of solar renewables if required.

