

DESIGN AND ACCESS STATEMENT
LAND WEST OF HORNDEAN ROAD, EMSWORTH

MAY 2014



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SUMMARY:

This document is submitted on behalf of Chidden Farms, the applicant, as part of the Outline Planning Application for a residential development and strategic drainage infrastructure on the open farmland known as ‘Land West of Horndean Road, Emsworth’, hence forth known as the site.

INTRODUCTION:

The proposed development will comprise 125 dwellings, public open space and strategic drainage infrastructure.

The purpose of this Design and Access Statement is to ensure that the development of the site is carried out in accordance with best practice approaches to urban design and place-making and follows the principles set out in Havant Borough Council's Supplementary Planning Document.

The design intention is to create an attractive neighbourhood with homes and open spaces that provide a valuable contribution to the proposed and existing community at Emsworth whilst incorporating design measures that improve the overall sustainable nature of the development and which contribute to flood defences for the western part of the town.

This statement has been prepared to explain the design proposals in support of the outline planning application, as set out in a series of parameter plans and to guide later reserved matters planning applications. The parameter plans will be submitted separately and should be referred to in this Design and Access Statement, together with the following documents:

- Planning Statement
- Design and Access Statement
- Parameter Drawings
- Landscape Appraisal and Strategy
- Arboricultural Report
- Transport Assessment
- Drainage (including designs for a flood alleviation and alteration to ground levels)
- Ecology Report
- Archaeology
- Statement of Community Consultation
- Section 106 Heads of Terms
- Planning Application Forms and Schedules

All plans contained in this Design and Access Statement are illustrative. The submitted Site Plan, as referenced in the planning application forms and Planning Statement, represents the formal planning application boundary and overrides any minor variations of the red edging that may appear in all other supporting plans and illustrations.

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

Scheme Description – planning history

This application follows the principle requirements of draft planning policies AL1 (Presumption in Favour of Sustainable Development), EM1 (Emsworth Housing Allocations) which is allied to planning allocation UE13 (Land west of Horndean Road, Emsworth) and Policy DM25 (Managing Flood Risk in Emsworth).

The allocation UE13 was identified by Havant Borough Council (HBC) as part of their SHLAA reviews as a site that is capable of delivering sustainable urban growth as well as strategic drainage infrastructure. It was also included in the strategic landscape study by Kirkham (on behalf of HBC) which looked at robust development boundaries and concluded that the integrity of the 'Emsworth Gap' would be maintained.

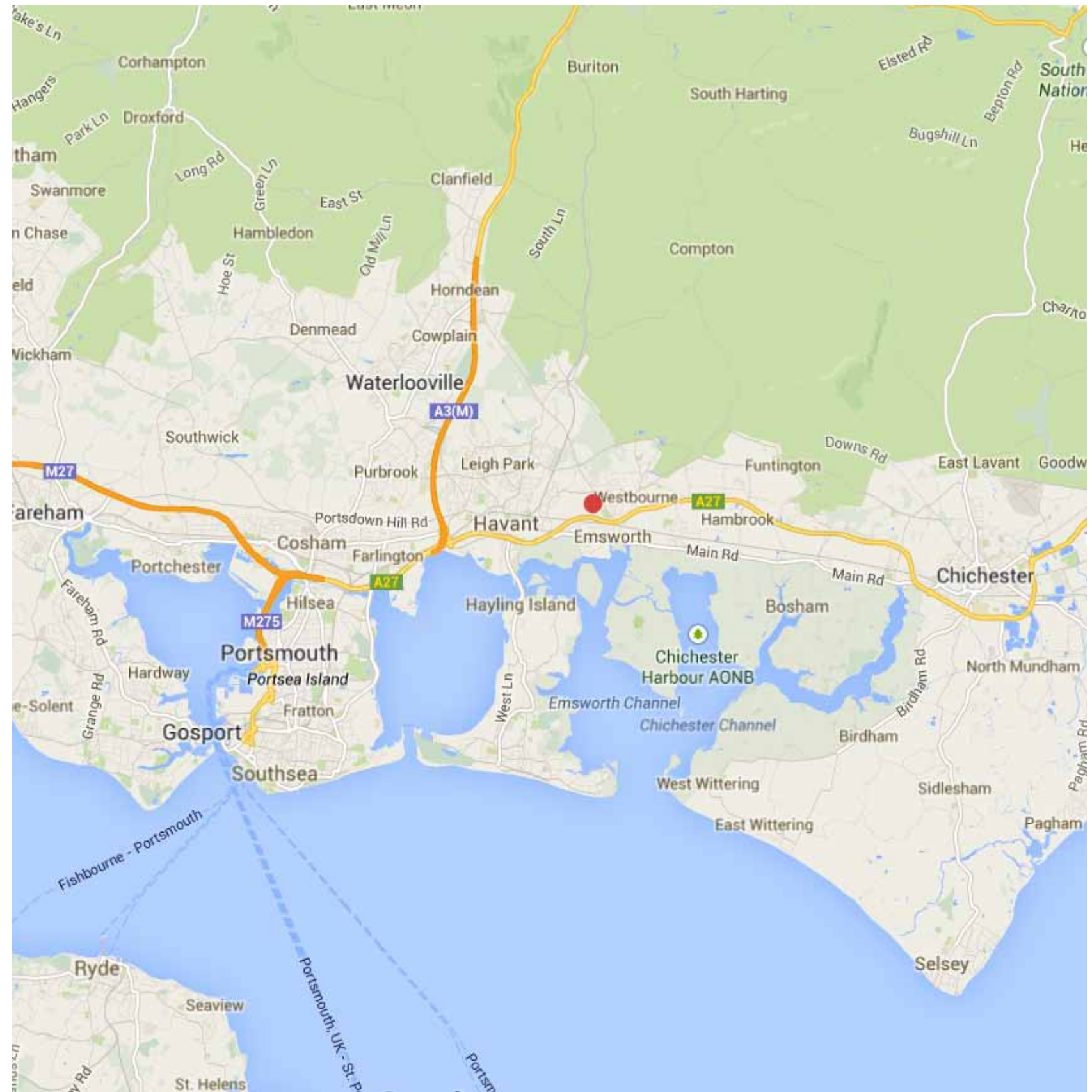
The allocation provides for up to 140 new homes by utilising the spoil from the strategic drainage infrastructure to raise the ground level out of the flood plain.

ASSESSMENT: Wider context

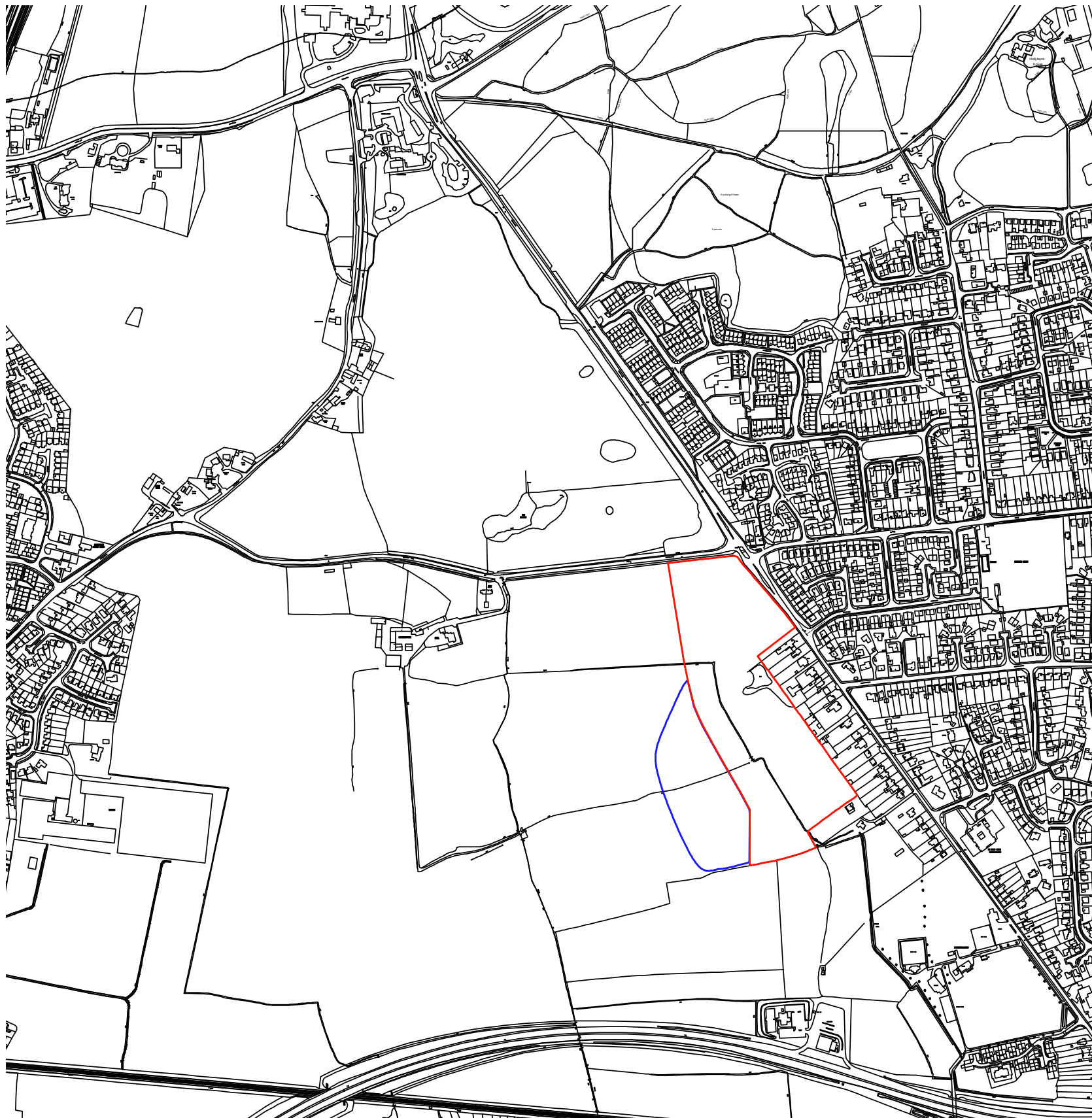
Emsworth is a small town within the Borough of Havant on the South Coast of England with a shoreline to the northern end of Chichester Harbour.

Emsworth is a compact town with a lively centre which has a good range of shops, pubs and restaurants. They are all within walking distance of each other and to the site. It also has an attractive shoreline to Chichester Harbour. Other towns and attraction to the area include:

- Havant, with a bigger range of shops, leisure facilities and Civic Centre is 2.5 miles away.
- Chichester, with its attractive town centre, Cathedral, shops, restaurants and Pallant House Gallery is 9.7 miles away.
- Portsmouth and Southsea with its Historic and Naval Dockyards, Quaysides, city centre, Portsmouth FC and beaches are 9.5 miles away.
- Goodwood, situated on the top of the nearby South Downs, famous for its racecourse and motorsports festivals, is 12.2 miles away.
- Chichester Harbour is an Area of Outstanding Natural Beauty, known not only for its substantial natural wildlife habitats and biodiversity but also for the more man made leisure pursuits of sailing, boating and fishing. The mainly sandy beaches of Hayling Island and the Witterings at the mouth of Chichester Harbour are popular holiday destinations and renowned locations for windsurfing and kite surfing.



ASSESSMENT: Local context



The site is 1.1 miles north-west of Emsworth town centre on the edge of town. It is well connected by cycle, car, rail, sea and air.

The site is 0.7 miles or 14 minutes' walk to Emsworth Railway Station which is on the line which runs parallel to the coastline and connects Portsmouth to Brighton.

The site is 1.8 miles to the nearest junction of the A27, the main east /west road along the south coast linking Brighton and Eastbourne with Southampton and beyond. The A3 running north to London is also 5.2 miles away at Horndean.

Regular ferry services to the Isle of White, the Channel Islands and France are 10.5 miles away at Portsmouth.

Southampton International Airport is a 24.2 mile drive away.

There are playing fields at the end of Helston Drive 3 minutes walk away and opposite St James Primary School at Emsworth Park 6 minutes away.

ASSESSMENT: Site

1. The site within the red line boundary is 7.36ha in area and is currently arable farmland.
2. The site is bounded to the north by Southleigh Road, to the east by Horndean Road and the rear of the properties along that road, to the south by 33 Horndean Road and farmland and to the west by farmland and the area that defines the boundary between Havant and Emsworth known as the ‘Emsworth Gap’.
3. The land slopes gently downwards about 3 metres in approximately 500 metres length from north to south.
4. The northern most property on the western side of Horndean Road is the Jingles Bed and Breakfast Hotel. Behind the hotel there is a natural pond surrounded by mature trees and vegetation. The pond divides the site into 2 distinct areas; the area north of the pond and the area south of the pond.
5. Immediately to the west of the pond is West Brook which runs parallel to Southleigh Road then turning through 90 degrees to run parallel with Horndean Road into Emsworth and eventually discharging into Chichester Harbour. Surface water from both roads discharge into the Brook via the culvert at the corner. It is this Brook which regularly floods Bridge Road and the western side of the Town.
6. The northern area is defined by substantial hedges to the north and east along the sides of Southleigh Road and Horndean Road, the pond to the south and open farmland to the west. A Surface Water pipe runs from Horndean Road, under the site, to a culvert forming the head of the West Brook. The northern area is more ‘open’ than the southern area is open farmland with no trees.
7. The southern area is defined by the pond to the north, an attractive stone wall to the east, a mature hedge and trees to the south and open farmland to the west.
8. The wall forms the boundary to the properties along Horndean Road and probably dates from the same time as the earlier Victorian Houses. There is an agricultural access for farm vehicles only, halfway along the wall, between Nos 57 and 59.
9. There are 3, more recently built, properties (No 71a, 57 + 59) that are close to the boundary wall.
10. There is another substantial hedge with mature trees along the southern boundary.
11. Along the western part of the hedge there is a ditch which drains into West Brook.
12. There are 3 ancient oak trees along West Brook that would form the western boundary of any residential development that are worthy of retention. The trees help provide more ‘enclosure’ to the southern area of the site.

ASSESSMENT: Site plan



EXISTING: Photographs



VIEW FROM SOUTHERN BOUNDARY



VIEW FROM WESTERN BOUNDARY

EXISTING: Photographs



SOUTH ALONG HORNDEAN ROAD



WEST ALONG SOUTHLEIGH ROAD



THE POND



THE POND AND REAR OF 71A HORNDEAN ROAD



REAR OF 59 HORNDEAN ROAD



NORTH ALONG EASTERN BOUNDARY



AGRICULTURAL ACCESS BETWEEN 57 + 59



REAR OF 57 HORNDEAN ROAD



SOUTHERN BOUNDARY 33 HORNDEAN ROAD



SOUTH ALONG WEST BROOK

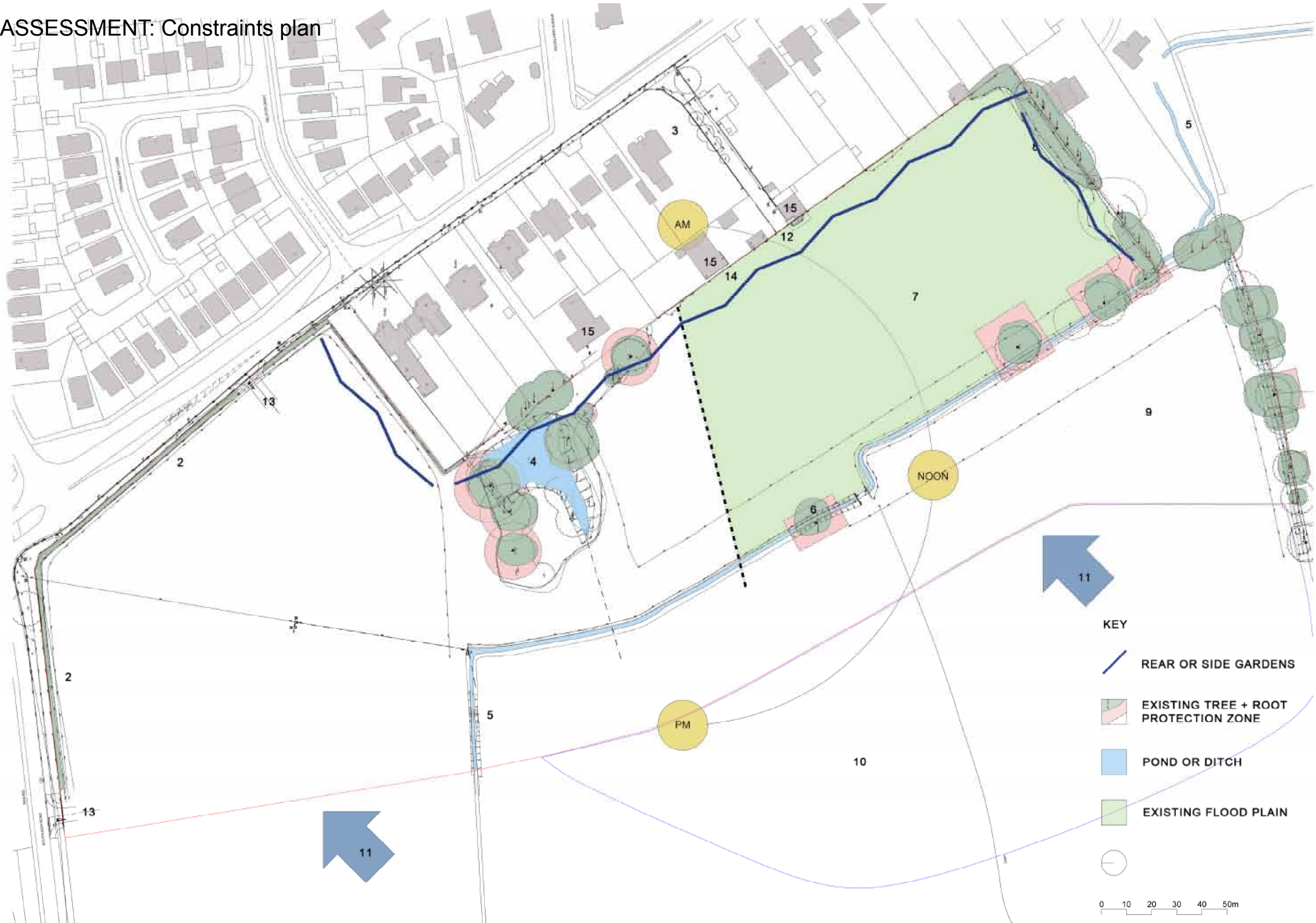


WEST ACROSS THE EMSWORTH GAP



NORTH ALONG WEST BROOK

ASSESSMENT: Constraints plan



ASSESSMENT: Constraints

1. Two thirds of the eastern and half of the southern boundary back on to rear or side gardens of neighbouring properties
2. The hedge along Horndean and Southleigh Roads is a significant natural feature and worthy of retention
3. Existing dwellings front onto, and gain access from, Horndean Road
4. Existing natural pond surrounded by mature trees and dense vegetation. It is significant natural and ecological feature which is currently rather overgrown and silted up
5. West Brook runs from the culvert in the north by the pond through to the southern boundary and beyond and forms the western boundary of the residential development
6. Mature Oak Trees along West Brook
7. Area of land within the existing flood plain
8. Mature trees and dense vegetation along the southern boundary cast shadow to the north
9. Area of existing farmland suitable for excavation to provide the strategic flood defensive work
10. Additional area set aside for potential further excavations in connection with flood defensive work
11. Open western boundary across the Emsworth Gap provides little resistance to the prevailing south-westerly winds
12. Agricultural access only
13. Potential vehicular, cycle and pedestrian access points into the site
14. Stone boundary wall
15. Properties very close to boundary wall

ASSESSMENT: Opportunities

1. Provide a landscape buffer and or new back gardens onto existing neighbouring properties

2. Retain and strengthen the existing hedge along Horndean and Southleigh Roads

3. Continue the building line of the existing properties along Horndean Road but take access from the rear to retain the existing hedge and minimise the risk of accidents along the busier, faster road

4. Dig out the existing pond, thin out the vegetation to provide more light penetration and plant with suitable natural wetland plants. Provide safe visitor access

5. Provide a tunnel under the road to connect the pond to the strategic flood defensive work for reptiles, amphibians and other water creatures

6. Divert the West Brook into the new strategic flood defensive work to minimise the risk of flooding further downstream and to provide an interesting natural feature that increases biodiversity. Plant with suitable wetland plants. Provide safe visitor access to and routes around

7. Use the spoil from the strategic flood defensive work to raise the level of the land in the flood plain out of the flood plain to form good residential land

8. Retain the mature oak trees and a length of brook around them to maintain water supply

9. Set new residential accommodation well back from southern boundary

10. Plant a new indigenous hedge and trees along the western boundary against the prevailing winds. Retain distant views over farmland. Hedges and location of the strategic flood defensive work helps to visually ‘soften’ the edge of development across the Emsworth Gap

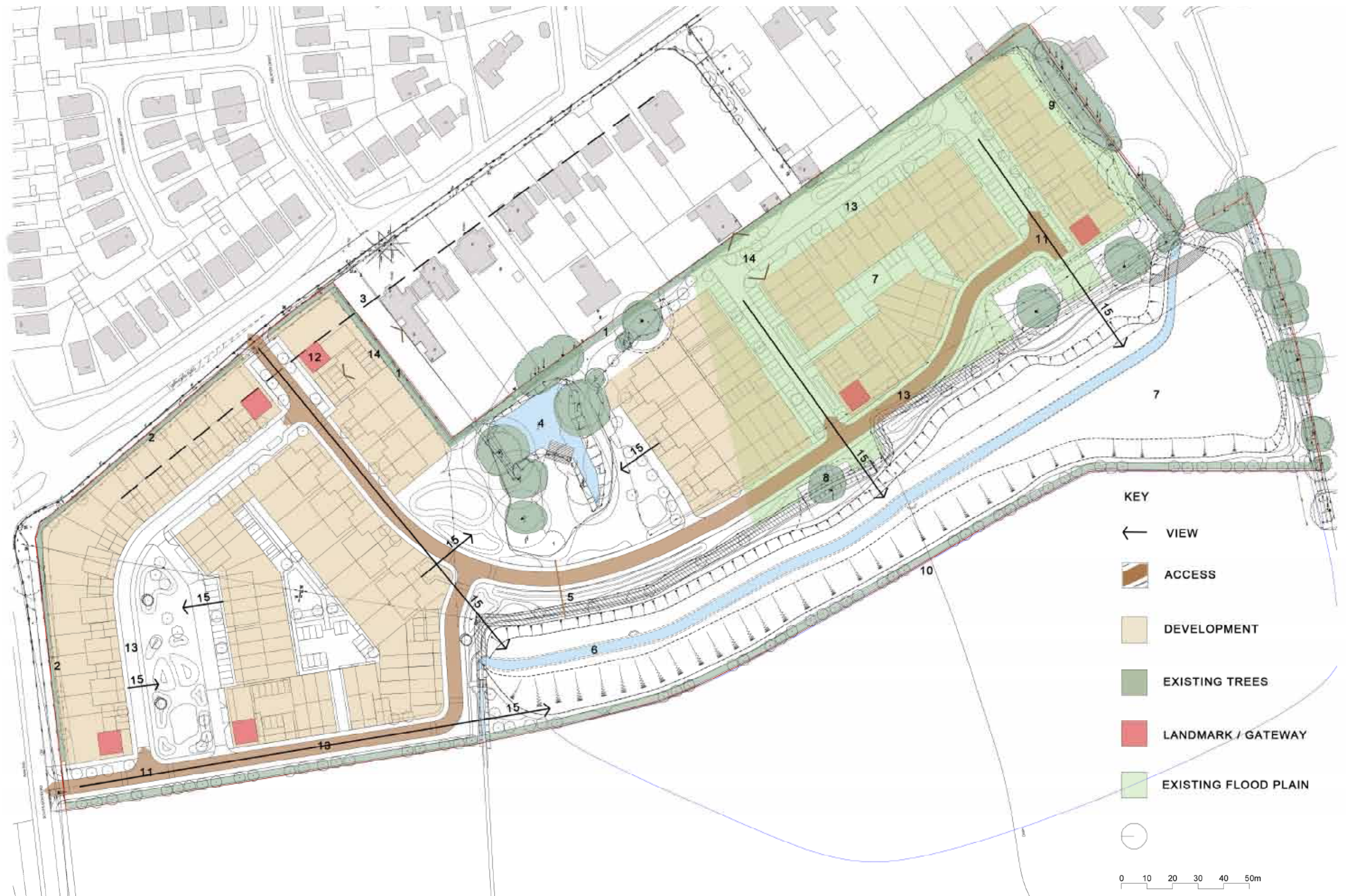
11. Provide good vehicular, cycle and pedestrian links through the site and connections to the wider network.

12. Provide gateways and landmark buildings to aid navigation around the site

13. Provide frontage onto and therefore natural surveillance of all public areas to reduce the risk of crime
14. Set the building line of new development well back from existing development close to the boundary

15. Group new development around and frontage onto the existing landscape features, new open spaces and maximise distant views over farmland

ASSESSMENT: Opportunities plan



DESIGN: Development

Design Development

The masterplan developed from this original concept design. It developed out of the requirements of the brief to provide up to 140 new dwellings and strategic flood defences and follows the principles set out in Havant Borough Council's Supplementary Planning Document and is in accordance with best practice approaches to urban design and place-making.

The original concept was tested by the client and his design team, meetings with the planning team at Havant Borough Council, the Environment Agency and by members of the public who attended the Public Exhibition and the Development Consultation Forum. Their impact on the design of the masterplan is recorded in the following pages.



CONCEPT PLAN

INVOLVEMENT: Public exhibition



Meetings at Havant Borough Council

A number of meetings have been held with Havant Borough Council. Some of those meetings also included the Environment Agency. Comments made by planning officers or statutory consultees have been incorporated in to the design as the scheme progressed.

Public Exhibition

A Public Exhibition was held on the 29 October 2013 between 2pm and 8pm. 135 local residents and members of the press attended. A series of 5 boards were produced to describe the studies that had been carried out, the constraints identified, the concept masterplan, the landscape design, the ecological benefits and the flood alleviation measures.

Residents were encouraged to make written comments on the presentation. Their comments included:

- Traffic –the potential for traffic calming measures along Horndean Road and the wish for another site access onto Southleigh Road
- Scale and Layout – the desire for adequate parking, a reduced density and greater distance between new development and neighbouring properties. Particularly, the distance from the Jingles Hotel and 57 and 59 Horndean Road.
- Flood Alleviation Scheme – will the scheme work or will it make flooding worse in other areas?
- Strain on local facilities – additional burden on local schools and doctors surgeries and a degradation of the Emsworth Gap.
- Following the exhibition the masterplan was revised to show:
- An additional vehicular access off Southleigh Road
- A 5m buffer strip and increased densities between new and existing dwellings on the eastern boundary
- A reduced scale of development adjacent to the Jingles Hotel
- Development moved away from the southern boundary and the existing trees
- Further design of the strategic drainage works

INVOLVEMENT: Development consultation forum

Design Consultation Forum

A Design Consultation Forum, facilitated by Havant Borough Council at their offices, was held on 9 December 2013. Invited were councillors, residents' association representatives and members of the public.

The forum gave the opportunity for the applicant's design team to show how the proposals had been redesigned to accommodate comments made at the previous exhibition and for other interested parties to present their case, for or against.

Horndean Road Residents Association: was concerned on the increased dwelling numbers on the site and the reliance on the additional land being provided out of the flood plain. They were also concerned on the impact of the development on the Emsworth Gap, 3 storey dwellings, traffic, sewerage capacity, public safety around the pond and strategic drainage infrastructure and a desire for additional screening around the site.

Emsworth Residents Association: Also concerned with the additional number of dwellings and flooding.

Councillors: The principle concerns were the disposal of Surface Water runoff from Southleigh Road, the lack of a southbound pedestrian/cycle link, choice of tree species, speeding traffic along Southleigh Road the shrinking Emsworth Gap and the potential strains on local infrastructure.

Members of the public: raised queries about the encouragement of house martins, the impact of the development on Warblington Crossing and the timescale following the submission of the application.

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

- Outlining the design of the pond and strategic drainage infrastructure to minimise accidental drowning
- The indigenous tree species that have been proposed
- The list of ecological features to encourage biodiversity that have been proposed across the site



INVOLVEMENT: HBC Meeting

Meeting at Havant Borough Council on 13 February 2014.

The meeting included both the Planning Department and the Environmental Agency and was held primarily to agree the technical approach to the design of the strategic drainage works. The meeting was reminded that Victoria and Bridge Roads had flooded after the storms at Christmas.

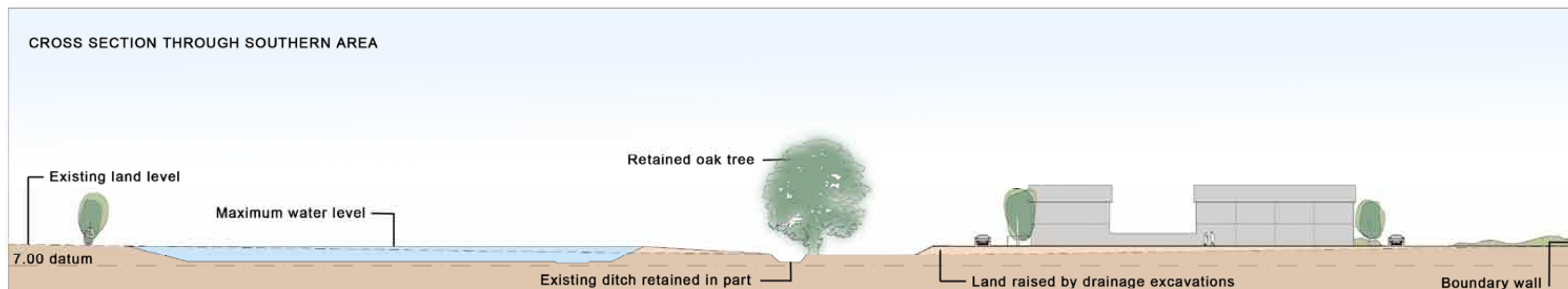
Masterplan C was tabled and following the meeting, Havant Borough Council made the following positive comments:

- Omit the Flats Over Garages's (FOGs) in the large car park in the Northern Area
- Reduce the size of the car park in the Northern Area
- Add the parking taken out of the carpark in the centre of the northern block and put it facing the open space. Set the buildings back to accommodate the parking
- Respect the established building line along Horndean Road. Is it possible to take access from Horndean Road?
- Replace the short terrace of 4 units at each entrance with gateway pavilions to reflect the scale of the other houses along Horndean Road
- Reduce the scale of the car parks in the centre of the 2 blocks in the Southern Area

Following receipt of these comments the Masterplan was revised. Revision D forms the basis of Illustrative Masterplan described in this Outline Planning Application.



MASTERPLAN C



DESIGN: Development parameter plan

Development

The B2148 (Horndean Road) is a busy link between Emsworth and Horndean and the A3 junction and route north though the South Downs. Development has happened organically over the centuries.

Immediately south of the proposed entrance on the western side of Horndean Road are many large Victorian Villas. They back on to the site at the rear and have an established building line fronting onto Horndean Road. There also many examples of later infill in varying sizes and styles amongst the villas.

Development to the east of Horndean Road is more recent and tends to be more uniform in style and size and part of larger developments. Directly opposite the site most of the dwellings are bungalows and chalet style houses.

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
- Buildings at the 2 entrances to the site are given special attention in a distinctive landscaped setting
- The existing building line along Horndean Road is maintained
- The pond is set in generous open space with dwellings fronting onto it
- The northern area has its own public open space set at its heart with dwellings fronting onto it
- Frontage is maximised along the length and head of the strategic drainage works
- Generous landscaped space is provided around the ancient oaks along the western boundary
- Pedestrian links through the suburban blocks have been identified

Suburban Blocks

The site has been divided into a number of suburban blocks by a network of streets and public open spaces. The resultant built form is structured by grouping houses and apartments along the streets and open spaces to form suburban blocks. The resultant ‘Perimeter’ or ‘suburban block’ has 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 space 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’ will 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 optimizes 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.
- Tertiary frontage: The centre of the suburban blocks and private spaces. Minimal architectural detail and limited pallet of materials

DESIGN: Development parameter plan



DESIGN: Use + amount

Use

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

The accompanying Land Use parameter Plan establishes the Land West of Horndean Road as a residential development and strategic infrastructure on the edge of Emsworth in the Borough of Havant. The surrounding uses are residential 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 Emsworth as a desirable location to live, promoting sustainable living and delivering more energy efficient homes within the Emsworth 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, providing a sequence of recreational areas and clear green links through the site
- The site will provide for 2 permanent access points, with an access to east to Horndean Lane and an access west to Southleigh Road
- 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 **7.36ha**

The area within the blue line boundary is **2.69ha**

The residential area, as described on the Land Use Parameter Plan, including residential roads but excluding the access road is **3.15ha**

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
2 Bed	37	
3 Bed	42	
4 Bed	21	
		125

The area of the access road is **0.67ha**

The remainder of the land is taken up in public open space, the pond, SWALES and the strategic drainage totalling **3.54ha**

DESIGN: Landuse parameter plan



DESIGN: Scale

Building Heights

The Landscape and Visual Impact Appraisal (LVIA) undertaken for the site informed the developments layout and 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

It is likely that these dwellings will be built to a minimum of Code for Sustainable Homes (CfSH) level 3 and as such will have a reliance on a renewable energy technology as part of their heating and hot water requirements. The masterplan allows the provision for all roofs to be +/- 45 Degrees of south to enable either solar voltaic or solar hot water panels to be mounted onto the roofs.



DESIGN: Height parameter plan



DESIGN: Landscape Analysis

Planning Policy

The principles outlined in relevant policies were taken to form the basis of the design development for the landscape proposals. The National Planning Policy Framework (NPPF) (2012) policies aim to minimise adverse effects on the local and natural environment, encouraging opportunities for the improvement of biodiversity and in the quality of the natural and built environment. Furthermore, the document states that core planning principles should take into account the local landscape character.

At a local level, the relevant policies within the *Havant Borough Council (HBC) Local Development Framework* highlight the importance of creating open spaces, protecting and enhancing Havant Borough's environment and existing natural features, maintaining and improving green infrastructure, flood risk considerations, and the demonstration of high quality design.

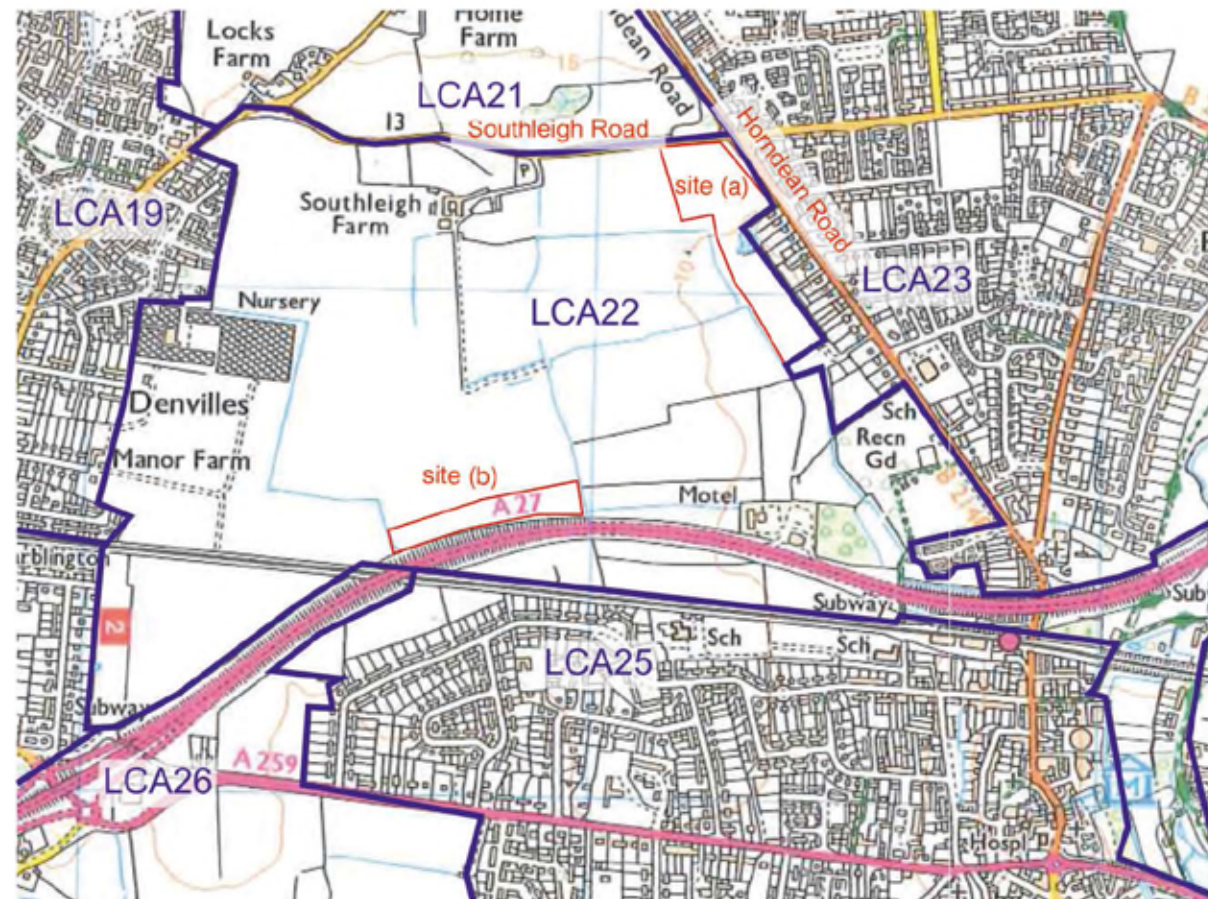
There are two planning documents that concern the site specifically. Firstly, the site is allocated in the Draft Havant Borough Local Plan (Allocations) Publication Version, October 2013. Secondly, the site is located within a 'Local Gap', and it was considered - as part of a larger site originally - in a study to assess the function, form and extent of local gaps in order to be tested for potential housing (*The Formation of Strategic and Local Gaps in Havant Borough*, Kirkham Landscape Planning Ltd. 2008). The site boundary as it now stands is the result of this study.

Landscape Character Assessment (LCA)

There are two character assessments that cover the site. At a national level it is assessed as National Character Area (NCA) Profile 126: South Coast Plain. At a district level it is assessed as Landscape Character Type (LCT) F: Open Upper Harbour Plain, and also Landscape Character Area (LCA) 22: Southleigh Agricultural Plain.

These character areas and the issues they face were key in informing the development of the proposals. The key characteristics may be described as:

- Lower coastal plain, entailing a typically homogenous landscape of large fields with few hedgerows or trees.
- Landform is predominantly flat, sloping down to the east with the A27 elevated on a low embankment.
- River terrace deposits have given rise to fertile land with loamy soils and a naturally high water content.
- Manmade drainage ditches are more usual as field boundaries, and are high in density.
- Long open views across agricultural plain from settlement edges.



Landscape character area boundaries based on Havant Borough Townscape, Landscape and Seascape Character Assessment (HBTLSA) 2007

LCA19 Denvilles
LCA21 Southleigh Forest
LCA22 Southleigh agricultural plain
LCA23 New Brighton
LCA25 Emsworth - western suburbs
LCA26 Warblington and Wade Court



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DESIGN: Landscape Analysis

Site Analysis

- A landscape and visual impact appraisal (LVIA) provided a more in-depth understanding of the site and its context.
- Access was mapped to show the site's connections to public transport, roads and pedestrian links; and to inform the layout.
- A study of the topography of the site and wider area helped inform local character and visibility; and views to and from the site.
- No designations are present on site but a number of them feature locally.
- A tree survey established the value of existing trees and means of their protection.



DESIGN: Landscape Analysis

Site Constraints & Opportunities

- Existing native hedge along road boundaries.
- Existing mature trees subject to Tree Protection Orders.
- Potential for opening up views across open countryside from Horndean Road (just south of Southleigh Road).
- Views across countryside from within the development.
- Opportunity to develop the layout around landscape and ecological strategies to benefit people and nature.
- Flood alleviation area to contribute to Emsworth strategy and provide a feature of interest.



DESIGN: Landscape Concept

Design Principles

- Existing oaks retained, hedge to Horndean Road and Southleigh Road boundary retained (except for clearance to allow access).
- Proposed hedgerow trees planted inside existing Hawthorn hedge to minimise disturbance of hedgerow.
- Proposed hedgerow tree species: oak and lime along Horndean Road to continue tree-lined character of street; oak and field maple along Southleigh Road to give a more rural character.
- Gateway feature at entrance with trees, grass and hedges.
- Views between countryside and new housing largely screened using native shrub and tree planting, with hedge at lower level on countryside edge.
- Views to and from pond/woodland kept largely open, except for hedge at lower level to screen views of cars but allow views over hedge; occasional trees in hedge to frame views.
- Selective thinning of existing trees surrounding pond to allow light to penetrate for the benefit of ecology.
- Incorporation of ecological enhancement features such as bird nesting boxes, bat boxes and an amphibian tunnel, as well as new woodland grass, wet and dry grassland and pond planting, all as advised by the ecologist.

Design Evolution

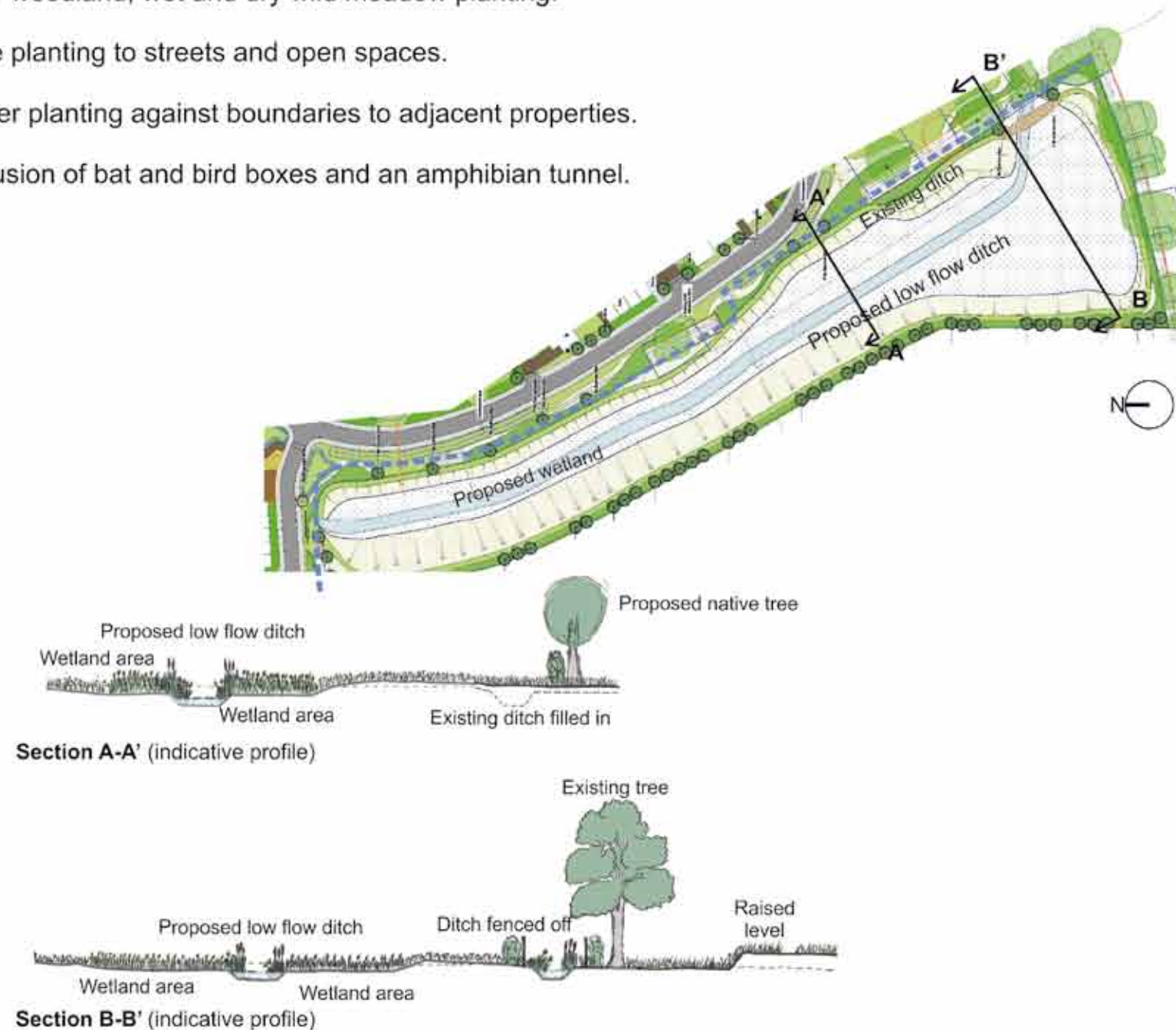
- Respond positively to the existing natural and historic features of the local area.
- Retention of native hedge to Horndean Road and Southleigh Road except for access points.
- Respect neighbouring properties.
- Respond to the design principles in Havant Borough Council's CS16 policy.
- Retain and enhance existing landscape features utilizing hedges, trees, ponds and ditches, promoting biodiversity.
- Respond to Public Consultation (29 October 2013) comments, and Development Consultation Forum (9 December 2013) and make revisions where possible.



DESIGN: Landscape masterplan

Masterplan - Landscape Strategy

- Retain mature trees along ditch and around pond as valuable landscape features.
- Retain native hedge to Horndean Road and Southleigh Road except for access points.
- Add new native tree planting within existing native hedge.
- Plant new native hedge with hedgerow trees and native shrubs to contain housing, and on edge of flood alleviation area.
- New pond enhancement planting.
- New woodland, wet and dry wild meadow planting.
- Tree planting to streets and open spaces.
- Buffer planting against boundaries to adjacent properties.
- Inclusion of bat and bird boxes and an amphibian tunnel.



DESIGN: Landscape parameter plan



DESIGN: Access

Access Strategy

The access strategy sets out to provide an accessible, well connected and legible development. The following design criteria have been applied to ensure the Access Strategy meets the requirements of current best practice:

- A clear and legible hierarchy of roads and footpaths
- An accessible movement network that is fully integrated into the surrounding road structure
- The road network designed to reduce traffic speeds progressively from 30 to 10mph
- Provision of safe and secure streets where pedestrians often have priority over vehicles
- Roads with individual character
- A road network that is fully accessible to refuse, delivery and emergency vehicles
- Pedestrian links through the centre of suburban blocks
- Pedestrian leisure route around the strategic drainage works

Parking

Whilst car usage is not prioritised over other forms of transport the layout does respond to the higher car ownership recorded in this area of the Borough. Cycle storage will be to Borough and CfSH standards. Car parking has been designed to have a minimal impact on the character of the public realm by and is provided by a variety of methods:

- Maximising on plot parking and setting parking between houses
- The provision of small landscaped parking courts set behind Flats over Garages(FOGs)
- On plot parking for the small corner blocks of flats hidden behind the flats
- A maximum of 5 car parking spaces together on street
- Reflecting the hierarchy of the road
- Parking standards reflect Havant Borough Councils' Residential Parking and Cycle Provision 2010



The illustrative masterplan provides car parking for 276 cars

DESIGN: Access parameter plan



Masterplan

