

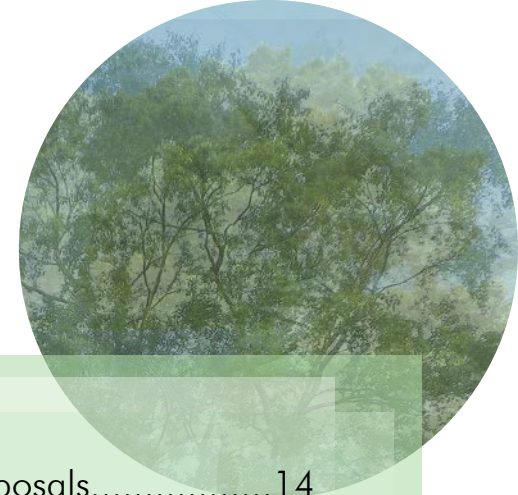
HALYARDS, BEECH GROVE HAYLING ISLAND

DESIGN & ACCESS STATEMENT

A sustainable development of 131 new homes with associated access, open space and landscaping.

MAY 2014

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INTRODUCTION

- 1.1 This Design and Access Statement (DAS) and its related Appendices (which are contained in a separate document) has been prepared in support of an application for the approval of the remaining reserved matters, namely scale, layout appearance and landscaping, for the development of 131 open market and affordable dwellings on land north of Goldring Close and south of Beech Grove. The application is made on behalf of Bellway Homes Limited (Wessex).
- 1.2 The DAS explains how the submitted details of the approved residential development would fit within the context of the site, take account of local distinctiveness and show how development would relate to both its immediate surroundings and the wider settlement.



Fig 1.1 - Bird's Eye Aerial



CONTEXTUAL ANALYSIS

Historical Development

2.1 The growth and morphology of Mengham has been studied in detail and is well documented within the Townscape, Landscape and Seascape Character Assessment of Havant Borough (prepared for Havant BC, Hants CC and the Countryside Agency by Kirkham Landscape Planning Consultants, Wessex Archaeology and Countryside). Copies of historic land use character maps from the Assessment are attached as Appendices A to this document. These maps show very clearly how Mengham has grown very significantly during the 20th century with development slowing down from the late 1970s onwards. With regards to the application site in

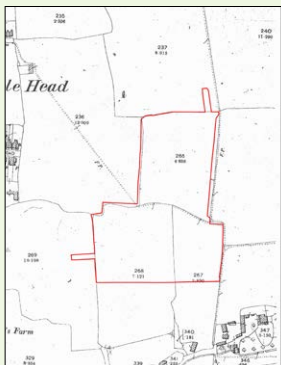
particular, the sequence of historic Ordnance survey maps below shows how the settlement of Mengham has developed around the site.

2.2 Further details on the historical context and archaeological potential of the site are set out in the Archaeological Desk Based Assessment prepared by CGMS. The assessment concludes that the site has low to moderate potential for as yet undiscovered archaeological assets of the late Iron Age / Romano British period and as a result, further evaluation of the site should take place before detailed proposals are submitted. A Written Scheme of Investigation (WSI) has been approved

by the County Archaeologist and has informed recently completed intrusive exploratory work on site. An archaeological record to confirm the nature and extent of the findings will be submitted shortly to comply with condition 22 of the outline planning permission.

2.3 The site falls within the South Hayling Landscape Character Area (LCA36i) in the the Townscape, Landscape and Seascape Character Assessment of Havant Borough. Information about the characteristics of this LCA are attached as Appendix B.

1896



1907



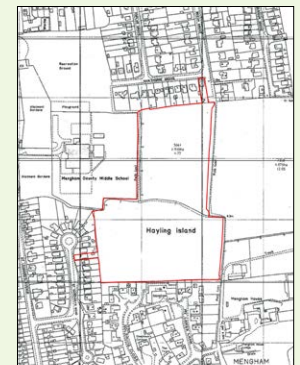
1937



1970



1990



CONTEXTUAL ANALYSIS

The Wider Landscape and Topography

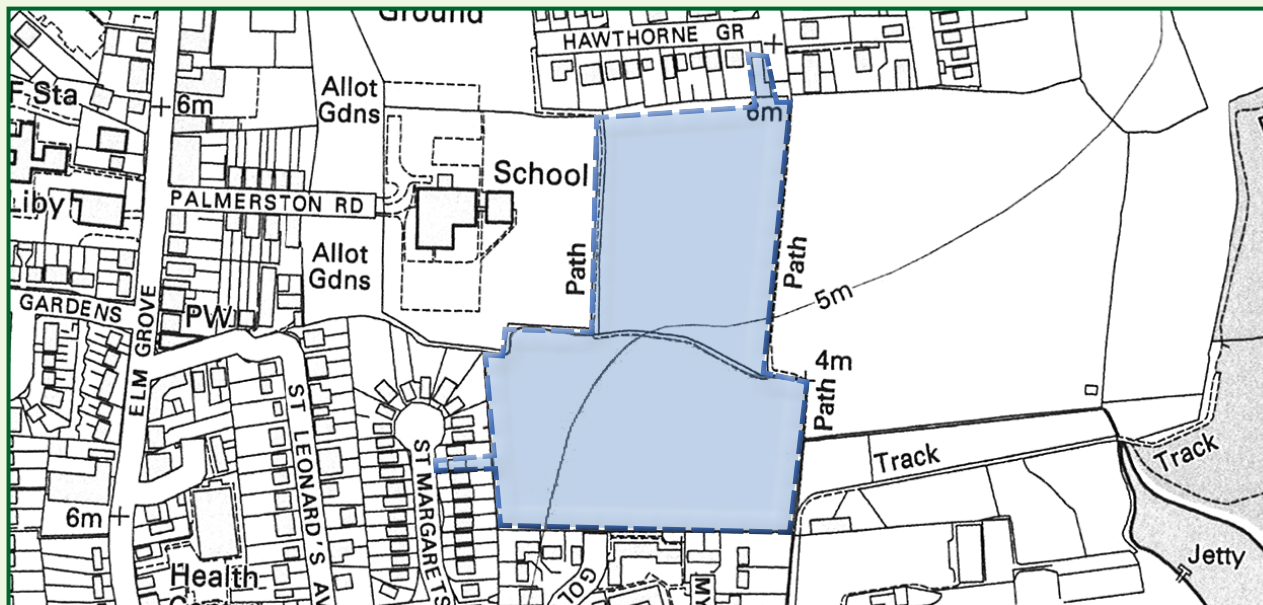
2.4 A measured site survey has been undertaken which provides levels and information on all site features and boundaries (see submitted topographical survey information prepared by Total Survey Solutions). The northern part of the application site falls gently in a south-easterly direction from north to south to the existing stream that crosses the site. The high point of the site is in the

northern-eastern corner of the site (approximately 6m AOD) and the low point is in the centre of the site near to the eastern boundary (approximately 4.2m AOD).

2.5 Information on ground conditions and drainage was included within the Flood Risk Assessment that was prepared in support of the approved outline

planning application (and can be viewed on the Council's website). In simplified geological terms, both the site and wider area is on London Clay.

2.6 The plan below shows the location of the site relative to the wider settlement.



CONTEXTUAL ANALYSIS

The Wider Landscape and Topography

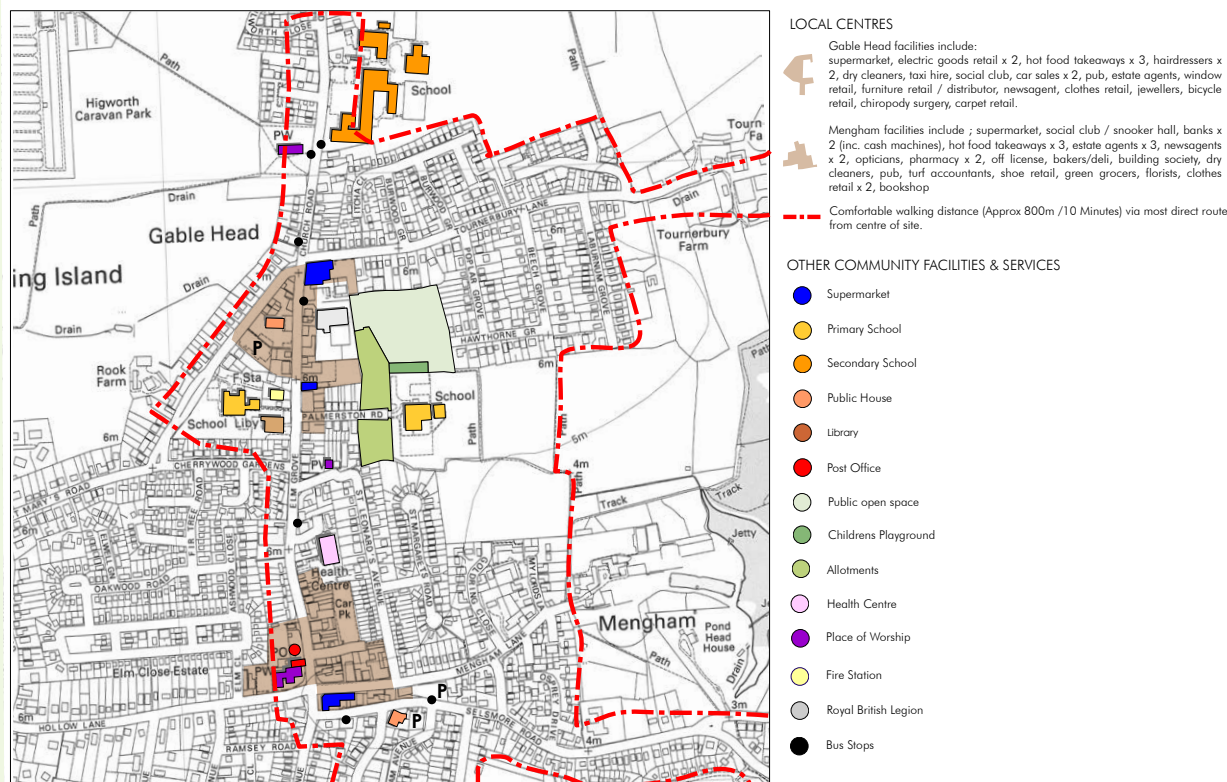
2.7 As the plan below shows, the site is close to a wide range of local services and facilities. The appeal Inspector confirmed in paragraph 11 of his decision that the site is in a sustainable location.

2.8 Mengham has two local centres. The northern most centre, Gablehead, is close to the north field and the connecting roads of Beech Grove and Hawthorn Grove. Gablehead facilities include a supermarket, two electrical goods retailers,

three hot food takeaways, two hairdressers, a dry cleaners, taxi hire, social club, two car sale rooms, estate agents, a range of other retailers and a newsagent, jewellers, cycle shop and chiropodist.

2.9 The Mengham local centre is closer to the southern field and the connecting roads which include Goldring Close, Mengham Lane and St Margarets Road. The facilities within the Mengham Centre include a supermarket, social club / snooker hall, two banks, three takeaways, three estate agents, two newsagents, an opticians, two chemists, an off licence, a baker, building society, dry cleaner, public house, and a range of other shops and offices. Both local centres are within a comfortable ten minute (800 m) walking distance from the site.

2.10 In addition to the local centres other significant local facilities include two primary schools and a secondary school, other public houses, recreation grounds, playgrounds, allotments, health centre, churches, fire station and the Royal British Legion Club (with bowling green).



2.11 The local area character both in terms of townscape and landscape was carefully considered before the design proposals for the site were prepared. Landscape character area issues were identified in the Landscape and Visual Impact Assessment that was prepared in support of the approved outline planning application. In addition, consideration was given to information contained within the Havant Borough Townscape, Landscape and Seascape Character Assessment which has already been referred to.

2.12 Extracts from the Assessment for South Hayling are attached to this Statement as Appendix B. Whilst the South Hayling character area (LCA36i) excludes the site subject of this statement it does nevertheless surround the site on 3 sides and includes all nearby built up areas.

2.13 Similar analysis is contained within the separate Character Areas Study prepared by Havant BC. Relevant extracts from this document are attached to this Statement as Appendix C. This Character Area Study separates out the centre of Mengham

as the commercial area which was the former hamlet of Mengham from the area known as Westfield which surrounds the local centre and includes all of the built up areas around the Goldring Close and Beech Grove sites. It includes a Townscape Character Assessment Summary with information on layout and form, topography and landscape, detail and materials and mix and density (page 15). At the end of the document are a list of opportunities (page 16) which have been taken into account in the evolution of the design concept subject of this Statement.

2.14 The National Planning Policy Framework makes it clear that new development proposals should optimise potential of sites to accommodate development, support local facilities and transport networks and respond positively to local character and history. They should also reflect the identity of local surroundings and materials, create safe and accessible environments and be visually attractive as a result of good architecture and appropriate landscaping (para 58, page 15).

CONTEXTUAL ANALYSIS

Townscape and Character



- 2.15 Design guidelines exist for new dwellings within the Chichester Harbour Area of Outstanding Natural Beauty (Chichester Harbour Conservancy, August 2010). Relevant extracts from this document are attached as Appendix D.
- 2.16 In addition to the above, a local area character assessment has been undertaken for Bellway Homes. Attached with this document are photographs of some nearby and notable traditional built forms which depict key characteristics and help inform the new design proposals. The photographs are attached as Appenix E.
- 2.17 Overall, there is an eclectic mix of architecture within the local area. It includes a range of single and two storey properties with the occasional two and a half storey property mainly within the local centre or other main routes. Local streets are well formed with definable public realm and enclosed private amenity spaces generally in the form of small to medium size back gardens.
- 2.18 Other characteristics of the local area include landmark properties and open spaces with public features that act as focal points and

complement area character. These are patterns of development that need to be emulated. At the level of individual buildings local characteristics include:

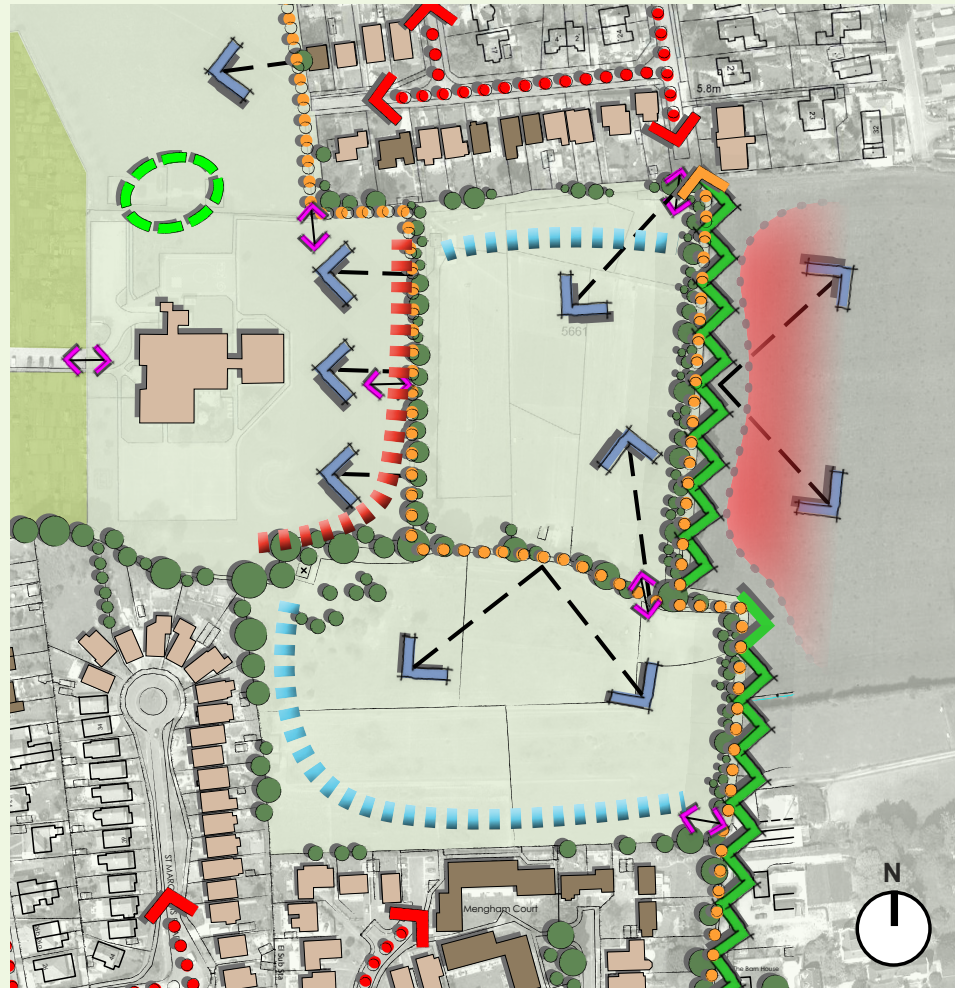
- **Roofs** - generally grey slate (natural or artificial) with medium to shallow pitch or red clay tiles with medium pitch and sometimes with decorative ridge tiles and finials;
- **Walls** – generally brick, render (usually white painted) or flint with brick strings and quoins
- **Windows** – generally white painted and traditionally casements or sash sometimes with white rendered frames around, stone or tile cills and brick arches;
- **Rain water goods** – generally black metal guttering and downpipes with occasional decorative hoppers;
- **Other key details** – simple porches, occasional dormers and widespread use of chimneys with red pots.

CONTEXTUAL ANALYSIS

Townscape and Character



SITE ANALYSIS



3.1 The application site has been the subject of a detailed site analysis, the results of which are shown on the plan above.

SITE ANALYSIS

Existing Landscape Features



- 3.2 As shown in the photographs below, the main landscape features present on the site are the existing trees and hedgerows. The majority of the existing trees and hedgerows are located along the boundaries of the site.
- 3.3 All trees within the site were subject of a comprehensive survey by Eco Urban. A copy of the Arboricultural Impact Assessment they undertook has been submitted in support of the proposed scheme.

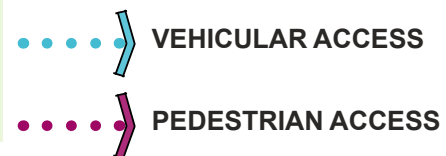
SITE ANALYSIS

Access

3



3.4 Pedestrian and vehicular access to the site was approved by the outline planning permission. Vehicular access to the site will be from Beech Grove whilst a new combined pedestrian / cycle access will be provided from St Margrets Road (via the demolition of No 23 St Margarets Road. Information about connectivity with the wider area has been provided in the preceding section of this statement.



SITE ANALYSIS

Ecology



- 3.5 The ecology of the site as a whole has been carefully considered and has influenced the design of the proposed scheme. Details about the ecology of the site are contained in the reports prepared by PV Ecology that were submitted in support of the outline application (and can be viewed on the Council's website).
- 3.6 The appeal inspector concluded that "the proposal would not be likely to have any significant effects on the Chichester and Langstone Harbours SPA/Ramsar site or adverse impacts on the associated Chichester Harbour SSSI.



- 4.1 This section of the Statement contains details of the proposed design concept along with the relevant design guidance on which proposals are based. It follows from the analysis of the context and the site details together with consideration of the Development Plan policy context which is outlined in the separate Planning Statement.
- 4.2 There are a number of key threads through the Conceptual Analysis and Design Proposal details including the relevance of the garden suburb movement and all that it stands for, the need for built and natural forms to be in harmony and the need for clear definition of public and private spaces along with appropriate provision for the car.
- 4.3 As a starting point the proposed design concept is based on relevant National Planning Guidance from central government including:
- a) The National Planning Policy Framework (2012) – and in particular para 52 wherein the principles of garden cities are put forward as an appropriate model for the design of new residential areas and paras 56 – 68 on good design including the need for development which helps improve the character and quality of an area and the way it functions, the need to work closely with those directly affected by the development and to take account of their views and the need to optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
 - b) Manual for Streets (versions 1 & 2) – including the need for appropriate engineering solutions which are safe but are also attractive and allow for accessibility and where appropriate, dual use. (Further details within the SMA Transport Statement).
 - c) Safer Places – The Planning System and Crime Prevention – including the need for well defined movement routes, layout structure and building orientation to ensure surveillance, a sense of ownership, respect and territorial responsibility. There



Leitchworth



Welwyn Garden City



Hampstead

is also a need for open spaces which are well designed for community activity and places defined for different types of open space activity which should be neighbourly, easy to manage and maintain and fit for purpose.

- d) Planning and Access for Disabled People : A Good Practice Guide – including the need for all inclusive access arrangements to both external and internal spaces, access to local transport facilities, consultation at all levels within the community, careful consideration of surface levels and potential obstacles or impediments to access.
- 4.4 Other relevant National Design Guidance which has been taken into account includes guidance prepared by:

- TCPA – Creating Garden Cities and Suburbs Today - a guide for Councils, (March 2013) and Biodiversity by Design – a Guide for Sustainable Communities, (September 2004) – which advocates key design and planning principles including:
 - The need for a comprehensive and well planned approach;
 - Tree lined avenues;
 - Green infrastructure with green corridors;
 - Harmony between built form and the natural environment;
 - Appropriately detailed, varied and character form buildings; and
 - Suitable parking arrangements for accommodating cars.
- CABE – both ‘By Design’ and ‘The Sign of a Good Place to Live’ – Building for Life 12 – which put forward industry standards to help achieve attractiveness, functionality and sustainability; and

4.5 At the local level consideration has been given to relevant design and other guidance including:

- a) The PUSH Quality Places Charter (Partnership for Urban South Hampshire) October 2010;
- b) The Landscape Checklist for New Development in Hampshire and the Isle of Wight (2007);

- c) Havant Borough Design Guide SPD;
- d) Havant Borough Council Residential Parking & Cycle Provision SPD;
- e) Provision and improvement of playing space for new Housing Development SPG; and
- f) Hampshire County Council Companion Document to Manual for Streets (2010) and Car Parking Standards.

4.6 Further information on the garden suburb concept which is the preferred concept for the residential development of the land north of Golding Close is set out on this page.

DESIGN PROPOSALS

Conceptual Elements

5.1 The proposed site layout is based on the following conceptual elements:

- 1) The need for a new vehicular access to serve the site from Beech Grove;
- 2) The incorporation of new public footpaths/ cycleways through the proposed development;
- 3) The need to ensure that (wherever possible) the development is outside the canopies and/or root protection zones for the mature trees that need to be protected;
- 4) The need to provide for the car but to avoid a car dominated environment;

5) The need to incorporate sustainable drainage proposals and surface water storage areas in line with the new drainage strategy; and

6) The requirement for a high quality, characterful and sustainable development.

5.2 The key design features of the proposed layout are:

- A layout that has a clear sense of space with focal points, key features and dwellings that face on to main routes through the development;
- A layout that provides a footpath network to create a connected and permeable site with safe

pedestrian routes that follow obvious desire lines to known destinations. There should also be natural surveillance of these routes from proposed new homes;

- A range of dwelling sizes and tenures with a mix of open market and affordable dwellings to help ensure that a range of local needs are met. 40% of the proposed dwellings would be affordable and would include homes to rent and shared ownership homes, which would be provided in clusters.

DESIGN PROPOSALS

Pedestrian & Cycle Routes

5

- 5.3 The sequence of plans which follow, show how the design concept has evolved following consideration of the context, the site analysis and the conclusions of technical reports including the Transport Assessment, the Flood Risk Assessment and Drainage Strategy, Ecology and Tree Reports and the analysis of views.

• • • • • PAVEMENT
• • • • • FOOTPATH



DESIGN PROPOSALS

Vehicular Routes

-  PRIMARY VEHICULAR ROUTES
-  SECONDARY VEHICULAR ROUTES
-  EMERGENCY ACCESS
-  SPEED TABLES



DESIGN PROPOSALS

Movement

5.4 The area for the proposed development has been established by the outline planning permission for the residential development of the site for 131 dwellings.

5.5 After consideration of relevant guidance, the density of local residential areas and the character of surrounding townscape it was decided that a low/medium density approach would be appropriate. Densities would vary across the site but should notwithstanding its sustainable location, average just below 30dph, in view of the sites location. The density would accord with the existing density of development in the locality which ranges between 18 dph and 27 dph.

- 1 New vehicular entrance from Hawthorne Grove
- 2 Main access route
- 3 Main circulation loop
- 4 Emergency access
- 5 Access for private drives



DESIGN PROPOSALS

Green Infrastructure

5

-  EXISTING BOUNDARY PLANTING
-  STRATEGIC INTERNAL PLANTING
-  INCIDENTAL PLANTING
-  SWALE



DESIGN PROPOSALS

Layout

- 5.6 The key urban design concepts are reflected in the proposed site layout plan. This takes into account the principles of garden suburb design with tree lined avenue streets, pleasant gardens, appropriate provision for the car and safe areas to play. Overall, the principle design concept is to design with nature in a sustainable form.



DESIGN PROPOSALS

Place Making

5.7 The Urban Design Strategy looks to employ a number of key features in the proposed layout including:

- An obvious gateway – a strong gateway feature to give the development area an identity and sense of place;
- Interlocking axes – following accessible routes and sitelines with key features on main vistas and to form visual stops;
- Tree lined roads – generally running north / south but with differing character and functions that help to ensure harmony between built and natural forms with filtered views;
- Green infrastructure – within and around the development to ensure biodiversity, character and quality;
- Active frontages – a range of public frontages to create variety and identity and ensuring sufficient areas of private, protected and open garden space;
- Key views – to draw the eye along roads, generally follow routes towards green features or focal point buildings and assist with mental mapping and orientation as one moves through the site; and
- Focal points – key points that draw your attention, help create local character and features.

- 1 THE GATEWAY**
Site entrance / ante room
- 2 THE FRONT ROOM**
Rural aspect
- 3 THE CLOSES**
Axial open spaces / planting
- 4 THE PARK**
Open space/planting aspects
- 5 THE LANES**
Well defined public realm, feature buildings and private gardens



DESIGN PROPOSALS

Urban Design Approach

5

5.8 Place making in accordance with Best Practice Design is an important component of the proposed scheme. The place making plan shows the seven principal character areas within the proposed scheme. Different but adjacent areas would be experienced by occupiers, visitors and those passing through the proposed scheme. They include:

1. **The Gateway** - a small area close to the entrance into the site that has a gateway feature that indicates clearly the commencement of a new development or character area. This would not be actual gates but would be a combination of hard surfacing and associated landscaping with fencing or similar that would be the equivalent to a front door into a small entrance hall or anteroom.
2. **The Front Room** – the second main space beyond the first junction with a large area of open space alongside the existing hedgerow. The houses would have a rural aspect over open space and the countryside beyond, and footpaths would meander through the space which also has important amenity, wildlife corridor and drainage functions.
3. **The Closes** – two areas with well defined roadways that would form axes leading to open spaces that would be prominent with a view down each. At the end of each close there would be an open area with trees and planting that would help define the semi rural character of the scheme whilst also providing important amenity spaces with natural surveillance from surrounding properties.
4. **The Park** – a large area of open space and planting through which footpaths meander. Again, this area has important amenity, wildlife and drainage functions and would be opposite a range of housing units that would all face over it.

5. **The Lanes** – an area with well defined public routes, feature buildings and generally privately owned properties that would be similar in form and appearance to other traditional lanes on the island. All housing within this area would have generous private rear gardens facing other existing gardens of properties around the site.

DESIGN PROPOSALS

Scale

5.9 All of the proposed dwellings would be 2 storey. As the section drawings that have been prepared as part of the application demonstrate, the proposed scheme would sit comfortably within its surroundings, with

only glimpsed views of (some of) the first floors / roofs of the proposed dwellings being visible from the edge of the nearest part of the AoNB (Mengham Creek).



Site Section A-A



Site Section B-B



Site Section C-C

DESIGN PROPOSALS

Appearance

5.10 As both the Council's Landscape & Seascape Assessment and the more recent Character Area Study (which is appended to the Council's Design SPD) acknowledge, the site is mostly closely associated with the South Hayling Character Area, which has a piecemeal character and is dominated by multiple phases of inter war and post war housing developments.

5.11 In terms of materials used in the character area, the study advises that a broad palette of materials are found including red brick, painted render, pebbledash and weatherboarding for walls and concrete tiles, clay tiles and slate for roofs. It is noted that the both the design guidelines prepared by the Chichester Harbour Conservancy (an extract from which is attached as Appendix D) as well as our own analysis has shown the use of red brick and weatherboarding on buildings in the area.

5.12 In light of the above, it is proposed that the new dwellings would be constructed using muted tones of mainly red brick, with some buff brick and weatherboarding on some of the proposed dwellings. The use of weatherboarding on some of the proposed dwellings would complement the site's maritime location and is found elsewhere

in the southern part of Hayling. Further details about the appearance of the proposed scheme as provided in the (reduced scale) elevation drawings below.

5.13 The proposed palette of materials was agreed in pre-application discussions with officers at both Havant Borough Council and Chichester Harbour Conservancy.



DESIGN PROPOSALS

Landscaping

5.13 The proposed green infrastructure is in accord with the Landscape Strategy set out below:

The green infrastructure takes into account the landscape strategy for existing and new planting belts around and through the development. In particular there would be a network of open spaces through which a footpath would meander running from the Beech Grove access in the north through to the south eastern corner of the site with the footpath link through to Mengham Lane. As outlined above, this is a significant area of open space alongside the site boundary to the Area of Outstanding Natural Beauty and it has a number of overlapping functions.

The green infrastructure will extend into the central part of the site with a new green lung to be located alongside the existing hedgerow and drainage channel which runs between the two existing fields. This central area of open space

will also have a number of functions and will link to a green corridor along the north western boundary of the site to the school premises.

The planting belts through these amenity areas will be maintained, managed and improved with new planting to include trees, supplementary hedgerow species and biodiverse turf.

The network of green infrastructure will be extended to include planting belts around the entire perimeter of the southern part of the site where there should be scope for new planting in the back gardens of properties backing on to the site boundaries. Hence, there will be a reinforced network of wildlife corridors via planting throughout the site. This will help to improve overall biodiversity in accordance with the guiding design concept of 'Design with Nature in a Sustainable Form'.

6.1 The details submitted as part of this application reaffirm the inspectors conclusions contained in paragraphs 52-3 of the appeal scheme, that the scheme will make a useful contribution to housing provision within the Borough and would not have a significant effect on the appearance or character of the area or cause harm to nature conservation interests.

6.2 The proposed development would integrate with the existing route network within the local area and the pattern of wildlife corridors and open spaces which already exist.

6.3 Key benefits of the proposed scheme include:

- The provision of much needed affordable housing including housing to rent and shared equity properties in an accessible location well served by schools and other facilities;
- An attractive form of development that will compliment the character and appearance of existing and surrounding development areas; and
- A sustainably located area of new housing with footpath and cycle way connections to the local area.

6.4 In summary, the proposed scheme would represent sustainable development in accordance with relevant development plan policies and the National Planning Policy Framework.

A sustainable development in accord with the main objects of the new National Planning Policy Framework



DESIGN & ACCESS STATEMENT MAY 2014

HALYARDS, BEECH GROVE HAYLING ISLAND

PRO VISION PLANNING & DESIGN

Grosvenor Court, Winchester Rd, Ampfield, Winchester,
Hants SO519BD

Tel: 01794 368 698

