Purbrook Caravan Sales Site,

London Road, Widley

Design and Access Statement

On Behalf Of

Barratt Homes Southampton Ltd
(A Trading Name of BDW Trading Limited)

By

Simon Cooper Associates Ltd

March 2010

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1.0 Introduction

1. Simon Cooper Associates Ltd has been appointed by Barratt Homes Southampton Ltd as Designers for the residential development of the site on land at the Purbrook Caravan Sales Site, London Road, Widley, Hampshire.

2. This Design Statement details the development design principles for the proposed residential scheme for 31 dwellings on behalf of Barratt Homes Southampton Ltd.

3. This submission follows pre application discussions with Havant Borough Council. Communications have taken place to allow both the applicant and Local Authority to discuss and understand the design principles and processes that the applicant is working through in order to meet the expectations for a high quality scheme.

4. This application is a Full Detailed submission for 31 residential dwellings.

5. This Design Statement aims to show how we have assessed the site and its surroundings and have progressed from an underutilised site to the information contained within this comprehensive application pack.

6. We recognise the increasing necessity for good quality design in new developments, as supported by PPS1 and PPS3, and associated design guidance at a local level. The high standard of design applied to this submission is key to the creation of a high quality environment and to making a positive contribution to the local community. This principle has been at the forefront of discussions with Havant Borough Council during the pre application process.

7. There is a desire by the applicant and designer to establish a development that will be well received by existing residents and the planning authority.

8. This Statement outlines our design and layout strategy, approach to landscaping, open space and urban design. Suggestions have been made during the design process, some have changed and evolved, whilst others have not been possible to incorporate and have fallen by the wayside as the design has progressed. This is a natural process of assessment of the design at each stage.

9. The extent of the site can be seen at Figure 1 on the next page.

10. The form of this statement accords with the advice set out in the Circular "Guidance on change to the development control system" effective from 10 August 2006 and "Design & Access Statements – How to write, read and use them" published in 2006 by CABE.

11. This statement should be read in conjunction with the Planning Supporting Statement, written by Luken Beck Ltd and other specialist consultant's reports, which support this detailed planning application.



Figure 1 - Site Location Plan (nts)

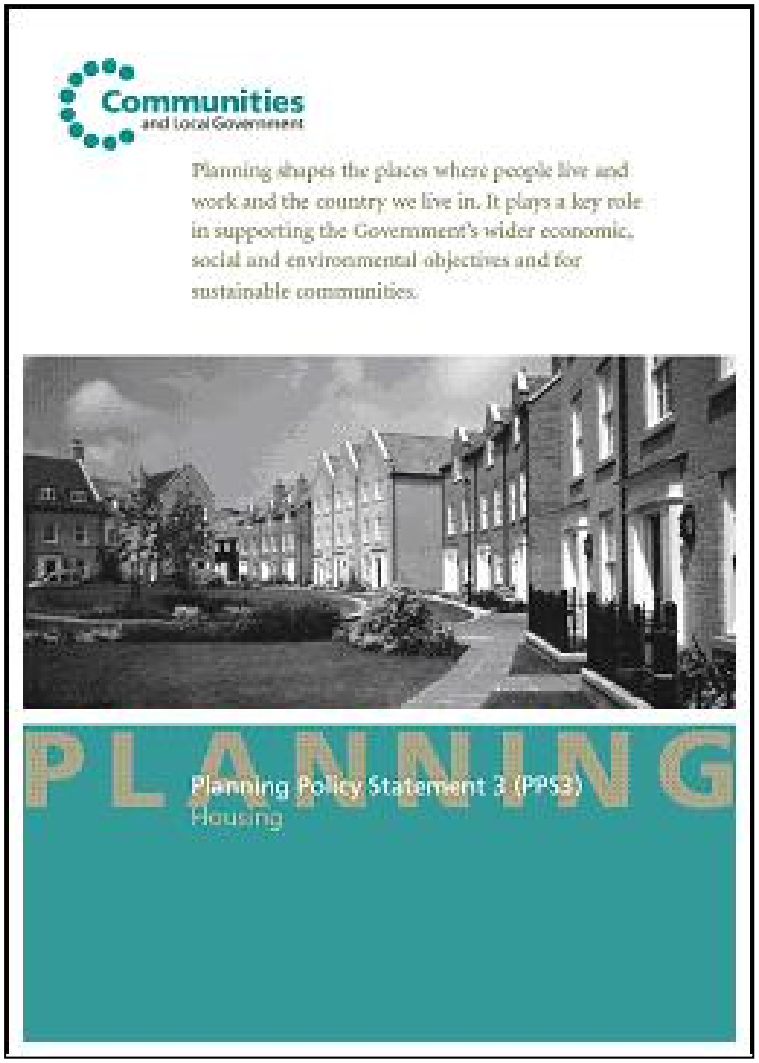


Figure 2 - Planning Policy Statement 3 Reference Document.

2.0 ASSESSMENT

2.1 Planning Policy

1. **National Planning Policy** Guidance PPS1 and PPS3 are directly relevant to the application proposal to develop the site for residential use.

2. PPS1 'Delivering Sustainable Development' seeks to utilise planning to facilitate and promote sustainable development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment, the quality and character of the countryside and existing communities;
- ensuring high quality development through good and inclusive design and the efficient use of resources; and

- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

3. The submitted scheme accords with the thrust of this guidance creating high quality housing located in a highly accessible location within Newport.

4. PPS3 Housing's key policy goal is to ensure everybody has the opportunity of living in a decent home in a community where they want to live.

5. The planning system should deliver high quality housing and a mix of housing meeting the requirements of specific groups, in particular families with children, older and disabled people in suitable locations which offer a range of community facilities with good access to jobs and key services.

6. The accompanying Planning Statement, written by Luken Beck Ltd, details the Local Plan Policies and how our application complies with those policies.



2.2 Physical Context

1. The proposed development site is in the centre of the aerial photo in Figure 3, shown left. It lies on the eastern side of London Road and is bounded on three sides by existing residential development.

2. The sites ground profile is such that it slopes gently from its south east corner down towards the north west corner on London Road.

3. The site sits within the boundaries of four roads, being Deverell Place to the east, Bushy Mead to the south, Downside Road to the west and houses along London Road to the north. The surrounding dwellings are generally of two storeys; however, the dwellings to the east in Deverell Place are bungalows and chalet bungalows with rooms in the roof.

4. Examples of the surrounding dwellings are shown in the illustrations on the next page, Figures 4-7.

5. The existing vegetation of trees and hedgerow surrounding the site are to be retained in accordance with the Arboricultural Impact Assessment document prepared by ACD Landscape Ltd. The illustrative plan can be seen at Figure? in Section 9 of this statement.



Figure 4 - Nos. 92a (right) & 92b (left) London Road, Proposed Site to the right.



Figure 5 - Nos. 1-4 Downside Road (right to left)



Figure 6 - Nos. 11, 13 & 15 Bushy Mead.



Figure 7 - Nos. 84, 86 & 88 Deverell Place

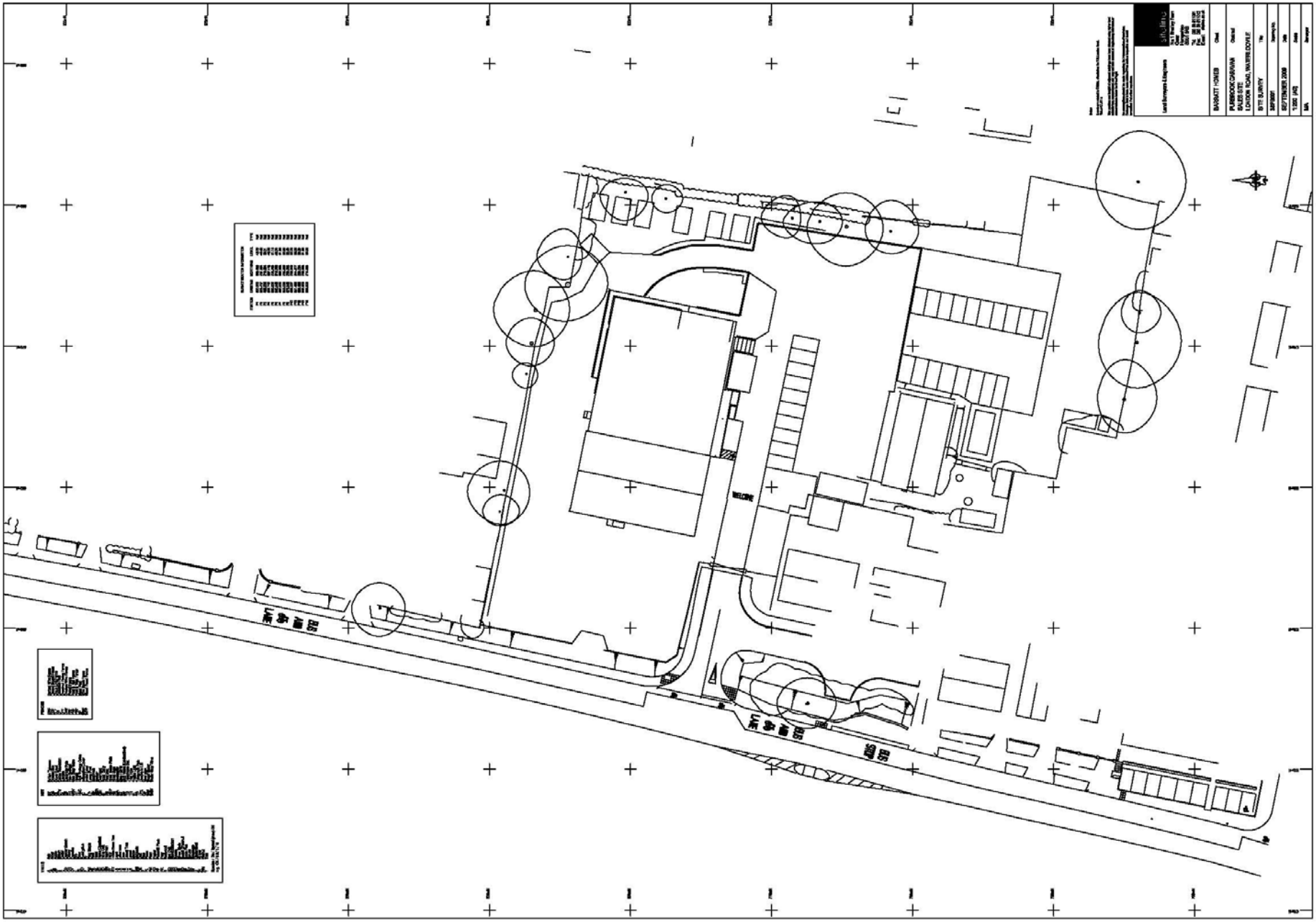


Figure 8 - Topographical Survey (nts)

2.2 Design

1. A major element of the development of the site will be to address the sites constraints and ensure that the existing neighbour's privacy is retained. The Constraints Plan illustrated at Figure 9 on the next page shows the assessment of the site and its surroundings.

2. The surrounding area is predominantly residential dwellings, with a few local stores situated a few hundred metres to the south.

3. The proposal for this application is of traditional, simple elevational styles that will be familiar too many people. This simple approach will ensure that the scheme blends with the numerous different existing properties in the neighbourhood.

4. A further important element to the success of the scheme will be the integration of the existing trees and hedgerows being retained, into the scheme and the new landscape proposals. The new landscape scheme will utilise native species to ensure that this is achieved.

5. The sections later in this document deal in more detail with the appearance of the built form and the landscape strategy for the development.

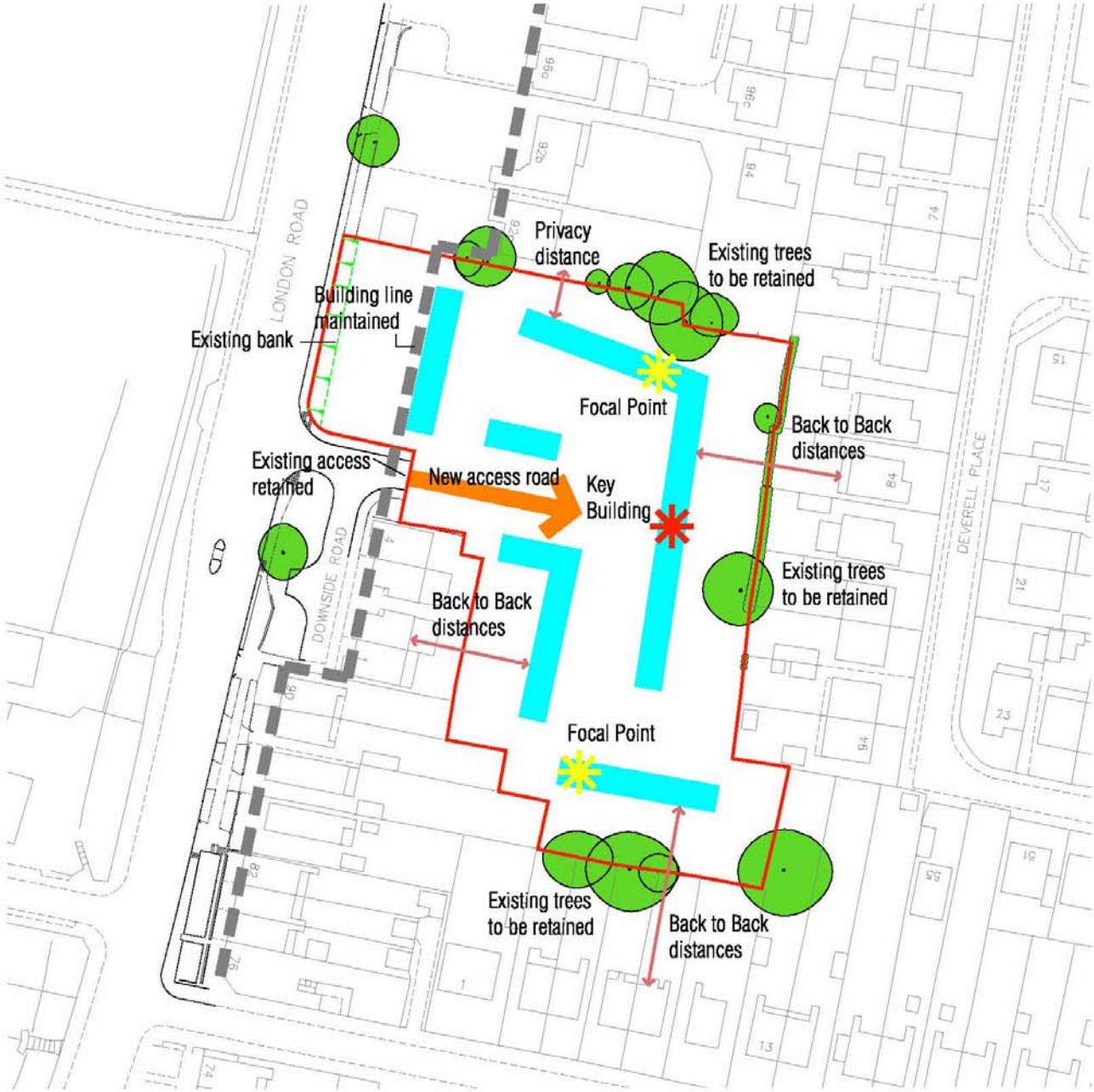


Figure 9 - Constraints and Opportunities Plan (nts)

3.0 Involvement

1. Once the site was assessed a scheme was developed for 33 dwellings. At this time an exhibition was arranged to keep the local community involved and to advise them of the proposals. The exhibition took place at the Christ Church Hall, London Road approximately 500m to the south of the proposed site on Wednesday 27th January 2010.

2. A Statement of Community Involvement has been drafted by Luken Beck Ltd and forms part of this submission. The scheme presented was generally acceptable and was thought would improve the area.

3. A public participation responses report was prepared recording residents and attendees' comments.

4. The proposal for 33 dwellings was then subsequently amended to take into account the principle concerns raised by residents, which were focused on the following issues;

    - The retention of the cherry trees along London Road.
    - Ensure that privacy distances are retained.
    - Preference was raised for no affordable housing.
    - Further details of boundary enclosures requested.
    - Potential for increased traffic movements and lack of parking.

5. The illustrations on the following pages, Figures 10-13, show the boards that were presented to attendees of the Exhibition.

6. Subsequently the above comments were received, collated and reviewed by the various members of the team. Further correspondence was entered into with Havant Borough Council and further representations made to Barratt Homes Southampton Ltd on possible changes that would be necessary to make the scheme more acceptable to the Local Authority and the neighbours of the development site.

7. During the reassessment of the scheme, following receipt of all these comments the proposed number of dwellings for the site was reduced from 33 to 31.

8. A continual dialogue has been taking place between Havant Borough Council officers and the applicant and their team to ensure that a high quality scheme evolves and is subsequently approved by the authority.

FORMER WIDLEY CARAVAN SALES CENTRE
LONDON ROAD, WIDLEY, HAVANT.

Welcome to our Exhibition.

Why are we seeking to involve the community?

Quite simply because it produces better results.

- Communities have a fresh perspective, and can often see the problems in new ways.
- Community involement helps to deliver schemes which more accurately target local needs.
- The resulting projects are more acceptable to the local community.
- Development proposals which have been designed with input from local residents are likely to last longer because communities feel owenership of them.
- Successful community involvement helps to revitalise democracy.

How can you get involved?

The principle of residential development has been established through the planning process. At this stage your involvement is to shape the design and layout of the site. Your comments are welcomed on all aspects of the preliminary proposals indicated here today and including the following issues:

- layout
- open space
- services
- scale
- mix and type of units
- roads and access
- building types
- affordable housing



Location Plan.

The Public Consultation Process:

Consider Local Plan Context ▶ Establish Preliminary Proposals ▶ **Community Involvement** ▶ Define Proposals ▶ Submit Planning Application ▶ Publicity And Consultation ▶ Council Decision

Introduction.

The purpose of this exhibition is to consult local residents on the proposals to regenerate the site known as the Purbrook Caravan site, London Road, Widley. The developer, Barratt Homes Southampton Ltd, would like to involve the local community in the design process so that when an application is made to Havant Borough Council they have had an input into the proposals.

Under the direction of Havant Borough Council, and in accordance with Government guidance, the applicant is required to consult the local community. Once the comments have been collated, they are incorporated into a report entitled 'Statement of Community Involvement'.

The exhibition you are here to see aims to show the intentions of the applicant for the regeneration of this site. Representatives of various disciplines are available to speak with you and answer any questions you may have.

In order to assist us we would be grateful if you would spend a few minutes filling out a comment form with your thoughts on the information here today. We will then take on board as many of these comments as possible during the design process.

Proposals.

The development is made up of a variety of dwelling types, ranging from two bedroom flats and maisonettes, to four bedroom houses. Various tenure types will be provided on the development being open market housing, dwellings for rent and dwellings for shared ownership. It is intended to provide a total of 33 dwellings with the mix as follows:

- 4 Bedroom House x1
- 3 Bedroom Townhouses x6
- 3 Bedroom Houses x 11
- 2 Bedroom Houses x 11
- 2 Bedroom Coach Houses x 2
- 2 Bedroom Maisonettes x 2

BARRATT HOMES

Figure 10 - Exhibition Board One.

FORMER WIDLEY CARAVAN SALES CENTRE
LONDON ROAD, WIDLEY, HAVANT.

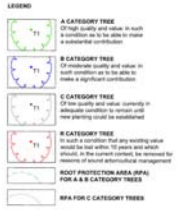
Design Evolution.

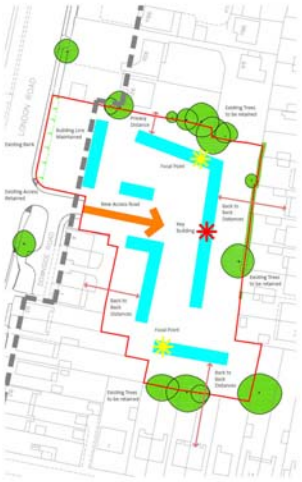
The design evolution for the site seeks to:-

- Create a distinctive safe and attractive residential environment respecting the character of the local area.
- Connection to existing pedestrian and cycle links to local facilities.
- Retention of existing trees and hedgerows together with new planting to encourage habitat and wildlife.
- Amenity and privacy of houses along London Road, Bushy Mead and the bungalows in Deverell Place to be protected.
- Provide a high quality continuation of the street scene to London Road.
- Position new development facing London Road to retain the building line principles established between 90 London Road and 1 Downside Road with 92a London Road.
- Parking is to be provided as required by current guidance and the new emerging Supplementary Planning Guidance. Areas of parking are to be broken up and softened with landscaping.
- Affordable Housing is to be provided and be 30% of the total numbers, 10 dwellings in total, all of which are to be for rent.
- Through road design, landscape and use of different surface materials to naturally calm traffic and reduce vehicle speeds.

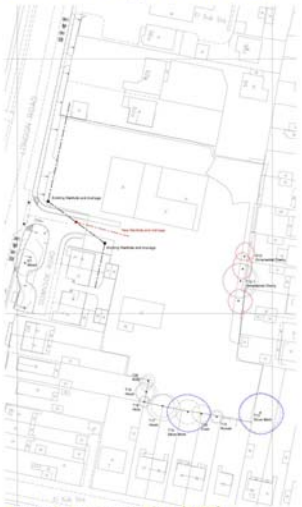
Trees.

The trees were assessed according to recommendations set out in BS5837:2005, specifically the cascade chart table 1 of the document. This requires that if a tree's existing value would be lost within ten years than it is awarded the R category and it should be removed prior to any development. The quality and value of the remaining trees are then assessed and the appropriate category awarded. A & B categories assume that a tree can offer value for more than 20 years and that it should be sought for retention during development. C category assumes that any value will be lost after 20 years and that the tree should be retained if possible, but not if it present a constraint to development of the site.





Constraints & Opportunities (NTS)



Trees & Drainage Plan (NTS)

- The pedestrian and cyclist should take precedent over the motor vehicle and low traffic speeds established through good design.
- Rear secure access should be provided to all properties to enable the safe transit refuse bins and cycles without the need to pass through the dwelling.
- The scheme should be designed so that natural surveillance is provided, thus providing a safe and secure environment throughout.
- Development should take into account the existing tree canopies and their root protection areas. Also properties amenity areas should not be unduly inhibited by shading from tree canopies.
- The character and style of the proposed dwellings will be of high quality design and contribute positively to the local neighbourhood.
- A landscape screen should be provided along the London Road frontage to ensure the continuity of the street scene. This can be enhanced with new planting and suitable tree species.
- The illustration to the left shows the elements that have been considered as both constraints and opportunities for the development.

Drainage.

The proposed foul sewer connection will be made to an existing manhole in London Road and then on into the existing drainage network. Tests have shown that the existing manhole has spare capacity to take the foul drainage from the site.

Transport.

Preliminary enquiries have been made by Havant District Council and confirm that although there would be no in-principle objection on highway grounds, the LPA would require a brief statement address to all transport matters.

All access is from Downside Road, a short cul-de-sac off the A3 London Road. There are bus stops (complete with shelter and passenger information boards) located 25m south of the junction with Downside Road and directly opposite the application site. There is a pedestrian refuge in the middle of London Road between the two buses which further widens the overall road width. The road is subject to a 30mph restriction.

The visibility out of Downside Road is very good (being well in excess of 2.4m x 100m in either direction).

The site is located immediately adjacent to the recently enhanced ZIP bus service into Cosham and Portsmouth City. The traffic generation from the site will reflect this high accessibility by bus.

BARRATT HOMES

Figure 11 - Exhibition Board Two.

FORMER WIDLEY CARAVAN SALES CENTRE
LONDON ROAD, WIDLEY, HAVANT.

1. Privacy distances between new development and the existing bungalows in Deverell Place retained.
2. Existing trees both within and outside the site bounday retained and used to provide a 'green' screen to neighbours, also providing additional wildlife habitat and food sources.
3. New soft landscaping along the site frontage to maintain a continuity with the existing street scene.
4. Proposed continuation of footpath link to existing local facilities.
5. Focal buildings at the head of views and vistas provide interest and punctuation within the street scene.
6. Varied, shared surfaces finishes to reduce traffic speed and give pedestrians priority.
7. Existing trees both within and outside the site boundary, retained and used to provide a 'green' screen to neighbours.
8. Existing trees being protected and retained.
9. Existing hedgeroews being retained and enhanced to increase wildlife value.
10. New tree planting to provide high level screening and privacy for existing residents from the new development.



Sketch Layout Proposal (NTS)

BARRATT HOMES
built around you

Figure 12 - Exhibition Board Three.

FORMER WIDLEY CARAVAN SALES CENTRE
LONDON ROAD, WIDLEY, HAVANT.



View towards Plots 16-17



Internal view, Plots 10-15



View from London Road, Plots 1-6



Typical Street Scene, Plots 13-20

BARRATT HOMES
built around you

Figure 13 - Exhibition Board 4

4.0 Evaluation

1. Here we set out the basic considerations that should be taken into account when an initial assessment of any site is undertaken. These have been divided into a number of sub-sections, all of which have been given due regard, and are categorised as follows:

    - Check any legal issues; this has been carried out by the legal representatives of the applicant.

    - Find out what planning policies apply;

    - Study the site and its surroundings; we will discuss this element later in this section. It evolves from a Constraints and Opportunities Assessment of the site and its surroundings.

    - Develop your proposal; having assessed the Constraints and Opportunities plan initial sketch proposals can be drawn up so that dialogue can be initiated with all the parties that are consulted during the application process.

    - Apply for planning permission; we are now at this position in the planning process.

2. Understanding the site and its context is an initial assessment that takes place before any further design work is carried out.

3. We have interpreted those principles in the evaluation of the site and how they will influence the planning layout proposals and dwelling designs.

4. On the following pages we discuss the design process and how we have interpreted the previous approval documents to establish the scheme that is now presented in our application documentation.

5. The scheme, as a whole, has been evaluated on a continual assessment basis. At each consultation stage and at each meeting with Havant Borough Council we have noted the comments made and then assessed their impact on the layout.

6. The continual assessment process has allowed the scheme to evolve into a development that meets with the approval of all the consultees and local authority officers.

7. The 'evaluation' is a broad umbrella under which many different disciplines and elements are assessed. Although not conclusive the following are a range of items to consider:

    - the constraints and opportunities that the site presents,
    - trees and vegetation,
    - ecology,
    - noise,
    - surrounding land uses and storey heights,
    - drainage solutions,
    - topography,
    - cycle and bus routes and
    - sustainability

5.0 Use

1. The proposed scheme is for a residential development of 31 dwellings. The dwellings will be of the following mix:

    - 18 no. 3 bed houses for the open market,
    - 4 no. 2 bed houses for the open market,
    - 3 no. 3 bed houses as affordable,
    - 4 no. 2 bed houses as affordable and
    - 2 no. 2 bed maisonettes as affordable.

2. The surrounding area is predominantly residential, with schools, local shops and supporting amenities. All of these facilities would support the new residential development, and it would support them by return.

3. The proposed use fits seamlessly with the existing uses around the site.

4. The dwellings have been placed on the site in accordance with the constraints and opportunities assessment of the site and comments received from neighbours and Havant Borough Council officers. Adjacent neighbouring land uses have been taken into account to ensure their residential amenity is maintained and the dwellings located accordingly. An interesting and high quality street scene will be created to reinforce the long established residential uses.

6.0 Amount

1. The proposed development site area is 0.70 hectares. The site analysis has shown that 31 dwellings can be accommodated on the site. The proposed dwellings will take account of the existing neighbours adjacent to the site and their relationships.

2. In order to address 'best practice' guidelines and high quality urban design issues it will be necessary to face dwellings onto all the existing streets and areas of open space, whilst still addressing the privacy of neighbours.

3. The estimated population for a site of this size is calculated by using average occupancy levels of 2.1 people per dwelling. This figure is based on national surveys of dwelling occupancy. 31 dwellings equates to approximately 65 people that will be residents on completion.

4. The table below shows the mix of dwellings proposed.

SCHEDULE OF DWELLINGS

PRIVATE			
REF	**TYPE**	**DESCRIPTION**	**NO**
TH	TOWNHOUSE	3 BEDROOM TOWNHOUSE	5
EN+	ENBOURNE PLUS	3 BEDROOM HOUSE	3
MA	MAIDSTONE	3 BEDROOM HOUSE	10
AG	ARGYLL (HANTS)	2 BEDROOM COACH HOUSE	1
RM	RICHMOND	2 BEDROOM HOUSE	3
SOCIAL			
H33	H33	3 BEDROOM HOUSE	3
H32	H32	2 BEDROOM HOUSE	2
AGs	ARGYLL (HANTS)	2 BEDROOM COACH HOUSE	2
2BM	2BM	2 BEDROOM MAISONETTE	1
	2BM	2 BEDROOM MAISONETTE	1
TOTAL			**31**

7.0 Layout

1. We have discussed the above comments and now we need to integrate them into the planning layout.

2. A Sketch layout was produced in October 2009 which was discussed with Havant Borough Council and their comments noted. This process of sketch and discussion leads to a natural progression of the layout and therefore evolution of the scheme.

3. The initial sketch layout can be seen at Figure 14 on the next page.

4. Now that the initial design concept has been established and we have a scheme, which has been commented on, we can take these comments forward and produce a further scheme which will be of higher quality and in line with the requirements of the Council.

5. Minor changes were made to this initial proposal and further work was carried out so that it was in a form that could be presented at the Public Exhibition on 27th January 2010.

6. The opportunities that this process produce leads us towards a scheme that is acceptable to the developer, designer and ultimately Havant Borough Council and the existing residents.

7. The main opportunities that arise are to create a development of high design quality that will ensure the continuation of the street scene.

8. Integration of the scheme into its surroundings, both of the new development and the existing neighbours.

9. Further economical benefit could be brought to the local facilities and services of Havant town centre.



Figure 14 - Initial Sketch Planning Layout (nts).

10. The new proposal, that forms this submission, takes account of comments that have been made regarding the new dwellings placement in relation to the existing neighbours.

11. Orientation of the built form is important for the success of the layout and the interest that it generates in the street scene. The built form should face the street as much as possible with a rhythm of windows and doors that retain the active frontage. Narrow buildings can be mixed with wider ones to add verticality and break up a long street frontage.

12. The layout has to take into account safety and sustainability into its design. All open spaces will be overlooked. Rear parking court and street well lit. Access routes need to be well defined and provide convenient movement without compromising security.

13. Density is a key element to establishing an acceptable and high quality development. This is a complex issue and is not just a case of having a large number of dwellings on the scheme. There are a number of benefits to achieving higher densities and these are on a number of different levels, being social, economic, transport and environmental.

    - Economic benefits are that the development becomes more viable and the cost of providing the associated infrastructure becomes more viable also.

    - Social benefits of higher densities manifest themselves in greater interaction and diversity of communities. Improves the viability of community facilities and services and enables a better integration of affordable housing into the neighbourhood.

- Public transport is supported and car travel is reduced when the development is in a sustainable location, as it is here.

- Environmental issues are addressed because the development becomes more energy efficient, thereby reducing consumption of precious resources. The development is well contained within the existing framework, thus reducing the potential for 'urban crawl' to be established.

14. The final submitted planning layout can be seen on the next page, Figure 15 and a 1:500 scale version accompanies the application.



Figure 15 - Submitted Planning Layout (nts).

8.0 Scale

1. The illustration on the next page, Figure 16 shows how the layout has progressed and how the building heights have addressed each of the constraints identified earlier in the document.

2. The principle of using focal buildings is a good design principle to adopt in order to provide terminations to views. This is particularly important as you enter the site to ensure that views do not 'bleed out' to nothing. A building used as a punctuation point within the street scene is more preferable and helps create an interesting public realm.

3. The importance of placement of different building styles such as semi detached, townhouses, terraced houses and apartments is key to the acceptance and success of the scheme.

4. The overall impression of the scheme is one of 'completeness', a continuation of the street scene whilst still remaining in character. It would be inappropriate to introduce different building types and styles.

5. The landscape character of the scheme should also be in scale with that of the rest of the site, its neighbours and that along London Road.



Figure 16 - Storey Heights Layout (nts).

9.0 Landscape Strategy

1. The area is a brownfield site on the edge of the suburban ribbon development along the main road out of Portsmouth. It lies adjacent to the London Road and the front of the site faces onto Purbrook Heath to the west and to the south of a large area of allotments. This section of main road is characterised by an edge of mature trees and hedgerows with a grass verge to the front of the properties

2. Given the proximity of open space the planting strategy for the boundary of the new development has been to use native trees and understory planting wherever adequate space is available the species choice being based on those natives already identified on site by the Tree Survey.

3. Within the site where it has not been practical to use the more vigorous native species the planting strategy has been to use lower growing decorative amenity plants with a wildlife value and year round interest. Spring bulbs and wildflowers have also been included to provide a food source for bees and bumblebees.

4. The road frontage of the site has a grass verge to provide continuity with the existing roadside and is backed with a native species hedge and line of wild cherry trees.

5. The illustration on the next page, Figure 17 shows the proposed Landscape Masterplan that also accompanies this application and forms part of the landscape design statement.



Figure 17 - Illustrative Landscape Masterplan (nts).

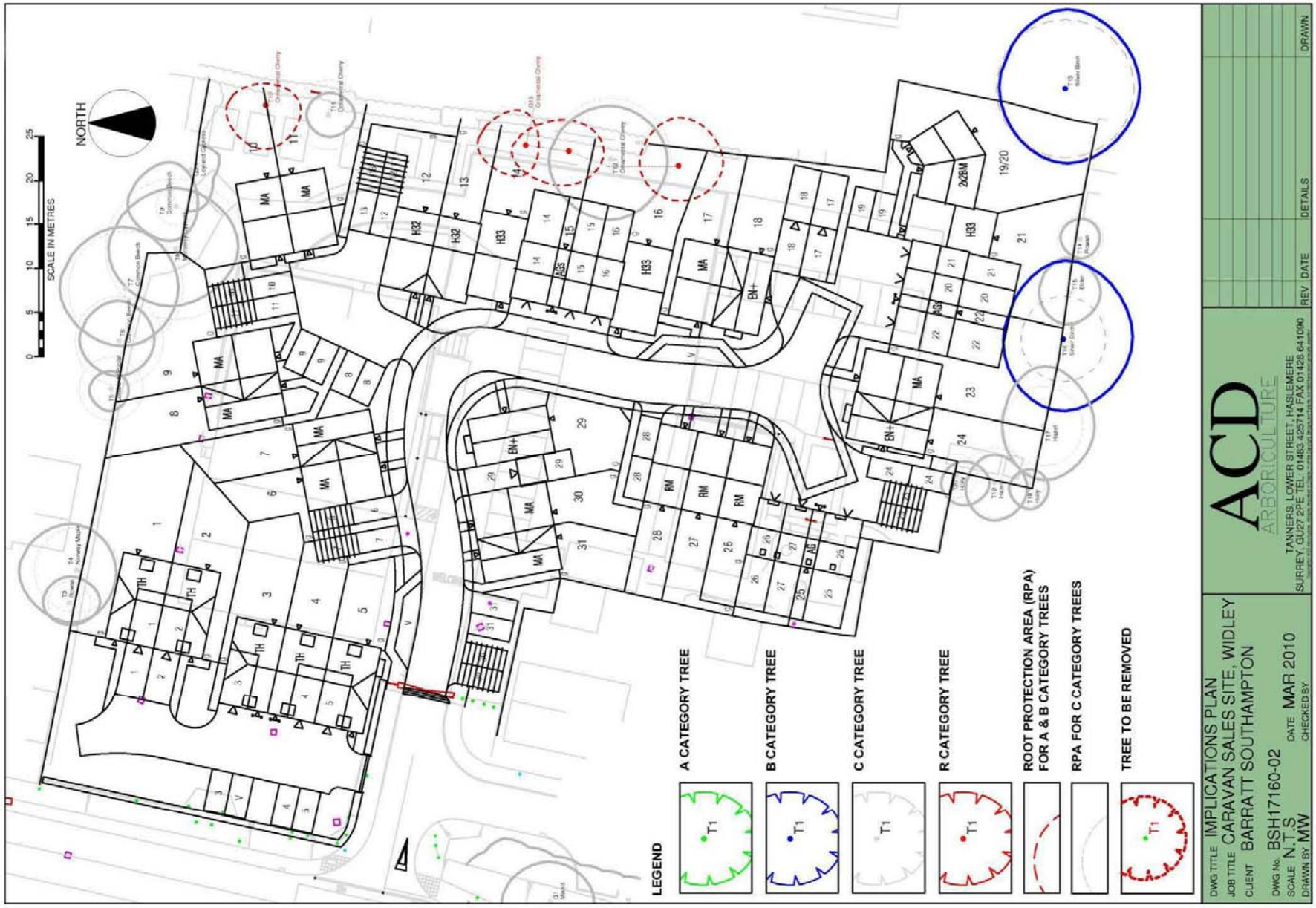


Figure 18 - Tree Implications Plan (nts).

10.0 Appearance

10.1 Buildings and Spaces

1. In order to address the issues of appearance we have broken down this section. The appearance of a development is made up of many different elements. Firstly, we will deal with the buildings and spaces on the site.

2. As has been discussed earlier in this document we have carried out an assessment of the local vernacular and neighbouring land uses. This has informed the elevational treatment and style of development that will sit comfortably in this location. The approach has been to produce a scheme that will enhance the neighbourhood rather than challenge people's perceptions of high quality design. The scheme is of high quality, but of a more traditional nature rather than of a contemporary or modern design.

10.2 Relationships

1. The appearance of the proposal scheme is not just how the built form will look but how the complete development will appear in the context of its surroundings. This appearance can be at anytime of the day or night, or indeed from month to month. Relationships can also be measured against other elements such as the distances and heights of the new dwellings to each other and to that of neighbouring properties.

10.3 Design

1. The scheme has taken account of many elements that invoke their influence on the site both from immediately adjacent to the site and from a much wider perspective. This has been achieved by creating high quality street scenes with buildings that are positioned and detailed in such a way that they will be memorable. The appearance from the highway will be of a high quality scheme fronted by a soft landscape, where possible and native trees and shrub planting to other larger areas of open space.

2. Spacing and Orientation of Buildings – buildings orientated to face the street and be of continuous building frontages to provide 'active' streets.

3. Building Heights – buildings will need to respect the height of residential development that surrounds the site. Residential development along internal main streets will need to be 2 storeys in height with the feature buildings at 2.5 storeys. The illustration on page 31, Figure 16 shows the storey heights proposed.



Figure 19 - Typical Elevation Treatment (nts).



Figure 20 - Typical Elevation Treatment (nts).

11.0 Access

11.1 Vehicular Access

1. The proposed site is to be accessed directly from Downside Road which accesses from London Road. This road is a two way single carriageway with a predominant speed limit of 30mph although the scheme itself will be designed to a 20mph criterion.

2. The visibility achievable from Downside Road onto London Road is 4.5m x 90m which accords with the Design Manual for Roads and Bridges for a 30mph road. It therefore follows that this visibility also complies with the requirements of Manual for Streets i.e. 2.4m x 45m visibility.

11.2 On Site Roads

1. The proposed estate road will be designed in accordance with the Shared Surface road principles as laid out in the document Manual for Streets sections 7.2.8-7.2.15 and in accordance with the specifications issued by Hampshire County Council. The road width will be a constant 4.8m with widening/overrun area on the inside of the 90 degree speed control bend. The shared surface road will be benefit from 1.0m wide and 2.0m wide service margins.

11.3 Emergency Access

1. The layout, width and number of properties served by the estate road are such that an additional emergency access is not required. The carriageway width is in excess of the Fire Service minimum of 3.7m and a turning head has been provided at the end of the proposed adopted carriageway to allow Emergency vehicles to manoeuvre into and out of the development to achieve the minimum distance of 45m to dwelling entrances.

11.4 Pedestrian and Cycle Access

1. Pedestrian facilities are found within the vicinity of the site and provide access to local amenities. There is a pedestrian crossing just south of Downside Road which serves the existing bus stop on London Road.

2. An on road cycle route exists on the London Road onto which the development connects. No specific provision has been made for cyclists within the scheme due to the shared surface nature of the proposed road.

11.5 Disabled Access

1. In respect of disabled access to and from residential properties gradients of drives, parking areas and footpaths close to homes will be designed to accord with Hampshire Highways Specification and current Building Regulations parts K and M. All primary accesses to the residential properties are to have a level threshold and steps are to be avoided at all times.

2. The design team have adopted an approach which will incorporate measures to facilitate access and use by all people who may reside or visit the development including disabled people with mobility, sensory and cognitive impairments. By following good practice and guidance on accessibility it is recognised that there will be benefits for all users of the development, not only for those with recognised disabilities.

11.7 Foul Drainage

1. The foul drainage is to be discharged to the existing Public Foul sewer to the West of the development site by gravity. Negotiations are taking place with Southern Water regarding capacity and connection preferences.

11.8 Storm Drainage

1. The estate road will drain via trapped gullies to soakaways designed to cater for all storm events up to and including the 1 in 100 year + climate change storm. Parking courts and driveways are to utilise wherever possible permeable surfaces such as block paviors to allow water to percolate to the underlying water table. House drainage will be to individual shallow soakaways in rear gardens which will be designed to allow a 1 in 10 year storm event to be stored. Rainwater butts are also being considered to allow further storm water attenuation.

11.9 Security and Lighting

1. The proposed layout will integrate and incorporate the principals of Secured by Design in terms of layout and construction of the new properties. The proposed lighting will form part of the Secured by Design and therefore the lighting scheme will designed in accordance with the Hampshire County Council Specifications and BS EN 13201.

12.0 Summary

1. Further meetings have been held with Havant Borough Council since the initial sketch layout was discussed. A number of alterations were requested to the planning layout, which have been incorporated.

2. The comments from the Public Exhibition have been assessed and taken into account where possible.

3. All of the sites Constraints and Opportunities have been assessed and dealt with in a positive manner which ensures that a high quality design is forthcoming.

4. All of the proceeding text, illustrations and previous negotiations with officers of Havant Borough Council have resulted in a scheme that can be commended to the authority.

5. The illustration on the next page, Figure 21 shows the final coloured version of the planning layout to be submitted.

6. We feel that the application documentation represents a high quality scheme that meets all of the expectations of the Local Authority, other consultees and Barratt Homes Southampton Limited and is recommended to Havant Borough Council for approval.



Figure 5 - Submitted Planning Layout (nts)