

3. DESIGN

3.1 DESIGN DEVELOPMENT

PRE-APPLICATION 01 PROPOSAL - 09TH JUNE 2025



Proposed Site Layout from Pre-Application 01

FEEDBACK + RESPONSE

THE DESIGN OF THE APARTMENTS NEED TO BE OF HIGH QUALITY AND TURNS THE CORNER SUCH THAT IT ADDRESSES BOTH ROAD FRONTAGES. THE BUILDING WILL NEED TO BE ARTICULATED TO ADD INTEREST WITH GOOD QUALITY DETAILING AND MATERIALS.

The design of the apartments has been developed to include high quality detailing and fenestration features. Further analysis has been undertaken to consider the existing context for the development and the characteristics of the site.

THERE IS CONCERN THAT THE LAYOUT APPEARS TO BE VERY CAR DOMINATED WITH PARKING FRONTING THE ROADS AND RARELY CONTAINED WITHIN HOUSE PLOTS.

The layout has been adjusted to break up the long parking runs with landscaping. As many parking spaces are contained within house plots. The design allows for a hierarchy of roads, including a main road, secondary roads and shared surfaces.

THE PROPOSALS FOR A LOCAL AREA OF PLAY NEED TO ENSURE THAT THE AREA IS OVERLOOKED, SECURE AND SAFE.

The design has been developed to have the Local Area of Play in the centre of the site, overlooked by a number of houses providing casual surveillance. A full landscape strategy has been developed.

PRIVATE AMENITY FOR THE FLATS SHOULD BE CONSIDERED TO ENHANCE THE SHARED AMENITY PROVISION.

The apartments have been developed to allow for private external amenity space in the form of balconies for a number of units. The shared external amenity space has a landscape strategy to ensure this space can be well used by residents.

ENCOURAGEMENT TO IMPROVE LINKS: THE COUNCIL SUPPORTS EXPLORING PEDESTRIAN AND CYCLE CONNECTIONS TO MARTIN ROAD AND NEARBY TRANSPORT HUBS.

The design has been developed to provide pedestrian and cycle connects to Martin Road and Petersfield Road, helping to promote active travel.

THE PRINCIPLE OF DEVELOPMENT IS THEREFORE CONSIDERED ACCEPTABLE MAKING A SIGNIFICANT CONTRIBUTION TO THE COUNCILS HOUSING NEED.

The current proposal continues to optimise the sites potential providing much needed housing.

THE MIX FOR THE ENTIRE SITE APPEARS TO BE A SATISFACTORY ONE WITH HOMES OF ALL TYPES AND SIZES TO MEET A VARIETY OF NEEDS. AFFORDABLE HOUSING PROVISION NEEDS TO BE REVIEWED WITH RESPECT TO MIX AND TENURE

The current proposals continues to maintain a variety of house types, apartment types and sizes. The proposal for affordable housing provision has been increased to at least 50% which addresses comments with respect to mix and tenure.

PUBLIC CONSULTATION - 09TH JULY 2025

On Wednesday 9th July, we held an in-person public consultation at the Leigh Park Community Centre. Questions received from the public were:

Q: How are the affordable units distributed across the site?
A: The affordable units will be tenure blind and pepper potted across the site.

Q: Is there a drainage strategy? Petersfield Road often floods?
A: Yes, a full drainage strategy will be submitted for the planning application.

Q: What are the features on the houses?
A: The houses are designed to be in keeping with the surrounding context but also modern. There are features such as projecting brickwork, soldier coursing and materiality changes across the site.

Further detail can be found within the Statement of Community Involvement, accompanying this application.



INTRODUCTION AND BACKGROUND

Welcome to our exhibition, displaying the proposals for the redevelopment of the former Electricity Board site along Bartons Road. These exhibition boards show our proposals for the development, which would provide 91 new homes, open space and landscape improvements.

For questions or feedback, please speak with our project team. To submit feedback by post, request a pre-addressed, stamped envelope from us. You can email guildford@stonebondttd.com or visit our website at www.stonebondproperties.com/bartonsroad to complete a feedback form electronically.

ABOUT THE SITE

The site was formerly occupied by the Electricity Board which included a large three storey office building. The site was cleared following demolition in 2016. The site is located in a prominent position on the corner of Petersfield Road and Bartons Road and to the west of Havant and Waterlooville Football Club.

'A PASSION FOR PARTNERSHIPS'

EDGINGTONS ARCHITECTS

GREENWOOD

ecological consultancy

VAIL WILLIAMS

ecological consultancy

Stonebond

SITE OVERVIEW

The site comprises 17 hectares of brownfield land and is situated within the existing settlement boundary, to the north of Havant. The site has been cleared and a single stockpile remains following demolition. Havant train station, served by South Western and Southern Railway, is located 1.4 miles to the south.

The site is allocated within the 2014 Allocations Plan (ref: L145) for 90 dwellings. The emerging Havant Borough Local Plan retains the site allocation (Allocation 18) for about 90 dwellings.

SITE DETAILS

KEY:

- SITE DIMENSIONS
- TOPOGRAPHY
- ROUTES TO SITE
- MAIN ENTRY / REFORMING BUILDINGS
- UTILITIES & SERVICES
- MAINTENANCE OFFICE
- ACCESS CONSTRAINT ZONE
- EXISTING TREES
- PROXIMITY TO HOUSE
- CONNECTIONS
- PROXIMITY TO ROAD

Site Constraints

- Access:** The main vehicle access point into the site would be via Bartons Road, with an additional pedestrian and cycle connection to Petersfield Road.
- Daylight & Sunlight:** Homes would be designed to utilise sunlight efficiently, conserving energy.
- Topography:** The levels on the site are relatively flat, sloping from the north and south rising slightly in the centre of the site.
- Site Dimensions:** The site is irregular in shape, with an overall area of 17 hectares.
- Existing Trees:** There are mature trees adjacent to the site. These trees are generally of good quality and are proposed to be retained.
- Utilities & Services:** Various easements, utilities and services run along the western boundary, forming a constraint.

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OUR PROPOSALS

DISTINCTIVE CHARACTER

Our proposals include a landmark apartment building on the junction of Bartons Road and Petersfield Road. At the heart of the development lies landscaped open space, with opportunities for children's play and routes designed to support cycling and walking. This provides an opportunity for community cohesion.

AFFORDABLE HOMES

91 new residential homes, comprising 32 apartments and 59 houses, of which at least 37 homes (40%) will be affordable.

Proposed Masterplan

ADAPTABILITY AND SUSTAINABILITY

Our homes are designed for modern living and come with electric vehicle charging points and low carbon energy sources. Homes will be designed so that they can be adapted to residents' needs.

LANDSCAPING

These spaces are designed for new and existing residents and encourage a range of activities close to home. Open lawn and planting areas along with trees create a buffer between the homes and the main road.

CHILDREN'S PLAY AREAS

There would be a play area in the centre of the development catering to young children, providing opportunities for social interaction and exercise.

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DESIGN

Typical House Type C10 *Typical House Type C20*

We are drawing inspiration from the local material palette and Borough Design Guide to provide high-quality new homes that are appropriate to the area. The design principles that have guided the vision for this development are set out below.

DESIGN PRINCIPLES

- Creating outdoor spaces with native-led landscaping where residents can socialise.
- Improved legibility and ease of movement providing safe cycle and pedestrian routes.
- Retaining trees and introducing landscape buffers to safeguard the amenity of occupants.
- Utilising eco-friendly features and promoting local biodiversity.

BUILDING DESIGN

Red Brick *Dark Vertical Timber Weatherboard Cladding* *Grey Stone Timber Board* *Red Timber Board* *Double Soldier Course Bonding* *GSP Cladding - Grey* *Weatherboard - Grey*

We are committed to maintaining the local character in our building designs. Features such as red brick, brick banding patterns, and a variety of construction materials will be incorporated to reflect this.

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LANDSCAPE AND COMMUNITY SPACES

CHARACTER ZONES

The design for the landscape and public realm aims to create enjoyable connections through the site. The landscape has been divided into 3 distinct character areas:

Street Surface *Open Green Space* *Open Green Space* *Traditional Street*

CHILDREN'S PLAY SPACES

We are seeking to provide play space catering to young children. The design includes areas for independent play, as well as spaces specifically tailored for social interaction and parental engagement. Features proposed include:

- Safe enclosures for toddlers and young children.
- Areas for children transitioning to independent play, offering varied play experiences.
- Zones for physical activities, potentially featuring landscaped elements like mounds.

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SUSTAINABILITY

Concept view looking towards Petersfield Road

We recognise our responsibility in managing environmental impacts. Our development aims to build a future-ready community, focused on green transport, energy efficient homes, and biodiversity. The current brownfield site has limited ecological value; our plans would revitalise the site with high-quality open spaces.

Energy & Water Efficiency

- Buildings designed for heat retention and renewable, energy efficient systems such as air source heat pumps and LED lighting.
- Water conservation features such as aerated taps ensuring minimal wastage.

Biodiversity

- A landscaping strategy that promotes rich habitats, tree preservation, open lawns and seasonal planting.

Sustainable Housing Design

- Electrical vehicle charge points for every home.
- Cycle parking for every home, including for the apartments which would have secure and adequately signed space.
- Safe pedestrian and cycle routes with connections to the wider area to reduce car reliance.
- Selection of sustainable materials from recycled and renewable sources where possible.

Flooding and Drainage

- Surface water drainage system and attenuation storage to deal with surface water runoff generated by the development.

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ACCESSIBILITY AND TRANSPORT

Proposed pedestrian and cycle routes

The proposals aim to promote sustainable transport and active lifestyles through a comprehensive network of pedestrian and cycle routes. Good legibility through the site and ease of movement also seeks to promote existing public transport connections to reduce private car dependence.

WALKING & CYCLING

Our proposals include well-lit pedestrian and cycle connections that integrate with the existing surrounding routes, providing easy access to key local facilities.

CARS

The main access point is via Bartons Road. There is a combination of on plot parking for the houses and courtyard parking for the flats. Electric vehicle charging points are also included.

BUS

The site is well-served by bus routes 621, 21, and 20, which connect to Havant Town Centre and Portsmouth City Centre, and predominantly run every 30 minutes. Several bus stops are located a short walk from the site.

RAIL

Havant Rail Station is located 1.4 miles south of the site, approximately a 6-minute cycle or 20-minute walk. Other nearby stations include Warblington and Beahampton.

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TIMELINE AND NEXT STEPS

Thank you for joining us today, we hope you have found this public consultation useful.

Members of our project team are here today to discuss your ideas and answer any questions you may have. Your local knowledge, thoughts and suggestions are important to help shape our plans and ensure the very best scheme is brought forward.

FEEDBACK

Please complete a feedback form and post it in the box provided. You can also complete the form electronically by emailing guildford@stonebondttd.com or by visiting our website at www.stonebondproperties.com/bartonsroad.

If you would prefer to take the form away with you, please ask a member of the team for a freepost envelope. Please return your form to us by **Midnight, 20th July 2025** to allow us time to collate and consider all feedback received.

We will review all comments and suggestions received as we continue to develop our ideas for the site.

CONTACT DETAILS

The team would be happy to answer any questions you may have following the event. You can contact us via **Stonebond Properties (Guildford) Limited, 1 Bishops Wharf, Walnut Tree Close, Guildford, Surrey, GU1 4UP.**

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RESPONSE TO PUBLIC CONSULTATION - "YOU SAID, WE DID "

During the consultation period, we provided two ways for attendees to give their feedback and/or find out more information about the proposals. These included:

- Completing the feedback form at the exhibition or via post.
- Completing the feedback form on the website: www.stonebondproperties.com/bartonsroad.

A deadline of midnight 20th July 2025 was provided for receipt of feedback.

During the public consultation event, we received written feedback from no respondents. The feedback we received was obtained via the feedback form completed through the website.

The feedback form contained a mix of qualitative questions, with 13 questions in total. These sought to understand what respondents thought about the proposals, and for respondents to provide any general feedback on proposals.

A range of suggestions, queries and concerns were expressed during the formal consultation period. These issues are summarised below by theme, together with a brief response from the Applicant.



Public Consultation Website

AFFORDABLE HOUSING

COMMENTS:

1. *Would like to know where the affordable dwellings will be located on site.*
2. *The price of new homes are too expensive.*

OUR RESPONSE:

Core Strategy Policy CS9 states housing proposals should deliver 30-40% affordable housing on sites of 15 dwellings or more. As such, our proposals at the consultation stage provided 40% affordable housing. In light of the pre-application response from Havant's Housing Officer, alongside comments regarding affordability from local residents, we have proposed to increase the percentage of affordable housing on site to at least 50%.

The Housing Officer confirmed as of May 2025, there are 1,557 active applications registered on Hampshire Home Choice with applicants seeking rented accommodation, primarily for 1-bed (42%) and 2-bed dwellings (34%). All flats are therefore proposed as Affordable Rent.

The affordable dwellings are distributed across the site to ensure a mixed community in line with Policy CS9. The dwellings are appropriately sized to ensure they are affordable, whilst also meeting Nationally Described Space Standards.



PARKING & ACCESS

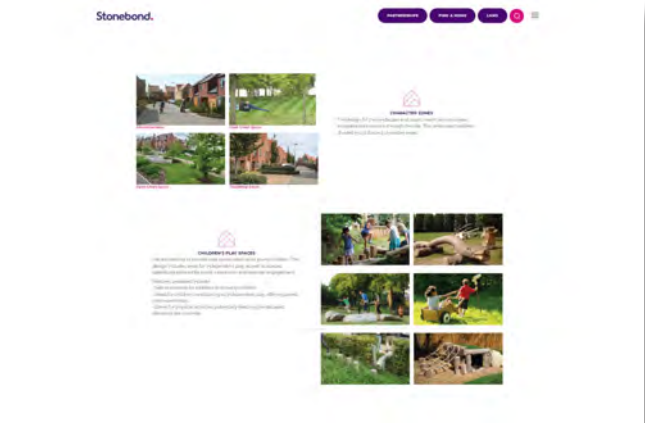
COMMENTS:

1. *How many car parking spaces will be allocated to 90 units?*
2. *Concerns that residents will be forced to parking on surrounding roads.*

OUR RESPONSE:

The proposed development will provide a total of 154 allocated parking spaces and 30 unallocated visitor spaces in line with Havant Borough Council's Parking SPD (2019).

The proposals also provide safe and suitable access to the existing non-vehicular network. Following a vision-led approach, the development proposals bring forward a range of measures and sustainable travel improvements to reduce the need to travel and encourage the use of sustainable travel modes.



ADDRESSING TRAFFIC CONCERNS

COMMENTS:

1. *Would welcome the inclusion of Knightwood Avenue in the traffic assessment.*
2. *Bartons Road is congested and the new development will result in further traffic.*
3. *Why is there only one access into the site?*

OUR RESPONSE:

Existing traffic flows were obtained from a turning count and queues survey undertaken on June 23, 2025. The survey location included B2149 Petersfield Road/Bartons Road junction and Bartons Road/Knightwood Avenue junction. The survey was conducted for 3 hours in each peak (0700 – 1000 in the AM and 1600 – 1900 in the PM). The turning count survey was carried forward to establish a forecast baseline applying background growth and adding on the committed developments as recommended by HCC in the pre-application response.

Capacity assessments have been undertaken for the Bartons Road Site Access and the Petersfield Road/Bartons Road Junction. Based on these assessment the site access will operate well within capacity. The impact at the Petersfield Road/Bartons Road Junction is not considered material, with the junction continuing to operate within capacity and within the bounds of normal daily variation. This incorporates improved pedestrian and cyclist crossing facilities at the junction which are intended to encourage increased trips by active modes, helping to offset the very minor worsening in the operation of the junction for traffic.



3.2 DESIGN STRATEGY

CONCEPTUAL LAYOUT

Our proposal follows the principles set out in the Havant Borough Council Design Guide (2011) and incorporates the seven key principles of good design.

The illustrative concept plan shows how appropriate forms of connections, routes, green areas and spaces could be created across the development whilst considering the site constraints.

Seven Key Principles of Good Design:

- 1. Distinctive Character - Proposed concept includes a landmark building along with a modern design approach.
- 2. Ease of Movement - Proposed concept clearly defines access routes connecting the north and west elements, where there are existing movement corridors. This allows for safe cycle and pedestrian connections to promote the use of public transport.
- 3. Good Legibility - Proposed concept is logical with the main access point off its existing access.
- 4. Good Continuity and Enclosure - Proposed concept has a landmark building and feature landscape along central spine road. The site is enclosed from the main roads through landscaping, car parking, and internal roads. The parking buffer along the western boundary also ties into the landscape buffer to the north
- 5. Good Quality Public Realm - Proposed concept has open spaces distributed across the development and offers incidental play for children.
- 6. Diversity and Detailing - Proposed concept has varied parcel sizes and shapes to allow for interest.
- 7. Adaptability and Sustainability - Proposed concept includes sustainable homes with air source heat pumps and EVCPs. Homes will be NDSS and M4(2) compliant, so they can be adapted to residents' needs.

Key features:

- Green and parking buffers to reduce noise and visual impact and considers the air quality from the B2149 Petersfield Road.
- A range of parcel sizes and housing types.
- A central spine road with secondary roads serving houses.
- Pedestrian and cycle routes connecting to Bartons Road, Petersfield Road and Martin Road.
- Play space located towards the heart of the development away from the main roads and spine road throughout the development allowing for a safe space to play and interact.
- Landmark building on the junction point of Petersfield Road and Bartons Road to define the site's location.
- A secondary network of incidental open spaces and connections well positioned within the parcels.

KEY:



Landmark Building



Residential Areas



Main Vehicular Route



Secondary Roads



Pedestrian and Cycle Route



Open Spaces



Green Buffer



Existing trees to be retained



Play space in the heart of the development



Exclusion zone for existing utilities



Proximity to neighbouring buildings



Potential noise & air quality issues



3.3 MASTERPLAN



3.4 SITE MIX

All units will be tenure blind, providing a seamless interface between private and affordable dwellings.

Overall, there are 90 homes, with 7 different types of dwelling. These will provide contemporary homes with traditional character and styles as set out in the SPD.

SCHEDULE			
1B FLATS	X 11	1-BED	
2B FLATS	X 21	2-BED	
M 2.9	X 9	2-BED	
M 3.11	X 6	3-BED	
M 3.12	X 29	3-BED	
M 3.13	X 4	3-BED	
M 4.11	X 10	4-BED	
TOTAL	90		

AFFORDABLE RENT			
1B FLATS	X 11	1-BED	
2B FLATS	X 21	2-BED	
M 4.11	X 2	4-BED	
TOTAL	34		

SHARED OWNERSHIP			
M 2.9	X 3	2-BED	
M 3.12	X 9	3-BED	
TOTAL	12		

- KEY:
- Affordable Rent
 - Shared Ownership



3.5 BUILDING HEIGHTS & DENSITY

The site is designed with a combination of 2 and 2.5 storey buildings, with the exception of the flats which are a combination of part 3 and part 4 storeys. The taller four storey element is set back from the lower elements, creating a crown to the top of the building.

The proposed site has a gross density of 52.9 dwellings per hectare (dph), which has been carefully considered in relation to the surrounding area to ensure compatibility with the local context while making efficient use of the land. We are mindful of the need to balance density with the provision of open spaces, amenities, and environmental considerations to maintain the character and quality of the area whilst noting that the site is located in a sustainable location.

The previous application on this site (ref APP/20/00658) was refused due to its high gross density of 103 dph. Other local applications vary in gross density but all sit within the council's threshold of low density:

APP/19/01166 - Former Colt Industrial Estate - 43 dph
APP/22/00439 - South Downs College - 40 dph
APP/23/00488 - Land East of College Road - 41 dph
APP/24/00939 - Berewood Phase 8 - 37 dph

KEY:

-  2 Storey Building
-  2.5 Storey Building
-  3 Storey Building
-  4 Storey Building



3.6 SITE CONSTRAINTS ANALYSIS

The site has a number of constraints which has dictated the layout of the development. The following constraints (indicated in the zones with black dotted lines) have impacted the proposals:

- There are adopted drains and water main running within the boundary along the western edge, which are subject to both private and public rights.
- The site is subject to the following reserved rights in favour of land to the south-west of the site between Petersfield Road and Martin Road. The right to use and maintain an electricity cable along the route.
- Deed of easement protecting the route of electricity and telecoms cables, ducts, pipes and other apparatus installed or to be installed along the land 3 meters in width centred upon the cables and apparatus.
- The site is subject to various reserved rights in favour of the land to the south-east (SSE retained land) which includes vehicular rights of access over the road.
- Allow SSE to maintain fences, boundary walls etc. where they bound SSE's retained land.

NET DEVELOPABLE AREA

The net developable area calculation is based on the inclusion of all built forms, roads and incidental open space and excludes any public realm area and undemised hardstanding that are not strictly necessary for the servicing of the properties to be sold/let.

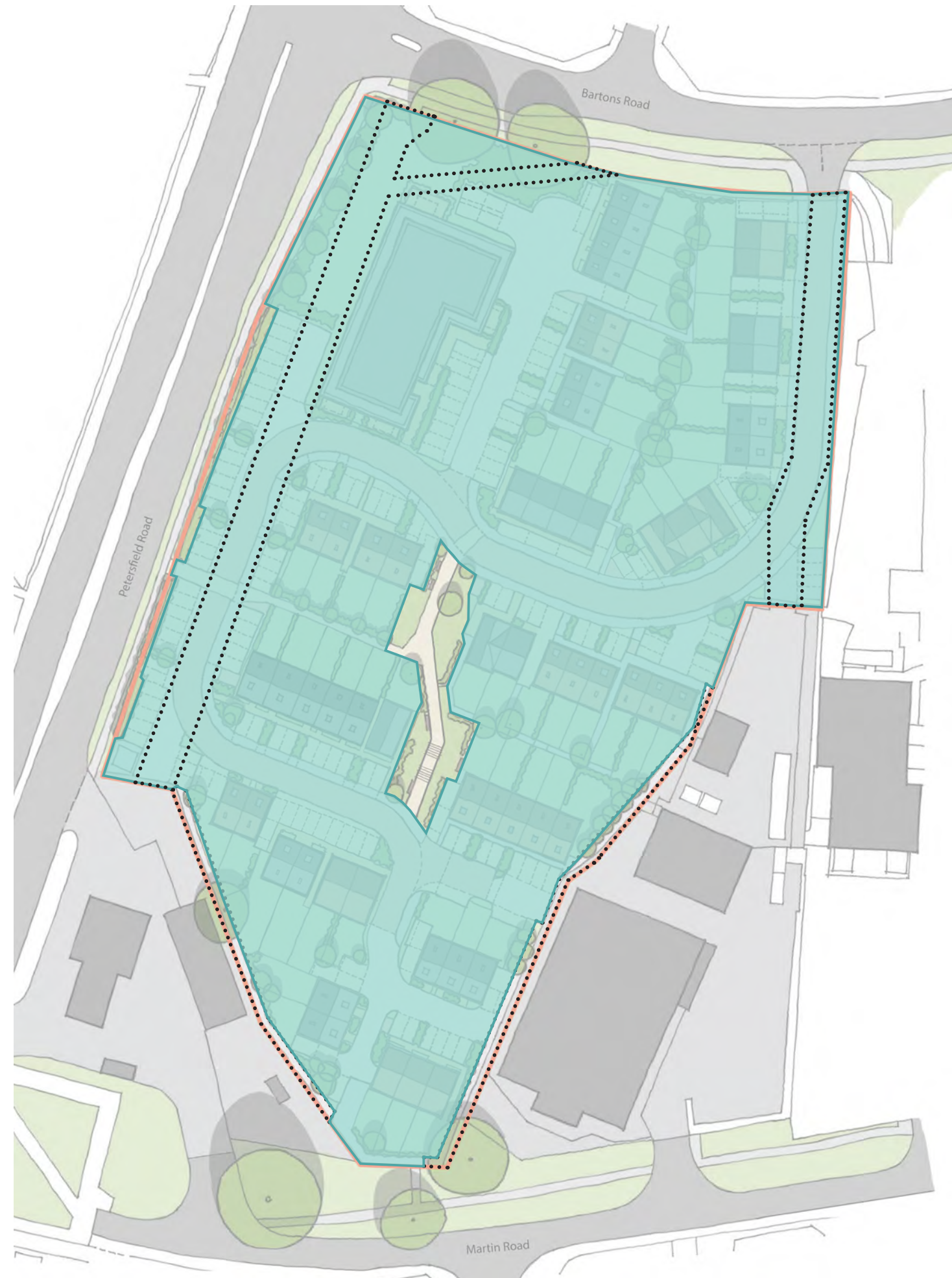
Total: 15,867m² (1.58ha)

Density: **56.96dph**

KEY:

 Net Developable Area

 Constraints zones



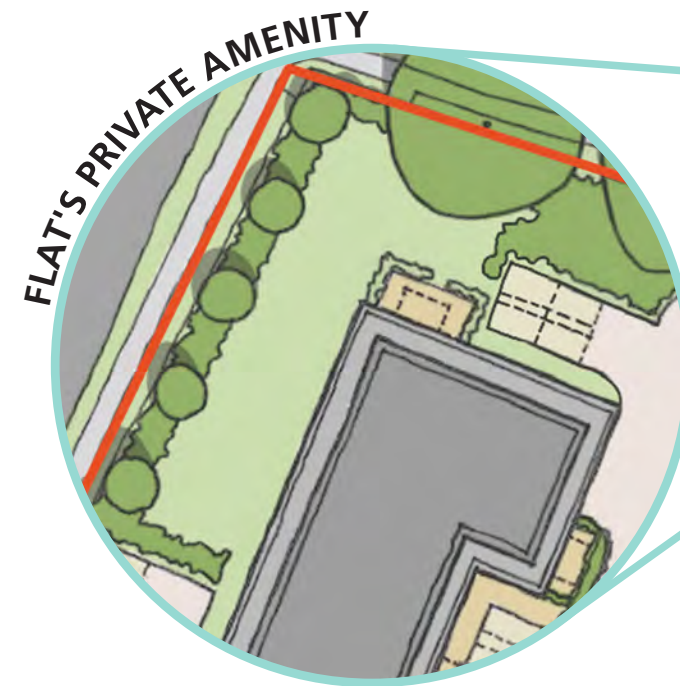
3.7 GREEN SPACES

FLAT'S PRIVATE AMENITY

- Shared private amenity for the flats.
- Creating a buffer between the road and dwellings.
- Protected, private amenity space.
- Opportunity for landscaping and seating

HEART OF THE DEVELOPMENT

- Local Area for Play (LAP), which is well overlooked and has casual surveillance.
- Additional informal amenity areas.
- Landscape pathways.
- Opportunity for community cohesion and amenity space.



3.8 PARKING & CYCLE STRATEGY

VEHICULAR PARKING

There is one vehicular access point off of Bartons Road to the north. There is a combination of on plot parking, for the houses and courtyard parking for the flats. Provision will be made for EV Charging Points, in accordance with the Parking SPD and Building Regulations.

Parking provision follows the principles of the Parking SPD. As noted in the SPD, rented accommodation can have fewer cars than owner occupied households of a similar size and type. All flats are proposed as affordable rent, in addition to a number of the houses and therefore a slight reduction in spaces is proposed for these dwellings. The focus and emphasis is on promoting public transport. In line with pre-application discussions with the Council, visitor parking has been provided at 20%.

A pre-application meeting with Hampshire County Council highways is being arranged following submission of a scoping note mid-April 2025.

PARKING PROVISION:

- 1-bed flats: 5.5 spaces
- 2-bed flats: 21 spaces
- 2-bed houses: 18 spaces
- 3-bed houses: 78 spaces
- 4-bed houses: 28 spaces
- No. resident spaces provided: **151** spaces
- No. visitor spaces provided: **30** spaces

TOTAL NUMBER OF SPACES PROVIDED: 181

No. resident spaces required: **209** spaces

KEY:

●	2-Bed Dwelling	F	Flat Parking
●	3-Bed Dwelling	V	Visitor Parking
●	4-Bed Dwelling	23	House Parking

CYCLE STORAGE

All houses will have cycle storage in the rear gardens. The flats will have internal secure cycle storage at the ground floor. We are exceeding the policy requirements and providing a space for larger cycles to promote sustainable transport options. 4no. sheffield stands are positioned near the entrance of the flats for visitors to use.

FLATS CYCLE STORAGE PROVISION:

- 1-bed flats: 11
- 2-bed flats: 22
- No. resident spaces required: 33
- No. resident spaces provided: 34
- No. visitor spaces required: 7
- No. visitor spaces provided: 8

TOTAL NUMBER OF SPACES REQUIRED: 40

TOTAL NUMBER OF SPACES PROVIDED: 42



CYCLE ROUTES

Sustainable travel will be encouraged through the proposed links to the existing transport infrastructure in the local area.

Petersfield Road has a designated shared cycle and pedestrian path which leads to Staunton Country Park, a 6-minute cycle to the north and Havant Town Centre, a 9-minute cycle to the south. The site is approximately a 6-minute cycle to Havant Train Station, which has provision for 92 cycle spaces.

The proposed development provides the opportunity to have a direct cycle and pedestrian connection to Petersfield Road. Additionally, pedestrian and cycle access can be sought from the main access point on Bartons Road. To the south of the site, there is an opening providing a connection between the site and Martin Road, this does require third party land.



KEY:

- ↔ Main cycle route
- ↔ Secondary cycle routes
- ↔ Connecting Routes

3.9 PLOT SIZES & PRIVATE AMENITY

All semi-detached and terrace houses have their own private outdoor amenity space, in the form of rear gardens. Many of the dwellings also have a front garden or defensible space. Private shared outdoor amenity space is provided for the residents in the flats, with some flats having balconies or small patios. All gardens meet or exceed the spatial requirement for garden sizes as set out in the Borough Design Guide SPD.

In line with good design principles, the gardens adhere to the following principles:

- Have a minimum length of 10m (additional 4m depending on storey height)
- Be roughly rectangular in shape
- Screened by fences or walls to provide privacy
- Receive direct sunlight
- Able to accommodate bin and cycle storage
- Not be heavily overshadowed by trees and tall hedges
- Directly accessible from habitable rooms
- Have level access from the home

All dwellings adhere to the NDSS and M4(2) with plot sizes varying throughout the development, and are all provided with the required private outdoor space for play and recreation. The flats have 2no. M4(3) units on the ground floor alongwith 2no. M4(3) parking spaces situated close to the entrance.



KEY:

- Private Outdoor Amenity
- Private Outdoor Amenity (Flats)
- Private Shared Outdoor Amenity (Flats)



PRIVACY DISTANCES

As outlined in the Borough Design Guide SPD, it is important that people are able to enjoy a degree of privacy which makes them feel comfortable inside their homes and able to enjoy their private outdoor spaces without feeling overlooked or overheard.

A minimum distance of 20m between the rear of buildings directly facing each other. For rear to side relationships, the separation distance is minimum 10m. The positioning of buildings has been carefully considered and designed to reduce the overlooking.



3.10 PROPOSED MATERIAL PALETTE

The Borough Design Guide states that new developments should make the most of opportunities to create visual attractiveness and diversity through detailing. The choice of materials should be informed by an analysis of the site and its context.

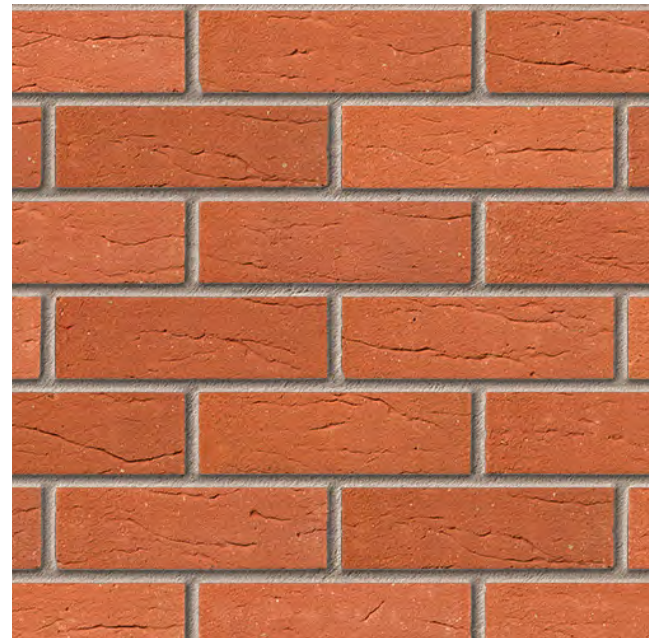
The dominant materials in the Borough include brick, clay roof tiles and slate. Colours vary throughout, but typically tones of red are used.

A variety of brickwork has been proposed to provide decorative patterns and colour variation. Brick banding separates the upper storey from the lower storey and projecting brickwork features, around windows or on elevations of stretcher bonds, are proposed to provide detailing and articulation.

Vertical timber weatherboarding has been proposed to create additional facade treatments across the development, this provides verticality to the designs in contrast to the horizontal brickwork and brick banding. Grey windows and doors have been proposed to add a contemporary look and feel to the buildings articulation.

Red tiles and grey slate tiled roofs have been proposed to compliment the variety in facade designs across the development. Again, both red and grey tiles roofs are evident across the local vernacular.

The proposed material palette allows the design of the buildings to be rich, with detailed use of articulation, decoration, colour and material variation. There is a mix of traditional and contemporary styles, creating a range of building designs, whilst reflecting and interpreting the different architectural designs found in the local vernacular.



Red Brick



Grey Windows & Doors



Projecting Brick Banding



Dark Vertical Timber Weatherboard Cladding



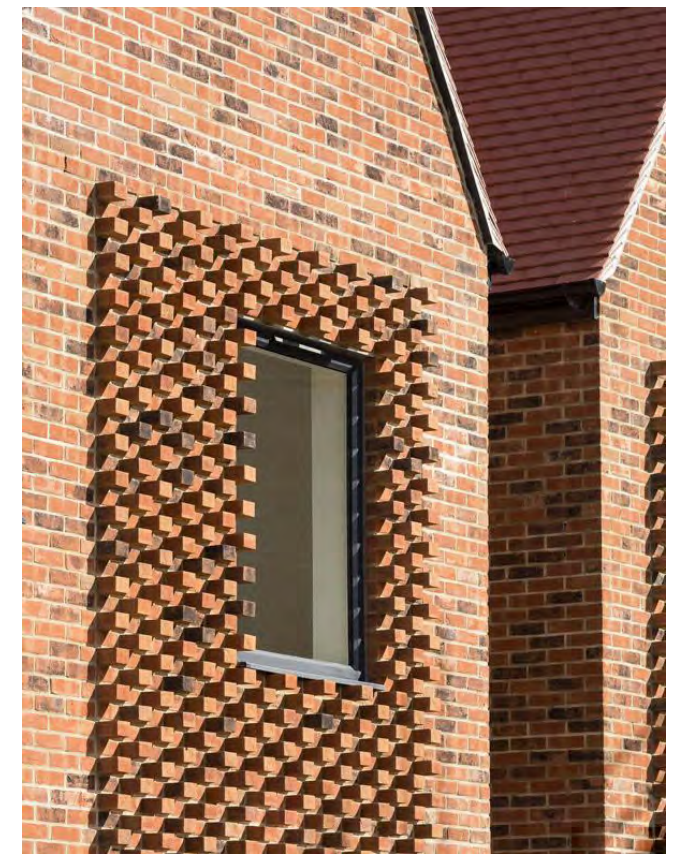
Grey Slate Tiled Roof



Grey GRP Canopy



Red Tiled Roof



Projecting Brickwork Feature

3.11 HOUSE TYPES

2-BED HOUSE



House Type M2.9
2B4P

M4(2) NDSS Compliant

GIA: 868 ft²
81 m² **NIA:** 853 ft²
79 m²

TOTAL: **2.03 m²**
NDSS REQ'D: 2.00 m²

PLOT NUMBERS:
As drawn: 8, 11, 13, 27 58
Handed: 10, 12, 56, 57

Note: Coloured elevations are indicative only. For detailed material specification, please refer to dwelling materials layout 6087-1150.

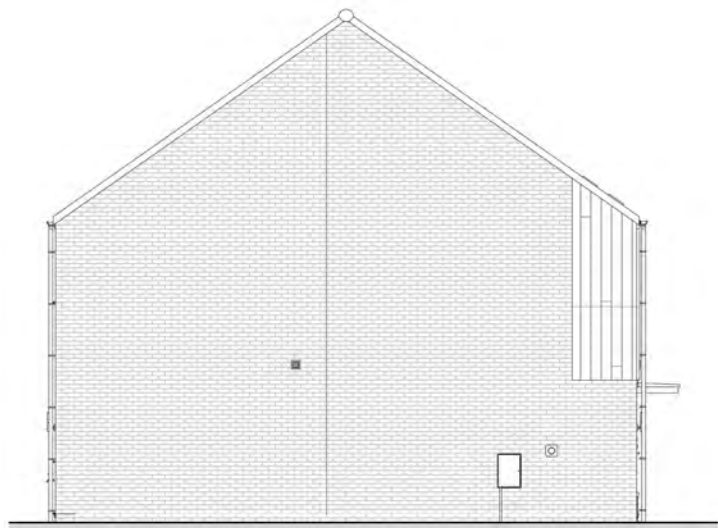
3-BED HOUSE



Front Elevation



Rear Elevation



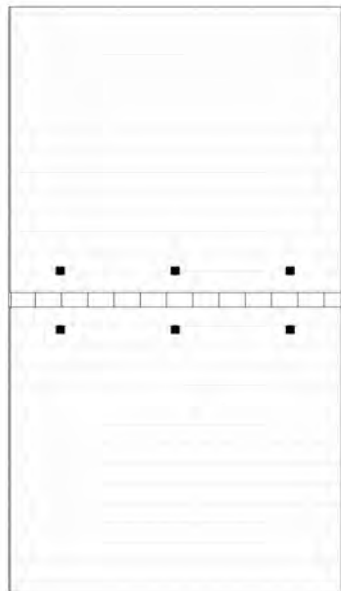
Side Elevation



Ground Floor Plan



First Floor Plan



Roof Plan

House Type M3.11
3B5P

M4(2) NDSS Compliant

GIA: 1060 ft² NIA: 1044 ft²
98 m² 97 m²

TOTAL: 2.62 m²
NDSS REQ'D: 2.50 m²

PLOT NUMBERS:

As drawn: 2, 4, 48

Handed: 1, 3, 47

Note: Coloured elevations are indicative only. For detailed material specification, please refer to dwelling materials layout 6087-1150.

3-BED HOUSE



House Type M3.12
3B5P

M4(2) NDSS Compliant

GIA: 1105 ft²
103 m² **NIA:** 1083 ft²
101 m²

TOTAL: **3.48 m²**
NDSS REQ'D: 2.50 m²

PLOT NUMBERS:
As drawn: 17, 19, 21, 24, 30, 33, 36, 38, 41, 42, 46, 50, 53
Handed: 16, 18, 20, 25, 28, 29, 31, 32, 34, 35, 37, 40, 45, 49, 54, 55

Note: Coloured elevations are indicative only. For detailed material specification, please refer to dwelling materials layout 6087-1150.

3-BED HOUSE



Front Elevation



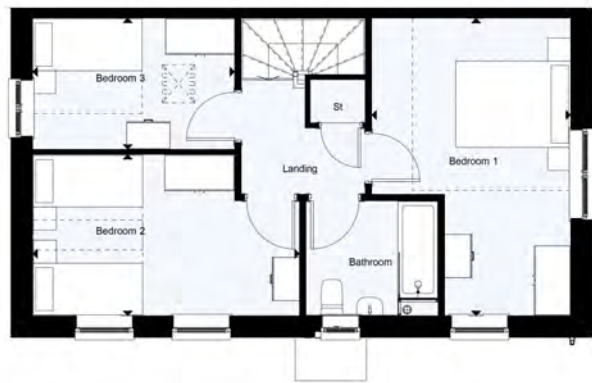
Side Elevation



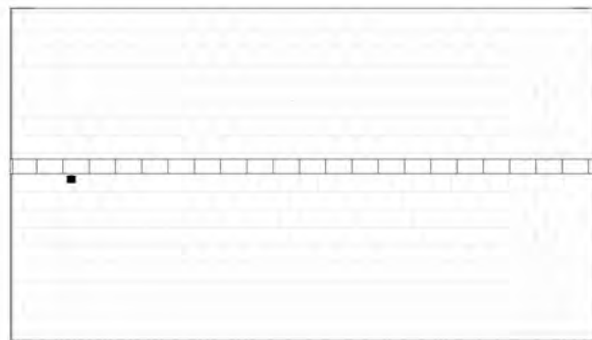
Side Elevation



Ground Floor Plan



First Floor Plan



Roof Plan

House Type M3.13
3B5P

M4(2) NDSS Compliant

GIA: 1060 ft² NIA: 1044 ft²
98 m² 97 m²

TOTAL: 2.73 m²
NDSS REQ'D: 2.50 m²

PLOT NUMBERS:
As drawn: 9
Handed: 7, 26, 39

Note: Coloured elevations are indicative only. For detailed material specification, please refer to dwelling materials layout 6087-1150.

4-BED HOUSE



House Type **M4.11**
4B6P

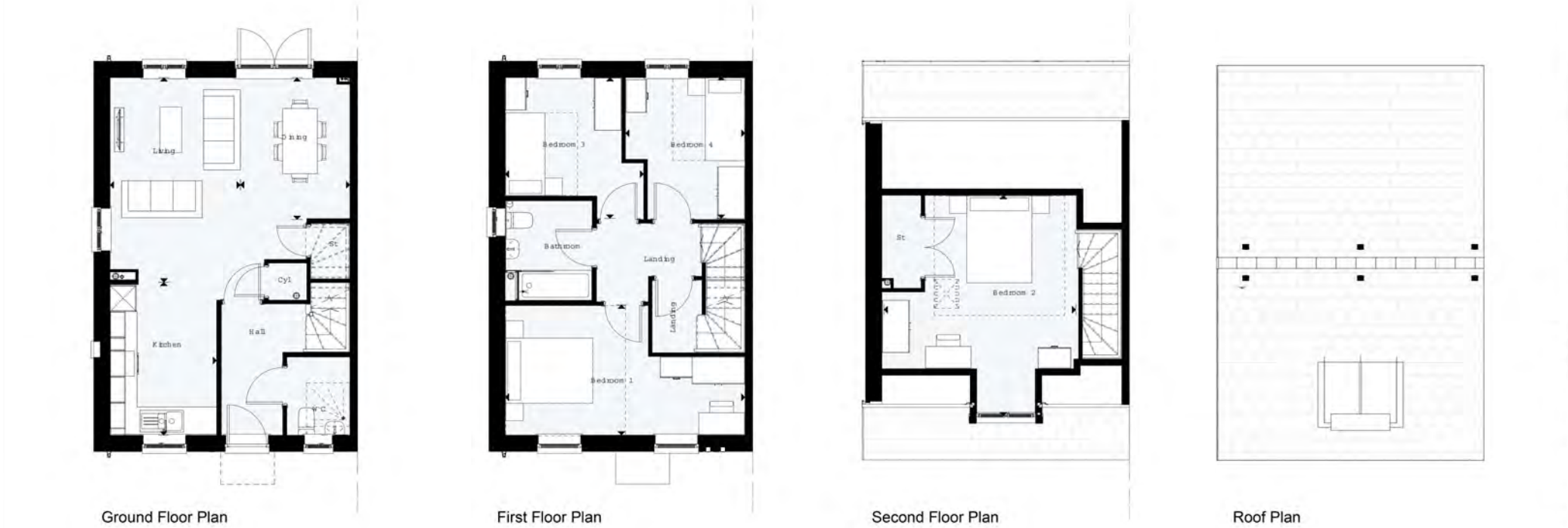
M4(2) NDSS Compliant

GIA: 1287 ft ² 120 m ²	NIA: 1262 ft ² 117 m ²
--	--

TOTAL: NDSS REQ'D:	4.48 m² 3.00 m ²
------------------------------	--

PLOT NUMBERS:
As drawn: 6, 15, 16, 22, 44, 52
Handed: 5, 14, 17, 23, 43, 51

Note: Coloured elevations are indicative only. For detailed material specification, please refer to dwelling materials layout 6087-1150.



3.12 APARTMENT FLOOR PLANS

GROUND AND FIRST FLOOR PLAN

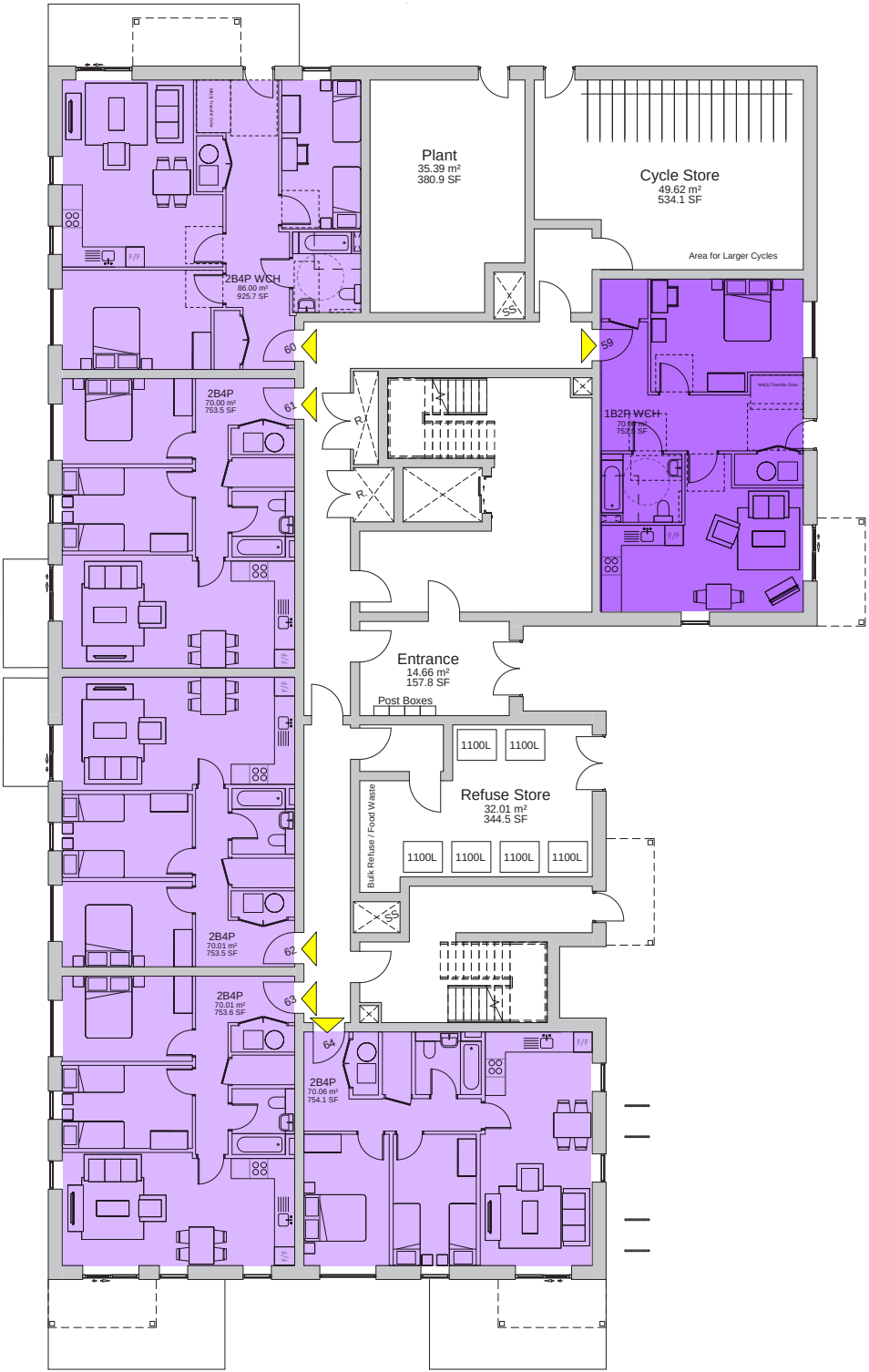
The flats are situated in the north-west corner of the site on the junction of Bartons Road and Petersfield Road. There is a provision of 32 flats, all of which are affordable rent. The flats have internal secure cycle store and refuse store. All flats are M4(2) along with 2% M4(3) compliant located on the ground floor.

1B FLATS X 11
2B FLATS X 21

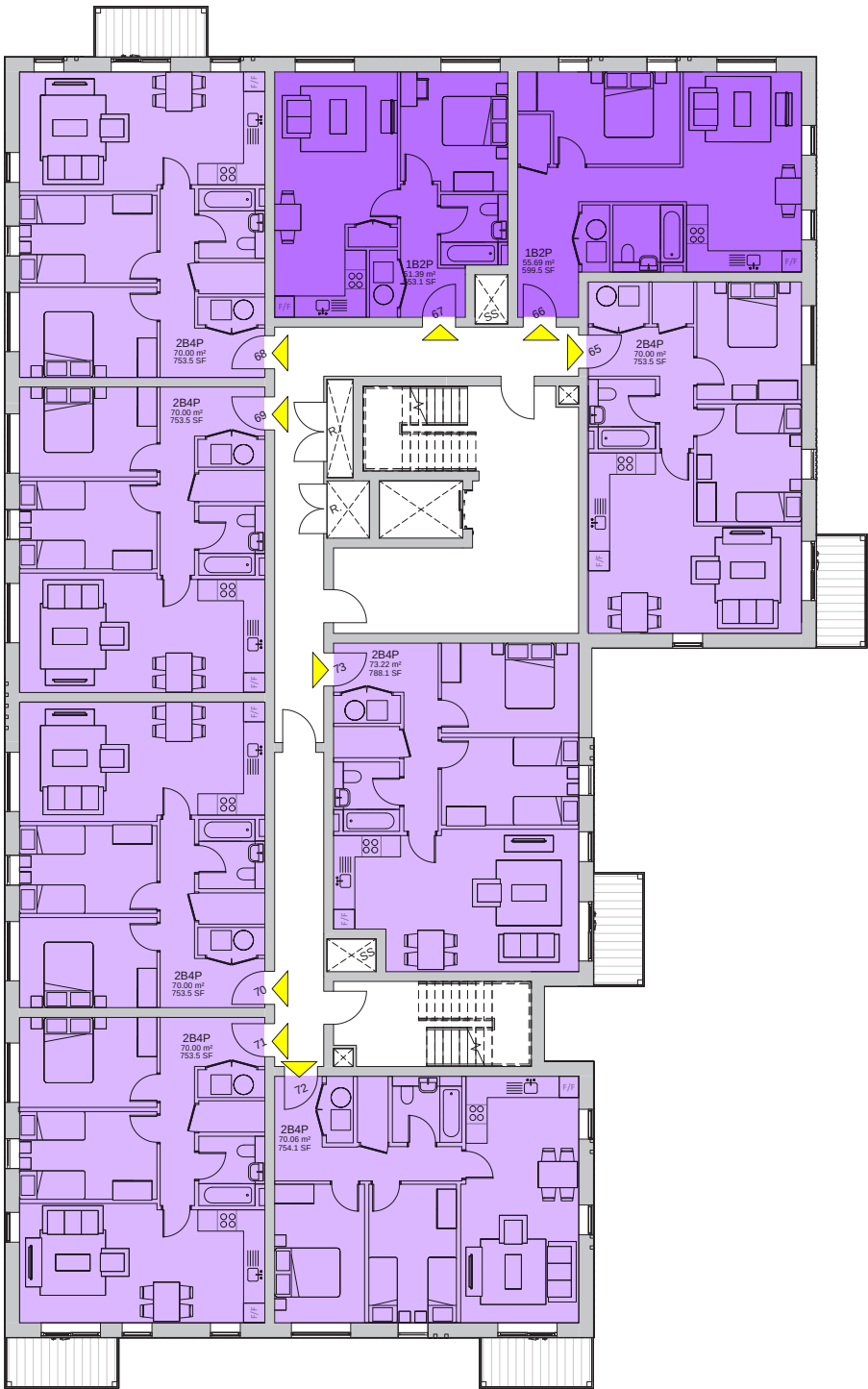
TOTAL = 32

- 1B2P Flats
- 2B4P Flats

KEY PLAN

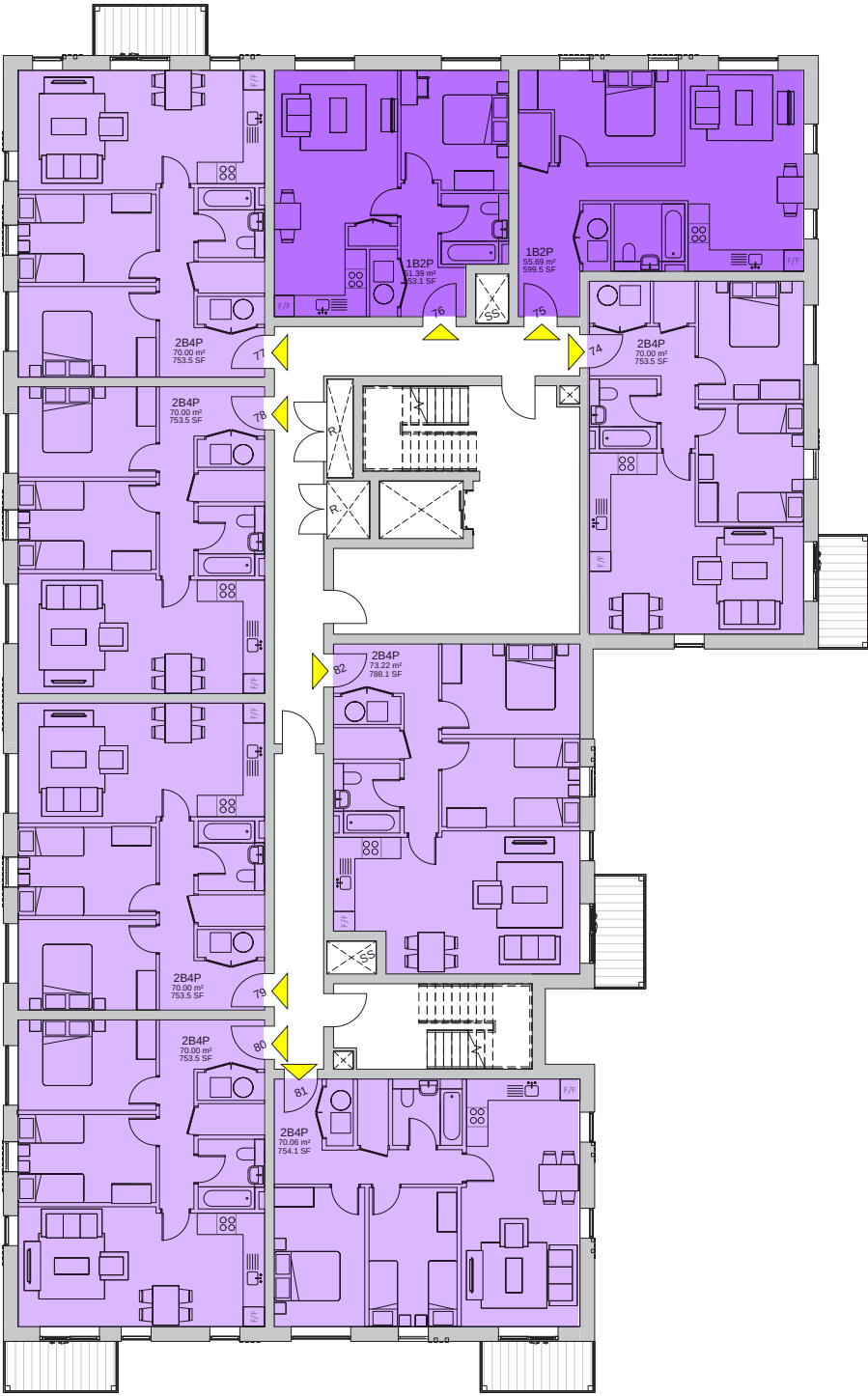


Ground Floor Plan

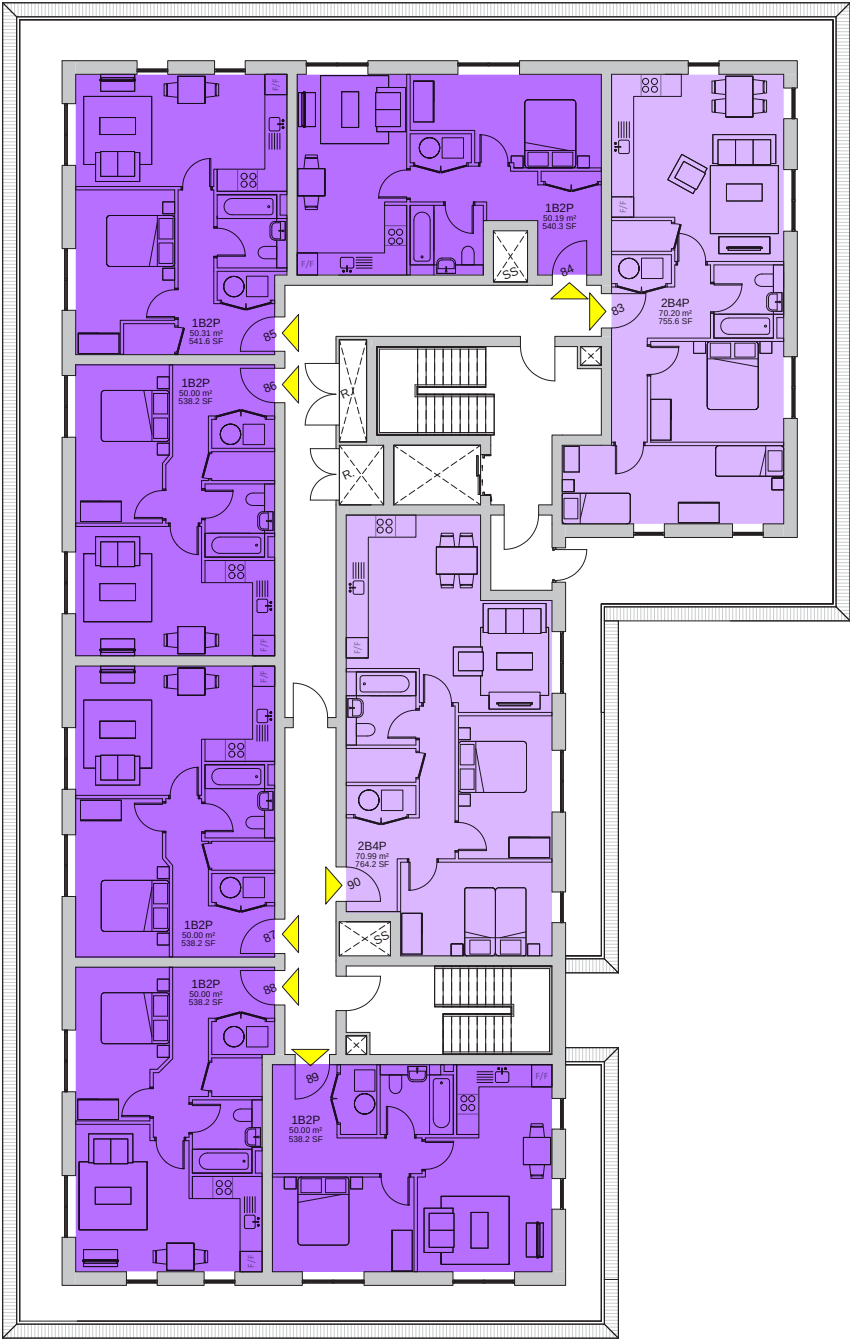


First Floor Plan

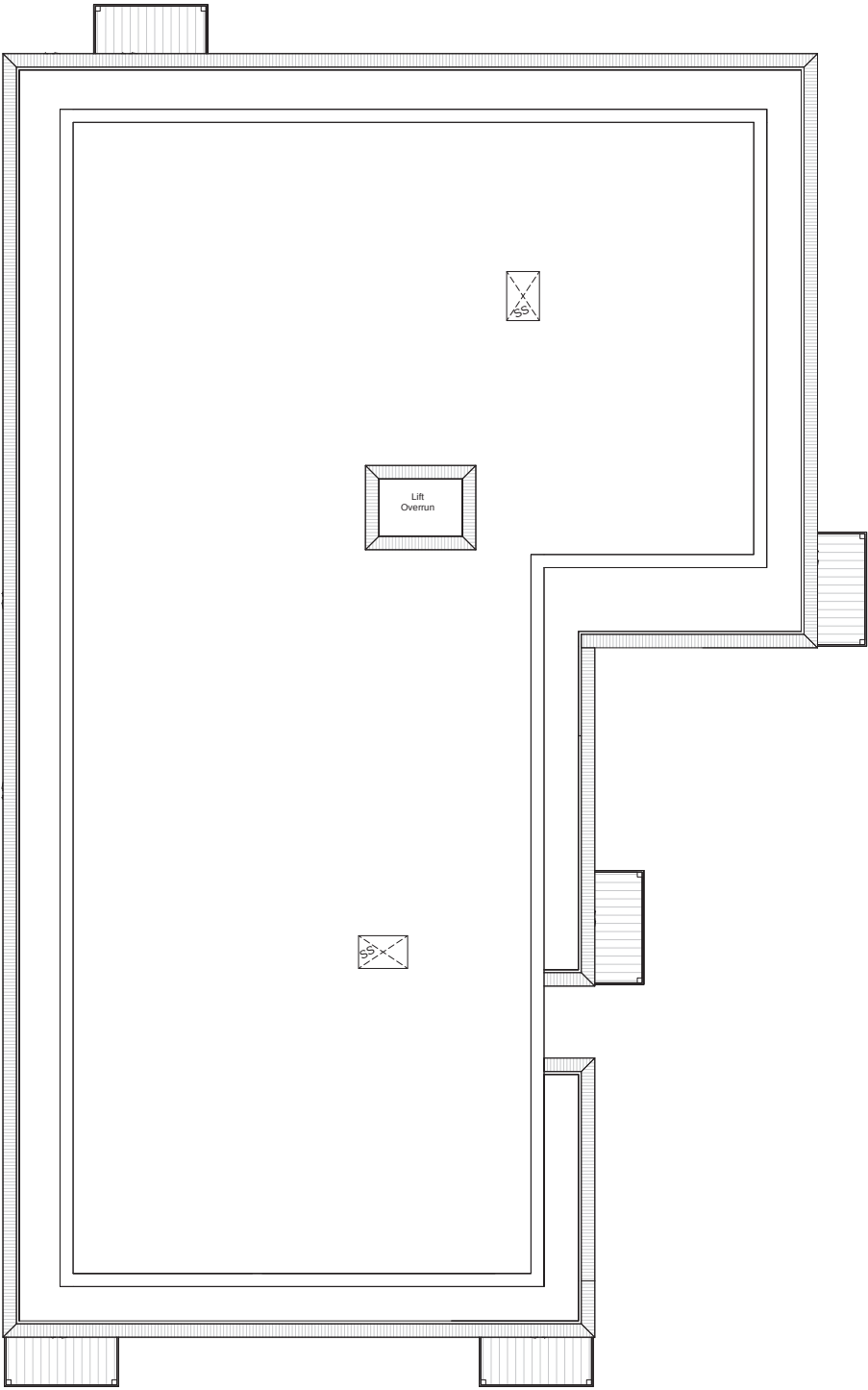
SECOND AND THIRD FLOOR PLAN



Second Floor Plan



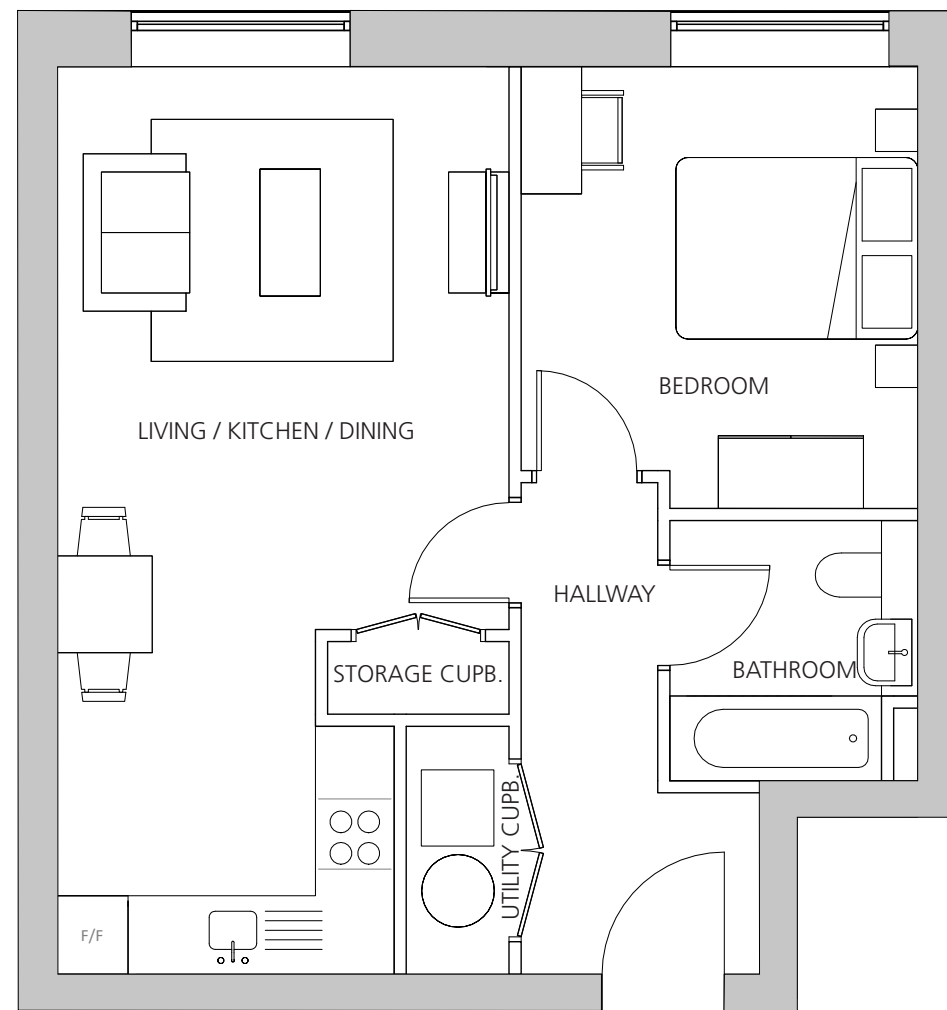
Third Floor Plan



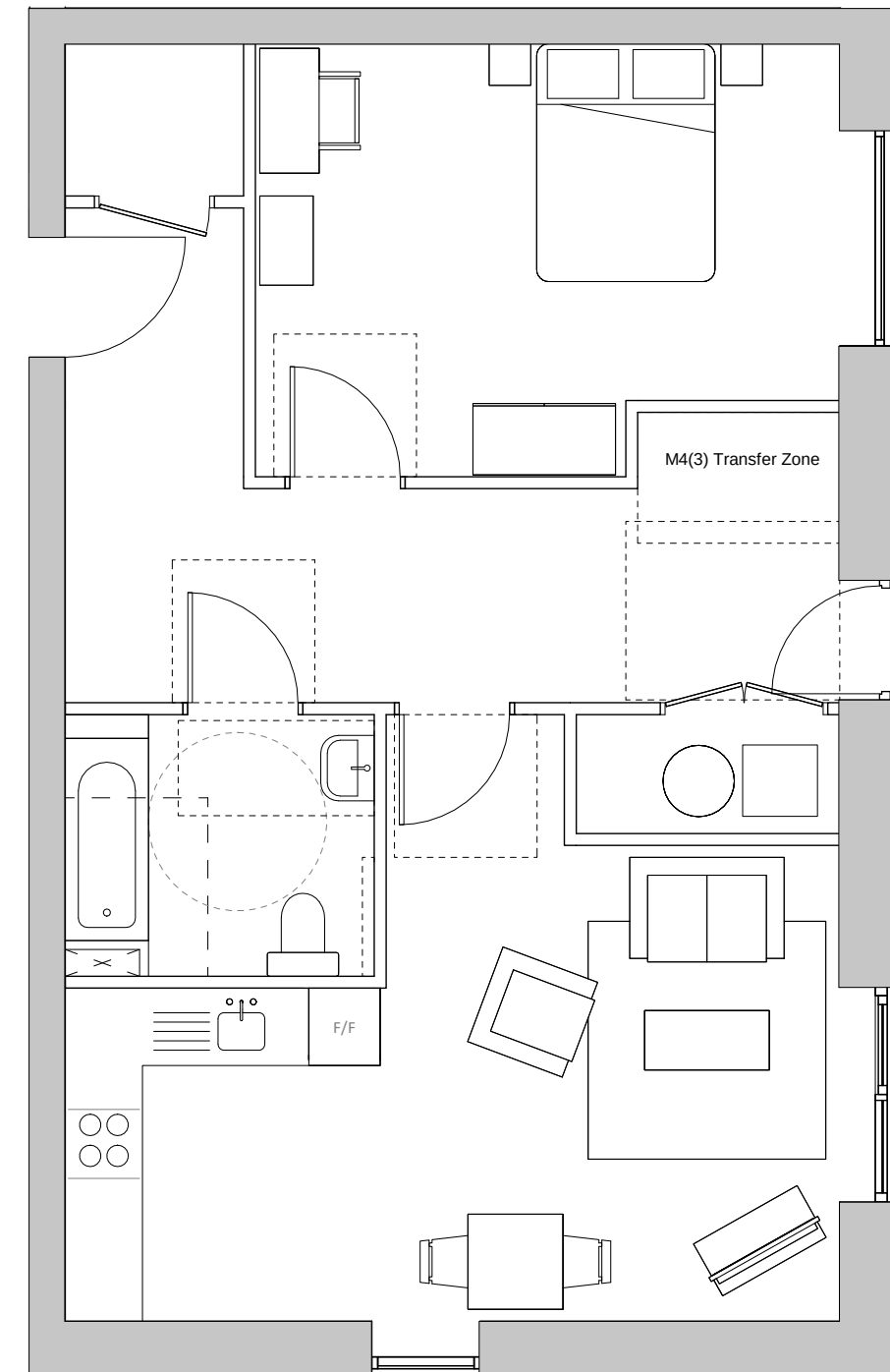
Roof Plan

3.13 TYPICAL APARTMENT LAYOUTS

1-BED 2-PERSONS TYPICAL LAYOUTS

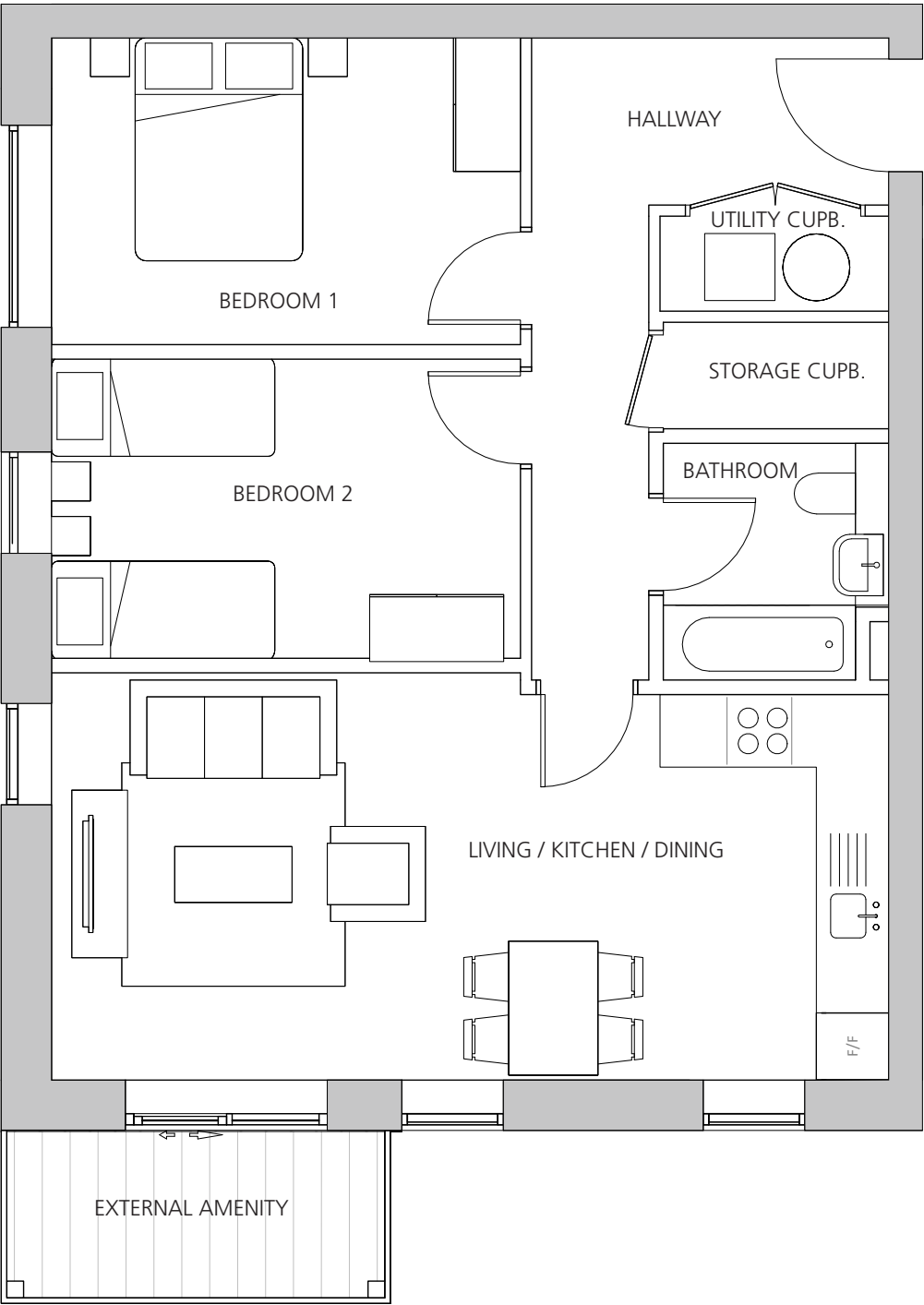


Typical 1B2P Apartment Layout - 51m²

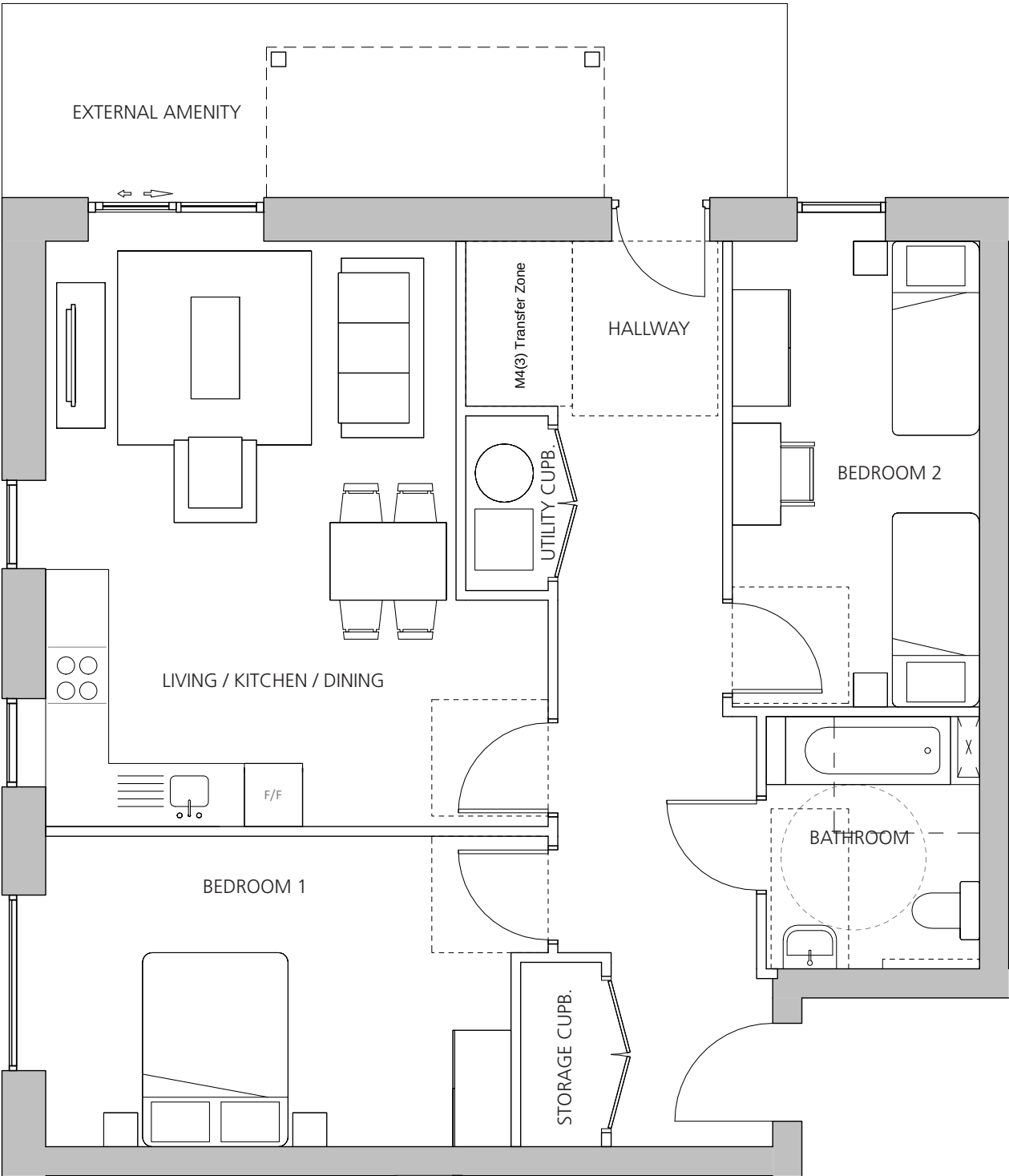


Typical 1B2P M(4)3 Apartment Layout - 70m²

2-BED 4-PERSONS TYPICAL LAYOUTS



Typical 2B4P Apartment Layout - 70m²



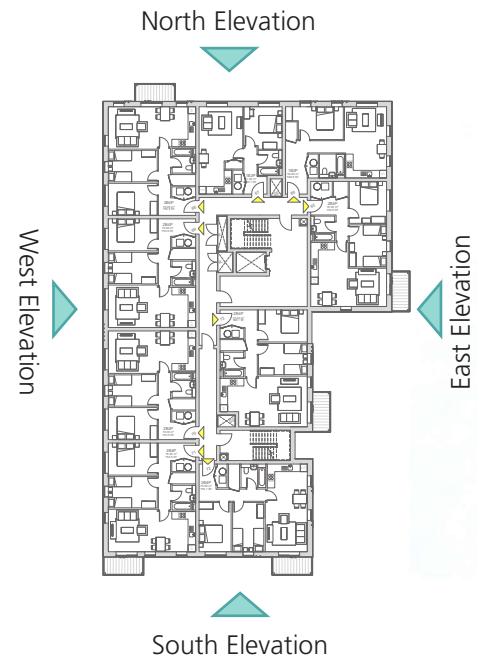
Typical 2B4P M(4)3 Apartment Layout - 86m²

3.14 APARTMENT ELEVATIONS

NORTH & WEST ELEVATION



KEY PLAN

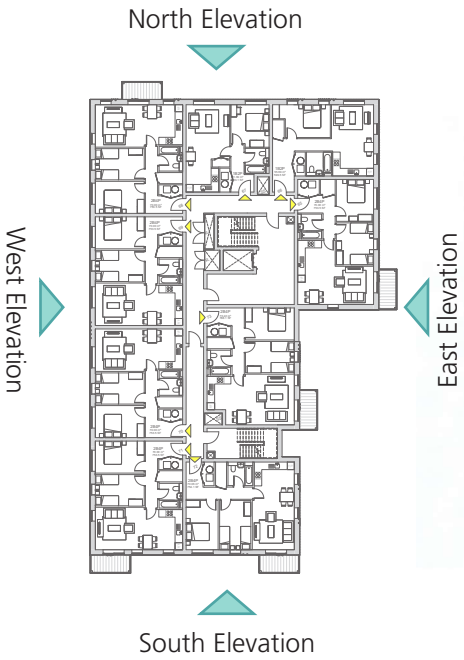


SOUTH & EAST ELEVATION



East Elevation

KEY PLAN



South Elevation

3.15 SITE APPEARANCE

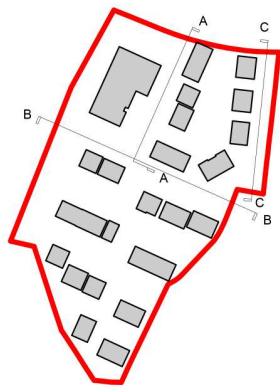


Section A - A (1:200)



Section B-B (1:200)

KEY PLAN



Section C-C (1:200)

TYPICAL HOUSE TYPE CGI'S

