

Cycle & Refuse Strategy

Each dwelling will be provided with a 2 x 2m timber shed which will provide the lockable storage for bicycles.

Storage for 3 x 120L bins (general waste, recycling and garden) is provided for per dwelling.

Waste bins will be kept in gardens or communal stores throughout the week. Side paths and accesses have provided to allows bins to be brought kerbside on collection days. These are within 30m of the bin locations. Where kerbside collection is not possible (i.e outside of a property but behind a row of parking) bins can be dragged to the back of refuse tender within 25m.

Turning heads have been provided throughout the layout to ensure servicing requirements are met.



Fire Strategy

The furthest point of each dwelling can be reached within 45m of the rear of the fire tender, as demonstrated in the diagram to the right. As with refuse strategy, turning heads are integral into the layout and tracked by a highways engineer to ensure compliance.



Parking Strategy

The proposal seeks to align with local guidance with a higher provision of spaces for 4 bedroom dwellings (3No. per plot) and 2 spaces per plot for 2 and 3 bedroom dwellings.

Where spaces are next to a wall or soft landscaping, a 300mm margin is provided to ease door opening.

Spaces are allocated as demonstrated in the diagram to the right.

EV provision is accounted for by way of pods per 2 spaces within parking courts, or directly fed from dwellings if applicable. In a parking court situation, a 300mm zone behind spaces is provided for charging pods.

A total of 231 spaces are provided, 210 of which are allocated to dwellings, with a further 21 visitor spaces throughout the layout.



05

Conclusion

Concluding statement

Through a rigorous assessment of the site, combined with consultation and feedback from Havant Borough Council, a coherent and well thought through design has been put forward with input from a specialist consultant team.

The response to the site maximises its potential whilst working within the presented constraints, which themselves have evolved through the process.

The design celebrates and retains key aspects, responding to context, enhancing its perimeter and connecting spaces and amenity as well as providing a significant, central focal point for the community.

A coherent and robust palette of materials has been chosen to give a sharp aesthetic with detail and focus to entrances and corner accentuation. A brick material will ensure longevity and low maintenance and a language of repeat module and detail ensures cohesion across the site.

Parking has been designed in a way that it doesn't dominate the site, off street parking has been provided where possible. Where there has been a need for street parking, this has been integrated into the site through soft landscaping and trees have been introduced to reduce the visual impact of the cars.

Practical measures, such as servicing for refuse and fire have been integrated into the design, ensuring that the presented scheme is deliverable. Massing and density have all been given due consideration to provide a scheme that responds well to outline approval and context.

At the start of the document, we displayed the below wheel which summarises the ingredients that constitutes 'A well designed place'.

To the right we address each of the segments and how this applies to the presented scheme.

Context

- Respecting the 37m building line as conditioned in the outline planning
- Making use of existing natural features and open space.
- Noise mitigation has been considered throughout the design process, through dwelling orientation, landscaping etc.

Identity

- Creating open spaces, views and character areas within the composition
- Key entrance points have been celebrated by providing focal buildings creating a distinctive character and easily identifiable way finding nodes.

Built form

- Two storey development - Domestic scale dwellings of traditional form and aesthetic appropriately respond to the site context and outline approval conditions.
- Hierarchy of streets
- Arranged around key open spaces

Movement

- Delivering improvements to the Hulbert Road
- Integrating the local cycling and walking network
- Hierarchy of streets
- Dedicated pedestrian routes that link the site to public transport to the south of the site

Nature

- Promotion of a green infrastructure
- Celebrating existing mature trees and green boundaries.
- Providing open space and area for soft landscaping, biodiversity in gardens
- Integrated drainage improvements

Public Spaces

- Public open space integrating existing mature trees as features
- Bounding all public spaces is active frontage ensuring POS is naturally surveyed.
- The POS position and prominence is celebrated

Uses

- Mixed tenures, not differentiated by location
- Design creates an integrated, tenure neutral neighbourhood.
- Mix of house types for a varied community.

Homes & buildings

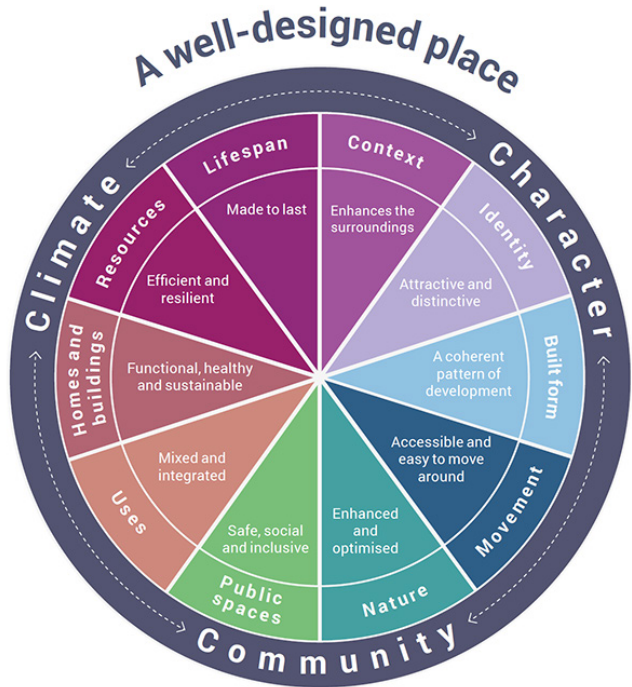
- The drainage ponds within the public open space represent a sustainable solution to surface water drainage.
- Affordable tenure dwellings are designed to meet Nationally Described Space Standards. Private tenure dwellings meet the internal NDSS requirements.

Resources

- The roads are designed with efficient parking, servicing and refuse collection in mind. The drainage ponds provide resiliency to the development in case of storms.

Lifespan

- Landscaping is a mix of new and mature planting that will integrate over time to give a feeling of long-established continuity
- High quality materials and detailing will ensure that the appearance of the scheme is appropriate to the location and that the proposal forms a positive, long lasting contribution to the location and immediate context.



Thank you