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Land West of Hulbert Road, Havant

June 2025
Design & Access Statement

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LOCATION
Hulbert Road

HGP REFERENCE
23.121

APPLICANT
BRiCS Development

REVISION
P3

DATE
June 2025

STATUS
Reserved Matters

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REVIEWED BY
Chris Knight

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Introduction

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Preface

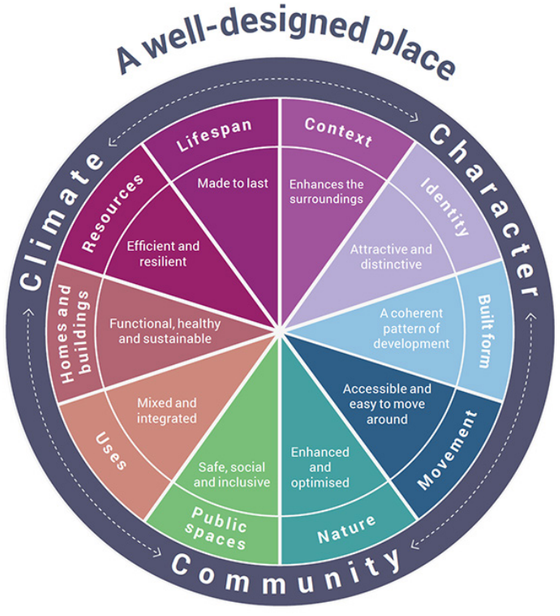
This document has been prepared by HGP Architects on behalf of BRiCS Development Ltd to support a Reserved Matters application on the land west of Hulbert Road, in Havant, Hampshire.

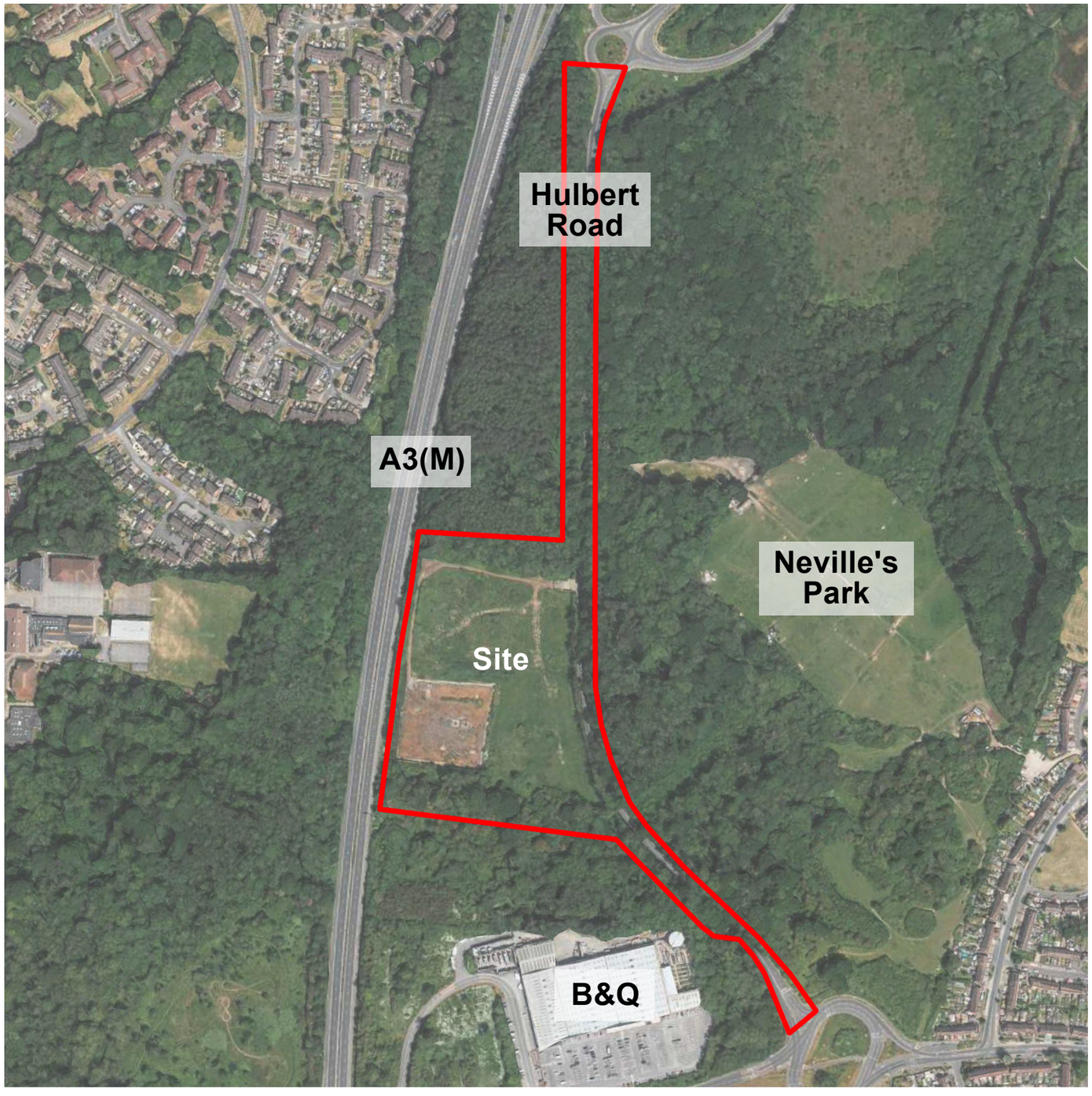
The application seeks to develop the 7.2 hectare site and provide a total of 100 dwellings, a mix of 2 bed, 3 bed and 4 bed private and affordable homes. The proposal includes associated landscape spaces, courtyards and parking areas.

This Design and Access Statement should be read in conjunction with all formally submitted application material, inclusive of supporting reports and application drawings.

The document will analyse the site in its current form, the recent planning history, discuss constraints & potential opportunities and how this has informed the proposal which will be discussed and analysed within the document.

This document has been written in accordance with the latest guidance, and will expand upon the 10 characteristics identified in the National Design Guide: Planning practice guidance for beautiful, enduring and successful places. Demonstrating how a well designed place has been achieved with a summary within the section.





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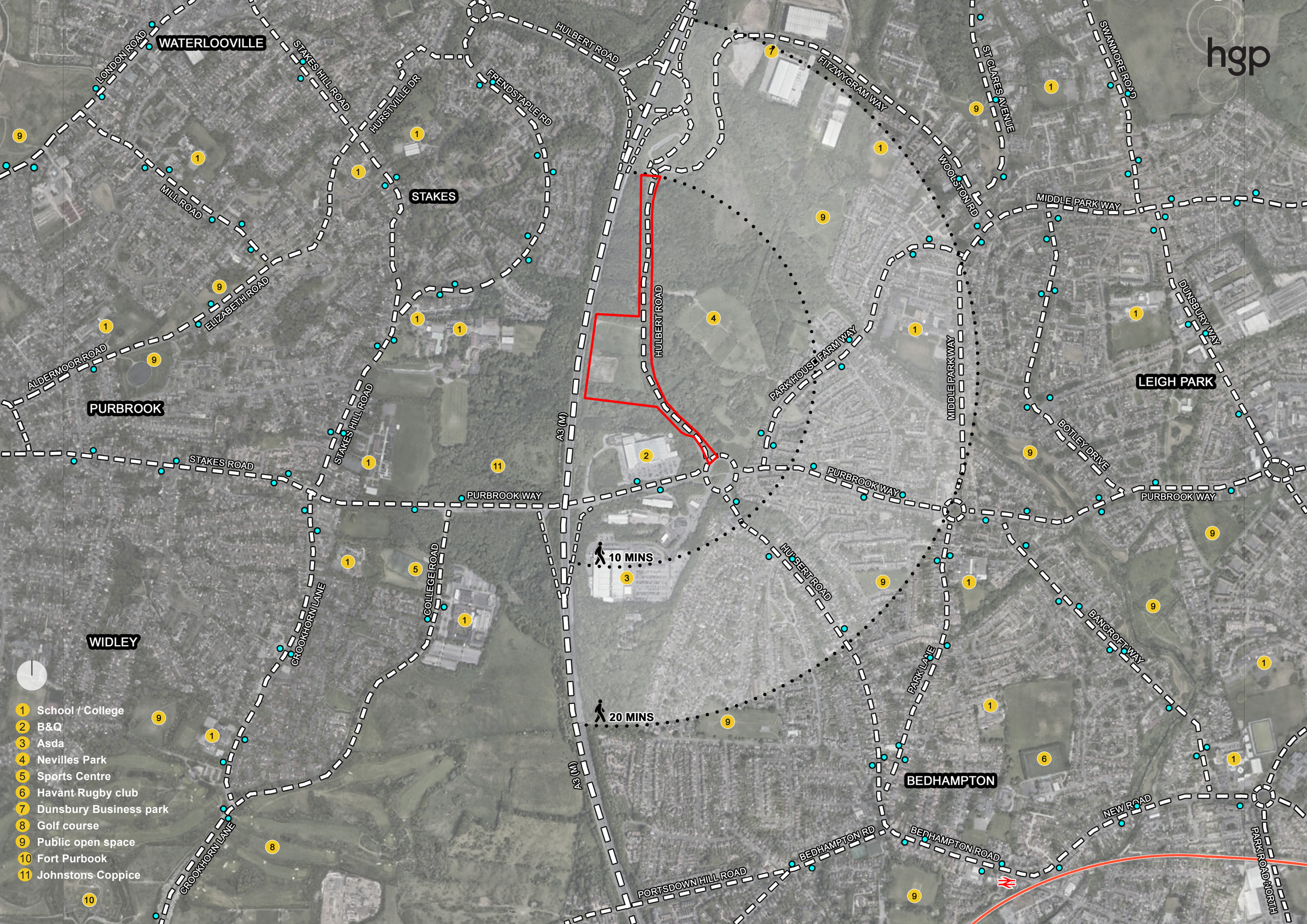
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WATERLOOVILLE
LONDON ROAD
STAKES HILL ROAD
HULBERT ROAD
HURSTVILLE DR
FRENDSTAPLE RD
MILL ROAD
STAKES
ELIZABETH ROAD
ALDERMOOR ROAD
PURBROOK
STAKES ROAD
PURBROOK WAY
FITZWYGRAM WAY
ST CLARES AVENUE
SWANMORE ROAD
WOOLSTON RD
MIDDLE PARK WAY
DUNSBURY WAY
LEIGH PARK
BOTLEY DRIVE
HULBERT ROAD
PARK HOUSE FARM WAY
MIDDLE PARK WAY
A3 (M)
COLLEGE ROAD
CROOKHORN LANE
WIDLEY
10 MINS
20 MINS
PARK LANE
BANCROFT WAY
BEDHAMPTON
BEDHAMPTON RD
BEDHAMPTON ROAD
NEW ROAD
PORTSDOWN HILL ROAD
PARK ROAD NORTH
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1 School / College
2 B&Q
3 Asda
4 Nevilles Park
5 Sports Centre
6 Havant Rugby club
7 Dunsbury Business park
8 Golf course
9 Public open space
10 Fort Purbook
11 Johnstons Coppice

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Site Location

The Site (approximately 7.2ha including Hulbert Road..) is located in the Havant borough, situated between the residential suburbs of Bedhampton, Purbrook and Leigh Park and is approximately 2 miles from the Town Centre of Havant.

The Site sits within a clearing of woodland and is accessed off of Hulbert Road, which connects with the A3 motorway to the North and Purbrook way to the south, linking the site with the towns of Waterlooville and Havant. The A3(m) that borders the western edge links the site to Portsmouth and Chichester. The Northern and Southern edges of the site are bounded by dense areas of woodland, which includes plantation woodland created in the 1960's. Slightly beyond the site boundary is both Asda and B&Q to the South and Dunsbury Business Park to the north.

The site itself is a predominantly grassed area, with areas of shrubbery and trees towards the site edges. The highest point of the site is the Western edge and it gradually slopes to the East.

There is an existing vehicular access point towards the north east corner off Hulbert Road, which is a result of the previous site use. Now no longer operational the site has been used for oil exploration.

There is approval for a new footpath & cycleway on the eastern side of the site along Hulbert Road which will connect to Dunsbury Business Park and the existing pedestrian and public transport network near the Purbrook Way roundabout.



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Analysis

Outline Planning

Outline planning approval for up to 100 dwellings. The concept masterplan (shown adjacent for reference) shows development within 6 parcels. The western area, which features apartment blocks facing onto landscaped courtyards, and the eastern area which provides three housing parcels. Public open space is proposed in the centre of the site in the form of a central green.

The outline planning application was considered at the November 2021 planning committee, the application was then granted outline planning permission in February 2023.

Planning Conditions:

- *The building line of future housing development on the Western edge of the site will be no closer than 37m from the A3 motorway.*
- *The building height shall not exceed 2 storeys across the site.*
- *35% of the housing mix to be 2 bedroom homes.*

Section 106 of the Town & Country planning Act 1990:

- *Children's play area (LEAP)*
- *Provision of Public Open Space*
- *SUD's*



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Site Photos

To the right are a series of images showing the site in its current state. The site is set between 2 SINCS and is a clearing within the woodland.

The site gently slopes from West to East towards Hulbert Road and has areas of dense shrubbery and trees to the site boundaries.

There is one existing vehicular access point towards the North East corner of the site. This was introduced at some point between 2007-2011 and is a result of the previous Hydrocarbon exploration operations but these exploration exercises have not resulted in the site being brought forward for development.











Constraints

- SINC to north and south of site
- Tree Preservation Orders on the site, Category A, B & C trees, and the root protection areas (RPA's) need to be considered.
- Areas within the mature planting where no disturbance can occur
- Areas within the mature planting where no dwellings can be plotted within but other development is acceptable.
- The relationship between the neighbouring A3(M), Hulbert Road and the associated noise impacts.
- 37 metre offset line from the western boundary from which defines the built form edge. Acoustic Fence required to western boundary.
- There is currently only one vehicular access point, to the north east of the site from Hulbert Road. This has prior approval to improve this junction.
- Overhead power cables on the southern boundary of the site
- Site level change of 9 metres between the western and Eastern boundary
- Approved foot way and cycleway to connect the site with B&Q and Asda to the south of the site and Dunsbury roundabout to the north
- Former oil drilling pits which cannot be built over.
- South east corner is lowest part of site



Opportunities

- Retain existing SINC to north and south
- Position acoustic fence to east of established tree line
- Opportunity to screen acoustic fence and improve upon noise mitigation through dense tree planting which in turn, reinforces connection between north and south woodland.
- Create green buffer zone and ecological corridor between SINCs
- SUDS basin to low point of site
- Provide improved pedestrian and cycle connections to local facilities such as the bus stops on Purbrook Way.
- Development within the existing clearing between trees and retaining and enhancing the existing trees on the site.
- Improved pedestrian connections northwards from the site, towards Dunsbury Roundabout



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Opportunities

- Create a centre. A heart to the site where all routes lead, becoming a shared amenity and positive central focus to the site.
- Strengthen the existing SINCs, weaving a continuous biodiversity corridor.
- A hard edge of development with minimal perforations for additional acoustic screening from the motorway and Hulbert Road
- Positioning car parking as to not dominate the street and integrating into the landscape to reduce the visual impact.
- Key frontages to address corners, public spaces and the streets.



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Design Development

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03 Design Development

November 2022

The following pages show the evolution of the design. These early designs were informed by high-level principles, with subsequent iterations refined through detailed constraints analysis.

The first iteration sought to expand on the outline planning layout.

- 116 units
- Mix of 2, 3 & 4 bed dwellings
- Central amenity

Key reflections:

- Developed before constraints were understood (within SINC, no RPAs)
- 3 Storey apartment blocks. This opposes the planning condition that any development should be no more than 2 storeys.
- Units within the 37m offset
- No LEAP
- No cycle way



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September 2023

- 100 units
- Mix of 2, 3 & 4 bed dwellings
- Set 37m from A3(M) - See below
- 2 storey
- SUDs to lowest part of site
- Aspect onto acoustic fence and A3(M)

Key reflections:

- Developed before constraints were understood (within SINC, no RPAs)
- FOG units within 37m line
- No public footpath and cycle way to connect the site to context
- Long straight runs of road - Traffic calming measures needed
- No central focus to the site
- No LEAP
- Over the 35% of allocation for 2 beds



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January 2024

- 100 units
- Mix of 35 X 2 beds, 55 X 3 beds and 10 X 4 beds
- Fully set 37m from A3(M)
- 2 storey
- SUDs to lowest part of site
- Aspect onto acoustic fence and A3(M)
- Central area but unusable
- LEAP provided but not in an ideal location

Key reflections:

- SINC clearing to north and south
- Inefficient, single sided roads
- No public footpath and cycle way to connect the site to context
- Long straight runs of road - Traffic calming measures needed



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February 2024 - Pre Application No.1

This layout was submitted for initial Pre App and was presented in person to Havant Borough Council in March 2024

- 100 units
- Mix of 35 X 2 beds, 55 X 3 beds and 10 X 4 beds
- Fully set 37m from A3(M)
- 2 storey
- SUDs to lowest part of site
- Cycle link provided
- Aspect faces inwards from A3(M)
- Central area but unusable - car park dominated
- LEAP provided but not in an ideal location
- SINC retained but lower grade trees cleared
- Pocket park added, but tucked away

Key reflections:

- Side aspect to Hulbert Road creates 'gaps' in noise mitigation strategy
- Parking strategy inadequate



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April 2024 - Pre Application Response

Post Pre App meeting, an updated layout was submitted that reflecting many of the items discussed within the presentation. This layout generated a formal response which has been considered in the resubmitted layout discussed in the section immediately after.

- 100 units
- Mix of 35 X 2 beds, 55 X 3 beds and 10 X 4 beds
- Fully set 37m from A3(M)
- 2 storey
- SUDs to lowest part of site
- Central amenity and focus
- Aspect from acoustic fence towards centre
- LEAP provided but not in an ideal location
- SINC retained but lower grade trees cleared

Key reflections:

- Side aspect to Hulbert Road creates 'gaps' in noise mitigation strategy
- Parking strategy inadequate
- No gardens to FOG dwellings



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March 2025 - Pre Application 2

The proposed layout considers and integrates as many of the pre application comments as practicable as well as showcasing the evolution of the design process with input from a specialist consultant team. This results in a refined, considered and deliverable layout which will deliver a high quality place to live with strong character, articulated frontage and street scenes, combined with an integral landscape proposal and a green outlook.

- 100 units
- Mix of 35 X 2 beds, 55 X 3 beds and 10 X 4 beds
- Fully set 37m from A3(M)
- 2 storey
- SUDs to lowest part of site
- Central amenity and focus
- Naturally surveyed, central, community LEAP
- SINC retained. Limited clearing outside of SINC
- Frontage to Hulbert Road, improving acoustic mitigation
- Compliant parking strategy
- Private courtyard amenity to FOGS
- Aspect from acoustic fence towards centre

The final point above is discussed in greater detail overleaf.



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Pre Application - Feedback

A comprehensive set of responses were received from HBC with regard to design, arboriculture, ecology, highways, housing, landscape and noise.

Whilst there were several points to consider, there was positive feedback with regard to the evolution of the design process, the positive impact of the central space and cycle link.

The presented scheme considers the feedback and incorporates, into the design where practical.

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Ask For: Ms L Wells
Email: planning.development@havant.gov.uk

08 April 2025

Site Location: Land west of, Hulbert Road, Havant
Re: Follow Up Pre-application enquiry advice in respect of a future reserved matters application for 100 dwellings and associated site access, landscaping and other associated works. Matters relating to appearance, landscaping, layout and scale to be considered. (Outline permission APP/20/00441).

Dear Mr Knappett

I refer to the above pre-application request and to our meeting on the submitted proposal, where the evolution of the scheme's design was explained, which was helpful.

I also refer to the consultation responses received to date, which I have forwarded on to you. Other than in general terms, I will not refer to these responses again, as they are self-explantory. As to the Highway Authority as discussed they provide their own pre-application service for which there is a fee. National Highways has no objection, subject to the discharge of conditions 13 and 14 in the outline permission.

The following points in the revised scheme are welcomed:

The central LEAP area, which would help create a sense of place, whilst providing natural surveillience from adjacent dwellings.

The general design, scale and materials proposed for the dwellings.

The cycle route from the south through the site. Ideally it should carry on to the north, to pick up the industrial estate to promote sustainable transportation, but appreciate this was not required at outline stage. However, such provision would be welcomed.

Gardens having a minimum 10m depth, with the exception of units on the western boundaries. Where rear gardens are not 10m in depth, balconies should be provided to provide an acceptable level of private amenity space.

The following points are of concern:

The noise potential for the dwellings that back onto the A3 and how this would impact on the residential amenity of the occupiers, including when using their gardens. Whilst I appreciate the intention is to have a bund and acoustic fencing along the western boundary (plus tree planting), this would be 4.5m high, which would overshadow the garden areas in the afternoon with the dwellings overshadowing the gardens earlier on in the day. Any application should include a plan showing the impact of the overshadowing at various times of the day, so that this point may be fully assessed.

Hampshire County Council

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Enquiries to	Chris Hirst	*My reference*	6-3-13-198
Direct Line		*Your reference*	020.0923/RMTA/2
Date	3rd March 2025	*Email*	chris.hirst@hants.gov.uk

Dear Shannon,

Re: Pre-Application advice – Internal Site Layout, Land West of Hulbert Road, Havant.

Thank you for your pre-application enquiry into the potential internal site layout for the Land West of Hulbert Road site located in Havant.

A pre-application meeting was held 8th February 2024, at which time the Highway Authority was advised that the applicant was going to engage with Havant Borough Council to discuss the proposed site layout. Following on from this, updated internal site layout plans were received as part of a 'Reserved Matters Transport Assessment (RMTA) – January 2025'.

This document has now been reviewed, and the proposed internal site layout has been assessed, utilising drawings:

1. Site Layout - Roof – 23.121.010
2. Proposed Site Access – A096474-SK01 Rev C
3. Proposed Footway - A096474 SK03 Rev B
4. Proposed Footway - A096474 SK02 Rev C
5. Internal Road Tracking – 020.0923-0005 Rev P03
6. Internal Visibility Splays – 020.0923-0001 Rev P05
7. Forward Visibility Splays – 020.0923-0002 Rev P05
8. Refuse Vehicle Tracking - 020.0923-0003 Rev P05
9. Fire Tender Tracking - 020.0923-0004 Rev P05

Please find the Highway Authority's comments on the RMTA below.

Director of Hampshire 2050
Gary Westbrook

Pre-Planning Application Response of Planning Policy

Application No:	GEN/25/00112
Site Address:	Land west of Hulbert Road, Havant
Development:	Follow Up Pre-application enquiry advice in respect of a future reserved matters application for 100 dwellings and associated site access, landscaping and other associated works. Matters relating to appearance, landscaping, layout and scale to be considered. (Outline permission APP/20/00441)
Case Officer:	Lesley Wells
Comments by:	Jade Ellis
Date of Comments:	19th February 2024

Policy Status:

The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the Hampshire Minerals and Waste Plan, provide the development plan for the borough.

Principle of Development:

The principle of development has been established by outline consent APP/20/00441 granted in February 2023.

The submitted Planning Statement invites officers to comment on a number of detailed matters in the first instance, including housing mix and affordable housing and these are set out in detail below.

Housing mix and affordable housing :

Core Strategy Policy CS9 indicates that housing proposals should provide a mix of dwelling types, sizes and tenures which help meet identified housing need and contribute to the development of mixed and sustainable communities.

There is a discrepancy between the accommodation schedule included in the submitted Planning Statement and that shown on the site layout – nevertheless, only the latter sums to a total of 100 dwellings. The following comments are therefore provided on the accommodation schedule included in the site layout.

The Council's Housing Needs Analysis 2023 as the latest evidence on identified housing need. The table below compares the estimated size of housing required in Havant (Table 4.1 of the needs analysis) and the housing mix anticipated in the proposals:

	1 bedroom	2 bedroom	3 bedroom	4 bedroom
Estimated size of housing required in Havant (Housing Needs Analysis)	8%	25%	46%	21%
Accommodation schedule shown on submitted site layout	0%	35%	55%	10%
Difference	-8%	+10%	+9%	-11%

It is noted that a high proportion of 2 and 3 beds would be provided relative to the Council's Housing Needs Analysis. The site would benefit from a greater proportion of 1 and 4 bedroom dwellings in accordance with the aims and objectives of Policy CS9.

PRE-PLANNING APPLICATION RESPONSE OF HOUSING

Application No:	GEN/25/00112
Site Address:	Land to the west of Hulbert Road, Havant.
Development:	Follow Up Pre-application enquiry advice in respect of a future reserved matters application for 100 dwellings and associated site access, landscaping and other associated works. Matters relating to appearance, landscaping, layout and scale to be considered. (Outline permission APP/20/00441).
Case Officer:	Lesley Wells
Comments by:	Julie Clark
Date of Comments:	02/04/2025

Housing:

Current planning policy requirements Core Strategy policy CS9. 2, the Havant Borough Housing SPD (July 2011), mean that developments of 15 units or more would be required to provide 30-40% affordable housing on site.

This proposal is for a residential development of up to 100 units consisting of a small number of apartments (4), and the remaining 96 new homes ranging from 2-bedroom 3 person to 4- bedroom 6 person houses.

Type	Size	Persons	Number
Flat over garage	2 Bed	3	4
House	2 Bed	4	31
House	3 Bed	4	26
House	3 Bed	5	29
House	4 Bed	6	10
TOTAL			**100**

The site delivers a mix of dwelling sizes; however, I note that the proposals suggest a high proportion of 2- and 3-bedroom homes which does not accord with the data found in our borough Housing Needs Analysis 2023. I would like to see a better housing mix that incorporates some 1 bedroom, and a larger number of 4-bedroom homes.

I am pleased to see a high number of 2-bedroom 4 person homes as this size better meets the needs of growing families.

04

Proposal

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04 Proposal

Proposed Layout

The proposed layout is the product of refinement and input from the specialist consultant team and dialogue with Havant Borough Council.

100 dwellings in a mix of 2-4 bedroom houses, responding to the perimeters and outward looking nature of the site, with woodland and established tree planting, whilst providing a considered strategy for noise mitigation, amenity and drainage within the site.

The established site entrance is retained and is fronted by a short run of properties with a cluster of dwellings and parking court in the distance, with the woodland visible to the north upon arrival.

The road turns south before arriving at the central key space and POS within the site which provides a LEAP and focal point for the new community. Houses are orientated to front the space and give it prominence within the layout.

An acoustic bund and fence form the western edge, giving opportunity to plant and connect between the north and southern SINC, creating a biodiversity corridor and woodland buffer that screens the 4.5m high barrier from residents' view.

A dedicated cycle and pedestrian link promotes sustainable travel, connecting residents to local amenities and reducing car dependence. This, connects the south of the site to the existing infrastructure , encouraging travel through use of bikes or walking. This route leads to the central LEAP and heart of the site.

The south eastern corner contains a SUDs basin as part of the drainage strategy but also an amenity for biodiversity and visually via the cycle link.

The vast majority of parking is provided within parking courts, ensuring that spaces are in no more than bays of 5 substantial planting bays between.

The following pages will analyse the proposal in greater depth.



Aspect

The aspect of the western dwellings positively reinforces sense of place, and highlights the importance of (and celebrates) the central LEAP through this configuration.

This is demonstrated through the various options and exploration over the last 18 months, concluding in this arrangement.

The tree lined backdrop frames the outer edges of the development, creating a high quality living environment, suggesting the notion of woodland living rather than motorway adjacency.

Throughout the following pages are a series of diagrams and images which reinforce the above, showcasing the design aspirations and quality of the development.

The points below are an advantage of this configuration and reinforced by Havant Borough Council's Design guide SPD.

- **A true centre - the heart of the proposal and an area to be proud of.**

4.14- *'Nodes are focal places, such as local centres, town parks, key junctions and squares. They are important because they help people identify a central point or focus to a place and assist orientation. The importance of a node can be emphasised through different rhythms in the urban structure such as building heights, the level of activity or range of uses. The architectural approach could also help to differentiate the node.*

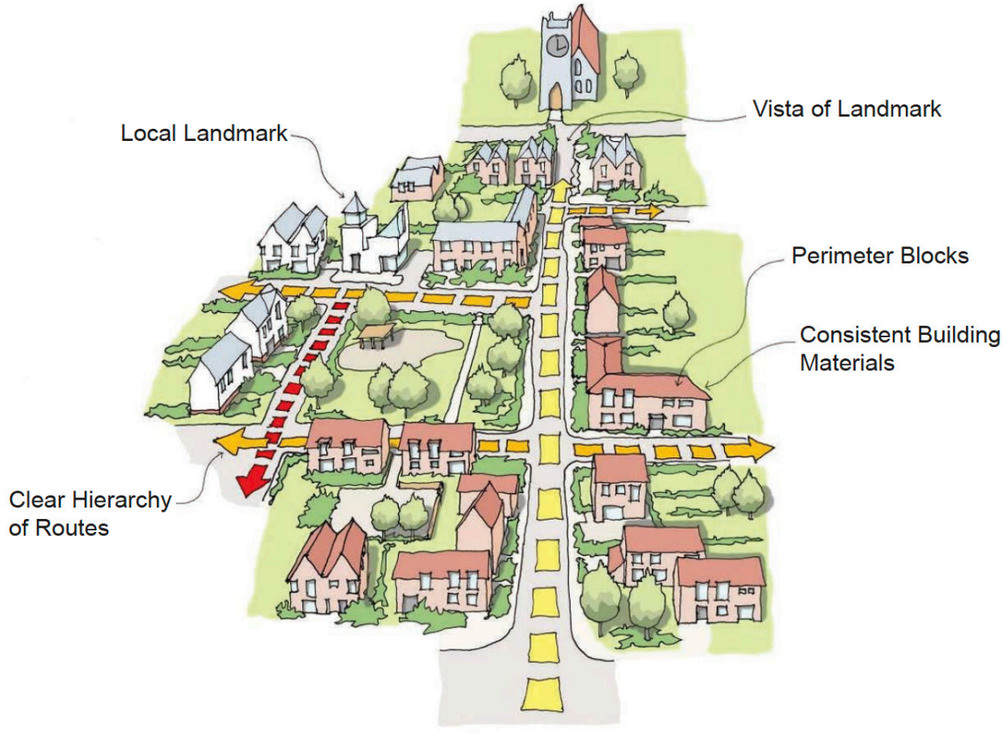
- **Reduced on street parking - Refer to Page 16 layout**

4.22 It is important the public realm is enjoyable and attractive. The car and highway should not dominate and create an environment that is harsh and unwelcoming. Large areas of hard surfacing given over to car parking can create a bland, uninteresting and unattractive environment for users and for buildings that address the space.

- **Enhanced natural surveillance of central space which in turn reduces opportunity for crime and antisocial behaviour**

4.08 The more people who use a street and the more overlooked it is by well used buildings, the safer and more welcoming it feels. This activity and overlooking also reduces opportunities for criminal and anti-social activity. Therefore new developments should be designed so that routes and streets are overlooked and addressed by buildings and frequented by a variety of users.

- See page 24 & 25 - Improved and larger green corridor adjacent to acoustic fence. This helps screening and connection the north and southern SINCs
- Inward facing masterplan, turning away from and screening unsightly acoustic fence.
- Passes the necessary acoustic testing
- Greater proportion of family homes
- Cannot deliver the central open space without this layout
- Reduced impact on ecology corridor - lighting, cars etc.



Good Legibility - Havant Borough Design Guide SPD - Figure 4.2, Page 17



Proposed Hulbert Road Layout

Sense of Place



Indicative view of LEAP

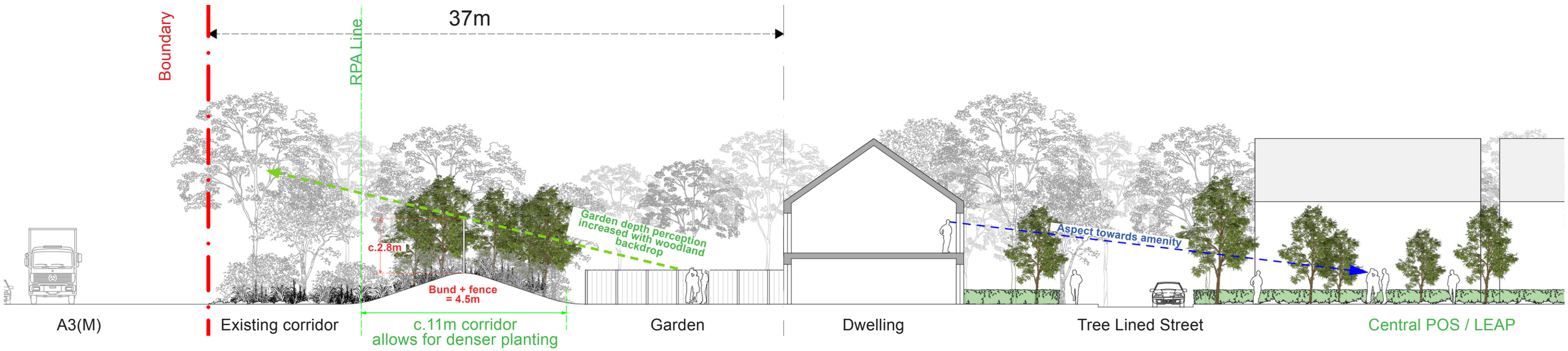
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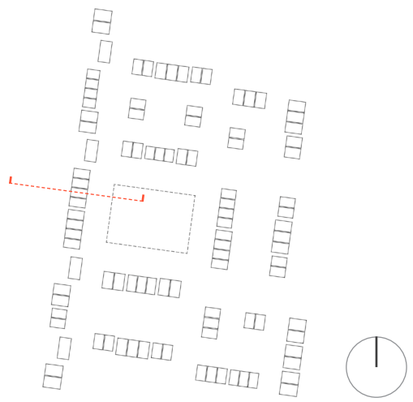
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Sense of Place - Section

The indicative below section demonstrates the structuring of the western edge, utilising the space between back fence and established RPA's, for noise mitigation and screening.
The depth of corridor varies but is generally around 10-11m wide, allowing for a reasonable sized bund at a 1 in 3 gradient, topped with the acoustic fence, which is then screened with vegetation and tree panting to connect the north and south SINCs.

The result is a focus upon the LEAP and communal POS ensuring that this is a key space with natural surveillance and sense of ownership to the residents.





Materials / Character

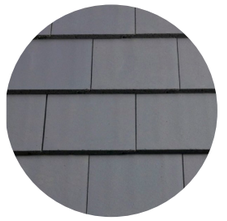
Pulled brick ladder detail
Accentuates facade, adds points of interest



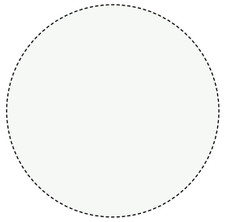
Red multi brick base material to dwellings



Light grey concrete roof tile



White UPVC windows and door sets



Indicative eye level view from LEAP

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Materials / Character



Indicative eye level view of corner turner and terrace

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House Types

The proposed scheme provides a rich mix of types and bed spaces, catering for a range of potential occupants and family sizes, supporting the local housing need.

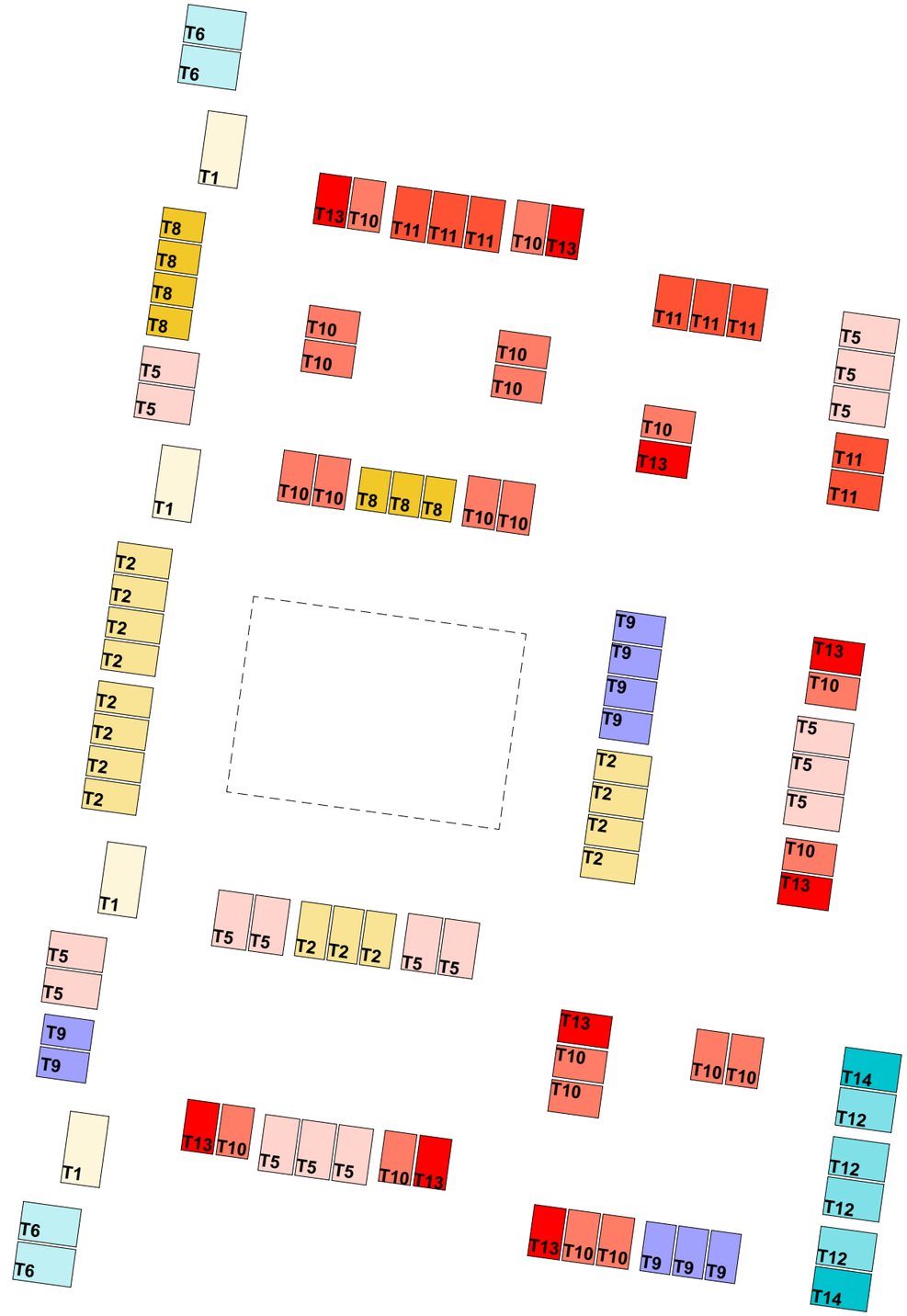
In turn, this will provide the scheme with a more inclusive social structure and ensures a diverse community.

35% of the dwellings are 2 bedroom, in line with the outline approval.

Total : **100 Dwellings**

Total Area : **8229.4m²**

2B3P FOG	4 x	73m²	HT 1
2B4P House	15 x	79m²	HT 2
3B5P House	17 x	93m²	HT 5
4B6P House	04 x	106m²	HT 6
2B3P House	07 x	61.1m²	HT 8
2B4P House	09 x	71.5m²	HT 9
3B4P House	21 x	79m²	HT 10
3B5P House	08 x	86.4m²	HT 11
4B6P House	04 x	102.5m²	HT 12
3B4P House	09 x	79m²	HT 13
4B6P House	02 x	102.5m²	HT 14



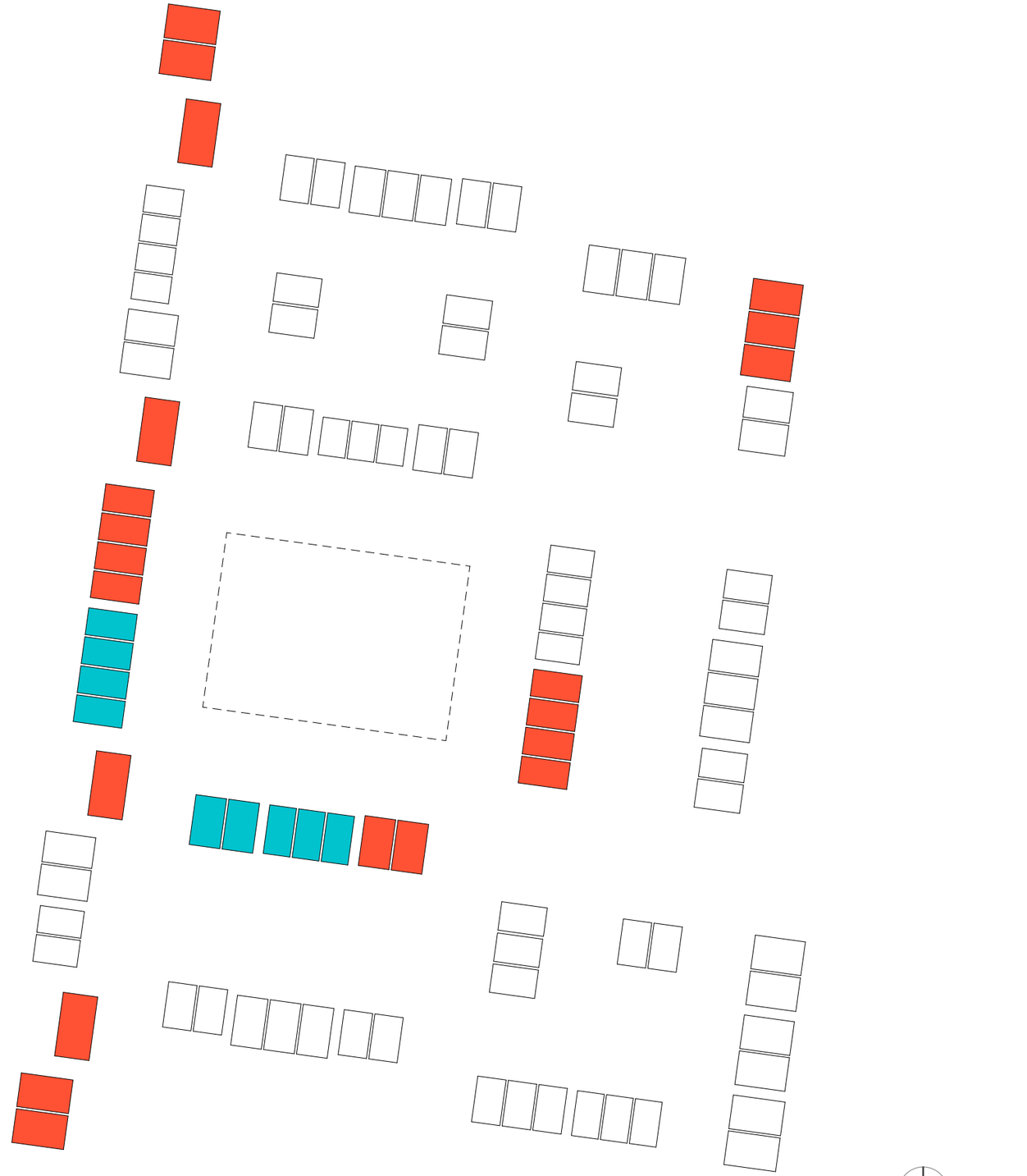
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Tenure

The proposal is providing 30% affordable tenure to the borough with a 70 / 30 split between Affordable Rent (AR) and Shared Ownership (SO). This equates to 21 affordable rent and 9 shared ownership.

These are distributed across the site to ensure a wider range of options and to avoid clustering affordable tenure ina single area.



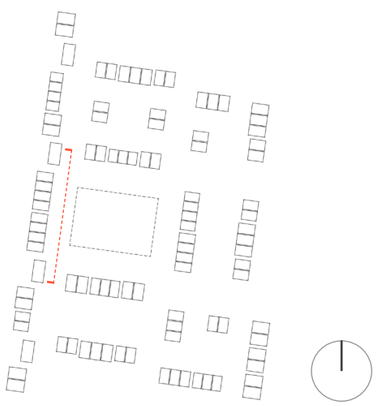
Affordable Rent 21 x

Shared Ownership 9 x

Street Scene



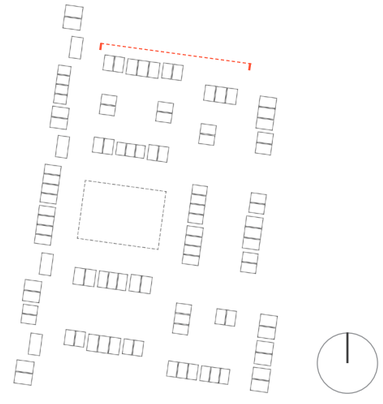
LEAP / Central POS



© HGP Architects Ltd

Street Scenes





Landscape - Masterplan

Green Infrastructure
A structured approach to green infrastructure has been integrated into the site layout, encompassing different typologies for public and private areas and integrating the natural woodland surroundings into the development. Strategically placed street tree planting has been indicated site wide whilst landscape buffers have been introduced to integrate the development into its wider setting and create a network of green corridors improving the ecology and visual appeal of the site.

Street Tree Planting
Small ornamental trees chosen for their seasonal interest and appropriateness to the site will be planted along the streets to soften the development and reinforce a network of green corridors between the two existing SINCs . Street tree planting will feature predominantly native species or native cultivars to provide the best opportunities to support native insect and bird populations, as well as being more suited to the natural landscape character.

Boundary Tree Planting
The surrounding woodland will be integrated into the site through tree and woodland understorey planting, softening the edges of the development and mimicking the natural woodland edge ecotone. Rich wildflower meadows and rough grassland paired with a central public open space will provide residents with amenity space that will relieve pressure on the SINCs. The SuDs basin to the south will be designed to support a small wetland habitat, with wet meadow seed mixes used to reinforce the naturalistic appearance of the basins. SuDs basins will also provide a space for imaginative play opportunities during drier months where the basin will act as natural play slopes.

Bund and Woodland Planting
An acoustic fence will be erected atop a created bund to mitigate noise from the A3 motorway to the west of the development. Dense tree and whip planting on either side of the acoustic fence will help to screen the fence and enhance noise mitigation; this will also create a wildlife corridor that will connect the SINCs..

Front Garden Treatments
Garden frontages provide opportunity for defensive and ornamental planting to reinforce the green infrastructure of the proposal.

Public Greenspace
Green areas within the public realm will be planted with ornamental and native planting and wildflower seed mixesto increase biodiversity and provide year round interest. Areas betweenfront gardens, parking bays and verges will be planted with shrub planting mix, groundcover planting, bulb planting or wildflower meadow mix as appropriate with complementary tree planting. This will help to screen parking areas and soften boundary treatments whilst reinforcing green corridors and creating visual interest year round.



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Landscape - Masterplan

Central Public Open Space
Inspired by a woodland glade and introducing the surrounding landscape into the centre of the development, the central public open space will feature clusters of large specimen trees with ornamental wildflower mixes.

Perimeter tree and hedgerow planting will create a sense of enclosure that will open up to the naturalistic landscape with organic pathways, landforms, and a play space that informally extends outside the boundaries of the LEAP area, encouraging children to play in imaginative ways through landforms, sensory planting, and natural play equipment such as logs and boulders.

Fruit trees will further encourage a connection to nature and aid in teaching children about where their food comes from whilst encouraging wildlife into space.

The organic pathways and use of grass within the play area hides the rigid square boundary resulting from the 20m LEAP buffer zone. The organic and natural elements to the central green space will contrast the formal layout of the proposed development whilst timber play equipment and loose bark chippings reinforce the natural aesthetic of the POS ,providing a safe and varied environment for play.











Cycle & Refuse Strategy

Each dwelling will be provided with a cycle store which will provide the lockable storage for bicycles.

40 short stay cycle spaces are provided on site; 20 x sheffield hoops (2 spaces per hoop).

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.



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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 accoundated 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 251 spaces are provided, 210 of which are allocated to dwellings, with a further 41 visitor spaces throughout the layout.



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05

Conclusion

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

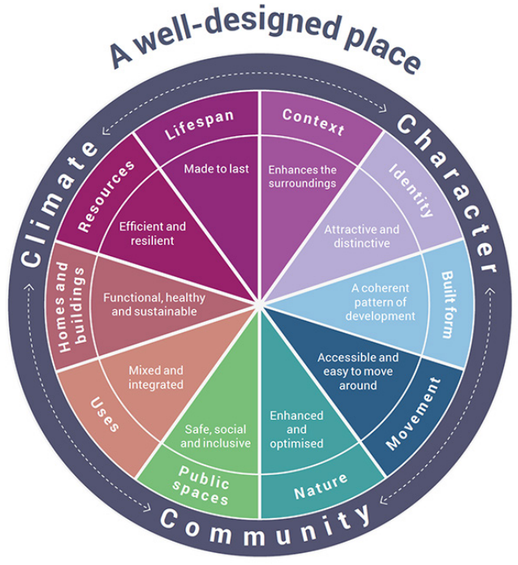
- The drainage ponds within the public open space represent a sustainable solution to surface water drainage.
- Affordable tenure dwellings are designed to meet Nationally Described Space Standards. Private tenure dwellings meet the internal NDSS requirements.

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.



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Thank you

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