

3.6 Local Photographs (Millers Field & Farrall Road)



19. Bargate Homes development to the north of the proposals



4.0 Constraints and Opportunities

4.1 Constraints and Opportunities

There are significant topographical constraints created by the location and the levels across the site, together with opportunities to overlook open areas to the west and respect the established development to the north, east & south.

Constraints:

- Respect and retain the mature trees and landscape buffers to the north, south and east of the site.
- Access in conjunction with the demolition of 149 Lovedean Lane between existing dwellings.
- Ensure existing neighbouring development is respected.
- Sustainable surface water and drainage solution to consider the change in levels across the site.
- Divert or allow access to existing services that cross the site.

Opportunities:

- Deliver a mix of much needed quality affordable and market homes.
- Protect and enhance the natural environment and existing landscaping.
- Create a development using traditional materials and built form.
- Create well defined streets and spaces, utilising the existing landscape and topography.
- Create a layout with clear street hierarchy, corner turning dwellings, focal buildings and open space.



Constraints and Opportunities

5.0 Illustrative Masterplan

5.1 Illustrative Masterplan

The adjacent Illustrative Masterplan demonstrates the capability of the scheme to provide a mix of 1, 2, 3 & 4 bedroom dwellings and approximately 0.57 hectares of open space within the application area, via a development entrance using the existing field access and demolished dwelling located at 149 Lovedean Lane.

The Masterplan illustrates the site can deliver a sensitive development through the following objectives:

- Creating positive identity, ensuring the development response to the hillside setting.
- Connected and safe walkable neighbourhood which responds to adjoining areas by integrating a potential pedestrian link.
- Working with existing landscape and heritage assets by retaining and enhancing local features and adding new ones where possible.
- Quality of life, with homes for local need, space to live and play, good access to facilities and a place for people to be proud.

5.2 The Illustrative Masterplan intends to comprise the following key features:

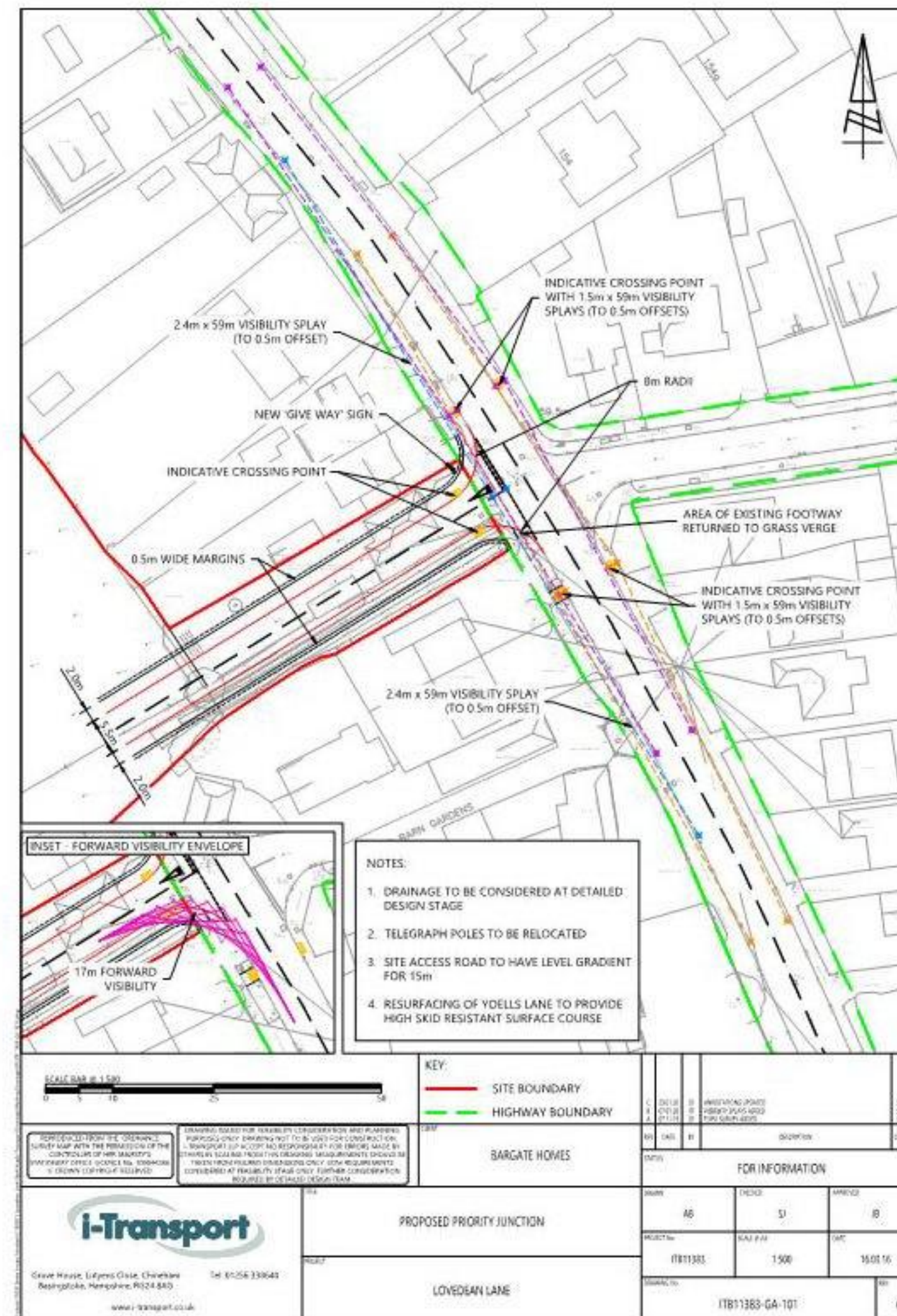
- Up to 56 new homes over a development area of 2.613ha.
- An average density of 20dph.
- New areas of Public Open Space.
- Retained tree belts and woodland.
- Enhance planting around the boundary of the site.
- Storm water drainage dealt with through S.U.D.S. design.
- Provision of 40% affordable housing.
- A mix of house types suitable for this part of the village.



6.0 Access

6.1 Proposed access

The new vehicular, along with pedestrian and cycle access, is proposed to be achieved from Lovedean Lane. The proposed access drawing has been provided by i-Transport and features 5.5m carriageway width, 2m footways on either side of the carriageway which tie into the existing footways on either side of Lovedean Lane, 8m kerb radii and 2.4 x 59m visibility splays in either direction. In addition, to facilitate safe pedestrian crossing of the road, two dropped kerb pedestrian crossings are proposed to the north and south of the proposed junction respectively.



7.0 Character Materials & Detailing

7.1 Character

Dwellings can be oriented and designed to make the most of natural ventilation and optimise daylight opportunities where possible and dwellings designed to maximise solar gain. The primary rooms and main glazing could face south where possible, internal rooms can be distributed to maximise the benefits of solar gain, with views to the open land to the west.

Dwellings can address the routes and spaces through the site, and secondary elevations on corner plots could be articulated to provide surveillance and activity to both streets. In each instance, adequate space can be allowed within the private plots and gardens, so as not to impinge on the privacy and amenity of residents. 'Key' buildings and spaces could enhance the legibility of the development as discernible structures, and will help residents and visitors orientate around the development. These can be emphasized through the use of different architectural treatments and detailing.

7.2 Materials

The site as a whole can utilize a single facing brick with an alternative brick to add contrast where the house types have traditional detailing elements. Key and corner dwellings could benefit from predominantly additional flint elevations, with occasional tile hanging or cream render to add variety and legibility to the street scene. Roofs can be simple in form (with some reduced eaves and dormers on elevated plots) and covered with plain tiles. Gables can be used occasionally on the larger dwellings, providing contrast and interest to the street scene, all in keeping with the predominant architectural style found on the neighbouring development and typical of the local area.

7.3 Detailing

Traditional detailing, that is found locally can be used across the scheme to provide a welcoming appearance to the development. This includes brick contrasting arched heads and angled cills to cross bar casement windows, tile hung elevations with traditional club tile detailing, exposed rafter eaves and gables to main roofs with pitched roofs to bays and porches and chimneys can also be used throughout the development.



Materials and detailing found on the adjacent Bargate development at Farrell Road, Millers Fields and Brookwood Crescent proposed to be reflected on this scheme

8.0 Enclosures

8.1 Enclosures

Boundary treatments provide the transition and define the relationship between the public and private realms. The development could use a variety of enclosures to define the areas of use and offer privacy to more private areas. Examples of those treatments found locally are shown below:



Boundary wall to public realm



Front boundary treatment



Rear plot dividing close board fence

9.0 Sustainability

9.1 Sustainability

Domestic waste & recycling.

Storage and collection of refuse and recyclable waste has been considered as an integral part of the design process.

Provision will be made within the dwellings for storage of recyclable waste to assist in encouraging recycling in the household. This space will generally be either in the kitchen area or within an available utility room.

External residual and recycling waste storage will generally be in rear gardens for houses and within covered and secure bin storage structures for apartments and dwellings without gardens.

Flooding.

To slow down the surface water run-off rates and reduce the risk of flooding elsewhere, the amount of hard landscaping will be minimised. All surface water will be disposed of through the use of SUDS features as part of a robust SUDS strategy, as detailed in the accompanying Flood Risk Assessment

Energy.

The new houses can provide the following in their specification:

- Air tightness standards that will be enhanced to demonstrate an improvement above the Building Regulations.
- Improved thermal detailing.
- All windows will be double-glazed.
- A Home Owners' Pack will be provided.

Community.

A Home Owners' Pack will be provided with the dwellings which will contain at least the following information:

- Local transport services.
- Utility suppliers.
- Energy efficiency.
- Local amenities.
- Refuse collection.
- Recycling facilities.
- Local organisations and community groups.
- Environmental technologies installed in the home.
- Water efficiency information.

Open Space.

The provision of good quality recreational and amenity space is an important part of sustainable residential development. The proposed scheme is integrated within the wider landscape context and will offer vistas through the scheme along the entry road.

Adaptability

The new homes can be designed to provide the opportunity for residents to work at home, having sufficient space and facilities and being equipped with suitable outlets that will enable the occupants to have data access and necessary power supplies.

Crime

The design of the scheme has followed the principles set out within Secured by Design and will comply with Building Regulations Part Q. This will ensure a residential environment that puts occupants safety at the forefront and which in turn will create a high quality environment for the long term.

Public Transport

The site has good local transport connections with a bus routes within walking distance of the site. Portsmouth main line station can be found on the south, around 8km from the site.

Parking

Sustainable transport seeks to reduce the use of the car and thus encourage alternative modes of transport. The number of parking spaces provided can be appropriate for the proposed mix and the location of the site.

Cycling Walking

In order to encourage cycling or walking as alternative modes of transport to journeys by car, these proposals are well integrated with the pedestrian and cycle movement network in the surrounding area. These will provide safe and convenient access on foot or by bicycle to the city centre facilities.

Cycle storage can be provided in communal storage rooms for apartments and in either garages or garden stores for houses. Secure storage provision will further encourage their ownership and use.

Materials

Consideration will be given to the use of traditional local materials and suppliers where viable to reduce the transport distances and to support the local economy. Consideration will be given to the following measures:

- Use of 'A' rated materials as assessed using the BRE Green Guide to Specification for Buildings wherever possible
- Use of timber, the source of which is certified by FSC / PEFC or an equivalent approved certification body where practical
- Use of insulation materials with zero ozone depletion potential.

10.0 Conclusions

The Design and Access Statement has set out the basis for the proposals and sought to explain how they have evolved from an understanding of the local context as well as carrying through the principles and parameters into the proposed development.

It is useful to summarise how the proposals will create a good place to live by referring to the criteria set out in the Building for Life (12) standard. This assesses the quality of new development, and how successful it will be in creating attractive, function and sustainable places. The assessment is based around twelve questions related to how well the development integrates into the neighbourhood; how the development will create a sense of place; and how the streets and houses will be designed and function.

Integrating into the neighbourhood

10.1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Yes, the new access from Lovedean Lane will provide a formal link into the scheme.

2. Facilities and Services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Yes, the site is located close to the local Costcutter store and parade of shops within walking distance in the centre of Lovedean.

3. Public Transport

Does the scheme have good access to public transport to help reduce car dependency?

Yes, the local bus stops are located in the centre of Lovedean around 600m to the south. Portsmouth main line station can be found on the south, around 8km from the site.

4. Meeting Local Housing Requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Yes, the site can support a mix of 1, 2, 3 & 4 bedroom houses, bungalows and maisonettes in a mix of tenures across the development.

10.2 Creating place

5. Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

Yes, the rural edge character has been influenced by the traditional design of the neighbouring developments to the north of the proposed site (recently constructed by Bargate Homes), more traditional built form and materials used historically in the local area.



Illustrative Masterplan

10.0 Conclusions

6. Working with the Phase and its Context

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

Yes, the whole development will be designed specifically to respect the adjacent existing development, the adjacent landscape buffers and the topography of the site.

7. Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Yes, the layout is based on a network of linked spaces providing connections to recreational facilities and adjacent movement networks. The buildings will be located and orientated to enhance these routes and provide a legible development.

8. Easy to find your way round

Is the development designed to make it easy to find your way around?

Yes, routes through the development will be clearly defined by formal and informal footpaths, road and building materials and long and short distance views to surrounding features.

10.3 Street & home

9. Streets for all

Are streets designed in a way that encourage low vehicle speeds and allows them to function as social spaces?

The layout will use both horizontal and vertical deviation in conjunction with the topography of the site to encourage reduced vehicle speeds.

10. Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Yes, all the residents parking will be off road, on private drives or shared parking courts. The parking size and provisions will comply with Local Authority parking standards.

11. Public and private spaces

Will the public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Yes, all the public and semi private spaces can benefit from high levels of passive surveillance from each dwelling.

12. External storage and amenity spaces

Is there adequate external storage for bins and recycling as well as vehicles and cycles?

Yes, dedicated areas will be provided for refuse storage and recycling with parking being sized to offer suitable parking. Cycle storage is provided in lockable sheds within the back gardens.

The proposed development will be design-led and will relate well to the form, density and character of the surrounding residential context and will sit well within the local landscape setting.

Taking the above into account and the need for homes to be delivered in Hampshire, we respectfully commend these outline proposals to the Council for consideration and timely approval.

