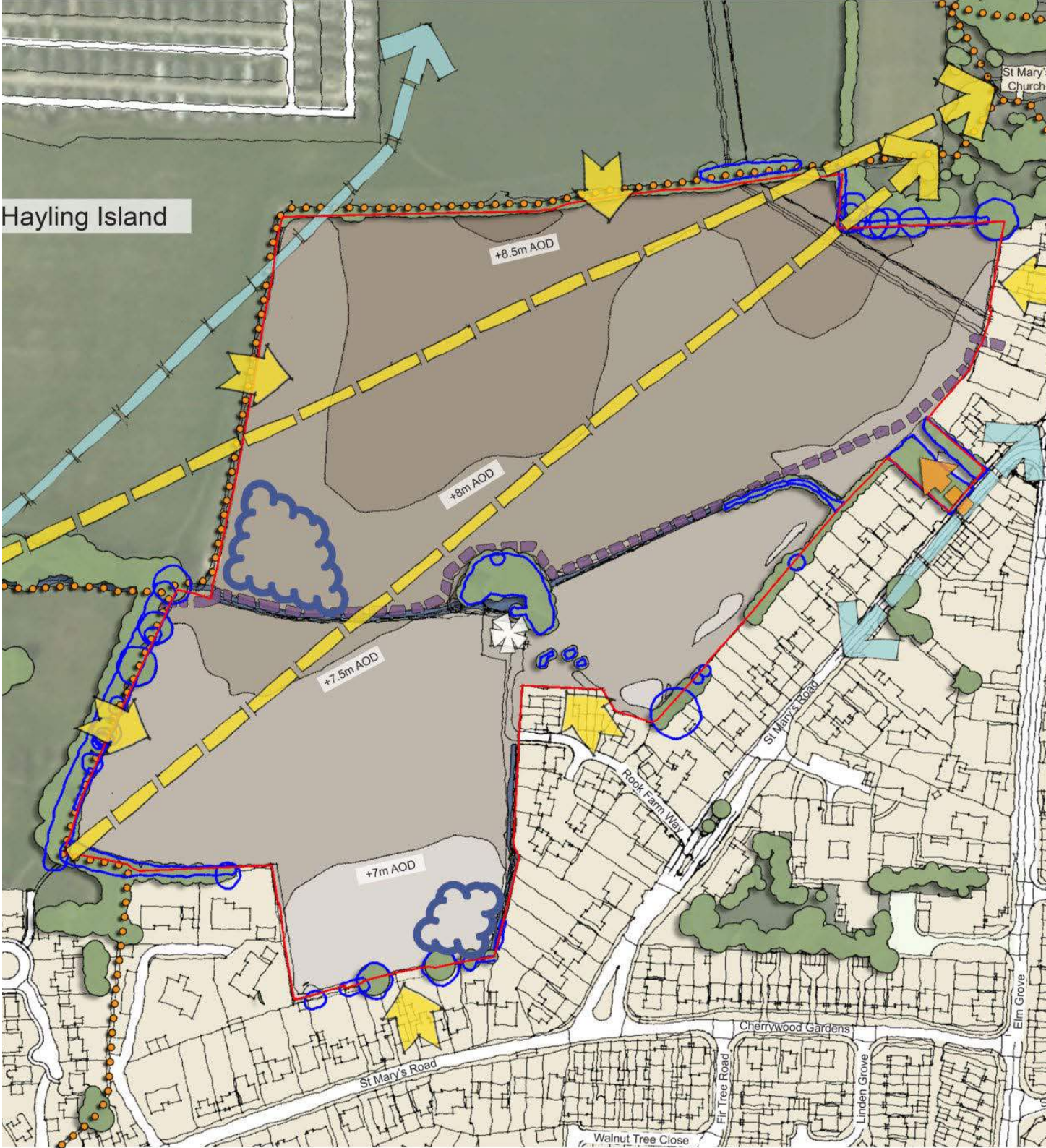


Key

- Site Boundary
- Topography
- Existing Settlement
- Potential for Green Corridors
- Consider Short Range Views
- Existing Public Rights of Way
- Proposed Vehicular Access
- Existing Trees and Hedgerows
- Root Protection Area
- Existing Waterbody/Watercourse
- Existing Farm Building
- Overhead Cables
- Potential SuDs
- Foul Rising Main
- Underground Electric Cable



Figure 12: Constraints and Opportunities
N.T.S



Evaluation

This site provides an excellent opportunity for a development which integrates well with the existing urban area of Hayling Island. The site has no overriding environmental or physical constraints and provides the opportunity to establish a sustainable development which is both physically and visually well contained.

The following objectives have been fully informed by the evaluation of baseline data, the site's context, constraints and opportunities:

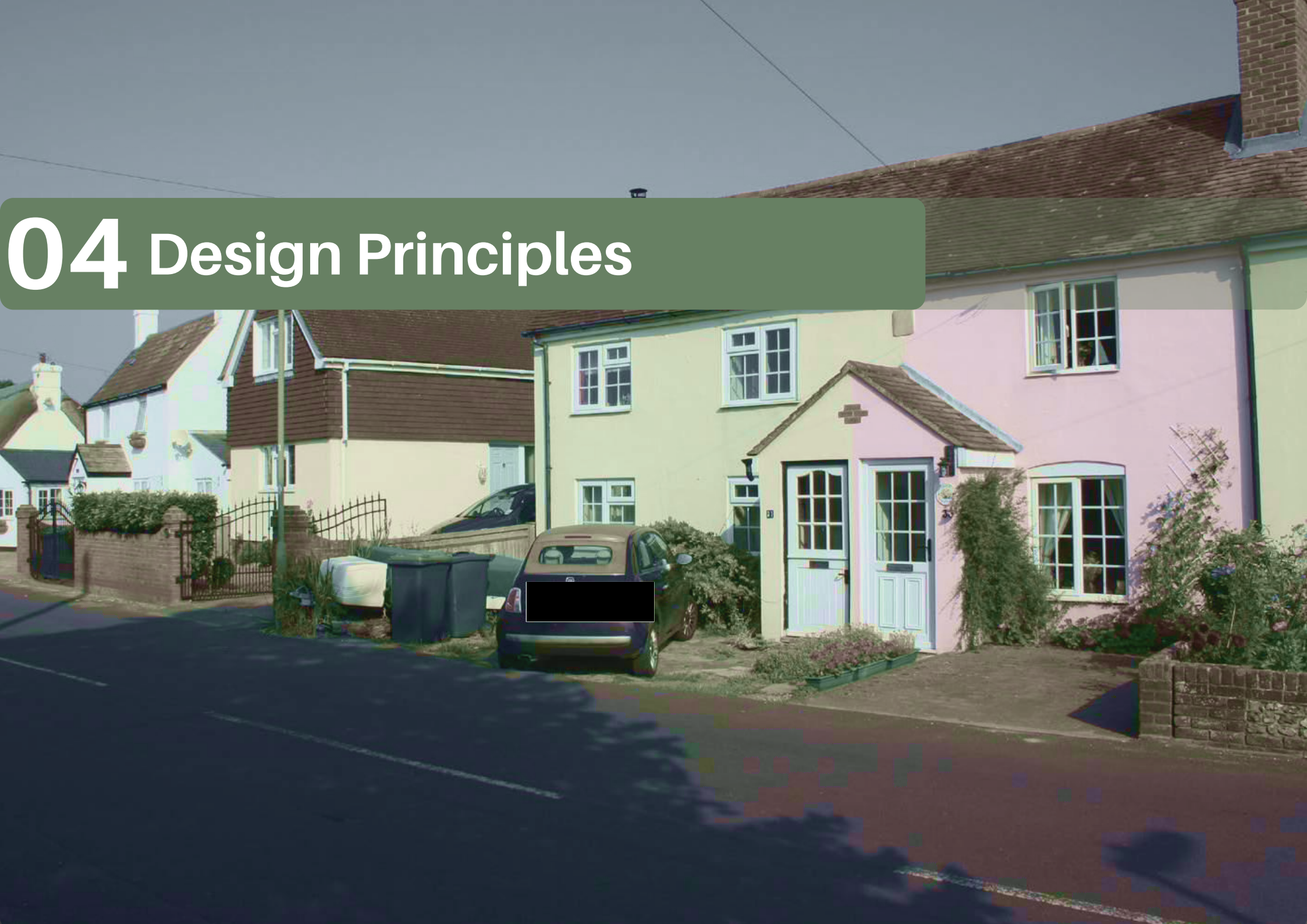
- To promote the highest quality sustainable design, creating a 'place' which is both safe and attractive and which enhances quality of life, health and social well-being, supporting 'building for life' criteria.
- To make the most effective and efficient use of land which is well related to the character of Hayling Island and its wider surroundings. Built

development will respond to the morphology of the existing settlement and will be located adjacent to the existing settlement edge.

- To provide a choice of housing size and tenure in order to help create a mixed community, including provision of affordable housing. Affordable housing is to be appropriately distributed throughout the development.
- To protect and extend the site's existing environmental assets and use them as a framework for the creation of new Green Infrastructure which respects the landscape and promotes biodiversity.
- To create an enduring high quality built form, public realm and landscape that sensitively responds to its setting by using best practice contemporary design that is rooted in local character whilst avoiding a clumsy pastiche of architectural styles etc.



04 Design Principles



04 Design Principles

Design Evolution

Having gained a good understanding of the existing site and place, through the various environmental and technical studies, it is possible to formulate an appropriate Masterplan response.

This section sets out the rationale which has informed the Development Framework and Illustrative Masterplan design. It considers the inherent and underlying characteristics of the site and how these should shape and structure the development. Overlying this, the process considers the location and extent of the built development and Green Infrastructure.

The proximity of the site to the seafront and town centre of Hayling Island provides a key defining layer in the design process. The character and appearance of the future built development has been closely analysed to illustrate a potential layout that respects the local built characteristics.





Design Objectives

The vision responds to current conditions and future needs, with the overall aim of providing a high quality environment. There are a number of key design objectives which inform the Development Framework and Illustrative Masterplan and which are explained in detail in the Design and Access Statement.

- To deliver a high quality “place” which is sustainable, safe, and attractive; The Masterplan and DAS provide a high quality built and landscaped design that incorporates best practice principles.
- To deliver a mix of housing - up to 300 dwellings - offering 1-5 bedroom properties, comprising a range of house types from linked townhouses to detached properties and apartments.
- To provide settlement edge public open space and footpath connections.
- To establish a legible environment, with a choice of interconnecting attractive streets and pedestrian routes which provide excellent connectivity across the site into and around Hayling Island.

- To adopt inclusive design, by making the place accessible for all.
- To promote sustainability and reduce energy consumption.

Identifying the distinctive components that define local character has been a fundamental starting point for the design of the site.

Local character comprises of a variety of design elements, from the way in which streets interconnect, development blocks and buildings are arranged, the use of common building materials, visual containment and boundary treatments etc.

The site does not specifically seek to recreate, or generate what has gone before, but instead looks forward to contemporary sustainable design solutions which effectively integrate into the existing fabric of Hayling Island by way of referencing common building materials, layout and street hierarchy.

Development Framework

Quantum of development and mix of uses

The outline planning application covers a total area of 11.77 hectares. In summary the amount of development proposed within the site is as follows:

Residential Development (7.53ha):

The development provides a total of 7.53 hectares for residential development, providing up to 300 dwellings based on an average density of 40 dwellings per hectare. The development will provide for a mix of dwellings and house types, ranging from 1-5 bedroom units, offering a mix of market and affordable housing from first time homes to larger family homes.

Green Infrastructure/ GI (4.24ha):

The remainder of the site area, a total of 4.24 hectares will comprise green infrastructure and will include recreational space, footpaths, attenuation basins and structural planting.

The Havant Borough Core Strategy and Development Management Policies (Adopted 2011) requires the provision of open space. Based on a population of approximately 720 people the required open space is 1.87 ha and as the proposal is for 4.24ha this is well exceeded. A Play Area and Teenage Provision is included in the open space proposals for the site, which will serve both the residents of the development and the local community.

Based on the above population, the Council also set a standard of 0.02 ha for teenage facilities and 0.03 ha for equipped play provision. The provisions set out in this proposal exceed these requirements.

Key

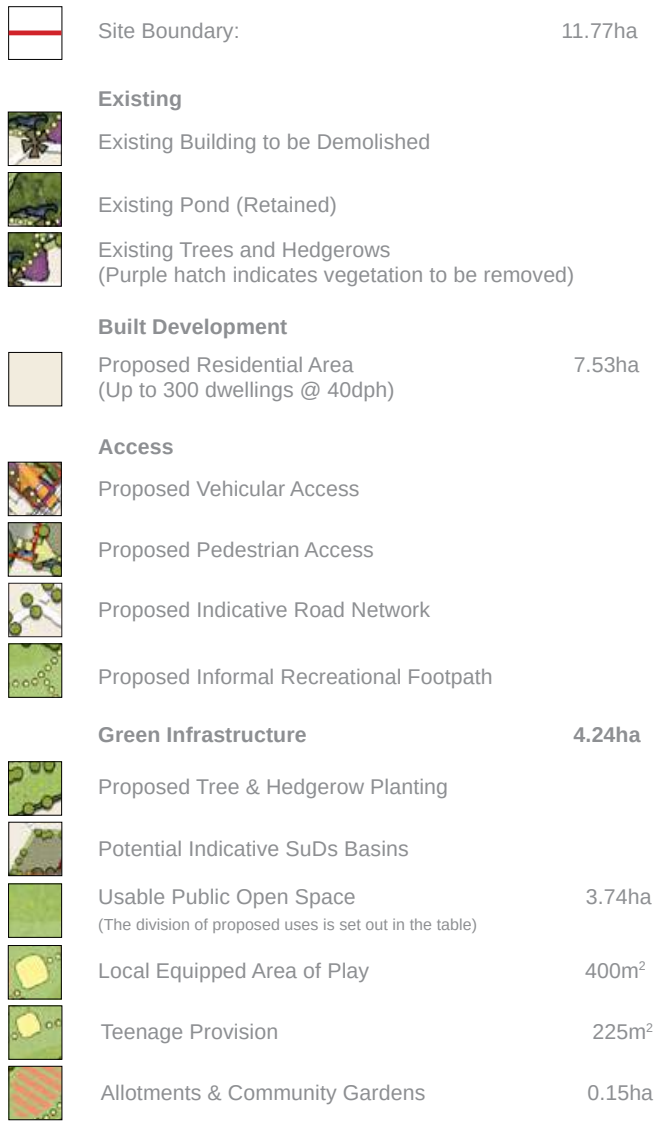


Figure 13: Development Framework
N.T.S



Havant Open Spaces Plan Requirements:

Open Space Type	Req / per person	Req / this development (300 x 2.4 per house = 720 popn)
Teenage Provision	0.00004ha	0.02ha
Equipped Play Provision	0.00005ha	0.03ha
Grass pitches and playing fields / recreation grounds	0.00054ha	0.38ha
Multi-functional greenspaces (amenity greenspaces, parks and gardens and natural greenspaces)	0.002ha	1.44ha
Allotments & community gardens	0.002ha	1.44ha
TOTAL	0.0046ha	3.31ha

No provision is made for the following categories of open space: 'Artificial Turf Pitches', 'Bowling Greens', 'Indoor Swimming Pools', 'Tennis and other courts'

Illustrative Masterplan

The Illustrative Masterplan along with supporting text and illustrations in this section of the Design and Access Statement indicate the principles of urban structure, (i.e. the framework and the layout of streets and pedestrian routes), and the urban grain, (i.e. the location, arrangement and design of the development blocks, plot arrangement, and green infrastructure).

The Illustrative Masterplan provides an indication of densities across the site and identifies the situations where focal buildings may be used to close a vista or turn a corner etc. In addition information is provided with regard to building scale and the appearance of the development both in terms of its architecture and landscaping.

The purpose of the Illustrative Masterplan is to provide one iteration of how the site could be developed to accommodate up to 300 dwellings and associated infrastructure. It sets out the key urban design principles that the development will seek to adopt conforming with the development parameters of the Development Framework Plan.

Key



Planning Application Boundary

1

Vehicular Access

2

Residential Development

3

Retained Vegetation

4

Attenuation Basin

5

Equipped Play Area & Youth Facilities

6

Proposed Tree Planting

7

Street Tree Planting

8

Footpath / cycleway

9

Allotments / community gardens



Figure 14: Illustrative Masterplan
N.T.S



Character

Within the development there are 3 specific character areas that help to define and differentiate between the spaces.

These are:

The Main Street

Secondary Roads

Green Lanes

Each area has subtle differences in the road width, planting, offset to road, building orientation and density. These variations provide each street with its own character.

The Main Street provides the main access through the development and includes a higher density of properties. Properties along Secondary Roads have slightly larger frontages and therefore a higher capacity for on plot planting such as hedgerows. They link the primary route through the development with the green lanes and provide access to areas of public open space. The Green Lanes comprise shared drives that face out over the green buffers and rural edge and will comprise a lower density as the development transitions into the countryside.

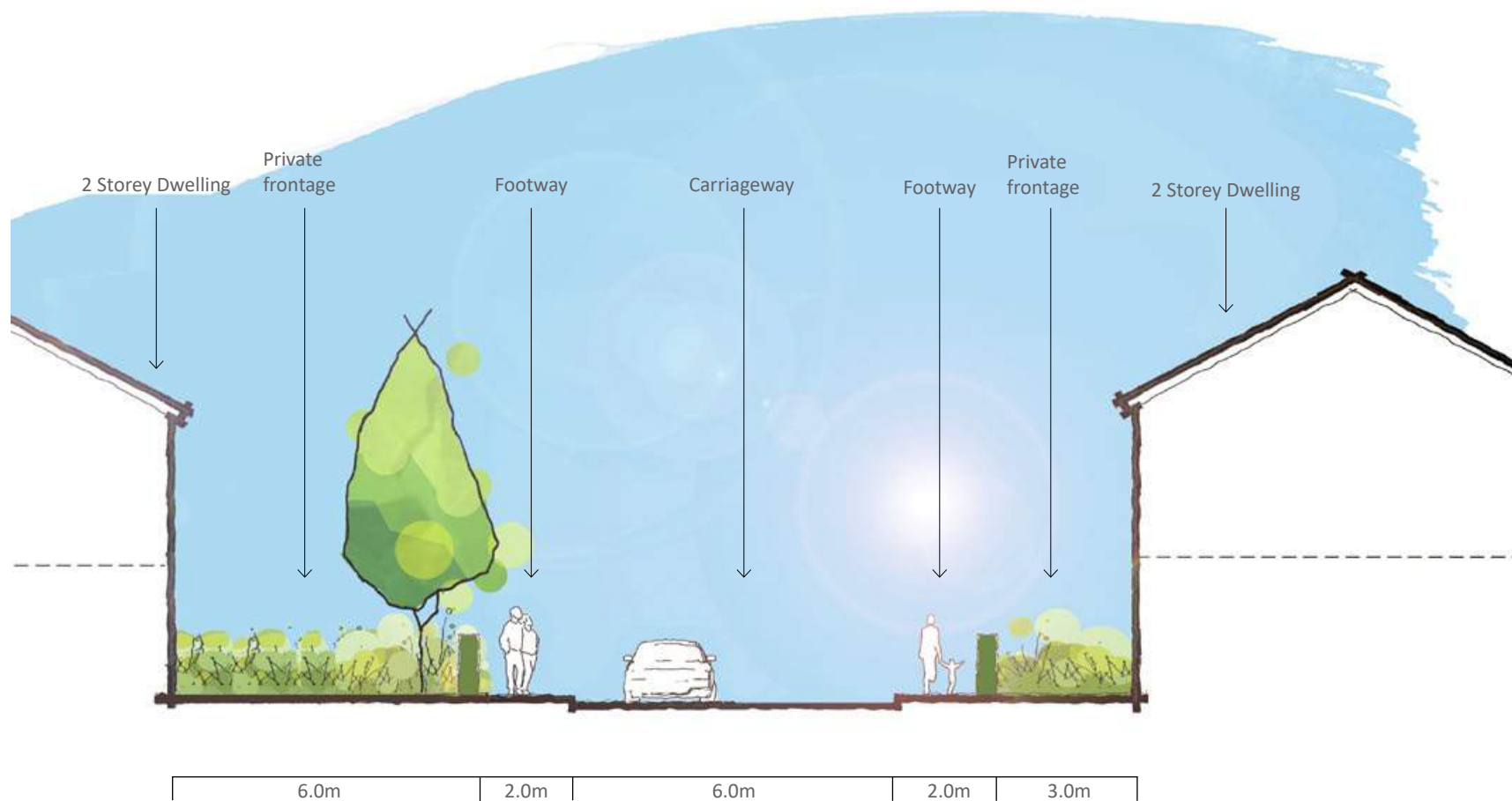
Character Areas

-  The Main Street
-  Secondary Roads
-  Green Lanes



Figure 15: Character Areas
N.T.S

The Main Street



TYPICAL SECTION - AA

The Main Street†

Relatively formal character to reinforce hierarchy provided by semi-continuous frontage of linked terraced properties with occasional use of taller and focal properties to define spaces and corners.

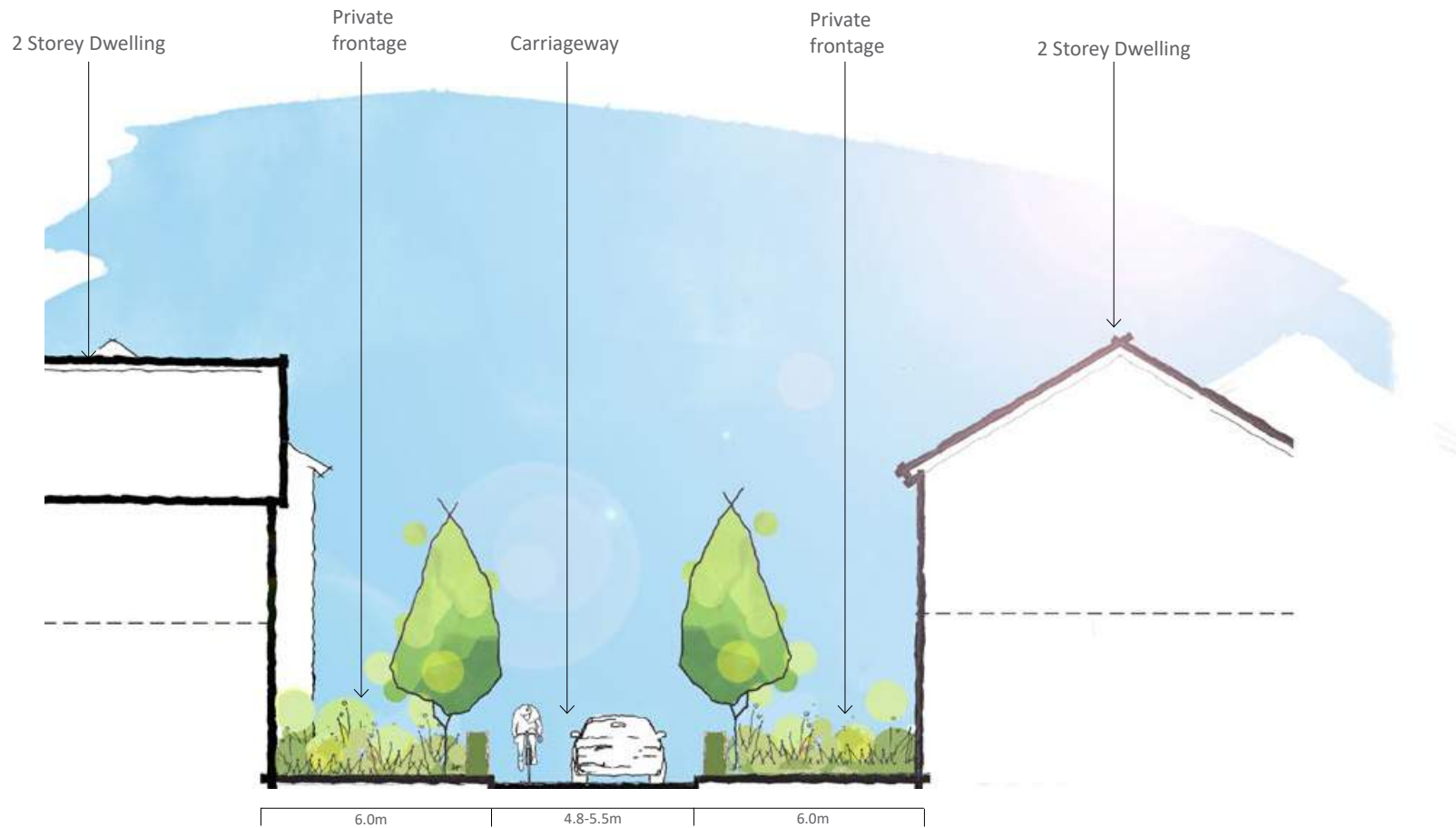
Properties predominantly 2 storey with occasional 2.5 storey providing interest to the street scene. Some tree planting should be included in front gardens where space permits.

Proposed native hedgerow featuring at strategic points along the main street.

The main vehicular access route will need to accommodate safe movement for pedestrians, vehicles and cyclists and provide connection to secondary streets/shared private drives. Carriageway width should be at least 5.5m to accommodate the range of users with a 2m footpath to either side of the road.



Secondary Roads



TYPICAL SECTION - BB

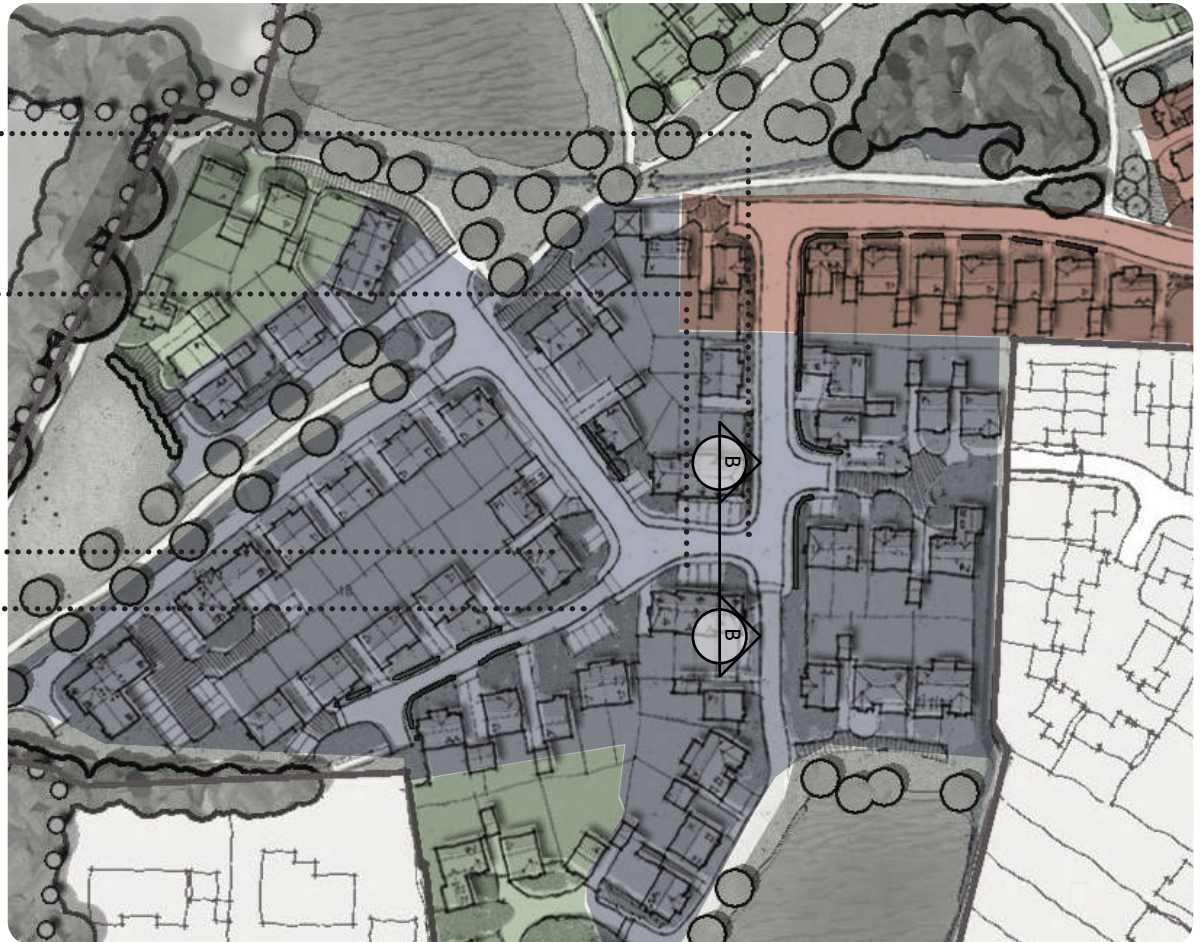
Secondary Roads

Narrower streets with carriageway width between 4.8 and 5.5 metres

Footpath may be present to one side only or the street may be shared surface

They should exhibit a more informal arrangement of buildings with a more varied building line. This should include a greater variation in setbacks and the use of deeper frontage depths;

A range of front garden depths with car parking to the front or sides of properties



Green Lanes



TYPICAL SECTION - CC

Green Lanes

Drives consist of shared surfaces and properties front onto POS, often with larger frontages and narrower roads

The Lanes should vary in width from around 4.1 to 4.8 m

Properties overlook the POS and vegetated boundary



Access & Layout

To maintain good legibility of the site, appropriate to the scale of the proposed development, a simple street hierarchy is to be used. A main street provides the primary route through the site with access from St Mary's Road. Leading off the Main Street are Secondary Roads and these roads in turn connect to a series of Green Lanes with shared private drives. In addition a footpath connection is provided around the site, connecting the green buffers with the open space in the centre of the site and providing links to the existing nearby public rights of way.

The layout of streets would provide a safe and well overlooked public realm as set out by Best Practice. The streets would be designed in detail to slow vehicular traffic and provide a safer environment for pedestrians and cyclists.

The hierarchy of streets and the size and arrangement of development blocks and open spaces is a connected design discipline addressing the need to meet the following standards;

- **Maximise connectivity to the existing settlement and wider area.**
- **Design a street pattern which reflects local morphology and place making character, with a main street providing access to a hierarchy of descending routes. These follow a progression of street and carriageway widths, plot sizes, building types and relationship to the street.**
- **Promote ready accessibility for the whole community, bearing in mind the needs of parents with young children and those with impaired mobility.**
- **Encourage the control of vehicle speeds and movement by urban design, by exploring local examples such as restricted forward visibility.**



Street Hierarchy

-  Vehicle access point
-  Existing road
-  Existing public footpath
-  Proposed main street
-  Proposed secondary roads/
green lanes



Figure 17: Access and Routes Plan
N.T.S

Housing Plot Arrangements

Block Structure

Within the Havant Borough Design Guide, the section called Specific Guidance on Residential Developments provides guidance on block structure in new developments. Housing should be laid out such that there is a clear distinction between public and private space. A perimeter block layout as shown on the Illustrative Layout is one way of achieving this.

Hierarchy of Spaces, Enclosure and Continuity

The *Approaching the Layout and Design of New Developments* section within the document says that the level of enclosure across a street or public space is an important factor in varying and determining character across a development. It can help reinforce legibility as well as the hierarchy of routes. A range of levels of enclosure have been used, creating a hierarchy of routes and spaces in this proposal. This hierarchy of routes and spaces is illustrated in Figure 17.

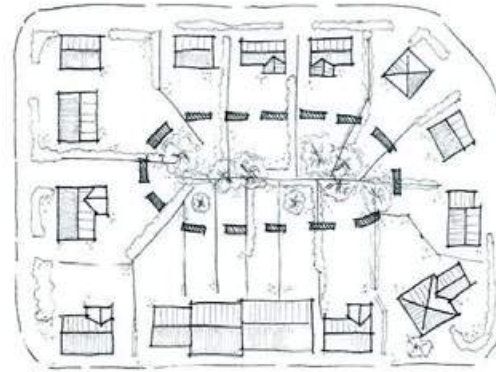


Figure 4.5 from the Specific Guidance on Residential Developments section in the Havant Borough Design Guide document: *'Backland development should not have a negative effect on existing character and therefore should avoid development on cumulative rear gardens'*



Fig 4.6 from the Approaching the Layout and Design of New Developments section in the Havant Borough Design Guide document on the elements of legible development.

Focal Points and Building Groups

The Approaching the Layout and Design of New Developments section advises that key building groups sited carefully at specific locations, make a significant contribution to the character or sense of place of a development.

Landmarks help people to navigate within spaces and are buildings, structures and spaces which create distinct visual orientation points that provide a sense of location to the observer within the neighbourhood or district, such as that created by a significant natural feature or by an architectural form which is highly distinctive relative to its surrounding environment. Offsetting the angle of street that approach the landmark can help to create a sense of surprise – landmark buildings will be positioned at key junctions within the development.

Vistas are a line of vision, contained by buildings or landscaping, to a building or other feature which terminates the view. Well-designed vistas aid legibility – a number of vistas are identified through the development towards buildings and green spaces.

Focal Points are prominent structures, features or areas

of interest or activity. For the small-scale of development proposed the gateway and key junctions provide a sense of arrival and focal points.

- Focal Point/Landmark Building
- View/Vista
- Arrival spaces
- Focal spaces



Figure 18: Focal Spaces Plan
N.T.S

Density

The Council's Design Guide recommends that *"density of new development should be driven by the density in the neighbouring area"*.

Typically, the housing density determines part of the character of the streets, the design of the development blocks and the types of houses. Providing up to 300 dwellings at an average net density that equates to 40 dph. This is considered to be an appropriate density level given the surrounding urban edge. The adjacent plan transposes the form of the proposed development onto the existing urban grain analysis to show how the development at this density would provide a logical extension of the settlement.

It is also noted that achieving a minimum density of 40 dph is an aspiration of the Council's emerging Local Plan (Policy H3 - Housing Density)



Figure 19: Density
NTS

Safer Places and Crime Prevention

The development will embrace the guiding principles for safe design and crime prevention set within the Planning Practice Guidance (PPG) and those advocated through the Secured by Design police initiative (and New Homes 2014). Secured by Design principles reflect the established principles of designing out crime. Creating a sense of place where residents and legitimate users are able to go about their daily routine without unduly fearing crime or insecurity is a key element of this initiative.

Sustainable communities are founded on safe and secure places. Reducing crime, preventing crime and community safety are the essential elements of Safer Places. The following lists some of the main principles that will be embraced and adopted by the proposed development.

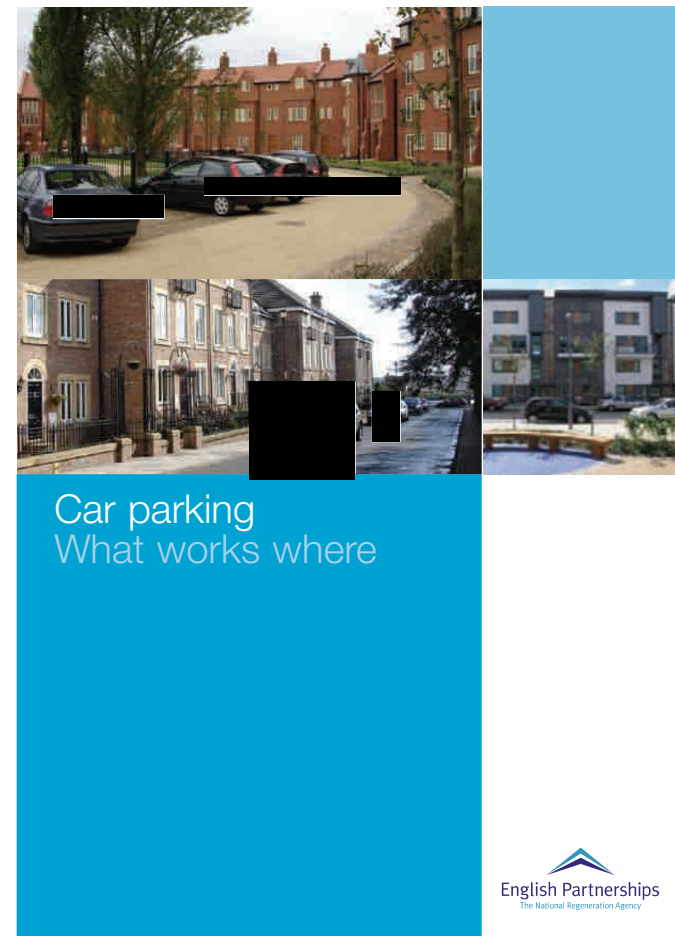
- The detailed layout of streets, blocks, plots and landscape will be designed so that it avoids opportunities for crime and anti-social behaviour.
- The place will have a well-defined movement framework, with direct clear routes for all. Routes will be active, well-lit and well signed.
- The layout will create perimeter blocks with 'active frontages' and 'active routes'.
- Blank facades and gables onto the street will be avoided. Gables will have windows or doors that overlook the public realm to encourage 'eyes on the street'.
- Buildings and properties will have a 'defensible space' with a clearly defined boundary between private and public space. The use of landscaping treatments (fencing, shrubs, hedges and trees etc) will be used to help define boundaries and define space.
- Private and public space will be well defined so that the ownership is clear to all.
- Restrict public access and opportunities for access to the rear of buildings and avoid secluded and poorly surveyed footways and alleyways, especially to the 'backs' of properties.

- All public spaces will be well defined, purposeful and active. They will be welcoming and attractive.
- Active green spaces for equipped play will be overlooked, with some natural surveillance and will be 'open' in their design with clear sightlines and good visibility.
- Cars will be parked where they are close to homes/buildings.
- Encouraging 'community ownership' through a variety of means such as; 'character streets'; feature spaces; shared surfaces; street furniture; and landscape design.
- Ensuring that homes are as secure as possible, with a particular focus on the design and specification of windows, doors, gates and rear fences.
- On-plot gates could be used for driveways or 'undercroft' parking arrangements. Secure entrance gates could be used where shared parking courts are proposed.
- Ensuring that the place is well managed and well maintained, with a high quality public realm and a green infrastructure which is attractive and enduring.

Parking

Parking provision will be in accordance with Highway Authority standards;

- Residential parking will encompass on plot garages and parking spaces to the rear or side of the property. Garage size will be dependent upon the house type;
- Rear courtyard parking will serve linked dwellings, although these will be kept to a minimum; and
- Occasional areas of shared surfacing will provide attractive calmed spaces for vehicle parking.



Appearance of Development

Whilst the development does not advocate historic solutions, it is important that the new development has some connection with local character and place making. This is achieved through an analysis of street character, built form and materials. One of the most obvious ways of achieving a response will be by using traditional building materials especially the use of colour and boundary details. This will be the guiding rationale for the development. Much of the adjacent context of the development comprises properties constructed in the latter part of the 20th century.

At this design stage, these photographic examples show a range of the modern and traditional buildings within and around the surrounding area. These give an indication of the type of design treatments that are anticipated and the general appearance of the built form. The materials selected for the development would provide a modern interpretation of the traditional materials shown here. Details may include canopy entrances, eave details and dormer windows, sash windows and lintel details and occasional use of chimneys.



Green Infrastructure

The Green Infrastructure has evolved as a result of analysis of the site and its setting, and by responding to the best practice design guidance.

The following key landscape features are proposed:

- A quality landscape is essential to provide structure and detail to the character of the development. Green infrastructure includes a framework of proposed structural planting around the site's north western perimeter.
- A buffer of native trees is proposed along the northern boundary of the site, to curtail views from the adjacent holiday park and to frame the long range views from the Public Footpaths to St Mary's Church.
- The proposed green space surrounding the site will incorporate new tree and hedge planting to create a high quality environment, including replacement planting for the sections of vegetation that are proposed for removal to gain access from St Mary's Road.

- Tree planting will punctuate the primary routes within the site and semi-ornamental planting will be used to establish a visually appealing environment for each building plot, to soften parking areas and the overall building setting.
- There will be several areas of Public Open Space, the largest of which being located to the north of the site, which will include a multi-use play area and teenage provision.
- This area of open space will form part of the buffer surrounding the development, through which a new footpath will run, increasing permeability and access to open space. A circular footpath route will be provided through the green spaces of the development linking with the public open space and St Mary's Road.
- In addition to accommodating surface water runoff, the two proposed attenuation basins in the south east and far west of the site will provide a wetland habitat and provide additional biodiversity opportunities and habitat linkages.
- New parkland style tree planting within the north

of the site will include trees as recommended in the tree survey report. The new tree planting will include a Green Corridor, linking the existing Public Right of Way with the central area of Public Open Space, effectively connecting the areas of on-site green space.

 Green Infrastructure



Figure 20: Green Infrastructure
NTS

Trees

Focal tree planting will be located along the main street to create an avenue and highlight the retained view from the south-west of the site to St Mary's Church. Elsewhere, a comprehensive use of street trees will be adopted as a key design principle, and this will establish a distinct character for the development. Within the open space larger growing tree species will be used including a higher proportion of native species and those found within the local context.

Trees will be located to enhance visual interest and to provide identity as well as being used as landmark features. Trees will help to soften the built form, provide shade and create ecological habitats. In accordance with the National Planning Policy Framework (para. 131) new streets will be tree-lined and featured at every available opportunity.

For all new street trees attention will be given to siting and selection of species. The long term growth and spread will be well considered, as well as their relationship with buildings, streets and public areas. It is essential that suitable trees grown for urban locations are specified, with a narrow compact form, and a medium height. Where practical choice of species will reflect those typically present elsewhere within the settlement and surrounding area.

Water and Drainage

The proposed drainage strategy for the development will be to introduce two drainage basins. Together these basins will reduce the risk of flooding both on and off site and will be used to manage the surface water run off from the northern and southern parcels of the proposed development. The line of drainage will follow the natural fall of the land with a positive connection to the nearby public surface water sewer network and run-off maintained at pre-development rates. Careful integration of these features into the site will create potential habitats for wildlife and promote biodiversity, providing valuable open space and amenity value.



Sustainability

Sustainable construction methods and energy efficiency will be adopted at the detailed design stage. This will promote a high standard of build and construction for the development in accordance with Best Practice Standards.

Best Practice sustainability will be embraced, which will fully explore issues such as sustainable drainage techniques, and buildings that are resource and energy efficient.

It is expected that the design will explore the following in order to promote reduction in carbon emissions;

- Flexible building and house design, allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces.
- Ensuring that buildings can be easily adapted to suit different occupiers' needs, through the use of non structural internal walling and easily extended services;
- The use of locally sourced or recycled construction, building materials and aggregates;

- The preference for using environmentally friendly and more sustainable materials and products, such as recycled timber;
- The use of porous/concrete block permeable paving and surfaces for some streets, driveways and spaces;
- Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use;
- Low carbon lighting, energy controls and management;
- Double and triple glazing, and improved insulation;
- Wherever possible using an optimum plot orientation for solar gain with south facing windows; and the use of solar thermal panels to collect solar energy to heat water and to reduce carbon emissions;
- Conservation of the natural resource such as the site's hedgerows and trees;
- Ground level 'urban greening' with the use of street trees,

parks, linear parkland, open space, private spaces and gardens; and

- The planting and setting out of grassland, native trees, shrub and hedgerow species that will encourage wildlife, and sustainable drainage.



