



Land at Former J.F Goodwillie Timber Centre

Design and Access Statement

LOCATION

J.F Goodwillie Timber Yard

APPLICANT

Foreman Homes

DATE

February 2026

AUTHOR

HGP Architects

HGP REFERENCE

23.128

REVISION

-

STATUS

Planning

REVIEWED BY

Foreman Homes

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01

Introduction

Preface

This document has been prepared by HGP Architects on behalf of Foreman Homes to support the Full Planning Application for Land at Former J.F Goodwillie Timber Centre.

The site is located close to Waterlooville Town Centre on a former timber yard.

SITE ADDRESS

J.F. Goodwillie Timber Centre
154 London Rd,
Purbrook,
Waterlooville
PO7 5SR

SITE AREA

3.42 Ha

LEGEND

○ Site



Location of Site
Approx Site Area: 3.42Ha

Project Team



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DRAINAGE



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Development Brief

THE VISION

Foreman Homes want to provide an exciting development that provides high-quality housing for all. They are keen to encourage sustainable travel, and so are looking to provide cycle links throughout the site. Pedestrians and cyclists should be prioritised throughout the development, so streets should be primarily shared surfaces that encourage low vehicular speeds.

THE NUMBERS

111 Units

Minimum 15sqm of Public Open Space per person (Policy E9)

30% Affordable - 70% rented, 30% shared ownership

35% of units to be 2-bed units

SHMA Mix for Private Dwellings:

AREA	1 BED	2 BED	3 BED	4 BED
HAVANT	8.9%	34.2%	45.2%	11.6%

SHMA Mix for Affordable Dwellings:

AREA	1 BED	2 BED	3 BED	4 BED
HAVANT	41.6%	36%	36%	2.8%

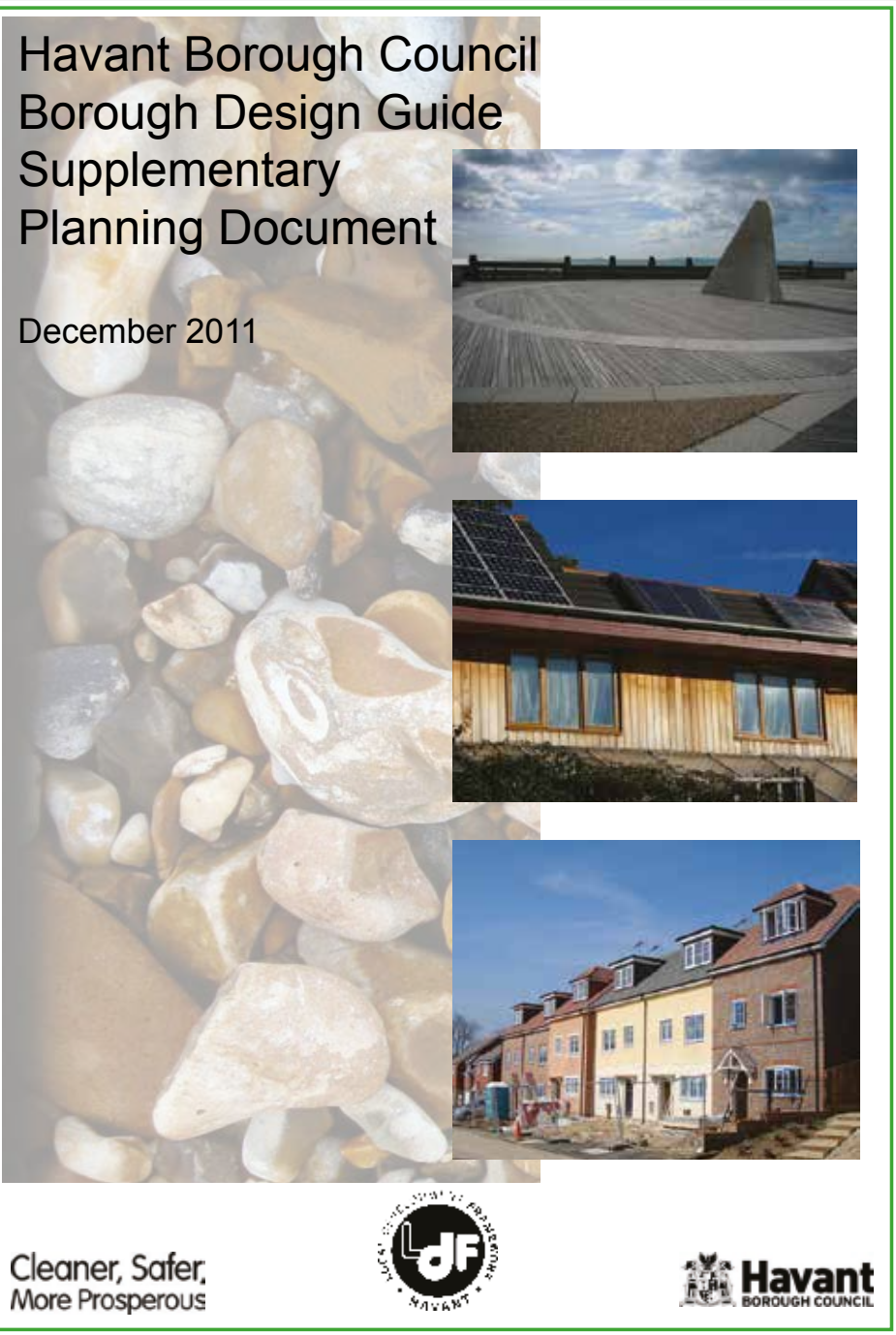


3D Visualisation - View from Plot 22

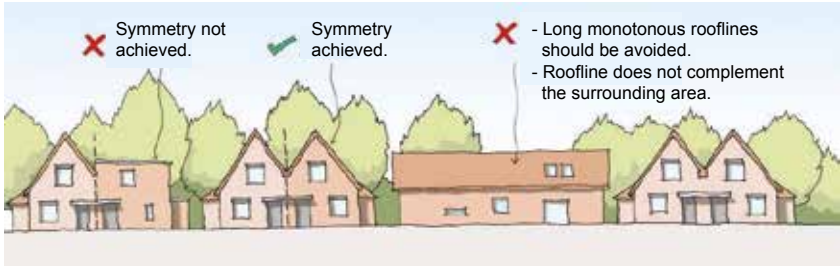
Havant Borough Design Guide SPD

Available to download from the Havant Borough Council Website, the Havant Borough Design Guide SPD provides comprehensive guidance on Havant's design standards and expectations. The document details how new designs should respond to, draw inspiration from, and respect local context, and utilise good design practices to produce a positive relationship between buildings, streets, and spaces.

This document has been referenced throughout the design process for the site.



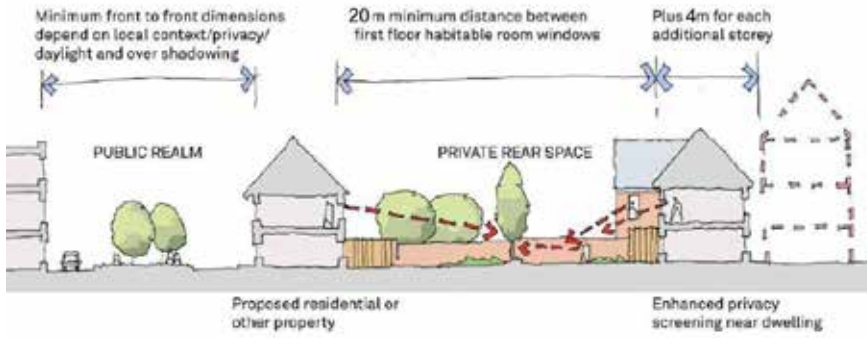
Rhythm and patterns, key features and detailing



New development should reflect prevailing features such as consistent rooflines in a street

Key features include the rhythm of facades; rhythm and pattern on the skyline through roof shapes and articulation; repetition of elements and patterns in such items as bays, dormers, repeated gables and chimneys. Detailing is the finer level and the craftsmanship, building techniques, decoration, styles and lighting of a building or structure. Where streets and

Figure 5.1: Back-to-back distances



Pages from the Havant Borough Design Guidance SPD

Building for a Healthy Life

Building for a Healthy Life is a design toolkit for neighbourhoods, streets, homes, and public spaces. The document has been designed to allow a wide range of people to use it easily, providing a large number of examples of both good and bad design.

The three key headings within the document are:

- Integrated Neighbourhoods
- Distinctive Places
- Streets for All

By following the guidance in this document, designers can avoid common pitfalls and improve the overall quality of the places that are created through development.

This document has been referenced throughout the design process for the site.

Streets for a Healthy Life

Streets for a Healthy Life is a companion guide to Building for a Healthy Life and expands on the previously mentioned guidance. It is being continually expanded with new street typologies and technical details over time, allowing the document to evolve as England's streets evolve.

The document makes reference to the guidance provided in Manual for Streets and helps designers to create legible and attractive streets. The document contains a range of case studies to help designers understand how small design choices can lead to positive or negative spaces.

This document has been referenced throughout the design process for the site. Purple key-points circles (as shown below) have been directly extracted from this document to demonstrate how we comply to the guidance. The colour-coded icons (shown to the right) help identify the relevant section in the guidance documents.



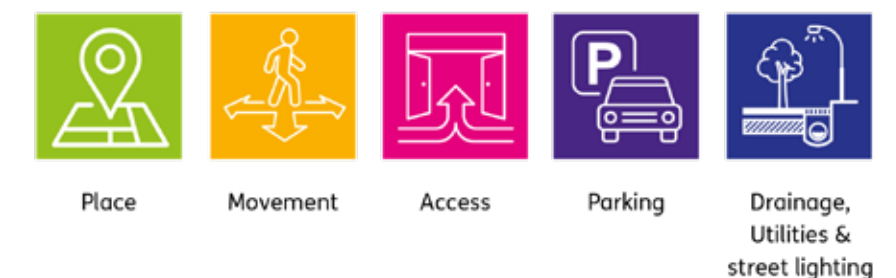
Table 2: Typical Street Features

Street Typology	Features									
	Place		Movement				Access	Parking	Drainage, utilities & street lighting	
	Mixed Use	Street Trees / Landscape	Footways	Protected Space For Cycling	Public Transport	Shared Surface	Direct Car Access	Car Parking Bays	SuDS	Street Lighting
Principal / Main Street										
Secondary Street										
Tertiary Street										
Edge Lane / Private Driveway										

- Always
- Typically
- Sometimes
- Rarely

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Page 19 from Streets for a Healthy Life



02

Analysis



Bird's-eye view of the site and surrounding points of interest.
Red line to illustrate main site area and does not necessarily reflect exact ownership boundaries



Site Photographs Key

Site Photographs

Access to the site is from London Road via a large formal entrance with established footpaths. The site slopes up towards the site office, just past the existing green fence and gate. The north and east of the site is dominated by large warehouses that are mainly of timber construction, although there are some brick buildings and one large corrugated metal warehouse.

Towards the south of the site there is an area of grass and scrub. To the west of the site, rows of tarmac follow roughly northeast to southwest, which previously displayed a variety of timber.







Urban Analysis

The site is located close to Waterloooville Town Centre, with the pedestrianised shopping district within 10 minutes' walk. The town centre contains a variety of facilities, such as an ASDA superstore, post office, hairdressers, library, gym, church, police station, pubs, and restaurants, meaning that local facilities would be easily within walking distance for new residents.

Waterlooville Town Centre is currently undergoing regeneration, with a vacant shop scheme in place to revitalise the area and encourage businesses to move back into the town centre.

Just outside of the town centre, there is another superstore (Sainsbury's) and a retail park, as well as a large Wickes superstore closer to the site.

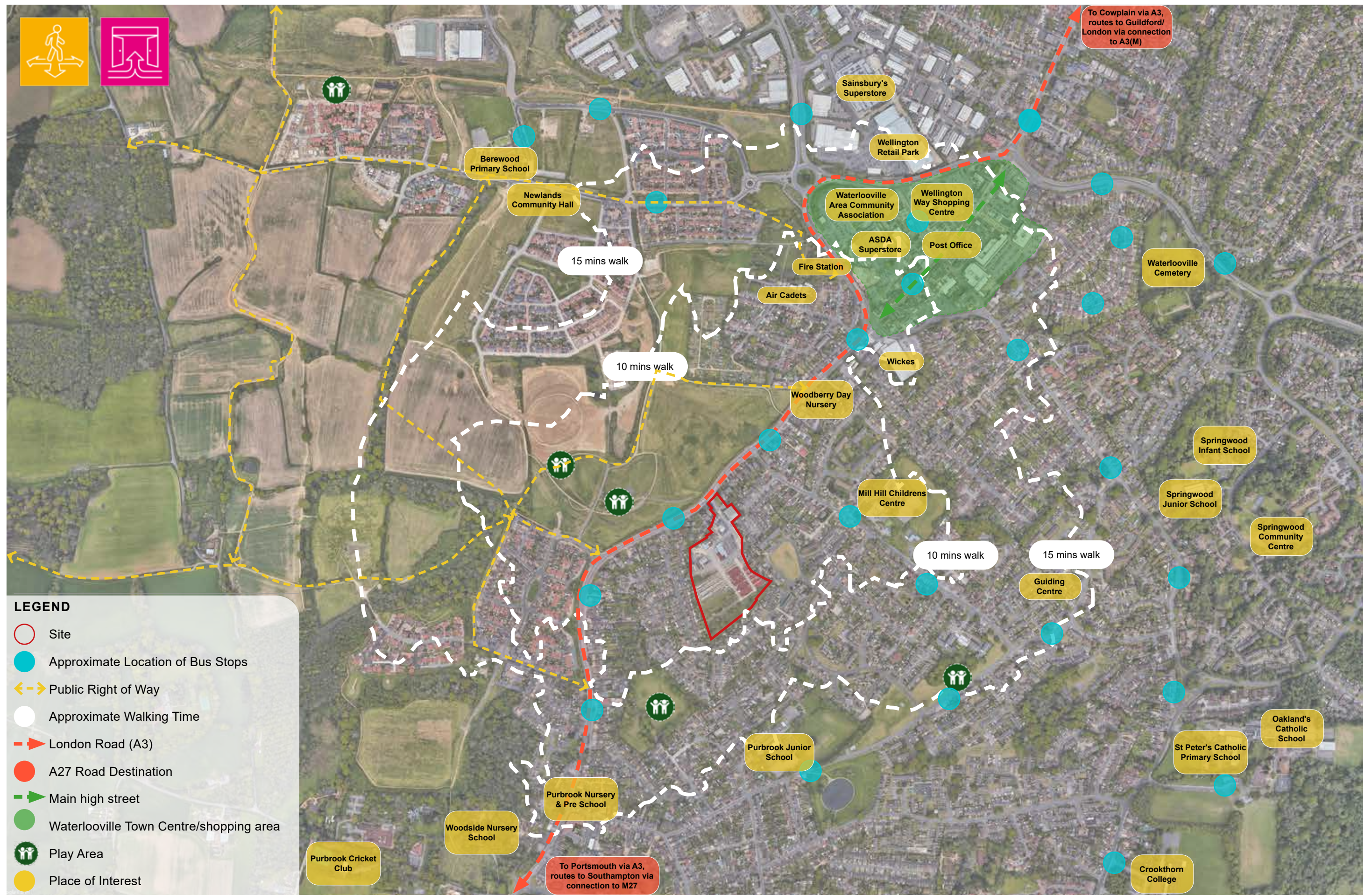
There are 5 nurseries and 6 schools within 25 minutes' walk, with two nurseries, a children's' centre and a junior school all within fifteen minutes' walk. Bus connections are available to most schools in the area, providing an alternative eco-friendly way to travel for children and parents alike.

London Road features a bus lane and several bus stops that would allow future residents to access the extensive bus network in the area (London Road itself is home to bus No. 8 which goes from Portsmouth to Clanfield), and Waterloooville town centre provides a crossing point for the Nos. 7, 8, D1 and D2 buses.



Waterlooville Town Centre - Vacant Shop Scheme Zone





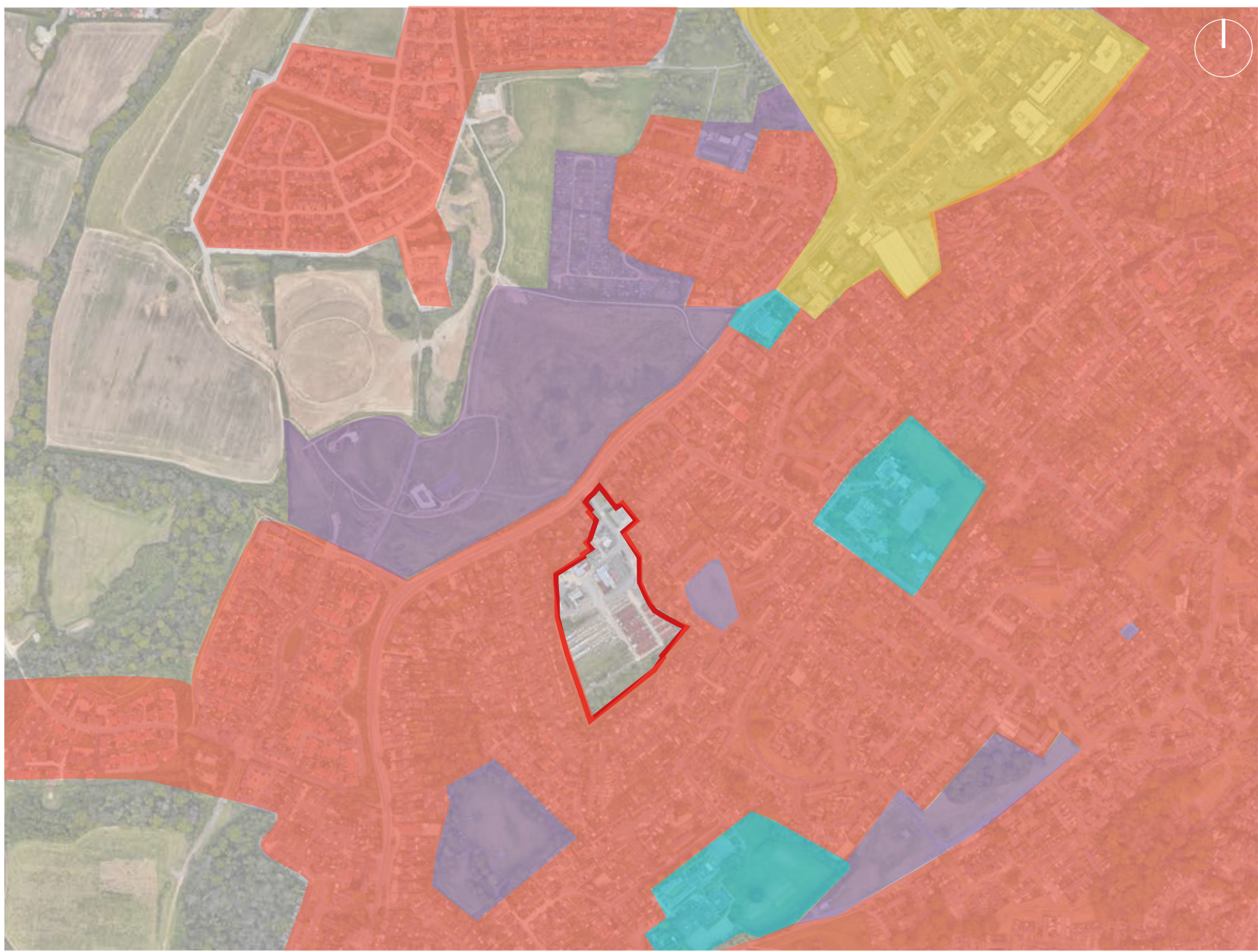
Approximate walking distances to local amenity and places of interest around the site

Surrounding Use & The Community

The site constitutes an area of Previously Developed Land that forms a natural infill to the residential area of Purbrook/Waterlooville. There are many large areas of community use land within the local area, such as open space and allotments, as well as a large commercial area to the north. Educational facilities are dotted around the site, with the nearest facilities being to the east.



- LEGEND
- Site Boundary
 - Residential
 - Education
 - Commercial
 - Community

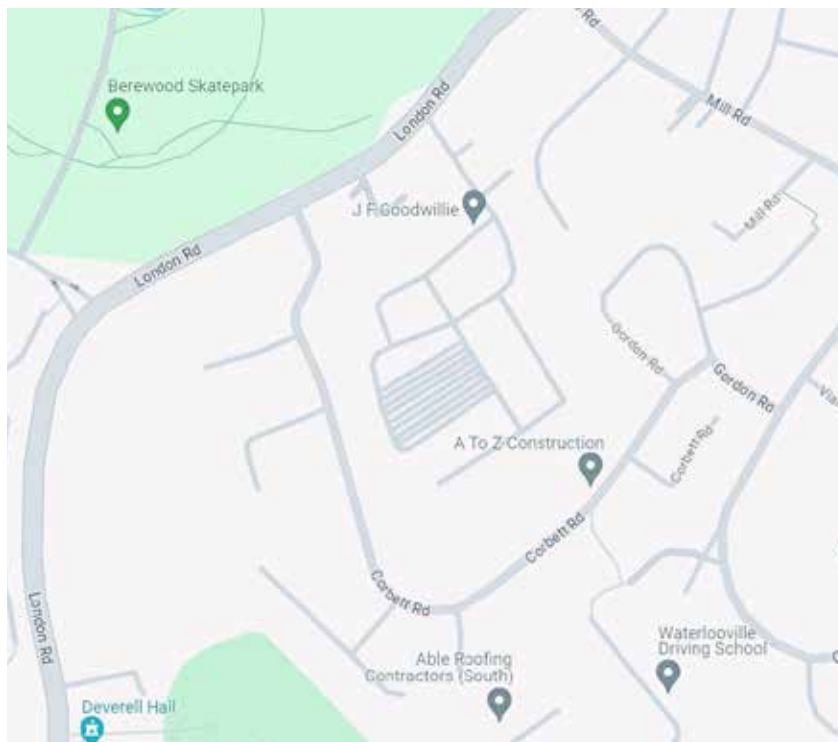


Existing Use Diagram

Reading the Local Grain

The figure ground plan reveals the linear nature of the surrounding residential areas. While the built form around the site is rounded to follow the boundaries of the site and the curve of London Road, much of the local area is much more orthogonally laid out, with built form regularly arranged into rectangular parcels either side of a straight road.

Within the site, the existing built form is heavily focused on the eastern side, while a network of primarily vehicular routes flowing north-east to south-west (visible from an aerial or Google Maps view) dominates the west. A large portion of the site has been hardsurfaced to facilitate these routes.



Extract from Google Maps showing the road layout on and around the site

LEGEND

- Site Boundary
- Existing Built Form

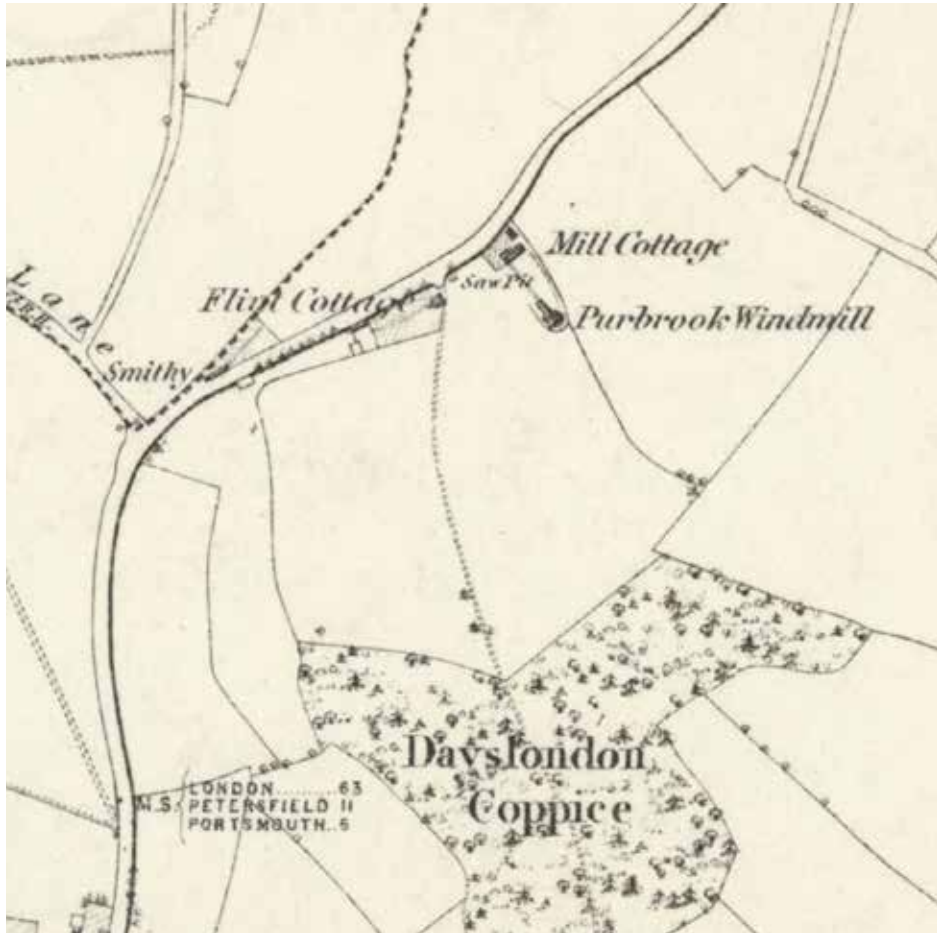


Figure Ground Diagram - Site as Existing

Site History

J.F Goodwillie was the oldest timber importer and merchant in Waterlooville, with the company established in 1882. However, historical maps show the presence of a saw mill on site before this date as early as 1800, at which time the site also featured a windmill.

Historical maps show that the site has a long history of industrial usage and development. The site, therefore, is considered Previously Developed Land



Historical Map Circa 1800 showing a sawmill and windmill on site



Aerial photograph from circa 1945 showing J.F Goodwillie Ltd on site



Planning History

There are two previous outline planning applications on site, one validated in 1999 and one validated in 2000, but neither application progressed.

Goodwillies Timber Yard is identified in the Local Plan Allocations (2014) for Havant under Ref. W63 as allocated for 96 dwellings over 3.37Ha.

In the now withdrawn Pre-Submission Local Plan 2036, Goodwillies Timber Yard is allocated for a "residential development of about 120 dwellings" under Ref. H43.

Havant Borough Council's Housing Delivery Statement (March 2022) sets out how planning applications for housing will be considered in the context of the Council's current five year housing land supply and Housing Delivery Test measurement. It states:

"Given the need to significantly boost housing supply in Havant Borough, the Council continues to support the principle of housing development on emerging site allocations that were proposed for allocation in the now withdrawn HBLP. Significant preparatory work has been carried out on these sites since the start of production of the HBLP in 2016, and they have also been subject to formal consultation. These are set out in Table 1"

In Table 1, The Indicative No. of dwellings for Goodwillies Timber Yard is listed as 120.

Site Name:	Site Ref/Policy Number:
Goodwillies Timber Yard	W63
Description of Site: An existing local timber business. The current site is larger than that required for the existing business (only 1.2ha is needed), so it would potentially like to relocate to a smaller site. The site is mainly hardstanding with various buildings in connection with the commercial use.	
Known Constraints: <ul style="list-style-type: none">• Potential ground quality issues associated with previous and/or current use of site• Low to moderate potential for previously unidentified archaeological deposits• Southern Water has advised that sewerage capacity in network closest to site is limited	
Existing Transport Provision: <ul style="list-style-type: none">• Bus route runs adjacent to site	
Existing Accessibility to Local Services/Facilities: <ul style="list-style-type: none">• Walking distance to town centre with shops and services• School provision (primary) within walking distance	
Site Opportunities: <ul style="list-style-type: none">• New homes, including affordable housing• In a sustainable location on a good bus route and close to the town centre	
Policy W63 - Site Specific Development Requirements: <ul style="list-style-type: none">• Access to utilise existing highway access point onto London Road• Heritage Statement, of an appropriate level of detail, to support planning application• Employment and Skills Plan to support planning application• Investigate ground/air quality conditions, as part of a planning application• Southern Water request connection to the sewerage system at the nearest point of adequate capacity	

Excerpt from Local Plan Allocations (2014)

Waterlooville		
WV1	Goodwillies Timber Yard*	120
WV2	Padnell Grange*	80
WV4	Blue Star*	90

Excerpt from Housing Delivery Statement (2022)

Pre-Submission Havant Borough Local Plan 2036 | working document

H43 | Goodwillies Timber Yard

The Site

8.80 The site has an area of 3.37 ha and comprises an existing local timber business. The site is accessed via London Road (A3) and is mainly hardstanding with various buildings associated with its current commercial use. The site is larger than that required for the business (only 1.2 ha is required). As such, the business is looking to relocate to a smaller site.

Site Opportunities and Constraints

- This is a brownfield site.
- There is potential for previously unidentified archaeological deposits of prehistoric and Roman date.
- There may be potential ground quality issues associated with previous and/or current use of the site.
- Vehicular access is already established onto the A3 (London Road).
- The site has the potential to be affected by noise from the A3 (London Road).
- There is potential for roosting bats and nesting birds in existing buildings, along with potential for common reptiles.
- There is a small row of protected trees on part of north-eastern boundary.
- The site is situated within Groundwater Source Protection Zone 1c.
- The site overlays a Secondary Aquifer.

H43 | Goodwillies Timber Yard

Residential development of about 120 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Archaeological Assessment;
 - ii. Arboricultural Assessment;
 - iii. Ecological Assessment;
 - iv. Flood Risk Assessment;
 - v. Drainage Strategy;
 - vi. Transport Assessment and Travel Plan;
 - vii. Noise Assessment;
 - viii. Contamination Land Investigation Report (to include gas monitoring).
- b. The design and layout:
 - i. Retains and integrates the protected trees found on the boundary of the site;
 - ii. Provides onsite public open space in line with Policy E9;
 - iii. Incorporates a new pedestrian and cycle route through the site which connects to the A3 (London Road) and, if possible, Brightside;
 - iv. Secures an appropriate relationship between the development and the rear of residential properties along Corbett Road, Gordon Road and London Road and their residential amenity in terms of loss of privacy, outlook and overshadowing.

Excerpt from Pre-Submission Local Plan 2036



Site Constraints

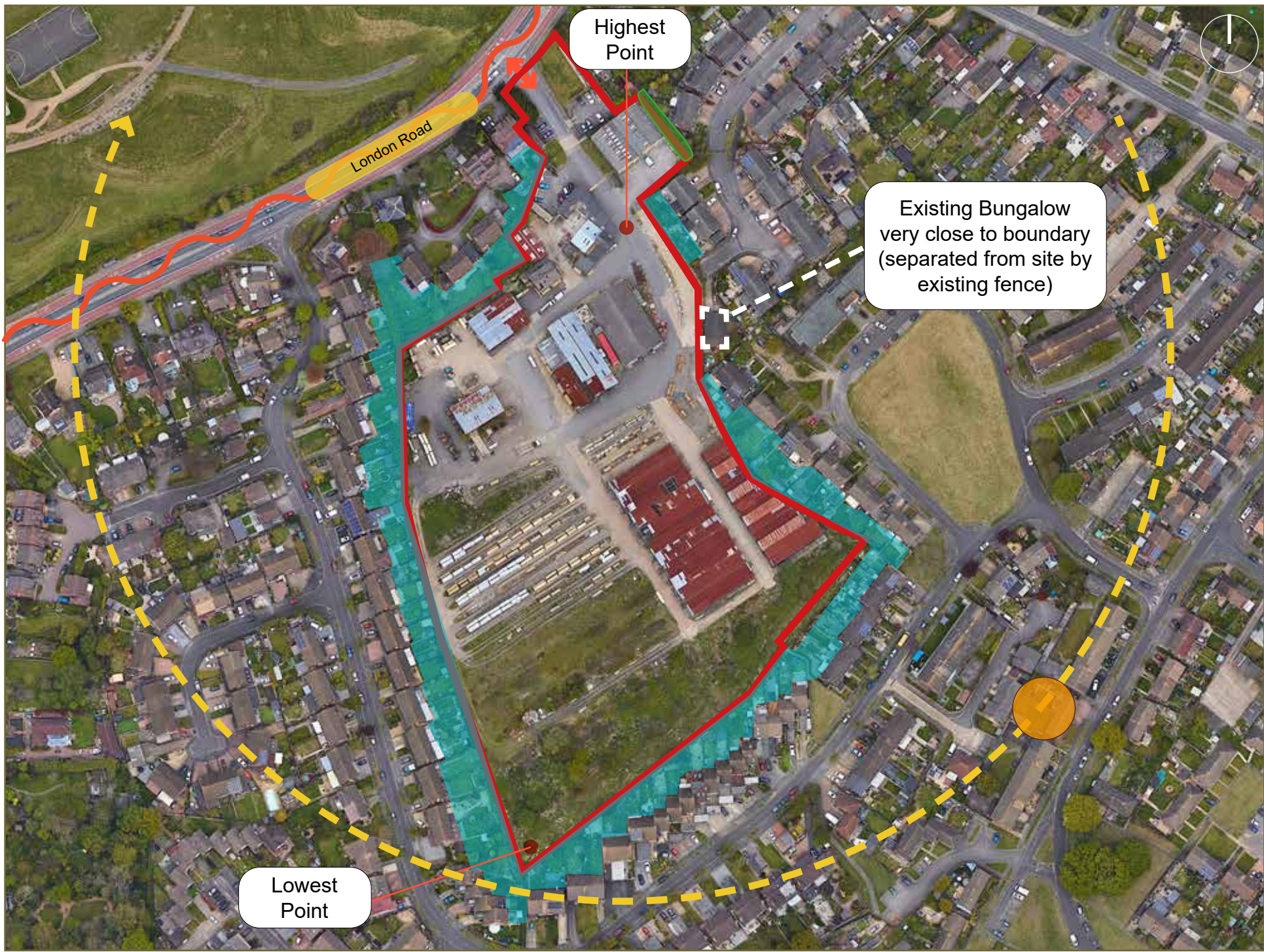
The site is an area of Previously Developed Land amongst an established residential development. An existing bungalow is present very close to the site's eastern boundary, constraining the size and location of any buildings along that edge, although there are no primary windows looking into the site. TPO trees can be found along the eastern edge of an existing building in the northern corner of the site.

The site slopes up from the north towards the existing site office, and then slopes back down towards the southernmost corner of the site.

There is a potential for noise from London Road but, where the site is mostly enclosed by buildings already, noise levels are unlikely to affect the majority of the site.

LEGEND

- Site Boundary
- Existing Access
- Existing Gardens Backing onto the site
- TPO trees on site border
- Approximate Sun Path
- Potential noise source



Constraints Diagram

The site features many existing buildings, with a considerable number of very large warehouses already sitting on or very close to the boundary. These buildings could be replaced with similar, yet slightly smaller, building to improve conditions for neighbours, but kept in largely the same places to help reference the history of the site.

LEGEND

-  Site Boundary
-  Vehicular Access
-  Existing Built Form
-  Existing Central Vehicular Pathway on Site
-  Existing Vehicular Pathways on Site



Opportunities Diagram

Local Character - Landscape

PUBLIC OPEN SPACE

Primarily large grassed areas, the local character of public open spaces varies between informal areas alongside roads, to formal parks contained within fences or behind walls. Although the informal open space provides easily accessible amenity space to local residents, some spaces would be more successful if they had a low boundary to prevent intrusive car parking around their edges. For example, the central green on Gordon Road (shown on the right) can be used as additional parking spaces, reducing the quality of the open space for those who wish to use it.

The open space at Fielders park has a much more formal character, with tarmac paths and planting helping to enliven the space and promote usability. The larger gate allows maintenance vehicles to access the open space, while ensuring the park otherwise stays car free.



Green Space at Gordon Road



Access to Berewood Park from Milk Lane



Entrance to Fielders Park from Alsford Road



Elizabeth Road Play Area and green space alongside Elizabeth Road



Local Character - Architecture

CORBETT ROAD AND MILL ROAD

While most of the houses along Mill Road appear from the 1930s onwards, the houses on Corbett Road were not present until the 1970s-1980s. These houses appear on historical maps around this period, replacing Dayslondon Coppice.

Houses in this area often feature a contrast material to first floor landscape-proportioned windows and attached or integral garages. Parts of both roads feature landscape strips between the road and the footpaths, bringing green into the street-scene.



Terraced Houses on Corbett Road featuring tandem-parking and gardens to the front.



Gable-fronted detached houses on Corbett Road with attached garage and parking to the front.



Semi-Detached Houses on Corbett Road with integral garages, landscape-proportioned windows and coloured cladding.



Semi-detached houses with front gardens and driveways to the side, located behind a green verge on Mill Road



Local Character - Architecture

DEVELOPMENTS AROUND WATERLOOVILLE

Waterlooville is home to a range of different architectural styles that showcase how the town has grown over time. North of the site, accessed from the B2150, is an area of more contemporary architecture. This area features a range of different dwellings, including flats, houses, and townhouses, ranging from two to four-storeys.

These homes feature materials such as stock brick, red brick multi, and render. Where roofs are pitched, they are either in grey or brown tile.



Three-Storey Semi-Detached Houses with Sawtooth Roof



Three-Storey Terraced Townhouses



Contemporary Semi-Detached House with Vertical Panel Detailing



Corner-Turning Block of Flats



Local Character - Architecture

NEWER DEVELOPMENTS

West of London Road, is a fairly new development of Redrow standard house types arranged around a small central green space. These house types are utilised by Redrow across the country, and feature a range of materials such as brickwork, render, and tile hanging.

This development has a character of its own (due to the nature of a development with standard house types that appear across the country) that is distinct from the rest of the local vernacular. This further demonstrates the variety of architectural styles present in Waterloooville, and shows how an inward-looking development can be successful.



Detached Houses on Milk Lane



Detached and Semi-Detached Houses on Newlands Avenue



Detached Houses on Cowdray Close



Detached Houses on Marrelsmoor Avenue



Local Character - Architecture

ON-SITE ARCHITECTURAL CHARACTER

The site's existing use as a timber yard drives the industrial architecture on site. The buildings are predominantly gable fronted, and range in height from circa 3m tall one-storey outbuildings to circa 10m tall warehouses.

Dark timber structures dominate the site, although there are a small collection of brick buildings to the north, some of which have been rendered or clad in stone-effect tiles.

The large openings in the warehouses emphasise the verticality of the buildings, while the landscape-orientated windows in the smaller brick buildings emphasise the horizontal element. This provides a stark contrast between the two types of building on site, and gives the impression that there is a greater height difference between the two.



Brick building in English bond



Large timber warehouses connected by a circa 5m tall roofed building.



Large sawtooth-roofed timber sheds painted black



Tall rows of large sawtooth-roofed timber sheds facing each other, some buildings in grey timber, some in black timber.



Architectural Details to Bring Forward

The adjacent images show a selection of materials, architectural details, and form that have been extracted from houses in the local area, and the existing buildings on site. A selection of these materials, colours, and details could be brought forward when considering the design of the houses on site to ensure the proposal is in keeping with the existing architecture in the local area, while referencing the historical use of the site.



Sawtooth Roofs



Red Roofs (To Reference Historic Timber Sheds)



Dark Cladding



Dormers



Grey Roof Tiles



Landscape-Oriented Openings to Smaller Units



Red Brick in Stretcher Bond



Red-Brown Multi Facing Brick



Front-Back Pitched Roofs



Contrast Panels Linking Windows



Gable-Fronted Detached Buildings



Contemporary-Style Front Doors



03

Masterplan



Constraints Diagram

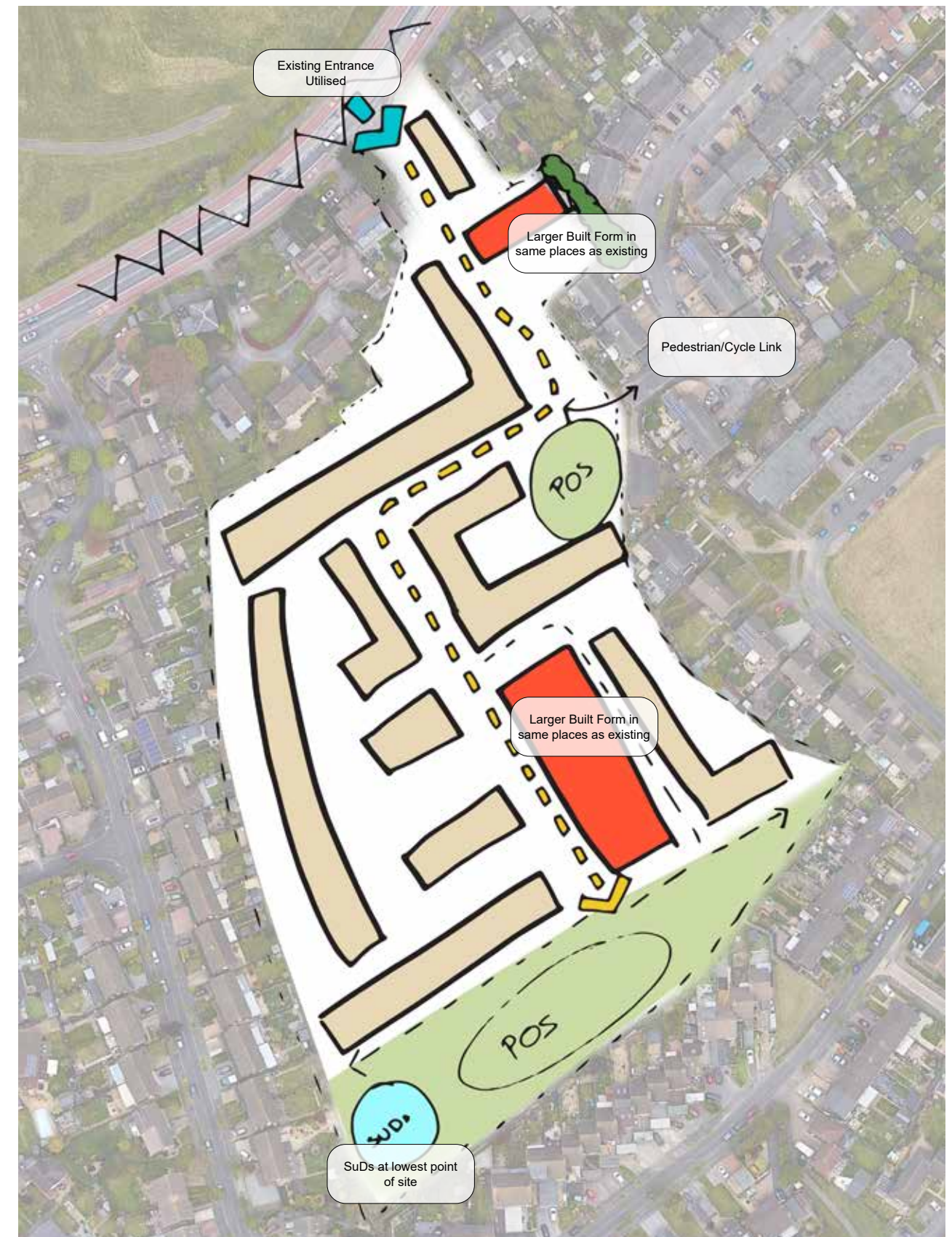
Initial Concept

The Initial concept was heavily inspired by the existing and historical use of a timber yard and sawmill, while providing a journey between green spaces.

Entering the site from London Road, a public open space is visible at the end-of-vista, and a green link (perhaps a tree-lined avenue) would form the main route through the site, culminating in a large public open space situated in the same place as the existing overgrown scrub. The Initial Concept Plan also places the SuDs at the lowest point on site, assuming that a basin will be required.

Larger built-forms (such as blocks of flats) were envisioned in similar places to the existing warehouses, the primary and secondary routes through the site took the same paths as the existing tarmac on site, and where possible, built form mimicked the patterns of existing paths/building layouts. On the northern, eastern, and western sides, back-to-back gardens were to be provided, providing extra security for both new and existing residents.

However, attempting to follow the patterns of the site (particularly on the western side) while providing back-to-back gardens reduced the efficiency of the site and the concept. This reflected an important choice to be made: should the site layout more closely mimic the surrounding pattern of development, or be reworked to lean more towards the history of the site?



Parameters Plan - Illustrative Key Building Locations Shown in Red

Concept Development

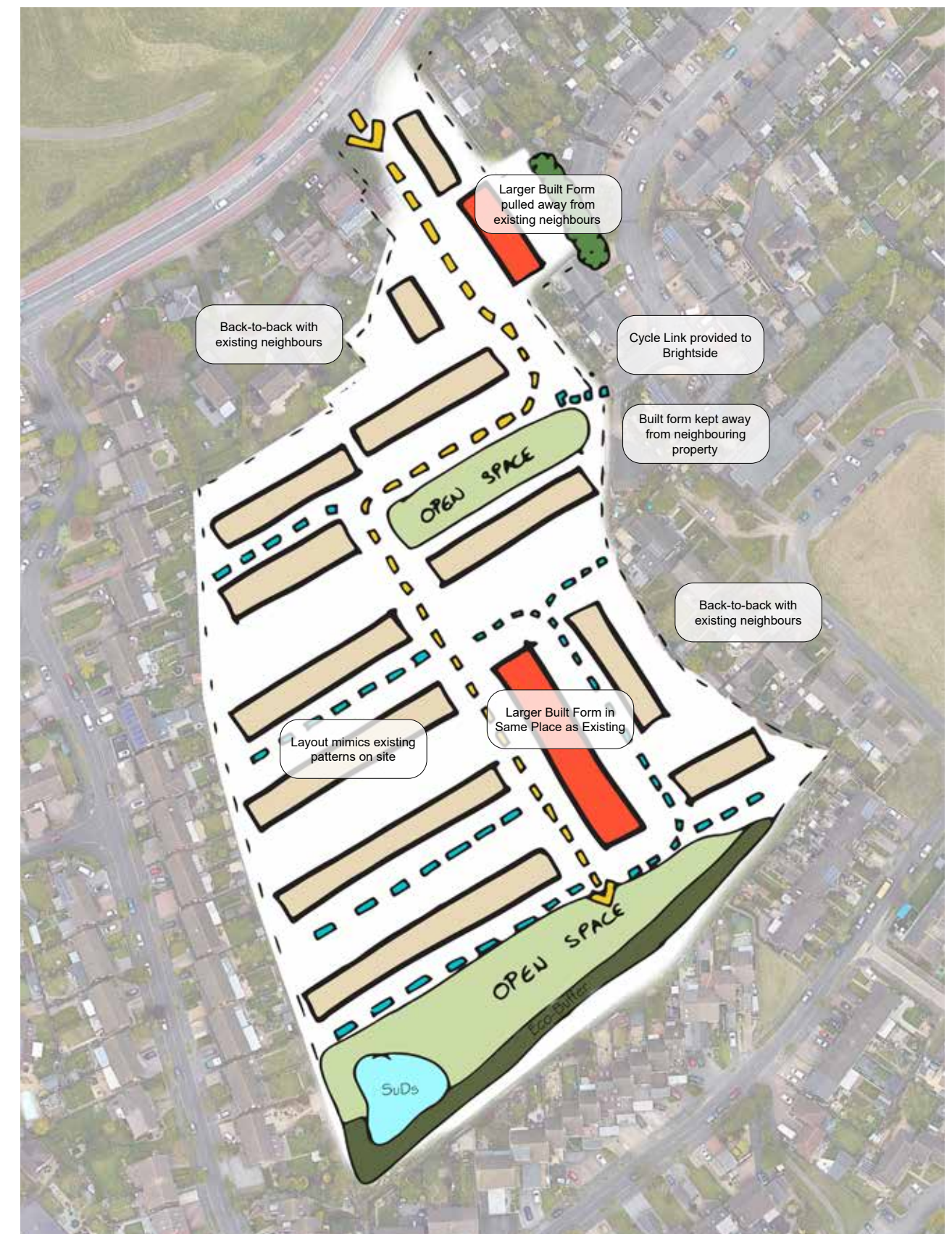
After presenting our initial concept to the client and re-analysing the patterns of the immediate area, the concept diagram was developed to focus on the history of the site, viewing the development as a parcel separate and distinct from its surrounding neighbours, particularly as there are no existing houses fronting on to or directly overlooking the site.

In the western part of the site, the layout now draws more heavily on the existing patterns on site, forming runs of private cul-de-sacs that could feature shared surfaces to encourage cycling and prioritise pedestrians.

The northern open space has been stretched to ensure that the main route of the site follows a green space for as long as possible, and as soon as you turn the corner away from the first public open space, the second will be visible. This has allowed a larger block of residential homes to overlook the open spaces.

The routes around the site to the west also mimic the patterns of the previous timber yard, but with the benefit of reducing the scale of the built form to improve the conditions for the existing neighbours.

An eco-buffer has been placed around the southern public open space to preserve and improve habitat for existing wildlife, while allowing easy access for management.



Concept Diagram Development

Site Plan

At the site's entrance, two grand homes help to turn the corner and entice you into the site. Just beyond, in the place where a metal warehouse once stood, buildings continue the new build line and pull the built form away from the existing neighbours. Ahead of you, you are greeted with a view of the new open space, play space, and a link to Brightside to the east.

As you turn the corner, following the old route on site, you travel alongside a contemporary village green overlooked by terraces, following a green tree-lined avenue through the site. Dark timber-style boarding is introduced in the architecture along this route to reference the previous timber sheds on site. Another turn down the spine road, and your end-of-vista view is a lush green public open space.

The tree-lined avenue features buildings reminiscent of the previous timber sheds and timber merchant's buildings, but with footprints that respond more appropriately to the site's residential context. The patterns of the cul-de-sacs to the west enforce the routes previously taken by timber merchants on site, providing another link to the site's long history.

This layout brings together old and new, celebrating the past, the present, and the future of the site.



Proposed Site Plan

Figure-Ground Comparison



FIGURE-GROUND - AS EXISTING

The large existing buildings dominate the western part of the site, clearly defining the building's industrial use, even in plan.



FIGURE-GROUND - PROPOSAL

This layout places larger built form in similar places to the existing buildings, but reduces the scale to be more appropriate to the site. The existing routes through the site can still be seen, and the previous use as a timber yard is emphasised by the east-west running streets that follow the existing patterns on site.

Streetscape Strategy

The images to the right show a selection of precedents that have been used when designing the site layout, and demonstrate how the methods shown on the site plan can be successful.



Driveway Parking Precedent: Parking kept out of the street scene between houses.



Edge Lane Precedent from Streets for a Healthy Life: Pathway and road in the same paving material to encourage slow vehicular speeds and pedestrian/cyclist priority.



Green Avenue Precedent featuring street trees and lay-by parking spaces surrounded by planting.



Boundaries Precedent: Planting strips alongside closeboard fences to soften the street scene



Access & Movement

The masterplan has been designed to maximise pedestrian connectivity and permeability across the site. The use of shared surfaces and pinch points throughout the development will help to calm vehicular traffic and prioritise pedestrians and cyclists.

Throughout the site, ramps and change in road surface will aid residents and visitors in navigating through the site. While the primary road throughout the site is a very formal, traditional road, secondary and tertiary roads will have different surface treatments such as block paving that indicate that slower speeds are required, and that pedestrians and cyclists have priority.

The development has been designed with a maximum 20mph vehicular speed to further promote the priority of pedestrians and cyclists, although tertiary roads have been designed to encourage vehicular speeds much lower than this.

A footpath network has been provided that allows free flowing pedestrian movement throughout the site. For example, any children living in the southern part of the site have a safe way to travel from their homes to the site entrance, encouraging a walk or cycle to school. A new multi-user pathway link to Brightside has also been provided, allowing permeability between the existing and proposed neighbourhoods, and encouraging the use of bicycles.

LEGEND

- Primary Road
- Secondary Road
- Tertiary Road
- Pedestrian Connection
- Multi-User Pathway/Cycle Route
- ▲ Main Site Access



Access and Movement Diagram

Parking Strategy

PARKING

Car and cycle parking is proposed to be provided as a hybrid of Havant Borough Council's Minimum Car Parking Requirement and the Waterloooville Town Centre Requirements as specified in the Havant Borough Council Parking Supplementary Planning Document (Updated 2019). This is to encourage the use of sustainable transport, particularly given the site's proximity to Waterloooville Town Centre, while recognising the increased parking demand due to modern car ownership. The design of parking spaces is considered to be appropriate to the context of the street and nature of the development, and the parking strategy is well integrated within the street so that it does not result in parking that dominates the street scene.

All car parking spaces across the development are a minimum of 2.4m x 4.8m, but most are 2.7m x 4.8m. Parallel bays measure 2m x 6m.

CYCLE PARKING

In order to encourage cycling as a sustainable form of transport, suitable cycle storage facilities are provided within the development. These are:

- Secure and ideally with protection from adverse weather
- Out of the public realm or located so that it does not obstruct pedestrian and cycle routes
- Kept within a private store or in well lit areas

Where houses have a garage, space has been provided within the garage for storage of bicycles. Houses without garages have been provided with a shed in their rear gardens for storage of bicycles.

Blocks of flats have cycle storage integrated within the fabric of the building.

On Plot Parking (76 No.)

Garage Parking (19No.)

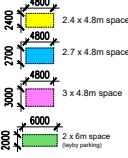
Courtyard Parking (40 No.)

Frontage Parking (80 No.)

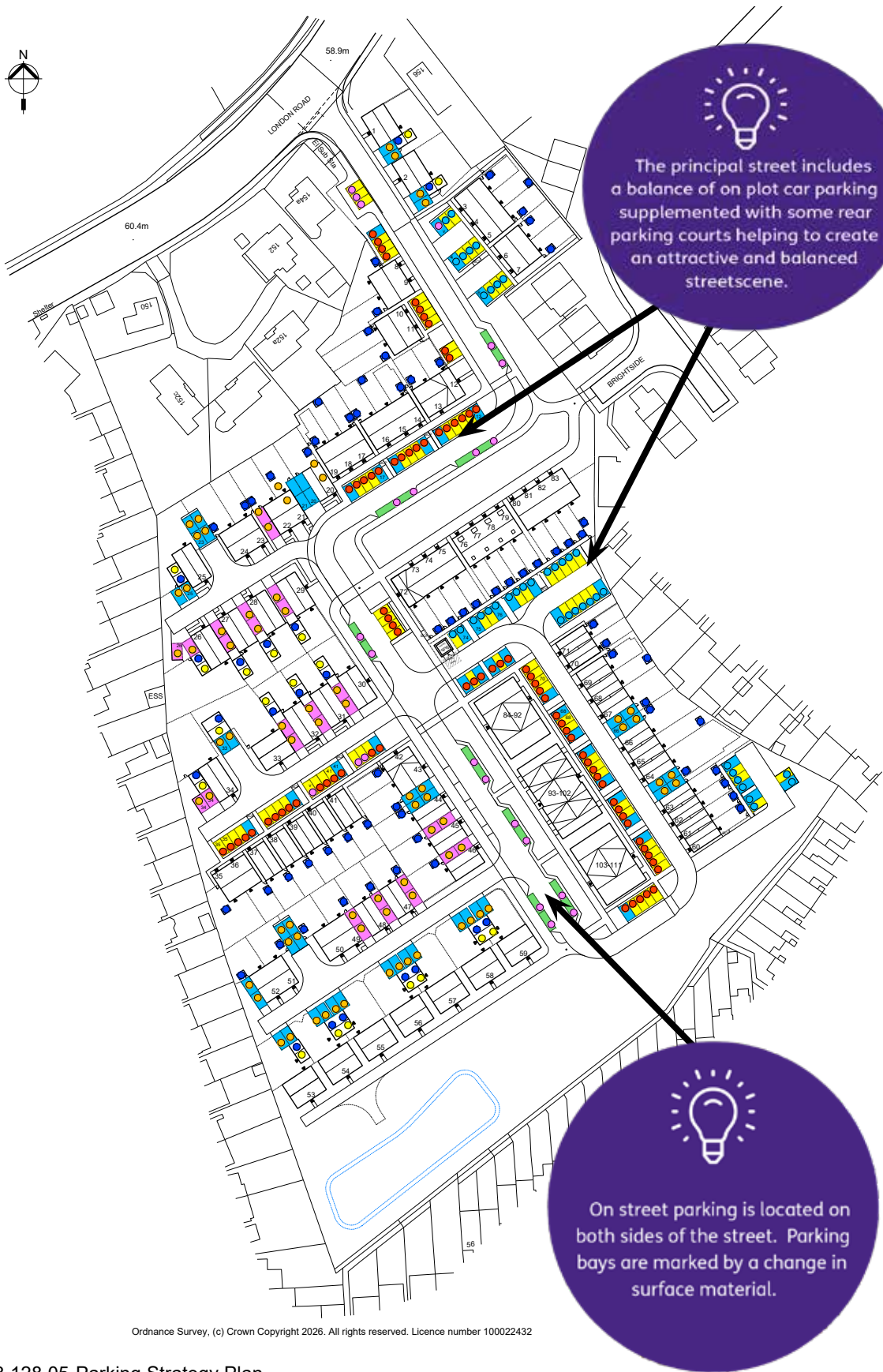
Visitor Spaces (23 No.)

Total Car Parking = 238 spaces

Cycle Storage







Drawing 23.128.05-Parking Strategy Plan

36

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Design and Access Statement

Parking Strategy Continued

ELECTRIC VEHICLE CHARGING

Every dwelling on the site will have access to an EV charging point from at least one of their allocated parking spaces. These will be 7kW chargers mounted to a post or adjacent wall.

- Car Charging points
- 7kW Charging point - on plot
 - 7kW Charging point - off plot (1 chargers per post)
 - 7kW Charging point - off plot (2 chargers per post)
 - 7kW Charging point - off plot (wall mounted 2 chargers per mount)



Drawing 23.128.07-EV Charging Strategy Plan

Refuse Strategy Plan

REFUSE STORAGE AND COLLECTION

To ensure that residential amenity has not been compromised, the proposed development has been designed to ensure adequate provision for storage of refuse and recycling bins and has collection points located in a convenient place for future occupiers to use.

Refuse storage has been positioned outside of the public domain within private spaces that allow travel distance from individual residential units to be minimised. Collection points are adjacent to the edge of the highway with regard to the 30m maximum distance for Council collection. Vehicle sweeps should not overhang the road.

Swept path analysis of the proposed layout has been undertaken to ensure that a large refuse vehicle (11.2m long by 2.5m wide) will be able to access, circulate and egress the development, routing within acceptable bin carry distances of all properties and bin stores. The layout has been designed so that servicing demands can be met while ensuring that these requirements do not dominate the design.

Where units have a garage, space has been provided within the garage for storage of bins. Sheds have been provided to houses without a garage, and houses with longer paths to the garden have been provided with a secure refuse storage point closer to their gate or at the front of their house behind their boundary hedge.

Blocks of flats have refuse storage integrated within the fabric of the building.

- Bin Storage
- Individual Bin Collection
- Bin Collection Points
- <25m Travel Distance
- <30m Travel Distance
- Min 1200mm Wide Footpath
- Min 1500mm Wide Footpath



Drawing 23.128.06-Refuse Strategy Plan



3D Visualisation - View from Plot 22

04

Landscape and Public Realm

Landscape Vision

The layout has been designed with landscape at the forefront of the design. Views towards each of the public open spaces are integral to the concept layout, and the streets themselves will be well planted to provide green corridors that soften and enliven the street.

The comprehensive use of street trees will establish a distinct street hierarchy and character for the development, improving green connectivity throughout the site. Trees, hedges, and other planting will help to soften the built form, provide shade and create ecological habitats.

Throughout the development, the design of the public spaces is inclusive and offers experiences for all.



Public Open Space

The public open space will be overlooked by new housing to provide focal recreational spaces for use by existing and proposed residents of the community.

The SuDS basin to the south should be planted to increase the feature's ability to hold water, and to increase biodiversity by providing additional habitat types on site. A cycle route has been provided from the site's entrance to the southern basin to encourage members of the public to engage with and appreciate nature.

Proposed tree planting within all public green spaces will provide a semi-natural character and will be managed and maintained to provide natural surveillance from the adjacent houses fronting onto the open space. Proposed tree planting throughout the site along green margins should reinforce the existing green infrastructure.



Places to rest



Tree-line edges



Planted basin



Places to play



Street Materials

In hard landscaped areas, a range of materials in a variety of colours could be incorporated. These are such as:

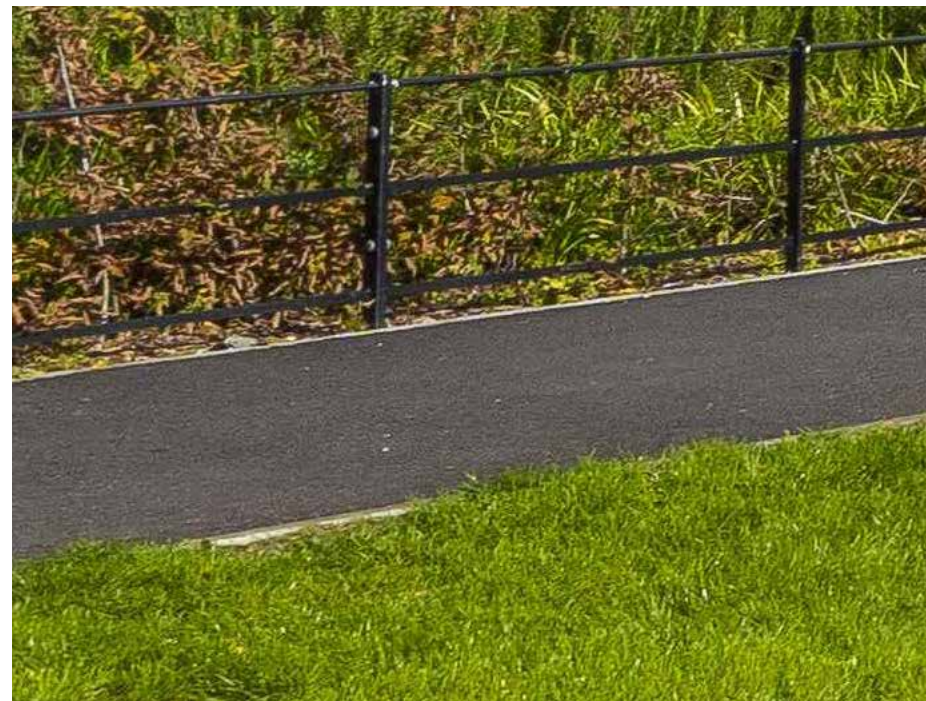
1. Bitumen based surfaces to primary roads to emphasise main routes through the site.
2. Secondary and Tertiary roads to be in brick paving that helps visitors identify the road hierarchy, and encourage vehicles to slow down.
3. Subtle use of varying block paving will define key junctions, thresholds and driveways, allowing for a colourful and interesting street.
4. Slab paving to paths to front doors to help differentiate between public and private spaces
5. Tarmac to public open space walkways to allow for low-maintenance, hard wearing paths.



Bitumen Primary Road



Brick Pavers to shared surfaces, surface colour change to aid with hierarchy



Tarmac Paths through Open Space



Change in Colour/Paving



Street Furniture

A range of street furniture could be provided across the site, including:

- Generous bench provision
- Well placed bin provision
- Allowance for dog bins
- Cycle rack provision to key open spaces to encourage sustainable means of movement across the site

Street furniture should be of sturdy, hard-wearing material, and attractive design appropriate to the street scene.



Cycle Rack - Such as Sheffield Bike Stands



Bin - Such as Pioneer Bins



Bench - Such as Evergreen Seats



Bollard Lighting - Such as Orion Solar Lighting



Boundary Treatment

Across the site, front gardens should be bounded by formal, native hedgerows. Where appropriate, some gardens may be open grass and/or wildflower planting.

Public facing rear or side boundaries should be in a masonry wall in matching brick to the neighbouring house type. Brick walls should usually be accompanied by planting to soften the appearance on the street scene.

Rear boundaries should be "Hedgehog Friendly" FSC approved timber close-board fence with gated access.



05

Architectural Character

Precedents

The architectural character of this site should draw strongly from the existing buildings and use on site, and could be re-imagined as contemporary homes that mimic the form, massing, and materials of the existing timber sheds. Houses from the surrounding roads could also be reinterpreted in a contemporary style (similar to those already found in Waterloooville) to tie into the local vernacular while providing a cohesive development.



Existing Buildings on Site: Dark Timber Sheds with Red Roofs



Local Detached Homes, Waterloooville



Precent: Houses with contrast panels between windows, Waterloooville



Precedent: Row of houses with sawtooth-style roofs, Waterloooville



Precedents - Foreman Homes

Foreman Homes has previously worked with HGP Architects to bring both traditional and contemporary developments to life. The Nightingales and Whiteley Meadows are both recent examples that demonstrate how Foreman Homes have successfully built contemporary developments that reinterpret their local vernacular.

THE NIGHTINGALES

Located just off Walworth Road in Picket Piece, Andover, the site features a range of property types and sizes, including 2 bedroom flats, 3 bedroom terraced and semi-detached houses, and standalone 4 bedroom homes.

Designed in a contemporary style, HGP and Foreman Homes worked together with the local authority to create a pleasant site layout and a range of house types that were made bespoke for the site. The use of sawtooth roofs help each house to retain its individuality, even if it is part of a larger terraced block.



Detached Home



Row of Semi-Detached Houses



Terraced Houses with Sawtooth Roofs



Semi-Detached Houses



Precedents - Foreman Homes

WHITELEY MEADOWS

Located north of Whiteley, near Fareham, the development consists of 1 & 2 bedroom apartments, 2 & 3 bedroom terraced & semi-detached homes and 3 & 4 bedroom detached family homes.

Also a contemporary development, HGP and Foreman Homes worked within the Approved Design Guide to provide 187 exciting homes with crisp detailing. Once again, these house types were designed bespoke for the site, with details appropriate for the area. This development has a range of different brick detailing to enhance elevations, and every home benefits from its own solar panels. The use of 2m front gardens and pocket parks gives the development a green feel, ensuring streets always showcase the natural realm.



Row of Link-Detached Houses



Row of Semi-Detached Houses



Corner-Turning Homes



Brick-Detailing on Apartment Block



House Types

The house types have been designed to allow for character areas to naturally evolve as you walk through the site. Key buildings along the journey from the site entrance are elevated with an element of black timber-effect cladding.



Block E - Main walls in pale red brick, feature panels in red brick.



Block C - Main walls in red brick, feature panels in buff brick.



House Type E2 - Main walls in pale red brick, feature black timber-effect cladding to first floor.



Block L1 - Main walls in pale red brick, feature panels in red brick



Street Scenes

The street scenes demonstrates how clusters of similar houses create character areas within the development. Timber-effect boarding is used to identify key buildings in and across the site, referencing the site's history and aiding with wayfinding.



Entrance/Spine Road Street Scene



North-facing Street Scene facing northern public open space



East-facing street scene running along the tree-lined spine road



West-facing street scene running along the tree-lined spine road. Flats positioned to reference massing and location of historic timber sheds.

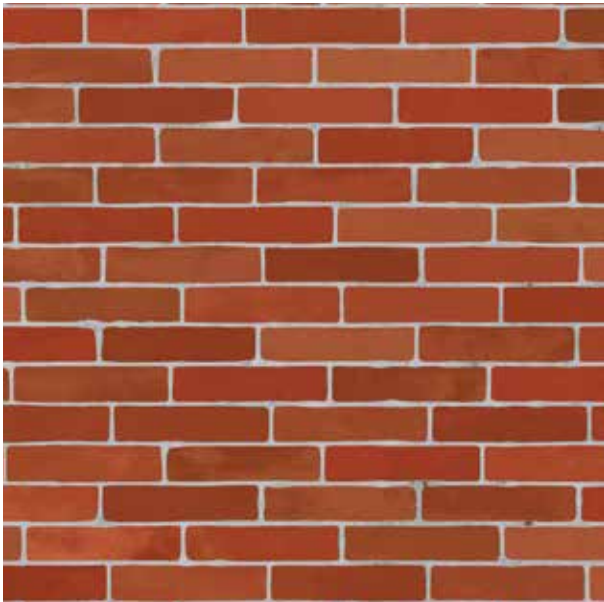


Materiality

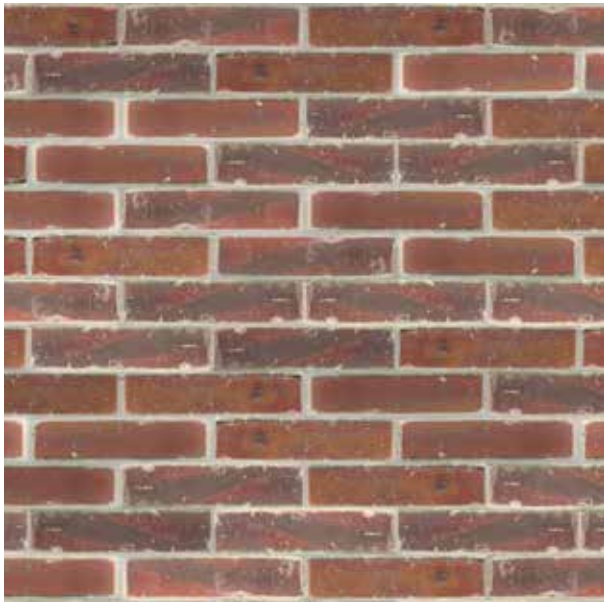
The materials across the site have been chosen to reference both the history of the site and the local vernacular in an interesting and contemporary manner.

These are such as:

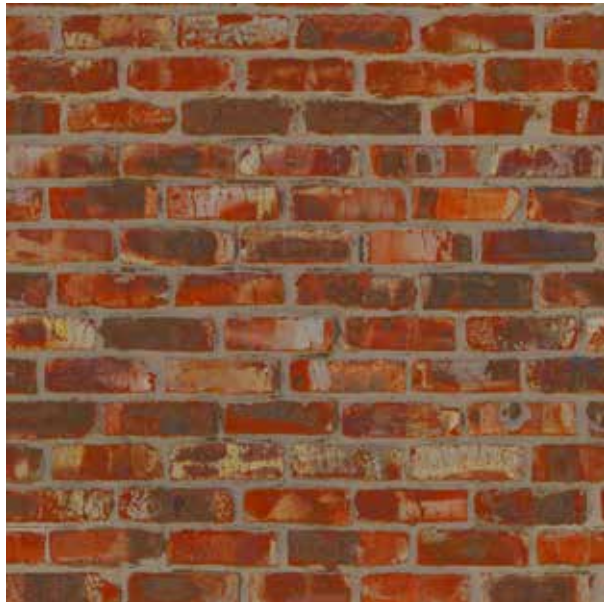
- Red brick
- Pale red brick
- Red brick multi
- Red roof tiles
- Grey roof tiles
- Black/Dark Grey Timber-Effect Cladding



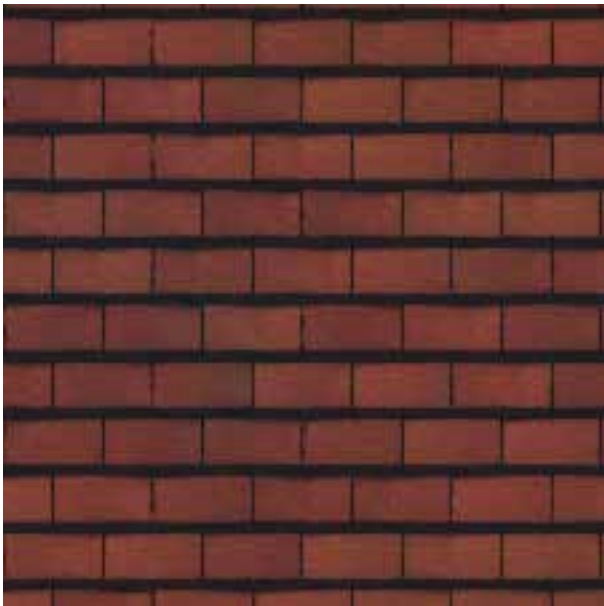
Red Brick
To reference brick colours on local buildings



Pale Red Brick
To reference brick colours on local buildings



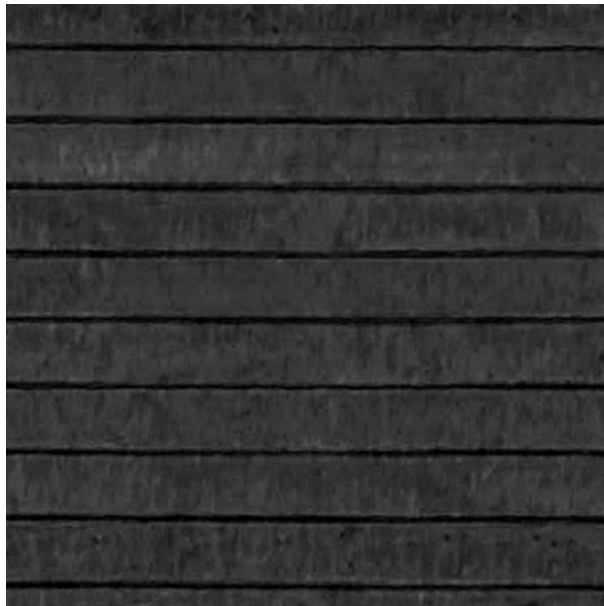
Red Brick Multi
To mimic the existing brickwork colour on site



Red Roof Tiles
To represent the oxidised metal roofs on site



Grey Roof Tiles
To mimic the grey tiles in the surrounding area



Black/Dark Grey Timber-Effect Cladding
To reference timber sheds and to aid with wayfinding



Example Elevation

1. Clipped/dry verge to gable
2. Main walls in red brick multi
3. Windows in white uPVC
4. Detail panel in pale red brick
5. Flat canopy to front door
6. Porch lights beside front door
7. Contemporary-style front door



House Type C - Front Elevation



Placemaking at J.F Goodwillie Timber Centre

This document has been produced to support the full planning application for land at J.F Goodwillie Timber Yard. Through this document, we have analysed the site and explored possibilities for both the proposed site layout and architecture, with the aim to create a beautiful place for future residents to live.

The proposed development sensitively responds to the historic uses of the site, while providing a contemporary development that responds to the needs of the local area.



3D Visualisation - View of plots 12-20 across northern open space

Thank you