



Southleigh

Strategic Design Guide | April 2026



Contents



Introduction	4
Planning Context	6
The Vision	8
Understanding Context	10
Constraints and Opportunities	16
A Place Making Approach	18
Our Design Themes	20
A Green Approach	22
A Connected Community	26
A Distinctive Identity	30
The Masterplan Framework	34
Phasing	36
A Focus on Sustainability	38

Introduction

Document Purpose

This document has been produced as required by the Local Planning Authority and as set out in the Draft Local Plan “Building a Better Future” from para. 3.12 “Housing Allocation 1: Southleigh” onwards. Supporting text to the policy states *‘Before Planning Permission is granted for development, a Masterplan and Design Guide/Code for the whole site must be prepared by the site promoter’*

This document has been prepared to illustrate the vision and design principles for the whole Allocation area to show how development can come forward in a comprehensive manner. The focus is on establishing three key place making themes delivered through a set of design principles which are set out on a series of plans and illustrations.

This document will serve as a design guide in establishing design parameters and aspirations for future developments within the Allocation Site. Although drawing on the character of Denvilles and Emsworth, there is a genuine opportunity to create a place with its own distinctive identity.

This document will be used to inform an approach to delivering a high-quality development on the Allocation Site.

Site looking west from Southleigh Road

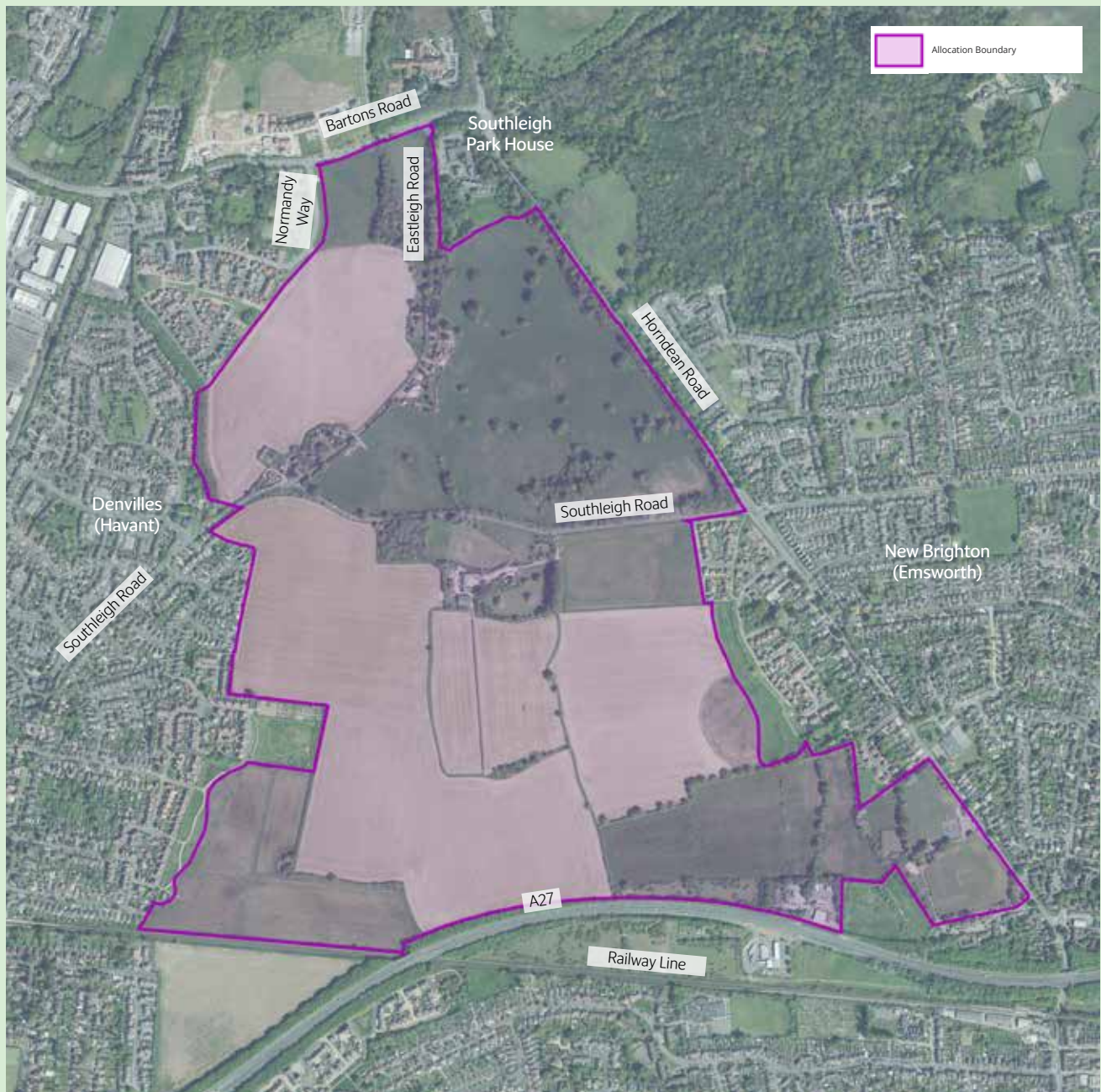


Site Location

The Southleigh Site is situated on the eastern edge of Havant (Denvilles), and west of Emsworth (New Brighton) and has a total area of approx. 141ha (348 acres). The Site lies just west and south of Southleigh Park House which forms part of the north-eastern Site boundary.

The Site is split into three parts by Eastleigh Road and Southleigh Road. The boundaries of the Site are defined by existing tree and hedge planting along Horndean Road (B2148) along the north-eastern boundary and residential development in the south-east, by Bartons Road to the north, by Normandy Way, existing residential development, and Stride Community Park to the west, and by the A27 as well as fields and hedgerows to the south.

The A27 provides links to the M3 to the west and Chichester to the east. In close proximity to and south of the Site lies a railway line with train stations in Havant and Emsworth.



Site Location Plan

Planning Context

Planning Background and Policy Summary

The Southleigh Site, located between Denvilles (Havant) and New Brighton (Emsworth), has been considered for strategic housing growth in Havant for almost a decade. First proposed as a draft Allocation in 2016 within the now withdrawn Havant Local Plan 2036, the Site has been retained as a draft Allocation in the emerging 'Havant Local Plan – Building a Better Future (2025)' as Allocation 1 (Site BL5).

The principle of development is reinforced by the borough's acute housing need. Havant can currently demonstrate only 1.8–2.1 years' supply against its five-year requirement and is projected to meet only around 40% of its total housing need to 2043 within its boundaries. Strategic Allocations such as Southleigh are therefore central to delivering housing and community infrastructure in a sustainable, plan-led way, with the masterplanning process maximising the delivery of housing.

Allocation Context

The Southleigh Site formed a draft Allocation in Havant Borough Council's now withdrawn Local Plan in 2016.

A Framework Masterplan for the draft Allocation was adopted by Havant Borough Council in 2017, forming an early spatial vision guided by a high-level technical baseline, for the draft Allocation of the Southleigh Site in the withdrawn plan.

The emerging 'Havant Local Plan – Building a Better Future' (2025) includes Southleigh as Allocation 1 under Policy AL1, which sets specific requirements for housing numbers and mix, affordable housing, green infrastructure, drainage, and sustainable transport, building on the principles of the 2016 draft Allocation. Although not yet adopted, the Allocation carries significant weight due to its long-standing status in the plan-making process, public consultation, and alignment with the NPPF.

Policy AL1 sets comprehensive requirements for development at Southleigh including:

- Delivery of around 2,100 homes (at least 30% of which to be affordable).
- A coherent green infrastructure and biodiversity strategy.
- Sustainable drainage and flood resilience measures.
- A Primary School and Local Centre.
- Sustainable transport connections, including a bus route, mobility hub, and active travel links to surrounding areas.
- Sensitive integration with designated landscapes and heritage assets.

The Development Plan

The Statutory Development Plan for Havant comprises the following, with relevant policies identified:

Havant Local Plan – Core Strategy (2011)

Although the strategic housing and settlement distribution policies (CS9 and CS17) are out of date, several policies remain relevant to Southleigh:

- CS1, CS2, CS3, CS4, CS5 – Supporting healthy communities, employment opportunities, and vibrant local centres.
- CS7, CS8, CS16 – Requires inclusive engagement during the application process, and safe, high-quality design.
- CS11, CS12, DM8, CS13 – Protect and enhance the natural environment, heritage assets, and green infrastructure.
- CS14, CS15 – Address climate change, resource efficiency, and flood risk.
- CS19, CS21 – Ensure timely delivery of infrastructure required to support the development.

Havant Local Plan – Allocations Plan (2014)

- AL1 – Presumption in favour of sustainable development.
- AL2 – Safeguards the ‘undeveloped gap’ between Havant and Emsworth, respected in the proposals.
- DM17, DM18 – Requires assessment and mitigation of land contamination and pollution.
- DM20 – Conservation and enhancement of historic assets.
- DM23 – Protection of habitats used by Brent Geese and Waders.

Emsworth Neighbourhood Plan (2021) – Relevant to the southeastern part of the Site only

- L1, L2 – Affordable housing and housing mix to meet local needs.
- H1 – Respect for heritage assets and local character.
- D1-D7 – Design quality, resource efficiency, and mitigation of light pollution.

Hampshire Minerals and Waste Plan (2013)

- Policy 15 – Minerals safeguarding. Development is permissible where benefits outweigh safeguarding. Southleigh’s strategic role meets this test.

Other Material Considerations

Emerging Local Plan - Building a Better Future (2025)

Other emerging policies of note that have informed the design of the application proposals include:

- Policy 1 – Spatial Strategy supporting growth in sustainable locations.
- Policy 4 – Infrastructure delivery alongside development.
- Policy 5 – Housing requirement for Havant and recognition of significant unmet housing need.
- Policies 8, 14, 15, 19, 26, 27, 30, 31, and 32 – Climate change, design quality, biodiversity net gain, flood risk, drainage, heritage, trees, and affordable housing.

The National Planning Policy Framework (2024)

The National Planning Policy Framework (NPPF, 2024) establishes a presumption in favour of sustainable development. Where a five-year housing land supply cannot be demonstrated, paragraph 11(d)(ii) applies, meaning that planning permission should be granted unless adverse impacts significantly and demonstrably outweigh the benefits.

Key NPPF sections relevant to the Southleigh Site include:

- Section 2 – Achieving sustainable development, balancing economic, social, and environmental objectives.
- Section 4 – Decision-making, encouraging early engagement, and front-loading information.
- Section 5 – Delivering a sufficient supply of homes, with a focus on addressing needs for different groups, and accelerating delivery.
- Section 8 – Promoting healthy and safe communities through high-quality public spaces, access to facilities, and integration of green infrastructure.
- Section 9 – Promoting sustainable transport, prioritising walking, cycling, and public transport.
- Section 12 – Achieving well-designed places, underpinned by influences from local character and community identity.
- Section 14 – Meeting the challenges posed by climate change, flooding, and coastal change.
- Section 15 – Conserving and enhancing the natural environment, including valued landscapes, and biodiversity.

The application proposals directly respond to the NPPF’s aims of boosting housing supply, and supporting healthy and sustainable communities.

Local Planning Guidance

- Borough Design Guide (2011) – Carries limited weight but provides design principles (covered in more detail in Section 2.3).
- Housing SPD (2011) – Guidance on housing mix and affordable provision.



The Vision

Our vision for the Southleigh Site is to create a vibrant, inclusive, and sustainable community that enhances the quality of life for all residents. At the heart of the development is an extensive, publicly accessible Community Parkland, enhancing the connection with nature.

We are committed to fostering education and growth by proposing a Primary School and nurseries, ensuring our youngest residents have access to quality learning environments. A network of safe, attractive footpaths and cycleways will promote healthy, active lifestyles and provide seamless connectivity throughout the community.



Improved bus services will link the Site to local destinations and the on site Local Centre, enhancing accessibility and reducing reliance on private vehicles. We aim to support economic vitality by creating opportunities for new local businesses and startups, fostering innovation and entrepreneurship.



The Southleigh Site will offer affordable new homes for local people and families, ensuring housing is accessible to all. A multifunctional community hub and retail facilities will serve as the social and economic heart of the community.



We envisage play spaces for all ages, attractive green connections and new and enhanced habitats for local wildlife that will contribute to biodiversity net gain. Embracing renewable energy opportunities, we strive to create a sustainable, resilient community for future generations.



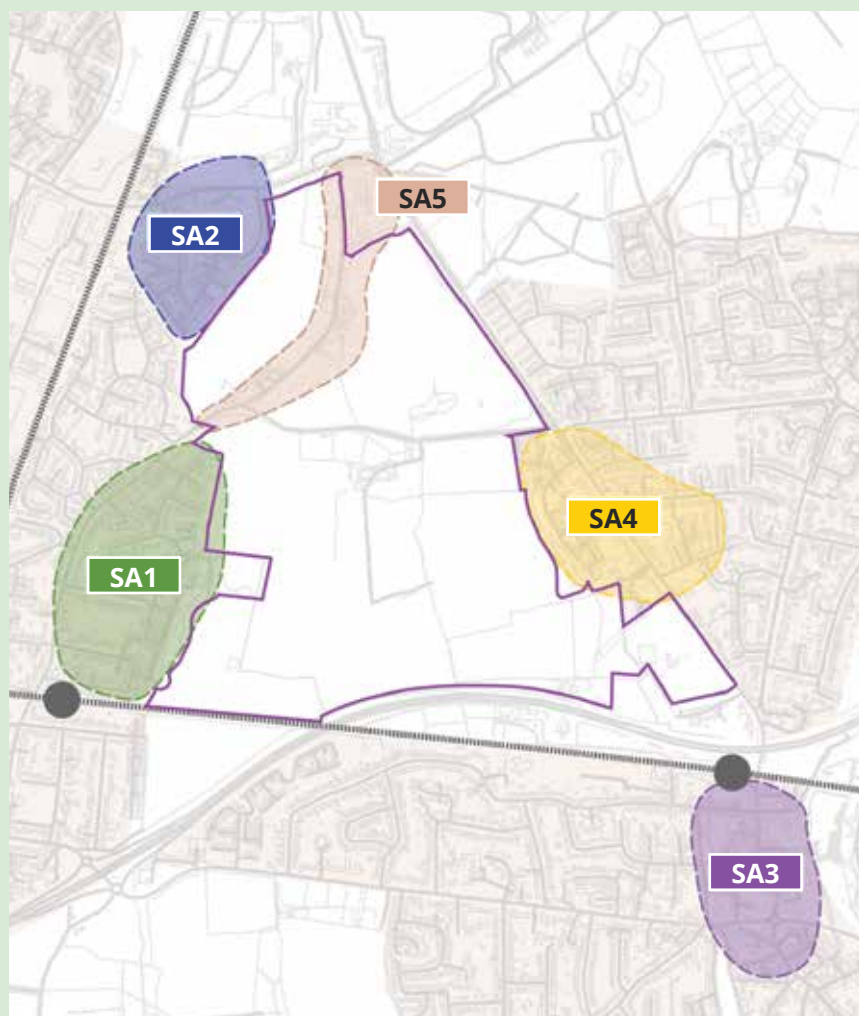
Understanding Context

Drawing on local character

An assessment of relevant local areas has been conducted to identify characteristics that can be recognised, interpreted and applied to the Southleigh Site.

The Site is located between two well established communities in Denvilles (Havant) to the west and New Brighton (Emsworth) to the east. Southleigh Park House to the north of the Site is a historic mansion and Grade II listed building which dates back to the early 18th Century when the previous Dairy Farmhouse was converted and altered to the impressive mansion it is today.

Adjacent to the Site, five areas have been identified and examined to highlight key local characteristics such as scale, materials, and street types, which will serve as positive contextual references for the development proposals.



Study Areas Plan



Study Area 1
Denvilles



Study Area 2
Normandy Way



Study Area 3
Emsworth - Centre



Study Area 4
New Brighton



Study Area 5
Eastleigh Road

1. Denvilles (Havant)

This suburban area consists mostly of two-storey family homes and shows a variety of architectural styles and detailing. It contains a mix of detached and semi-detached properties, some terraces, generous rear gardens and sinuous cul-de-sacs. More recent developments have added modern house types with a tighter urban grain to the area.

Scale	<ul style="list-style-type: none"> • Mostly 2 storeys with some 1 and 1.5 storeys bungalows • Occasional 2.5 or 3 storeys in recent developments
Materials	<p>Walls:</p> <ul style="list-style-type: none"> - Predominantly red, dark red brick - Occasional white and cream render - Red and brown hanging tiles <p>Roof:</p> <ul style="list-style-type: none"> - Red / grey plain tiles
Movement	<ul style="list-style-type: none"> • Clear streets hierarchy with Southleigh Road as the main street through the area • Generously sized front gardens with usually low level boundary treatments • Street planting, pockets of amenity green spaces and front garden greenery soften the impact of car usage and parking



Southleigh Road - Detached housing and generous front gardens and drive



Poppy Way - Focus on repetition, focal buildings, and green verges

2. Havant - Normandy Way

This area is characterised by recent development with clear street typologies and open spaces within and along the edges of the housing area. The development here has a simplified street network that emphasizes pedestrian movement and green open spaces with a mix of detached and semi-detached buildings as well as short terrace runs and apartment blocks.

Scale	<ul style="list-style-type: none"> • Generally 2 storeys with occasional 2.5 and 3 storeys
Materials	<p>Walls:</p> <ul style="list-style-type: none"> - Predominantly red brick - Black weatherboarding and occasional use of stone and render - Red and brown hanging tiles <p>Roofs:</p> <ul style="list-style-type: none"> - Red and grey plain tiles
Movement	<ul style="list-style-type: none"> • Clear streets hierarchy with Normandy Way and Admiralty Crescent as the main street • Shared surface streets indicate prioritisation of walking and cycling • Narrow front garden sizes and very limited amount of street planting • Provision of connecting footpaths across the site and within green spaces as well as links to adjacent residential area to the north and south



Normandy Way - Use of red brick and weatherboarding



Normandy Way - Use of hanging tiles

3. Emsworth - Centre

This central area is characterised by the very active North Street and its multifunctional uses. Building types have a mix of architectural detailing reflecting the significance and history of this area. Buildings within the residential areas away from the main street are generally two storeys in height but show a mixed architectural approach through building height, materials, and boundary treatments.

Scale	<ul style="list-style-type: none"> Building heights along North Street mostly 2 storeys with occasional 3 storeys Residential areas beyond North Street generally 2 storeys with some 1 and 1.5 storey bungalows and 2.5 storey buildings
Materials	<p>Walls: - Mix of red brick and render</p> <p>- Some hanging tiles and weatherboarding</p> <p>Roofs: - Red and grey plain tiles</p> <p>- Occasional use of red pantiles</p>
Movement	<ul style="list-style-type: none"> Clear street hierarchy with North Street as the main street displaying edge of footpath housing and some on-street parking Residential streets are dominated by on street parking softened by occasional mature front gardens planting Well connected streets provide footpath linkages throughout the area and to North Street



North Street - High street buildings with retail and residential above



St James Road - Consistent architectural detailing and material choice

4. New Brighton (Emsworth)

This study area has a mix of residential architectural styles and features long sweeping roads, grid-like streets and sinuous cul-de-sacs. The urban form varies with a mix of detached, semi detached and terraced properties and includes incidental green spaces such as Hollybank Recreation Ground.

Scale	<ul style="list-style-type: none"> Generally 2 storeys with occasional 1 to 1.5 storeys
Materials	<p>Walls: - Predominantly red brick and render</p> <p>- Occasional use of black weatherboarding and hanging tiles in the recent developments</p> <p>Roofs: - Red and grey pantiles or plain tiles</p>
Movement	<ul style="list-style-type: none"> Legible street hierarchy with Horndean Road as primary street Secondary streets predominantly connect to short cul-de-sacs Occasional use of green verges and street trees separating the footpath from carriageway Occasional provision of footpath linkage at end of cul-de-sac Similar approach to street hierarchy and connectivity adopted in more recent developments



Horndean Road - Detached houses with bespoke architectural detailing



West Brook View - Consistency in material choice, architectural language and building line

5. Eastleigh Road

Eastleigh Road runs through the centre of the Site and mainly has a rural and green character. Housing is only glimpsed between the mature vegetation along the road which contravenes along both sides. Properties are either located directly along the carriageway or are set behind generous front gardens and a green boundary.

Scale	<ul style="list-style-type: none"> Generally 2 storeys with occasional 1 to 1.5 storeys
Materials	<p>Walls:</p> <ul style="list-style-type: none"> Mix of external materials used including red brick, render, stone, flint, and black weatherboard. Some hanging tiles and weatherboarding in various colours <p>Roofs:</p> <ul style="list-style-type: none"> Generally brown, red or grey pantiles or plain tiles One thatched roof
Movement	<ul style="list-style-type: none"> Eastleigh Road has a mainly rural character, dominated by the car usage without footpaths either side of the carriageway The road is predominantly framed by mature hedges with only a small number of houses directly located adjacent to the road Most dwellings have a private drive with a very small number sharing a private drive Sparse footpath linkages from the dwellings along Eastleigh Road to the surrounding area



Group of buildings arranged along very short private drives beyond Eastleigh Road edge



House along Eastleigh Road showing flint, red brick and weatherboard



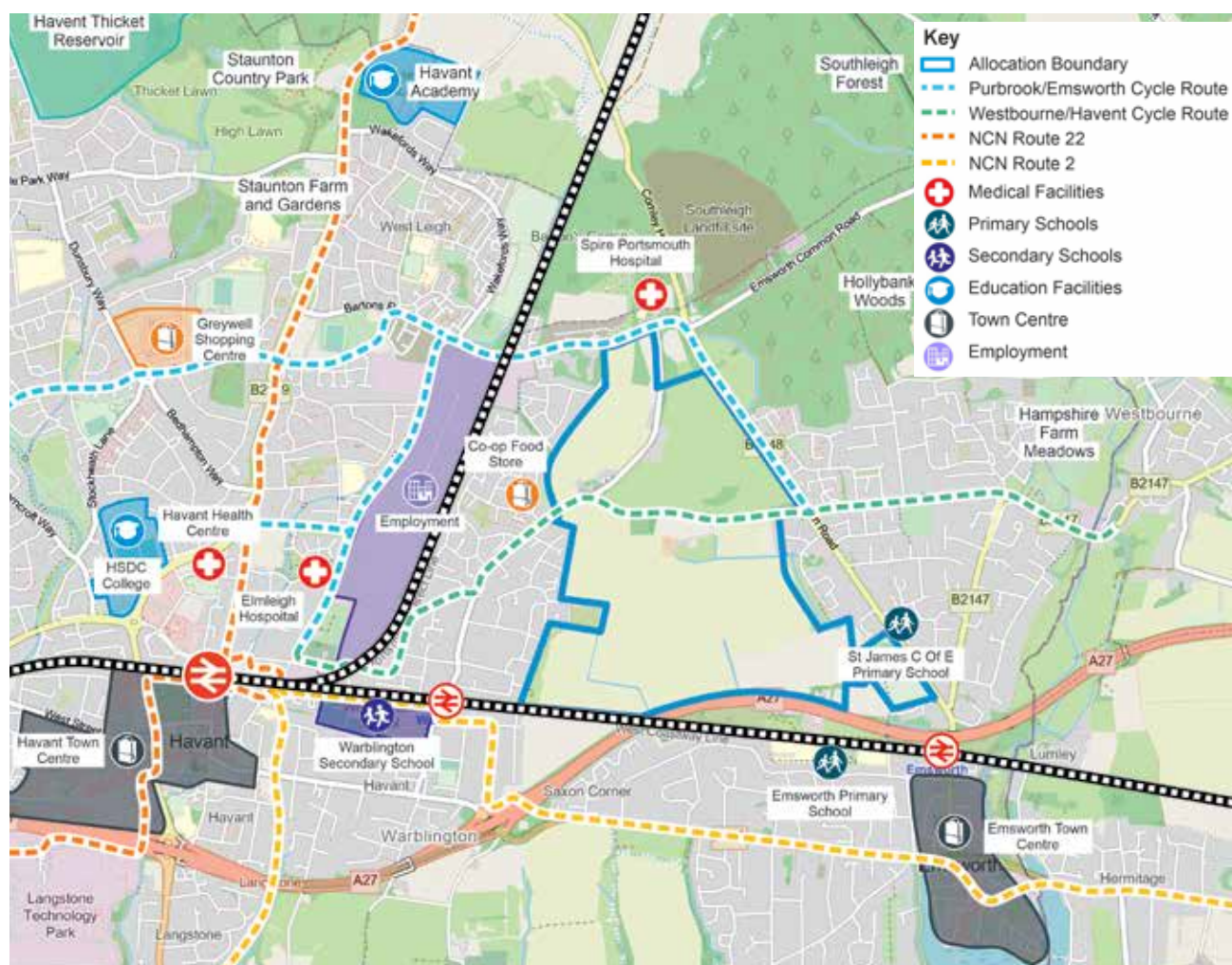
Southern elevation of Southleigh Park House - Historic landmark building overlooking Southleigh Park

A Sustainable Setting

The Site is located within good proximity to existing local amenities and key destinations, including Emsworth and Warblington Rail Stations as well as Havant Town Centre and the associated Bus and Rail Stations.

Due to the location of the Southleigh site between the communities of Emsworth and the market town of Havant, residents can benefit from facilities in both towns. Facilities such as local retail stores as well as nurseries and primary schools are located adjacent to the Site off Southleigh Road and Horndean Road.

Beyond the residential areas immediately adjacent to Southleigh, Havant Town Centre and Emsworth Town Centre provide access to numerous local facilities for retail, leisure, health, and education purposes. These Town Centre areas are within walking / cycling distance for residents of the Site at Southleigh and will provide access to the key amenities.



Local Facilities Plan



Emsworth Train Station



Employment opportunities at Havant North Industrial Estate to the west of the Site



Cycle route along Southleigh Road helping connecting to key local facilities

Constraints and Opportunities

The plan opposite represents a composite of the main constraints and opportunities affecting the Site. A suite of technical work has been undertaken to establish these.

Land Use

- Opportunity to meet the housing need of Havant, including the delivery of affordable housing;
- A new Primary School;
- Space for local retail and community uses; and
- The proposals will respect the amenity and privacy of existing properties located adjacent to the Site boundaries and along Eastleigh Road.

Access

- Opportunity to create new vehicular access points from Southleigh Road and Eastleigh Road, restricted access off Normandy Way, and the opportunity to enable future Active Travel and bus route linkage over the railway line to the south;
- Opportunity to provide pedestrian, cycle and public transport routes that are attractive and direct;
- Opportunity to endorse the use of sustainable travel modes by providing employment areas, community and recreational facilities and local services all within the Allocation; and

Drainage

- The majority of the Site falls within Environment Agency (EA) Flood Zone 1 (low risk of flooding) and hydraulic modelling has identified areas suitable for development outside of flood zones 2 and 3;
- Opportunity to retain the existing watercourses and waterbodies with an appropriate offset; and
- Opportunity to utilise Sustainable Urban Drainage Systems (SUDS) to attenuate and manage surface water run-off, as well as providing ecological and biodiversity enhancements.

Landscape & Visual Amenity

- Opportunity to retain and enhance Southleigh Parkland as a Community Park and consider views from Southleigh Park House across the new Community Park;
- Opportunity to provide interconnecting public open spaces along watercourses, retained field hedges, and development edges; and
- Retained gap between Havant and Emsworth through sensitive landscape design.

Ecology

- Opportunity to retain the Community Parkland area as principal feature of importance for bats and highly suitable as habitat for rare woodland bats;
- Opportunity to enhance the Community Parkland through the introduction of a species-rich grassland layer, planting of scrub and future cohorts of veteran trees; and
- Opportunity to provide additional wetland habitat features which will enhance the suitability of the Community Parkland as a foraging resource for bats.

Utilities

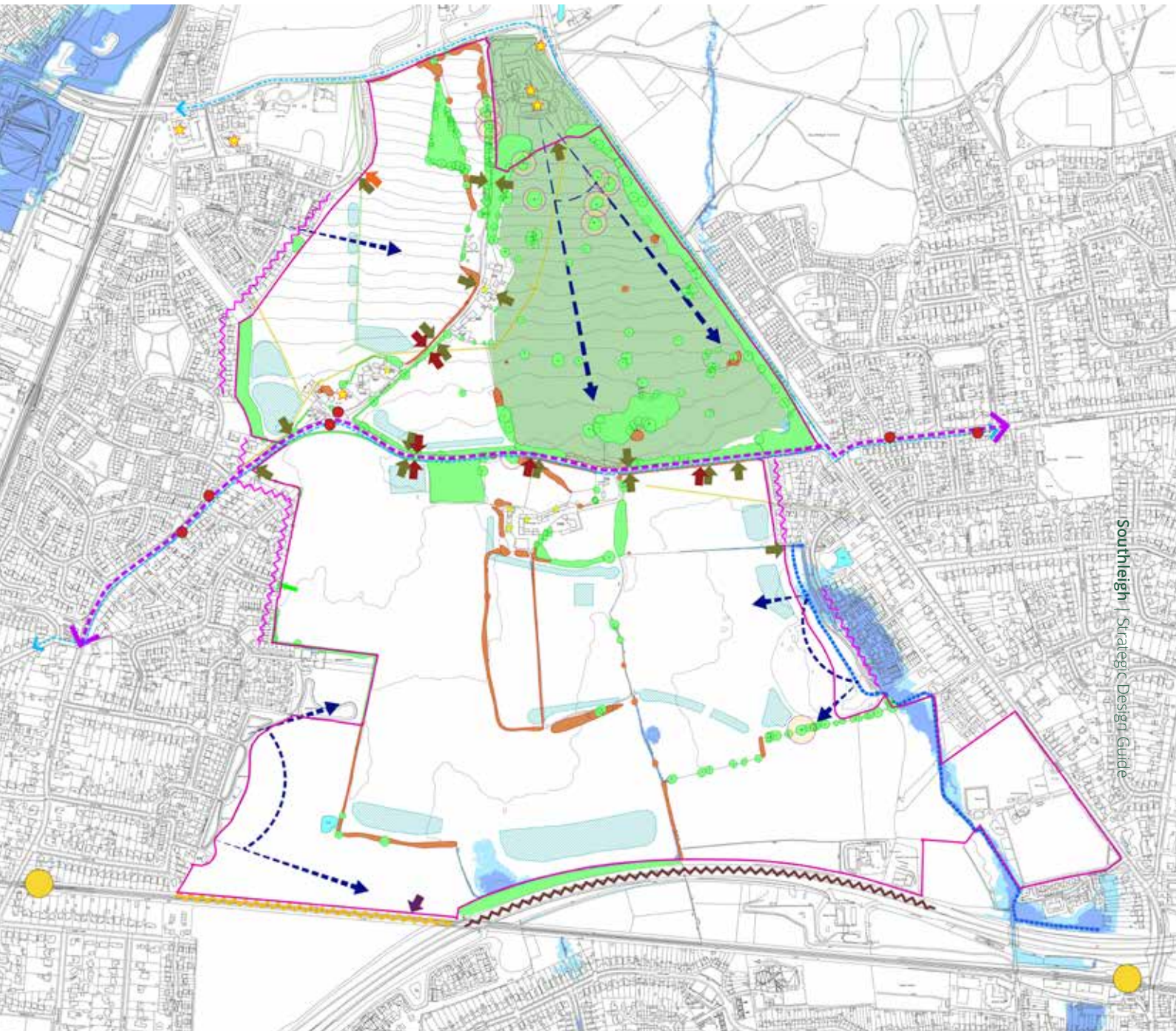
- The existing Potable Water Mains and Sewer Mains will be retained in situ or diverted to enable development of the Site.

Arboriculture

- Opportunity to retain and enhance existing tree and hedgerow planting where possible and only remove a small number of trees / hedges to provide access into the development; and
- Opportunities to provide additional tree planting across the Site especially within the new Community Parkland.

Heritage & Archaeology

- Opportunity to retain the historic Parkland and views south from Southleigh Park House; and
- The overall archaeological potential of the Site is graded low (source Historic Environment Record).



- | | | | |
|---|--|--|---|
| — 2025 Draft Allocation Boundary | ★ Listed Buildings | — Existing Contours (AOD) at 1.00m distance | Existing water pipes (3m offset either side) |
| - - - Local Cycle Routes | ★ Non - Designated Built Assets | Wood-pasture and Parkland (BAP Priority Habitat) | Existing foul water sewer (3m offset either side) |
| Safeguarding Land / Transport Mitigation (Draft Building a Better Future Plan - Policy 4) | ● Trees and Hedges to be retained including Root Protection Area | Indicative Pedestrian/Cycle Link | |
| Flood Zone 2 | ● Hedges and Trees to be removed | Indicative Vehicular Link | |
| Flood Zone 3 | ○ Veteran Trees including Root Protection Area | Future Strategic Bus, Pedestrian and Cycle Link | |
| Main River and Easement (8m either side) | → Key Public and Heritage Views and Corridors | ● Existing Bus Stop | |
| Existing Water Courses and Water Bodies | — Noise and Vibration Consideration | — Existing Bus Route | |
| Indicative Attenuation Locations | — Noise and Air Quality Consideration | ● Existing Bus and Train Station | |
| | Existing Urban Edges | | |

A Place Making Approach

The Government have identified support for great placemaking through the National Design Guide, National Model Design Code and the National Planning Policy Framework latest update in 2024. We believe great placemaking at Southleigh will lead to a strong landowner legacy, add genuine value and reinforce the character of the locality.



The National Design Guide (NDG) was published on 1 October 2019. The NDG addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities in the form of ten characteristics. These characteristics work together in a mutually supporting way, interacting to create an overall character of place.

 **Context** – understanding of the features of the Site and the surrounding context.

 **Identity** – having a positive and coherent identity that everyone can identify with.

 **Built form** – compact forms of development that are walkable, contributing positively to well-being and placemaking.

 **Movement** – limiting the impacts of car use by prioritising and encouraging walking, cycling and public transport.

 **Nature** – integrate existing, as well as new natural features into a multifunctional network that supports quality of place.

 **Public spaces** – well-located public spaces that support a wide variety of activities and encourage social interaction.

 **Uses** – a mix of uses including local services and facilities to support daily life.

 **Homes and buildings** – provision of good quality internal and external environments for their users, promoting health and well-being.

 **Resources** – have a layout, form and mix of uses that reduces resource requirements, including for land, energy and water.

 **Lifespan** – designed and planned for long-term stewardship by landowners, communities and local authorities from the earliest stages.

A well-designed place



Our Design Themes

The three key themes
to deliver our
Vision at Southleigh



Green

a new Community Parkland, green corridors, areas for biodiversity net gain and areas of retained landscape will ensure an extensive green infrastructure network. Low carbon living through Active Travel routes, on site community facilities and renewable energy will add to the green approach



Connected

the whole connectivity approach will be founded on greatly improved public transport, an extensive network of active travel routes and the delivery of wider connections to rail stations and community services near to the Site.



Distinctive

although able to draw on the character of Havant and Emsworth, the character and identity of Southleigh will be a distinctive one. The houses, public spaces and streets will all be designed to make the new community unique within the area.





A Green Approach

A coherent and extensive new Green and Blue Infrastructure network is proposed, retaining the existing structural vegetation and watercourses wherever possible; but also creating extensive areas of new public open space, new planting, and green corridors.

Landscape Design Principles

- Create a network of interconnected green spaces, which fulfill various functions including formal and informal areas for play and recreation including walking, cycling and jogging; areas for food production including orchards and allotments; retention and provision of new habitats; accessible natural green spaces to use by all; structural landscaping where appropriate; and the provision of SUDS.
- Incorporate existing Site characteristics and landscape features to create a scheme which sits comfortably within the natural environment and maximises biodiversity for the benefit of wildlife identified on site.
- Create spaces which have a strong and distinct feel, with soft and hard landscape elements helping to create legible character areas across the Site.
- Proposed planting to soften the interface between built form and open space.
- All edges to the development and individual parcels are to be treated sensitively from a design perspective with particular attention to planting and tree provision where housing interfaces with open spaces and the Community Parkland.
- Create a series of attractive Active Travel links through the public open spaces accessing the surrounding existing footway, cycleway, and road infrastructure where possible.
- Retain and protect existing vegetation where possible.
- Vegetation loss to be mitigated through the provision of new planting.
- New planting to define a legible, varied and attractive environment.
- Make a meaningful contribution to the Site's landscape by providing new tree, hedgerow and scrub planting within public, semi-private and private amenity areas.





Precedent images of new neighbourhoods within the area



A Green Approach

Landscape Key Elements:

1. Create a green infrastructure network with existing landscape features and SUDS
2. Retain, enhance and open up access to Southleigh Park as a Community Parkland with communal green areas for leisure, recreation and play
3. Provide Sustainable Urban Drainage through swales and attenuation basins
4. Retain and enhance hedges and mature trees
5. A minimum of 10% Biodiversity Net Gain (BNG) on site through retention and enhancement of watercourses, hedges and habitats
6. Respecting the setting of Southleigh Park House by providing views across the Community Parkland looking south



Precedent Image: Green and Blue Network



Precedent Image: Children's Play Area



Precedent Image: Community Parkland







A Connected Community

The Southleigh masterplan prioritises a people-first approach, ensuring high permeability and connectivity throughout the Site and to the wider community. The movement strategy emphasises active travel, creating a comprehensive network of traffic-free routes for safe walking and cycling.

Connectivity Design Principles

- Primary vehicular access points are off Southleigh Road and Eastleigh Road;
- Dedicated access points for pedestrian, cycle and bus only will be provided off Normandy Way.
- Several pedestrian/cycle access points will provide links to the existing neighbouring network.
- A primary street loops through all main parts of the development which will be treelined and accommodate an Active Travel route.
- Secondary streets will support the overall street network and link the primary street with individual housing blocks.
- Shared surface tertiary streets suitable for pedestrians and cyclists will be delivered particularly around the development edges.
- The provision of a Mobility Hub to include EV car club bays, e-bike/scooter rental and storage, EV charging points, secure cycle parking with bike care and tyre pump facilities and local information terminal. It is integral to the development to reinforce the “heart” of the neighbourhood in a location with attractive community spaces where residents are also able to meet.
- A new bus service will run along the primary street connecting the Primary School and Local Centre with Southleigh Road, Eastleigh Road and Normandy Way.
- A future bus and Active Travel link will be safeguarded to enable future access across the railway line to connect to potential future development areas in the south and the wider community facilities including Warblington School.
- An Active Travel network which provides pedestrian and cycle routes of suitable width will run along the primary street and link to other routes within public open spaces, green corridors, the Community Parkland, and the existing pedestrian and cycle network in the surrounding area.

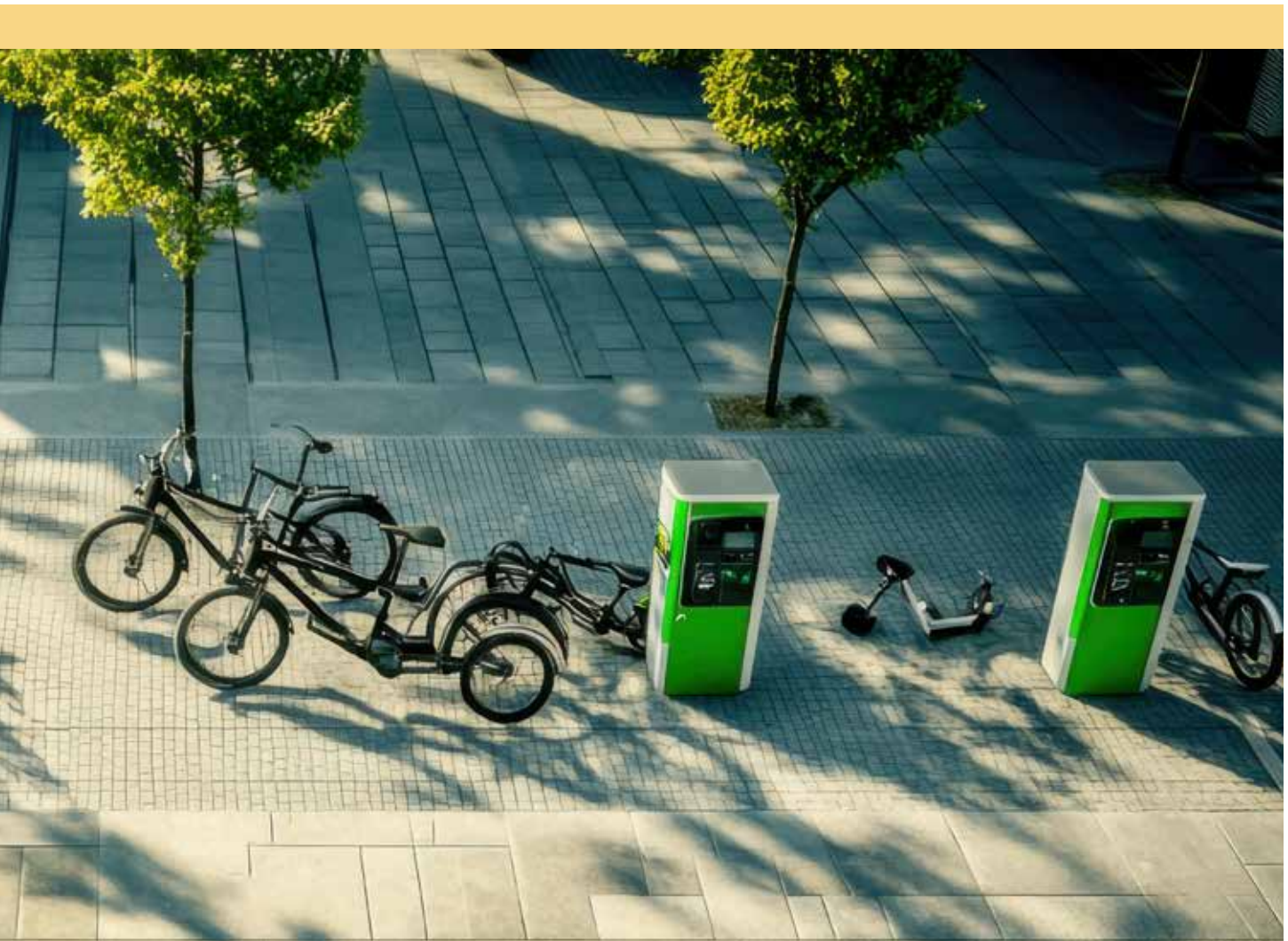




*Precedent Image:
Proposed segregated Foot/Cycleways*



*Precedent Image:
Proposed information station and wayfinder*



Precedent Image: Mobility Hub



A Connected Community

Connectivity Key Elements:

1. Dedicated walking and cycling routes alongside primary streets
2. Segregated footpath/cycleways through public open spaces and green corridors
3. A well connected network of footpaths within the green open spaces
4. The provision of a Mobility Hub for all modes of transport
5. Potential future bus and Active Travel connection in the southwest corner of the Site
6. Bus only and foot/cycleway connection onto Normandy Way
7. Bus route through the centre of the Site easily accessible to all residents
8. Vehicular access points from Southleigh Road and Eastleigh Road
9. Provision of safe crossing points along Southleigh Road
10. Access to Farmyard Area



*Precedent Image:
Potential of Car Sharing / Car Club provisions*



*Precedent Image:
Proposing new bus service*

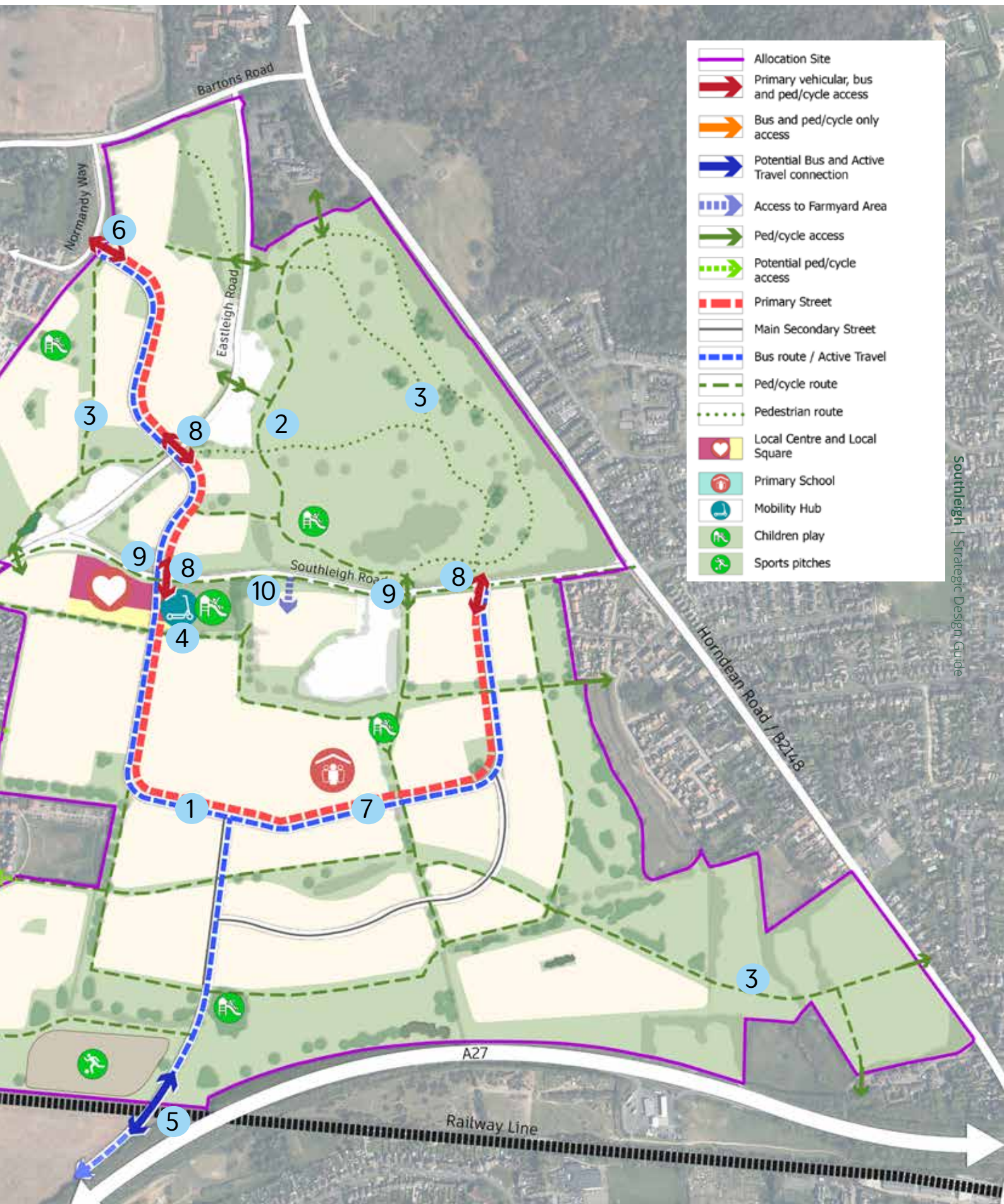


*Precedent Image:
EV Charging points in the Mobility Hub*



*Precedent Image:
Proposed Footpath and Cycleway provision*







A Distinctive Identity

Although the development at Southleigh draws reference from the surrounding built context, it will still develop its own distinctive identity expressed through buildings, streets and the design of the public open spaces.

Identity Design Principles

- The urban form consists of a series of outward facing perimeter style residential blocks linked together by a network of streets.
- The perimeter block design promotes gardens to the rear of properties backing onto other gardens to create a back to back scenario. This provides a clear distinction between the public and private realm and increases security.
- The residential blocks are designed to nestle around retained landscape features and to respond to the more planned nature of the open spaces.
- Entrances to dwellings will face public spaces where appropriate to promote active frontages. The building forms are more condensed along the primary street and near the local centre creating the tighter grain required to effectively enclose spaces and provide higher densities.
- The primary street provides the main vehicle access route through the development, and will have a strong formal character emphasized through the repetition of terraces, semi-detached houses and apartment buildings located on important corners.
- A degree of informality will be provided toward the development edges where houses face green boundaries and open spaces. The density will reduce and the number of detached houses will increase, as will the amount of landscaping to plot frontages to create an appropriate transition to open spaces, green corridors and parkland areas.
- Buildings will be designed with their main entrances and habitable rooms facing the street to promote activity on the street and provide natural surveillance.
- Character areas will be defined by differences in scale, density, and the use of materials as well as housing typology and landscaping.
- Key Focal spaces will be characterised by more continuous building lines, strong and consistent boundary treatment and key buildings at important corners.
- Key buildings are defined as those buildings which are different in scale, architectural detailing and/or balance of materials. Additionally, key buildings create architectural reference points to assist with legibility.
- Heights likely to be predominantly 2 storey housing but with some feature style buildings that are 2.5 and 3 storeys in height with up to 4 storeys within the core of the development and near the Local Centre.





Precedent Images of Bloor new neighbourhoods in the area



A Distinctive Identity

Identity Key Elements:

1. Five character areas across the new community generated in response to existing Site features
2. A mix of uses to include approximately 2100 homes, a Primary School, Local Centre, retail as well as community and employment opportunities
3. Focal spaces designed around community gardens and pocket parks
4. Key gateways at significant entrances to the new community expressed through scale, architectural approach and landscaping
5. Active frontages along all streets and around main public spaces



*Precedent Image:
Lower densities facing the Parkland*



*Precedent Image:
Medium density facing central squares*

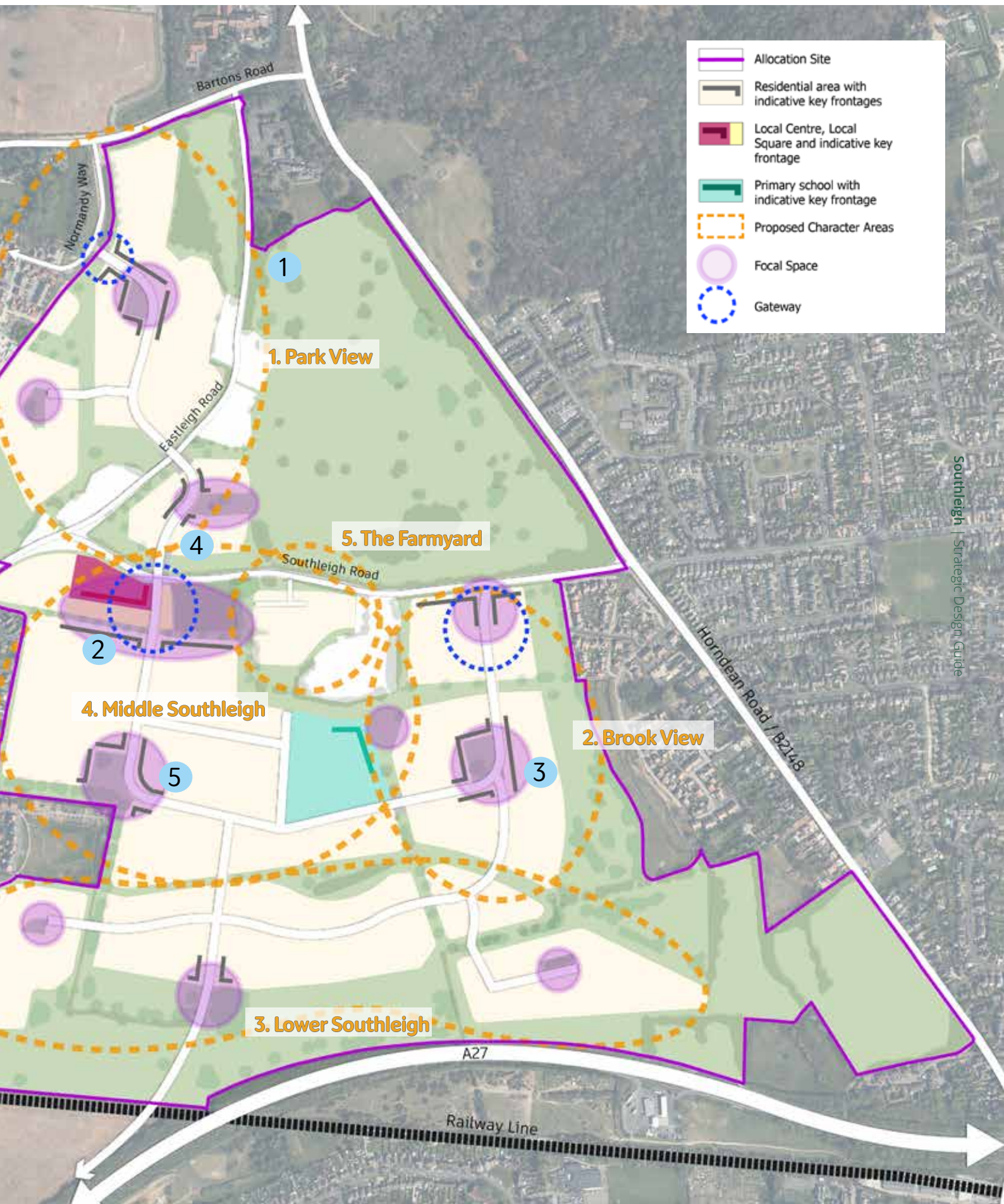


*Precedent Image:
Higher densities in Middle Southleigh*



*Precedent Image:
Local Centre and Community Square*





The Masterplan Framework

The plan opposite represents a comprehensive design framework summarising the principles identified in the previous pages. It is a strategic plan but underpinned by clear design parameters that will guide future planning applications.

Approach Summary

i. High Quality Distinctive Housing – around 2100 new homes will be proposed which are based on a distinctive identity that helps support market and affordable homes for local people.

ii. A new community heart – a mix of uses including local retail and community facilities to create a real heart to the new community. The location works well adjacent to Southleigh Road which makes it easily accessible to existing neighbourhoods.

iii. Land for a Primary School – this will provide both education facilities but also a community hub for adult learning and group activities.

iv. Attractive Public Open Spaces – a significant area of public open space to include a Community Parkland, recreational spaces, food growing opportunities, play areas, places for biodiversity, wetlands and new planting.

vi. Highly connected by Active Travel - an extensive new network of footpaths, cycleways and improved bus connectivity underpins how people will move around the new neighbourhood. It will also facilitate and not prejudice accessibility to destinations and facilities beyond the Site.





Phasing

The development phasing plan identifies the potential phasing and delivery of development on the allocation site, which may evolve subject to infrastructure delivery and triggers once these are known and agreed through the planning process.

It is anticipated that a condition requiring the submission of a phasing plan will be attached to any outline consent, which is standard practice for major developments as the full phasing cannot be fully known at the planning stage.

Phase A

Phase A will include the main vehicular access off Southleigh Road. It will also include around 550 new homes, the local centre and the Primary School. Green Infrastructure and drainage will be provided in line with development areas.

Phase B

Phase B is the Farmyard area. This will be accessed off Southleigh Road and consist of new homes and other supporting uses which could include co-working spaces or small scale employment.

Phase C

Phase C will be accessed off both Southleigh Road and Eastleigh Road with a limited number of new homes of around 100.

Phase D

Phase D will be accessed off Eastleigh Road and will include around 550 new homes. Green Infrastructure and drainage will be provided in line with development areas.

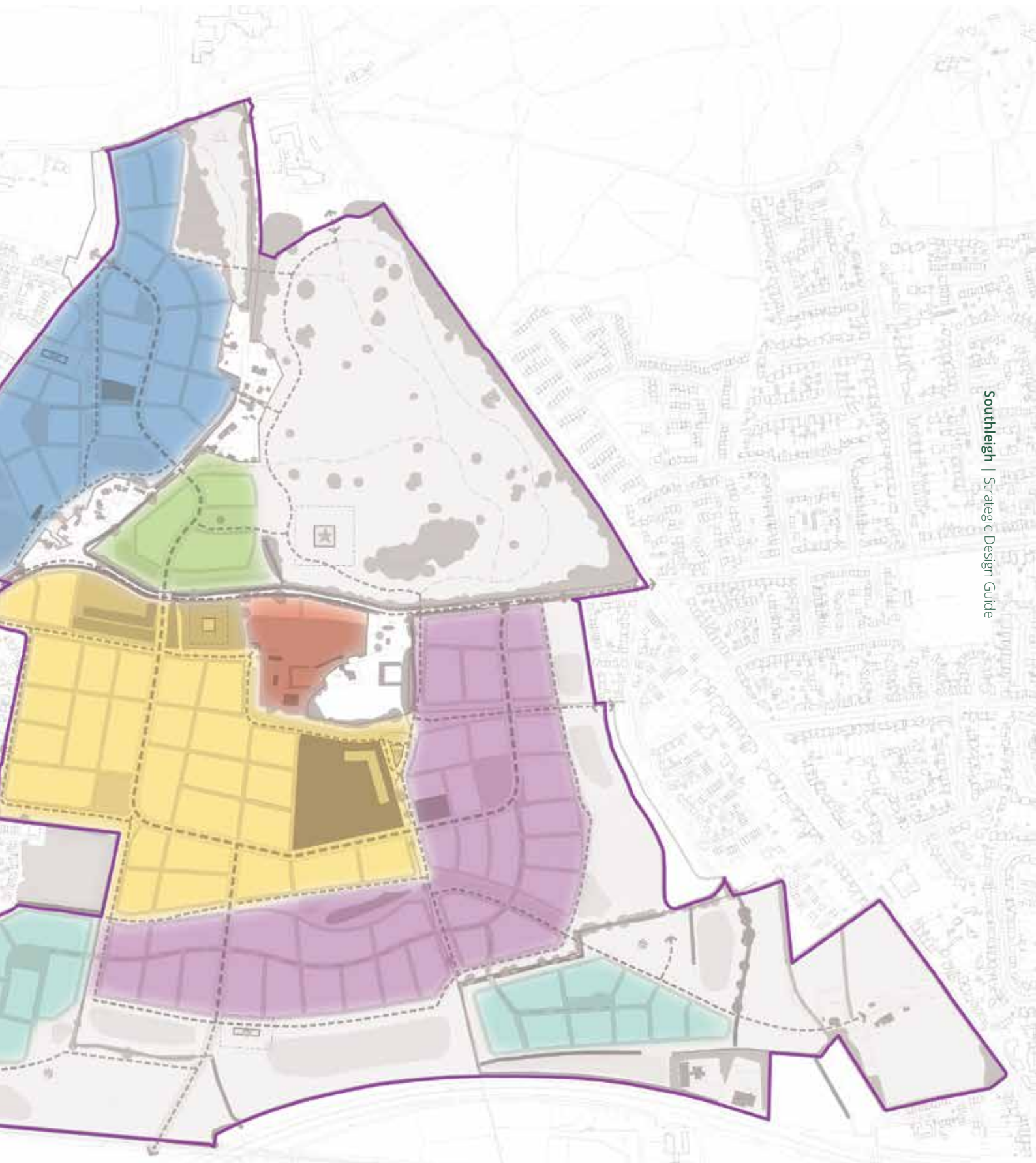
Phase E

Phase E will be accessed off Southleigh Road and will include around 550 new homes. Green Infrastructure and drainage will be provided in line with development areas.

Phase F

Phase F will be accessed through the development and will include around 300 new homes. Green Infrastructure and drainage will be provided in line with development areas.





A Focus on Sustainability

The following section sets out the Sustainability Strategy for the development at Southleigh, identifying key requirements and design considerations to deliver a high quality sustainable form of development. As part of future planning applications, a detailed Sustainability Statement will be prepared to demonstrate how these measures have been included and considered, alongside a Sustainability Checklist.



Energy Carbon Reduction and Onsite Low Carbon Energy

In order to support the transition to a net zero economy, development will incorporate measures to reduce carbon emissions in accordance with the energy hierarchy. This approach will need to evolve over time to respond to changes to Building Regulations.

Site Layout, Landscaping, Urban Form and Building Design

The design of the Site, buildings, urban form and wider landscape has the potential to provide benefits for energy efficiency, and climate change. Applications should give consideration to how the layout can be designed to optimise energy demand, retention of trees and providing planting which helps provide localised cooling, and how buildings are designed to follow passive design principles, and maximise natural light (whilst taking into consideration the masterplan form and structure approved at outline planning stage). Provision of EV Charging in main hubs and dwellings.

Green Infrastructure

The provision of Green Infrastructure within the development has a range of potential benefits from enhancing habitats and biodiversity, providing local carbon sequestration and helping provide resilience to climate change.

Active Travel through the promotion and provision of footpaths and cycleways will be encouraged. These need to be in accordance with HCC guidance.

Resources, Materials And Waste

Applications will give consideration to measures to minimise resource use, make use of sustainable materials where appropriate, and measures to reduce waste and encourage recycling. This should include consideration of using natural and recycled materials.

Development Location And Measures That Enable Sustainable Lifestyles

The mix of uses within the new community will encourage interactions and allow people walk or cycle to local facilities and to the proposed Primary School, Local Centre and public open spaces. This will be further supported by attractive green corridors and safe pedestrian focused streets..



