5.7 Utilities

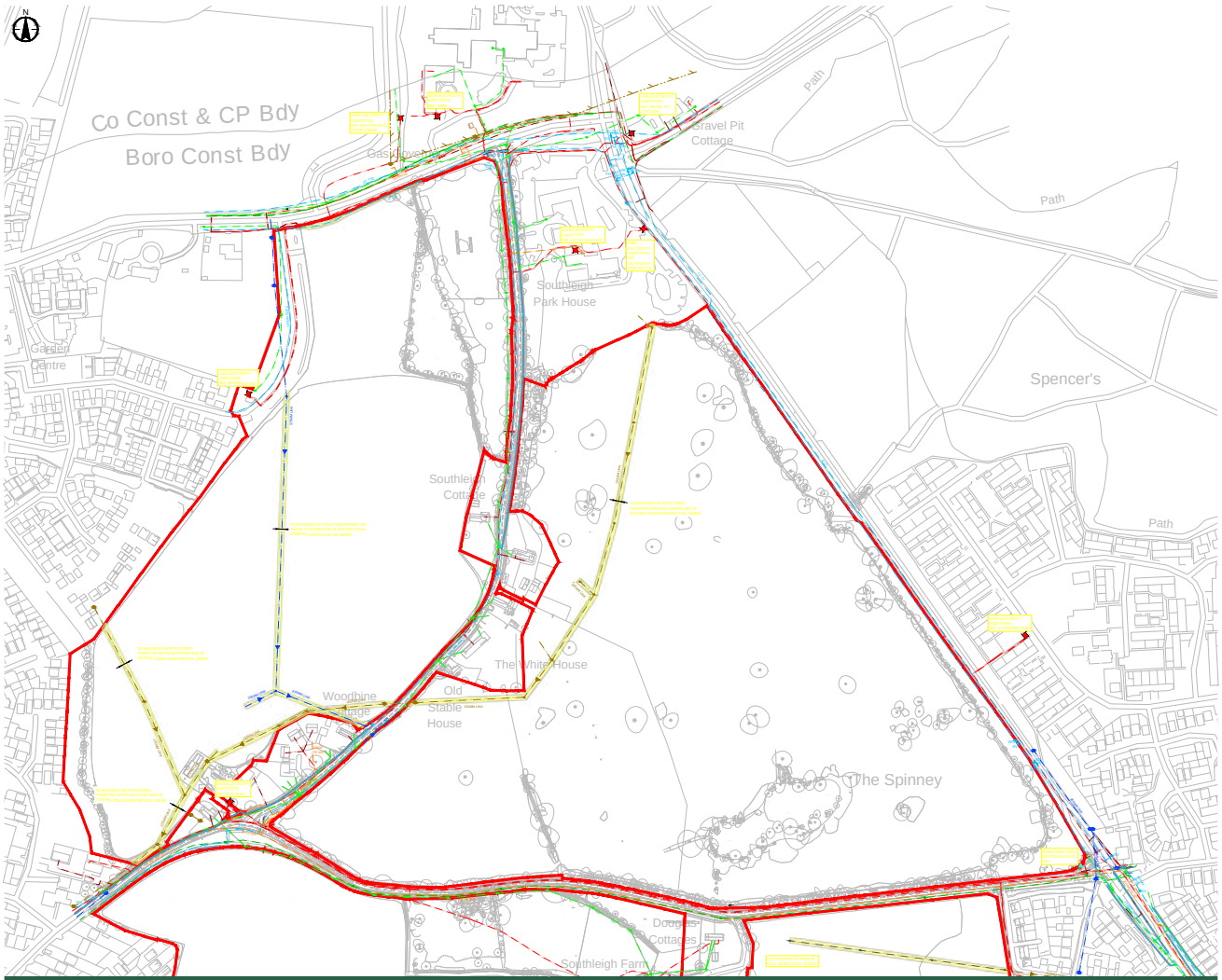
Existing low voltage (LV) overhead electrical lines that serve the existing buildings onsite, including Southleigh farmhouse and Douglas Cottages, will either be diverted to maintain supply to the buildings, or will be provided with new connections from the new electrical infrastructure to the proposed development. Either option will require ensuring that supply to the buildings is maintained during construction.

Similarly, existing Openreach overhead lines that serve the existing buildings onsite, including Southleigh farmhouse and Douglas Cottages, will either be diverted to maintain supply to the buildings, or will be provided with new fibre connections from the new fibre infrastructure to the proposed development. Either option will require ensuring that supply to the buildings is maintained.

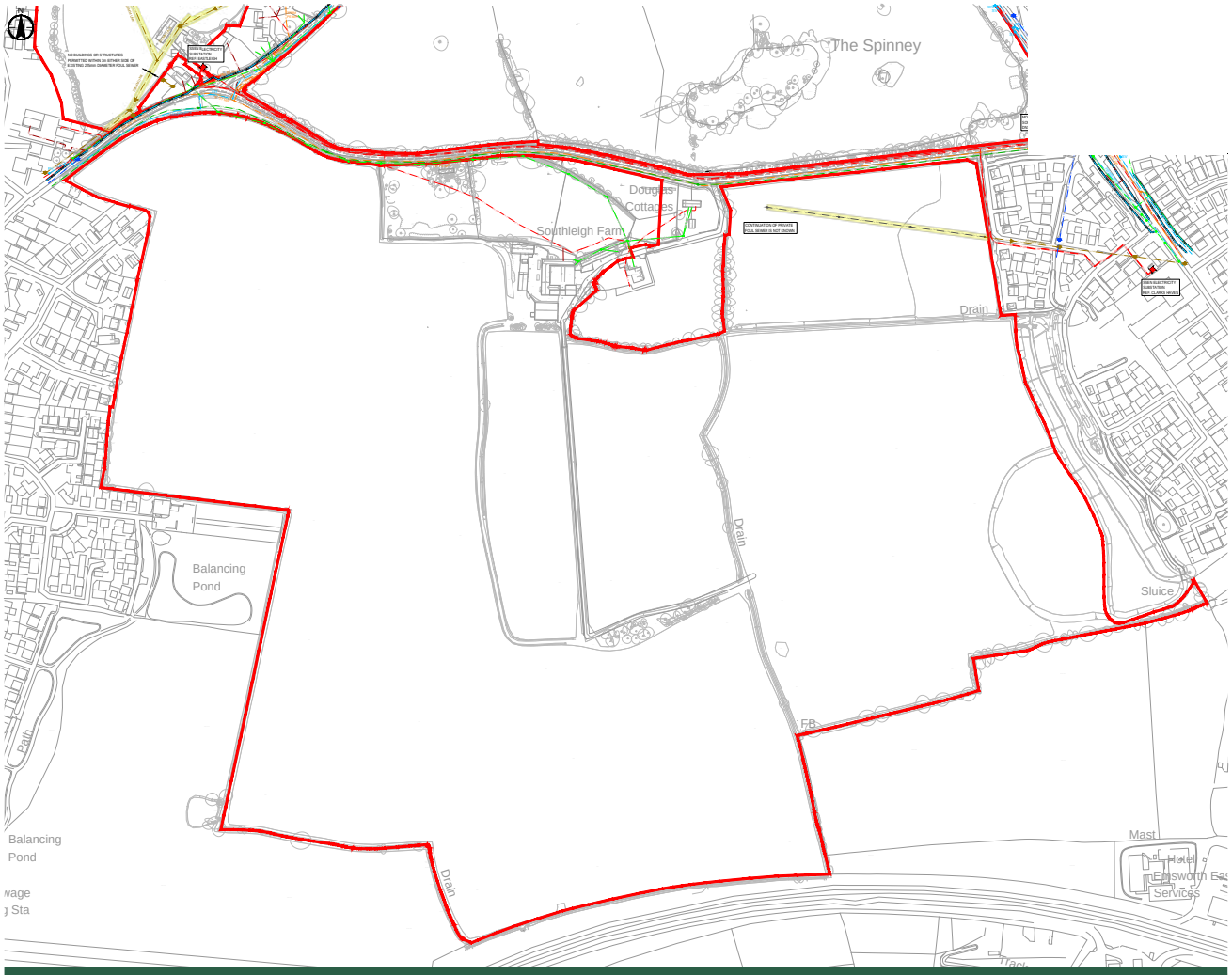
An existing potable water main that runs along the northern boundary of the proposed development will be maintained and require protection measures during construction.

Existing foul drainage sewers cross the Site at various locations, which will be maintained with an easement or diverted to maintain supplies to nearby buildings located outside of the Site boundary.

Existing electrical, gas, water and telecommunications infrastructure is located within the roads surrounding the proposed development. This infrastructure may require protection and/or diversion at the entrances to the development.



Existing Utility Infrastructure Constraints Plan (North of Southleigh Road)



Existing Utility Infrastructure Constraints Plan (South of Southleigh Road)

No gas supply is proposed for the Site, which is based on the current Building Regulations where space heating and hot water via gas fired boilers will not meet the Part L requirements.

Existing telecommunications in the roads surrounding the proposed development will allow for fibre connection to the proposed development. This could be via a closed or open telecommunications network(s), and will be determined as the project progresses.

Portsmouth Water were (PW) contacted in 2023 regarding available capacity of the local drinkable water network. At that time, PW confirmed that there is capacity within the existing network without the need for network reinforcement.

For a foul drainage point of discharge (POD), Southern Water (SW) were contacted in 2023 and responded in that same year to confirm that at the time there was no capacity within the local network, such that reinforcement to the network would be required.

KEY

- EXISTING SERVICE CABLES
- EXISTING LV CABLES LINES
- EXISTING 11kV CABLES
- EXISTING LOW PRESSURE GAS MAINS
- EXISTING MEDIUM PRESSURE GAS MAINS
- EXISTING GAS VALVE
- EXISTING OPENREACH DUCTS AND CHAMBERS
- EXISTING OPENREACH OVERHEAD LINES AND POLES
- EXISTING NEOS NETWORK DUCTS
- EXISTING VIRGIN MEDIA DUCTS AND CHAMBERS
- EXISTING POTABLE WATER
- EXISTING TRUNK MAIN
- WO — WASHOUT
- FH — FIRE HYDRANT
- SV — VALVE
- EXISTING FOUL WATER SEWER AND MANHOLE
- EXISTING FOUL WATER SEWER - PRIVATE
- EXISTING FOUL RISING MAIN
- EXISTING SURFACE WATER SEWER AND MANHOLE
- EASEMENT
- PROPOSED SITE BOUNDARY

This reinforcement is the responsibility of SW as per the Water Industry Act. Network reinforcement costs required shall be recovered by SW through the infrastructure charges levied on new connections, and/or its own capital program allocation.

5.8 Air Quality

The Air Quality Assessment undertaken for the Environmental Statement considered the potential impacts of the proposed development on local air quality in terms of dust and particulate matter emissions during construction, and emissions from road traffic generated by the development on nearby sensitive receptors (e.g. residential dwellings). It also identified the air quality conditions that future residents at the proposed development would experience when operational.

During the construction works, a range of best practice mitigation measures will be implemented to reduce dust emissions, such the overall effect will be 'not significant'. Appropriate measures, in line with guidance from the Institute of Air Quality Management, have therefore been recommended for inclusion within the Construction Environment Management Plan (CEMP). The assessment also found that traffic generated during the construction phase will be sufficiently small that there will not be a significant impact on local roadside air quality.

During operation, the proposed development will generate additional traffic on the local road network, but the assessment has shown that predicted concentrations remain well below the relevant air quality objectives at existing, sensitive receptors and there will be no significant effects at any receptors. In addition, the assessment demonstrated that future residents within the proposed development will experience acceptable air quality, with pollutant concentrations predicted to be below the respective air quality objectives.

The assessment therefore concluded that the overall air quality effects of the proposed development were not significant. No additional mitigation measures, beyond those already embedded in the design and management plans, were deemed necessary.

5.9 Noise Quality

Noise has been considered from an early stage for the proposed development at Southleigh to ensure good acoustic design for future residents. A detailed survey was conducted in summer 2024 to quantify noise from sources affecting the site. Data from this survey was then used within a 3D computerised noise model used to predict site-wide noise conditions and guide layout optimisation.

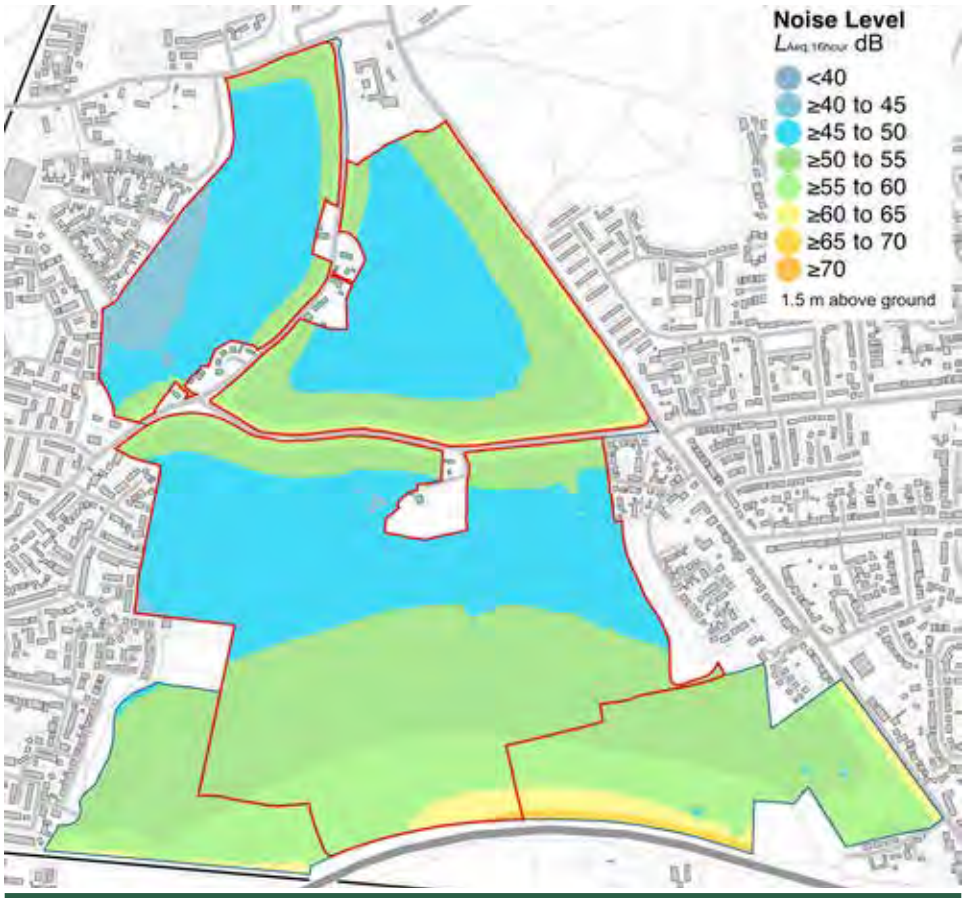
Suitable noise assessment criteria have been adopted, based on Havant Borough Council policy, British Standards (BS 8233:2014), ProPG (2017), Building Bulletin 93, and Building Regulations Approved Document O (Overheating).

External Noise Management

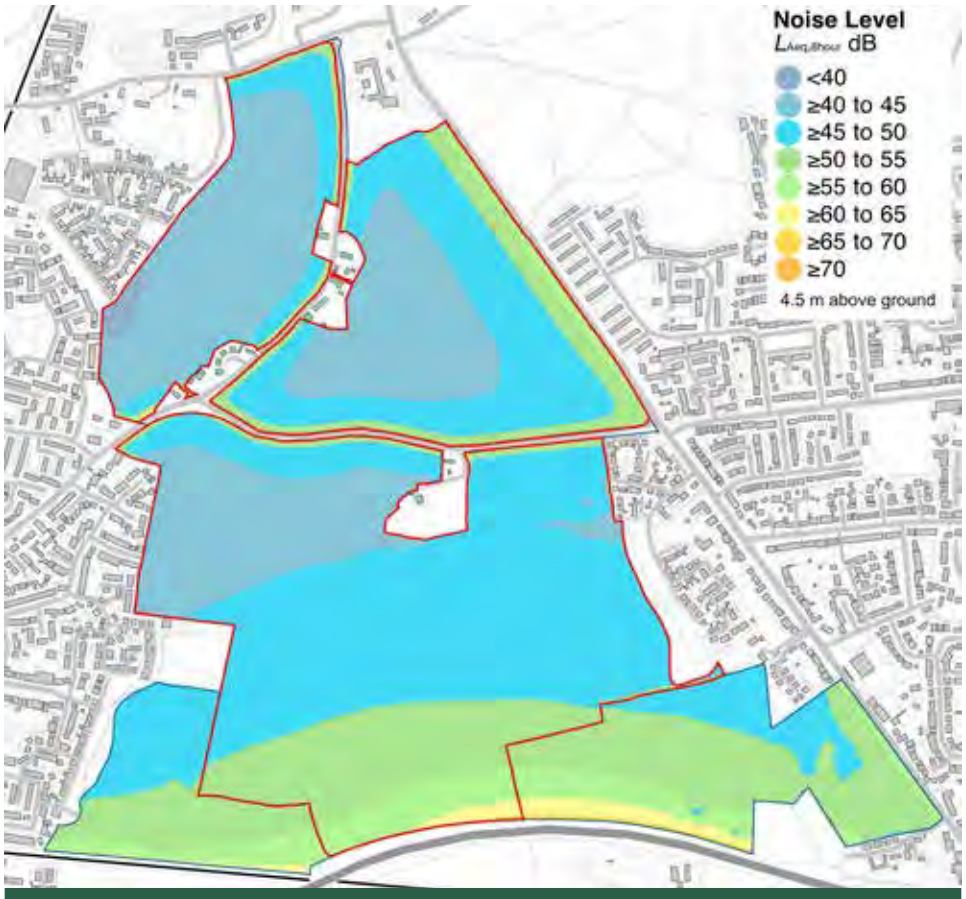
Buffer zones between roads and residential areas have been considered and incorporated where practicable to reduce noise exposure on future occupants of the development. Other external noise mitigation measures have been explored. For example, buildings may be used to act as barriers for gardens, and fences or walls may be used where needed to control noise in more exposed areas of the site. The control of external noise through suitable layout and mitigation measures will be developed further at the reserved matters stage.

Control of Noise Intrusion

A significant proportion of the site is exposed to relatively low external noise levels, enabling internal noise criteria within dwellings to be met with windows partially open for much of the site. In areas exposed to higher noise levels, suitable glazing and ventilation systems shall be used to control noise intrusion, in line with the relevant guidance and standards. The control of building overheating has been considered, with open windows being suitable for this purpose across much of the site. Alternative cooling strategies (such as boost fans) will be implemented where external noise levels are higher, to both maintain thermal comfort and suitable internal noise levels.



Noise Level: Day Contours



Noise Level: Night Contours

6. Involvement

6.1 Scheme Evolution

Consultation on planning applications is an important component of the planning process, as it allows communities and various stakeholders the opportunity to have their say on development proposals and shape their evolution.

Since 2016, the Council has proposed the Site as a sustainable location for new development and expressed this in local planning policies, draft local plans and during public consultations.

Council Masterplan 2017

The Site was first identified in Havant's 2016 Local Plan - Housing Statement as a development site and later defined as 'ideally located to offer the best of town and landscape' within the Denvilles-Emsworth - Masterplanning Document in December 2017. The plan opposite shows the Councils masterplan proposal for 2,100 new homes, a Local Centre, a Primary School, a nursery/pre school, play areas, and a generous new woodland park.

The illustrative masterplan shown opposite aimed to deliver a walkable, sustainable, and mixed-use neighbourhood that functions as a distinct community while maintaining strong and meaningful connections to its surrounding context. Although conceived as a separate settlement, the proposed neighbourhood integrates with the existing urban fabric of Denvilles (Havant) to the west and Emsworth to the south and east through the provision of strategic movement corridors and connectivity enhancements. The development is set within an extensive and high-quality green infrastructure network, incorporating a new woodland park as a key landscape feature and community asset, designed to support biodiversity, promote wellbeing, and contribute to the overall character and identity of the neighbourhood.

Key - Masterplan (Local Plan)

- Mixed use local centre
- Drainage
- Open space
- Education
- Commercial
- Highways service area

1. Local centre
2. Primary school
3. Woodland edge
4. Southleigh Park House
5. Wetland habitat
6. Attenuation basins
7. Spine road
8. Pedestrian / bicycle crossing
9. Neighbourhood street
10. Existing farmstead
11. Pedestrian/ cycle route
12. Linear green
13. Connection to Denvilles
14. Connection to Emsworth Park
15. A27 buffer
16. East to west linear park
17. Local park
18. Visitor centre
19. Junction improvement

2017 Masterplan (Local Plan)

Havant Borough Council Office Workshops 2024

On the basis of the Council's ambitions for development on this Site, a masterplan and High Level Land Use Plan was prepared in 2024 by Bloor Homes. These drawings were tabled and discussed at several workshops with the Council where central matters were discussed and included the following:

- **Workshop One** – Inception, Baseline Analysis and Land Uses
- **Workshop Two** – Connectivity and Active Travel
- **Workshop Three** – Blue and Green Infrastructure
- **Workshop Four** – Emerging Masterplan

Key Plan changes:

There was a general agreement about the masterplan and the design principles underpinning it. However, key changes made to the plan following the workshops focused on:

1. **The location of the Primary School** - the discussion focused on whether the school and Local Centre needed to be co-located and whether the school could be located closer to green corridors and main Active Travel links.
2. **The extent of the green buffer along the western edge -** the view held by officers was the need to have some form of green link or buffer to the western edge where the Site is adjacent to existing properties.
3. **The frequency, location and nature of connections particularly to the south -** the masterplan has always been based on the objective of ensuring the new community at Southleigh links into the wider area. This includes an Active Travel connection to the south allowing a wider link over the railway and beyond.
4. **The extent of development within the Community Parkland area north of Southleigh Road -** The masterplan overleaf broadly reflects the extent of development identified within the Councils masterplan from 2017. However, discussion concerned whether this was the right approach and is there a more 'natural' edge to the extent of development that supports natural surveillance over the park but equally limits development closer to the existing line of planting and housing on Eastleigh Road.

Concept Masterplan, 2024

Public Consultation Exhibition, June 2025

A public consultation was held on the 13th and 14th June 2025 in Emsworth and Havant (Denvilles) to collect views from the neighbouring residents and Councillors who attended the event. The Concept Plan shown opposite is one of the drawings used to illustrate the proposed development for the Site.

The following masterplan changes are a result of previous consultations with the authorities and presented to the wider public. Key changes to previous masterplans are listed below:

1. Reduced development within the parkland;
2. Appropriate drainage and landscape concept to retain, enhance, and integrate ecological features on the Site where possible;
3. Maximise the retention of TPO trees, group of trees and hedges and integrate those within the proposal;
4. Respectful offset from existing residential properties along the Site boundaries;
5. Appropriate access junction and roundabout design for junctions along Southleigh Road, Eastleigh Road, and Normandy Way;
6. A clear street hierarchy within the new development;
7. Suitable school location within the southern part of the Site; and
8. Appropriate consideration to enable the remaining areas earmarked for development within the Allocation Site.

Whilst the outputs of the consultation exercise have not resulted in major changes to the masterplan, some clear design strategies and amendments to the extent of the proposals have been evolved. In particular, the most significant aspect was the decision to reduce the proposals within the parkland area, location of attenuation basins, and the general arrangements of green corridors within the Site.

Consultation Concept Plan

6.2 Summary of Consultation & Involvement

Bloor Homes appointed Marengo Communications to undertake the pre-application community and stakeholder consultation for the proposed development at Southleigh.

The objective of the consultation process was to approach key local stakeholders with an interest in the Site and raise awareness amongst local residents, neighbours, and businesses of the proposed development. Feedback was invited for consideration prior to finalising the design of the proposed development ahead of submitting a planning application to Havant Borough Council.

Activities undertaken as part of the community engagement process have included:

- A Community Newsletter delivered via Royal Mail to 3,230 local residents introducing them to the consultation.
- Two in-person consultation events, one held on 13th June in Emsworth, and one held on 14th June in Denvilles. 222 people attended the Emsworth event, and 319 people attended the Denvilles event.
- Immediate neighbours within the Site's red line boundary were written to and invited to attend one-to-one meetings to discuss the proposals in detail. Meetings were held with 12 different neighbours, including Emsworth Neighbourhood Forum.
- Emails sent to stakeholders, including copies of the community newsletter informing them of the consultation process and referring them to the project website.
- A bespoke consultation website to support community engagement with the proposals, enabling the local and wider community to view the detail of the proposals and submit comments and questions to the project team. The website is available at www.bloorsouthleigh.co.uk.
- Stakeholders and residents were encouraged to complete either the online feedback form on the consultation website or to download the feedback form and return it by Freepost.
- Feedback could also be emailed to the project email address: info@bloorsouthleigh.co.uk.

A dedicated Freephone number (0800 689 5209) was provided so that any interested parties could ask questions and provide feedback via direct communication with the project team. This included being able to request hard copies of the proposals, which could be sent out, alongside a paper feedback form and Freepost envelope for return of the form.

233 individual pieces of feedback were received, including 125 completed feedback forms on the website; 51 hard copy forms completed at the events; 50 hard copy forms received through freepost, and 7 emails.

Public consultation banner

Public consultation feedback

The following issues were raised during the one-to-one meetings. In order to protect individual identities, feedback has been aggregated.

- Traffic and Road
- Infrastructure
- Drainage and water
- Design, scale, landscape and wildlife
- Other

The table below summarises the key themes arising from feedback during the consultation and the respective responses from the Applicant.

Key Theme	Applicant Response
Who is the developer?	Bloor was founded in 1962 by John Bloor. Bloor have 60 years continuous experience in promoting and developing major housing schemes across the UK. The long-term family ownership and simple management structure provides certainty that is not susceptible to change, disruption, or pressure from the city. The business operates across the Country from 9 regional offices, with the team working on Southleigh from the Bloor Southern office based in Newbury. The company builds over 4,500 new homes annually and we have consistently maintained our HBF rating as a 5-Star Home Builder.
The Site	
Where is the Site located?	The Site is located south of Bartons Road, north of the A27, east of Denvilles, and west of Emsworth. It is in a sustainable location, well-connected to nearby cycle routes, public transport, schools, leisure facilities, and employment.
What is the Site history?	This Site was first proposed by Havant Borough Council in 2016 in a previous version of the (now withdrawn) Local Plan, and remains one of the only sites available in the district that can deliver homes at scale in a sustainable location. The Council carried out a masterplanning exercise in 2017, in which many local residents took part. This Site now has a draft Allocation in the emerging Local Plan (Regulation 18 Local Plan) upon which the Council is carrying out its own consultation, meaning that the Council still sees it as a suitable place to deliver a new community. To see the Council's consultation , visit www.bit.ly/hbc-babf The Council has a calculated housing need of 892 homes per year, but the draft Local Plan can only meet 361 homes per year representing only 40% of its need, including the Southleigh Allocation, which is the largest of the emerging Local Plan's housing allocations. Because of the coastline and the South Downs, given the constrained nature of Havant it is difficult to find enough land to meet housing need which places greater importance on the need to deliver strategic sites such as Southleigh. As of January 2024, 1,631 households were registered for Hampshire Home Choice in Havant, meaning they are on a waiting list for affordable housing. Housing pressures are leading to an increase in rent and house prices, increasing social and health inequality, and more homelessness in the district.

Proposals and Planning	
How are the numbers of houses (2100) justified in terms of local need?	Havant Borough Council has a responsibility to meet housing need for the next five years, by allocating enough land and granting sufficient planning permissions against calculated need. This Site has been identified by the Council to meet its need in its Building a Better Future draft Local Plan. The need is calculated by the Council using a methodology created by Government.
This development will bring a lot more people to the area, which in turn will put increased pressure on public services. What discussions has the project team had in terms of existing capacity and likely pressures this development will place on these services?	Havant Borough Council will assess the impacts on existing infrastructure as part of the process of assessing the application. The applicant team will make financial contributions towards delivering new infrastructure services, such as potentially schools and healthcare, if the development is granted planning permission.
What type of application will be submitted?	An outline planning application will be submitted to Havant Borough Council. If approved, the development will be brought forward in phases, with each phase submitting a separate Reserved Matters application, which will deal with the finer details of each phase of the project.
What is being proposed?	As well as providing around 2,100 much-needed new homes (of which, Bloor will deliver around 1,800 on their interest), the scheme will deliver a range of new facilities and infrastructure, including: • A new Community Parkland, open to all, which will offer leisure and recreational opportunities in a natural environment; • A mix of homes to meet local needs; • Solar PV, air source heat pumps, and EV charging points; • Significant numbers of Affordable Homes; • A new mobility hub that will be a focal point for travel options and interchange, potentially including EV charging points; secure cycle storage; real time public transport information and seating areas; • New public transport services with easy access for all residents; • Wider pedestrian and cycling improvements; • Provision of a new local centre, with new shops, cafés, and restaurants; • Community facilities; • New healthcare provision, which could include a GP surgery and chemist; • Workspaces to help support the local economy; • A new primary school and the potential for 2 nurseries for early years; • A network of green corridors for walking and cycling; • Pedestrian-friendly streets, and • Leisure facilities, play areas, and potential sport offering.

New Homes	
What will the price range be for the homes?	This will depend on market conditions at the time that new properties are brought to market. Market properties will be sold at the market rate, and affordable properties will be sold or rented at the level agreed in the planning permission by a registered provider.
What materials will the homes be built from?	As an Outline Planning Application (OPA), this detail has not yet been set, and will be dealt with at the Reserved Matters Application stage. However, we would seek to use materials that are in keeping with existing communities.
How could you plan to mitigate the loss of privacy and light for the closest existing neighbours?	The layout, scale and appearance of the development are detailed matters that will be dealt with at the Reserved Matters Application (RMA) stage as the OPA only seeks to establish principles. At RMA stage, Bloor will undertake further consultation with the community and will seek to ensure that the proposals accord with Havant's amenity standards in terms of overbearing impacts.
Transport and Access	
How will people access the Site?	Our vision-led approach aligns with National and County wide Policy and should enable easier travel by walking, cycling, and public transport and reduce car dependency. The vision for Southleigh is for the transport needs of the community to be met without reliance on owning a private car. The Site is well-positioned to provide connections to active travel routes, public transport, and existing roads, and will provide additional improvements to the transport infrastructure for new and existing residents.
Will there be any parking facilities on site?	Parking will be provided on-site for all new properties, in line with the Council's parking standards, which sets a minimum number of parking spaces per dwelling, based on the number of bedrooms. This will be established at the RMA stages as part of the detailed layout design.
How will the development be maintained?	This will be agreed through the planning process, but one potential outcome is that the Site, including the Community Park, will be maintained by a management company or other approved body. Bloor Homes would not seek to retain the land.
Are you delivering a new link road onto the A27?	The Council's draft Allocation proposes to safeguard land for future connections on land beyond Bloor's control. Bloor would not prejudice or frustrate the ability for such future connections to be delivered, should they be necessary, and our proposals would be designed to allow for these to come forward.
Drainage	
How will you manage any surface water / flooding on site?	Development on the Site is located in Flood Zone 1, which represents the lowest risk. Sustainable Drainage Systems (SUDS) will be used to manage water runoff, using measures such as swales and pipes.
Open Space, Landscaping, and Ecology	
What biodiversity measures will you be including?	All new development is required by law to achieve a 10% measurable biodiversity net gain (BNG), and our aspiration is to go beyond this wherever possible, including by responding directly to nature conservation priorities identified in the new draft Local Nature Recovery Strategy for Hampshire, such as the restoration of parkland habitat.
What are you doing to manage nitrates?	We understand the local significance of nitrate neutrality and this scheme will meet current environmental requirements through active mitigation methods potentially on and off site, subject to the detailed calculations.

How are you maintaining the separation between Emsworth and Denvilles?	A new 58-acre (23.5 hectare) Community Park will be created, opening up previously inaccessible green space for new and existing residents to enjoy. Inspired by the historic parkland south of the Listed Southleigh Park House, the new Community Park will also protect the separation between Emsworth and Denvilles (Havant).
Why is all the open land on Emsworth side? This is not a fair distribution.	The area proposed as Community Park is already currently parkland containing high value trees, which means it is the most suitable part of the Site to use for public open space.
How do you plan to protect the Bechstein's bats in the area?	The proposals are informed by a comprehensive programme of ecological survey work, including surveys with a particular focus on habitats and vegetation, and on protected and notable species such as bats, birds, invertebrates, and reptiles. Local wildlife will be protected and enhanced alongside development – including by the creation of extensive new habitat corridors featuring a mosaic of wildflower grassland, mixed native scrub, and wetlands.
Sustainability	
What sustainability measures are you including as part of these proposals?	The new homes will be designed to be highly efficient through a fabric first approach but the designs for new homes could also incorporate sustainable technologies such as EV charging, air source heat pumps, and solar panels to help residents live comfortably and affordably whilst making a contribution towards the fight against climate change. We also encourage residents of our new communities to use active travel and public transport where possible by putting infrastructure at the heart of our design process.
Construction	
How will you manage construction works to mitigate the impacts on local residents?	Bloor Homes is committed to being a good neighbour during construction. A Construction Environmental Management Plan (CEMP) will be developed to inform and manage the potential construction impacts of the proposed development, including matters such as construction traffic routes, noise / vibration, dust and mud suppression / management. This will be conditioned as part of the planning application process. Construction activities would be limited to working hours to be agreed with the Council and would comply with the relevant Health and Safety regulations.
Miscellaneous	
What about the historic covenant on the Site?	The historic covenant will be addressed as part of the development process. The Council has previously released the historic covenant in relation to several pieces of neighbouring land for residential development.
A community hall could help bring the community together. How would this be paid for and who would be responsible for its upkeep in the future?	The approach to community facilities in terms of scale / form / location are yet to be determined, however such provision will come forward as part of the development. Bloor Homes would seek to work with the Council to either hand any facilities to the relevant department or seek a management entity to ensure its future is preserved. Either approach would require the agreement of a Management Plan. Bloor Homes would not seek to retain any such facility.

Conclusion and next steps

As outlined through this document, the Applicant has carried out a programme of pre-application engagement and consultation. This programme has increased awareness of the plans and offered residents and stakeholders a chance to comment on the proposals before the application is submitted.

The Applicant has sought to include a range of stakeholders and individuals, to fully represent the local community in this consultation. However, whilst making substantial efforts to do so through a wide variety of methods, it is not always possible to engage with all interested parties.

This consultation has both met and exceeded the requirements laid out as part of the NPPF, the Localism Act and Statement of Community Involvement (SCI) prepared by Havant Borough Council.

The Applicant has been prepared to listen to points raised in the consultation and amend plans accordingly wherever possible. The feedback was mixed, but many were supportive of the need for new homes and the plans for open green space. However, there were mixed views with regard to a potential increase in vehicle movements and the need for a wider investment in local infrastructure.

Throughout the consultation process, the Applicant has been clear of its intention to create genuine dialogue and relationships with the local community.

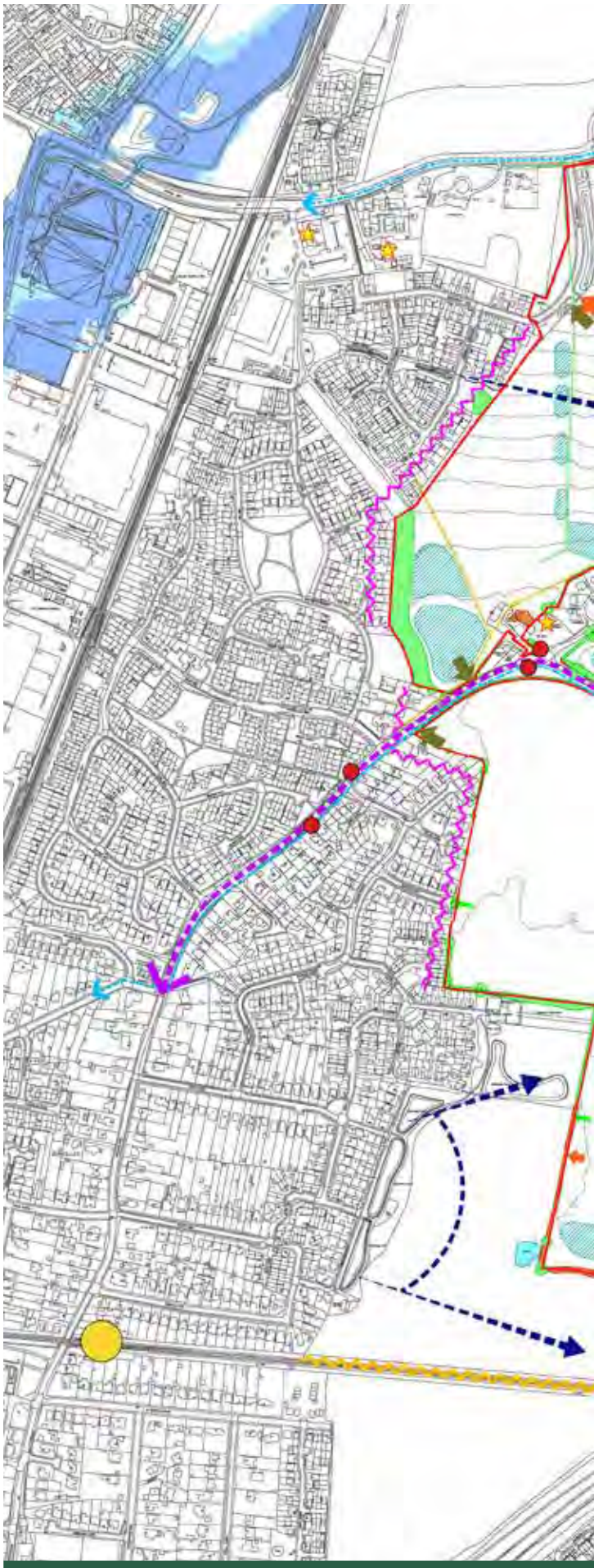
The Applicant will ensure the submission of the application does not mark the end of community engagement and will continue to discuss the proposals with the local community.

Public consultation event in Emsworth

7. Evaluation

7.1 Summary of Constraints & Opportunities

The plan opposite represents a composite of the main constraints and opportunities affecting the Site. This information has been drawn from the technical assessment work completed on-site and summarised overleaf.



Constraints and Opportunities Plan

Land Use

- Opportunity to deliver the majority of the Allocation and a significant contribution towards the housing need in Havant;
- Opportunity to provide land for the delivery of a Primary School, Early Years Facilities, and 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.

Landscape & Visual Amenity

- Retention and enhancement of Southleigh Park as a Community Parkland accessible to the public;
- The proposals will consider the retention of views from Southleigh Park House across the new Community Park; and
- Provision of interconnecting public open areas along watercourses, retained field hedges and development edges;
- Retained separation between Havant and Emsworth through sensitive landscape design.

Arboriculture

- Existing tree and hedgerow planting will be retained and enhanced and only a small number of trees and hedges will be removed to provide access into the development; and
- Opportunities to provide additional tree planting across the Site and within the Community Parkland area in the north-eastern part of the Site.

Ecology

- The Community Parkland area is a principal feature of importance for bat;
- It has a high suitability as habitat for rare woodland bat species;
- There is scope to enhance the Community Parkland through the introduction of a species-rich grassland layer, planting of scrub and future cohorts of veteran trees; and
- In addition, localised provision of additional wetland habitat features will enhance suitability of the Community Parkland as a foraging resource for bats.

Access

- Provision of pedestrian, cycle and public transport connections that are attractive and direct;
- Opportunity to enable future Active Travel and potential bus route linkage over the railway line to the south;
- New vehicular access points from Southleigh Road and Eastleigh Road; and
- Provision of links from the Site to the wider Allocation areas in the south-west and south-east, enabling delivery of future developments in these areas.

Heritage & Archaeology

- The historic parkland and views south from Southleigh Park House will be retained;
- Non-designated built heritage assets are to be retained and incorporated within the proposal; and
- The overall archaeological potential of the Site is graded low, based on Historic Environment Record evidence.

Utilities

- The existing Potable Water Mains and associated easements, will be retained in-situ within the proposals;
- Existing 11kV electrical cables crossing the Site will be diverted within the proposals, with services to existing properties maintained;
- Retain existing sewer mains crossing the Site where possible; and
- Relocation of some existing sewer mains to make effective use of land for development and open space.

Drainage

- The majority of the Site falls within Environment Agency (EA) Flood Zone 1;
- Hydraulic modelling has been undertaken to identify areas for development outside of flood zones;
- The existing series of watercourses crossing the Site will be retained in-situ, with an appropriate offset to development incorporated into the proposals; 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.

8. Design Concept and Principles

In developing the design concept and principles for Southleigh there are three overriding design themes that emerge - Green, Connected and Distinctive

DESIGN THEMES

Green

Retain existing landscape and ecological features as part of a green and blue network

The structure of the development will be influenced by the existing features on the Site. These include the existing hedgerows and mature trees offering a significant opportunity to reflect the former use and field patterns.

There are also areas of existing ecological value that are important to retain and enhance within the Green Infrastructure (GI) and Ecology strategies and include Southleigh Parkland, woodland areas and the mature hedges and trees along Southleigh Road. These will all contribute to the character and quality of the new development and shape how the new development will be perceived.

Connected

Integrate with the local area of Havant and Emsworth by maximising potential connections and links

The proposed network of new routes and spaces as well as the linkages to the local area has influenced the Southleigh masterplan.

We have focused on creating a network of green corridors and Active Travel routes that sit comfortable within the landscape, constitutes a sustainable and legible structure for the new development that creates an environment and benefits new and existing residents of both Denvilles and Emsworth.

One of the key objectives of the masterplan has been to place cycling and walking over the use of the private car. This has led to a new network of sustainable modes of travel to key local destinations as well as a significantly improved public transport system.

Distinctive

Respond to the character of local areas adjacent to the Site;

The new development should, where appropriate, respond to and reflect characteristic elements within the local settlement patterns. It is however not always appropriate to replicate the existing settlement patterns but there are principles that can be used to inform the character of the new development that will lend it being distinctive.

At a settlement level, this means that the relationship between urban form, routes and spaces needs to ensure that the distinctive character of the surrounding context and landscape are respected and echoed in the placemaking principles that inform the design.

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 Emsworth and Denvilles, 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.

8.1 Design Concept

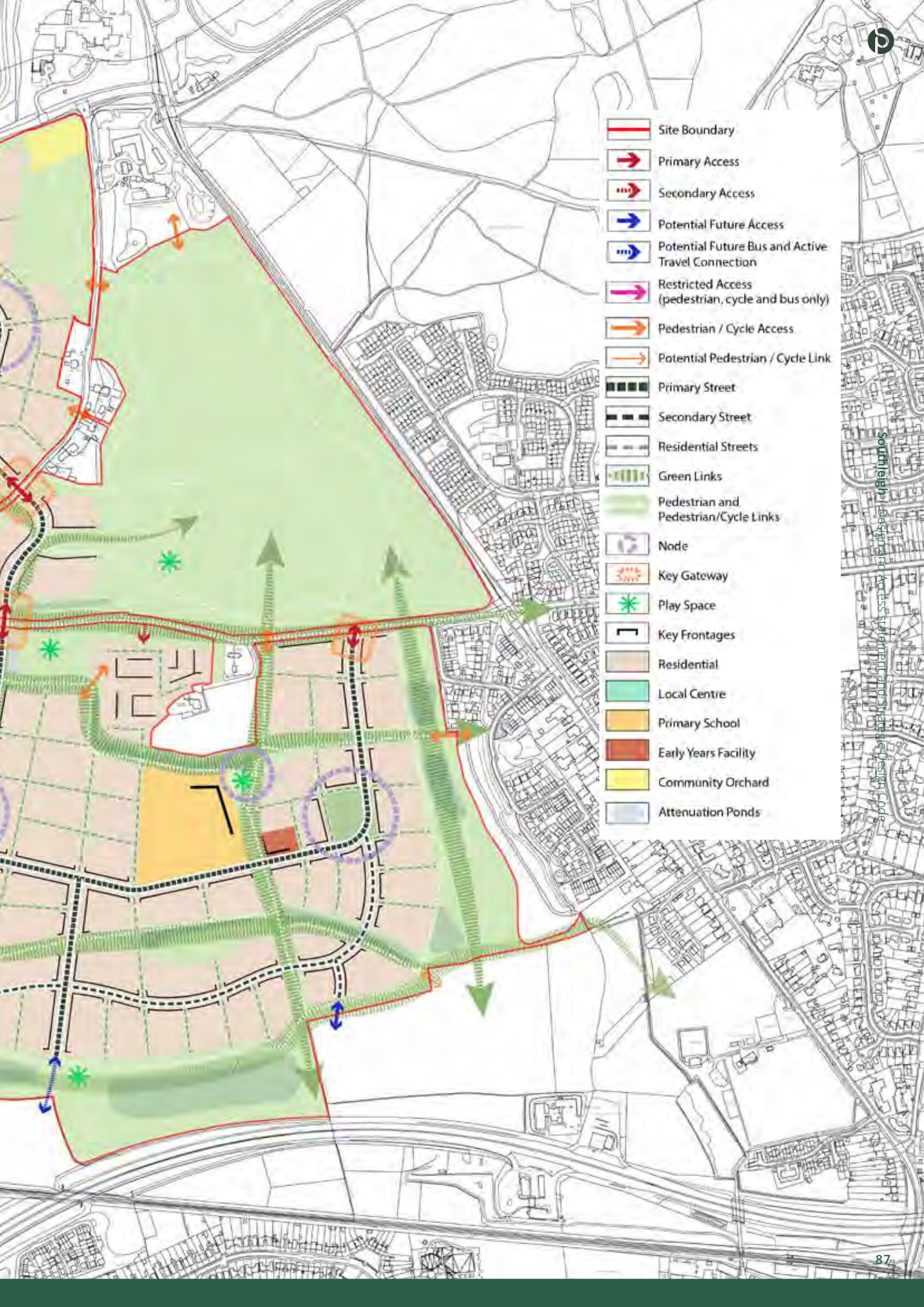
The plan opposite represents the Design Concept for the new community at Southleigh.

The main elements of our design concept are:

- Celebrating the Community Parkland in the north east of the scheme and making sure it is accessible and well integrated into the new community.
- A central street through all residential areas that also links up to supporting streets creating a permeable grid.
- The Local Centre located close to existing residential areas as well as being accessible and visible to new residents.
- A Primary School positioned adjacent to two main green corridors both of which include high quality Active Travel routes.
- Housing blocks all facing out towards the public realm and open spaces with well defined frontages facing the central street.

Precedent images illustrating our design concept

Design Concept Plan


Site Boundary
Primary Access
Secondary Access
Potential Future Access
Potential Future Bus and Active Travel Connection
Restricted Access (pedestrian, cycle and bus only)
Pedestrian / Cycle Access
Potential Pedestrian / Cycle Link
Primary Street
Secondary Street
Residential Streets
Green Links
Pedestrian and Pedestrian/Cycle Links
Node
Key Gateway
Play Space
Key Frontages
Residential
Local Centre
Primary School
Early Years Facility
Community Orchard
Attenuation Ponds

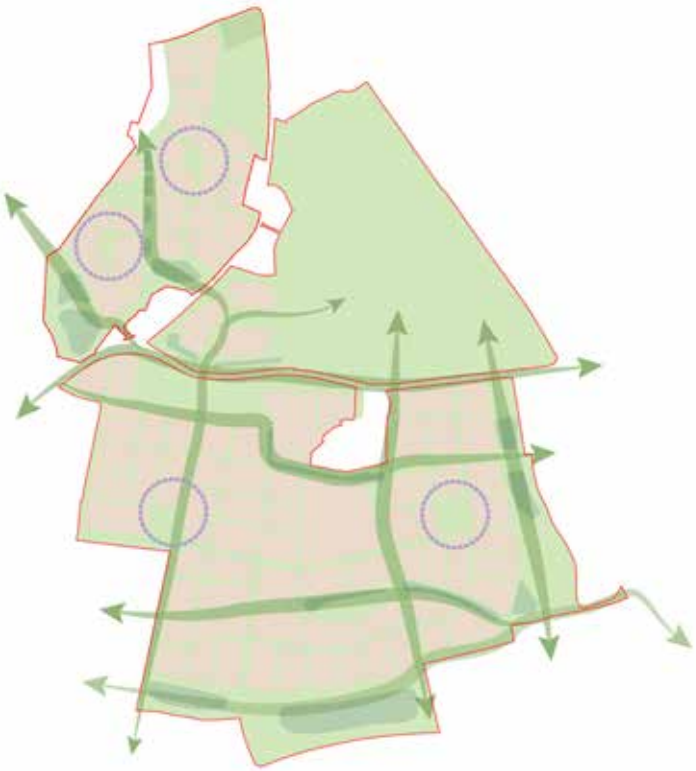
8.2 Design Principles

This chapter presents the Design Principles which underpin the Design Concept and deliver the Vision. The principles will deliver a high quality, sustainable, accessible and distinctive place at Southleigh.

A Landscape Led Neighbourhood

The key design principles which have guided the scheme are:

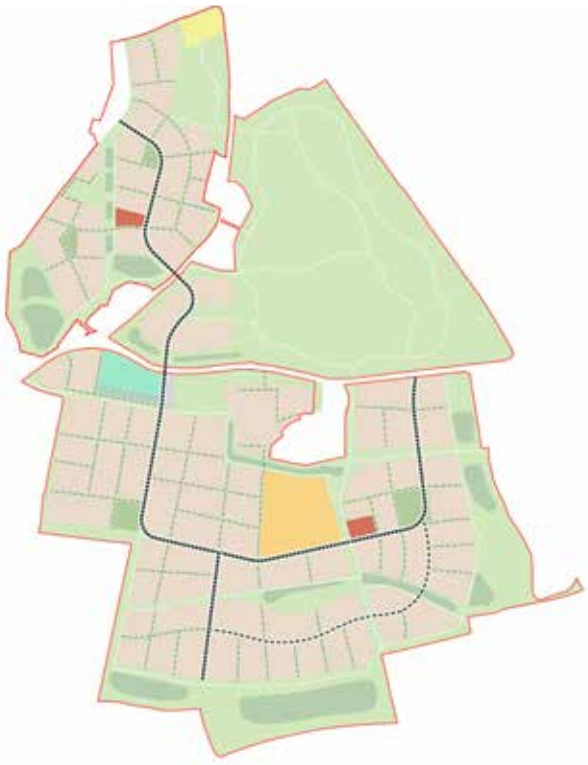
- Retain and enhance existing Site features, such as the hedgerows and trees on the Site;
- Create a series of multi-functional and connected 'green corridors' made up of a GI perimeter network around and within the development;
- Knit the scheme into the wider GI network to preserve habitats and where appropriate create new habitat spaces to connect areas of existing ecological value;
- Provide a typology of open spaces to promote healthy living and wellbeing, encouraging social interactions and sense of community; and
- A sustainable drainage strategy including the location and sizes of SUDS features across the Site which provide further visual and ecological benefit.



An Active Travel First Approach

These design principles may be described as:

- The creation of an extensive network of foot/cycleways that lead to key destinations within the Site and beyond its boundary;
- Active Travel routes will be direct, segregated where appropriate and made attractive through high quality materials and planting;
- Attractive and sustainable connections through green corridors, public open spaces and along well overlooked streets;
- Streets set out in a hierarchy that are pedestrian oriented and well defined by frontages to encourage surveillance;
- A permeable grid of streets that connect to each other and are legible for people to know where they are oriented within the new community; and
- The use of Mobility Hubs located close to Active Travel routes in order to encourage connectivity, multi modal use and a more sustainable approach to travel.



Creating a Distinctive Place

These design principles may be described as:

- Create attractive entrance gateways, considering Southleigh Road, Eastleigh Road, and Normandy Way with its well defined built form as well as natural desire lines;
- The layout structure responds sensitively to all boundary conditions with appropriate offsets and strong levels of natural surveillance;
- New homes will be of a similar scale and form to development within Havant, and respect local building forms and external materials, with up to 4 storey dwellings limited to the selected locations within the development;
- Offer a range of character areas to provide an appropriate response to the immediate Site context but help deliver a distinctive place;
- Create an appropriate level of street typologies suitable to the location and function of the street; and
- Create informal lanes along the green corridors and development edges to overlook the green spaces.

Precedent images illustrating our design principles

8.3 Parameter Plans

The Parameter Plans and associated wording set out here are to be 'fixed' as part of the Outline Planning Application (OPA). They have been assessed in the accompanying Environmental Statement forming part of this OPA.

The Parameter Plans will provide a framework for future, more detailed designs, and will define the type of development that can be bought forward at the Reserved Matters stage.

Land Use and Movement Parameter Plan

Residential

The proposals will provide development land which provides residential dwellings, early year facilities, primary and secondary streets, other residential streets, private gardens, surface water attenuation, formal and informal open spaces, local play spaces, and utility infrastructure. The development will accommodate approx. 1,800 residential dwellings with a variety of house types, sizes and tenures. To provide flexibility in building heights throughout the scheme and enable pronunciation of landmark buildings, gateway buildings and appropriate street frontages, the residential development area will be generally designated as up to 3 storeys. However, the area close to the Local Centre will be up to 4 storeys.

Public Open Space

Large areas of Public Open Spaces (POS) will be provided within the Site area and will accommodate areas for drainage, existing watercourses, orchard, existing and proposed planting, infrastructure, access roads, foot and cycle paths, Active Travel routes, associated formal and informal play, recreational areas, and ecological corridors.

Residential and Education

An area which accommodates the Primary School and residential dwellings will be allocated on Site. The Primary School will be centrally located and will have a building height equivalent to 3 storeys in height. The school site area will be sufficiently sized and located in the most suitable location within this area but finalised in the detailed planning stage. Appropriate flexibility to the shape and location for the school site has been provided in the Parameter Plan opposite.

Local Centre and Residential

The proposal will provide a mixed use Local Centre area. This area will include residential dwellings, retail, community facilities, early years facility, car parking, mobility hub, utility infrastructure, areas of incidental public open space, and a public square. In this area the building height will be up to 4 storeys.

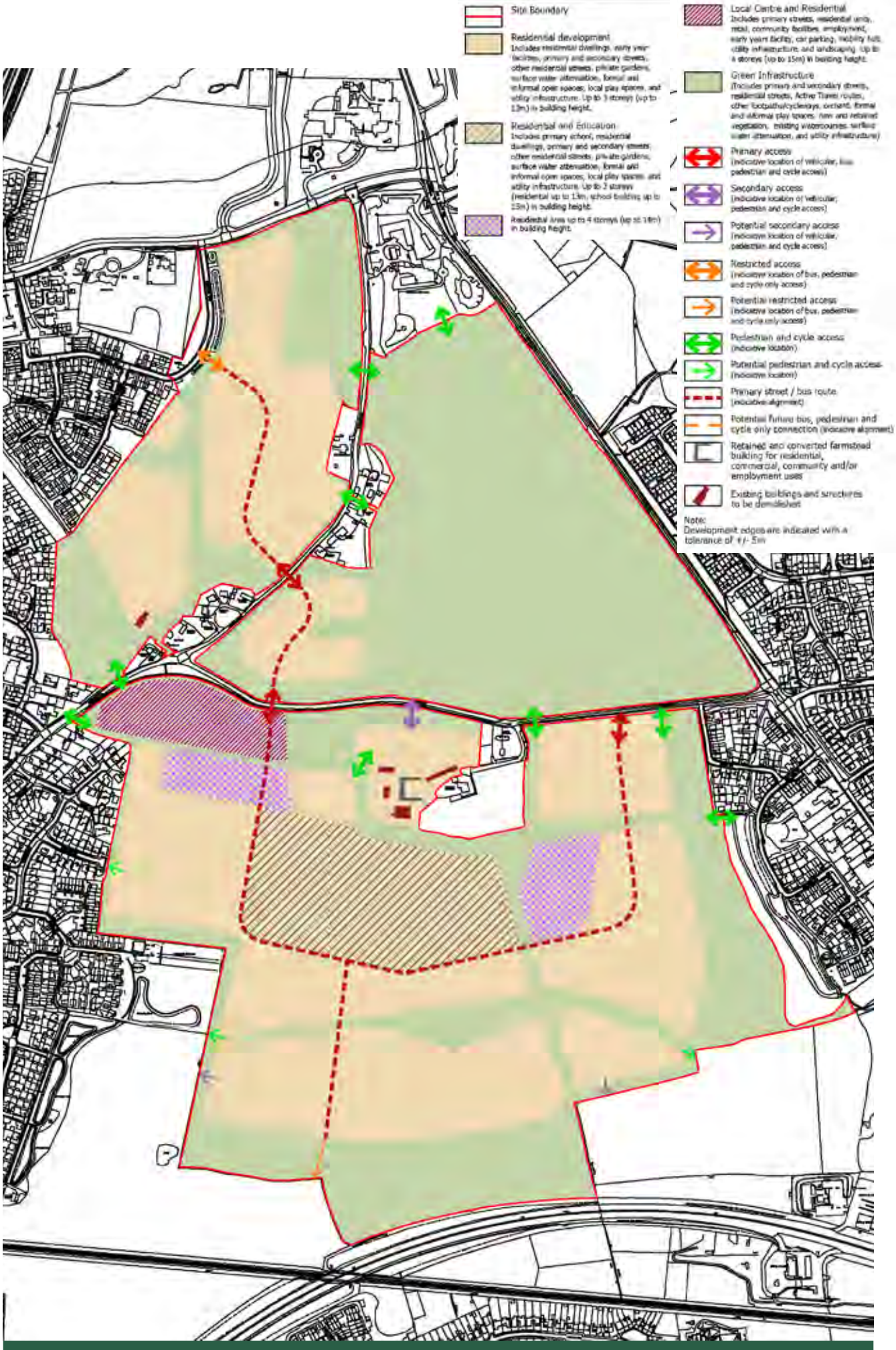
Access and Movement

Primary vehicular access to the development will be provided via a roundabout and a junction off Southleigh Road as well as new junctions along Eastleigh Road with the aim at linking the development appropriately with the surrounding road network. The illustrated Primary Street corridor on the Parameter Plan will run through the centre of the southern part of the Site and cross over Southleigh Road to the west to connect with the northern parcels of the development. The Primary Street corridor will be designed to accommodate bus services along the primary route. Footways, shared use foot/cycleways (Active Travel) and street tree planting will be provided on either side of the primary route.

Secondary access will be provided along Southleigh Road to access the developed part of the former Southleigh Farm in the centre of the development. Two potential secondary access points to the south-east and south-west are incorporated on the Parameter Plan to allow access to the remaining development areas of the wider Allocation Site identified in the 2024 Draft Local Plan.

Furthermore, a potential future Active Travel and bus route only connection will be provided southwards up to the Site boundary. This safeguards the provision of a future linkage to areas south of the railway line.

The Site accommodates numerous pedestrian and cycle links to the surrounding areas and ties in with the existing pedestrian and cycle network as well as to Southleigh Park House to the north.



Land Use and Movement Parameter Plan

Green and Blue Infrastructure Parameter Plan

The Green and Blue Infrastructure Parameter Plan opposite shows the areas of public open space within the proposals and their associated uses.

Open Space:

The Open Space areas will include existing tree and hedgerow planting, proposed strategic planting, areas for formal and informal play and recreation, surface water attenuation, retained ditches and watercourses crossing the Site, and walking and cycling routes. The majority of the open space will provide enhancement for biodiversity, as well as multi-functional spaces for users with play and amenity whilst incorporating drainage and Active Travel routes.

Retained Parkland

A large area of open space to the north-east is reserved for Community Parkland. The current parkland character will be retained as much as possible and enhanced aiming to provide recreational and ecological areas accessible to the public. Active Travel routes as well as a numerous pedestrian routes alongside new landscape features will run through the park area and connect to the new and existing developments where possible.

Existing Tree and Hedgerow Planting

The proposals retain and enhance the majority of existing trees and hedgerows within the Site and along the Site boundaries to retain ecological habitats for wildlife and the opportunity to provide additional ecological areas across the Site. Small areas of existing trees and stretches of hedgerow have been removed to allow for the delivery of access points into the development.

Formal Play Facilities

Formal playing facilities, including a Bike Skills Trail, NEAP and LEAPs will be provided throughout the development in the indicative locations shown on the plan opposite. The character of the play spaces shall consider the immediate surrounding of the play space and comprise a variety of play opportunities for all ages and abilities.

Surface Water Attenuation

Surface water attenuation basins are proposed across the Site to manage surface water run-off rates. Indicative locations for the drainage features are illustrated on the plan opposite and are detailed in the Drainage Strategy accompanying this application.

Green and Blue Infrastructure Parameter Plan

Strategic Design Code

9. Illustrative Masterplan

9.1 Illustrative Masterplan

The Illustrative Masterplan presented opposite indicates the overall form and disposition of the proposed development. The Illustrative Masterplan is accompanied by supporting Design Guidance on the following pages which illustrate how the development could be realised in the future. The supporting design guidance is listed below and includes:

- Landscape
- Ecology/BNG
- Character and Appearance
- Movement and Access
- Development Phasing
- Density
- Drainage
- Sustainability

The following key aspects of the development are shown on the Illustrative Masterplan opposite:

Green Infrastructure and Open Spaces

1. Multi-functional green infrastructure network and a New Community Parkland
2. Retained hedges and mature trees
3. Ecological improvements
4. Retention of the view from Southleigh Park House southwards

Access and Movement

5. Primary vehicular access
6. Provision for future road connections
7. Primary Street
8. Secondary Street
9. Active Travel routes

Land Use

10. Approximately 1,800 new homes
11. Primary School
12. Early years facilities
13. Local Centre with Local Square and Mobility Hub
14. Mix of residential and employment opportunities of the former Farmyard

Illustrative Masterplan

9.2 Landscape

A coherent and extensive new Green and Blue Infrastructure (GBI) network is proposed, retaining the existing structural vegetation and watercourses wherever possible; but also reflecting the new use of the Site for a substantial new community.

In this context, the design uses and extends existing patterns to provide a framework and setting for development based on woodland, wetland and open structural mosaics.

Key elements include the linkage of Southleigh with the West Brook corridor to the south-east and south; the retention and enhancement of existing ditch corridors in the southern part of the Site; and the creation of wetland corridors through the northern part of the Site. These areas of the GBI network are divided into Landscape Character Zones.

Landscape Character Zones

LCZ 1
Southleigh Parkland

LCZ 2
Woodland Corridors

LCZ 3
West Brook Wetlands

LCZ 4
Southleigh Ditch Corridors
(4a - Coastal Plain, 4b – Bartons Hill)

LCZ 5
Local Centre

LCZ 6
Doorstep Open Spaces

LCZ 7
Primary Routes

1. Southleigh Parkland
2. Woodland Corridors
2a. Southleigh Road and Eastleigh Road
2b. Bartons Road
3. West Brook Wetlands
4. Southleigh Ditch Corridors
4a. Coastal Plain
4b. Bartons Hill
5. Local Centre
6. Doorstep Open Spaces
7. Primary Routes

Landscape Character Zones Plan

LCZ 1: Southleigh Parkland

Precedent images visualising the proposed character of the Community Parkland

- Create an accessible greenspace at Southleigh Park land as an informal country park whilst conserving and enhancing the existing parkland features.
- Provide views of the parkland from Southleigh Park House and new areas of public access at the northern edge of the parkland.
- Retain existing parkland trees and woodland copses as focal points, anchoring the space.
- New canopy tree planting above hedgerows will form a legible edge to development on the south-western edge of the parkland and reinforce the existing wooded perimeter character of the parkland; balanced with providing strong development frontages offering surveillance and legibility at key access gateway points between the development and the parkland.
- Introduce areas of wetland to the south to diversify and add focal interest to the space, as well as acting as an important SUDS feature.
- Structure formed of wildflower grassland & mown paths, in mosaic with existing and proposed trees and woodland.
- Potential for a well-integrated natural play area.
- Provide footpath links from the Proposed Development and the settlement edge of Emsworth to create a shared recreational resource.

LCZ 2: Woodland Corridors (2a - Southleigh Road, 2b - Bartons Road)

- Wooded structure plays an important role in the sense of separation between Havant and Emsworth, acting as a structural transition between the two settlements and creating the perception of a change in settlement identity when traveling along roads between the settlements.
- Woodland planting including canopy trees and understorey and reinforcement of existing vegetation to maintain the enclosed character of these roadways, reflecting the character of nearby roads passing through woodland areas, such as the northern part of Horndean Road and Emsworth Common Road. Notably at 2b, along Bartons Road, this reinforcement should provide connectivity between existing woodland within the Site and the woodland network along Bartons Road and beyond to the north and east.
- Provide visual and physical containment to the Proposed Development from the roadways and reflect existing precedents on Bartons Road in providing the perception of separation from the existing settlement edge of Emsworth.
- Woodland planting should use locally distinctive tree species, including oak at canopy; and holly in understorey.

Precedent images visualising the proposed character of the Woodland Corridors

- These woodland corridors will strengthen structural connectivity as part of a wider network connecting to Southleigh Forest to the north-east.
- Potential for woodland west of Southleigh Farm to be made available for uses such as natural play, walking and cycling, and bike skills trail, thinning the structure subject to proposed uses and detailed arboricultural advice.
- A community orchard in the east of zone 2b should act as a positive and welcoming arrival point into the Proposed Development at Bartons Road, providing a transition between the wider wooded landscape to the north and the Proposed Development.
- This area would also provide a recreational resource for residents, including movement routes, play seating and picnic areas.
- In the north-western corner of Zone 2b, there is the potential for the proposed built form to present a positive frontage to the roadway to the west, creating a sense of arrival to the scheme.

LCZ 3:
West Brook Wetlands

- Reinforce the legibility of the stream corridor and valley floor character, creating a strong sense of place.
- A natural landscape including species-rich grassland and wetland with clumps of native scrub and wet woodland. Marginal planting on base and scrub on banks of swales / basins.
- Potential for basins to provide focal features along this edge and reinforce land form legibility.
- Introduce mixed wetland areas with wet woodland/scrub, providing visually interesting and ecologically rich corridors.
- Provide a physical and perceptual separation between settlements and, over time, visual softening of the Proposed Development. The introduction of canopy trees and understorey / scrub, alongside the basins and along edges of development will help to provide a sense of visual, physical and perceptual separation between the proposed built form within the Site and the existing development in Emsworth. This structural planting will provide continuity with the character of Southleigh to the north and a visually interesting foreground to views.
- Provide movement corridors and potential for other recreational uses, including seating, picnics, engagement with nature, exercise and play for older children.
- Provide footpath links from the Proposed Development and the settlement edge of Emsworth to create a shared recreational resource.

Precedent images visualising the proposed character of the Westbrook Wetlands

LCZ 4: Southleigh Ditch Corridors (4a - Coastal Plain, 4b – Bartons Hill)

- Retain and enhance, wherever feasible, the existing field ditch network as key blue and green corridors, acting as structural features framing the pattern of the proposed built form. These corridors will strengthen the landscape pattern, reinforce landscape character and create a distinctive sense of place.
- Provide north-south and east-west GBI connectivity, linking the parkland, proposed wetlands and extensive peripheral GBI to the south. Seek opportunities to provide active transport routes aligning with these GBI routes.
- Provide new blue infrastructure corridors where appropriate, notably in Zone 4b, where there is not an existing ditch network. These routes should connect, where possible, existing blue infrastructure networks (such as that in Normandy Way to the north-west of the Site) to proposed basins.
- Create a variety of blue and green corridors, some of formal urban character and others remaining more naturalistic.
- Some corridors, such as those in the south of Zone 4b, should contain broader blue infrastructure features such as basins and wetlands but should retain movement and connectivity as a key function.
- To the north of Zone 4b, ensure that the blue infrastructure routes and planting within them align with and allow for framed corridor views to the distant horizon of Hayling Island (part of Chichester Harbour National Landscape).
- Form focal features within the development area and orientate built form and road networks toward them to create a positive interrelationship with the natural setting.
- Provide a positive relationship with the existing development at Normandy Way to the west of Zone 4b, to reinforce the integration of the proposed development. Similarly, there should be a robust landscape character setting to the existing residential development at Eastleigh Road (including a listed building).
- Provide recreational movement corridors along and across the blue infrastructure routes to allow for the enjoyment of the landscape as well as the possible provision of well-integrated recreational features such as seating, picnics, opportunities for engagement with nature, exercise and play such as trim-trail routes.

Precedent image: Prioritising walking and cycling

Precedent images of views along green corridor

Precedent image with view along green corridor

Precedent image with view of green corridor merging to development area

Precedent image of new development along green corridor

LCZ 5: Local Centre

Precedent images visualising the proposed Local Centre activities

- Positive frontages towards the street create a sense of arrival to the proposed development, enhancing the character of the existing entrance along Southleigh Road.
- Opportunity for a hard and soft landscaped public realm, comprising a market square to provide a sense of community and reinforce the focal quality of the Local Centre.
- Street trees and public art to reinforce townscape legibility and sense of place at the heart of the development.
- Potential for flexible uses – performance, fairs and community events.
- Potential for play/games areas, focusing on inclusion and multi-functionality. Potential for linkage with adjacent woodland in LCZ 2a.

LCZ 6:
Doorstep Open Spaces

- Dispersed doorstep spaces and neighbourhood greens provide focal spaces at the heart of the residential areas.
- Local communal recreational spaces, acting as doorstep green spaces serving the local community.
- Opportunity for planting or the use of public art to create positive focal features, viewed from adjacent streets and blue/green infrastructure corridors to create scenic endpoints to views along them, acting as positive local 'destinations'.
- Opportunities to provide multifunctional recreational infrastructure such as seating, picnic tables, outdoor gyms, and play to provide opportunities for a variety of users.
- Adjacent built form should front onto these green spaces as a positive focal feature, also enabling natural surveillance of these greens, creating ownership and a safer atmosphere.

Precedent images of proposed Doorstep Open Spaces

Precedent images of proposed Doorstep Open Spaces

Precedent images of proposed Doorstep Open Spaces

LCZ 7: Primary Routes

- Main vehicular movement corridors through the Proposed Development providing legible connecting routes through the scheme and connecting to the existing road network (Southleigh Road, Eastleigh Road and Bartons Road).
- Street trees where appropriate to provide legibility of the route, continuity of character and soften the interface between the street and built form.
- Areas of amenity grass along the edge of the residential street to provide a more formal setting.
- Focal trees at nodal points of streets should be used to create seasonal visual interest and help with wayfinding.
- Strong emphasis on creating a calming influence on traffic, promoting a human scale and an attractive environment for people.

Precedent image of Secondary Street

Precedent image of Secondary Street

Precedent image of Active Travel Route

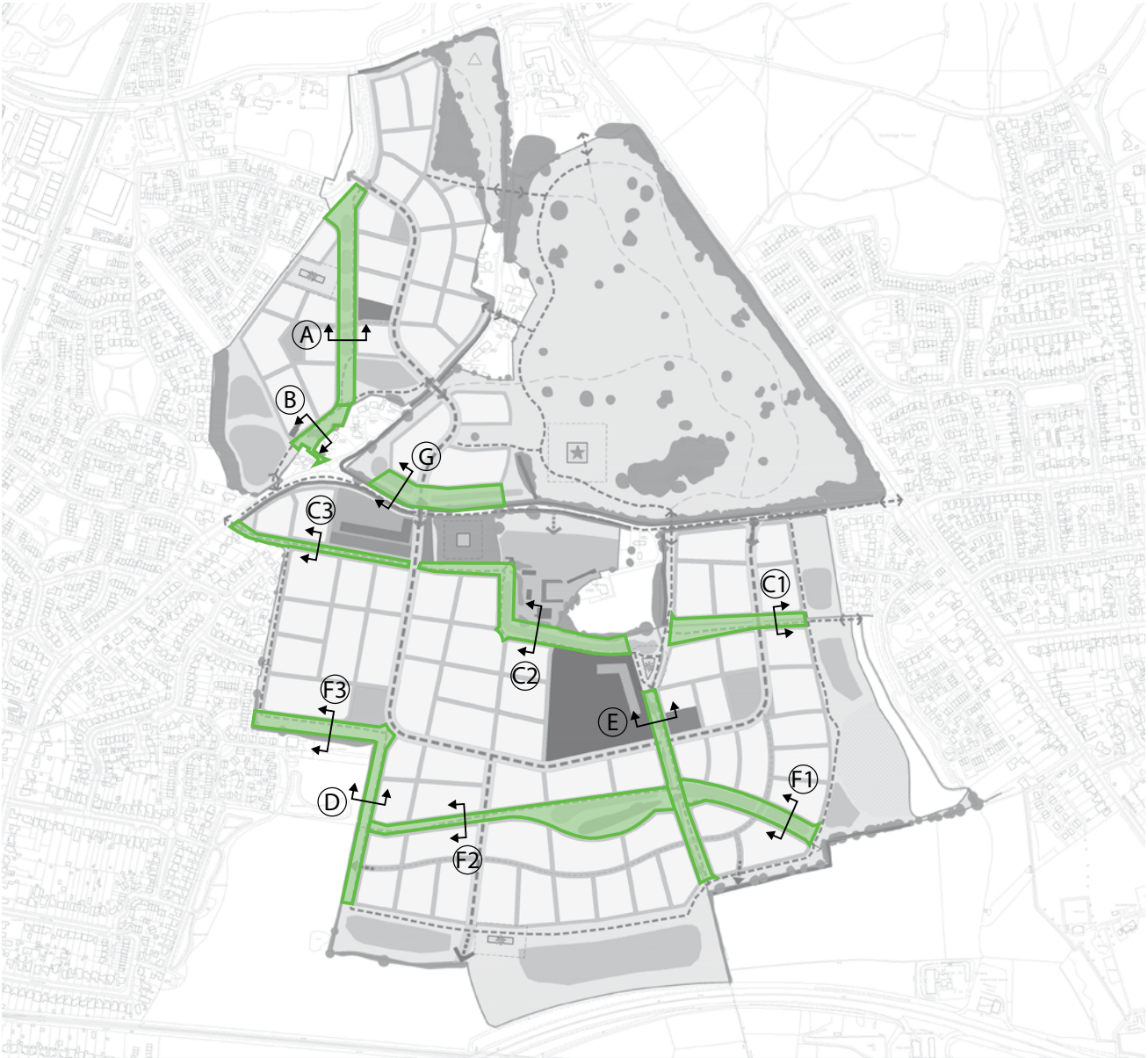
Precedent image of Local Square

9.3 Primary Green Corridors

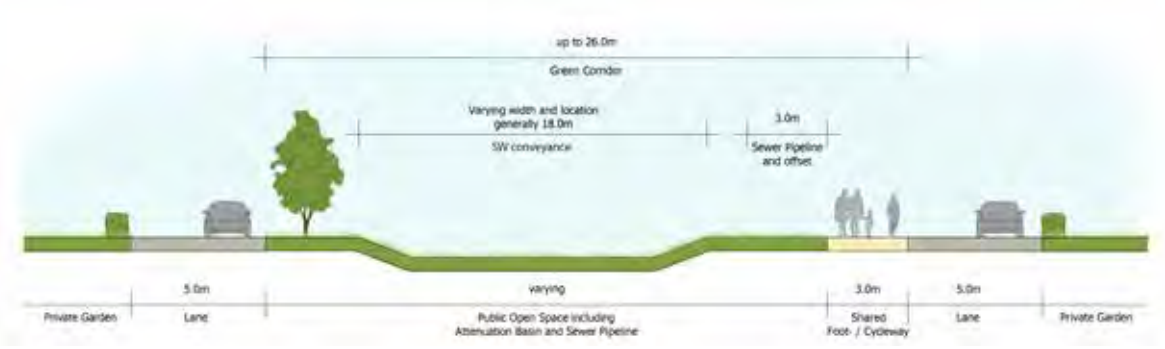
A key focus of this development is the integration of nature and the built environment. This is achieved through the creation of a number of green corridors that will act as enhanced ecological areas, Active Travel routes, spaces focused on social interaction, and areas for Sustainable Urban Drainage System (SUDS). These elements are carefully interwoven to form a high-performing, multifunctional landscape throughout the Site.

The green corridors will offer a variety of experiences, supporting both informal and formal recreation, promoting Active Travel, and accommodating essential infrastructure such as existing utilities and water attenuation features. These corridors are designed to maximise connectivity, linking internal green spaces with the wider landscape beyond the Site.

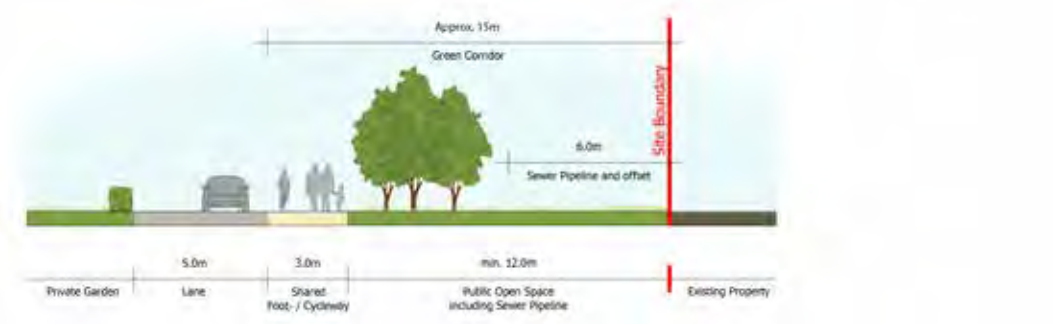
Although each green corridor will have a distinctive character, they are designed as part of an integrated, multifunctional network. The following pages include illustrative cross-sections demonstrating how variation is introduced across the green infrastructure, with a particular focus on the diverse approaches used within the green corridors.



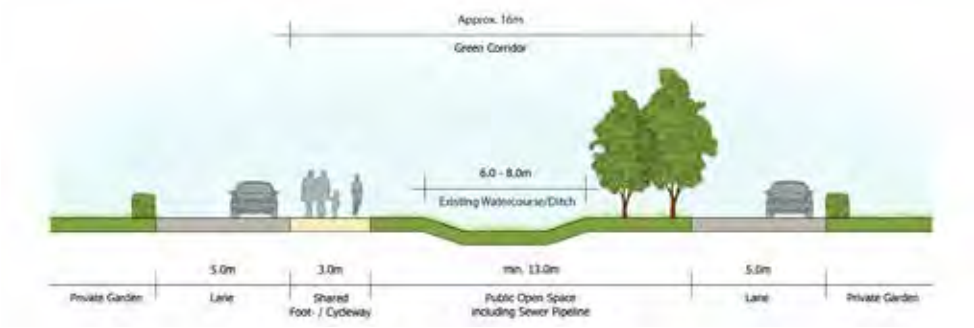
Location Plan - Green Corridors



A *Linear corridor with cascading attenuation features*



B *Green corridor along development edge and existing properties*



C1 *Green corridor connecting to the eastern larger open space*

C2 *Green corridor along southern Farmyard boundary*

C3 F2 *Narrower linear corridor framed by adjoining development parcels*

D F3 *Green corridor along western Site boundary*

E *Green corridor runs along the school area and includes an existing watercourse*

F1 *Green corridor includes attenuation features within the south eastern part of the development*

G *Substantial green corridor adjacent to Southleigh Road and includes attenuation features*

9.4 Illustrative Landscape Masterplan

The combination of landscape features is shown in the Illustrative Landscape Masterplan, which sets out the full network and combination of features in the green and blue infrastructure.

The green and blue infrastructure network provides a connected and extensive framework for the development, helping it to integrate with its surroundings, providing a network of accessible green corridors and a variety of green open spaces for people and wildlife, as described in the Landscape Character Zones. Existing unique character and sense of place is provided by the Community Parkland, the existing mature trees and hedgerows and wetland features across the Site. This will be further enhanced by distinctive planting, appropriate for the varied open spaces and character areas, and SUDS ponds and swales, enhanced with wetland planting.

A network of paths will be integrated into the open spaces making them accessible to all. Play areas will be designed to be accessible and inclusive, and integrated within the design of the landscape.

Illustrative Landscape Masterplan

9.5 Ecology & BNG

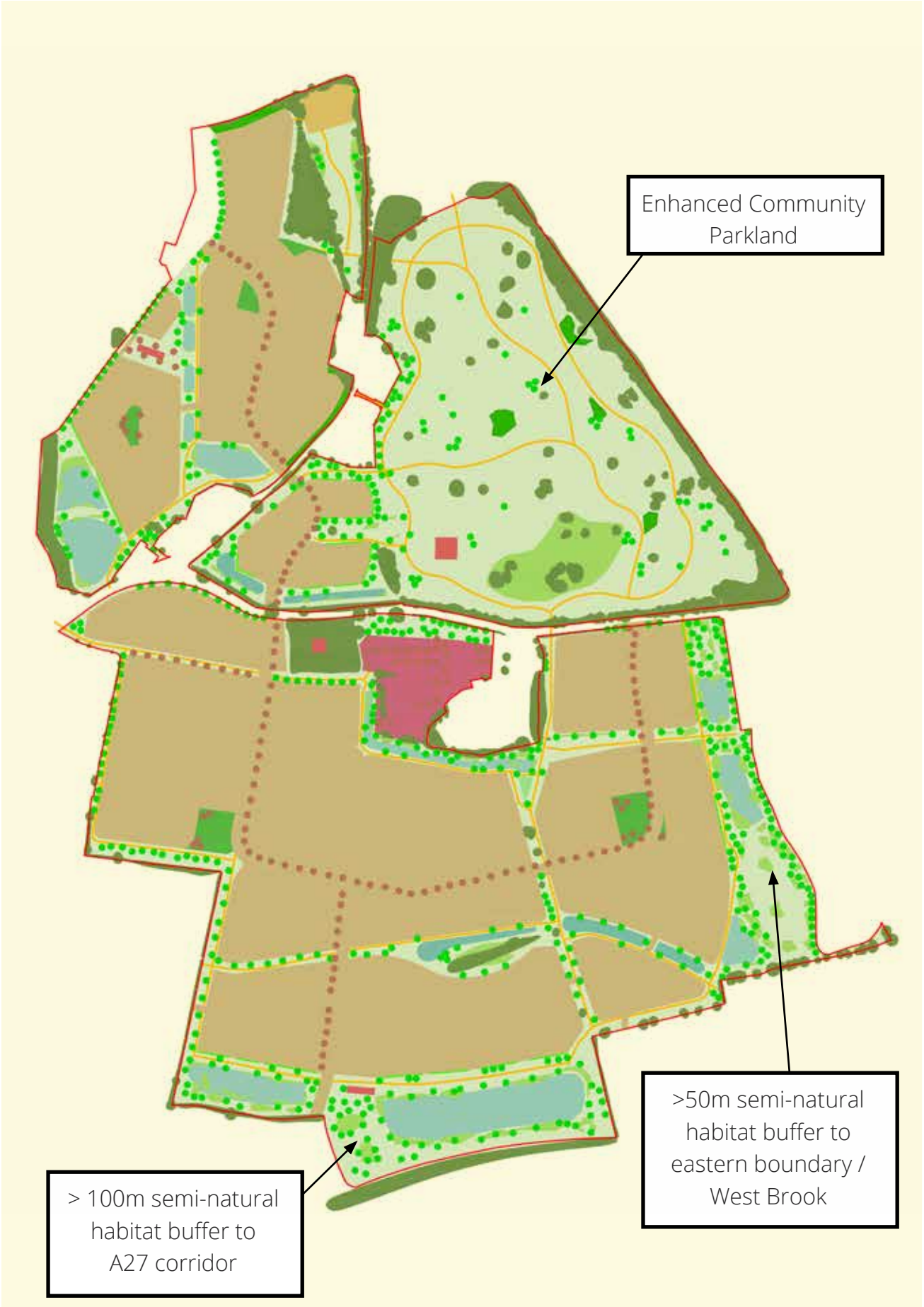
The principal component of the ecological strategy for Southleigh is the retention of the remnant parkland as a Community Parkland and its enhancement through the adoption of a suite of interventions that will respond both to the habitat condition assessment criteria applied in the BNG assessment, and the habitat requirements of the local bat assemblage.

In addition to the enhancement of the parkland, the principal driver of the achievement of BNG at Southleigh is the proposed creation of new semi-natural habitat resources such as areas of wildflower meadow, mixed native scrub planting, and wetland habitats on formerly arable land within the extensive green infrastructure provision.

Other small woodland areas will be retained and buffered within informal open space, and green corridors through the proposed development will be established along the line of the existing field boundary ditch network. With the exception of small breaches required for the provision of pedestrian or vehicular access, existing boundary treelines and hedgerows will largely be retained within the proposed development.

Habitat connectivity along the north-south axis will be strengthened by the provision of a continuous semi-natural habitat corridor, exceeding 50m in minimum width, along the full length of the Site's eastern boundary to the south of Southleigh Road, forming an enhanced habitat buffer to the existing riparian corridor of West Brook. This will provide a substantial habitat link between the parkland, Southleigh Forest, and the broader complex of East Hampshire woodlands to the north and further habitats and features to the south – including West Brook, the adjacent "Little Meadow" SINC, the wooded A27 corridor, and underpass crossings of the A27 south of Emsworth.

The proposals also allow for a >100m semi-natural habitat buffer to the wooded corridor of the A27, where this lies adjacent to the central part of the Site's southern boundary. It is anticipated that, along with other land within the draft Allocation to the east and west, this is likely to form part of a broader green infrastructure corridor running parallel to the A27, thereby facilitating continued wildlife dispersal along the east-west axis and between underpass locations.



Ecology Plan

9.6 Character and Appearance

Character areas are a useful way of helping assimilate the design proposals within their surroundings generate a sense of place and support legibility. Each character area will contain its own distinctive design components which aid in making it subtly different from other areas.

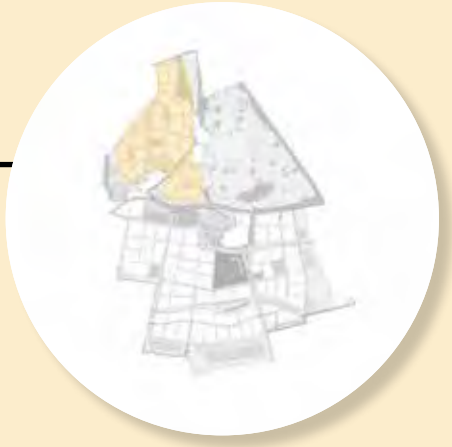
The Site has been divided into 5 Character Areas each with a clearly defined character drawn from the Site's context and surroundings. The following pages describe how the character areas should be designed in such a way to help create a varied and diverse townscape. The character areas are detailed below as follows:

- CA1 - Park View
- CA2 - Brook View
- CA3 - Lower Southleigh
- CA4 - Middle Southleigh
- CA5 - The Farmyard

Relevant Local Character image: CA2 Brook View

Character Area Plan

CA1: Park View



The Park View Character Area draws references from and responds to the proposed new Community Parkland, Eastleigh Road, the existing developments along Normandy Way, Hallett Road and Anchor Lane, and the setting of Southleigh Park House as prominent building in the local area.

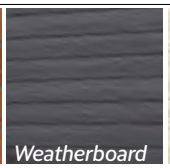
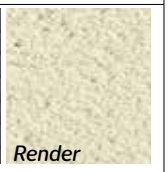
Local reference: Admiralty Crescent, Denvilles

Local reference: Harrison Way, North Denvilles

Precedent image: Recent Proposal - Deepcut

Land Use	• Residential with potential for Early Years facility
Orientation	• Dwellings primarily facing onto streets and open spaces • Dwellings overlooking open spaces and Community Parkland and providing natural surveillance • Streets provide clear sightlines across parkland, enhancing safety and interaction
Building Typology	• Predominantly semi-detached and runs of terraces in the core of the area and along the Primary Street • Detached and semi-detached housing overlooking open spaces and the Community Parkland
Building Lines	• Setbacks with minimal variation along the Primary Street with more generous setbacks on other streets and development edges
Building Height	• Predominantly 2 storeys with up to 3 storey at key locations and along the Primary Street

Density	• Higher density along Primary Street and around local spaces or squares • Generally medium density to the west of the Community Parkland and around development edges
Building Detailing	• Varied architectural detailing and materials to reflect the local character and variation to the street scape • Simple detailing with occasional use of quoins, bay windows, chimneys and canopies/porches

Building Materials	• Walls:
	  • Predominantly red brick
	  • Occasional render, stone, flint, and black weatherboarding on key buildings
	 Brick
	 Weatherboard
	 Render
	 Flint
	• Roof
	  • Grey slate tiles
	  • Brown or red plain tiles
	 Tiles

Boundary Treatment	• Low level hedges and a limited amount of vertical metal railings along Primary Streets • Limited or open boundary treatments along Secondary Street • Hedges and/or occasional timber posts on the open space side of private drives to control parking
Street Hierarchy, Parking and Active Travel	• Primary Street has a distinct linear character, reinforced by verges, avenue tree planting and Active Travel opportunities alongside the carriageway • Parking predominantly on plot to the side or front of properties with limited use of rear parking courtyards • Segregated pedestrian/cycleway across the area provide Active Travel opportunities

Illustrative view of Character Area CA1 looking from the Community Parkland towards the eastern edge