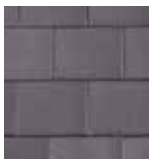
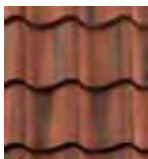


CA2: Brook View

This Character Area has been inspired by the vernacular forms which can be found within the adjacent context. The simple cues that define these areas are the Southleigh Road corridor to the north, the larger open space to the east and south east with recent development beyond, and the visual connection to the Community Parkland. Furthermore, this area contains two watercourses which provide the opportunity to retain and enhance biodiversity of the site and introduce green corridors.



Land Use	<ul style="list-style-type: none"> Residential with potential for Early Years facility
Orientation	<ul style="list-style-type: none"> Dwellings primarily facing onto streets and open spaces Generally, dwellings overlooking the open spaces and green corridors and provide natural surveillance Green corridors will break up the development and therefore minimise long distance views from the Community Parkland and Southleigh Park House Streets and green corridors provide clear sightlines towards the larger open spaces and therefore enhance safety and social interaction in the area
Building Typology	<ul style="list-style-type: none"> Predominantly semi-detached and runs of terraces along the Primary Street Predominantly semi-detached and detached housing when overlooking open spaces and the eastern wetland open space
Building Lines	<ul style="list-style-type: none"> Continuous building line along the Primary Street with short set backs Setbacks have minimal variation along the Primary Street with more generous setbacks on other streets and facing open spaces
Building Height	<ul style="list-style-type: none"> Predominantly 2 storeys 2.5 to 3 storeys along the Primary Street, key gateways, and around local squares and green spaces

Density	<ul style="list-style-type: none"> • Generally medium to lower density • Higher densities along the Primary Street
Building Detailing	<ul style="list-style-type: none"> • Varied architectural detailing and materials to provide consistency in the character area • Simple detailing to include use of chimneys, dormers, door canopies/porches, and hipped roofs
Building Materials	<div> <ul style="list-style-type: none"> • Walls: <ul style="list-style-type: none"> • Predominantly red brick • Occasional white/cream render • Occasionally black weatherboarding on key buildings </div> <div>    </div> <hr/> <div> <ul style="list-style-type: none"> • Roof <ul style="list-style-type: none"> • Red pantiles / plain tiles • Grey slate tiles </div> <div>   </div>
Boundary Treatment	<ul style="list-style-type: none"> • Low level hedges and vertical metal railings along Primary Streets • Open or low hedge boundaries along other streets • Hedges along green corridors and larger open spaces with occasional timber posts along private drives to control parking
Street Hierarchy, Parking and Active Travel	<ul style="list-style-type: none"> • Primary Street has a distinct linear character, reinforced by verges, avenue tree planting and Active Travel opportunities alongside 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 CA2 looking from green square

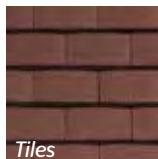
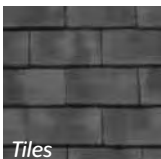


CA3: Lower Southleigh

The Lower Southleigh Character Area is defined by the existing watercourse to the north and the larger open space area to the south with the railway line beyond. Additionally, the area is crossed by a north-south running watercourse which provides a vital and direct connection to the new school ground.



Land Use	<ul style="list-style-type: none"> Residential
Orientation	<ul style="list-style-type: none"> Dwellings overlooking, and providing natural surveillance over, the open space and streets Streets and green corridors provide clear sightlines towards the larger open spaces and green corridors enhancing safety and social interaction in the area Active Travel routes as well as green open spaces are overlooked by housing
Building Typology	<ul style="list-style-type: none"> Predominantly semi-detached and detached housing Occasional short runs of terraced units along the Primary Street and in limited small clusters along the Secondary Street and other streets
Building Lines	<ul style="list-style-type: none"> Continuous building line along the Primary Street with short set backs More irregular building lines with more generous set backs from the street especially along Private Drives and along the development edges
Building Height	<ul style="list-style-type: none"> Area of predominantly 2 storey units with occasional 2.5 storeys at key locations

Density	<ul style="list-style-type: none"> Generally lower density
Building Detailing	<ul style="list-style-type: none"> Minimal architectural detailing and materials will be applied to reflect the unique location in the southern part of the Site Detailing includes occasional use of chimneys, simple door canopies and limited gable frontages on key buildings
Building Materials	<div> <ul style="list-style-type: none"> Walls: <ul style="list-style-type: none"> Predominantly red brick Occasionally cream render, black weatherboarding and hanging tiles on key buildings </div> <div>    </div> <div> <ul style="list-style-type: none"> Roof <ul style="list-style-type: none"> Brown, red or grey plain tiles </div> <div>   </div>
Boundary Treatment	<ul style="list-style-type: none"> Low level hedge and vertical metal railings along Primary Street Low level hedges along Secondary Streets Predominantly use of hedges along green corridors and larger open spaces with occasional timber posts along private drive to control parking
Street Hierarchy, Parking and Active Travel	<ul style="list-style-type: none"> Primary Streets accommodating bus service and Active Travel routes The Secondary Street is a key street through the Character Area and is more sinuous and informal Parking predominantly on plot to the side or front of properties Segregated pedestrian/cycleway across the area provide Active Travel opportunities

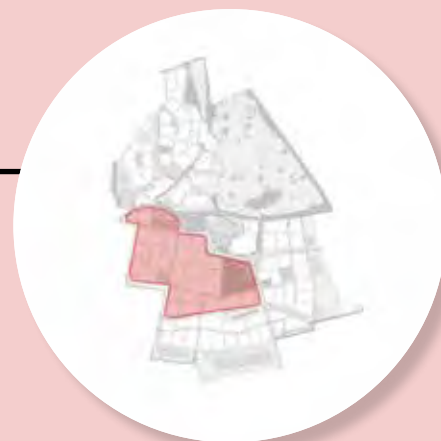


Illustrative view of Character Area CA3, looking north from the southern POS area



CA4: Middle Southleigh

The Middle Southleigh Character Area takes cues from the historic parts of Emsworth and from its location within the core of the Site and accommodating the Local Centre, Primary School and significant sections of the Primary Street.



Local Centre Character

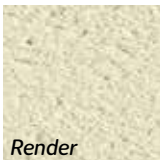
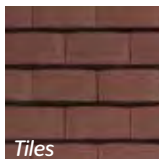
The mixed-use area will consist of buildings with a greater degree of massing and height reflecting their use and status within the site wide masterplan. Uses may vary from ground to upper floors to provide an appropriate mix and therefore aiding natural surveillance and activity within the Local Centre. Landmark buildings will create a distinct focus and provide legibility within the development. Parking should be to the back of buildings within a well-designed rear courtyard interspersed with landscaping to soften the environment.

It is vital that buildings in the Local Centre and along the main access off Southleigh Road will address

their landmark position. Built form on this corner should create an identifiable feature of strong architectural form and appropriate public realm provision. Nevertheless, the Local Centre buildings should be designed sympathetically to their surrounding environment and location in the layout, responding to their landmark position.

Similar to the Local Centre, the school building and its setting will need to create a unique feature for the development with a robust architectural form and sophisticated landscape design appropriate for the use and location.

Land Use	<ul style="list-style-type: none"> Residential, mixed use Local Centre potentially including Early Years facility, retail, community facilities, health care and a Primary School
Orientation	<ul style="list-style-type: none"> Formal Perimeter blocks with use of small rear courtyards Streets provide clear sightlines towards the open spaces, local squares and to the Local Centre Priority is given to pedestrian and cycle movement in the form of linear and overlooked routes along the Primary Street Dwellings will overlook, and provide natural surveillance over open spaces, local squares and streets
Building Typology	<ul style="list-style-type: none"> Predominantly semi-detached, runs of terraces and apartments Semi-detached and more limited detached housing predominantly along the development edges and where overlooking green open spaces
Building Lines	<ul style="list-style-type: none"> Continuous building line with minimal and shorter set backs the Primary Street Shorter set backs and more continuous building lines also applies to other streets

Building Height	<ul style="list-style-type: none"> • Generally 2 and 2.5 storey • Up to 3 storey along Primary Street • Up to 4 storeys in key locations and in the Local Centre
Density	<ul style="list-style-type: none"> • General area of higher density especially around the Local Centre and the Primary Street • Potential for medium density along the development edges, green corridors and open spaces
Building Detailing	<ul style="list-style-type: none"> • Use of a greater range of materials and architectural detailing to provide variety within the character area • Greater architectural detailing to include the use of dormers, gables, balconies, and chimneys along the Primary Street
Building Materials	<ul style="list-style-type: none"> • Walls: <ul style="list-style-type: none"> • Predominantly red brick • Occasionally render, buff brick, black weatherboarding and hanging tiles <div>    </div> <div>  </div> <hr/> <ul style="list-style-type: none"> • Roof <ul style="list-style-type: none"> • Red or brown plain tiles • Grey plain tiles • Standing seam <div>   </div>
Boundary Treatment / Landscape Design	<ul style="list-style-type: none"> • Limited use of low brick walls, hedges and railings along Primary Street • Predominantly use of hedges along green corridors and open spaces with occasional timber posts along private drive to control parking • Open boundaries or hedges along other streets
Street Hierarchy, Parking and Active Travel	<ul style="list-style-type: none"> • Primary Street has a distinct linear character, reinforced by verges, avenue tree planting and Active Travel opportunities alongside carriageway • Parking on plot, to the side or front of properties or limited use of small rear parking courtyards • Segregated pedestrian/cycleway across the area provide Active Travel opportunities



Illustrative view of Character Area CA4, looking from northern entrance into the Local Centre area



CA5: The Farmyard

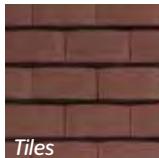
A primarily residential development area which respects the surrounding and retained environment and reflects the former use as a farmyard in building material choice and architectural styles. The area will integrate green open spaces and shared spaces encouraging social interaction, clear pedestrian routes integrated into the design for accessibility, and emphasis on communal gardens.



Land Use	<ul style="list-style-type: none"> Primarily residential area
Orientation	<ul style="list-style-type: none"> Shared spaces and green open spaces integrated in design with buildings fronting onto those Formal frontage arrangement created by runs of terraces encouraging social interaction and provide a safe and secure environment for the open spaces The shared spaces are designed to give priority to pedestrian and cyclists movement overlooked by housing
Building Typology	<ul style="list-style-type: none"> Conversion of the retained existing barn building to accommodate apartments or smaller dwellings Predominantly short runs of terraces with the potential of some apartments Housing typology should reflect and retain the former use of the area as farm Occasional wide frontage semi-detached dwellings in selected areas
Building Lines	<ul style="list-style-type: none"> Continuous building line with minimal and shorter set backs from shared spaces which include pedestrian, cycle and vehicular movement



Precedent Image: Linear continuous frontage fronting and overlooking an open space

Building Height	<ul style="list-style-type: none"> • Generally 2 storeys • Some 2.5 storey units along the edge to Southleigh Road
Density	<ul style="list-style-type: none"> • General area of lower density reflecting the former farm usage of the area
Building Detailing	<ul style="list-style-type: none"> • Minimal architectural detailing and material choices will be applied to reflect a uniform appearance in this unique location within the former farmyard • Detailing should include occasional use of dormers, simple door porches and limited gable frontages on key buildings • Occasional integrated balcony openings in the upper floors and on gable ends only
Building Materials	<div> <ul style="list-style-type: none"> • Walls: <ul style="list-style-type: none"> • Predominantly red brick and black weatherboarding • Occasionally hanging tiles <div>   </div> <hr/> <ul style="list-style-type: none"> • Roof <ul style="list-style-type: none"> • Brown or grey plain tiles • Standing seam <div>   </div> </div>
Boundary Treatment / Landscape Design	<ul style="list-style-type: none"> • Predominantly use of low hedges along green corridors and open spaces with occasional timber posts along private drive to control parking • Open boundaries or hedges in other areas
Street Hierarchy, Parking and Active Travel	<ul style="list-style-type: none"> • Shared Surface area has a distinct linear character, reinforced by the building frontages • Parking on plot and in front of properties with potential to use small parking courtyards in front of houses • Pedestrian and cycle movement prioritised with links provided towards the Southleigh Park area to the north, residential areas to the south and the Bike Trim Trail to the west



Precedent Image: Architectural style and elements envisioned in the Farmyard Area

9.7 Movement and Access

4.1. The Southleigh masterplan has been designed in accordance with a number of guiding principles underpinning the movement and access strategy. These principles are as follows:

- Designed with a people first hierarchy to be highly permeable, allowing for movements north to south and east to west through the Site and to the wider community.
- Priority given to Active Travel movements through the creation of largely traffic-free, comprehensive, connected, and a direct network of routes for safe walking and cycling.
- Provision of segregated walking and cycle routes alongside primary street corridors to compliment the network of traffic-free routes.
- The primary street corridor is to facilitate a bus route through the site, with bus stops suitably located throughout the development. All dwellings will be located within 400m of a bus stop as part of the accessible public transport provision.
- Bus priority provision at the Normandy Way access to promote bus use over general car use. This having the potential to improve bus journey times and the reliability of bus services through Southleigh, avoiding conflict with general vehicle traffic.
- Creation of a clear hierarchy of street types from the primary street down to residential lanes.
- Traffic calming bends and public realm design will be utilised to ensure vehicle movements through the site are maintained below the proposed internal 20mph speed limit. The internal design will manage vehicle speeds and contribute to a people first hierarchy.

Vehicular access to the Site is proposed from four points with the local highway network, with one of these being a restricted access for bus, pedestrian, and cyclist access only. The vehicle access points for the Site are summarised below:

- Primary Access 1: Southleigh Road (West) – Access junction for southern and central development parcels, facilitating through traffic – Signalised Crossroads
- Primary Access 2: Eastleigh Road – Access junction for northern and central development parcels – Signalised Crossroads
- Primary Access 3: Southleigh Road (East) – 3-arm roundabout (allowing for bus turnaround)
- Restricted Access: Bus priority junction with Normandy Way

The suitability of these access junctions has been assessed in the submitted Transport Assessment. Further details on the geometry and general arrangement can be found within this report. The access arrangements have however been designed with the people first hierarchy in mind, providing dedicated and controlled crossings for pedestrians and cyclists to ensure comprehensive connectivity. The accesses are applied for in detail as part of this application.

In addition to the crossing points integrated into the Site access designs, further dedicated crossing points are proposed across Southleigh Road and Eastleigh Road. These are all to be controlled crossings to prioritise safe movements for Active Travel movements.

The street is reserved for the detailed reserved matters stage; however, the internal streets will be designed to comply with current Hampshire County Council Technical Guidance Notes, DMRB Standards, Manual for Streets, Manual for Street 2, and the relevant extracts from the emerging HBC Local Plan to ensure safe means of access for all.



Access and Movement Plan

One of the key movement provisions throughout Southleigh is the extensive network of traffic-free pedestrian and cycle routes. The routes provide connections between the development parcels, the Local Centre and Mobility Hub on-site, as well as the Primary School. In addition to accessing these internal facilities, the traffic-free routes connect into the more recreational leisure routes through the Community Parkland encompassing the northeastern area of the Site. These are much more informal paths to integrate into the naturalistic character of the Community Parkland.

The masterplan has been devised to both partly deliver and facilitate connections to, and through the Southleigh area as a whole. This is of particular relevance in the Southeast and Southwest segments. The Safeguarded Land along the southern boundary, identified within the emerging Local Plan Allocation, is embedded in this connectivity strategy and allows for a link to be achieved across the rail line (for both Active Travel and public transport if deemed beneficial).

The whole transport strategy has been devised to serve both existing communities and Southleigh itself.

A clear street hierarchy has been established for Southleigh to cater for the varying access and placemaking requirements across the development. The streets, lanes, and traffic-free routes throughout the Site are fundamental to the walkability, permeability, and legibility of the development, providing direct and safe connections through the development and into the leisure routes through the Community Parkland.

Street and junction designs, both internal and Site access junctions, will prioritise pedestrians and cyclists.

The primary street off the main accesses through Southleigh loop through the Site between Southleigh Road and Normandy Way, crossing Southleigh Road and Eastleigh Road. It will accommodate Active Travel, public transport, and private vehicular travel.

The exact layout of streets beyond the primary street have not yet been determined.

On-site Connectivity

The comprehensive network of traffic-free pedestrian / cycle routes throughout the Southleigh Site have been designed and located to ensure that each development parcel is fully accessible. Interconnectivity between the development parcels and the on-site facilities is provided through these traffic-free routes, allowing residents of the Site multiple routing options that do not rely on using the primary street network.

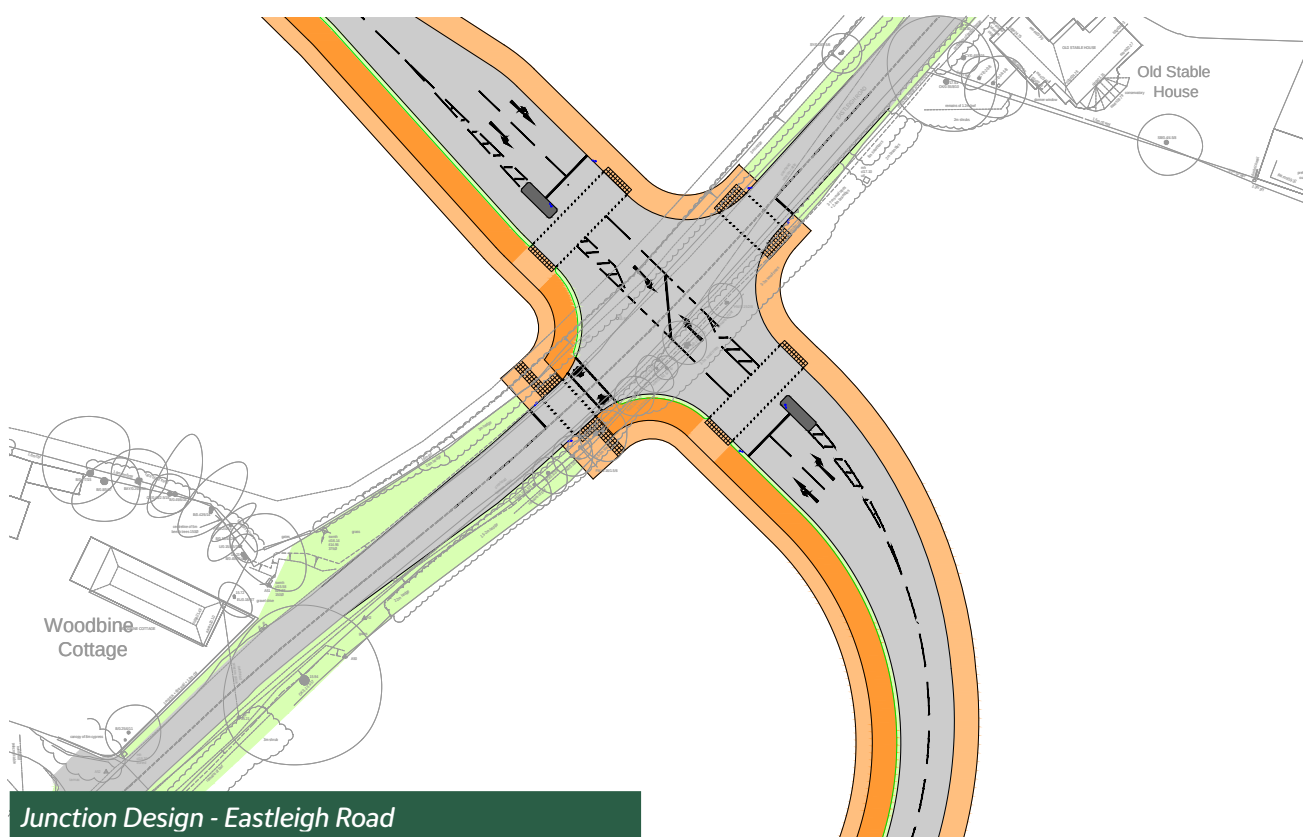
The Primary School, Local Centre and Mobility Hub all have traffic-free routes running directly alongside at least one of their boundaries, allowing for these facilities to be accessed via safe and convenient connections.

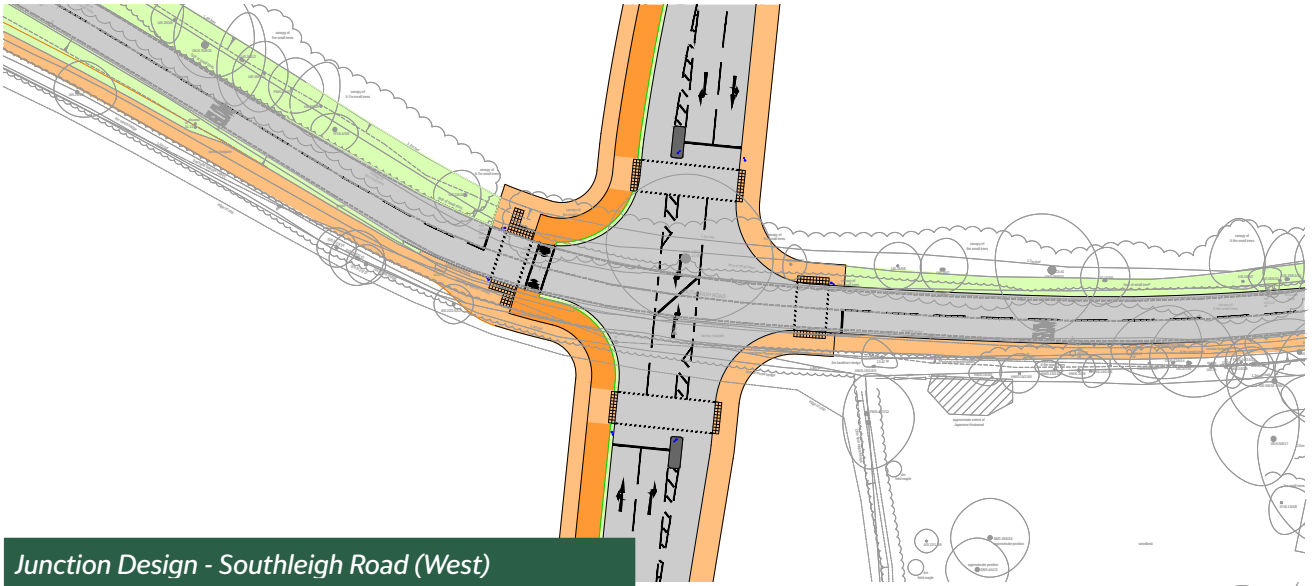
Although the Primary Street serves as the key public transport, servicing, and vehicle route through the development, segregated pedestrian footways and cycleways are providing alongside to continue to facilitate Active Travel movements beyond the traffic-free routes network.

In order to maintain the people first hierarchy of the development, priority is given to the pedestrian and cycle crossings of the on-site road network. These crossings are likely to be in the form of signal-controlled crossings across the primary street, while pedestrian/cycle priority crossings are to be provided at the secondary street junctions.

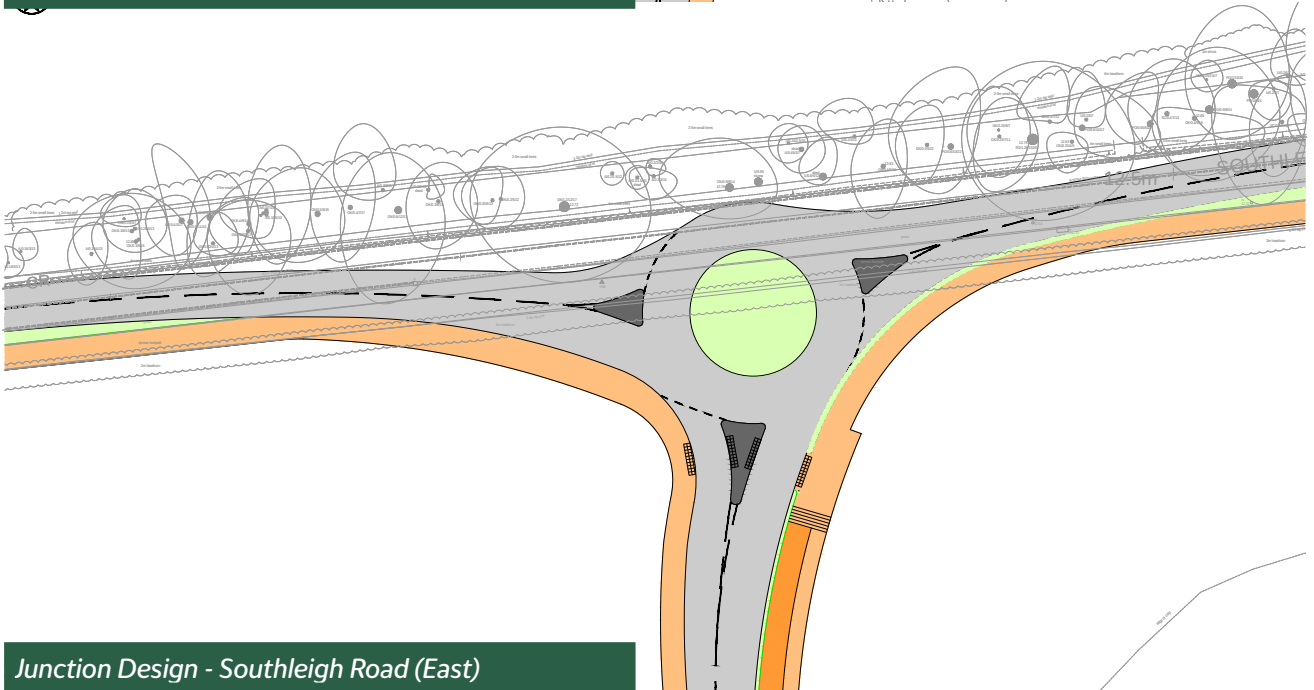
In addition to the crossing points internal to the Site and at the Site access junctions, further dedicated crossing points are proposed across Southleigh Road and Eastleigh Road on the adjacent highway network. These are all to be controlled crossings to prioritise safe movements for the Active Travel movements and emphasise the permeability of the whole Site.

Connection points beyond the Site into the adjoining neighbourhoods have been provided within the masterplan design and access strategy. These are essential in serving the local community beyond Southleigh and allowing the population beyond the Site to access the on-site facilities. A key element are the connections into the Community Parkland from the adjacent network, connections are provided across Southleigh Road and the network of traffic-free routes ties into the leisure routes through the Park for use by the whole community.

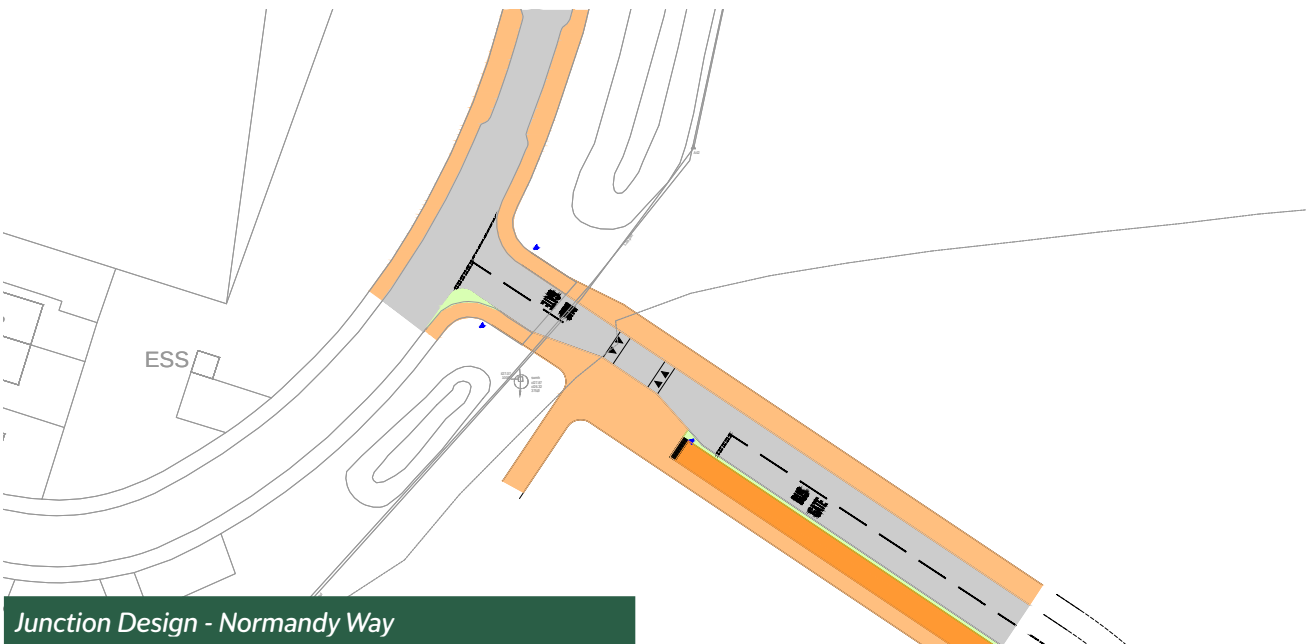




Junction Design - Southleigh Road (West)



Junction Design - Southleigh Road (East)



Junction Design - Normandy Way

9.8 Street Hierarchy

The principles for the proposed street hierarchy have been prepared in accordance with national and local policies, Manual for Streets, and in cooperation with the Local Authority.

The over-arching objective is to create places that meet the needs of all users, focuses on pedestrian and cycle movement, and provides streets that are connected to create a legible and permeable new neighbourhood.

There will be a variety of street types within the development created by legible and distinctive streetscapes.

The general arrangement and pattern of primary streets, secondary streets, tertiary streets, and lanes is expected to be reflected within future Reserved Matters applications. However, some variation in alignment may occur as a result of the design process at detailed design stage.



Precedent image - Lane



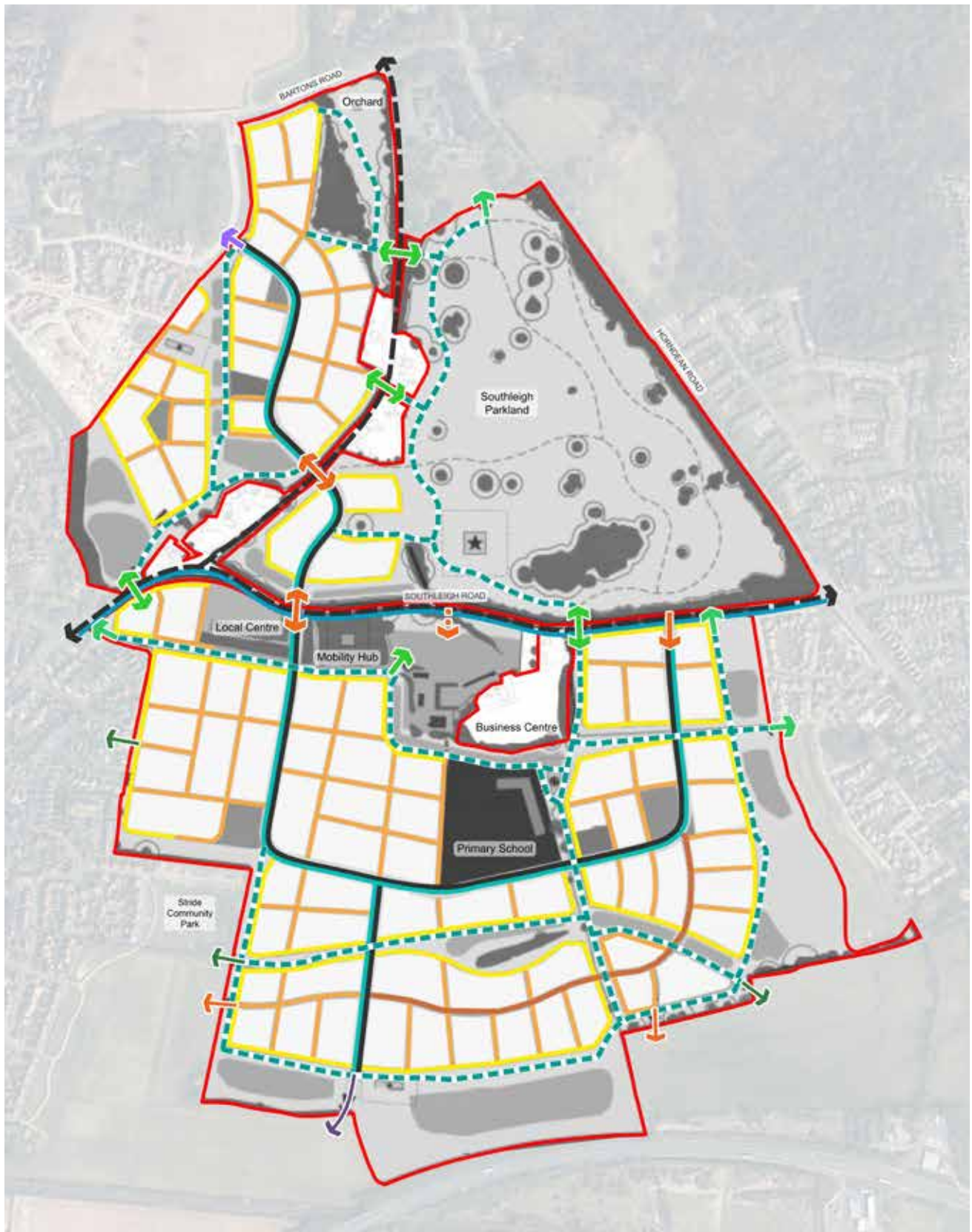
Precedent image - Tertiary Street



Precedent image - Primary Street



Precedent image - Secondary Street



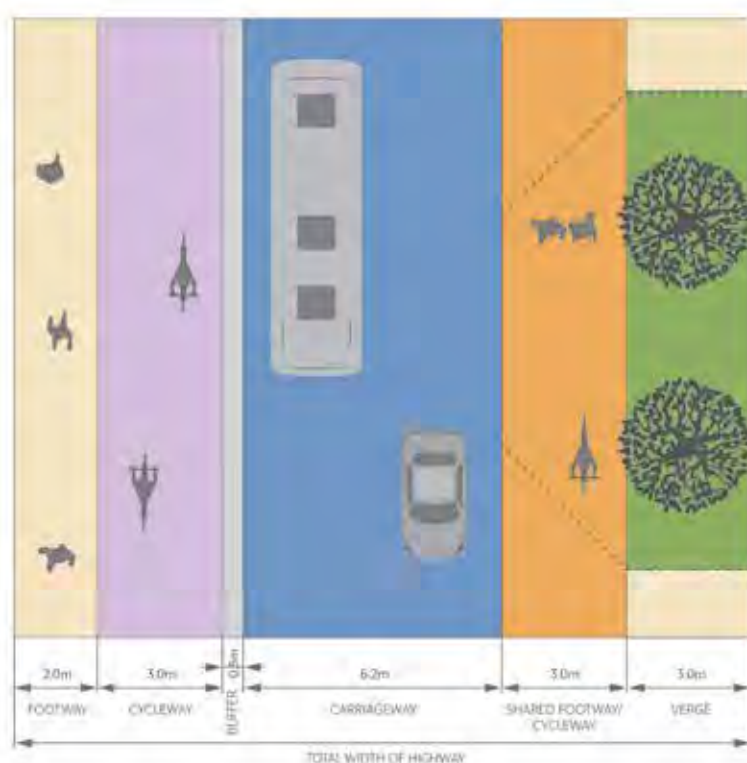
- | | | |
|-----------------------------|---------------------------------------|--|
| Site Boundary | Lane (Private Drives) | Active Travel and Bus Connection |
| Existing Highway | Traffic Free Pedestrian / Cycle Route | Potential Active Travel and Bus Connection |
| Existing Footway / Cycleway | Segregated Footway & Cycleway | Primary Vehicle Access |
| Primary Street / Bus Route | Pedestrian / Cycle Access | Potential Secondary Vehicle Access |
| Secondary Street | Potential Pedestrian / Cycle Access | Potential Secondary Vehicle Access |
| Tertiary Street | Informal Footpaths | |

Movement and Access Plan

Primary Street and Bus Route

Key Design Principles

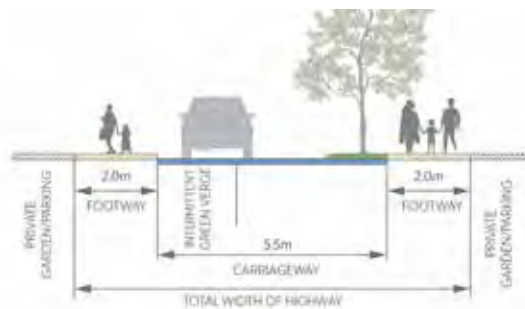
- Carriageway (6.2m wide) - principally to enable vehicular traffic and bus route through the Site.
 - A green verge (min. 3m wide) along one side of the street - including semi-mature trees planted at equal intervals.
 - Segregated foot / cycle way (Active Travel Route) to one side (footpath: 2.0m wide and cycle way 3.0m wide) with restricted direct access to dwellings to provide a mostly continuous cycle route uninterrupted by driveways.
 - Combined foot / cycle way (3.0m wide) on opposite side to the segregated foot / cycle
- way with direct access to dwellings along this side of the street.
 - Any on plot parking to side must be positioned (i.e. recessed) so parked cars do not sit forward of the building line for street continuity, uninterrupted pedestrian movement and an attractive streetscape can be secured along this primary street.
 - Central Mixed Use and School Area, junctions with roads and pedestrian crossing points to be designed to reduce traffic speeds using raised table treatment, reduced kerb heights and change in materiality.



Secondary Street

Key Design Principles

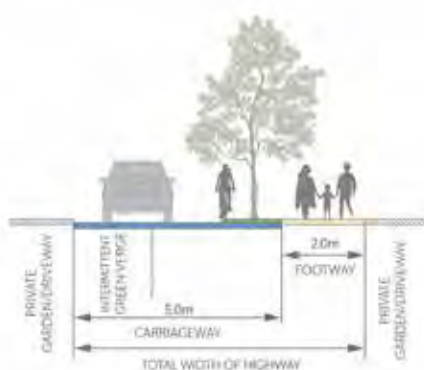
- Carriageway (5.5m wide) - principally to enable vehicular traffic through the Site and to connect to Primary Streets.
- Footpaths (2m wide) either side of carriageway with direct access to dwellings along this route from the street.
- Potential for intermittent on street visitor parking along road within green verges and between street trees.
- Localised narrowing permitted to accommodate on street parking and street trees and add variety to the street scene.
- Any on plot parking will be positioned (i.e. recessed) so parked cars do not sit forward of the building line to enable uninterrupted street continuity and pedestrian movement as well as an attractive streetscape can be secured.



Tertiary Street

Key Design Principles

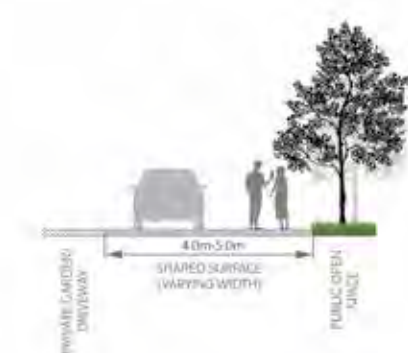
- Carriageway (5.0m wide) - principally connecting the Primary Road with Private Drives/Lanes.
- Intermittent green verges (min. 2m wide to both sides) within carriageway to enable street tree planting and to reduce traffic speed through the areas.
- Footpath (2m wide) on one side of carriageway with direct access to dwellings provided along this route from the street.
- Parking can be provided on plot, to the front, and the side of building.
- Potential for intermittent on street visitor parking along street.



Lane

Key Design Principles

- Shared surface street (variable width between 4.0 and 5.0m) - principally providing the transition between the development area and the open space areas.
- Intermittent visitor parking along the open space.
- No footpath provided with pedestrian, cycle and motorised traffic to share this street.
- Parking can be provided on plot, to the front or side of buildings.
- Potential for intermittent on street visitor parking provided along the open space edge in parking bays.



9.9 Development Phasing

The development phasing plan identifies the potential phasing and delivery of development, 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 around 50 new homes and other supporting uses which could include co-working spaces or small scale employment.

Phase C

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

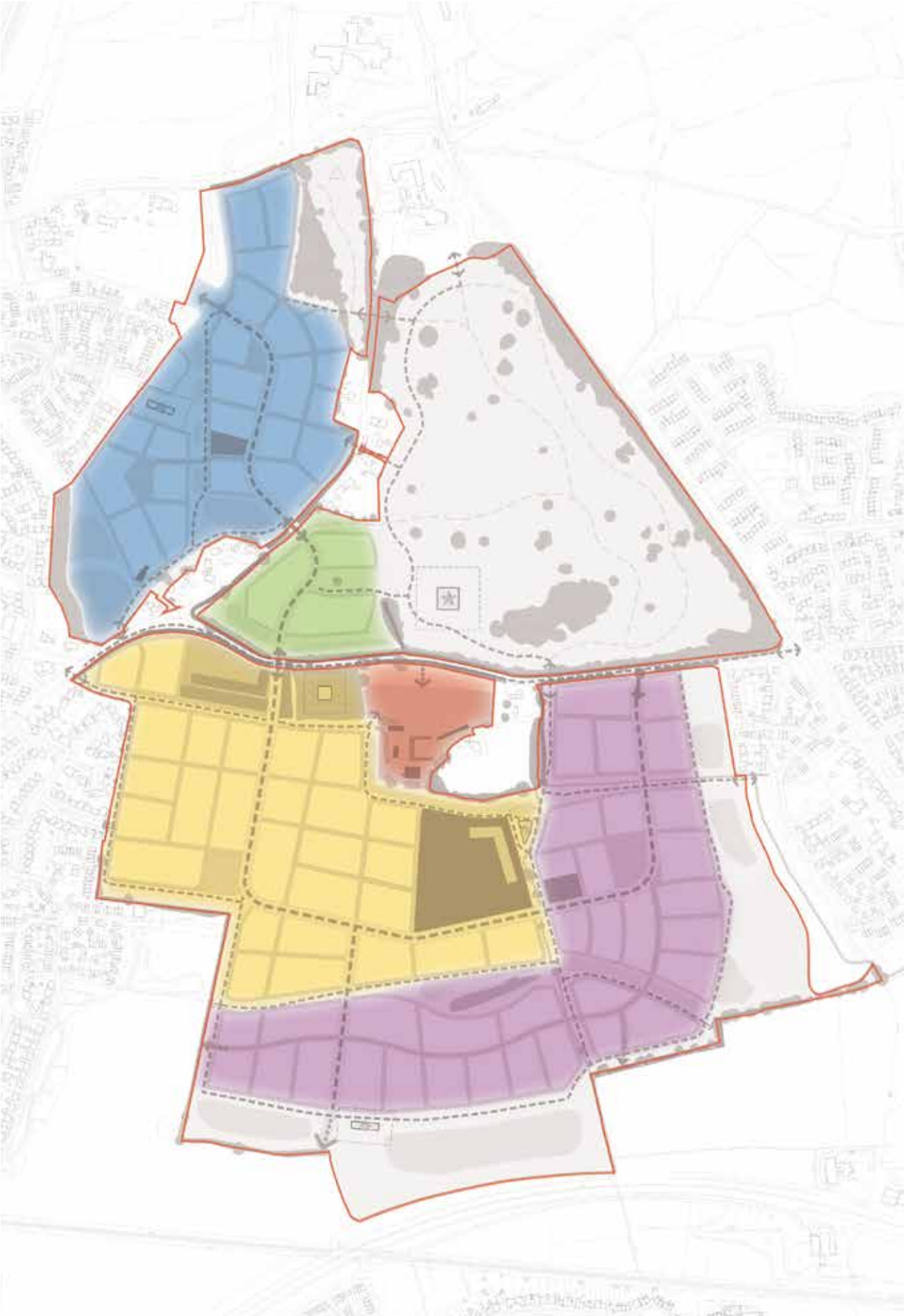
Phase D

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.





9.10 Density

The new neighbourhood will achieve an average density of approx. 40 dwellings per hectare (dph) across the Site, which ensures efficient use of land, yet is broadly reflective of the surrounding area, helping to assimilate the proposals into the wider context.

The development will provide up to 1,800 new dwellings with densities varying across the Site to create a legible design and to seamlessly integrate with the wider settlement of Havant and Emsworth. Furthermore, the proposed average density enables a range of housing densities across the development, with higher densities concentrated in the central area of the southern portion of the Site and lower densities towards the Site's peripheries.

The Site's density ranges throughout the Site, with the highest density at the western Southleigh Road entrance, near the Local Centre and school, and in the core area of the southern part of the Site in order to establish a sense of arrival and provide enclosure in this area. This higher density will be delivered through housing typologies that include predominantly runs of terracing, apartment blocks, and semi-detached housing.

Medium to lower densities will be used near the eastern access point off Southleigh Road and in the south-eastern area of the Site. This, in combination with the higher density area to the west, will ensure an appropriate and continuous streetscape for the primary street with building types of appropriate size and height here. This density area will feature a mix of housing typologies will provide predominantly terracing and semi-detached houses with some detached dwellings located near and overlooking the larger open space areas to the east.

The northern part of the Site, and north of Southleigh Road, will feature generally medium densities with higher densities along the Primary Street and around local spaces and squares. This aligns with the neighbouring residential areas along Normandy Way and will feature predominantly semi-detached and detached housing with some clusters of terracing.

Generally lower densities will feature in the most southern part of the Site facing the larger open space area with the A27 and railway beyond. The use of a mix of semi-detached and detached housing types will help the development sit more sensitively within the landscape overlooking the open space.

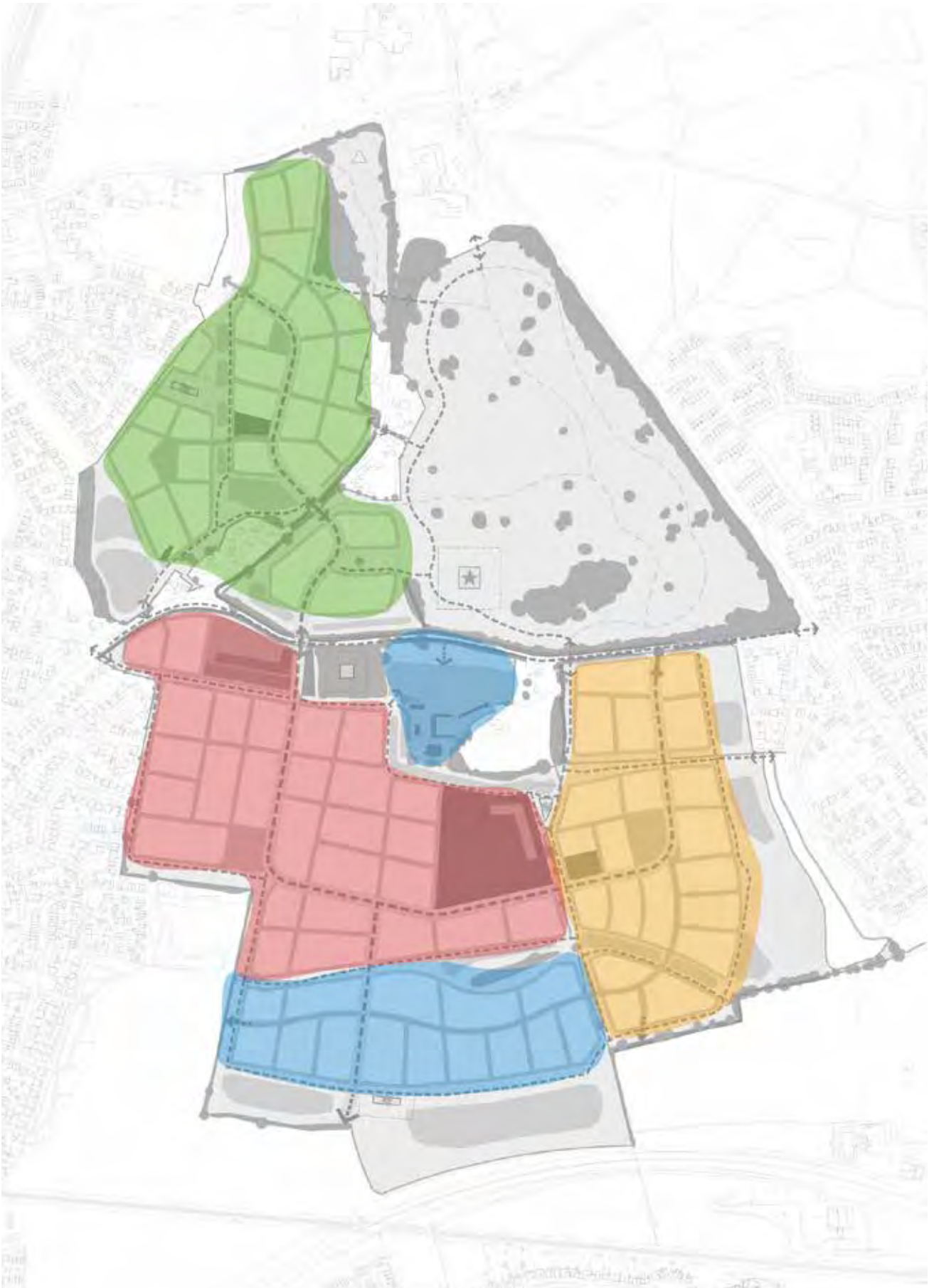
Building height and massing vary across the Site in response to the character of the proposed public realm. Most residential buildings will be two storeys, reflecting the scale and form of the surrounding areas of Denvilles (Havant) and New Brighton (Emsworth).

A mix of building heights and massing will be achieved through a variety of house types and sizes, ranging from smaller 1 and 2 bedroom apartments to larger 4 and 5 bedroom detached homes. Two-storey dwellings will be located along the western Site boundary to respect the privacy and amenity of neighbouring properties.

Increased building heights of three and four storeys will be introduced where appropriate to enhance legibility and provide visual interest along the primary route, as well as to define key elements such as central green corridors and development blocks adjacent to the Local Centre and school site.

Buildings within the mixed-use Local Centre will be up to four storeys in height, contributing to legibility and creating a distinctive character within the overall scheme.





9.11 Drainage

The surface water drainage proposals for the Site are presented in an indicative surface water drainage plan opposite. There is a separate Surface Water Drainage Report and a brief summary is provided on the following pages.

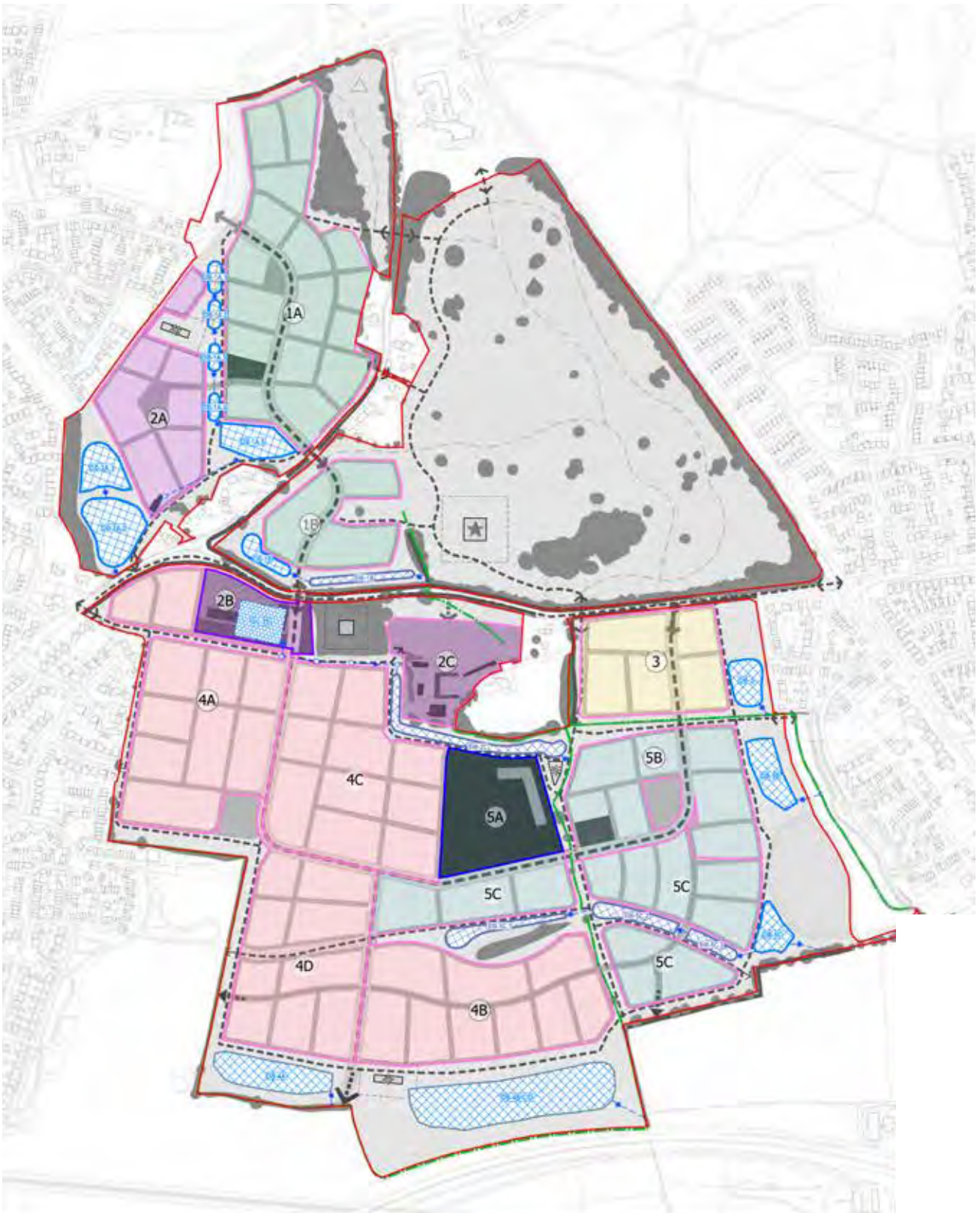
Due to the development Site being steeper in the north than the south, the northern half will feature cascading swales that will connect into basins and discharge accordingly. The southern half of the Site, where the Local Centre and Primary School are located, is flatter and therefore does not utilise cascading swales in open spaces but instead a series of strategic swales, open retention basins and/or below-ground geocellular crates.

It is proposed that peak runoff rates from post-development areas are restricted to the equivalent present-day greenfield QBAR rate. This has been calculated to be 3.0 liters per second (l/s) per developable hectare. This corresponds with approximately 1 in 2 year storm return period, which will ultimately provide a reduction in runoff rates discharged from the Site up to the 1 in 100 year (plus climate change) design standard.

SUDS features will discharge at the restricted greenfield rates to the existing watercourse network located on and adjacent to the Site.

The surface water drainage strategy will be refined at the detailed design stage, as the masterplan is developed. This will include amending attenuation volumes to adequately manage peak runoff rates from the proposed development as the proportion of land uses evolves, as well as identifying suitable SUDS within the development parcels themselves to create SUDS management trains. These SUDS management trains will aid in managing surface water runoff rates and volumes but will principally provide source control of water quality, whilst also contributing to biodiversity enhancement and amenity provision.





9.12 Sustainability

The proposed development will embed climate change mitigation and sustainability principles from the outset, in line with relevant local and national policy objectives. The approach is based on a combination of energy efficiency, low-carbon technologies, sustainable transport, water management, and biodiversity enhancement, ensuring that the scheme delivers a resilient, low-impact community.

A 'Fabric First' strategy will underpin the design, focusing on high levels of insulation, airtight construction, and optimised building orientation to maximise winter solar gain and reduce overheating in summer. High thermal mass materials will help regulate indoor temperatures, lowering reliance on mechanical heating and cooling. Roof, wall, and floor insulation will exceed current Building Regulations, while airtightness will be carefully managed to minimise uncontrolled heat loss.

Renewable and low-carbon technologies will be integral to the energy strategy. All dwellings will incorporate photovoltaic (PV) panels as well as low carbon heating strategies (currently proposed to be Air Source Heat Pumps, but will be defined through the detailed design, as newer more efficient technologies may be available in future.). The combination of passive design, efficient systems, and renewable generation will ensure the homes are Zero Carbon Ready, with the potential to operate as a zero-carbon community as the national grid decarbonises.

The scheme will minimise transport-related emissions through a strong emphasis on sustainable movement. A comprehensive network of pedestrian and cycle routes will link homes to key destinations, public rights of way, and surrounding areas, utilising off-carriageway green routes where possible. Connections to existing and planned infrastructure



will encourage Active Travel, supported by high-quality surfacing and safe crossings. All homes will have private electric vehicle charging points, ensuring future readiness for low-carbon transport.

Water efficiency will be achieved through compliance with the higher water use standard of 110 liters per person per day, with the potential for additional measures to be considered at the detailed design stage. Surface water will be managed using a Sustainable Urban Drainage System (SUDS) network comprising swales, attenuation basins, and other features designed to control run-off rates, improve water quality, and provide multifunctional green spaces.

Biodiversity net gain (BNG) will be delivered through native planting, habitat creation, and improved ecological connectivity. Measures will include tree planting, hedgerow reinforcement, wetland features,

and provision for species such as bats, birds, and hedgehogs. The integration of SUDS within green spaces will further enhance biodiversity while delivering climate adaptation benefits.

Where possible, locally sourced materials will be used to reduce embodied carbon in construction, and construction practices will be managed to minimise emissions. The combination of design measures, infrastructure provision, and environmental enhancements will create a high-quality, sustainable development that responds positively to climate change challenges and supports the long-term health and wellbeing of its community.



10. Conclusions

10.1 Overview of Proposal

The key elements of the proposals comprise:

- Residential Development of up to 1,800 homes comprising a mix of dwellings of 1-4 + bedrooms;
- Provision of affordable dwellings (min. 30%) to meet local needs, but subject to viability;
- A new Local Centre which can potentially accommodate retail, food and drink facilities; community facilities, healthcare provision, and workspaces;
- A mobility hub to function as focal point for travel options and interchange, and will include EV charging points, secure cycle storage, real time public transport information and seating areas;
- A new public transport service running through the development connecting Southleigh Road with Normandy Way;
- A new 3-Form-Entry Primary School in a central location with supporting Early Years facilities within the development;
- Improving permeability of the site by providing well connected pedestrian and cycle routes within the development and open spaces that link to the surrounding network and recreational routes;
- Retention of existing hedgerows and mature trees, where possible, and provide appropriate ecological corridors and green corridors to create an enhanced green infrastructure network through the site;
- Integrated SUDS drainage and green infrastructure strategy to promote increased biodiversity;
- A new Community Parkland open to the public offering leisure and recreational opportunities in a natural environment;
- A variety of open space areas, including community orchard, retained woodland areas, ecological buffer zones, and play spaces; and
- Provision of dedicated equipped play areas to include Neighbourhood Equipped Areas for Play (NEAP) and Local Equipped Areas for Play (LEAPs) and a Bike Skills Trail.

10.2 Summary

This Design and Access Statement and Strategic Design Code has demonstrated that a sustainable, high-quality, responsive, and well-designed development is both achievable and deliverable at Southleigh.

The overarching vision is to deliver a distinctive and contextually appropriate development that responds positively to the site's environmental setting and unique characteristics. Through a comprehensive process of assessment, evaluation, design development, and stakeholder engagement, the proposals have evolved to reflect both the aspirations of the local community and the site's natural and built context.

The layout of the development has been carefully considered to ensure legibility and cohesion with the surrounding settlements of Havant and

Emsworth. The design respects and enhances existing landscape features, while integrating a well-connected network of green spaces and Active Travel routes that promote health, wellbeing, and placemaking excellence.

The Site is highly sustainable benefiting from proximity to existing services, employment opportunities, and transport connections while also providing new local amenities to serve future residents and the wider community.

Overall, the proposals represent an opportunity to create a vibrant, inclusive, and attractive new community that is well-integrated into its surroundings and underpinned by sustainable design principles and a strong sense of place.

