

5.2 Amount

The proposals incorporate a diverse range of dwelling sizes including one and two bedroom flats and two, three and four bedroom houses as set out in the table below and on the plan (right).

This mix of dwelling types and sizes will help to meet identified local housing need and contribute to the development of a mixed and sustainable community.

The site layout provides for 90 dwellings at a gross density of approximately 31.9 dwellings per hectare based on a site area of 2.82ha.

Schedule of Accommodation

Unit Type	Quantity	Percentage
1 Bedroom flat	7	7.7%
2 Bedroom flat	13	14.5%
2 Bedroom house	13	14.5%
3 Bedroom house	47	52.2%
4 Bedroom house	10	11.1%
Total Dwellings	90	100%

The Havant Design SPD Advocates at 5.19 that “new developments should encourage people to access their homes from the primary street in the first instance”. Hence parking to the rear of dwellings has been avoided in the evolving layout, providing interaction, activity and natural surveillance of the streetscapes.

Parking is provided in line with Havant Borough Council's Parking SPD for unallocated spaces.

Dwelling Type	No. of Units	Min. Car Parking Requirement	Parking Required
1 Bed	7	0.9	6.3
2 Bed	26	1.3	33.8
3 Bed	47	1.9	89.3
4 Bed	10	2.4	24
Total Resident Spaces	153	153.4	
Total Visitor Parking	31	30.7	
Overall Parking Spaces	184	184.1	



Dwelling size distribution plan

5.3 Tenure

At least 30% of the new homes will be provided as affordable dwellings in accordance with Policy CS9, in a range of tenures as detailed on the table below.

The planned distribution seeks to ensure a mixed community and all units will be tenure blind.

Private Dwellings		
Unit Type	Quantity	Percentage
2 Bedroom house	11	12.2%
2 Bedroom house (M4(2))	2	2.2%
3 Bedroom house	34	37.8%
3 Bedroom house (M4(2))	8	8.9%
4 Bedroom house	6	6.7%
4 Bedroom house (M4(2))	2	2.2%
Total	63	70%

Affordable Dwellings		
Unit Type	Quantity	Percentage
1 Bedroom flat	5	5.6%
1 Bedroom flat (M4(3))	2	2.2%
2 Bedroom flat	12	13.3%
2 Bedroom flat (M4(2))	1	1.1%
3 Bedroom house (M4(2))	5	5.6%
4 Bedroom house	2	2.2%
Total	27	30%
Total Dwellings	90	100%



Tenure distribution plan

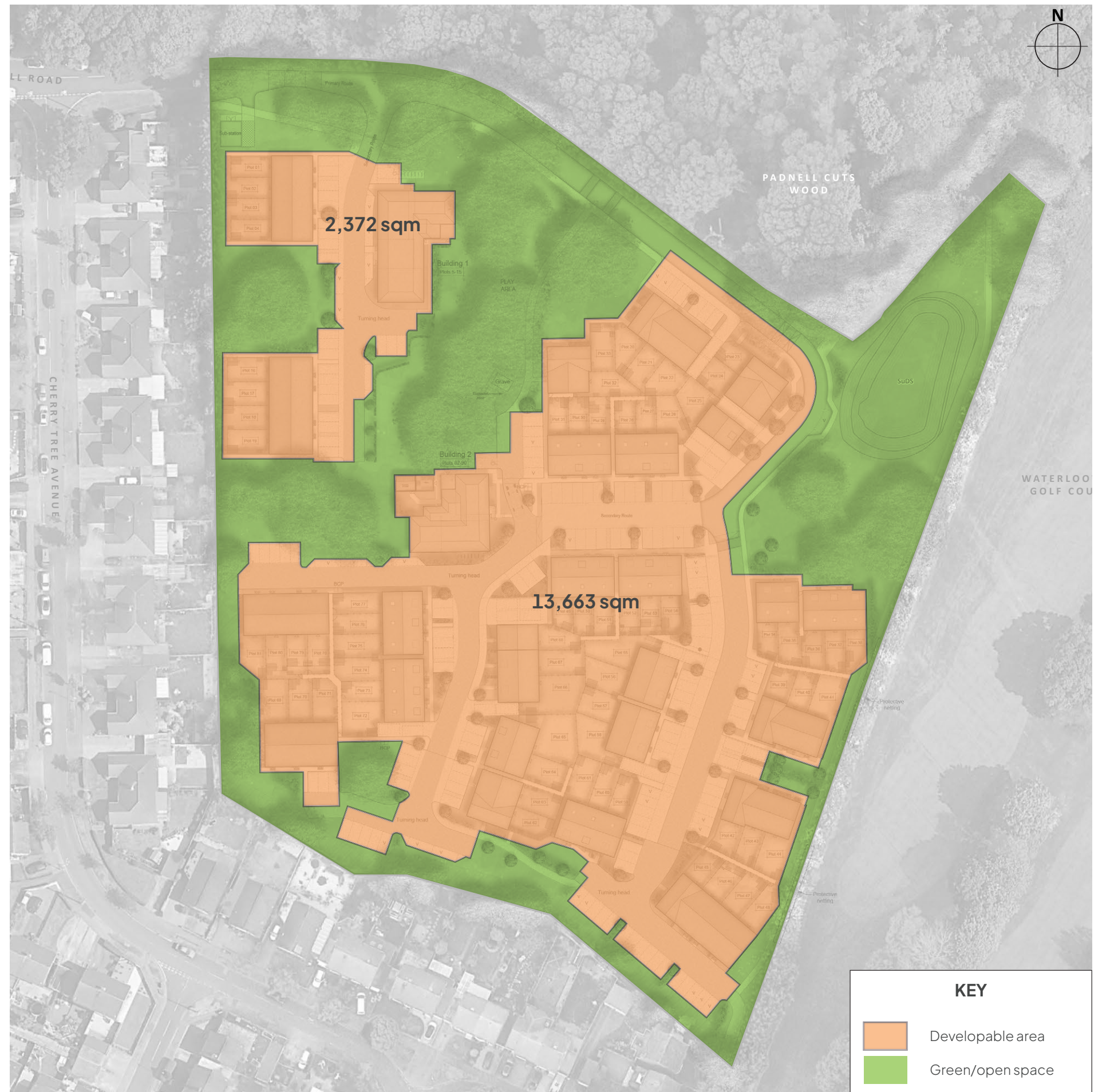
5.4 Net Developable Area

The Net Developable Area (NDA) of this 2.82 Ha site is only 1.60 Ha, equivalent to 56.7% of the site demise. This is an indication of the extensive, landscape-led proposals for the site.

The net density at 56.25 dwellings per hectare is within the medium category of density as defined in Havant Borough Council Residential Density Evidence Paper August 2025.

The development meets the minimum density standards in accordance with Havant's Residential Density Evidence Paper (August 2025) and optimises use of the land.

This reflects a suburban character as per the immediate street scenes and the setting of the brownfield site.



Net Developable Area and green/open space plan

5.5 Storey Heights

The proposed heights are consistent with the building heights found within the local context, with a mixture of two, two and a half and three storeys.

The proposals include 2 three-storey apartment buildings and each has a role in providing a legible layout.

Building 2 sits as the focal building in the centre of the layout adjacent to the green open space and play area, with design influences from Padnell Grange. It provides a feature building at the point where you can turn south to the housing on the south western part of the site and north to the open space.

Building 1 marks the northern western end of the central street and provides a physical guiding form as you enter the site from Padnell Road, it provides a marker of arrival at the northern gateway entrance and along the pedestrian access from Padnell Road and into the footpath network.

Aside from the key navigational points set up using three storey blocks, the layout also uses the house types to terminate views and vistas. There is a defined sequence of pedestrian routes and connecting views, linked into the pedestrian movement strategy for the site.



Storey Heights plan

5.6 Materials and Appearance

The proposals will compliment the character of the surrounding area, and particularly the existing site, using established materials, details and features, whilst also having regard to the previous timber structures on site through the use of dark weatherboarding.

The focal building will have buff brickwork, reminiscent of the flint on Padnell Grange, with contrasting red brick detailing emphasising the Georgian proportions.

The materials will be red/brown multi stock brickwork and buff brickwork for the focal building, with brick details such as banding. The roofs will be red/brown or charcoal coloured tiles. Occasional materials will be black vertical boarding. Generally the aesthetic approach is to blend with the natural lines of the parkland setting, continuing the character of Padnell Road into the proposals with varying roofscape as evident in Cherry Tree Avenue and more widely throughout Cowplain.

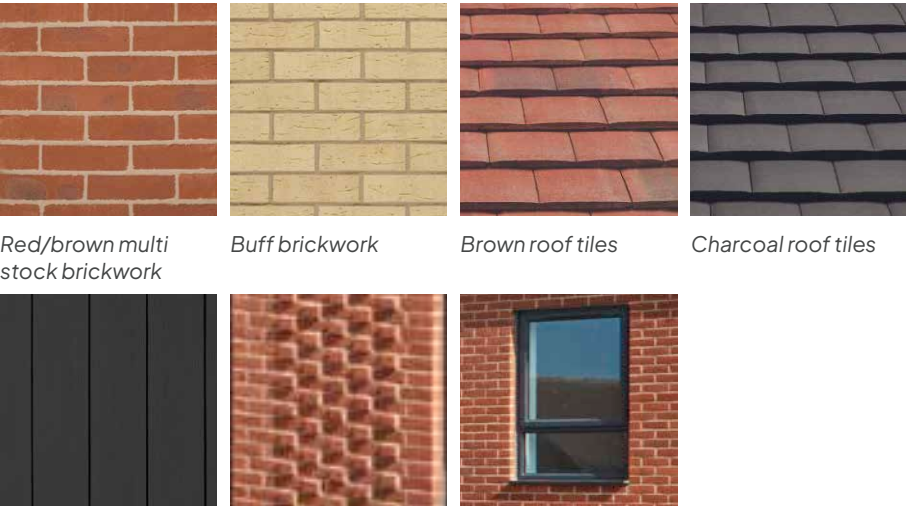
Materials Palette

Key Materials

- Red/brown multi stock and buff brickwork.
- The roofs will be brown or charcoal coloured tiles.

Secondary materials(occasional use only)

- Black vertical boarding.
- Brick detailing such as banding, raised brickwork and window headers/surrounds.
- Dark window frames.
- Black gutters and downpipes.



Red/brown multi stock brickwork Buff brickwork Brown roof tiles Charcoal roof tiles

Black vertical boarding Raised brick detailing Dark framed windows



Proposed building materials plan

KEY

Red/brown brick

Buff brick

Dark vertical boarding

Charcoal roof tiles

Brown roof tiles

5.7 Illustrative Perspective



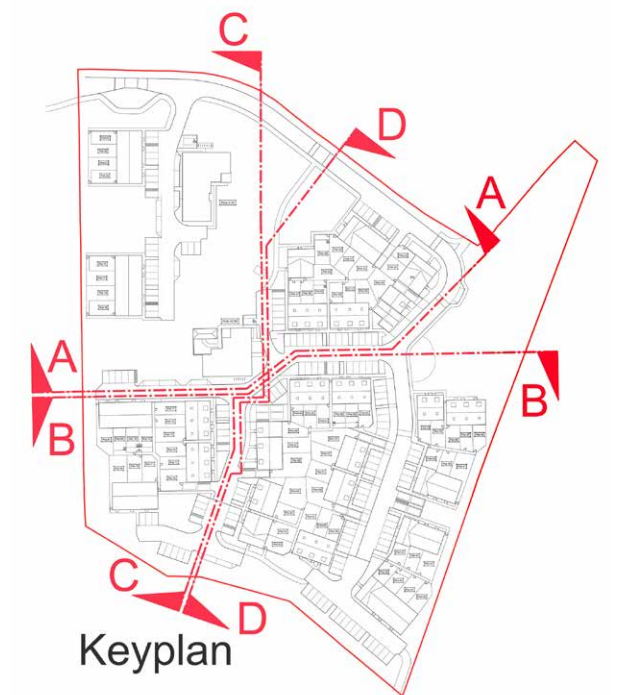
5.8 Street scenes



Street Scene A-A

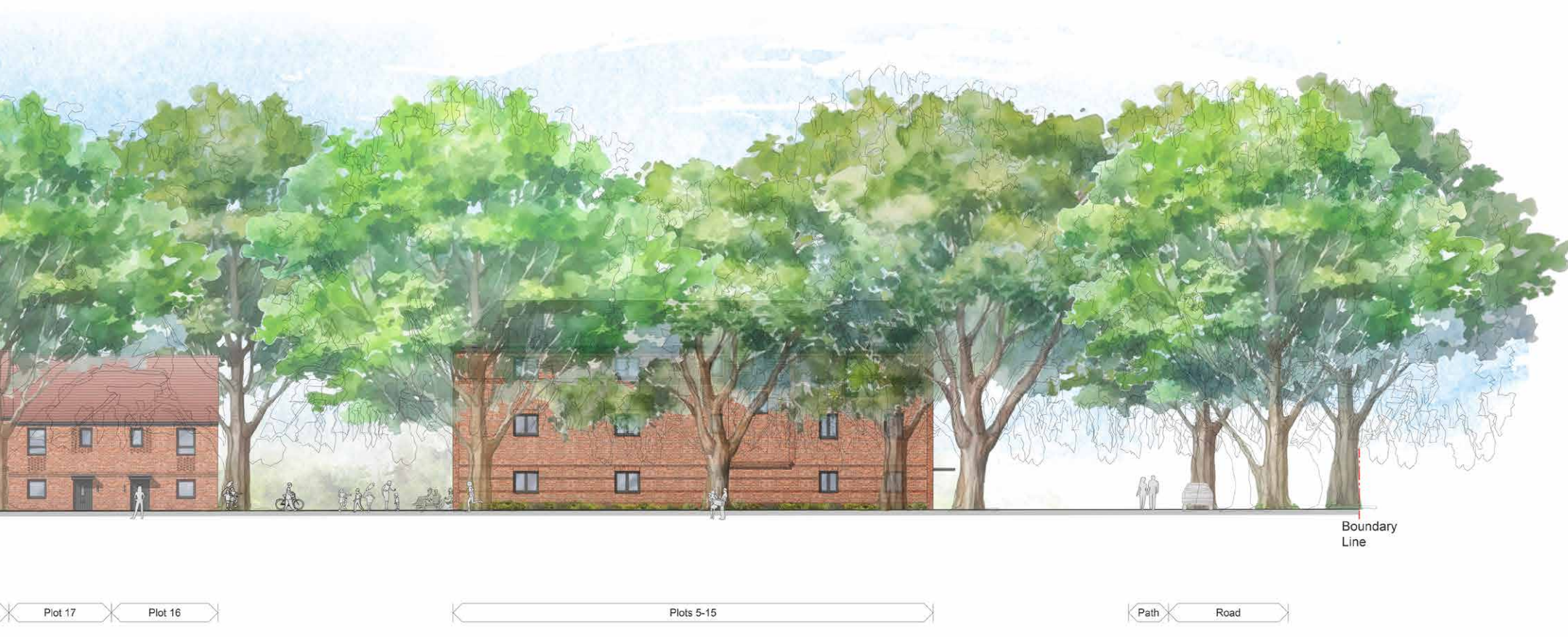
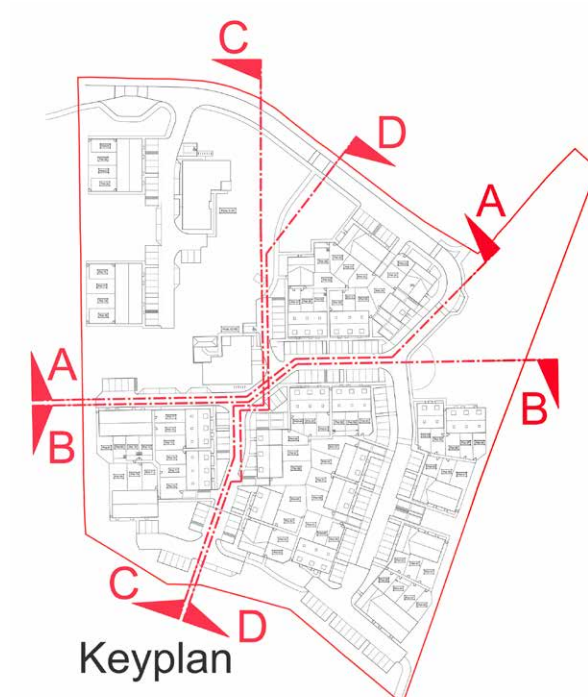


Street Scene B-B



5.8 Street scenes





5.9 Illustrative Perspective

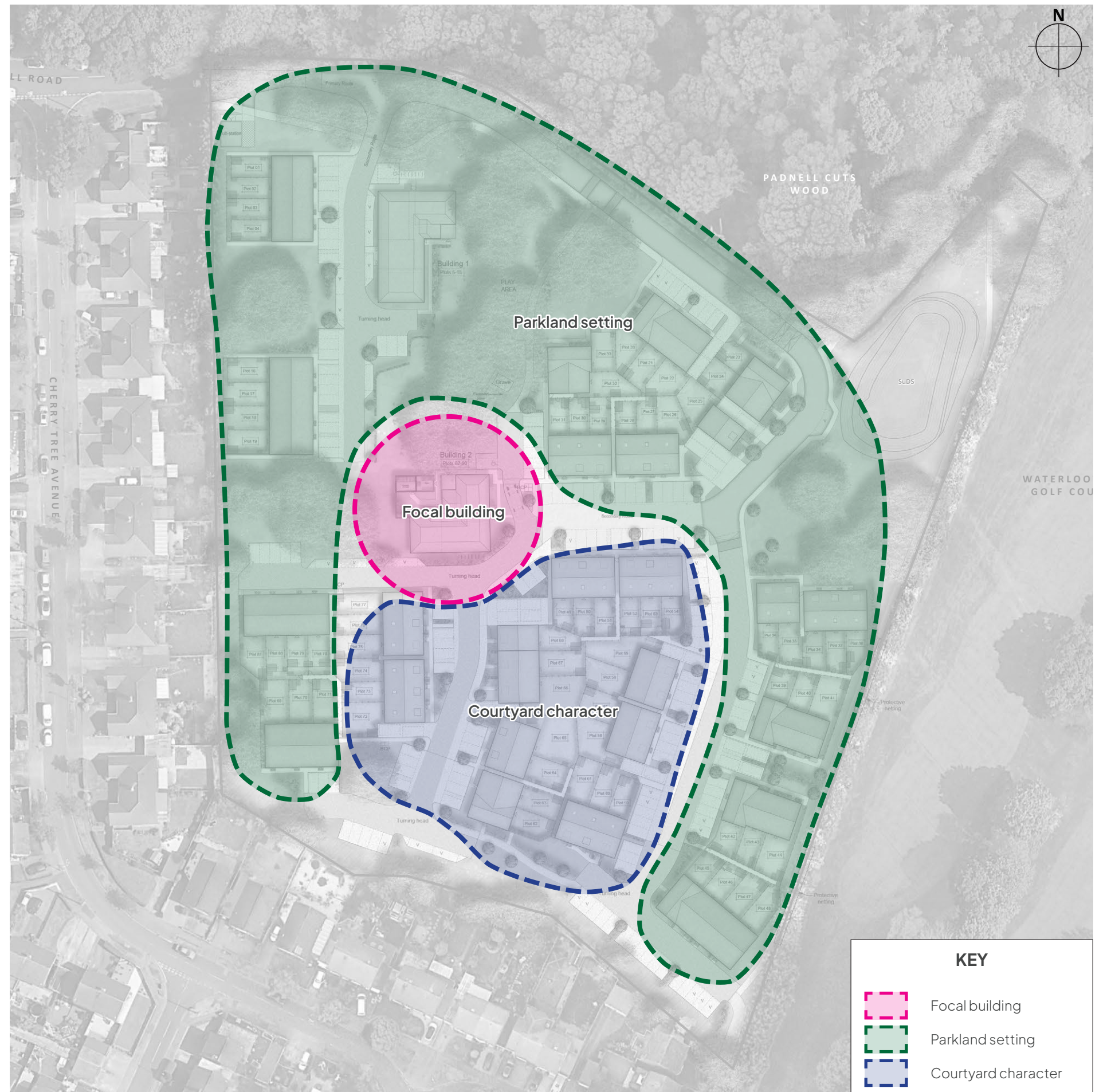


5.10 Character Areas

The 'transitional' figure ground set within the retained landscape setting suggests "sub" character areas:-

- **Focal building** - contrasting buff brickwork
- **Perimeter parkland setting** - brickwork and brown and charcoal roofscape
- **Outbuildings** - timber boarding and charcoal roofscape

Similar to the existing the parkland setting encompasses the focal building, with the outbuilding character consistent to the south of the focal building - in a rectilinear and angular formation.



Character areas plan

5.11 Movement Framework – Vehicle

The movement framework sets out a clear street hierarchy to create legible distinctive streets. The vehicular access and movement through the site follows the primary and secondary language and the street character has been set up to reflect the character areas and movement through the site.

The primary route follows the alignment of the existing perimeter access to the north, past the focal landscaped area and southwards to the formal east-west axis of the focal building.

The shared surface lanes that spread out to the sites outer edges, lead to the landscaped shared surface areas, designed to reduce down the highway design and engineering as appropriate for the setting. Within the layout there are some paved parking courts and shared surface areas with parking bays serving homes, formal tree and shrub planning will also be integrated into these spaces.

Street hierarchy types



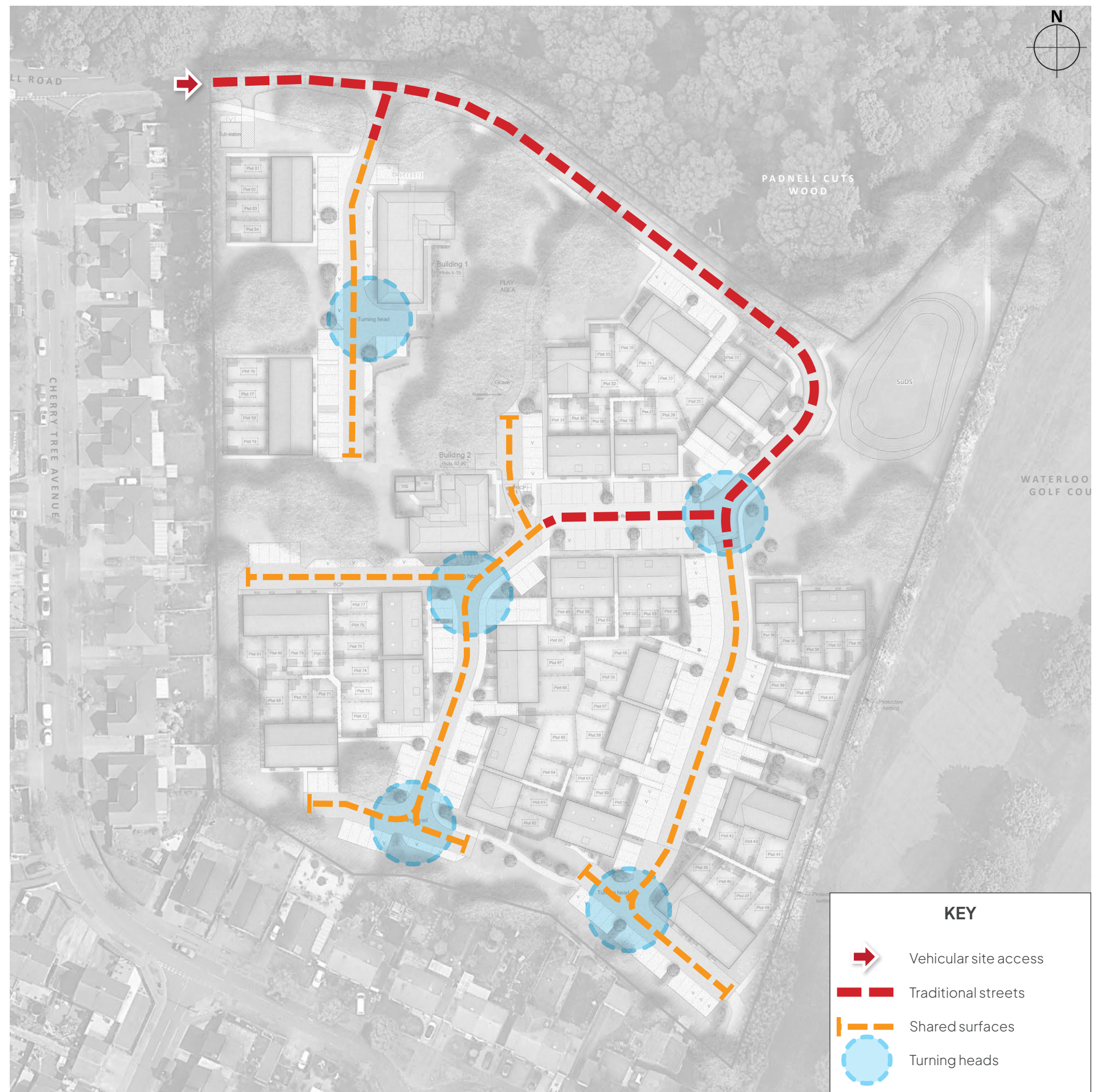
Primary route



Shared surface with pavements and parking



Shared surface drives and private drives



Proposed vehicular movement plan

5.12 Movement Framework – Pedestrian

A network of footpaths along streets and lanes and within the and open space areas will provide a variety of safe routes within a pedestrian and cyclist friendly residential environment. The pedestrian routes into and through the site are designed to provide links to the wider community and through to the Public Right of Way in the north and south, which in turn provides connection to the wider footpath network in the surrounding area.

Footpaths along the primary street have been designed to ensure good accessibility to all homes for people with mobility issues.

Cycling within the development will be on the streets and shared surfaces where traffic speeds will be restricted by design.

Pedestrian route types



Traditional street pedestrian routes



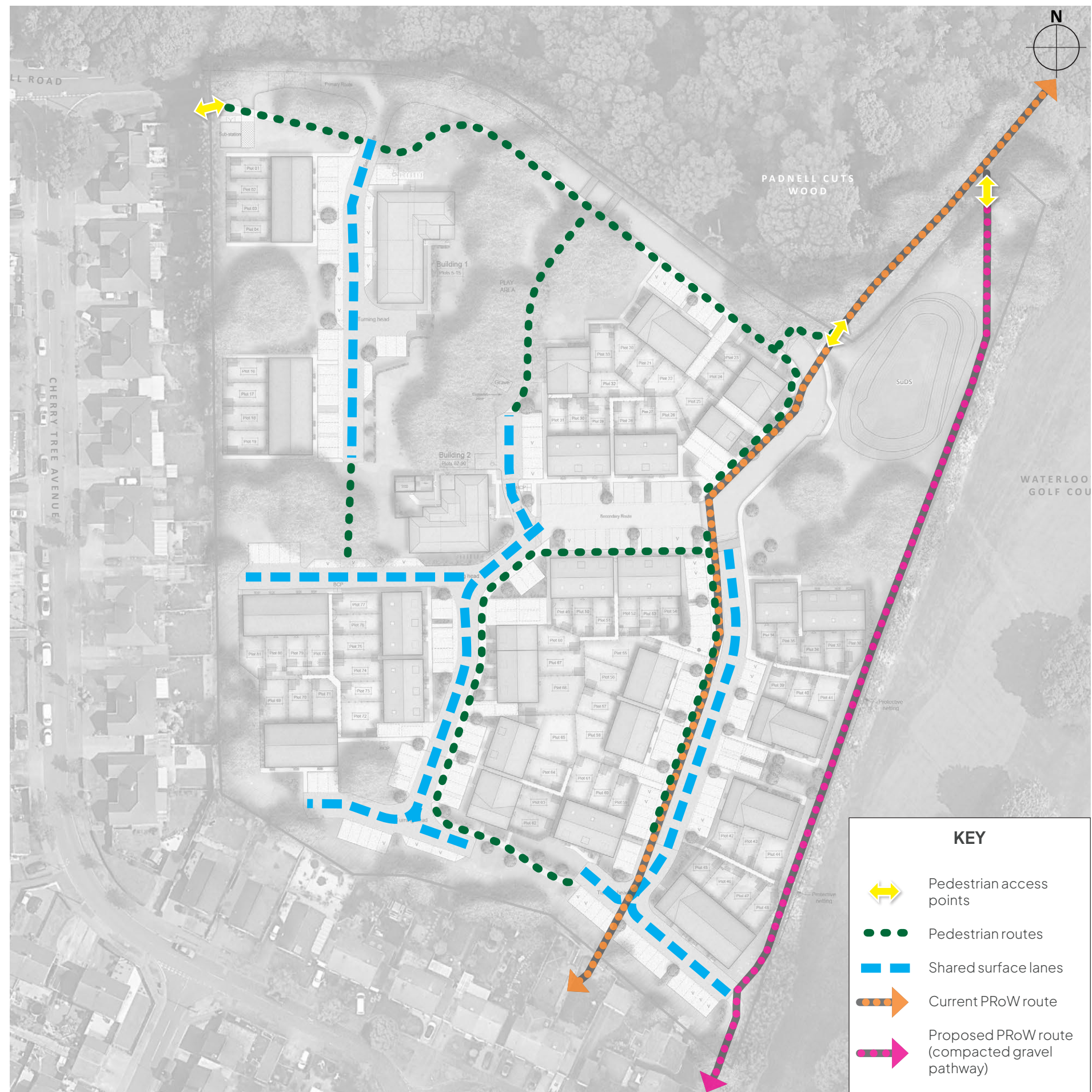
Shared surface lanes



Compacted gravel path through open space



Public open space mowed path routes



Proposed pedestrian and cyclist movement plan

5.13 Parking Strategy

An approach of allocated and primarily unallocated parking is proposed as a reasoned and reasonable approach, further detail is provided within the accompanying Transport Statement.

Parking has been designed to be subservient on the street scene and this is achieved through a combination of on street parking, parking courts and private driveways.

The following strategies have been adopted:

On-street parking – The majority of the parking on site is unallocated on street parking bays, visitor parking spaces are clear and well defined and are integrated within the parking provision.

Private drives – Generally a change of surface from the street and set out so that cars sit behind the building frontages.

Parking courts – Generally associated with the apartments, set to the side and out of view from the main streets. Each apartment has a dedicated soft landscaped amenity area providing a green backdrop to the parking courts.



Proposed parking strategy plan

5.14 Proposed Access

An access integrating the existing parameters and respecting the existing trees has been designed as the entrance to the site.

Vehicle access will be provided via Padnell Road, to the north of the site, and will be designed in accordance with the Hampshire Design Guidance as a continuation of Padnell Road into the site, which is adopted highway up to the site entrance. Footways will be provided at the access to connect to the existing footway network. A site access drawing will be included in the Transport Assessment.

As part of the planning application, forward visibility splays at the access are provided. Swept-path analysis has been undertaken of a range of vehicles that are likely to access the site.



Proposed access plan

5.15 Sustainability

Through the incorporation of sustainable design and construction methods, energy and water saving measures, sustainable transport methods, and waste reduction techniques, a high quality and sustainable development is proposed.

Energy Strategy

The proposed energy strategy achieves and meets the following requirements:

- Complies with all of the main compliance criteria required by Part L 2021 of the Building Regulations.
- Includes improved optimal building fabric improvements, energy efficient design of building services.
- The fabric energy efficiency (DFEE) achieves a 6% reduction over the minimum standards defined by Building Regulations Part L1 2021 (TFEE).
- Low carbon energy supply systems are to be utilised in the form of heat pump technology.
- Estimated to annually reduce 62.00 tonnes of regulated CO2 emissions compared to the Building Regulations Part L 2021 baseline.
- Achieves an overall reduction in regulated CO2 emissions of 67% compared with the Building Regulations Part L 2021 baseline.
- The energy strategy is in line with the adopted planning policy requirements at both national and local level.



Vaillant aroSTOR domestic hot water heat pump

Water Efficiency

Household water reduction measures will include the following where applicable: water efficient taps and water efficient cisterns, low output showers, flow restrictors to manage water pressures to achieve optimum levels, water meters to all premises with guidance on water consumption and savings and installation of water efficient appliances.

Waste and Recycling

Adequate facilities will be provided for domestic waste and recycling, including segregated bins for refuse and recycling. In the construction stages, materials will be re-used on site wherever possible (crushed bricks and block for hardstanding, etc) or recycled.

Materials and Lighting

Building fabric U values have been enhanced over and above those detailed with Part L 2021. Optimised design to enable controlled solar gain and improved direct and indirect natural lighting. Energy efficient LED Lighting where applicable. Low design air permeability (DAP) and mechanical extract ventilation systems.

Flood Risk

With regard to Flood Risk and water management the proposed development site lies in a low flood risk zone, and will utilise a drainage strategy. Within the site, water management using sustainable features such as a landscaped SuDS attenuation basin and permeable paving are proposed to provide functional drainage and ecological benefits.

Sustainable Transport

Electric vehicle charging facilities are provided to every home, helping to deliver a sustainable transport strategy. The site will also provide cycle parking and storage and safe and attractive routes to the surrounding area, in order to encourage travel by sustainable means and recreational activities.

Sustainable Construction

In terms of sustainable construction, the site will comply with the Considerate Constructors Scheme and will closely monitor construction site impacts.

6.0 Landscape Proposals



6.1 Key Principles

Defining Spaces, Connections and Permeability

A legible landscape will be provided throughout the development, allowing pedestrians to understand their position within it and its relationship with the surrounding neighbourhoods. The design will draw on the importance of integrating with the existing buildings to provide clear cohesive links. The proposals seek to develop active neighbourhood spaces and environments of high quality, both in their materiality and design.

Defensible Space

The transition between the public, semi-public, and private spaces will be carefully considered in order to ensure clarity of definition between them. Activity and interest is achieved on the street level through building entrances and active frontages.

When enhancing these streetscapes it is important to consider a defensible buffer to protect the privacy of residents and to provide a transitional space between the street and front door. The proposed soft landscape within will be used to provide defensible space.

Comfort and Safety

The length of time people spend in a public space is a key indicator to its comfort. Comfort can be defined by its physical properties, such as providing a range of seating types, shelter from rain and sun etc. Comfort can also be defined by psychological effects such as the perception of safety, a sense of refuge, the character and ambience a place creates. The character for the public realm will address this by acknowledging that people have different requirements and that by providing diversity within the design a range of people's needs can be accommodated. Appropriate public realm management and maintenance is vital to its success, since even the best-designed spaces need to be cared for, and inappropriate behaviour needs an effective response. The design of the site will foster perceptions of safety and a degree of self-regulation of behaviour through encouraging active, positive uses by a diverse mix of users, while offering specific places for all people to meet.

Designing Streets as Social Places

A key principle underpinning the streetscape strategy is the emphasis on the spatial qualities of the streets. Where there is an emphasis on place making, streets must be social spaces and can encourage informal meetings at intersections - they are the arena in which everyday life takes place, chatting, playing and wandering happens. Focal points will be provided along the routes to provide spaces to stop and promote a sense of place.

Planting

The design will use planting in a variety of ways within the landscape to:

- Define key routes and desire lines through the use of structure planting.
- The use of specimen species to create a focal point within a space.
- Reinforce the spatial definition of a space.
- Establish and reinforce key views.
- Improve the micro-climate through air quality and reduction in noise levels in problem areas, for example tree planting along roads.
- Provide shelter from wind and rain, or reduce glare and reflections.
- Demarcate different uses, for example between traffic and pedestrian routes.
- Low level planting to allow natural surveillance through the site.



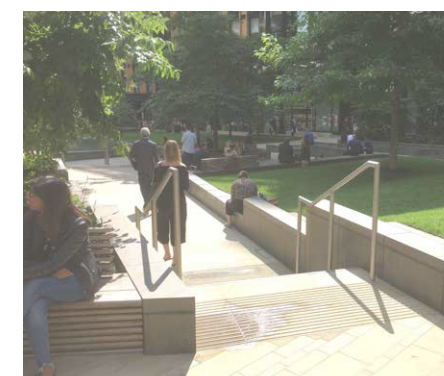
Celebrating building entrances
(Accordia, Cambridge)



Creating pockets of seating
(Bromley-by-Bow, London)



Focal points
(Accordia, Cambridge)



Integrated access
(Pancras Square, London)

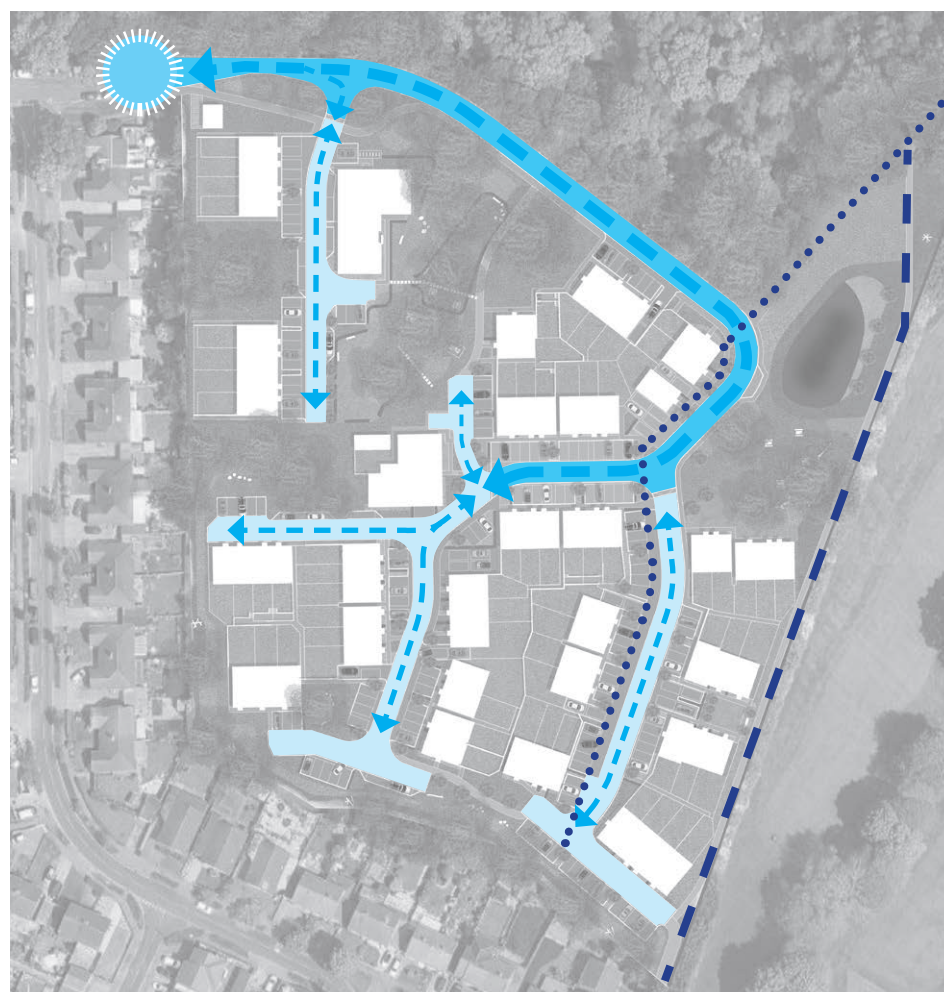


Safe and secure spaces
(Berlin, Germany)



Street tree and general planting
(Saffron Walden)

6.2 Site Analysis



Vehicular circulation

Vehicles access and egress the site to the west from the Padnell Road.

- Vehicle movement
- Traditional road and pavement
- Shared surface
- Vehicular access/egress
- Current PROW route
- Proposed PROW route



Pedestrian circulation

Pedestrians can access the site from several locations. The ease of permeability across the site is an important tool in helping to create links.

- Pedestrian movement
- Pedestrian access/egress



Spatial hierarchy

The largest amenity open space is to the north west and this will be the busiest pedestrian area. As pedestrian walk from this open space to the residential areas they pass through secondary open spaces. Within the residential areas there are a series of small spaces. To the eastern edge of the site offers a wildlife orientated space.

- Open amenity space
- Wildlife orientated space
- Play space with equipment
- Playable space

6.3 Landscape Masterplan



The key tenet of the landscape masterplan is to maximise the open space and retain the mature character of the existing site. A great deal of co-ordination has been carried out between the design team in order to achieve this and retain a majority of the existing trees.

The road layout is designed to allow a series of well proportioned streetscapes to service the proposed dwellings, using a mixture of traditional street and shared surfaces.

A network of pedestrian paths allow an easy permeability across the site through both the streetscapes and the open spaces. The existing public right of way has also been retained with a connection to the south east of the site to the wider area

The design also looks to enhance the boundary planting and maintain a strong visual screen with the neighbouring communities. Existing mature trees and hedges have been retained and a large amount of native planting is proposed around the boundary. The soft palette of material will help to control views across the site, set up vistas and create character areas within it.

A network of spaces across the site allow plenty of opportunities for residents and their guests to informally mix with their neighbours in comfortable settings.

6.4 Landscape Character Areas



The design for the landscape and public realm of Padnell Grange aims to provide a permeable pedestrian orientated series of spaces and create enjoyable connections through the site by establishing a series of interconnecting spaces.

The landscape has been divided into 4No. distinct character areas:

 Open Green Space



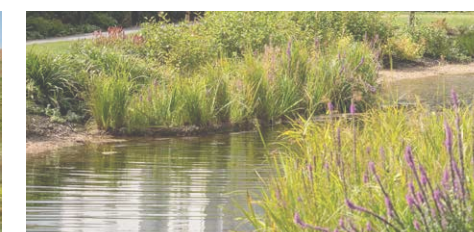
 Primary Street

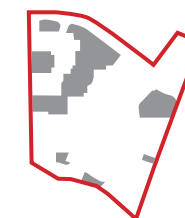


 Shared Surface Street



 SUDS Landscape





6.5 Primary Open Space



Northern open space plan

The northern open space is designed to provide the primary amenity space for the residents and their visitors. It is set within areas of existing mature tree planting.

A pedestrian route runs north south through the area, linking the access road with the pedestrian routes throughout the site and beyond.

The design is arranged to provide a series of sub spaces for use by the local neighbourhood. Creating opportunity for informal social interaction between neighbours.

A linear semi-private space is located between the apartment blocks to the east of the existing retained trees. This space is bounded by hedging and low level flowering meadow. The character of the space it provided by a turf grass lawn, timber seating and bordered by elements of gardenesque planting.

The surface finishes and furniture palette area all high quality and will provide a durable and robust public realm. The seating is positioned to allow parents and guardians watch children playing in the space and also allow people to mix easily and comfortably.

The arrangement of open spaces, furniture and planting has also been set out to allow a for use as a playable space.

The emphasis for the planting palette is predominantly on native species to help enhance the local biodiversity.



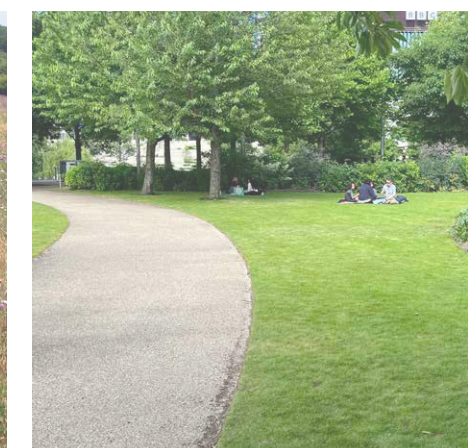
a. Retained mature broadleaf trees



b. Grass lawn set within planting.



c. Seasonal meadow planting



d. Curving footpath through open space



e. Timber seating in soft landscape