

# LAND SOUTH OF ROMSEY AVENUE, PORTCHESTER

DESIGN & ACCESS STATEMENT  
HYBRID APPLICATION

AUGUST 2018



**FOREMAN**  
HOMES

LAND OFF  
ROMSEY  
AVENUE,  
PORTCHESTER



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Plans not to scale

# INTRODUCTION

This Design and Access Statement has been prepared in support of the hybrid planning application for a residential development consisting of full planning permission for 58 dwellings, associated landscaping, amenity areas and means of access from Romsey Avenue, and outline permission for 167 dwellings utilising the same access from Romsey Avenue. The statement illustrates the adopted design approach and explains the planning rationale behind the submission.

The application site is well located within Portchester. The centres of Portsmouth and Fareham are approximately 5.5 miles south-east and 1.8 miles west respectively.

The site measures 12.55 hectares and lies to the south of Romsey Avenue and to the north of Wicor Recreation Ground. The submitted hybrid planning application seeks consent for a high quality, sustainable development comprising;

- Outline permission for 167 residential dwellings (with all matters reserved except means of access).
- Full planning permission for 58 residential dwellings.
- Associated landscaping and amenity areas.
- Means of access from Romsey Avenue.

The Design and Access Statement has been prepared in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the guidance in the Communities and Local Government publication on information requirements and validation (March 2010). It should be read in conjunction with the application drawings and other technical documentation submitted in support of the planning application.

ROMSEY AVENUE



LAND SOUTH OF ROMSEY AVENUE





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LOCATION  
PLAN  
(NOT TO SCALE)

# PURPOSE OF THE DESIGN & ACCESS STATEMENT

This document explores the design rationale behind the proposal, explains the vision for the site and lays out how site specific features have been utilised in shaping plans.

Good quality design is integral to creating a sustainable development. The National Planning Policy Framework (NPPF) emphasises that developments should;

- function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit

- are sympathetic to local character and history, including the surrounding built environment and landscape setting,” instead of “respond to the local character and history, and reflect the identity of local surroundings

- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping

Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.

This statement identifies the key urban design principles adopted, explores the reasoning behind their selection and evaluates proposals against NPPF established sustainability and design criteria.



# PLANNING CONTEXT & DESIGN GUIDANCE

## PLANNING POLICY BACKGROUND

The accompanying Planning Statement provides assessment of the policy framework in which the application is submitted. Consideration here is focused on those policies of Fareham Borough Council specific to design and access considerations. Council specific to design and access considerations.

The application site has been identified as suitable for residential development under the Development Allocation: HA5 (Romsey Avenue). The allocation states that the site has an indicative capacity of 225 dwellings and that “planning permission will be granted provided that detailed proposals accord with the policies in the Local Plan and meets site specific requirements:

## LOCAL PLAN PART 1: CORE STRATEGY

### CS4: Green Infrastructure, Biodiversity & Geological Conservation

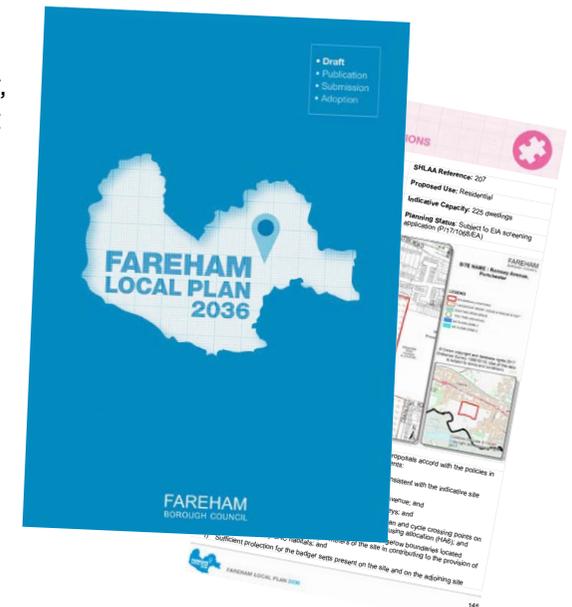
This policy requires the protection of habitats important to biodiversity and promotes the creation of green infrastructure. Detailed Ecological & Arboricultural Assessments & a Landscape Proposal have been submitted in support of the application to ensure the biodiversity of the site is safeguarded and development results in a green and pleasant space.

### CS5: Transport Strategy & Infrastructure

The policy promotes the creation of high quality sustainable transport links. The site is in a highly accessible and sustainable location as explored in the comprehensive Transport Assessment and Travel Plan submitted in support of the application.

### CS17: High Quality Design

The policy requires all spaces to be of a high quality, based on the principles of urban design. Development will be approved which responds positively to the character of the area, provides a continuity of built form, ensures safe and efficient movement, prioritises pedestrian movement in the public realm, and provides a sustainable development overall. Full details of the design approach are laid out in the main part of this statement.



## LOCAL PLAN PART 2: DEVELOPMENT SITES & POLICIES

### DSP3: Impact on Living Conditions

This policy seeks to protect the amenities of both the occupants of new development and neighbouring development. The proposed development has been specifically designed to provide and retain good levels of residential amenity. Whilst a matter to be scrutinised in full in the course of a subsequent reserved matters application with regards to the 167 dwellings for which outline permission is sought, the Illustrative Layout and details included in the main part of this statement illustrate the acceptability of proposals in this regard.

### DSP13: Nature Conservation

The policy seeks to protect habitats which are of value to biodiversity and promotes local habitat restoration. Extended surveys have been carried out and their findings accounted in the submitted Ecological Reports & Assessments. The development will allow for the creation of green infrastructure and biodiverse landscaping on the site.

### FAREHAM BOROUGH DESIGN GUIDANCE (2015)

This document provides detailed guidance with regards to quality design. The guidance within this document will continue to inform the design approach as fully explored in the core of the Design & Access Statement.

LAND OFF  
ROMSEY  
AVENUE



BEAULIEU  
AVENUE



NEARBY  
RESIDENTIAL  
DWELLINGS



# SITE LOCATION & CHARACTER

## PUBLISHED LANDSCAPE CHARACTER ASSESSMENTS

### CORE STRATEGY

#### NATIONAL LANDSCAPE CHARACTER

At the national scale, Natural England identifies the site as falling within National Character Area (NCA) 126: South Coast Plain, which is described as follows:

*“a flat, coastal landscape with an intricately indented shoreline lying between the dip slope of the South Downs and South Hampshire Lowlands and the waters of the English Channel, Solent and part of Southampton Water.”*

#### COUNTY LANDSCAPE CHARACTER

The Hampshire County Landscape Assessment was carried out in 2012. The Site has been identified as falling within the “Gosport and Fareham Coastal Plain” (Area 9F), which is generally described as a low lying landscape gently sloping north to south, with very mixed land use and few rural characteristics. The field patterns are broken and a large proportion of the remaining field boundaries have no hedges or broken hedges. The area is strongly influenced by large scale development and defence related uses.

Key characteristics noted by the LCA of relevance to the settlement include:

**Low lying landscape forming part of the coastal plain but isolated from the coastline, the presence of large arable fields with no significant boundary vegetation, strong influence of adjoining urban areas, historic naval defences, and varied coastal views.**

## LOCAL LANDSCAPE CHARACTER

At a local level, a Landscape Character Assessment was carried out by Fareham Borough Council in 2017. The ‘Fareham Landscape Assessment’ identifying the site within the Landscape Character Type (LCT) of “Cams - Wicor Coastal Plain” and “Open Coastal Plain: Fringe character” and is described as being:

*“an area of flat, open farmland immediately to the east of the Cams estate and bordered to the north and east by residential development along the urban edge of Downend and Portchester and to the south by the playing fields of the Wicor recreation ground. It is characterised by fairly large, regularly shaped and intensively cultivated fields” “The landscape consequently has a predominantly open, exposed, and rather featureless character which is influenced by development around its edges and other intrusive features such as electricity pylons. It is physical isolated from open countryside, it is a relatively undistinguished piece of landscape with very few distinctive or notable features and is of lower intrinsic quality than other parts of the coastal plain”.*

Within this LCT the site forms part of area 12.Ib. The Landscape Assessment states that within this area “development could be potentially accommodated without unacceptable adverse impacts” and that there are “opportunities to mitigate any effects of change on neighbouring areas

8i

9f



- Landscape Types
- Chalk Scarp
  - Coastal Plain Enclosed
  - Coastal Plain Open
  - Coastal Reclaim and Grazing Marsh
  - Coastal Sea
  - Downland Mosaic Large Scale
  - Downland Mosaic Small Scale
  - Estuary
  - Greensand Hangers
  - Greensand Hills
  - Greensand Terrace
  - Harbour Channels
  - Intertidal Estuary and Harbour
  - Lowland Mosaic Heath Associated
  - Lowland Mosaic Medium Scale
  - Lowland Mosaic Open
  - Lowland Mosaic Small Scale
  - Open Coastal Shore
  - Open Downs
  - Open Heath
  - River Valley Floor
  - River Valley Terrace
  - Settlement
  - Wooded Downland Plateau
  - Woodland and Plantation on Heath

BIRDS EYE VIEW  
OF LAND OFF  
CROWS NEST LANE

# LANDSCAPE CHARACTER

## SETTLEMENT LANDSCAPE CHARACTER

Detailed field study observations have been undertaken to provide an assessment of the study area's key characteristics and better understanding of the landscape and built components that define the urban character of Portchester.

The findings of this have provided initial thoughts on the potential sensitivity to, and ability to accommodate, change (residential development) and potential opportunities to provide improvements to the local green infrastructure. The aerial photograph opposite shows the character and features of the Settlement area and near context.

The topography of the settlement and its immediate context is consistent with that referenced within published landscape character assessments, noted as being flat with extensive residential development and isolated areas of large open greenspace.

One of its main features is the extensive parkland and woodlands of the Cams Hall Estate around 0.9km to the west of the site, but it also includes other areas of open amenity landscape to the south between the site and the coast, and fringe pasture and coastal industry to the east.

Due to the flat nature of the surrounding topography, the presence of tree belts, and the presence of extensive residential development, views into and out of the settlement are limited. Existing built development of Portchester prohibits both short and long-distance views across the landscape from the north and east. Those views that are available onto to the site are mostly limited to those from minor and promoted roads within 2km and from residential development which borders the site.



Land use of the site and its surrounding context is predominantly large scale arable farmland with minimal boundary vegetation, leading to open, exposed landscape parcels amongst areas of urban development.

The site presents an urban fringe character as a result of its close, 'raw' relationship with the existing settlement edge of Romsey Avenue to the north.

Occasional smaller field parcels of defunct pasture are located adjacent to existing development.

Surrounding development is linear in layout, with the majority of housing arranged along straight road routes.

Industrial units at Woor Lake curtail available views to the water of Portsmouth Harbour, however views of the opposite shore at Gosport are available. These views and the presence of boat masts emphasises the site's proximity to the waterside character.

Industrial maritime character of the Portsmouth Harbour is echoed on the land by the presence of RNAD Gosport, evidence of scattered forts upon high ground to the north of the M27 and further to the south-west of the site in Gosport.

-  Contours
-  Manicured landscape character of Cam's Hall Golf Course
-  Recreation Ground
-  Perceived Settlement Edge
-  Woodland Blocks
-  Prominent Hedgerows/Tree Belts
-  Electricity towers and overhead lines form a detractor through the surrounding landscape
-  Railway
-  Extended Views

5.0

# CONTEXTUAL STUDY

## GENERAL CHARACTER

Portchester is a community of character, that has established over the years, close to, but distinctly separate from, Fareham town centre.

The historic village was built around Portchester Castle around 2.3km from the application site. The built form of the site of the original settlement retains a distinctive historic village character. During the 19th century expansion of industry in the area and the introduction of a train station fuelled an extensive residential expansion of the area. The urban grain of these areas is typically orthogonal in form and features rows of semi-detached pairs and small terraced rows.



THE HISTORIC VILLAGE CENTRE OF PORTCHESTER BUILT AROUND PORTCHESTER CASTLE, WITH 18TH CENTURY STREETS TO THE WEST.



Castle Shore Park

The Cormorant

Portchester Sailing Club

Portchester Castle

Portchester Allotment

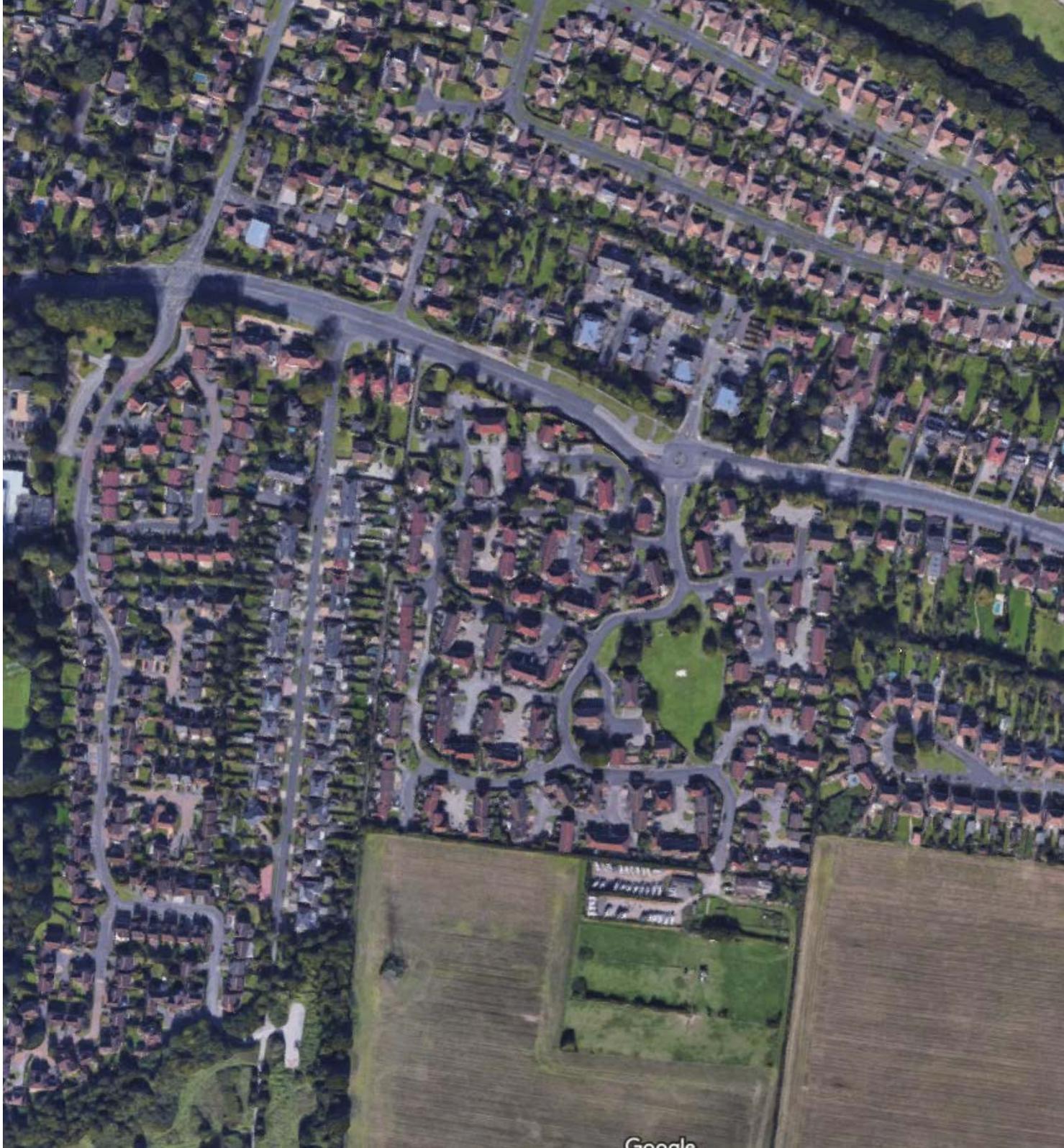
St Mary's Church



## PORTCHESTER ROAD

The area to the north of the site comprises a ribbon type development which has been built during the 20th century along the length of Portchester Road.

The urban grain of the local area is predominantly characterised by long linear roads running adjacent to the railway line and Portchester Road with secondary streets and culs-de-sac leading off these primary streets.



## CONDOR AVENUE

A notable exception to this form of urban grain is a relatively modern development at Condor Avenue to the west of the site. This development has an irregular block typology with a winding spine road and numerous culs-de-sacs branching off this road.

# ARCHITECTURAL CONTEXT

The architectural vernacular of the surrounding area has been explored in detail in order to inform the design rationale of the proposed development. In general the immediate local area is predominantly characterised by two storey detached and semi-detached properties with some single storey and one and a half storey dwellings. Houses are typically late 19th century and early 20th century builds, with a number of more modern dwellings dotted throughout the area.

- Typical architectural features in the area include:
- Pitched sloping roofs with some gable fronts
- A mixture of rendered and brick walls
- Occasional accented quoins, dentil runs and brick banding
- Occasional hanging tiles
- Some bay windows and small front porches



MERTON CRESCENT



CRANLEIGH ROAD



ROMSEY AVENUE





ROMSEY AVENUE

## EXISTING SITE FEATURES

The application site measures approximately 12.55 hectares and comprises a roughly rectangular parcel of land. The site is comprised of an agricultural field which is devoid of any significant landscape features or existing development. It is bordered to the East, South and West by broken hedgerows.

Although the site is mostly flat there is a slight and steady slope downwards towards the south west of the site of 2m. The northern boundary is bordered by the rear gardens of residential properties along the southern edge of Romsey Avenue. There is also a vehicular access on the northern boundary from Romsey Avenue. There is an existing foul sewer running north to south across the western half of the site.

## CONNECTION TO ADJACENT DEVELOPMENT

The site is located adjacent to an approved residential development (ref: P/17/1170/RM) of 120 dwellings. This application was approved on the 27th of September 2017. The approved development includes a large area of public open space along the western part of the land parcel, bordering the eastern boundary of the application site.

The Council's Draft Local Plan for 2036 seeks to promote connection to this approved development with the draft Development Allocation (HA5) for the application site. HA6 requires the strengthening of the existing hedgerow between the two sites as well as the sharing of public open space between the two developments. This is expressed in HA6 under the requirement for development at the Romsey Avenue site to provide "Open space on-site (to be considered in conjunction with the open space proposed at HA6: Cranleigh Road)"

Given the layout of the approved development it is not suitable to create a vehicular connection to the adjacent development. There is however potential to create pedestrian links to the approved development which would benefit connectivity in the wider area and promote sustainable transport. The indicative plan (adjacent) illustrates potential pedestrian links to the approved development to the east of the site.



## OPPORTUNITIES & INFLUENCES

The opportunities and influences associated with the proposed development have been identified following the assessment of the site and its surroundings. These identified opportunities and influences have informed the design rationale of the proposed development. A number of identified opportunities are set out as follows;

- Development will provide much needed housing for the community. Based on Fareham Borough Council's requirements, up to 90 no. dwellings will be available for Affordable Housing through social rented, affordable rented and intermediate housing provisions.
- The proposed areas of landscaped open space will contribute to an attractive open character. The landscape proposals have been fully informed by an in-depth landscape character assessment.
- Pedestrian and cycle links can be created to land to the west of the site to benefit connectivity in the wider area and promote sustainable transport.
- The northern boundary of the site can be planted to effectively secure the amenities of the rear gardens of neighbouring properties on Romsey Avenue.
- The slight slope down towards the south west of the site can allow for surface water attenuation in this corner of the site. Surface water attenuation in the form of ponds could contribute to the biodiversity of the site.
- The development can utilise the existing vehicular access onto Romsey Avenue. This would allow for highways improvements to this access, including the widening of the existing carriageway, the creation of a shared cycleway and footway, and a grass verge for the purposes of landscaping.

6.0

# DEVELOPMENT PROPOSALS

The design principles have been shaped by planning requirements and the results of on-site surveys, an iterative process.

*The philosophy behind the design; to create a high quality, sustainable, residential development which responds to, and seeks to enhance, existing features in the landscape.*

## USE & AMOUNT

The site extends to approximately 12.55 ha and provides for 225 dwellings. The submitted application seeks full planning permission for 58 residential dwelling houses and outline permission for 167 residential dwelling houses. The proposed housing provision is in accordance with the aspirations of Development Allocation HA5 of the Draft Local Plan 2036 which states that the site has an indicative capacity of 225 dwellings. Of this number it is proposed that 40% will be affordable homes in line with council policy. A mix of dwelling types and scales is proposed.

Proposals for full planning permission also encompass the provision of green infrastructure through the strengthening of the hedgerow on the eastern boundary.

Functionality and resultant benefits include;

- Landscape: To allow for the retention of existing hedgerows along site boundaries and to allow for new thicket and tree planting to strengthen existing boundary vegetation.
- Recreation & Play: A provision of public open space is proposed in conjunction with open space provided on the adjoin development to the east.
- Amenity Areas: A network of space designed to create a sense of place.

## LAYOUT

Proposals have been developed to reflect the principles of good urban design reflecting the landscape character of the site and the neighbouring urban development. With the aspiration of a well-connected development the layout includes the provision of pedestrian links to the east.

Landscaping and design principles will create a hierarchy of spaces with identifiable character to allow for clarity when moving through the development and to provide a clear definition of public and private space. Off-street, allocated car parking will comply with policy requirements and ensure that vehicles do not dominate the street scene or act as a barrier for the movement of pedestrians or cyclists.



# ARCHITECTURAL CHARACTER

The detailed design of the 167 dwellings for which outline permission is sought will be assessed as part of a subsequent reserved matters application.

The external appearance of 52 new homes for which full planning permission is sought will respect the local vernacular without slavishly replicating the surroundings. Drawing upon local built form, details and materials enables the site to progress as visually cohesive, connected and complimentary to the locality though with a distinct identity.



3 BED SEMI



2 BED TERRACE



4 BED DETACHED



FLATS

Materials are appropriate for the location and to be consistent throughout the development though subtle changes throughout in composition of materials will strengthen the site's overall identity.

Dwellings have been designed to;

- be proportionate in size
- complement surrounding development
- be consistent in materials used
- allow for natural surveillance
- feature adequate private amenity space
- enjoy allocated parking
- have active frontages
- be well connected
- be private
- be attractive

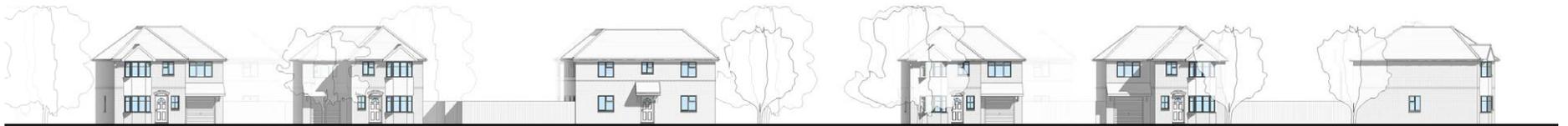


BLOCK OF X6 2 BED MAISONETTES

Proposed street scenes reflect the character of existing local development and that proposed to the east. The importance of the scale of new dwellings in relation to the surroundings is considered. Trees and planting, both new and existing will form an integral element of design



Street Scene 1  
1:200



Street Scene 2  
1:200



Street Scene 3  
1:200

# AMENITY

Proposals have been designed to ensure that each dwelling enjoys good levels of amenities such as access to suitable amenity space, good levels of daylight and sunlight, good levels of privacy and protection from noise disturbance.

- Each dwelling-house will have a good sized private garden. A vast majority of private gardens will have a south facing aspect and all gardens will receive a good amount of daylight and sunlight.
- Gardens would be afforded reasonable privacy, whilst respecting the privacy of existing residents. A majority of proposed dwellings to the north of the site measure 20m+ away.
- Habitable room windows on dwellings will be positioned strategically to provide a good amount of daylight and sunlight for the dwellings while ensuring the privacy of most and neighbouring dwellings.



# LANDSCAPE CHARACTER

Fundamental to the design approach of the full planning proposals has been a robust Landscape Strategy which has been informed by existing site features and the palette, scale and species of locally found vegetation which will inform and enhance the setting. Landscape proposals have evolved through analysis of the site and its setting in the context of best practice guidance. The landscape rationale has sought to maximise the development's green potential.

The outline proposals could provide public open space at the south west of the site. The site will comprise areas of retained and enhanced hedgerows and new landscaping. Outline proposals can also provide valuable habitat for local birdlife.

The green infrastructure and landscape design principles proposed incorporate and strengthen vegetation along existing field boundaries. This will enhance the landscape value of the site as well as create strong green corridors which will enhance on-site biodiversity in addition to ensuring the privacy of new and existing dwellings.

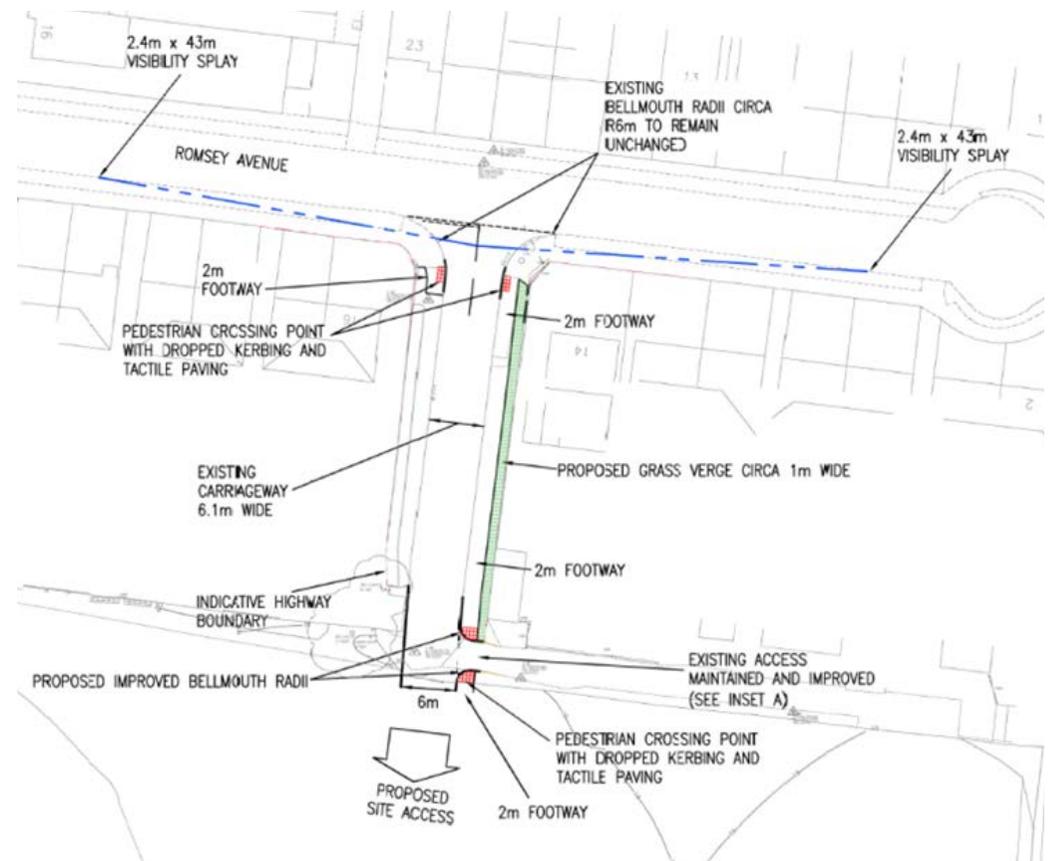


## 7.0

# ACCESS & MOVEMENT

The proposals will ensure that the development is served by a safe and effective vehicular access. The proposed layout has also been designed to provide new pedestrian routes and promote sustainable transport.

- The access will benefit from the creation of a 2m wide formal pedestrian footway, as well as a 1m verge for the purposes of landscaping.
- The proposals will provide pedestrian links to the approved development to the east of the site (ref: P/17/1170/RM).
- There is also potential for a pedestrian route from the sites southern boundary which would allow for access to the Wicor Recreation Ground.
- The proposed site layout has been designed to provide safe forward visibility and can accommodate the movements of a large refuse vehicle.



# STREET DESIGN

Calming and slowing traffic is an important part of delivering street for people and encouraging more sustainable forms of movement such as walking and cycling. Recognised methods to slow vehicles and to encourage users to drive with caution proposed include;

- Locating buildings close to the street edge of the carriageway.
- The introduction of features that act as visual 'incidents' along the street.
- Changes in carriageway surface.
- The use of well designed 'shared surfaces' to create streets for all.
- Carefully restricting forward visibility through the arrangement of buildings, the building line and landscape treatment.

# PARKING

Parking proposed is compliance with Fareham Borough Council's policy on parking standards as fully explored within the supporting Transport Assessment.

Car parking has been designed so that the street scene is not dominated by vehicles and to ensure that pedestrians and cyclists are not inconvenienced. The majority of car parking is to be within the curtilage of the associated dwelling and to take the form of a private driveway or garage.

Where proposed, the small areas of communal parking are sited to the front of dwellings. Parking provision is interspersed with new landscaping to ensure that vehicles do not dominate the street scene or detract from the development's overall character.

8.0

# SUSTAINABILITY

The NPPF sets out the three dimensions to sustainable development; economic, social and environmental.

Key measures of sustainable development such as health and well-being, water consumption and CO2 emissions have informed the design principles throughout the proposed development and will be paramount during construction.

In land use terms, proposals establish sustainable development as evidenced by location, pedestrian and cycle permeability, green infrastructure provision and the design response to the existing landscape character.

In assessing proposals in regard to the three pillars of sustainability;

## THE ECONOMIC ROLE

- The development would contribute to the economic role for the area by generating employment during construction.
- In the longer terms the local economy would benefit from the provision of housing for workers, investment in local infrastructure and services, additional expenditure on goods and services and from Council Tax receipts.

## THE SOCIAL ROLE

- A proportion of the new homes will be affordable providing new housing opportunities for existing residents locally.
- Proposals allow for an integrated development, connections to adjoining developments and the wider public footpath network.
- The development would contribute to providing new housing, community use space and employment space.

## THE ENVIRONMENTAL ROLE

- The proposals allow for the retention of the vast majority of existing landscape features to site boundaries.
- New landscaping will enhance the existing green infrastructure.
- Enhanced boundary vegetation will aid in screening the development, creating private realm whilst creating habitat corridors.
- New homes are designed to meet national and local targets in respect of reducing energy demand, carbon emissions and energy efficiency.



Google

# CONCLUSION

This Design and Access Statement has been prepared in support of the hybrid planning application for full planning permission for 58 dwellings landscaping, amenity areas and outline planning permission for 167 dwellings, and a means of access from Romsey Avenue.

Detailed assessment and evaluation of the site, its context and local vernacular has resulted in a coherent and integrated development proposal. The submitted application comprises a considered and sensitively designed mix of new homes, supporting uses and green infrastructure to create a sustainable and vibrant addition to the neighbourhood in Portchester.

In line with National and Local Government Policy and accepted best practice, considerable importance has been placed on achieving a high standard of design across the site. The application of sound urban design principles has provided the basis for a design and development framework where quality is paramount. The identification of opportunities and influences ensures that the proposed will be sensitively assimilated into the existing fabric of Portchester and the wider landscape. The design process is underpinned by the understanding that successful urban design is dependent on achieving an appropriate relationship between community needs and aspirations, development form and a positive response to local conditions.

This brief has sought to set out the adopted design approach and planning rationale for the proposed development. We are working to ensure the creation of an attractive and sustainable community. This document should be read in conjunction with the application drawings and other technical documentation submitted in support of the planning application.



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