

Vehicular site access

The application proposes the creation of a new access on the north boundary along with a proposed amendment to the alignment and route of Oakcroft Lane.

Oakcroft Lane would be stopped up immediately to the east of the proposed site entrance with access into the development proposed from a newly created access point onto Peak Lane into the site dissecting Oakcroft Lane.

To the west Oakcroft Lane will connect to the access road in the form of a T-junction with priority given to vehicles travelling north-south into and out of the site over those travelling from the Oakcroft Lane/Ranvilles Lane junction.

Concerns were raised by the FBC Urban Designer with regard to the proposed access arrangement in that the proposed access layout could be seen to be urbanising Oakcroft Lane. The Transport Consultant advised that an alternative arrangement to that proposed whereby Oakcroft Lane is given priority to Peak Lane and a new junction is created into the development would not be advisable for a number of reasons.

This is due to the anticipated flows associated with the development being higher than those on Oakcroft Lane. This arrangement would also support the prevention of Oakcroft Lane as a rat run with priority given to the development arm meaning vehicles on Oakcroft Lane may have to stop to give way and thus delay their travel journey.

The application is submitted with a full Transport Assessment and Travel Plan which provides full technical details of the proposed access arrangements.

Pedestrian access to the south

Given most of the services and amenities are located south of the application site, a pedestrian access will be created on the south boundary of the site to Marks Tey Road which would enable greater connectivity to Stubbington when travelling by foot or cycle.

Site Entrance and rural edge

- Larger, detached properties set in more spacious gardens with detached garages and greater separation distances between dwellings.
- Scale of properties adds prestige to the site entrance whilst at the same time reducing density at the site edge.
- Use of materials to reflect the urban edge such as tile hanging
- The road layout and surface treatment reflects the rural edge character

POS square

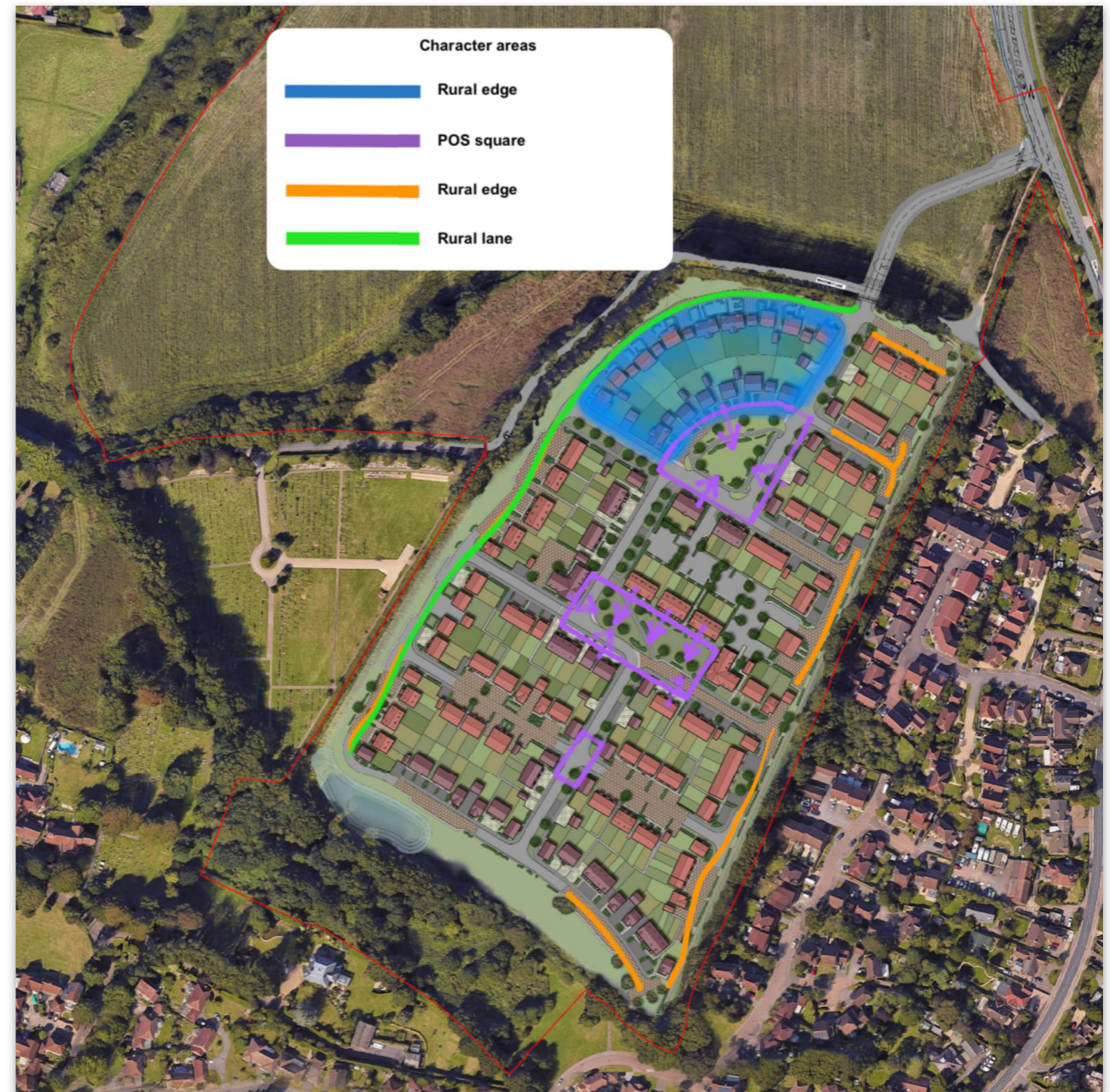
- Properties facing the formal POS area
- Limited frontage car parking
- Taller buildings to give sense of place
- Prominent building arrangement

Rural edge

- Buildings fronting out
- Cul-de-sac arrangement
- One sided road arrangement
- Smaller units
- Limited front garden "kissing the kerb".

Rural lane

- Buildings fronting out
- Less formal road design - transition areas, pinch points and surface finishes
- Located next to landscape buffer
- Pedestrian usage
- Deeper front gardens
- Shared surface



Landscaping strategy

A landscape strategy for the scheme was produced in order to inform a more detailed landscape scheme. The main aims of the strategy was:

Identify character areas

Three character areas and green link have been proposed to create variety to the proposed development. This creates a sense of place through the use of particular species and colours in certain areas. This avoids a whole development becoming homogenised with the same plant species throughout and also provides resistance to disease. The use of species can also tie areas together, such as the green link to identify routes through the development through linked species of plants and trees.

Provide a landscaping solution to car park court

The proposed car park is a key area for the landscape strategy. Well thought out landscaping in this area has the ability to turn a potentially awkward area into somewhere that will ensure its use and bring it into the public realm. Planting will also break up the areas of hard surfacing in the area.

Use landscaping as a design solution for frontage parking

Through the use of correct species, planting can provide a robust and appropriate visual screen to frontage parking. In areas with such parking arrangements, taller hedges have been proposed to provide cover and screening, rather than boundary treatments once mature.



Oakcroft Lane, Stubbington Landscape Strategy Plan

scheme: Oakcroft Lane, Stubbington
 client: Persimmon Homes
 drawing: Landscape Strategy Plan
 date: February 2020
 scale: 1:1000@A1
 drawing no: PERGC22005 09
 drawn: PF/LS checked: JM

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Materials

The application proposes a simple palette of materials that will respond positively to the locality and integrate the scheme with the surrounding built form, which is predominantly brick and tile.

At the edges of the proposal where the site meets the rural edge, a variation of materials have been proposed to soften the transition to the countryside through the use of render, flint, tile hanging and weatherboarding.

Dwellings will be framed by soft landscaping in front garden areas and trees within the streetscene. This approach breaks up the build form and adds to the verdant characteristics of the scheme.

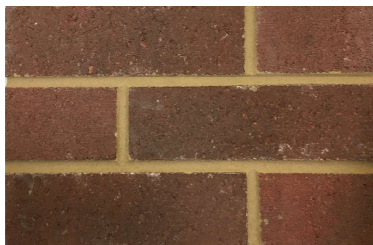
The proposal will be of a high quality design, easily accessed and responds positively to the edge of settlement location and nearby developments to create a sense of identity. The simple form of the dwellings reflects those in the vicinity but the variation of dwellings and articulation ensure a varied streetscene.



Above - Proposed streetscene of the submitted application.



Anston Red



Braithwell Brindle



Above and right - Persimmon developments using flint and hanging tile



Open Space Strategy

Paragraph 73 of the NPPF explains that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

The area of trees at the southern edge of the site contains a Public Right of Way. This Right of Way will be enhanced as part of the landscape strategy and unfettered access will remain available to the public. An open space feature will be created out of the attenuation basin which is seen as an excellent opportunity to provide an area of interest, surrounded by informal, grassed Open Space.

As detailed earlier, a green route through the development is considered to be key to creating a development that transitions to the countryside. In addition, a circular route around the perimeter of the development incorporating play equipment along the route is also proposed.

Paragraph 96 of the NPPF explains that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

There are few areas of public open space in the locality with the nearest equipped play area being located within Stubbington Recreation Ground, some 1km away from the site. In addition to above mentioned informal open space provision, the development will provide a LEAP and a NEAP for use of the wider community in addition to the prospective occupiers.



Attenuation basin

The ground conditions for the site have dictated that the surface water drainage solution for the site cannot rely on infiltration as part of a drainage strategy. The proposed strategy follows the SuDS hierarchy in that should infiltration not be achievable then surface water should drain to a surface body of water.

The proposal for this site is for the surface water to be attenuated at the south west corner of the site and to discharge at a managed rate into the adjacent watercourse.

The submitted Flood Risk Assessment has provides the detail of the drainage strategy and scheme but in summary, there are three elements to the attenuation basin; the first element will be permanently wet to create an attractive feature within the public realm. The proposed landscaping scheme compliments this area with suitable species proposed to create a year-round feature.

The two further elements to the pond form the additional climate change requirements and form overflow features; one at one in 30 year storm event and one at one in one hundred year storm event. by definition both of these elements will remain dry for large period of the year and as such are useable. In order to facilitate this the slopes of the banks leading to these two elements are been reduced to a 1:6 slope and incorporate suitable landscaping and grass types to enable year round use when dry.

Access and movement

The proposed scheme provides a variety of opportunities for movement around the development, through the main access through the site (red - on the plan right), around the periphery (green), and beyond using connection (orange) to the public right of way (blue).

The southern element has been enhanced through the provision of a footpath loop connecting the public right of way to the site in the south east corner, around the attenuation feature and then linking back to the public right of way crossing the culverted watercourse.

It is considered the proposed POS provides an attractive, year round feature which has been suitably designed to create a useable public space. The function of this space is as a leisure area rather than a formal area for sports which has been achieved. Details of the boundary treatment and furniture of the attenuation feature are proposed to be dealt with during the application and/or controlled by a suitably worded planning condition.

Pedestrian links

Two pedestrian links are proposed at the site given its position on the edge of settlement location; a link on the north boundary at the vehicular access point and at the south to a newly created link to Marks Tey Road. An existing link from the Public Right of Way at the south of the site to Crofton Cemetery will continue to be provided.



Northern POS

A indicative design has been provided for the northern POS with a detailed design for the majority of northern POS has not yet been provided due to a delayed response from Natural England as to the specific design elements of this element of the scheme. A response from NE has been advised shortly in order to provide a full detailed scheme for this element to meet the ecological requirements.

Trees

The TPO trees within the site, which are all to be retained and protected, further limit the number and govern the position and orientation of the dwellings.

Works to trees which are subject to a TPO are detailed within the submitted arboricultural report. Works will be required to ensure public safety and permeability through the tree belt at the south of the site.

The row of Poplars on the northern and western edge of the southern field will, in the main, be retained with the exception of a small number of trees that need to be removed in order to provide the access routes to and from the site.

The application is supported by a full Arboricultural Assessment & Method Statement that concludes that no significant trees will be harmfully affected by the development.

Building for life

Using the 'Building for life' 12 key questions as a template, this document has demonstrated the following:

1. Connections

The final site layout demonstrates the development will integrate into the surrounding area, providing linkages to the sites to the east and west. In addition, the existing Public Rights of Way at the site have been retained and enhanced.

2. Facilities and services

The site is located within the walking distance of local schools shops and amenities which are conveniently located close by.

3. Public transport

The site is close to existing bus stops which connect to nearby shops, larger settlements and higher order services. In addition, the nearest railway station is within walking distance from the site and also links to local and higher order regional and national services.

4. Meeting local housing requirement

The scheme provides a mix of units aimed at meeting local housing needs. The scheme will provide 40% of the units as affordable dwellings. split into shared ownership and rented at a range of sizes.

5. Character

The scheme responds positively to the local character and enhances the locality through design and layout.

6. Working with the site and its context

The development site is significantly constrained which has been shown in the constraints diagram. The design response delivers much needed housing and is 'policy compliant' as well as ensuring a high quality design.

7. Well defined streets and places

The buildings clearly define and enclose the streets.

8. Clear street legibility

Through a combination of well defined streets and public open space the site is legible within its surrounding context.

9. Streets for all

The street layout has been designed to prevent excessive vehicle speeds and to aid pedestrian movement.

10. Car parking

A policy compliant quantum of parking for each plot has been provided and well integrated into the scheme in light of the constraints.

11. Public and private spaces

Through a variety of boundary treatments and landscaping there will be a clear definition of public and private areas. Natural surveillance has been incorporated throughout the development, especially onto the public realm, leading to a safe and secure development.

12. External storage and amenity space

Within the development adequate provision for personal bin and recycling facilities have been provided, in line with policy.

