PLANNING DEVELOPMENT CONTROL COMMITTEE

16 June 2008

Attendance:

Councillors:

Jeffs (Chairman) (P)

Barratt (P)	Johnston
Baxter (P)	Lipscomb (P)
Busher (P)	Pearce
Fall (P)	Ruffell
Huxstep (P)	Tait (P)

Deputy Members

Councillor Read (Standing Deputy for Councillor Ruffell)
Councillor Thompson (Standing Deputy for Councillor Pearce)

Others in attendance who did not speak:

Councillors Coates and Stallard

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1. **CHAIRMAN'S ANNOUNCEMENT**

The meeting was held in the Council Chamber at the offices of Havant Borough Council.

The Chairman welcomed to the meeting Members and officers from Winchester City Council, Havant Borough Council and officers from Hampshire County Council. The Chairman also welcomed six members of the public and representatives of amenities groups, Ward Councillors and representatives of the applicant, Taylor Wimpey.

The Head of Legal Services explained the format of the meeting. The Winchester Planning Development Control Committee and Havant's Development Management Committee would each separately open its own formal meeting, to consider procedural items, and then adjourn for informal discussions. Following these informal discussions, each Committee would formally reconvene to determine the applications submitted. The same procedure would be followed for the Committees' consideration of both of the applications under consideration.

The Chairman accordingly opened and adjourned the Winchester Planning Development Control Committee. Following the opening and adjournment of the Havant Development Management Committee, informal discussions (including officer presentations, representations by the applicant and questions and debate between Members of both Committees) took place on each of the proposals respectively, the detail of which is attached as an appendix to these minutes.

Following the conclusion of these informal discussions, the Winchester Planning Development Control Committee reconvened to formally consider the

Recommendations of each Report respectively. Following the closure of the Winchester meeting, the Havant Development Management Committee reconvened and dealt with the applications submitted

2. **DESIGN CODE SUBMISSION RELATING TO CONDITION NO. 6 ON OUTLINE PLANNING PERMISSION 05/00500/OUT**
LAND AT OLD PARK FARM, WIMPEY PART OF WEST OF WATERLOOVILLE MDA, HAMBLEDON ROAD, WATERLOOVILLE
(Report PDC753 refers)

The Corporate Director explained that, since the publication of the Report, the applicant had submitted a further amendment to the part of the Design Code entitled "Block Type 1" and that a response had been received from Hampshire County Council's Highway Engineers, which raised no objection to the Design Codes.

The Committee's discussion regarding the above item took place in the informal meeting, the minutes of which are attached as an appendix.

In conclusion, the Committee agreed to delegate to the Head of Planning Control, in consultation with the Chairman, approval of the Design Codes, as set out below.

RESOLVED:

That the Head of Planning Control, in consultation with the Chairman, be authorised to approve a final version of the Design Code document required under Condition 06 of Outline Planning Permission 05/00500/OUT, subject to that document comprising an amended version of Design Code Submission 08/00278/DIC as originally received in February 2008, to include:

i) The updates included in the applicant's letter dated 19 May 2008
ii) The revision to Block 1, as received on 13 June 2008
iii) Revisions to address matters raised in Hampshire County Council's letter dated 13 June 2008

Together with amendments to clearly reflect the views of Members raised in debate that the Design Code should:

iv) Ensure that the Development include appropriately located toddler play areas with safe pedestrian access to the strategic open space and local equipped areas of play
v) Ensure that the sustainability objectives sought on the site were sufficiently ambitious and flexible enough to embrace new technologies and that Code Level 3 should be accepted as a minimum standard, not as an aspiration.
vi) Clarify the meaning of a requirement to use high quality materials throughout the development
vii) Clarify the relationship between the mandatory and advisory aspects of the Design Codes and how they are to be applied in determining reserved matters applications
viii) Include further detail to ensure high quality design of the parking courts and parking mews to include soft landscaping areas
ix) The Design Code incorporate a specific acknowledgement that, in approving the Design Code, Members had not any way accepted the elevations which had been provided for illustrative purposes therein

3. **APPLICATION FOR PRINCIPAL INFRASTRUCTURE, STRATEGIC LANDSCAPE AND SITE LEVEL DETAILS FOR PROPOSED DEVELOPMENT AT OLD PARK, WATERLOOVILLE (RESERVED MATTERS APPLICATION WITH PART CLEARANCE OF OUTLINE PLANNING CONDITIONS 7,9,12,16,21,22,24,27 AND 29 OF 05/00500/OUT**
LAND AT OLD PARK FARM, WIMPEY SITE PART OF WEST OF WATERLOOVILLE MDA, HAMBLEDON ROAD, WATERLOOVILLE
(Report PDC754 refers)

The Committee's discussion regarding the above item took place in the informal meeting, the minutes of which are attached as an appendix.

RESOLVED:

That, in respect of application 08/00269/REM (W19499/02), the Head of Planning Control be authorised to determine the reserved matters application under delegated authority, in consultation with the Chairman, having agreed any amendments as necessary to ensure that the application details are satisfactory.

The meeting commenced at 10:00am, adjourned at 10:05am, reconvened at 3.00pm and concluded at 3.05pm.

Chairman

APPENDIX

HAVANT BOROUGH COUNCIL EXTRAORDINARY DEVELOPMENT MANAGEMENT CONTROL COMMITTEE

AND

WINCHESTER CITY COUNCIL PLANNING DEVELOPMENT CONTROL COMMITTEE

16 June 2008

INFORMAL DISCUSSIONS

Councillors' Attendance

Winchester City Councillors

Councillors:

Jeffs (Chairman) (P)

Barratt (P)
Baxter (P)
Busher (P)
Fall (P)
Huxstep (P)
Johnston
Lipscomb (P)
Pearce
Ruffell
Tait (P)

Deputy Members:

Councillor Read (Standing Deputy for Councillor Ruffell)
Councillor Thompson (Standing Deputy for Councillor Pearce)

Others in attendance who did not speak:

Councillors Coates and Stallard

Havant Borough Councillors

Cheshire (P)
Bolton (P)
Buckley (P)
Hilton (P)
Gibb-Gray
Keast (P)
Pearce (P)
Pierce-Jones (P)
Smith (P)
Stocker (P)
Weeks (P)

Deputy Members:

Councillor Shimbart (Standing Deputy for Councillor Gibb-Gray)

Officers' Attendance:

Havant Borough Council

Jackie Batchelor – Head of Development and Technical Services
Sally Smith – Senior Planner
Julie Boschi – Landscape Architect

Winchester City Council

Steve Tilbury – Corporate Director (Operations)
Howard Bone – Head of Legal Services
Simon Finch – Team Manager Planning DC West.
Nigel Green – Major Development Project Leader
Lorna Hutchings – Senior Planner
Stuart Dunbar-Dempsey – Open Space Project Officer
Patrick Aust – Drainage Engineer

Hampshire County Council

Steve Jenkins – Senior Engineer (Highways)

1. DESIGN CODE SUBMISSION RELATING TO CONDITION NO. 6 ON OUTLINE PLANNING PERMISSION 05/00500/OUT
LAND AT OLD PARK FARM, WIMPEY PART OF WEST OF WATERLOOVILLE MDA, HAMBLEDON ROAD, WATERLOOVILLE

i) **PUBLIC PARTICIPATION.**

No comments were received or statements made during this section of the meeting.

ii) **INTRODUCTION**

Mrs Batchelor introduced the applications and, in summary, reminded Members that the outline planning permission had been granted in June 2007, subject to a series of Conditions and a Section 106 Agreement. The outline permission had already agreed, amongst other things, the basic framework of the MDA (Major Development Area), how it connects to adjoining areas, the green structure plan, its density, the maximum heights of buildings, key views, sustainability targets, the location of landmark buildings, traffic junctions and the number and location of dwellings and employment space.

Condition 6 of the outline permission required the submission of the Design Code document, which would inform all future reserve matters applications. Mrs Batchelor explained that the applicant's Design Code had been amended, as set out in Appendix C of the Report, and that this had been further amended by a letter received 13 June 2008, in response to Hampshire County Council's comments regarding highways issues.

iii) **DESIGN CODES**

Mr Green explained that Designs Codes were a relatively new concept within the planning system the purpose of which was to ensure continuity and consistency in large developments and to guide subsequent reserved matters applications. There

was no single format for a Design Code and they would vary in detail and form from one development to another, but their purpose would always be the same.

In his introduction, Mr Green highlighted the distinction between those elements of the Code which were mandatory and those which were advisory. He illustrated this by explaining that it was a mandatory requirement that the applicant incorporate 10% renewable energy on site, although the suggested methods by which this was to be achieved were advisory, because they might change over time.

Mr Green also advised Members of the consultation which had taken place on the Design Code. The Codes had been considered by a series of workshops with key stakeholders, by the West of Waterlooville Forum at its meeting on 17 July 2007 and two presentations to the Waterlooville Community Board.

He also advised that Hampshire County Council's Engineers had, in a letter dated 14 June 2008, raised no objection to the Design Code, following earlier discussions regarding street lighting and tree cover and concerns regarding the design of bus-stops.

In terms of public consultation, the Councils had received only three responses, although 1538 letters of notification had been sent to potentially interested parties.

iv) **APPLICANT**

Mr Hancock gave the Committees a presentation, on behalf of the applicant, in respect of the Design Codes submission. In summary, this explained that the Code had subdivided Taylor Wimpey's part of the MDA into different block types, which dealt with issues such as densities and frontages. He also explained that the buildings would be quietly modern, of their time, and that there would be an architectural consistency throughout Taylor Wimpey's part of the MDA.

v) **MEMBERS' QUESTIONS**

In response to Members' questions, officers explained that:

Design Aspects

- That the Design Code did not prescribe a particular architectural style or elevations for buildings.
- That the reserve matters applications would be treated as any other application as to whether they would be considered by Members.
- That the residential dwellings opposite the employment areas were separated by the tree lined avenue and that the employment area frontage would be well designed office blocks, with parking behind.
- That the design of the landmark buildings would be determined at the reserve application stage, but that it was anticipated that the Code would help orientate people travelling through the site. However, it was not anticipated that these buildings would adopt an overtly flamboyant architectural style.
- That the footprint of the buildings would also be determined at the reserve application stage.
- That the applicant had committed to provide "lifetime homes" in accordance with CABE advice. In summary, this sought to provide dwellings that were sufficiently flexible and adaptable to resident's changing life styles, though extensions and internal alterations.

- That, if there were commercial interest, it was possible that some form of specific accommodation for elderly people would be provided in the part of the MDA being developed by the Grainger Trust.

Process

- That the applicant had submitted a phasing plan, which had been agreed by the local authorities, and that the road to the new recycling centre would be constructed in one of the first phases.
- That the Police would be consulted on every relevant reserve matters application.

Open Space/Management Company

- That the applicant had undertaken and submitted an Environmental Impact Assessment which demonstrated how the natural habitat would be retained and enhanced.
- That the open spaces would be offered for adoption to the local authorities, but that an alternative could be for them to be managed by the MDA management company likely to be established by Grainger Trust. Members noted that Denmead Parish Council would not be expected to adopt any open space and had indicated no interest in accepting this responsibility, but were welcome to participate in any future discussions.

Play Areas

- That a Local Area of Equipped Play would be created in an area between the existing and new communities, which was overlooked by residential dwellings, and would be maintained by the management company. Members also noted the cautious approach of both Councils in avoiding a proliferation of unsuitable play equipment.

Sustainability

- That neither Councils' Local Plans had policies requiring a standard beyond Level 3 for the Code for Sustainable Homes. It was the officers' view that seeking a higher standard at this stage was unreasonable as it was currently uneconomic for developers to build homes to a higher standard on a large scale. However, over the course of the development higher standards may be required as a result of other regulations bearing on the development. Members also noted that the developer was required to ensure that 10% of the on-site energy demand came from renewable sources and that this percentage was considered a reasonable starting point, based on decisions elsewhere. Officers explained that some technologies were more appropriate than others for development of this type and that the final choices would be determined as the development proceeded.

Employment Areas

- That the need for the employment space had been considered at earlier meetings and that there was currently limited vacant floorspace at the nearby Brambles Business Park.
- That the employment area would have sufficient parking spaces and would be landscaped appropriately, given their location adjacent to an area of countryside.

Traffic

- That the two main routes in Taylor Wimpey's part of the MDA (the north/south Main Avenue and the east/west Main Street) could accommodate bus traffic. However, it was anticipated that, initially, only the 6.5 metre wide Main Avenue would be used as a bus route with the installation of high specification bus stops to include real-time information displays. Members also noted that the MDA had been designed so that every dwelling should be within 400 metres of a bus stop.
- That the introduction of bus services would be phased, with the first contribution from the developer due on the occupation of the 50th dwelling.
- That Main Avenue would be a "traffic calmed environment" with raised tables at junctions and restricted forward visibility to reduce drivers' speeds. It was also clarified that whilst the whole MDA had been designed to encourage drivers to travel at a maximum of 20mph, the signposted speed limit would be 30mph.
- That existing footpaths to the west of the MDA would be retained and that new footpaths would be created through the MDA.
- That the developer's contribution for a push-button pedestrian crossing would be collected after the occupation of the 25th dwelling.
- That the species of trees to be planted along the Avenue would be carefully chosen to avoid future damage to road surfaces and nearby buildings.

vi) <u>MEMBERS' DEBATE</u>

The following matters were raised:

- Car parking within the small open space areas required careful design to avoid vast expenses of oil stained tarmac.
- The process placed a great deal of emphasis on the first reserve matters application.
- Concerns that, in approving the Design Codes document, Members were implicitly giving their consent to the indicative illustrations set out in the Code.
- That the semi-rural nature of the open space and water courses should not be spoilt by excessive fencing as an overly cautious response to health and safety concerns.
- That the residents' management company fee could be punitive, especially for the affordable housing tenants.
- That the design of the recycling centre, particularly in regard to the design of bottle recycling, should learn from best practice abroad to minimise its visual impact and noise disturbance to local residents.
- That the Design Codes should ensure safe pedestrian access to play areas and throughout the MDA, including the employment and car parking areas.
- Members regretted that they had not been supplied with the full Design Code document.

At the conclusion of debate, Mrs Batchelor summarised the principal issues and it was agreed that the Code should:

- Ensure that the Development should include play areas with safe pedestrian access through the MDA, in addition to safe pedestrian access to the strategic open space and local equipped areas of play.
- Ensure that the sustainability sought on the site was sufficiently flexible to maximise new technologies.
- Clarify that high quality materials should be used.

- Clarify between the mandatory and advisory aspects of the Design Codes and how they should be considered during the reserved matters application stage.
- Include further detail on ensuring high quality design of the car parking within the smaller open spaces.

In addition to these, the Committees agreed that, in granting delegating authority to officers, Members did not in any way approve the elevations which had been provided for illustrative purposes in the Design Codes.

2. **APPLICATION FOR PRINCIPAL INFRASTRUCTURE, STRATEGIC LANDSCAPE AND SITE LEVEL DETAILS FOR PROPOSED DEVELOPMENT AT OLD PARK, WATERLOOVILLE (RESERVED MATTERS APPLICATION WITH PART CLEARANCE OF OUTLINE PLANNING CONDITIONS 7,9,12,16,21,22,24,27 AND 29 OF 05/00500/OUT**
LAND AT OLD PARK FARM, WIMPEY SITE PART OF WEST OF WATERLOOVILLE MDA, HAMBLEDON ROAD, WATERLOOVILLE
(Report PDC754 refers)

Mr Finch gave the Committees a presentation on the Design Codes.

During the public participation element of the meeting, Mr Lander-Brinkley (Denmead Parish Council) spoke. In summary, he raised concerns regarding the relationship between the proposed four-storey buildings and existing single-storey dwellings opposite. He also raised concerns regarding flooding and the protection of trees within the MDA.

Mr Cramond (Taylor Wimpey) spoke in support of the application.

i) **MEMBERS' QUESTIONS**

In response to Members' questions, officers explained that:

- Traffic to the recycling centre would pass along Main Avenue. The applicant had demonstrated that the road was sufficiently wide for two large lorries, serving the recycling centre, to pass each other. However, in creating such a wide road, traffic calming measures had to be introduced to lower speeds.
- That as the majority of traffic to the recycling centre would come from the south, and that once the MDA was completed, it was unlikely that Main Avenue would be as heavily used to access the recycling centre. In that eventuality, it might be appropriate for a weight restricting traffic regulation order be served on Main Avenue.
- That, following debate, officers had agreed a system of street lighting that was sufficiently safe, worked well with the proposed tree cover and would not be intrusive to first-floor rooms.
- That a traffic light system would be installed at the junction between Main Avenue and Hambledon Road, together with a new pedestrian crossing by the parade. It was envisaged that this would interrupt the flow of traffic along Hambledon Road making it easier for traffic exiting Sunnymead Drive. Officers also explained that there would be a new footpath along the western edge of Hambledon Road and a network of cycle paths though the MDA to existing schools at Cowplain.
- That, in submitting its representation, the Environment Agency had taken into account historical flooding of the site.
- That the capacity of the proposed Sustainable Urban Drainage systems (SUDs) had sufficient capacity to deal with rain water from the surrounding area. The SUDs would be regularly inspected by the Councils' officers and would be maintained by the management company.

ii) **MEMBERS' DEBATE**

The following matters were raised:

- The traffic calming measures, such as raised tables at junctions, were likely to wear very quickly under the pressure of large lorries serving the recycling centre.

At the conclusion of debate, the recommendation was agreed as set out.

The informal meeting commenced at 10.10am, adjourned for the formal meeting and lunch at 1.30pm, re-convened at 2.15pm and concluded at 3.00pm

Chairman

OLD PARK FARM : WATERLOOVILLE

DESIGN CODE

June 2008

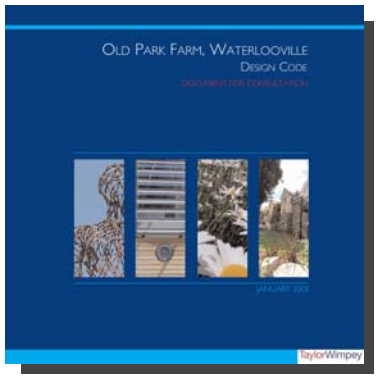
TaylorWimpey

AIM

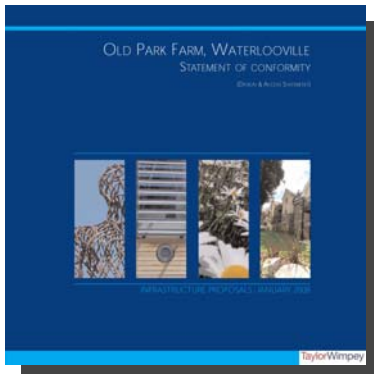
The aim of the design code is to draw upon and further develop the illustrative proposals set out in support of the outline planning application for OPF. (Para' 1.1)

Outline

Code



Detailed



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STRUCTURE

Development Framework

Illustrative Masterplan

Environmental Statement

Design Addendum

Part 1: Regulating Plans

These provide detail on the site wide strategies for future proposals

LAND USE

GREEN INFRASTRUCTURE

PUBLIC & PRIVATE REALM

DENSITY

BUILDING HEIGHTS

LEGIBILITY

Part 2: Design Guidance

These sections provide detailed design guidance for individual aspects of the development form and function

BUILT FORM

MOVEMENT

LANDSCAPE

SUSTAINABILITY

Part 3: Design Visualisation

This section illustrates how parts 1 & 2 of the code may be used to generate a series of distinct character areas that help create a sense of local identity.

CHARACTER ZONES

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PART 1

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PART 1: REGULATING PLANS

Masterplan

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PART 1: REGULATING PLANS

Land Use Plan

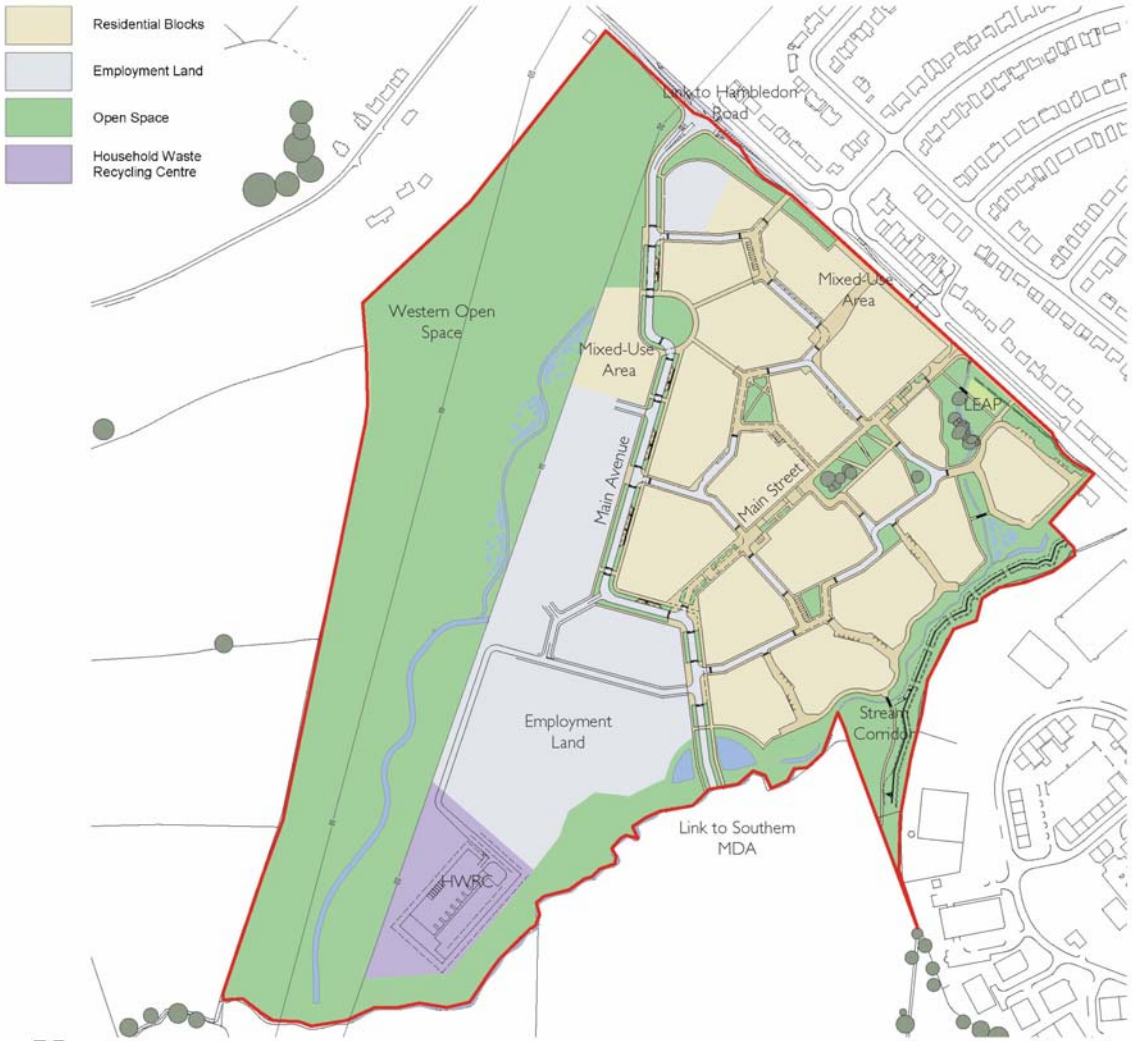

Figure 3. Regulating Framework / Land Use Plan

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PART 1: REGULATING PLANS

Legibility

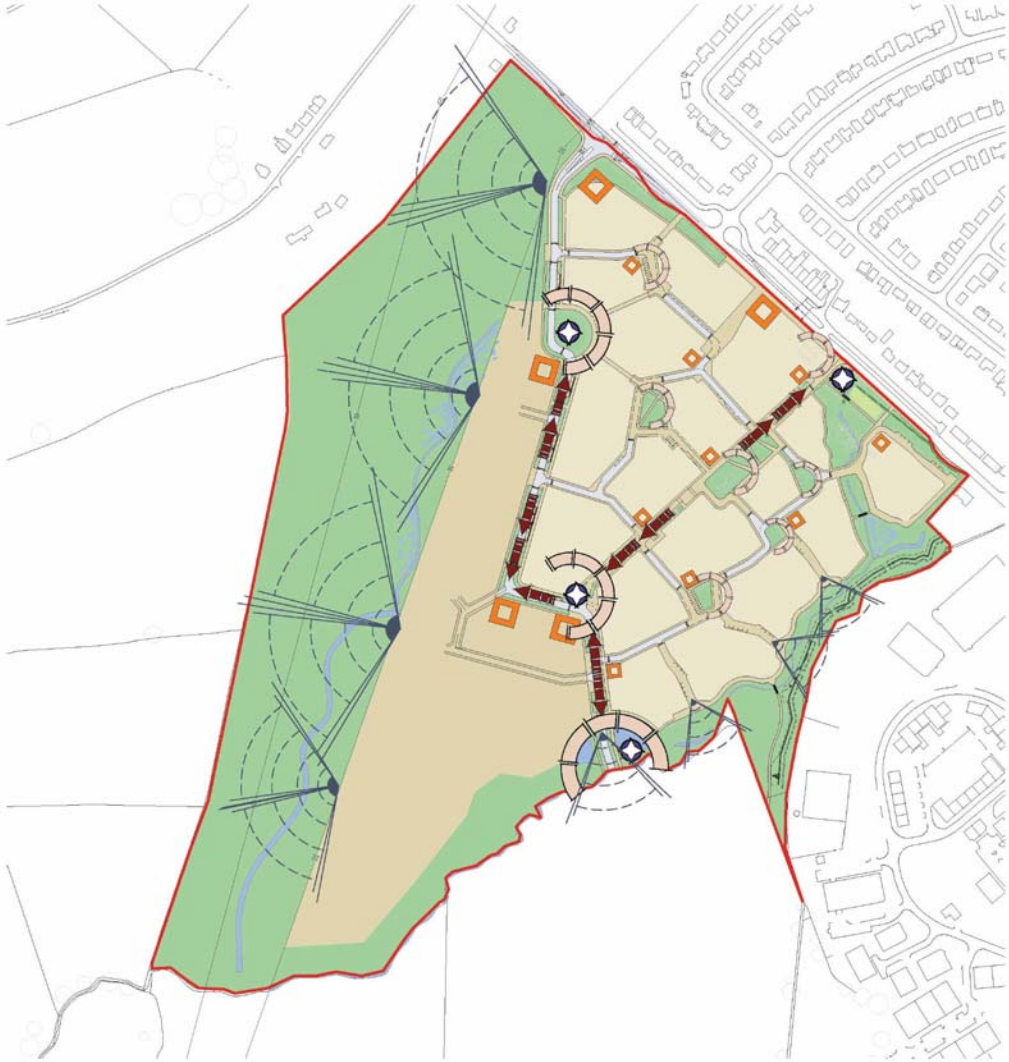

Figure 8. Legibility Strategy

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PART 2

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PART 2: DESIGN GUIDANCE

Built Form

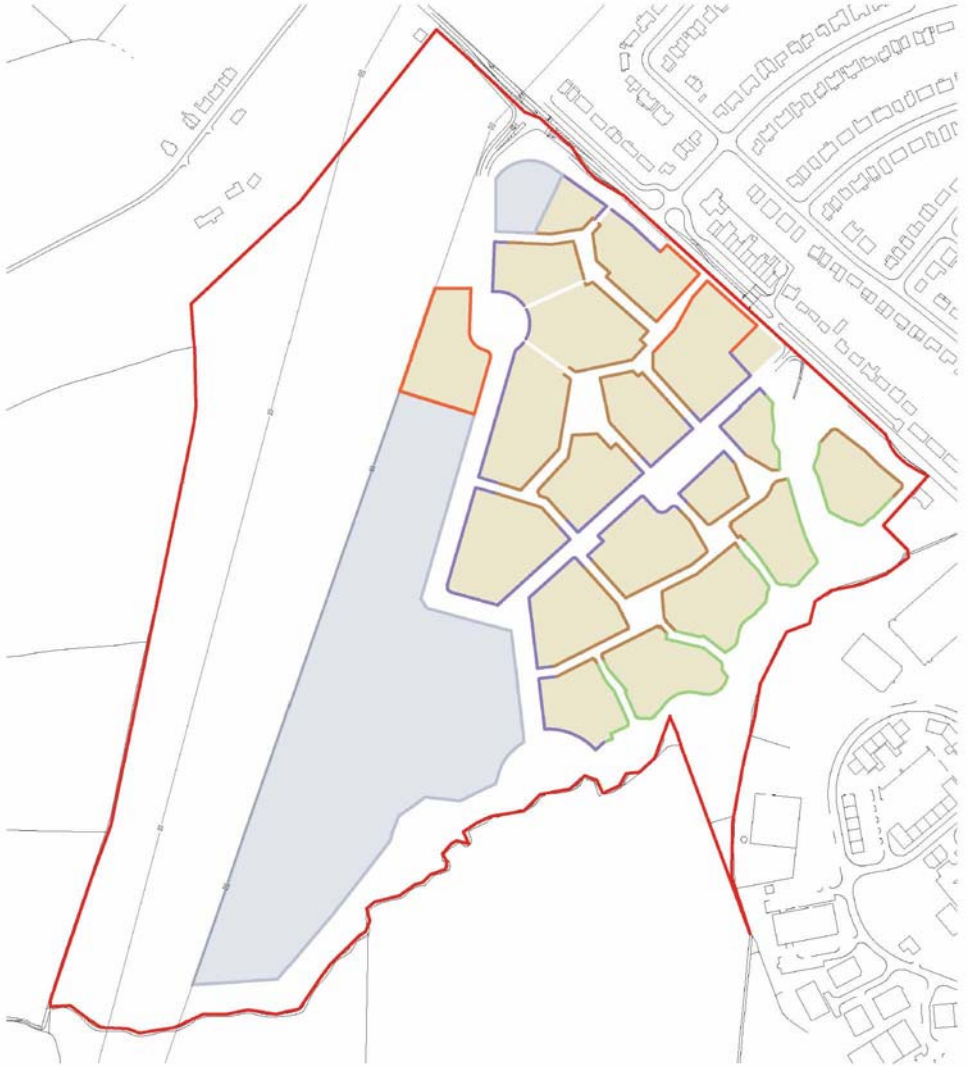

Figure 9. Edge Types

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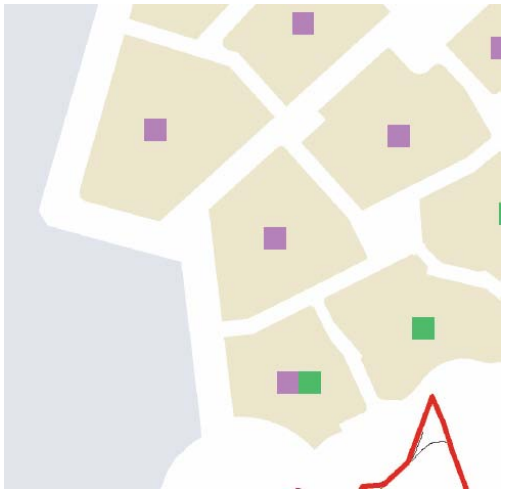
PART 2: DESIGN GUIDANCE

Built Form



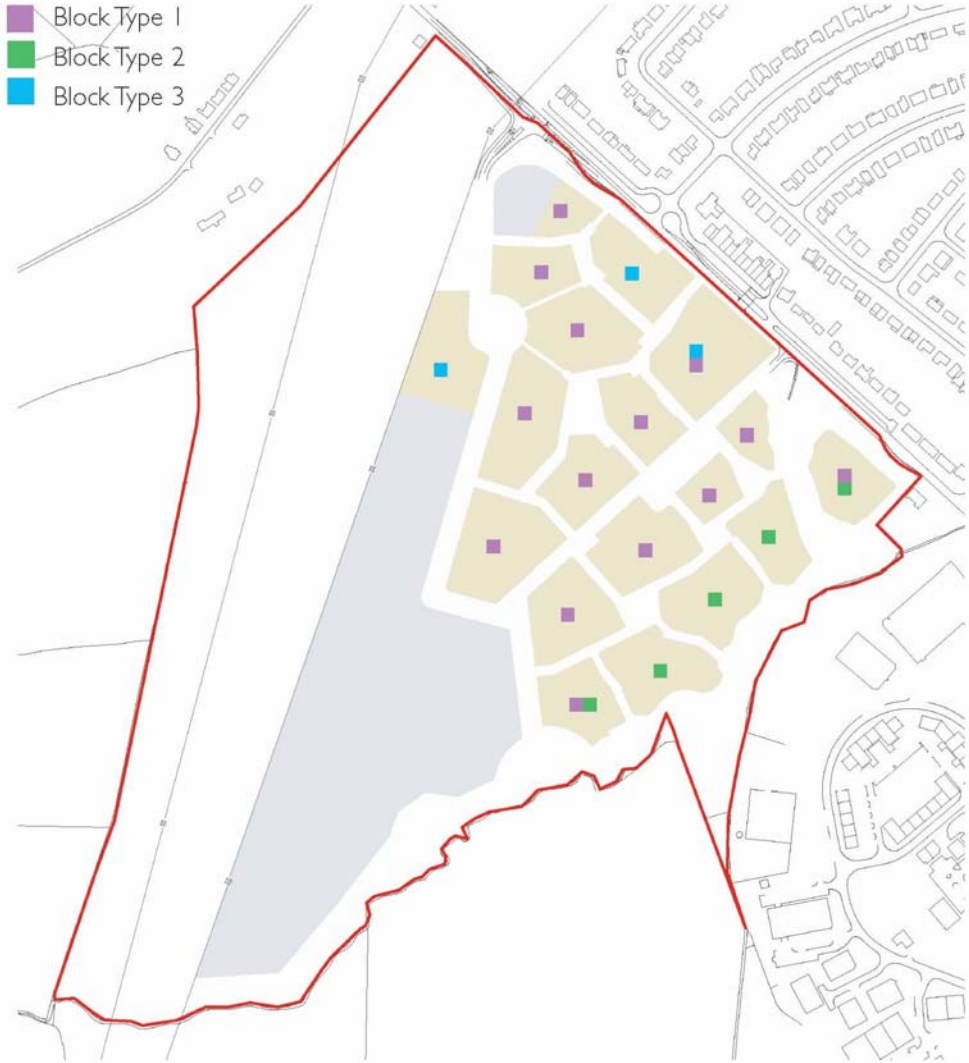


Figure 10. Block Types

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PART 2: DESIGN GUIDANCE

Built Form

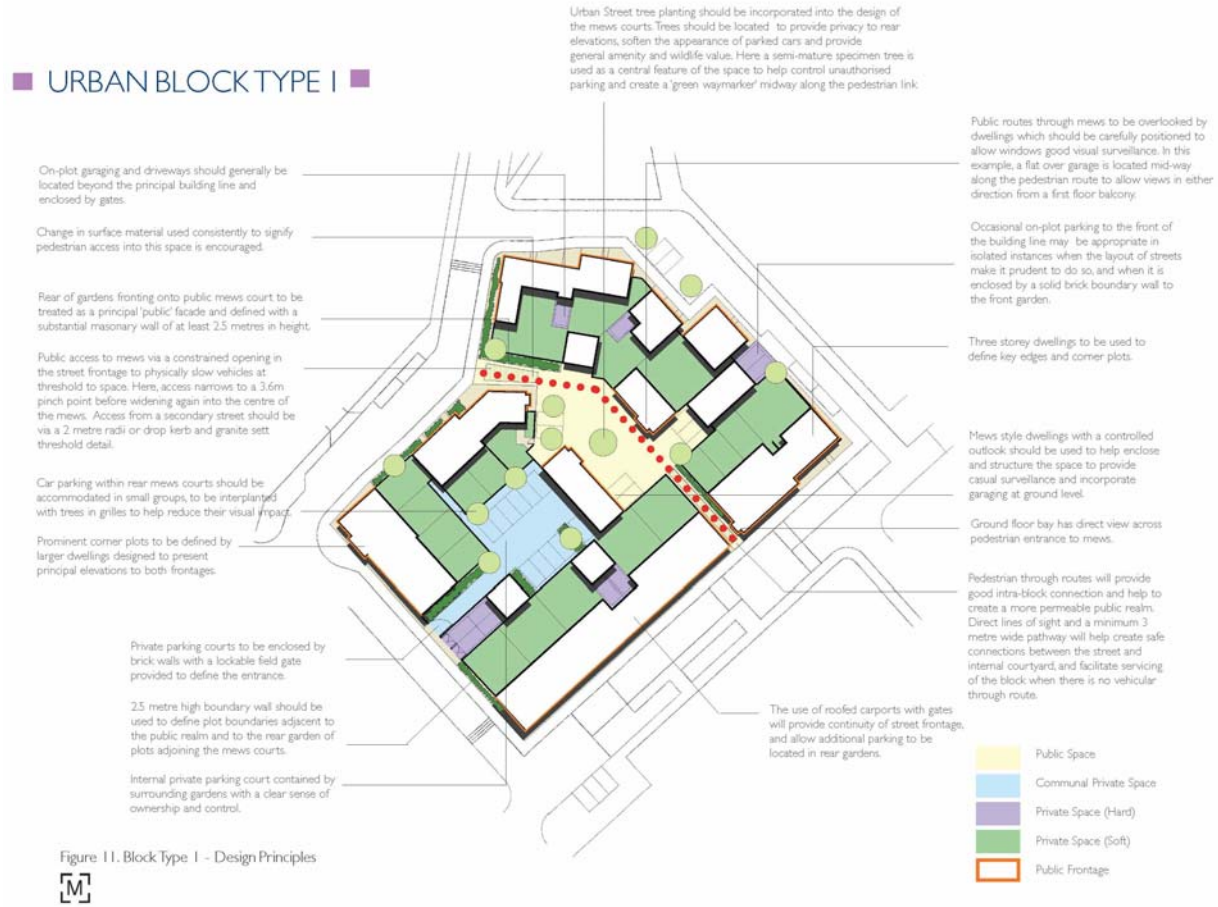

Figure 11. Block Type 1 - Design Principles

Figure 12. Typical Edge Type 1 - High Density

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PART 2: DESIGN GUIDANCE

Built Form

KEY DESIGN PRINCIPLES

Pedestrian routes - may be incorporated into the design of the blocks to help create a permeable street network in the shape of well overlooked, shared surface mews courts.

Mews courts - should include single aspect dwellings to provide overlooking of the space and incorporate garaging at ground level. Specimen tree planting and urban landscaping will provide a more intimate, domestic scaled character within these pedestrian friendly spaces.

Controlled Access - will be achieved via a narrow carriageway reached by a simple drop or small radii kerb and rumble strip to signify a change of priority. Buildings should be located to form pinch points to slow vehicles. Threshold details signify a clear pedestrian priority at entrances.

Figure 13. Block 1 with internal mews court - 3 Dimensional Realisation

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PART 2: DESIGN GUIDANCE

Built Form

KEY DESIGN PRINCIPLES

Private Driveways - should be used to provide access to garaging and rear gardens for dwellings fronting the footpath and open space. Private driveway entrances may be defined with side hung gates to indicate that public access is restricted to local residents only.

On-plot Parking - should be used only sparingly in place of rear access arrangements and located behind the principal building line. Driveways will be gated and designed to help discourage unauthorised parking across the footpath.

Green Edge - where dwellings front onto open space, the building line will become more sinuous with standard tree planting inserted along the edge of the block. Front doors will be accessed from an adopted public footpath which will be overlooked by principal rooms on the ground floor.

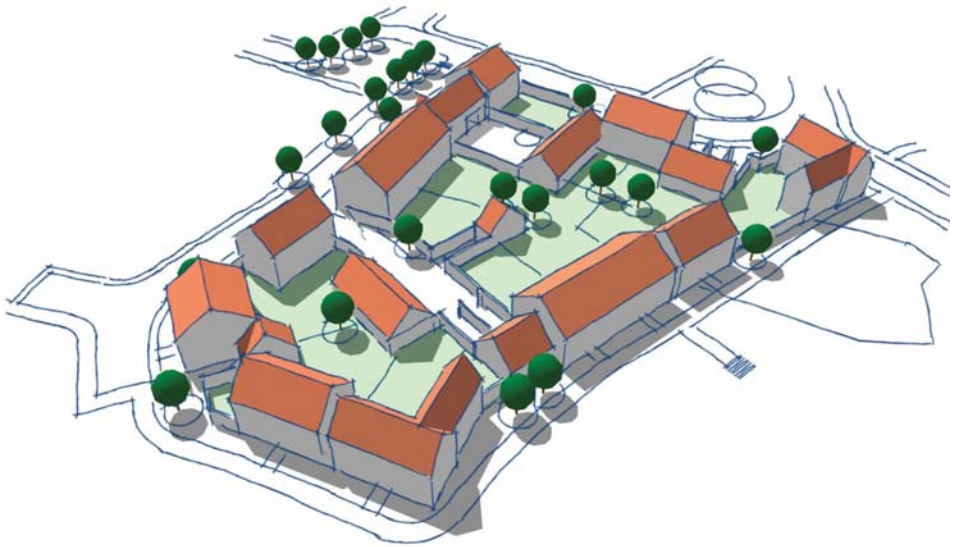

Figure 17. Urban Block 2 - 3 Dimensional Realisation

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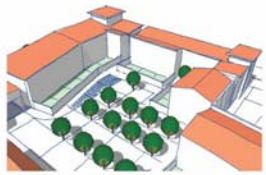
PART 2: DESIGN GUIDANCE

Built Form

KEY DESIGN PRINCIPLES



Service Access - should be provided within the centre of the block and accessed via an oversized coacharch to allow larger vehicles to pass freely while retaining a consistent level of enclosure to the surrounding streets. Space should be set aside for temporary parking of delivery vehicles so as not to cause an obstruction to parked cars.

An Enhanced Public Realm - mixed use blocks will provide additional hard and soft landscaping where it is appropriate to reflect the additional footfall anticipated around the live / work, commercial and retail uses. Visitor / shopper's car parking should be designed as an integral part of this enhanced public realm.

Landmark Elevations - should be used as appropriate within mixed use areas to define key corners / gateways / uses etc, to lift the overall aesthetic and contribute to the creation of a legible public realm and movement network.

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PART 2: DESIGN GUIDANCE

Built Form

Figure 22. Residential Built Form Matrix

Built Form (Residential)	Edge Type Type 1	Type 2	Type 3	Type 4
Building Types	Terrace Semi-detached Flatted	Terrace Semi-detached Detached Flatted	Semi-detached Detached	Terraced Flatted Mixed-Use
Modulation (Specifies the degree of variation that occurs within the building line)	Consistent terraced and linked building line with up to five dwellings before variation occurs	Up to four same type dwellings before variation in building line required	Low-density typologies result in variation every one or two dwellings.	Consistent building line with limited variation.
Key Buildings / Landmarks (Refer to regulating plans)	Corner plots and flat blocks overlooking main avenue and main street	Located around focal squares and terminating views along key streets	Occasional secondary landmarks formed by gables, corner plots and at key intersections within the public realm	Key corners that overlook and form a gateway into the site from Hambledon Rd.
Proportions (Frontage width expressed as a range)	4.5 – 8.5 metres (Up to 11.0 metres for flats) High proportion of narrow frontages with some wide fronted terraced dwellings	4.5-11.0 metres Mix of narrow fronted terraces and wide fronted dwellings at corners and around focal spaces	8.0-11.0 metres Generally wide fronted dwellings	4.5-11.0 metres Generally narrow fronted dwellings with deeper plans to maximise street frontage.
Composition	High degree of symmetrical composition / repetition with occasional asymmetry introduced in tandem with landmark elevations. General vertical emphasis with elevations arranged in a central axis	Greater degree of compositional autonomy within design of individual streets reflecting increased modulation of building line and range of typologies. Asymmetrical elevations may be appropriate in the case of smaller dwellings	Generally symmetrical patterns of openings arranged on a central axis or gable with a horizontal bias. Appropriate proportion of wide fronted dwellings.	General vertical emphasis with elevations arranged in a central axis Asymmetrical design of landmark elevations used to emphasise keynote buildings
Solid to Void Ratio	Vertical emphasis to be achieved using 1200-1500mm module to form an overall rectangular geometry	Overall rectangular emphasis to openings avoiding 'mean' detailing whereby windows appear squeezed against eaves or flanking walls so that building appears to lack structural integrity	Traditional solid to void ratios applied to wide fronted dwellings to emphasise visual strength of walls allowing for wide piers between openings	Large areas of glazing introduced where appropriate to reduce mass of buildings and create light filled live/work spaces.
Privacy & Separation	Minimum 21 metres between habitable rooms at first floor (rear facades) Minimum 16 metres habitable room to non-habitable room Where dwellings are positioned closer, attention must be given to protection of privacy between facing windows by detailed design / alignment of windows and internal arrangement of habitable rooms External boundaries to be 3 metres high where back to back distances are reduced below these distances Use of single aspect dwellings should be considered to protect privacy of gardens and avoid direct overlooking			
Eaves Height (Typical height of eaves above FFL for dwellings. Excludes landmark dwellings which may have higher eaves heights)	2.0-4 storeys (5.5-11.0 metres)	1.5-3.0 storeys (4.5-8.0 metres)	1.5-2.5 storeys (3.75-7.75 metres)	3.0-4.0 storeys (8.0-11.0 metres)

TaylorWimpey

PART 2: DESIGN GUIDANCE

Built Form

INDICATIVE BUILT FORM

Design for a 3 bed 2.5 storey townhouse

Design for a 4 bed 3 storey townhouse

Design for a 4 bed 3 storey townhouse

Continuous terraced homes set behind high quality boundary treatments create a dynamic edge.

Indicative elevation showing a possible Type 1 edge along the Main Avenue

Figure 23. Indicative architectural realisation

TaylorWimpey

PART 2: DESIGN GUIDANCE

Built Form

INDICATIVE BUILT FORM

Design for a 4 bed 2 storey house

Design for a 4 bed 2 storey corner house

Design for a landmark apartment block.

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PART 2: DESIGN GUIDANCE

Built Form

Fig 24 (& Inset) Employment Land - Structuring principles

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Streets, Spaces & Movement

surface design. Introduce traffic calming devices into dedicated pedestrian crossing points and facilitate onward pedestrian movement within the wider area with dedicated linkages utilising footbridges, bridleways and defined pathways to overcome potential barriers to movement.

Street Hierarchy

12.16 The following information describes a simple street hierarchy and an explanation of the role of each in the overall movement network.

12.17 The seven street types and their applicability within each character area are defined within Figure 28.

[M]

Street Type	Character Area					
	Urban Edge	Urban Core	Central Spine*	Parkland Edge	Mixed Use	Employment Land
Main Avenue	■					■
Main Street*			■			
Secondary Street 1		■			■	
Secondary Street 2						■
Shared Surface Streets		■		■	■	
Mews		■		■	■	
Private Courtyards	■	■	■	■		

Figure 28. Street Types

12.18 *The Main Street is exclusive in that it forms the Central Spine character area in itself and is not therefore a composite of several different streets types as anticipated elsewhere within the development.

12.19 The descriptions and tables which follow present a summary of the street design criteria including critical dimensions, boundary treatments, materials and finishes. The type and position of lighting will vary between street types, but for technical reasons these have been omitted from the accompanying diagrams. A summary of street lighting parameters is included as a separate section to this code.

[M]

Street Types

The Main Avenue

12.20 The Main Avenue forms the principal means of access for all residential and employment related vehicle movements and buses entering the site from its junction with Hambledon Road to the north, and will link up with the proposals currently being prepared for the remainder of the MDA on land to the south of the site.

12.21 The Main Avenue will therefore form a mixed-use street, and be designed as a formal, broad tree lined street with generous landscaping appropriate to its role as the principal route through the neighbourhood.

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Streets, Spaces & Movement

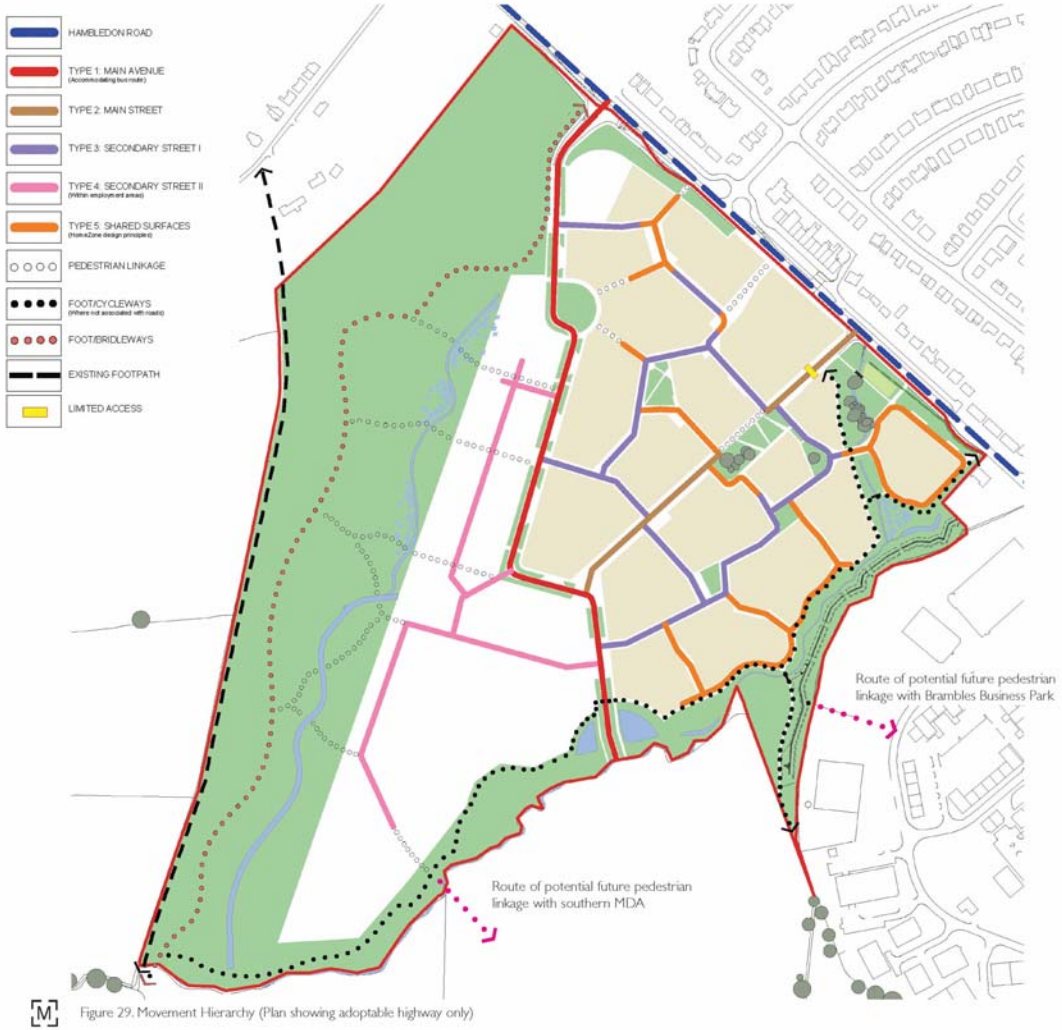

Figure 29. Movement Hierarchy (Plan showing adoptable highway only)

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Streets, Spaces & Movement

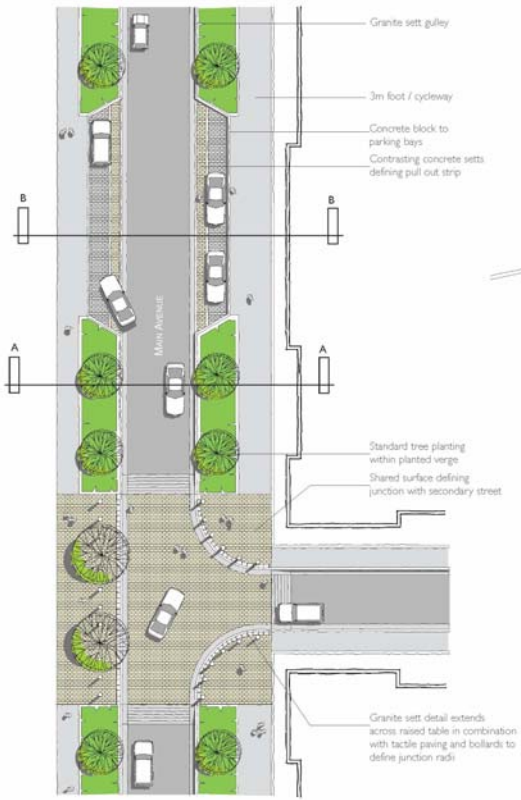
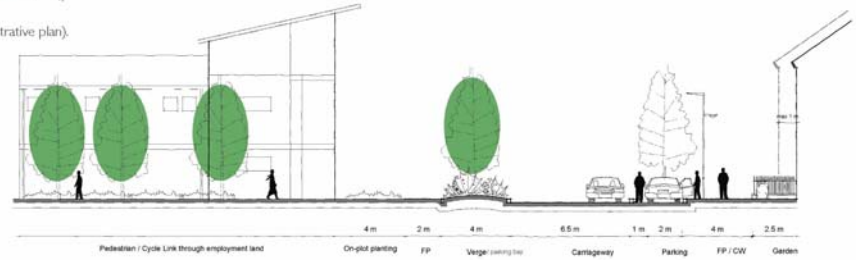


Figure 31. The Main Avenue (Illustrative plan).

Streets with trees and verges

ILLUSTRATIVE SECTION A - A
General street with dual verges

ILLUSTRATIVE SECTION B - B
Verge incorporating parallel parking on one or both sides



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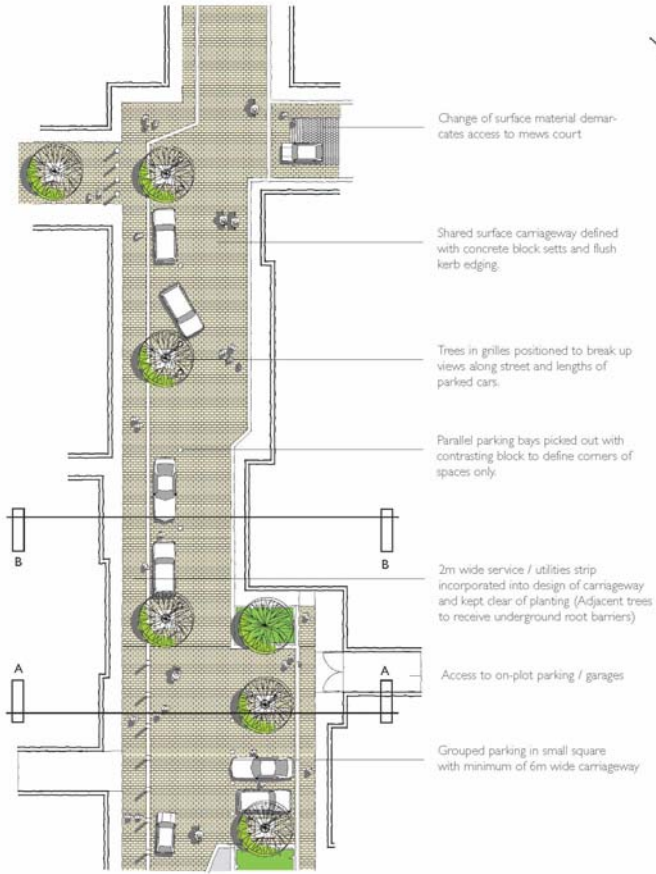
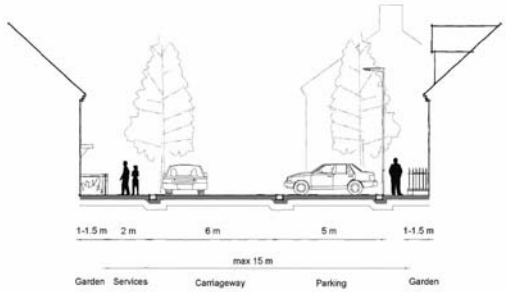
Streets, Spaces & Movement





ILLUSTRATIVE SECTION A - A
Shared Surface parking square

ILLUSTRATIVE SECTION B - B
Shared surface with parallel parking bays

Figure 37. Shared Surface Street (Illustrative Plan).

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Streets, Spaces & Movement

Mews Courts (Public access permitted)

12.52 Mews courts will be non-adoptable routes and spaces formed within the centre of perimeter blocks, but specifically designed as an extension of the adoptable public realm such that pedestrian access is encouraged in order to create a permeable network of streets and spaces.

12.53 Mews courts will be designed as shared surface spaces and accessed via a drop kerb and granite threshold detail from a secondary street, or via simple change of surface material when access is taken from an adoptable shared surface road. Access may also be achieved via a coacharch arrangement, but only where this does not compromise the perceived or actual safety of the space.

12.54 Access to a mews court will normally be a minimum of 4.8m wide, unless it is via a coacharch where this may be reduced. A mews court shall have at least two access points to facilitate pedestrian movement within the space and help create a 'flow' of people throughout the day. These access points shall be defined via a change in surface material to act as a consistent visual indicator that public access is permitted and encouraged.

12.55 The internal design of mews courts shall reflect their role as an extension of the public realm, albeit at a more intimate, domestic scale where a greater sense of ownership is implied by the controlled access. Feature tree planting, low level landscaping and soid masonary walls will all help contribute to a feeling of public space and avoid the sense of entering into an isolated space whose function is more clearly private. Locating mews style properties in these spaces will provide overlooking and front doors which will further enhance the safety and security of the public realm.

12.56 The size and scale of the mews courts will vary but figure 38 sets out the specification which should be read in conjunction with figure 39, illustrating how these standard design parameters can be applied.

NON-ADOPTABLE STREET

TYPE 5: MEWS COURT		
Criteria	**Specification**	
Design Speed		
Target Speed:	10mph	
Public Transport		
Bus access:	No	
Character & Dimensions		
Maximum no of properties served:	50 dwellings	
Frontage access:	Yes – to rear of properties where possible.	
Carriageway width:	Minimum 4.8m width at entrance, except for access via a coach arch where this may be reduced. Minimum 6m width opposite parking / garages.	
Street Design		
SSD:	11m	
Junction radii:	2m at entrance.	
Junction spacing	Dictated by urban block size/arrangement	
Junction visibility splays:	X=2.0m Y= 11m	
Gradients:	Maximum 8%	
On-street parking:	Yes – 2.4 x 4.8m bays perpendicular to carriageway or 2.0 x 6.0m parallel bays	
Traffic calming:	Inherent within design	
Materials		
Carriageway Surfacing	Coloured pre-cast concrete paviors laid 90 degrees to direction of travel. Cropped granite setts used to define parking bays. Bound gravel feature paving.	
Parking Zone	Coloured pre-cast concrete paviors to match carriageway	
Kerbing	No	
Services	5 rows of 100mm x 100mm cropped granite setts forming central drainage gulley or permeable surface	
Boundaries and Enclosures		
Plot frontage	Keynote feature	3m high masonry wall to rear gardens with lockable timber gates Clipped evergreen hedges (species including Box, Laurel sp, Lavender and Viburnum)
	Desirable feature	n/a
	Highlight feature (where overlooking is required)	Low brick plinth combined with a evergreen hedge Horizontal bar estate style railing, 900mm high, painted black
Furniture	Street lights	Formal range of lanterns and columns, including lanterns fixed to buildings. Low-level bollard style lanterns within rear spaces.
	Seating Litter bins Bollards	Within the courtyard areas the landscape furniture will have a classical character, which includes references to local vernacular styles. All furniture will be constructed from robust and durable materials (such as steel or hardwood), and sourced from reputable suppliers. All metalwork will be generally finished in black or dark colours.
Planting design		
	Strategic tree planting	Street trees set within individual surrounds should be included to as an integral part of the street design Street trees - Hornbeam, Birch, Sorbus sp., Pear, Cherry
	Private frontage character	Garden style frontages with shrub and herbaceous planting or clipped hedgerows will form a more local, individual character to these areas. Paved or gravel mulched frontages will contribute to the mews character

Figure 38. Mews Court Design Criteria

Alternative arrangements showing rear mews courts open to the street and enclosed by buildings. The choice of materials and planting have a strong bearing on the character of the spaces.

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Streets, Spaces & Movement

Parking Strategy	Street Type						
	Type 1	Type 2	Type 3	Type 4	Type 5	Type 6	Type 7
	Main Avenue	Main Street	Secondary Street (I)	Shared Surface	Mews	Courtyard	Secondary Street (II)
On-street parking	Limited to occasional short bays of 2-3 parallel, unallocated spaces within adopted pubic highway. Parking for mixed-use area off Hambledon Road to be provided in dedicated square.	Limited to occasional short bays of 3-4 parallel, unallocated spaces within adopted pubic highway. Also, modest amount of parking within hard landscaped squares along its length.	On street parking limited and incorporated into the detailed design of the highway via subtle and localised widening of the carriageway. Bays will not be marked within these areas.	On-street parking will be accommodated within the design of the highway as both parallel and perpendicular spaces located in small groups of up to 6 spaces.	Parking to be integral to design of the space and located in small groups of up to 6 spaces.	Space designed primarily to accommodate car parking away from the street.	Parking on the employment main street will be discouraged.
Restriction of unauthorised parking	High kerb upstand with bull nose to discourage 'bumping' onto verge. Carriageway width designed to 6.5m so that unauthorised parking presents obvious obstruction. Planted verges and bollards will help discourage casual parking. Parking square to be well signed from Hambledon Road along with appropriate highway restriction markings.	Use of low-level bollards and narrowed carriageway will help to discourage unauthorised parking within shared surface space.	The primary way in which unauthorised parking will be discouraged is to provide conveniently located, naturally observed and secure parking areas in close proximity to the dwellings they relate to.	Some scope may exist for informal parking within these areas outside the designated bays. However, the narrow dimensions and pinch points typical of this type will make obstructive parking in inappropriate areas obvious.	Informal parking may be absorbed by the design of the space where through traffic is limited allowing residents or visitors to double park without causing an obstruction. Pedestrian routes shall be protected with careful use of bollards and tree planting.	Unauthorised parking will be clearly indicated by the privatised feel of the space and is likely to be policed by local residents.	Providing conveniently located visitor and employee parking close to the destination building or function will discourage unauthorised parking. The carriageway width will be the minimum functional requirement to make it clear that vehicles parked on the highway will cause an obvious obstruction.
Direct vehicular access	Limited direct vehicular access to rear courtyards in order to maintain continuity of built form. No direct access from Hambledon Road for parking.	Some direct vehicular access to on-plot parking may be appropriate as long as this occurs via a carport / coacharch arrangement to maintain continuity of building line.	Direct vehicular access to on-plot parking acceptable. Direct access to private courtyards serving grouped parking.	Direct vehicular access acceptable from shared surface roads to on-plot parking.	Direct vehicular access to on-plot parking acceptable. Majority of dwellings likely to be rear-access via garages.	Majority of dwellings likely to be rear-access via garages.	Wherever possible, vehicular access to the destination building or function will be closely related.
Building line and parking	Occassional parallel parking bays within adopted public highway in front of the building line. Private parking will be within individual plots or grouped behind the building line. Visitor parking within the new square adjacent to Hambledon Road will accommodate short term parking in front of the building line.	With the exception of parallel on-street parking and parking within the parking squares, all private parking will be within individual plots or grouped behind the building line.	With the exception of parallel on-street parking and parking within the parking squares, all private parking will be within individual plots or grouped behind the building line.	Parking within shared surfaces may occur in limited amounts in front of the building line.	Parking within mews courts will largely occur behind the main building line, or in front of mews style dwellings where it will be well overlooked.	Parking in rear courtyards will, by definition, always occur behind the building line of the street.	Employee parking will be located behind the main building line in grouped parking areas. There may be scope to incorporate visitor parking to the front of the building line where this can be effective in discouraging unauthorised parking.

Figure 46. Parking Strategy

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PART 2: DESIGN GUIDANCE

Landscape & Open Space

13.9 *Landscape Context*

The master plan for the open space areas within the Old Park Farm development will consider the existing framework of the surrounding landscape. The grain and pattern of the open space areas will reflect the character of the local area whilst being designed to respond to the requirements of the local population. Connections to the network of existing public footpaths will be created. Defined access points will provide a sense of arrival, contributing to the legibility of the development and its open space network. The character of the surrounding area and its relationship to the new development will inform the design of the open spaces, with the interface between the open agricultural land to the west and the urban areas in the new development being softened by the naturalistic design of the strategic open space buffer.

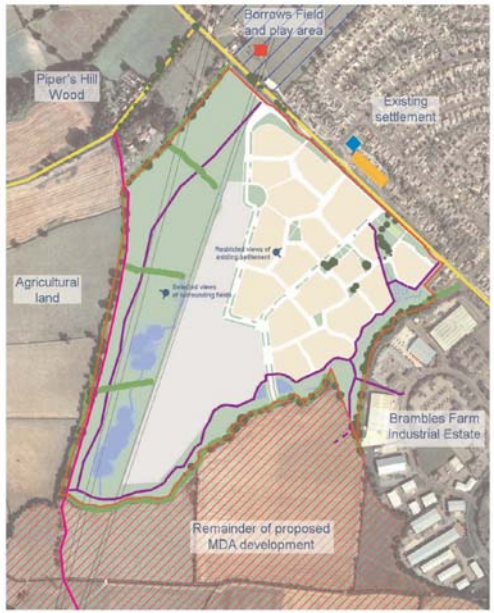

Figure 50: Illustrative plan of the landscape context and facilitie at OPF.

Play area
Local shops
Public house
Public road (existing)
Right of Way (existing)
Proposed right of way

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Landscape & Open Space

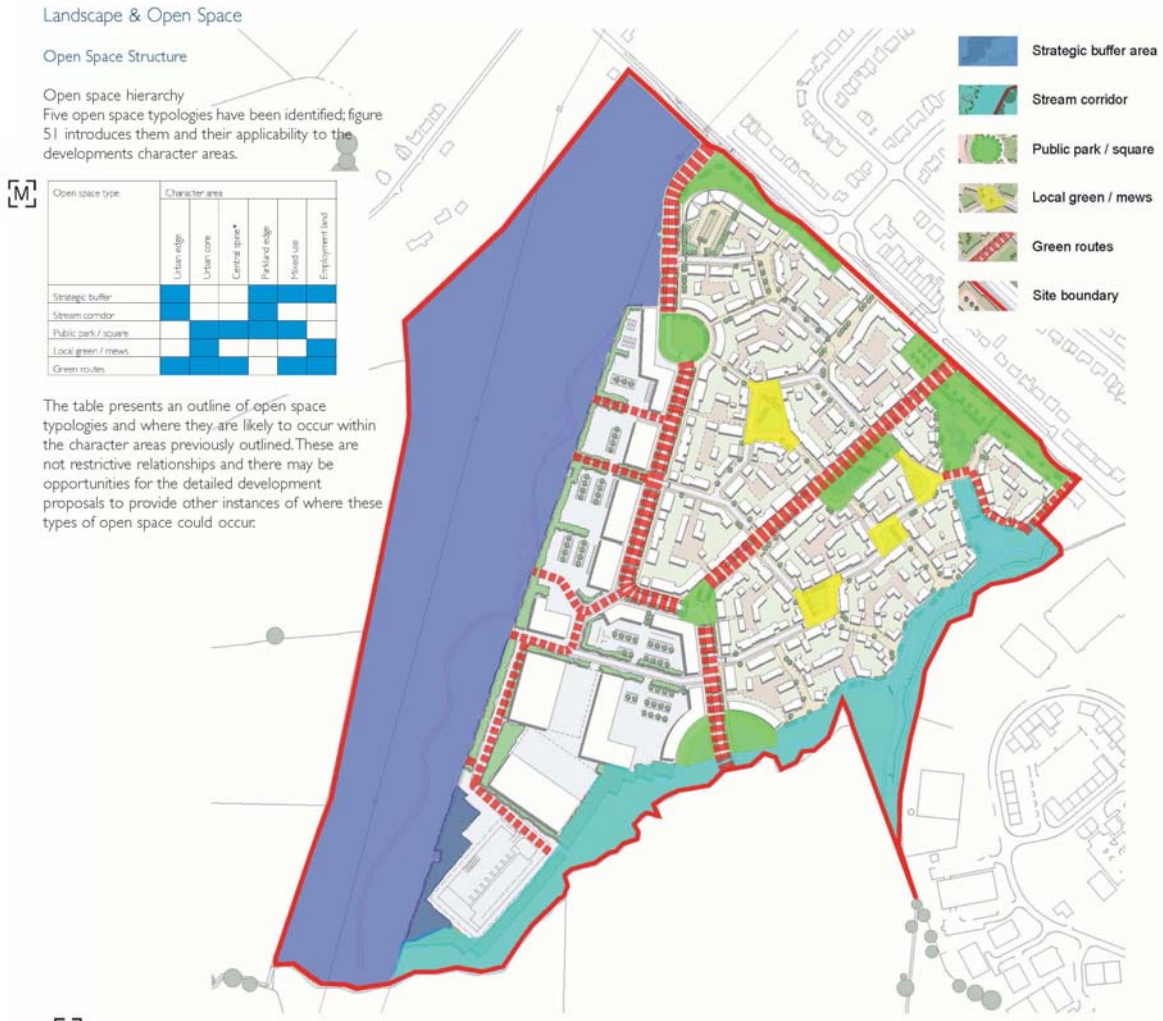

Figure 51: Open space network

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Landscape & Open Space

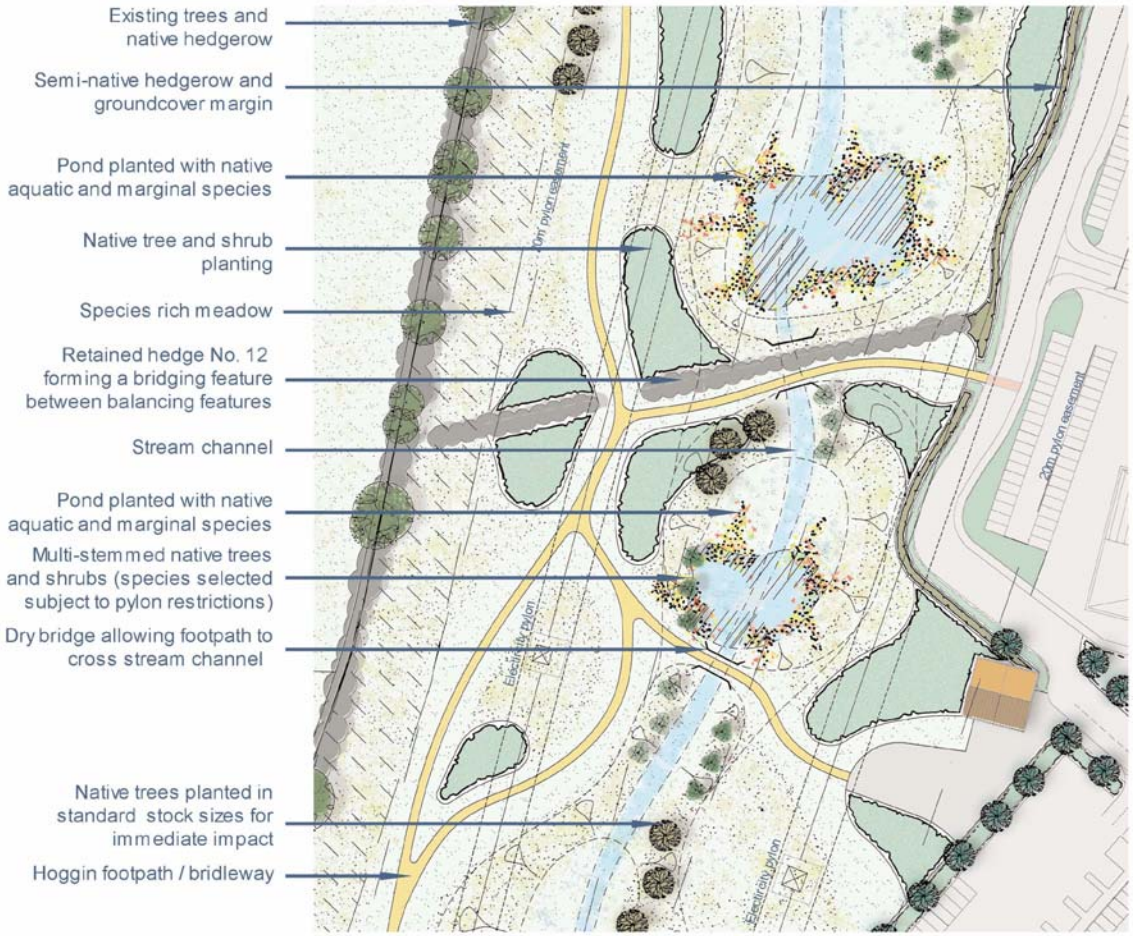

Figure 52: Strategic buffer to open space and riverine corridor (subject to detailed engineering)

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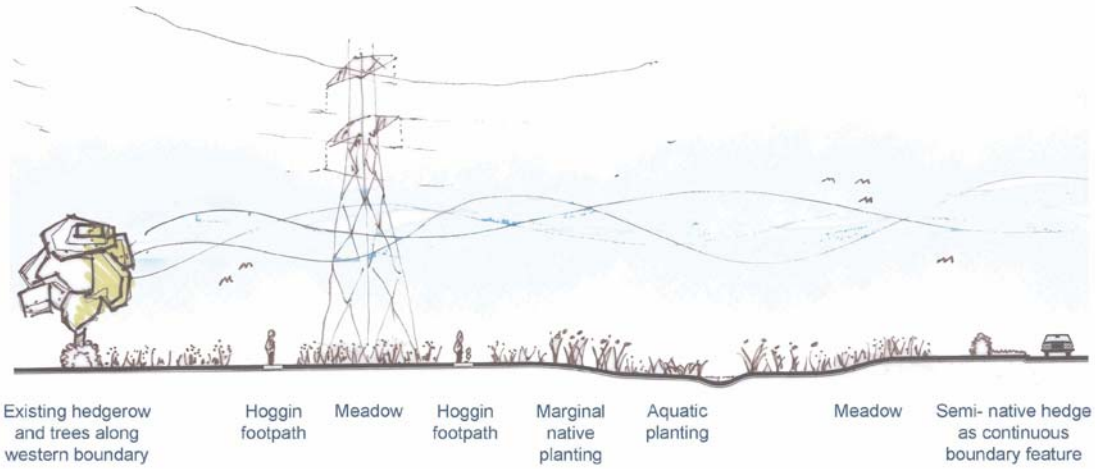
Landscape & Open Space

Figure 53: Illustrative section of strategic buffer.



Gently meandering stream channel passing through a series of larger pools

Stream channel broadening in places

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PART 2: DESIGN GUIDANCE

Landscape & Open Space

Type: Strategic buffer	
Criteria	**Spec**
Target size	
Approximate area	More than 10 hectares
Character and design	
General landscape character	Native wooded commons, lowland wet and summer flowering pasture. Parkland areas, including intermittent tree groups. Pond and marginal areas.
Target use / Maintenance objective	Informal recreation, habitat creation for the protected species (bats, reptiles) and other biodiversity (e.g. invertebrates), imaginative play, strategic screening, SUDS drainage feature
Access and movement	
Public transport	Bus hale point within 400m / no formal public transport within open space
Vehicular access	Emergency and maintenance access only
Cycle access	Yes, via surfaced path
Horse access	Yes, via bridleway
Entry points	Open, bollards or similar to prevent vehicular access
Boundary style	Existing and proposed native hedgerow / strategic shelter belt planting
Traffic restriction methods	Timber bollards / post and rail fence / shallow bund / shrub planting / knee rail
Materials	
Road surfaces	n/a
Parking surfaces	Reinforced grass (maintenance plant set down area only)
Footpaths	Concrete 'tegula' sett or cobble paving for high trafficked areas at entry points / Bound gravel footpaths
Edges / kerbs	Timber peg and board
Feature paving	Reinforced grass for maintenance access points and high trafficked areas
Furniture	
Enclosures	Estate style railing / timber bollards / native hedge / timber knee rail / post and rail fence
Seating	Rural timber benches, picnic tables
Litter bins	Rural style, dog waste bins
Lighting	None, only lighting from adjacent employment areas
Signage	Habitat interpretation / information boards (rural / timber style), public rights of way information
Tree planting	Timber parkland style guard (large standards only)
Play & sport provision	E.g. Informal trim or exercise trail, grass area for kick about, mown rides providing informal access
Retaining structures	If required: Stone filled gabions, timber crib wall
Planting palette	
Trees and shrubs	*Defining:* Ash, Oak, Field maple *Common:* Birch, Hawthorn, Blackthorn *Highlight:* Wild cherry
Shrubs	Dogwood, Blackthorn, Hazel, Privet, Dog rose, Spindle, Guelder rose
Hedges	Mixed native species (Hawthorn / Blackthorn / Hazel / Field maple / Crab apple) Single species (Hawthorn, Field maple, Privet)
Highlight species	Parkland tree planting within margin adjacent to employment land: Sweet chestnut, Lime, Horse Chestnut (non-fruiting), Holm Oak Colourful forbs associated with species rich meadow Marginal / aquatic / submerged plants (sedges, reeds, iris)
Keynote habitats	Native marginal / aquatic / submerged vegetation Lowland species rich marshy and dry grassland Summer flowering meadow Swathes of spring flowering bulbs adjacent to employment land

Figure 54: Strategic buffer design criteria.

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PART 2: DESIGN GUIDANCE

Landscape & Open Space

Local Green & Courts

13.42 These open areas will seek to offer public access to green space on a more local level, aimed principally at the residents and workers within the neighbourhoods close by. As both formal and informal spaces the 'greens' and 'courts' typify the small intimate spaces found within towns and villages within Hampshire, which often form the heart of local communities. As paved plazas or as mown lawns, these spaces provide individual areas which not only offer access to public space to local residents, but also provide distinctive spaces which help to form a memorable experience of the settlement; contributing to its legibility.

13.43 As individual distinctive spaces, the intended use of the greens and courts can vary, including simple requirements of providing visual amenity to more organised uses such as formal play or seating areas. Pedestrian movement through these spaces will be integrated within the wider green space network, in doing so providing open spaces to stop and relax.

13.44 Within the urban areas of the development, these open spaces will provide opportunities for street and feature tree planting, helping to soften the elevation of buildings and paved streets. Mown lawns will provide green space for people to relax, with trees providing welcome shade. Seasonal interest will be provided by spring flowering bulbs, ornamental shrub borders and trees with eye-catching arboreal qualities (such as autumn colour or spring flowers); all contributing to the unique character of each of the local spaces.

13.45 Open access to these spaces will be provided for pedestrians, with level paved surfaces providing access for all. Where a boundary is required, bollards, timber fencing or railings will provide protection from vehicles. Within the paved open spaces, a 'homezone' approach would allow vehicles to be integrated into the public areas, however emphasis should be placed on pedestrian priority and reducing vehicle speeds to a minimum. As distinctive spaces, the paving and street furniture materials used in each area will reflect their uniqueness. Individual materials will be selected to create a sense of locality; however some common features will be used to maintain a sense of continuity with the wider development. Stone cobbles or clay sett pavers will be used to provide bespoke surfaces.

13.46 As distinctive spaces, the paving and street furniture materials used in each area will reflect their uniqueness. Individual materials will be selected to create a sense of locality; however some common features will be used to maintain a sense of continuity with the wider development. Stone cobbles or clay sett pavers will be used to provide bespoke surfaces.

13.47 A true sense of place and locality will be formed within the 'greens' and 'courts'; distinct designs, species and materials will define these spaces apart from each other. As part of the site-wide open space network, a palette of common elements will provide continuity between these areas.




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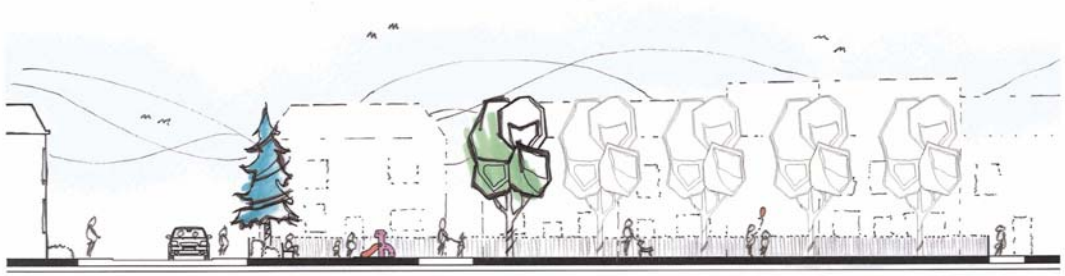
Landscape & Open Space

Figure 62 : Illustrative section of 'Village Green'



Small lawn or paved areas near to houses provide places to relax locally. Occasional trees offering shade and a sense of tranquillity within the built

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PART 2: DESIGN GUIDANCE

Sustainability

Code for Sustainable Homes / BREEAM	Level 3 (Residential) (M) Very Good (Employment) (M)
Energy	Min' 10% renewable energy (M) Drying space for all units (A) Energy efficient fittings (M) Secure cycle storage (M)
Water	Water efficient appliances (A) Water butts (A)
Materials	Local procurement (A)
Surface Water Runoff	Sustainable Urban Drainage (M)
Waste	Household Waste Recycling Ct (M) Site waste management plan during construction stage (M)
Ecology	Habitat creation within POS. (M)
Pollution	Use of insulation materials with low global warming potential (A)

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PART 3

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PART 3: DESIGN VISUALISATION

Sense of Place

Main Avenue & Main Street

Introduction

15.1 Paragraph 4.9 explains the basis for the structure of the code and the use of character areas as a method of helping to shape the future vision for development at OPF in accordance with the approved Design Addendum. This section of the code illustrates the way in which the design principles set out in the preceding sections can be interpreted within the parameters of the regulating framework plan presented at Fig 3.

15.2 The following pages are intended to convey an impression of the extent of individual character areas, how they relate to one another, and the type of development parameters that may be appropriate in helping to create a pleasantly varied public realm with the potential to become a distinctive new neighbourhood for the western expansion of Waterlooville.

Fig 70 - Illustrative view of Main Street from within local green

CHARACTER AREA – MAIN AVENUE & MAIN STREET	
Criteria	Commentary
Description	This character zone extends along the principal movement corridors. This area will set the first impression of the new community for visitors. The zone is a single plot depth (up to 35m deep) and with the detailed street characteristics (landscaping, materials, lighting etc), define the main street and nodal spaces. The depth of the zone will allow for variation in built form, sufficient to accommodate the building, private outdoor spaces, rear courtyards for parking and servicing as required. The proposed architectural treatment of the built form, hard and soft landscaping along the edges of these key spaces will be a contemporary interpretation of the local vernacular. This will include the use of common materials, styles, boundary treatments and street furniture throughout the zone.
Design Objectives	The key design objectives for the zone are: • To establish a sense of arrival and place with characteristics associated with the main streets leading into and through Waterlooville (built form, spatial enclosure and landscaping); • A continuous built edge with a uniform building line. Buildings should overlook the street spaces and intermediate nodal or focal spaces defined by the masterplan. • A wide variation in building type along the frontage that reflects the more urban local styles along key streets; • To set a structure for the permeable and legible network of streets and spaces through the new community; • A high quality built form and landscape structure; • Keynote buildings used to define entrances and punctuate views; • A palette of materials which reflects the local vernacular; • Creating pedestrian links between the new and existing residential areas; • Urban edge boundary treatments to pavements; • Define key areas of open space, both formal and informal;
Layout, Pattern and Grain	Main Street and the Avenue are two key dynamic linear spaces that are intersected by the primary static spaces. The streets and spaces are the structural elements to this zone. Along these routes the key intersections, arrival spaces or destination points include the entrances into the development area from the north and south, the junction to the employment area along the Avenue; and a series of spaces along the Main Street.
Perimeter Blocks	The perimeter block form must be respected, though there is some scope for adjustment to the dimensions and plot depth to secure an appropriate built form and street space character.
Built Form	It is expected that the predominant built form will be terraced. Buildings should have predominantly a narrow plan building depth and wide frontages. Three- dimensional modelling of buildings by setback, projecting bays or gables will play a deliberate role in the street scene. The principal elevation and active frontages should address these two key streets and the spaces. Buildings are to be set close to the edge of the street spaces to introduce a perception of built environment as 'dominant' over landscape forms.
Heights	Up to 3.5 storeys buildings, with generally consistent building lines.
Keynote and Landmark buildings/features	There will be the potential for a number of key landmark and keynote buildings/structures, which will help define a 'sense of place', and enhance the overall legibility of the community, such as at the edges to the built area, junctions and to terminate views through the neighbourhood.
Density	Up to 50dph

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PART 3: DESIGN VISUALISATION

Sense of Place

Stream Corridor

Fig 73 - Illustrative view along Stream Corridor.

CHARACTER AREA – STREAM CORRIDOR	
Criteria	Commentary
Description	This zone is defined by the edges of the lower density blocks within a strong landscape setting adjacent to the stream corridor. The zone is a single plot depth. The layout of buildings, streets and spaces within the zone are structured to address visual and permeable links between the Main Street and the Stream Corridor. The landscape qualities of the Stream Corridor extend through the character zone into the adjoining characters areas through incidental tree planting that contribute towards the prevalent soft landscaped character. For the most part, this character zone will be perceived from the approaches into the new community from the south, along the stream corridor to the northeast and along the stream corridor edge.
Design Objectives	The key design objectives for the zone are: • To create an edge to the community where landscape dominates built form; • A built form that reinforces a landscape dominated 'sense of place', typically low density detached houses or groups of dwellings set within large plots; • Variation in building type; • A permeable network of shared spaces, lanes and footpaths along the edges of the built area; • Development overlooking the adjacent open spaces. • Careful selection of native plant species and habitat creation to help boost local biodiversity in association with the riparian mitigation strategy.
Layout, Pattern and Grain	Along the edges of the zone, the built form addresses the stream corridor, public areas of open space and landscape. The landscape setting is fundamental to the character of this zone. The layout of plots, streets and spaces should accommodate: • A high quality hard landscape /streetscape treatment derived from a coordinated materials palette to generate cohesion and a sense of place • Variation between soft and hard edged boundary treatments • To maintain a landscape dominant setting the extent of hard surfaces and carriageway is to be minimised. It is envisages that shared surfaces and footcyclepaths will define these edges of the development.
Perimeter Blocks	The predominant block type is the low-density block.
Built Form	A mix of detached and grouped houses with few terraces to create a landscape dominated definition to the edge of the new neighbourhood A mix of hard and soft unifying elements such as garages and walls, hedges and fences to continue building lines Buildings predominantly set close to the edge of the streets and shared spaces to reflect traditional lanes
Heights	The built form and density of development will include a mix of predominantly 2 storey buildings. Maximum height of up to 2.5 storey.
Keynote and Landmark buildings/features	The low density built form; the landscape setting; trees and planting will be key elements to defining the individual characteristics of this area. Rather than larger or significant keynote buildings and groups, distinctive features that lift a gable (such as a bay window) or define a corner are proposed at key locations to aid legibility.
Density	Up to 30dph

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Thank you.

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