

**HAVANT BOROUGH COUNCIL
WINCHESTER CITY COUNCIL**

**DEVELOPMENT MANAGEMENT COMMITTEE
PLANNING DEVELOPMENT CONTROL COMMITTEE**

15 December 2010

Addenda/Corrigenda
(Issued 10 December 2010)

Application: **APP/10/00610 (HBC)**
 10/02353/REM (WCC)

Site Address: **Phase 2, Dukes Meadow, Hambledon Road,**
 Waterlooville

Attached are additional details of the key features of the application together with details of the amendments received for the layout of the site and the elevations for the Hambledon Road frontage. Background information is also provided with respect to the principles established in the approved Design Code for this part of the Major Development Area.

Key features

- 121 dwellings comprising
 - 8 no 1 bed flats (3 affordable)
 - 52 no 2 bed flats (17 affordable)
 - 10 no 2 bed houses (10 affordable)
 - 26 no 3 bed houses (8 affordable)
 - 18 no 4 bed houses (7 affordable)
 - 7 no flats in the mixed use block
 - 2 no 1 bed flats
 - 5 no 2 bed flats
 - 4 of the total units are for disabled and wheelchair accessible.
- 7 live/work units
- 6 units for either A1, A2 or A3 use
- Average residential density of 46.5 dwellings per hectare (excluding live/work)

Built form

- Predominantly 3 storey flats contained within 3 blocks along Hambledon Road with 4 storeys on the frontage corners of the mixed use block. There is a fourth block to the rear of the mixed use block that also includes a 4 storey element. The built form follows the

precedent established within phase 1 but with a different combination of the materials and is in accordance with the approved Design Codes.

- 3 storey buildings fronting the Main Avenue, the majority being provided as a 'Crescent' of linked detached houses.
- The core of the site is comprised of 2 storey houses or apartments over garages/carports.
- Streets link via a series of squares
- Pedestrian links are provided to the open space areas and there are pedestrian links to Hambledon Road.
- A mews street (shared surface lane) is incorporated to the rear of the Crescent (rather than a mews court which feature in phase 1).
- Private rear courts for parking are included.
- The apartment blocks fronting Hambledon Road include a semi-private amenity space created by linking courtyards through which access can also be gained to Hambledon Road. The courtyards will also provide for servicing.
- The mixed use block is provided with a court to provide amenity space, parking and to accommodate deliveries.
- The mixed use element is concentrated in a single block opposite Hambledon Parade.
- High density edges are incorporated for Hambledon Road and the Main Avenue frontages; medium density edges are incorporated elsewhere.
- Details of the mixed use block:
 - Continued use of design features used on phase 1
 - Composite roof construction
 - Full height windows to retail units
 - Live/work units arranged on a split level basis
 - Larger windows to workshop space
 - Dedicated commercial refuse collection point and delivery bay
 - Secure bicycle and bin storage facilities located internally
 - Live/work and residential to have separate balconies
 - First floor live/work provided with sun terraces to rear.
- The materials are the same as those used in Phase 1 utilising the same red stock bricks for the main Avenue and Hambledon Road as for the Main Avenue and Main Street of phase 1 with the use of a reconstituted Cambrian slate on the houses and a single ply membrane for the flats. The Neighbourhood core will also use the same brick as the core area of phase 1 and combine it with the Cambrian slate or a

clay tile. The apartments above garages will be timber clad, also as in phase 1.

- Two local spaces are included as courts within the scheme. Both provide seating areas and link to Hambledon Road; the court by the mixed use block connects via a treed pedestrian avenue.
- Tree planting and hedging are chosen to be appropriate to their location and hedging, railings and walls are incorporated to provide quality boundary treatments.

Car Parking

- The parking strategy results in the following provision:
 - Houses are provided with 2 spaces for 2 and 3 bed units and 3 spaces for 4 bed units.
 - Flats over garages are provided with 2 spaces.
 - The 1 and 2 bed apartments adjacent to Hambledon Road are provided with 1 dedicated parking space and the ability to share casual spaces provided within the private court areas on the basis of provision of between 0.3 spaces and 0.7 spaces per dwelling dependent on the court associated with the apartment.
 - In the mixed use block parking is on the basis of 1.5 spaces per apartment and 2.5 spaces for the 2 bed live/work units.
 - In the apartment courts timber and steel pergolas are incorporated to provide for climbing shrubs.
 - All dwellings are provided with 2 secure bicycle spaces provided in garage, dedicated store, communal store or garden shed and a temporary short stay hoop or space within a stand.
 - 10 visitor parking spaces are provided.
 - The secondary street at 5.5m wide will be able to accommodate on street parking.

Traffic Calming

- The layout of the streets accords with the Design Code and the approach of Phase 1.
- Traffic calming is provided by granite channel details, tight radii and vertical displacement at the entrance to shared surface spaces.

Waste & Recycling

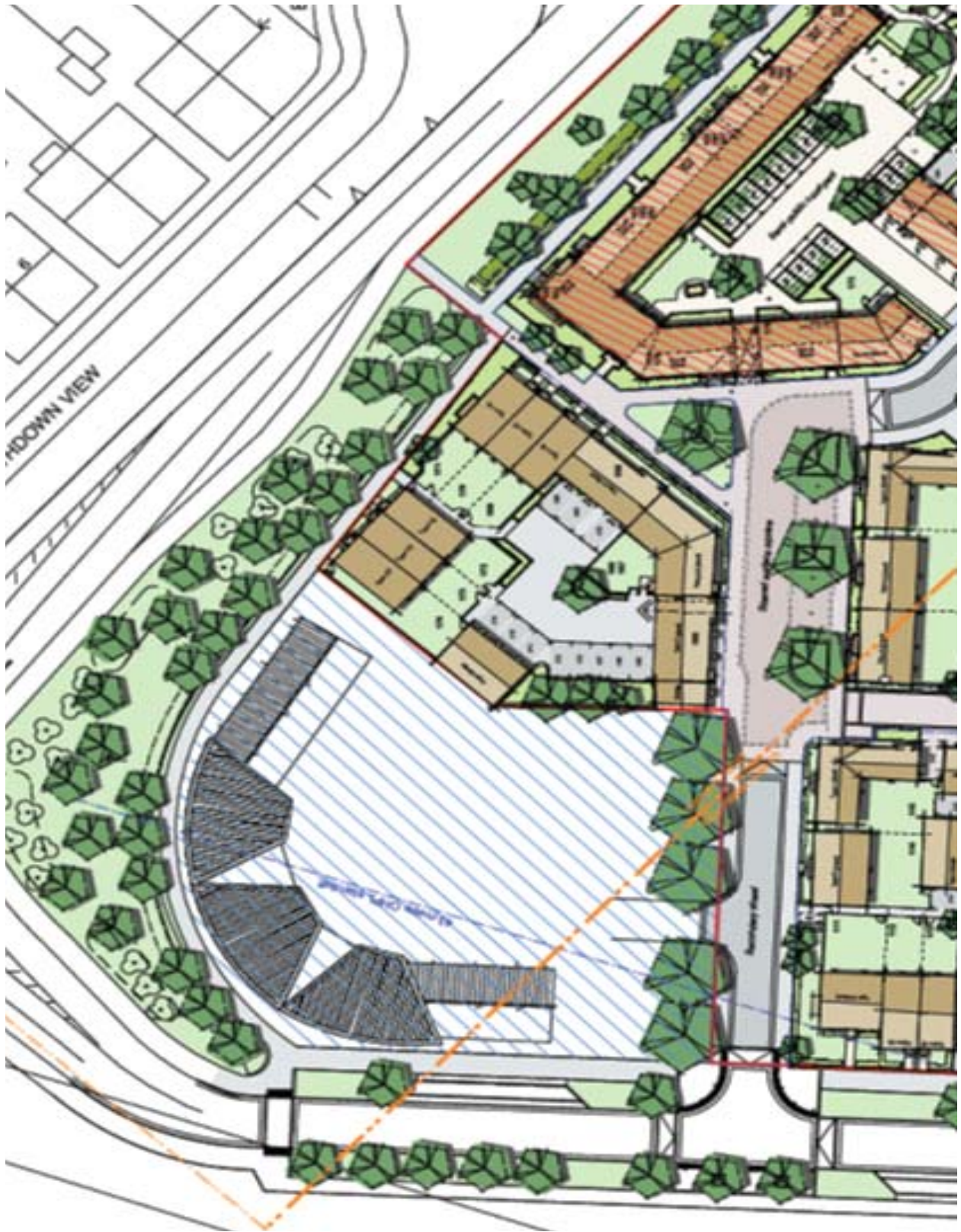
- No refuse collection will be allowed from Hambledon Road.
- The apartment courtyards will allow for access by a refuse vehicle and fire tender.
- In other areas where kerb side collection is not applicable dedicated refuse points have been provided.
- No bin carry distance is greater than 30m from domestic storage points.

Sustainable Design

- Designed to meet Code for Sustainable Homes Level 3 which will require a 25% increase in energy efficiency from that required by Building Regulations
- The 25% energy reduction to be achieved through the design of the fabric of the building such as:
 - Increased levels of loft, floor and wall insulation
 - Reduced thermal bridging within cavities
 - High specification double glazed units
 - Improved air tightness
 - High efficiency boilers
- Other criteria include:
 - Water flow rates to be a maximum of 105 litres per person per day
 - Water butts to be used where practical
 - 75% of internal lighting will incorporate energy efficient fittings.
 - Recycling bins provided
 - Construction materials to be in accordance with BRE Green guide wherever practical
 - A site waste management plan to be implemented
 - Lifetime homes recommendations to be implemented wherever possible
- The phase will connect into the Sustainable Urban Drainage System (Suds) designed for the western open space that lies to the west of the development.



Part of Revised Layout



X



Hambledon Road
(Amended)

Y



X

Y





Fig 72 - illustr

Design Code
Mixed Use
Area

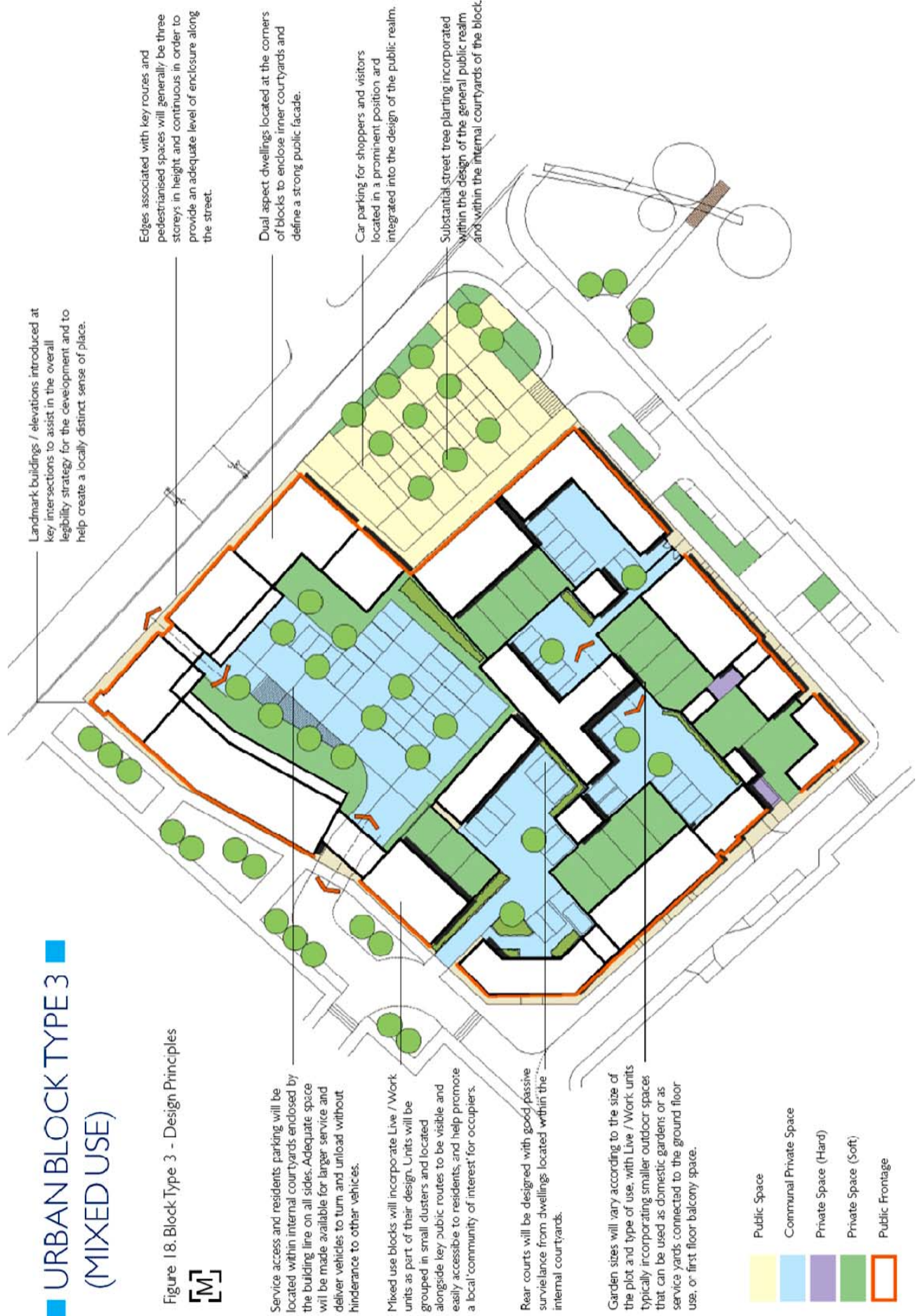


Building Heights



URBAN BLOCK TYPE 3 (MIXED USE)

Figure 18. Block Type 3 - Design Principles



Landmark buildings / elevations introduced at key intersections to assist in the overall legibility strategy for the development and to help create a locally distinct sense of place.

Edges associated with key routes and pedestrianised spaces will generally be three storeys in height and continuous in order to provide an adequate level of enclosure along the street.

Dual aspect dwellings located at the corners of blocks to enclose inner courtyards and define a strong public facade.

Car parking for shoppers and visitors located in a prominent position and integrated into the design of the public realm.

Substantial street tree planting incorporated within the design of the general public realm and within the internal courtyards of the block.

Service access and residents parking will be located within internal courtyards enclosed by the building line on all sides. Adequate space will be made available for larger service and deliver vehicles to turn and unload without hindrance to other vehicles.

Mixed use blocks will incorporate Live / Work units as part of their design. Units will be grouped in small clusters and located alongside key public routes to be visible and easily accessible to residents, and help promote a local 'community of interest' for occupiers.

Rear courts will be designed with good passive surveillance from dwellings located within the internal courtyards.

Garden sizes will vary according to the size of the plot and type of use, with Live / Work units typically incorporating smaller outdoor spaces that can be used as domestic gardens or as service yards connected to the ground floor use, or first floor balcony space.

- Public Space
- Communal Private Space
- Private Space (Hard)
- Private Space (Soft)
- Public Frontage

Block Type 3 Illustration

