

05

Design Development

Site Framework

Overview

5.1 As a large, open parcel of land with good transport links, the site presents an excellent opportunity for development as employment uses. In order to define development zones, a series of framework plans have been developed to organise the land with regard to access, visibility and sensitivity to existing landscape constraints such as trees, hedgerows and long views.

5.2 Chief constraints on development zones will be:

- Site topography
- Existing infrastructure and limitations on vehicle access points
- Existing trees and woodland areas
- Visibility of development from the near and wider context

5.3 The frameworks set up a site structure that enables flexible and efficient use of the site for multiple buildings, exploring independent accesses and potential for vehicle circulation routes. Splitting the site into multiple plots would result in reduction in the size of individual units.

5.4 The site will need to balance the needs of employment occupiers with those of surrounding residential uses. Good visibility from surrounding road infrastructure, while beneficial to occupiers, will need to be tempered by green buffers/tree planting zones to screen residential properties, particularly those accessed from Le Marechal Avenue, and those along West End Road.

- ▲ Proposed site access
- ▲ Key approach viewpoint
- Development zone
- Site Frontage
- ★ High visibility
- ↔ Primary movement corridor
- ▨ Woodland buffer
- ▨ Screening/biodiversity zone

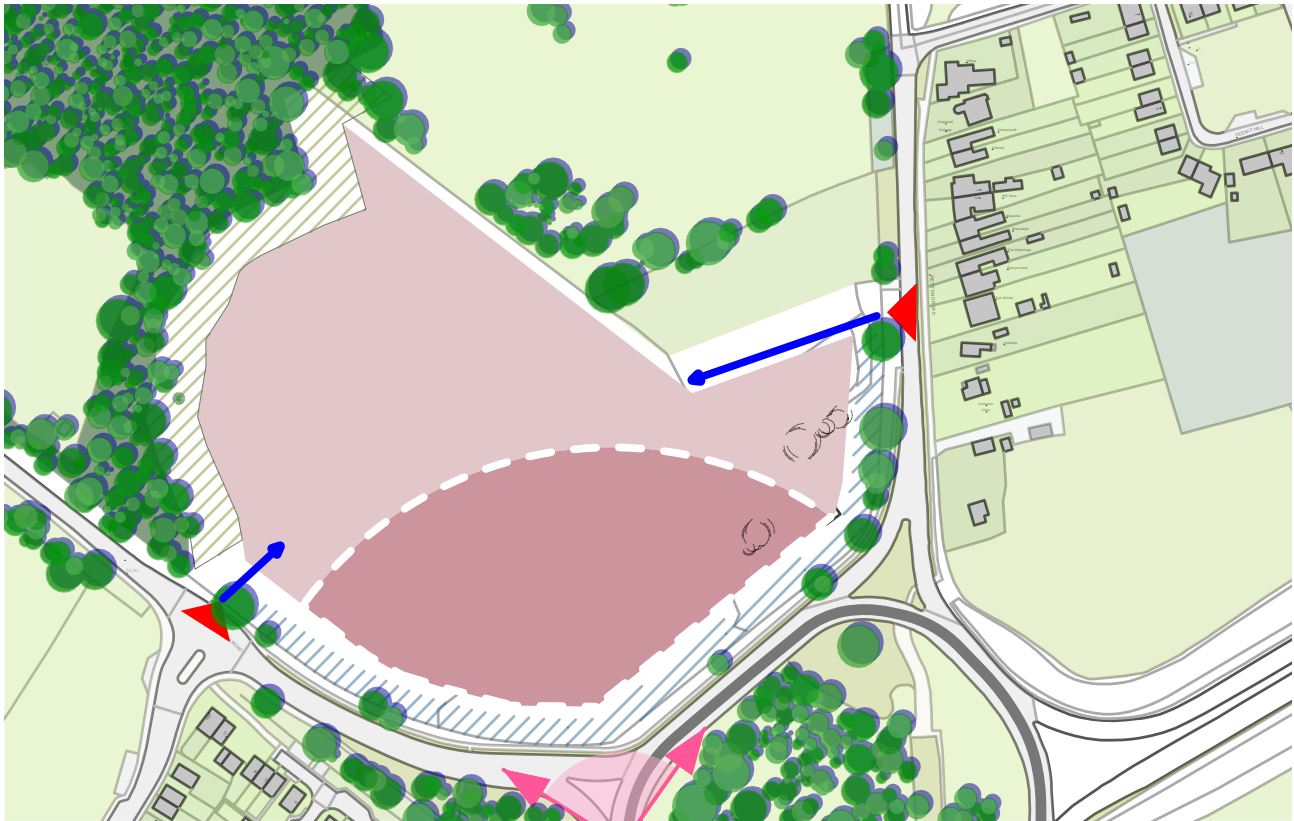


Figure 5.1 Site framework general principles

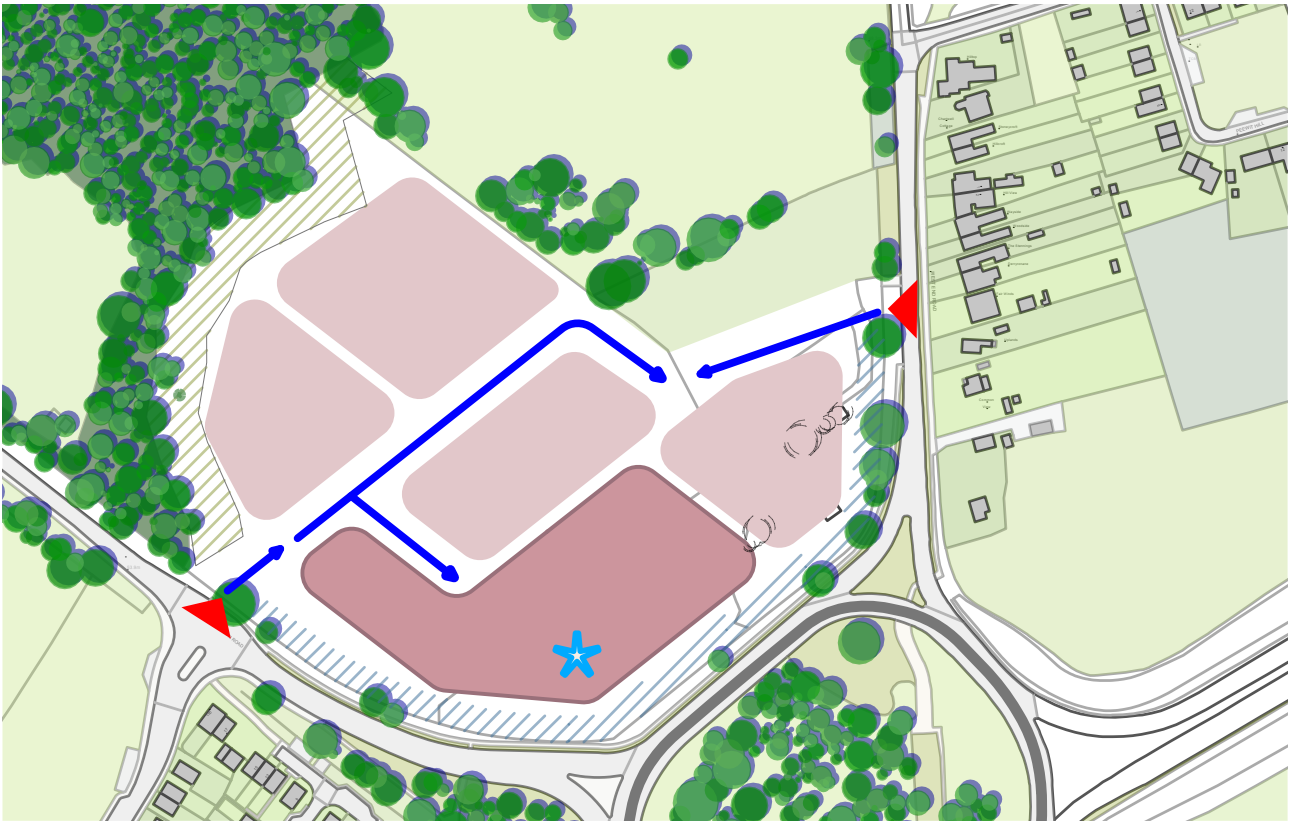


Figure 5.2 Through route access option

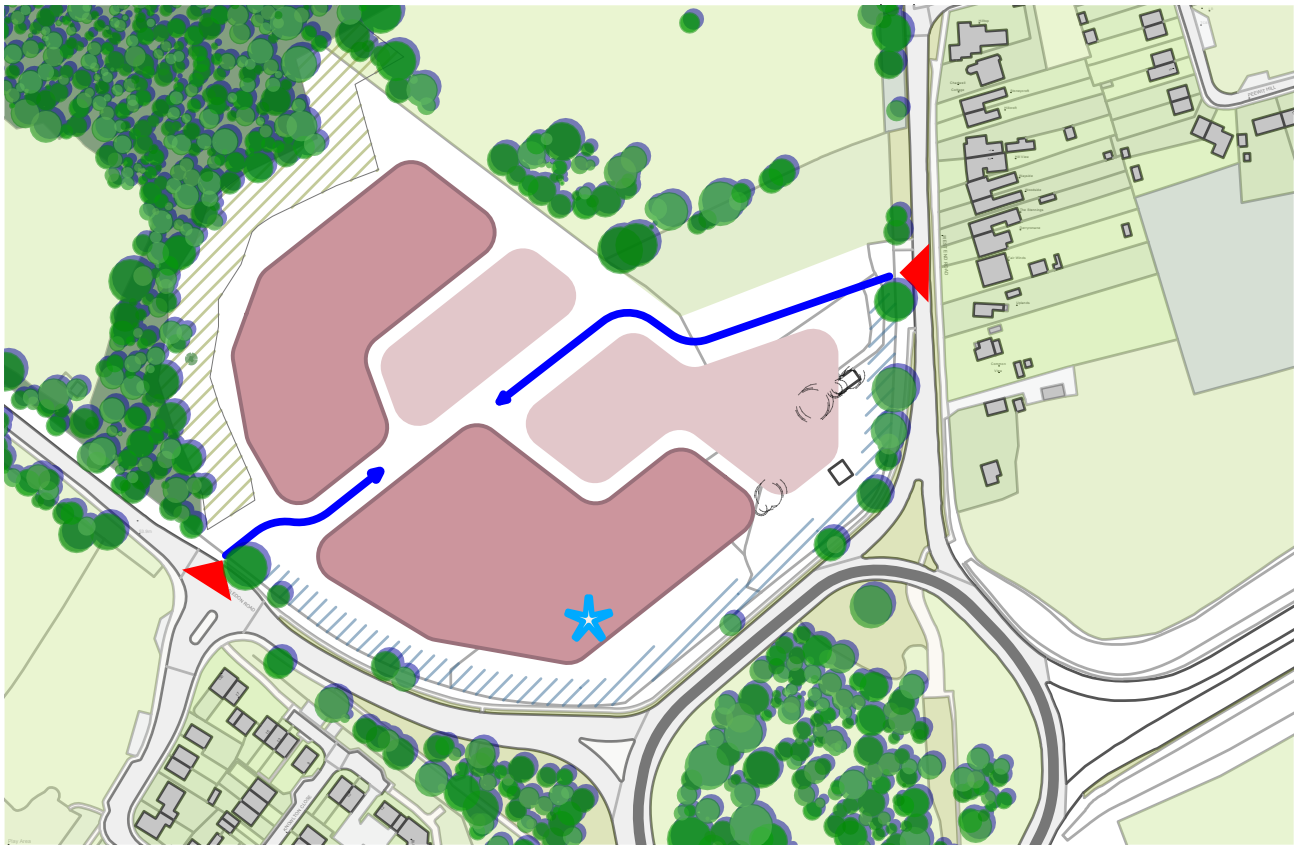


Figure 5.3 Single sided/through route access option

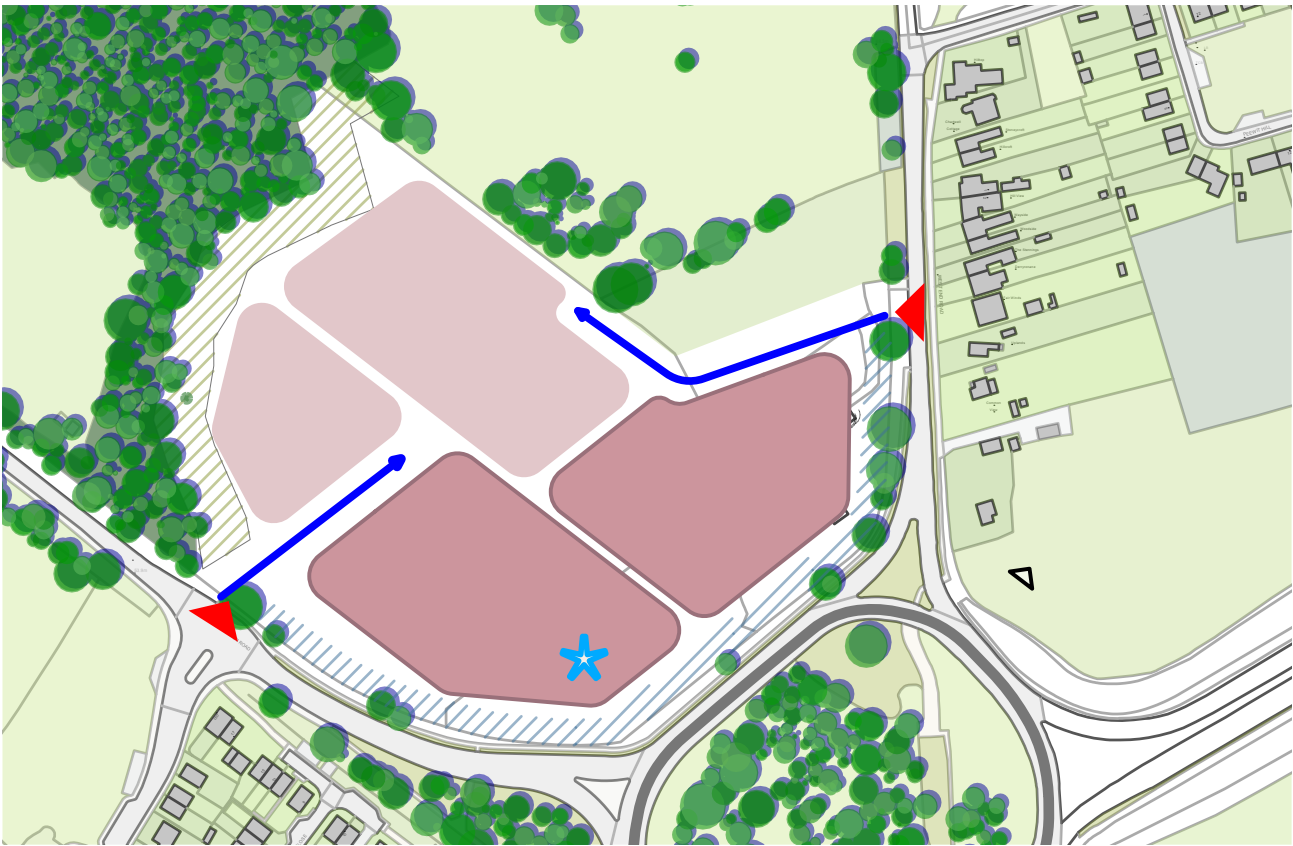


Figure 5.4 Single sided access option

Constraints Plan

Constraints Plan

5.5 The constraints identified at feasibility stage have been further developed with input from the consultant team. This drawing shows key physical constraints on development that have been addressed in the indicative scheme, including:

- tree protection - root protection zones
- tree protection - canopy spreads
- topographical information & boundary levels
- perimeter planted buffer zones

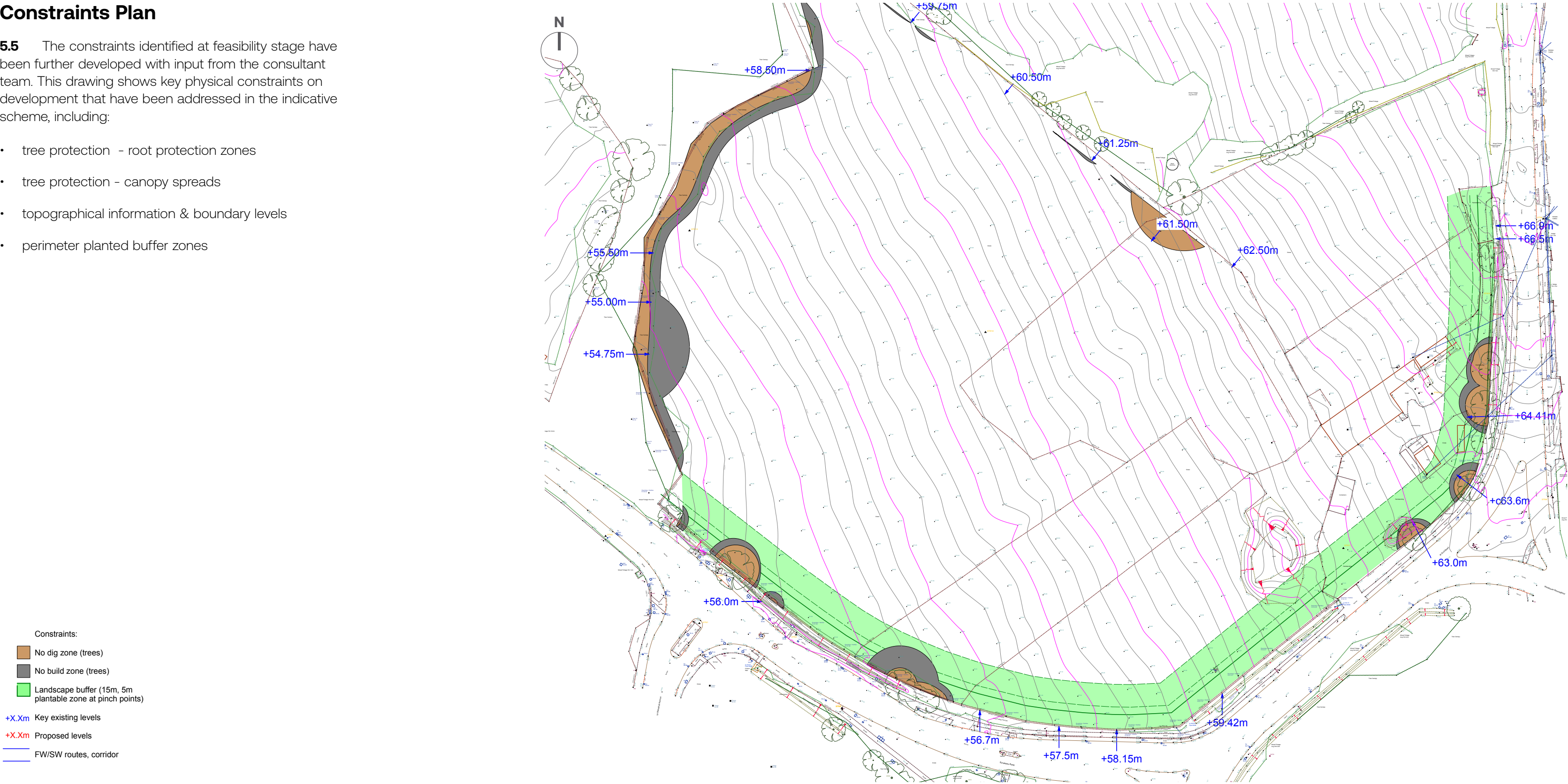


Figure 5.5 Constraints Plan

Tested Options

Access

5.6 As noted previously, the site fronts onto the A3024 Bursledon Road and the A27 West End Road, forming the corner plot between these roads and Windhover Roundabout.

5.7 Development of the site for warehouse / storage and distribution represents an intensification of use over the existing agricultural use. Site access considerations are a key factor in developing site layout proposals. The potential locations for these are largely constrained by the existing road network, particularly the Windhover Roundabout, which creates constraints particularly in relation to sight lines. For detailed assessment of the road network and access, refer to accompanying highways information.

Design Evolution

5.8 A range of options were explored during the feasibility stage including options for alternative use classes, access configurations and unit numbers.

5.9 The key to delivery is to allow as much flexibility for the space as possible. The site and access strategy has been selected based on an assessment of employment needs, efficient use of land, high level of flexibility and suitability for a range of occupiers within the site constraints.

5.10 While the illustrative site arrangement presented later in this document is one solution to the presented constraints, alternative arrangements, including proposals for more or fewer units/build zones are viable and should be considered potential development solutions.



Figure 5.6 Feasibility Option



Figure 5.7 Feasibility Option

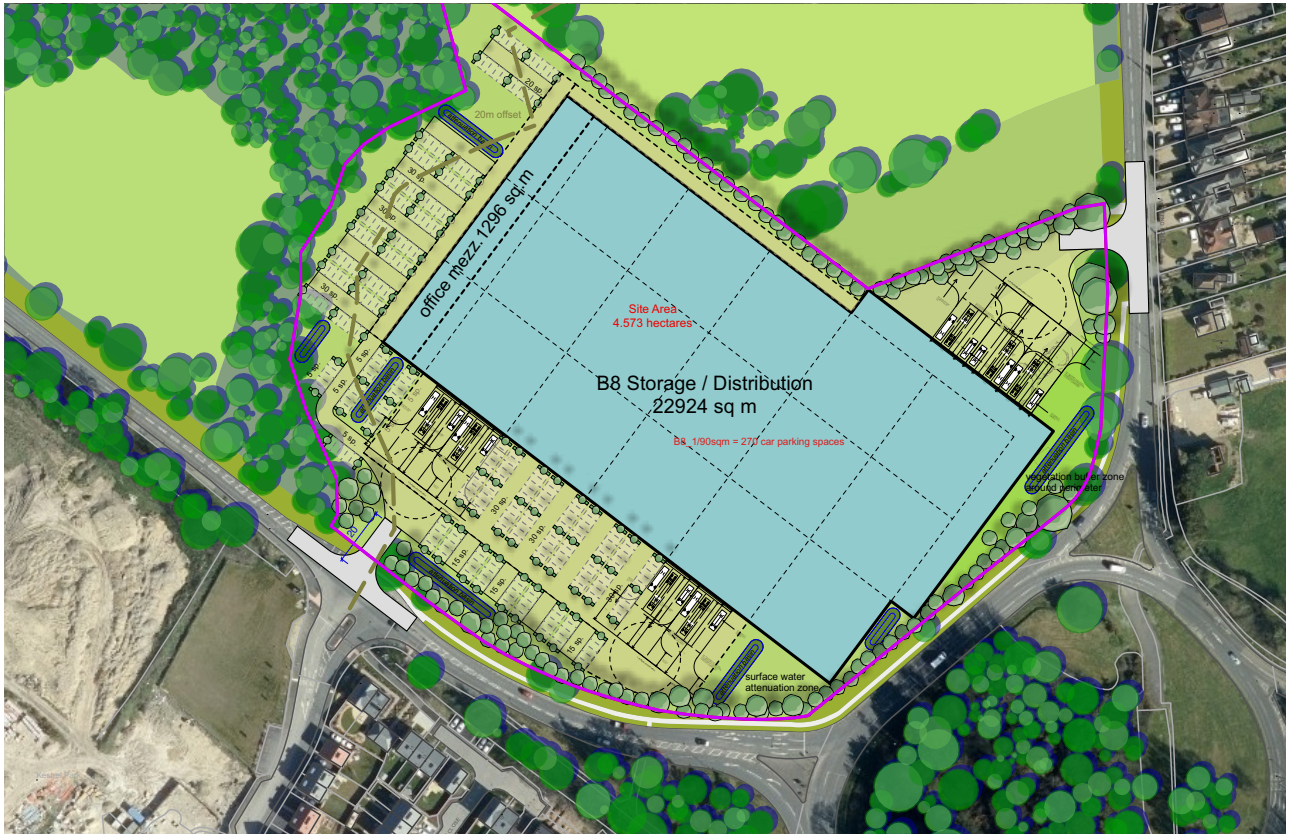


Figure 5.8 Feasibility Option



Figure 5.9 Feasibility Option