

The Bellway logo is displayed in white text against the dark background of the top left corner of the image. The background itself is a high-quality architectural rendering of a modern residential development. It features a row of three-story townhouses with a mix of light-colored brickwork and white-painted sections. The houses have multiple windows, some with black frames, and small dormer windows on the roof. In the foreground, a silver SUV is parked on a dark asphalt road. To the left of the car, a person is walking a small dog. Further down the road, a person is riding a bicycle, and another person is walking. The street is lined with young trees and greenery, and the scene is set during the day with soft lighting.

Bellway



Homes  
England

# Public Consultation

Tipner East, Portsmouth

May 2021



# The Site



M275

Park & Ride

TRC  
Approved  
Scheme

Tipner  
Lake

Portsmouth  
Athletic Club

The Site

Alexandra  
Park

Stamshaw Junior  
School Field

Tipner Lane

Twyford Avenue

Site Location Plan



# The Site

## Tipner East

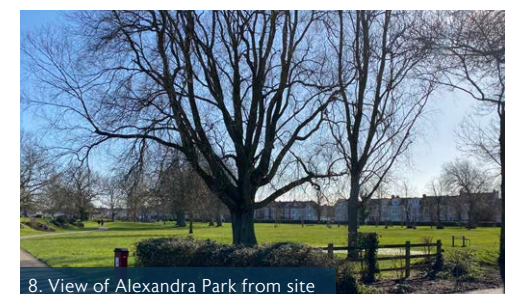
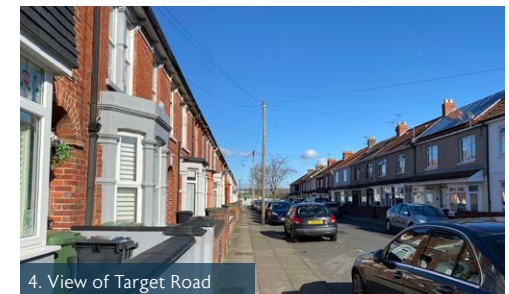
The site itself is one of two sites, Tipner East and Tipner West, which forms part of Portsmouth's long-term regeneration plan and a wider project to transform the area. Homes England has been working with Portsmouth City Council and Tipner Regeneration Company (TRC) to create a thriving community on the gateway into the city of Portsmouth.

## The Site

The site is close to the M275, M27 and A3. Immediately to the West of the site are Park and Ride Portsmouth. Existing bus routes available are Route 12, X4, 20 and 8 which connects to the wider area of Portsmouth.

On the North of the site is TRC approved scheme currently being developed by VIVID. Immediately to the South of the site lies existing two storey Victorian terraced housing on Range Green and Target Road. The site also backs on to the field of Stamshaw Junior School.

The site has a range of excellent local amenities which include Mountbatten Leisure Centre, coastal path alongside Tipner Lake and on the eastern boundary of the site lies Alexandra Park an attractive recreational space.























# Planning

- Within administrative area of Portsmouth City Council
- Strategic Housing Allocation in The Portsmouth Plan (adopted 2012) for at least 480 dwellings
- Site assembled by Homes England – approx. 3.29ha
- Former industrial uses, landfill and greyhound racing stadium
- Masterplanning process with Vivid Homes
- Bellway delivery focus
  - 185 dwellings (Apartments and family homes)
  - Public open space
  - Tree lined streets
  - Pedestrian and cycle connectivity

## KEY

	Residential		Restricted vehicular access
	Employment and park & ride		Primary access route
	Education / employment		Public transport only route
	Balancing pond		Internal key access route
	Retained sailing club		Bridge alignment
	Retained listed building		Location for landmark building
	Retained boat yard		Small scale local centre
	Marina commercial		
	Restaurants and retail (Boardwalk)		
	Parking		
	Portsmouth Harbour SSSI		



Map 6 - An illustrative masterplan of development at Tipner, Port Solent and Horsea Island



# The Portsmouth Plan – Policy PCS 1 Tipner

## PCS1 Tipner

The aim is to revitalise the Tipner area transforming it from an underused, derelict site to a thriving community creating a new gateway for the city.

Tipner East will provide for at least 480 dwellings together with local retail facilities, public open space and access to the waterfront. It will provide for improved facilities for cycling and walking linked to and enhancing, the existing networks. To accommodate this level of development some local highway improvements may be required.

To accommodate this anticipated level of growth at Tipner East the following infrastructure will be required:

- Improvements to flood defences to ensure the site is defended against a 1 in 1000 year flood event;
- New electricity sub-station;
- Connection to the eastern interceptor sewer; and
- Community facilities including a GP surgery and contributions to a community centre.

When the additional transport infrastructure comes forward to provide a new junction on the M275, the city council will plan for a larger regeneration scheme across Tipner East & West to provide approximately 1250 new homes and 25,000m<sup>2</sup> gross of B1 office development to 2027 supported by the infrastructure listed above and the following additional infrastructure:

- A Park & Ride facility of between 900 and 1,800 spaces;
- Highway infrastructure to link the new development with the planned slip roads and to integrate the area with the existing communities at Stamshaw, in a way that minimises through traffic in existing communities;
- Widening Twyford Avenue to improve access to Tipner from the A3;
- Improvements to the Twyford Avenue / A3 Northern Parade junction;
- Tipner loop road routing traffic around the development site from Twyford Avenue to Tipner Lane;
- Infrastructure to enable the integration of the bridge link to Port Solent; and
- A water supply pipe to be provided at the same time as the junction.

Any development at Tipner would need to:

- Include measures to avoid and mitigate any adverse effect on the integrity of European sites, in particular the Brent goose feeding sites at Tipner Range and Alexandra Park;
- Include measures to avoid and mitigate the impact on the Portsmouth Harbour SSSI;
- Have appropriate separation of foul and surface water;
- Contribute towards increasing the capacity of nearby schools as necessary;
- Mitigate noise from the motorway through the location / height of buildings;
- Be designed to take advantage of waterside location and this key gateway to the city;
- Take into account, and where appropriate protect, view points and the wider visual impact across Portsmouth Harbour;
- Create attractive and safe streets and spaces avoiding featureless and monotonous elevations;
- Retain, repair and find suitable new uses for the listed buildings at Tipner Point;
- Enhance the settings of the listed buildings; and
- Provide public open space with access to the waterfront, if this can be achieved without an adverse effect on the ecological integrity of Portsmouth Harbour.



Tipner Planning History



# I+I The Vision



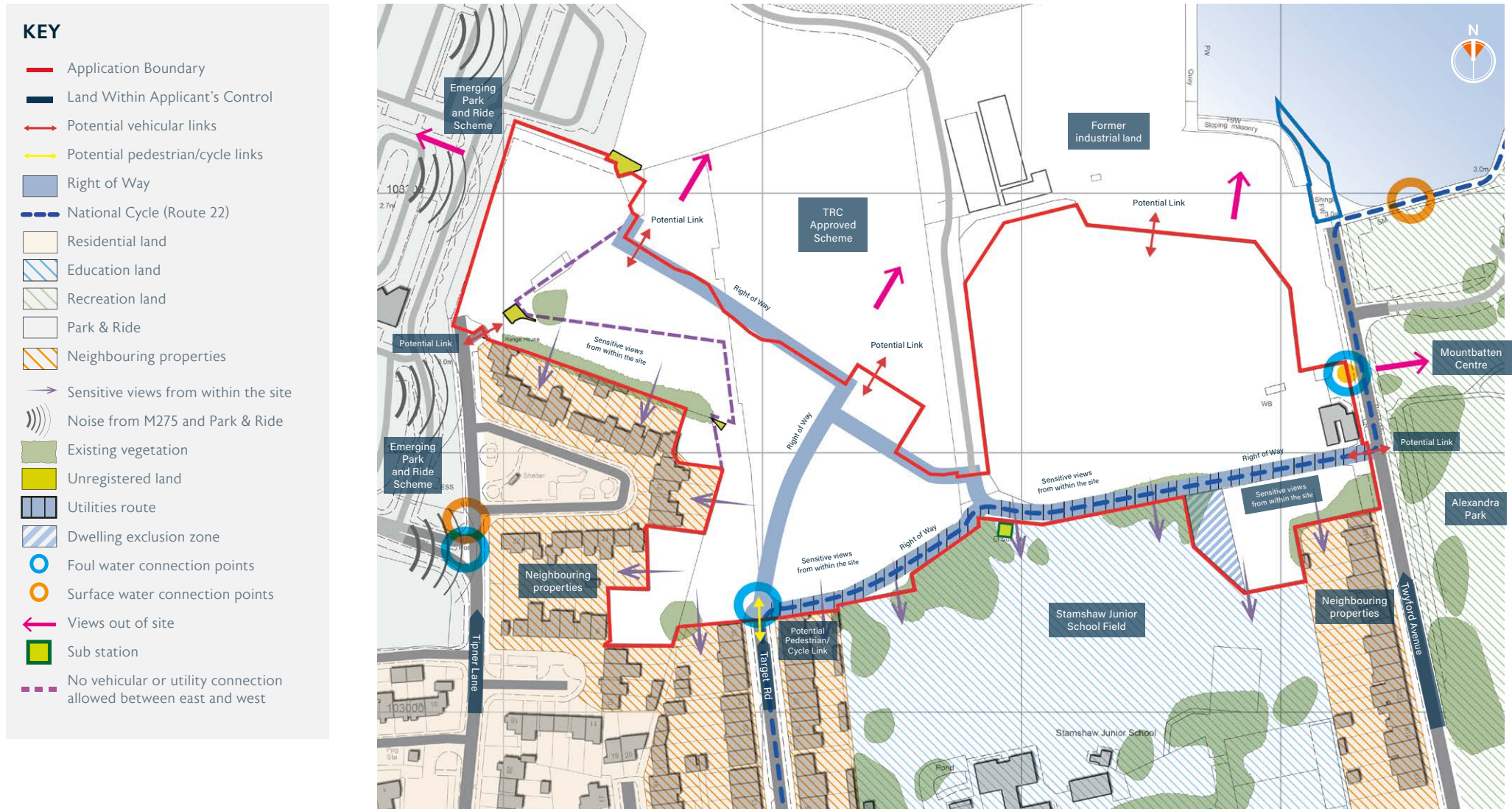
Bellway Homes understand the important role this site plays in the wider regeneration of Tipner. Whilst in the fullness of time the site may prove less prominent than neighbouring areas it is nevertheless significant in providing the first phase in the redevelopment, whilst also serving as a distinct transition between the existing development to the south and future plans to the north and west.

Our vision for the site is a culmination of being acutely aware of the various constraints of the site, listening and understanding the aspirations of the Council but also having a clear focus on delivery.

- A catalytic development for the delivery of the wider regeneration at Tipner East led by the resources of a national housebuilder in partnership with Homes England
- The regeneration of urban brownfield land that marks a step-change in density and scale, compared with baseline planning permissions, yet delivers a sensitive transition between the existing community to the south while optimising the potential of the land to the north
- A development that is to be highly connected in all directions by multiple modes of movement
- A narrow zone that belies its size and constraints by having its own sense of place, varied spaces and local landmarks
- Traditional 2-4 storey forms in a contemporary style, using tried and tested materials, responding to the established context in the south but allowing the new to take shape to the north.
- A sustainable development in the holistic sense:
  - regenerating brownfield land and providing a positive context for comprehensive development of the wider area,
  - adopting fabric first energy efficiency before bolt-on technology,
  - providing electric vehicle charging for car owners,
  - delivering healthy spaces and biodiversity to replace a largely barren site, and
  - a mix of tenures and house types, including homes for families who want their own gardens, all within touching distance of local amenities, the waterfront and the City



# Constraints & Opportunities



















Constraints & Opportunities Plan



# Concept Masterplan

## KEY

-  Application Boundary
-  Land Within Applicant's Control
-  Vehicular Access
-  Primary Street
-  Secondary Street
-  Shared Surface
-  Development Parcels
-  Key Frontages
-  Key Buildings
-  Waterfront Pavillions
-  Existing Cycle Route
-  Boardwalk
-  Public Open Space (POS)
-  Landscaped Parkland
-  Proposed Tree Planting
-  Views Across The Site Towards Open Land To The North



Concept Masterplan



# Block Masterplan

## Design Process

Since our initial discussion with Homes England we have since engaged with VIVID as part of the wider design process. As a result of this engagement we have established more natural connections between the two sites with clear linkages, opportunities of views to Tipner Lake and form better spaces in particular the edges of boundaries. This allowed a more cohesive network of building forms and street patterns to be formed.

### KEY

- Application Boundary
- Land Within Applicant's Control
- ➔ Vehicular Access
- ➔ Pedestrian Access Only
- Primary Street
- Secondary Street
- Shared Surface
- Building Blocks
- ✱ Key Buildings
- Waterfront Pavillions
- ⋯ Existing Cycle Route
- Boardwalk
- Public Open Space (POS)
- Private Back Gardens
- Landscaped Parkland
- Proposed Tree Planting
- ➔ Views Across The Site Towards Open Land To The North



Concept Masterplan



# ✂ Design Evolution

Tipner East provides many placing making opportunities and our design approach have been informed by several key elements which provide a framework for the delivery of high quality places. This includes our Building for a Healthy Life assessment and wider engagement with Home England and VIVID in the design process. Below illustrates the design evolution of the scheme

November 2018



- Initial sketch layout for 156 dwellings with a mix of 1bed, 2 bed and 3 bed units.
- Dwelling houses 2- 2 ½ storey high and apartments 3- 4 storey.
- Opportunity to provide existing links to Tipner Lane, Target Road and Twyford Avenue and future links to the approved TRC scheme.

November 2019



- The massing and frontage of the apartment in the South East set further away from the boundary
- Apartments and houses in the North West corner reviewed
- Vehicle access from Target Road removed but pedestrian / cycle link remains

June 2020



Following Pre-application meeting

- Units increased to 185 units
- Green relocated to provide a more central core
- Apartments relocated from the North East boundary to the North.
- Links between Tipner Lane and Twyford Avenue remains
- Future links remain

March 2021



Following the Building for Healthy Life assessment, consultation with Homes England and Vivid

- Provided more future connections
- Created a more unified frontage between both sites
- Reviewed massing and height between the existing housing and future developments
- Recognise on-site technical constraints and proposed Park and Ride adjoining west edge



# ✂ Proposed Site Layout

## KEY

- Application Boundary
- Land Within Applicant's Control
- 3** Plot Number
- TAIL House Type
- ✱ Affordable Homes
- No vehicular or utility connection allowed between east and west



Sketch Site Layout



# Access and Movement



## KEY

- Application Boundary
- ➡ Main Site Access
- ➡ Link to Existing + New Developments
- ➡ Pedestrian / Cycling Link
- Main Vehicular Route
- Shared Surface Drives
- Pedestrian / Cycling Route
- - - No vehicular or utility connection allowed between east and west



# Access and Movement

## Vehicle Access

It is proposed that two vehicular accesses would be provided into the site. The primary entrance would be provided onto Twyford Avenue to the east, with a secondary access to serve a small quantum of development provided to the west onto Tipner Lane. At this stage and due to legal constraints no connection is proposed between the two access points.

The connection onto Twyford Avenue would upgrade the existing access to provide a formal bellmouth arrangement. At present the access onto Twyford Avenue is closed for general traffic and provides a footway/cycleway connection between Twyford Avenue and Target Road. To ensure that this route remains attractive for pedestrians and cyclists it is proposed that a footway would be provided on the southern side of the access with a footway/cycleway provided on the northern side. Visibility plays at this access would be provided to 2.4m x 25m in accordance with the 20mph speed limit on Twyford Avenue. Whilst pedestrian/cycle connection would be maintained no vehicular access is proposed onto Target Road.

Access onto Tipner Lane would be provided through the extension of the existing carriageway north into the site boundary. The extension of Tipner Lane into the site would be designed in accordance with Manual for Streets principles and will ensure that as a minimum a refuse vehicle and a car can pass in key areas.

As the site forms part of the wider Tipner East scheme, the internal road layout has been designed alongside the masterplan for the wider site. This ensures continuity and permeability between this scheme and the wider Tipner East development.



Existing access onto Twyford Avenue

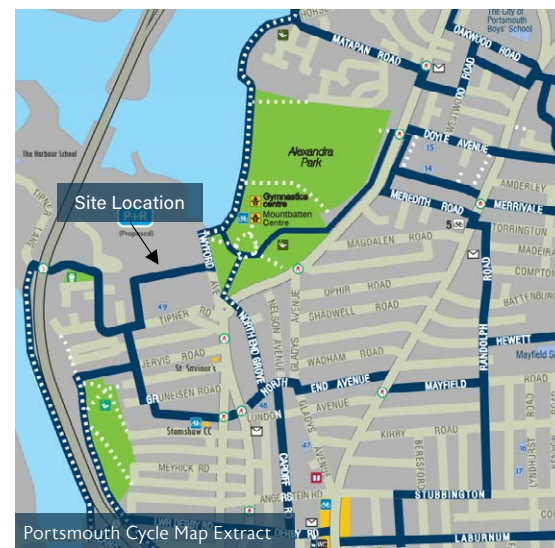


Access Location on Tipner Lane

## Pedestrian and Cycle Access

To provide attractive pedestrian and cycle connections between the site and the wider area it is important to understand pedestrian and cycle desire lines.

Portsmouth City Council promote a number of low traffic routes across the city. The roads surrounding the site form a number of local cycle routes which provide wider connections to key locations in Portsmouth including the City Centre. The existing route along the gated access road onto Twyford Avenue forms part of a promoted local cycle route, as shown in the map extract. It would therefore be important to maintain and enhance this route as part of the development.



The site is located between two high frequency bus corridors to the east and west, with local amenities located to the east of the site along the A3. On this basis it is anticipated that there will be demand for residents to travel both east and west of the development.

With the above in mind, the site proposed to maintain and formalise the existing footway/cycleway connection between Target Road and Twyford Avenue, as well as opportunities for connections into the Park and Ride and Tipner Lane.

It is proposed that a footway/cycleway would be provided along the northern side of the site's spine road from the access onto Twyford Avenue. This route would continue through the site and indeed through the delivery of the wider site to the north. This route would provide a

connection from the Park and Ride to the Twyford Avenue and had the opportunity to connect to wider cycle/pedestrian routes to the north.

The existing footway/cycleway connecting would be maintained onto Target Road to the south, with a crossing point suitable for both cyclists and pedestrians to be provided on the site access road. To ensure that this route is attractive the crossing point would be provided in a way that priority remains with pedestrians/cyclists rather than vehicles.

The pedestrian and cycle connections proposed would provide attractive routes for pedestrians and cyclists and would in turn encourage the uptake of sustainable travel modes.



# Parking






The predominant parking typology is between plot where garages and parking spaces are set back from the building frontage so not to dominate views in the street scene. Where frontage parking is utilised as a typology, this has been contained to small groups and longer runs are broken up with landscaping.

For the apartments, small and overlooked surface parking courtyard are proposed, with properties within courtyard spaces with ground floor habitable rooms.

We have worked at reduced parking for this scheme and increased potential links throughout the site to encourage the use to of Park and Ride and increase walking and cycling throughout the site.



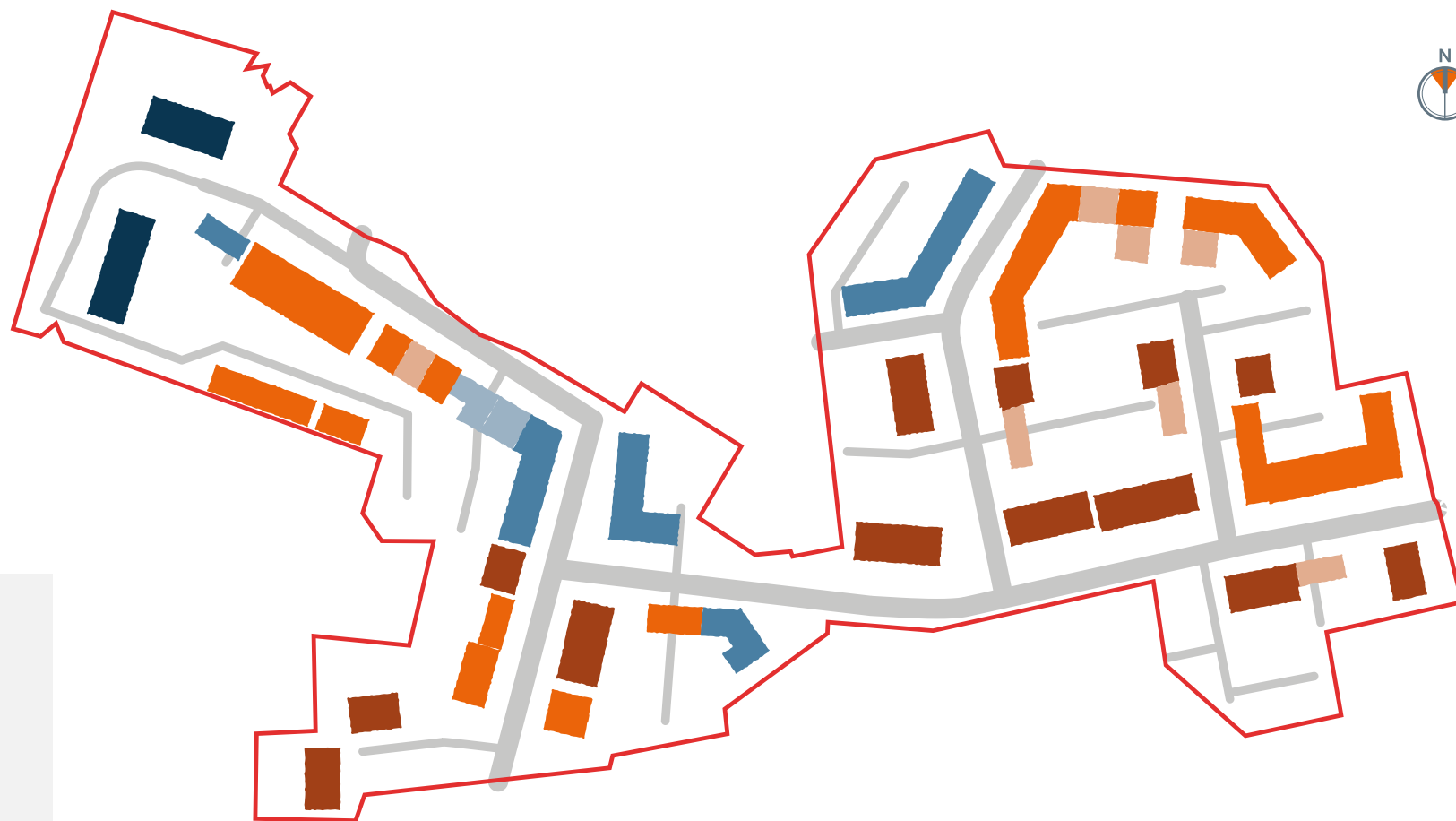
## KEY

-  Application Boundary
-  On Plot parking
-  Surface Parking
-  Unallocated Visitor Parking
-  Cycle Store



# Mix

The proposed scheme provides urban character high density housing with a mix weighted towards flats. Of the 207 residential dwellings on the site 140 are flats, either one or two beds, with the balance as houses predominantly 2 and 3 bedroom homes. Affordable housing is proposed at 30% which equates to 55 dwellings and as a mix of flats and three bedroom homes.



## KEY

— Application Boundary

### Private

1 bedroom

2 bedroom

3 bedroom

### Affordable Homes

1 bedroom

2 bedroom

3 bedroom

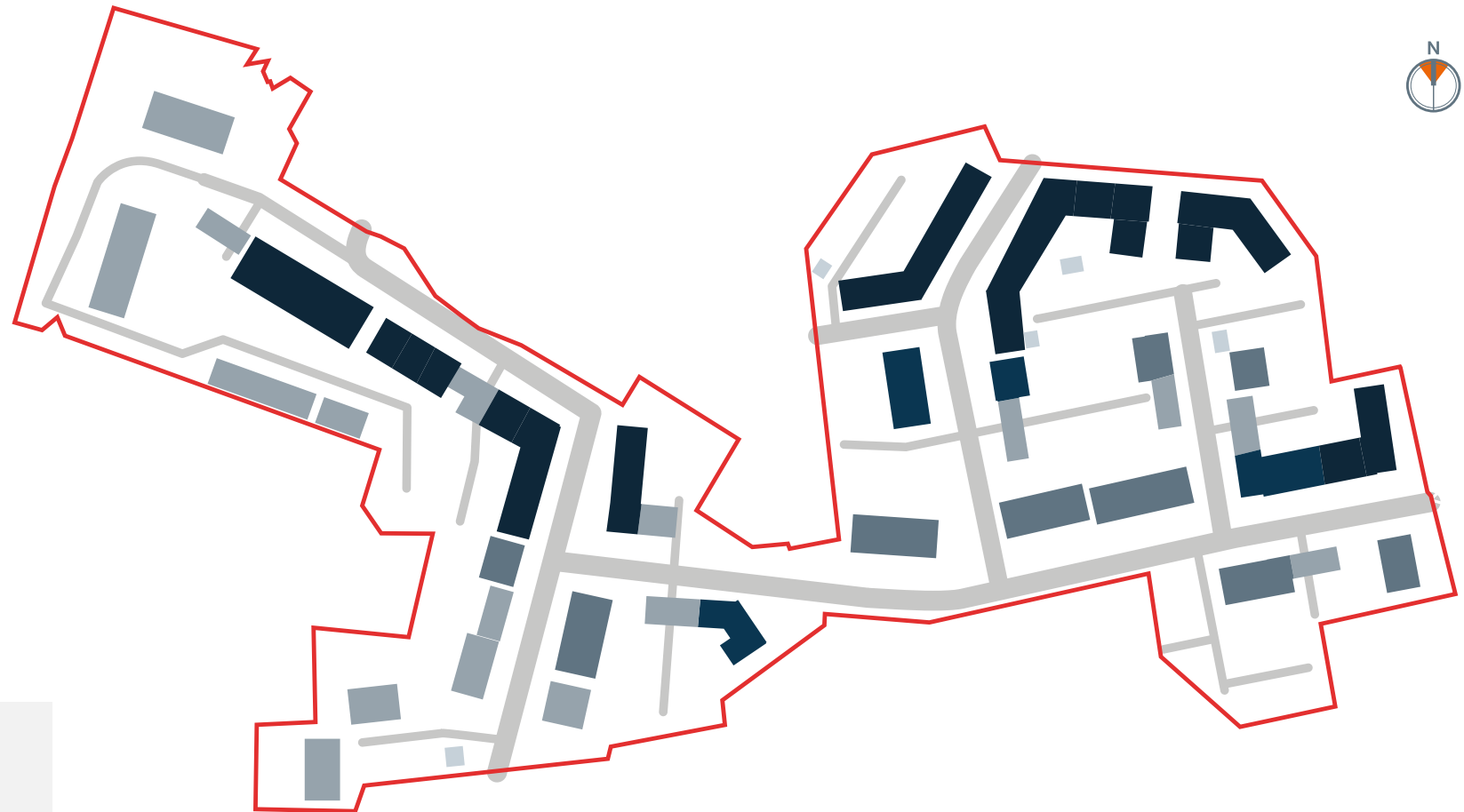


# Scale & Massing







The site lies between existing two storey Victorian and Inter-War terraced housing and the northern TRC section of the Tipner East site which is likely to include higher density and significantly higher scale development.

Our design approach is to connect the two characters. Our massing and heights throughout the site reflects this with two storeys around the southern boundary rising to the apartments on the North.

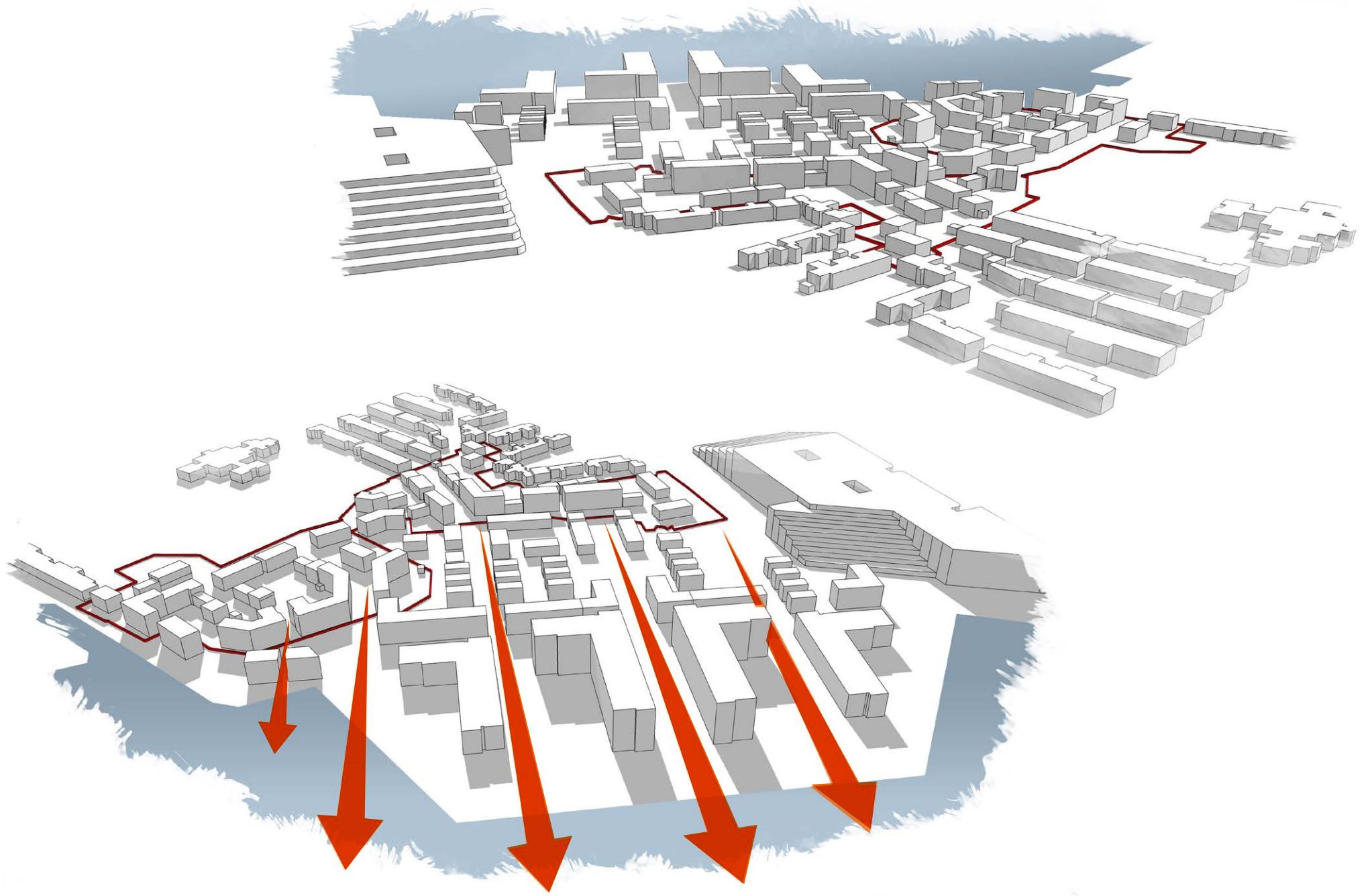
That transition in scale provides the opportunity for the larger regeneration site, to the north, to step up towards Tipner Lake and deliver the landmark characteristic of the eastern part of the gateway to the City.



## KEY

-  Application Boundary
-  1 Storey
-  2 Storey
-  2-1/2 Storey
-  3 Storey
-  4 Storey







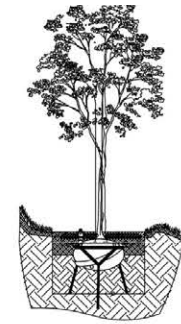
# 🏠 Landscape & Open Space



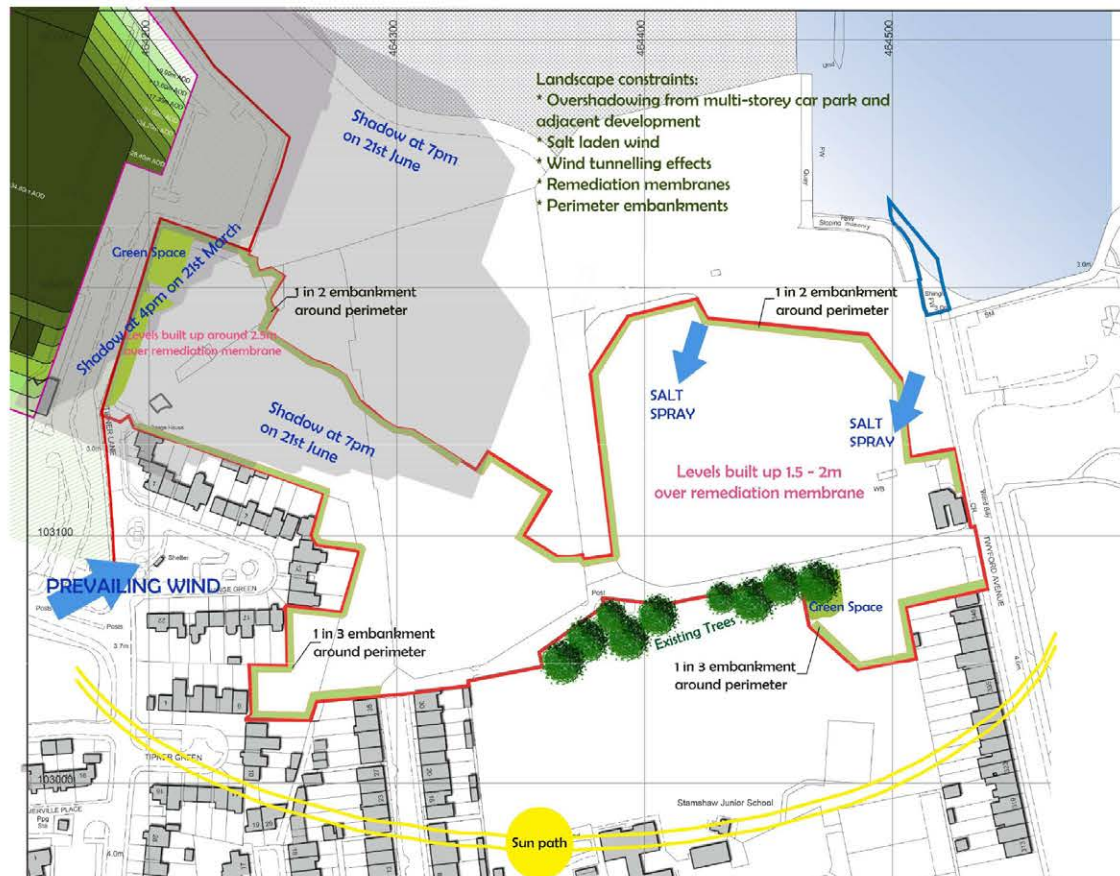
Local precedents – Southsea Rock Gardens



Trees suitable for coastal conditions: Stone Pine, Hornbeam, Hawthorn



Specialist tree pit designs



Technical solutions for green embankments





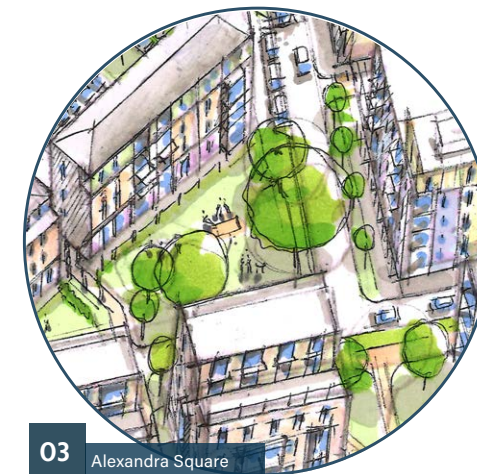
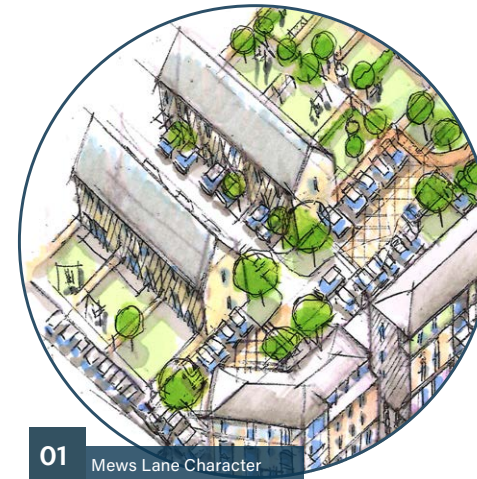
# Appearance

## A place to live

Our design approach seeks to create places where people want to live and are proud of, that are sensitive to local character and create distinct neighbourhoods. We also want our new neighbourhood to have a character which is locally distinctive to Tipner and its key setting by the coast and as a gateway site to Portsmouth. There is plenty of design inspiration in the coastal and maritime heritage of the area but also the distinctive character and form of low-rise, repeat pattern, Victorian and Inter-War housing in Stamshaw / Tipner to the south.

The palette of materials is varied along the streets running up to the site from the south with plainer, less modulated, terraces from the first half of the 20th century at the north end of Tipner Lane and Target Road.

Traditional forms expressed with a contemporary architectural language, with brick as the main external finish, will provide a transitional zone between the traditional terraces to the south and the bolder forms and materials likely to be used in the northern regeneration area.



Illustrative Sketch Views





Illustrative CGI View from the Southern Boundary





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