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Design and Access Statement

September 2023

Our ref:
430-ACG-HVT-8500-ZZ-XX-REF-A-P5-
Design and Access Statement

Revision: P5

HAVANT AND SOUTH DOWNS COLLEGE (HAVANT)

NEW TEACHING BLOCK

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REVISION SHEET

REPORT TITLE: DESIGN AND ACCESS STATEMENT
REPORT NUMBER: 430-ACG-HVT-8500-ZZ-XX-REF-A-P5

This report has been prepared for the sole benefit and use of our client **Havant and South Downs College** to support a planning application to Havant Borough Council.

REVISION	DATE	STATUS	PURPOSE	PREPARED BY	CHECKED BY	APPROVED BY
P1	15.09.2023	PRELIMINARY	FOR CLIENT REVIEW	ME	TH	DG
P2	29.09.2023	FOR INFORMATION	ISSUED FOR PLANNING	ME	TH	DG
P3	02.10.2023	FOR INFORMATION	ISSUED FOR PLANNING	ME	TH	DG
P4	09.10.2023	FOR INFORMATION	ISSUED FOR PLANNING	ME	TH	DG
P5	13.10.2023	FOR INFORMATION	ISSUED FOR PLANNING	ME	TH	DG

01

INTRODUCTION

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PROJECT INFORMATION

HAVANT COLLEGE HISTORY

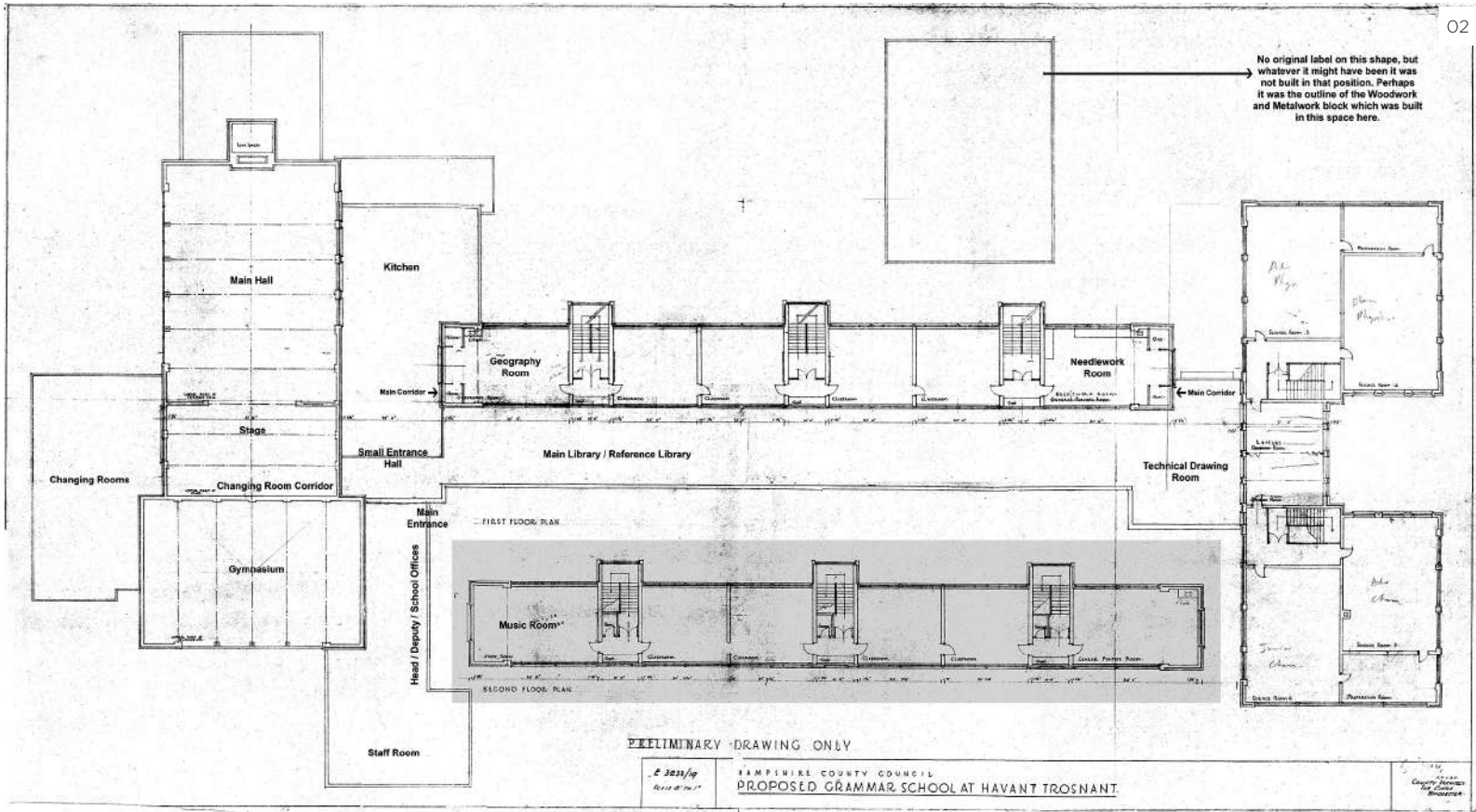
The estate was initially constructed with the specific intention of serving as a Grammar School in 1958. However, it underwent a transformation and became Havant Sixth Form College in 1974. Situated within a short walking distance from the town centre and Havant railway station.

It has subsequently evolved through a merger process combining Havant College, South Downs College and Alton College. This unified body named Havant and South Downs College (HSDC) operates out of the three existing campuses.

the Havant Campus is presently in the midst of an extensive refurbishment and development initiative. This endeavour aims to upgrade its educational facilities across the campus, aligning with the aspiration to establish a unified Centre of Excellence for A Levels at HSDC.



01



02

- 01 On site construction photo 1965
- 02 Historic plans for Havant Grammar School

PROJECT BRIEF

KEY DRIVERS

Increase the size of the Havant Campus to allow for future growth

- Create landmark building and providing the college with new spaces and elements that bring substantial visual transformation and provide the college with striking new facilities.
- Student Experience - providing the students with facilities that provide both a positive impact on their learning and overall well-being whilst at HSDC.
- Staff Experience - providing the staff with facilities that provide both a positive impact on their working environment and overall well-being.
- Sustainable Development - providing the group with sustainable and green design solutions that will reduce the carbon footprint and can also reduce running costs.

KEY INFORMATION

Accommodation:

- 10 x general purpose teaching classrooms
- Staff office
- Pupil and staff toilets
- Storage
- Plant room

Number of storeys: 3

Gross Internal Floor Area: 810 sqm

Gross External Floor Area: 941 sqm

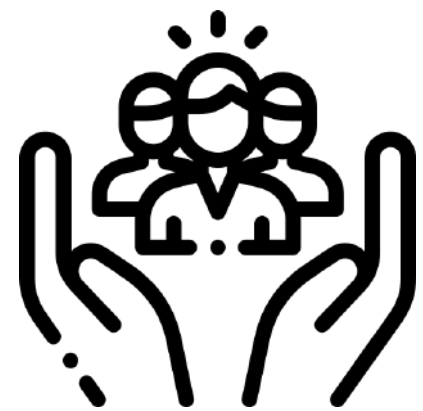
Red line development boundary area: 5,751 sqm



STUDENT
EXPERIENCE



LANDMARK
BUILDING



STAFF
EXPERIENCE



SUSTAINABLE
DEVELOPMENT

02 SITE

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SITE LOCATION

HAVANT

The Havant campus is one of HSDCs three campuses and is located in Havant, Hampshire. The site is located off of New Road, in Havant in a prominent position, easily noticeable from the busy B2149 roundabout. The Havant Campus is conveniently located near Havant's town centre, just a short stroll away from the train station. Additionally, it boasts expansive playing fields and excellent transport connections.

The surrounding area consists of residential dwellings to the South and North-West, with the Havant Borough Council office just opposite to the East.



01 Aerial view of HSDC Havant Campus with the proposed development site outlined in red.

HAVANT COLLEGE SITE PLAN

LOCATION ON CAMPUS

The site is situated south-east of the Havant Campus, adjacent to the Sports Hall, The School of Business and C Block. The site consists of an open level grassed with a prominent area of reinforced grass allowing for emergency vehicle access.

EXISTING BUILDINGS

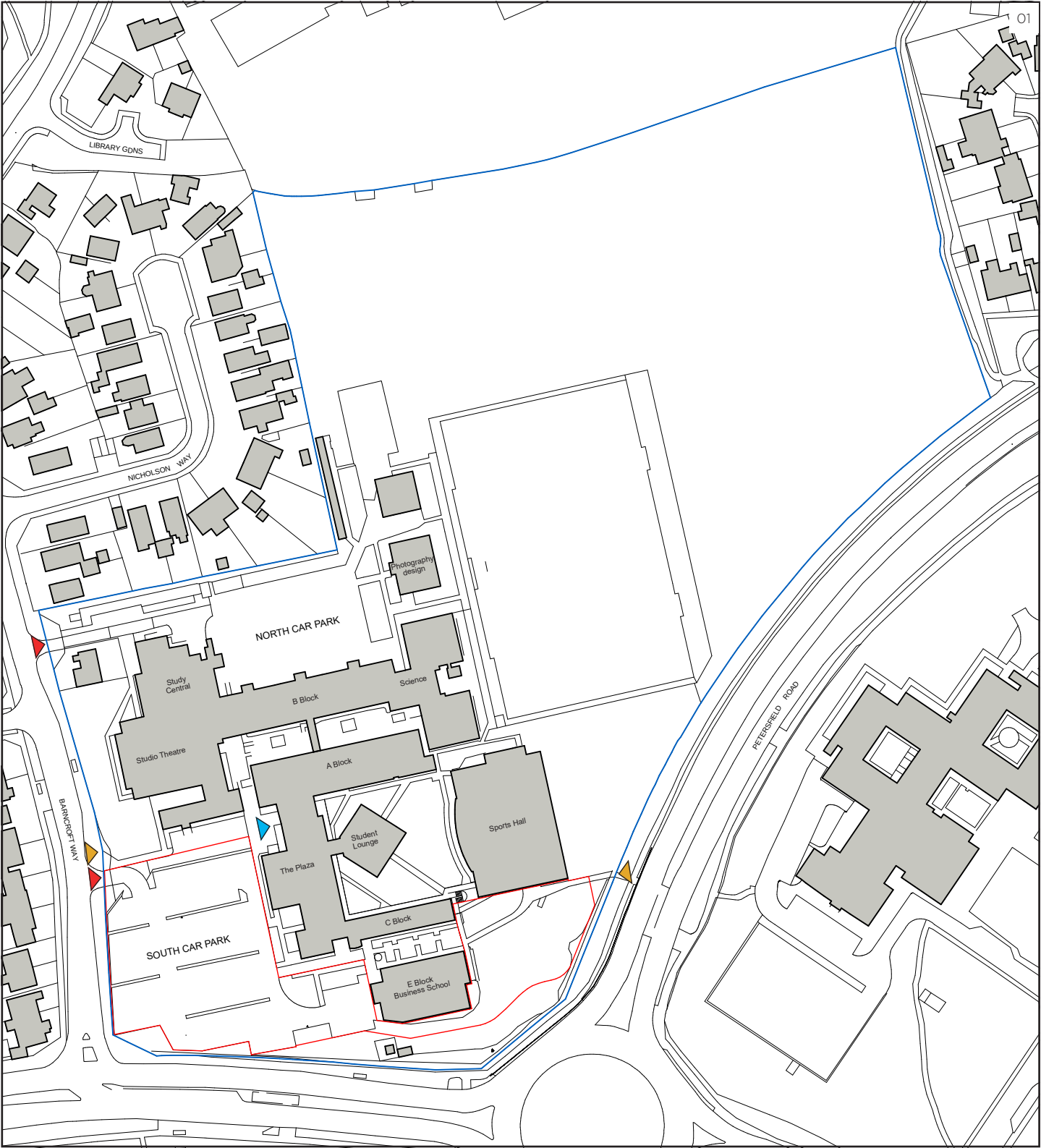
The campus consists of a series of buildings mostly constructed in the second half of the 20th century. The proposed new building is located adjacent to two of the newest buildings on the site. The sports hall was constructed in 2000 and the business school was constructed in 2013.

ENTRANCES & ACCESS

There are two vehicle entrances to the campus are via Barncroft Way leading to the North and South Car Parks. The main reception and primary building entrance is located closest to the South Car Park and into the A Block.

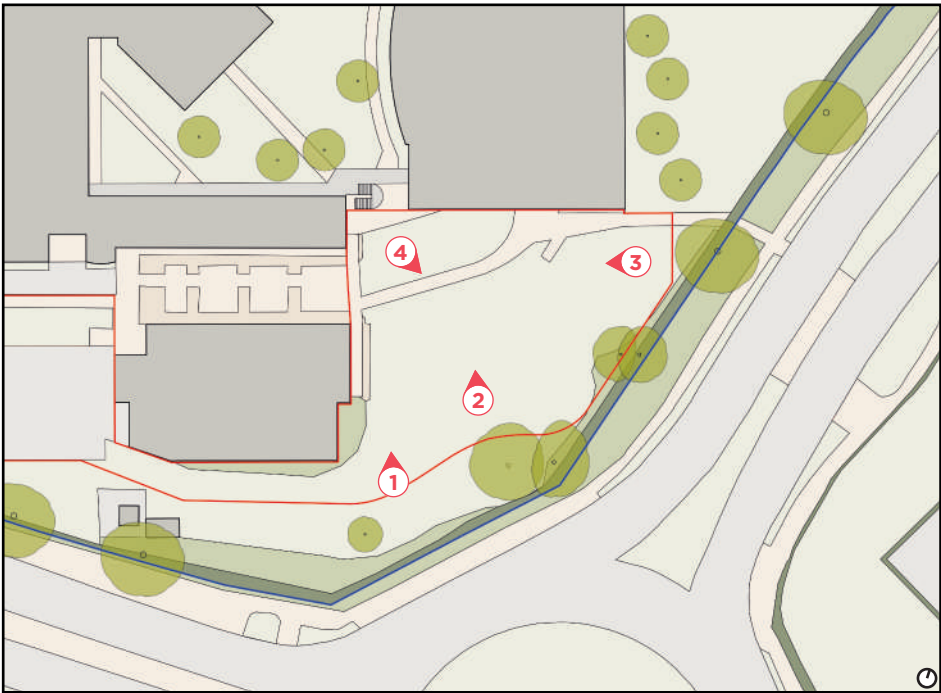
There is a secondary pedestrian access via Petersfield Road to the east of the site. This entrance to the site is the closest to the proposed site location, adjacent to the Sports Hall.

-  Vehicular Access to car parks
-  Main reception and primary building entrance
-  Secondary pedestrian access



01 Havant College Site Plan with main entrance points.

SITE PHOTOGRAPHS - BUILDINGS



01 View of the existing site from the South.
02 View of the existing site from the East.
03 South elevation of existing Sports Hall adjacent to the site.
04 View of existing college buildings, adjacent to site.

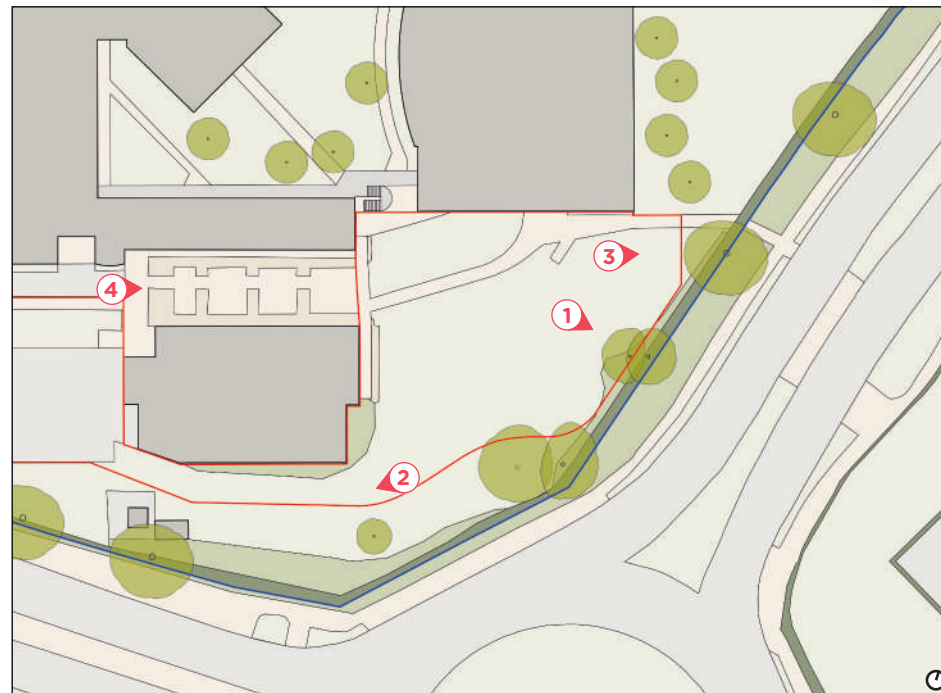
SITE PHOTOGRAPHS - LANDSCAPE



01



02



03



04

- 01 Maple and Walnut trees on the east of the site.
- 02 Existing fire tender access behind the Business block.
- 03 Existing hedgerow boundary, grassed area and fence line, with the pedestrian entrance from Petersfield Rd.
- 04 View of paved courtyard through C block and Business block looking East towards the site.

ARBOCULTURAL & ECOLOGY

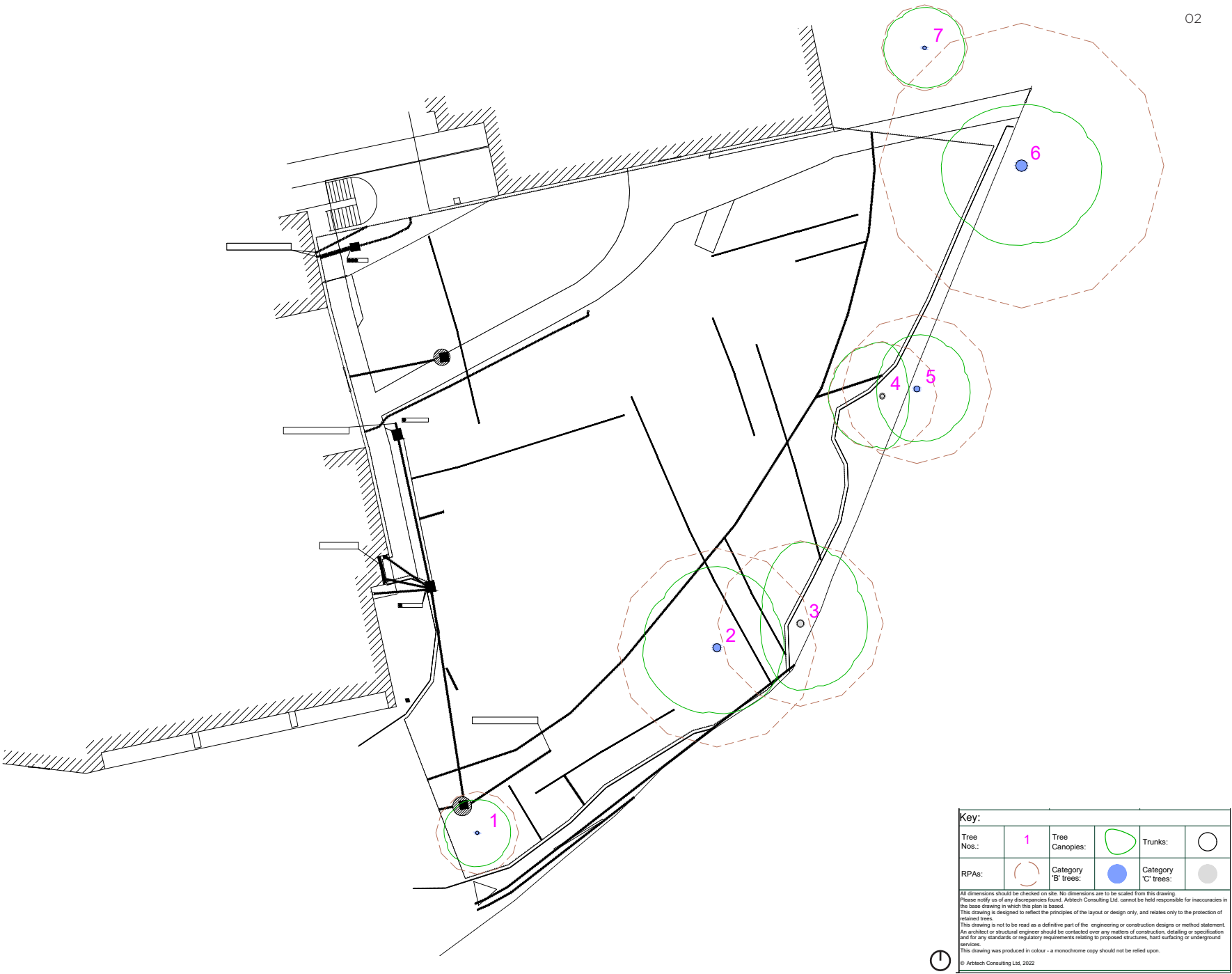
TREES

A tree survey and arboricultural report was undertaken by Arbtech in August of 2023. The scope of the survey covered the whole development area and provided information about the quality of trees, canopy extent and root protection area.

Mature trees are present along the southern and southeastern edges of the road boundary. Furthermore, there are two groups of trees within the site designated for this project. Given their advanced age and apparent good condition, the proposals have sought to avoid any disturbance to these trees, both in terms of their above-ground and below-ground components. It's worth noting, however, that these trees are not listed as Tree Preservation Orders (TPOs) on the local authority's planning map.

ECOLOGY

An ecological impact assessment (EcIA) has been undertaken by Ethos Environmental Planning comprising a habitat survey and an assessment of the sites' potential for protected species. The site is dominated by modified grassland which is of low ecological value and provides low value for protected species. No ecological mitigation measures are required in relation to the construction or operational phase of the project. Ecological enhancement will include the provision of bird and bat boxes within the scheme



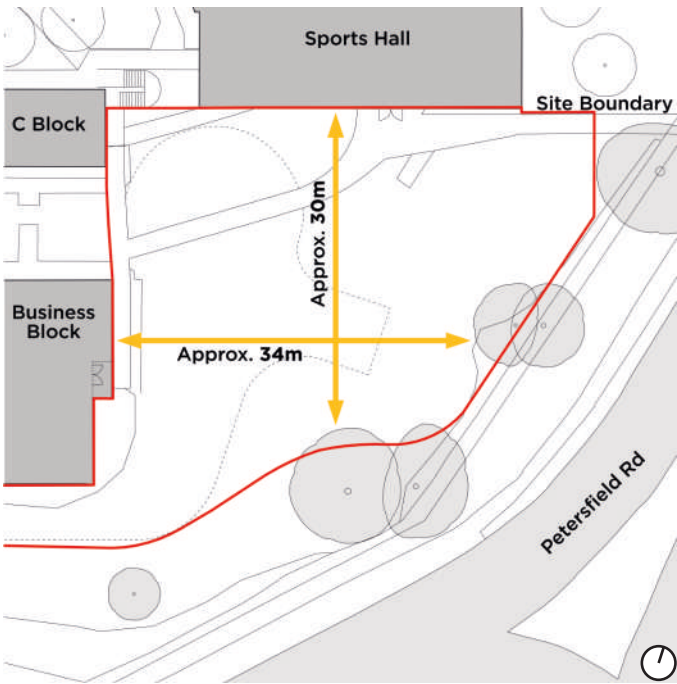
01 Photos of existing trees on site.
02 Tree Survey showing categories of trees and root protection areas on site.

03

DESIGN APPROACH

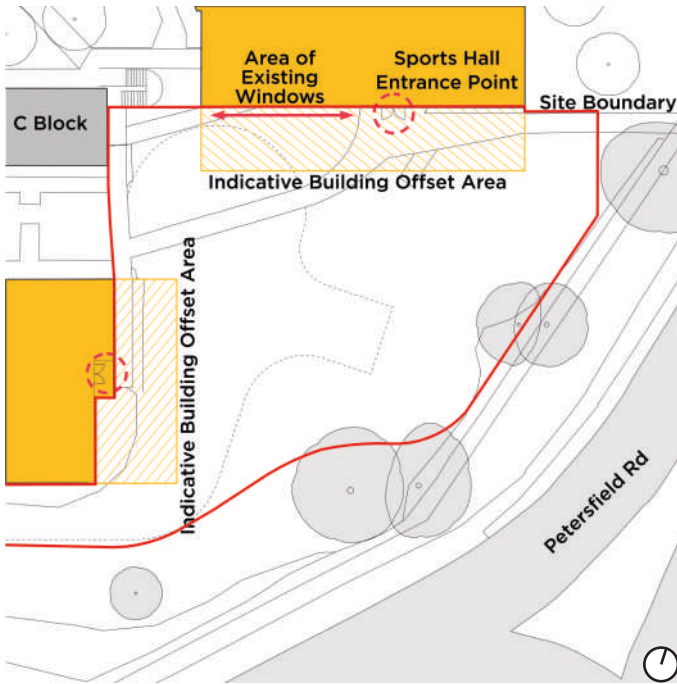
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SITE ANALYSIS



CONSTRAINED SIZE

Whilst offering a prominent location on the corner of the HSDC Havant site, the proposed site is roughly triangular and limited on two sides by existing buildings and on the other by the site boundary and well established trees.

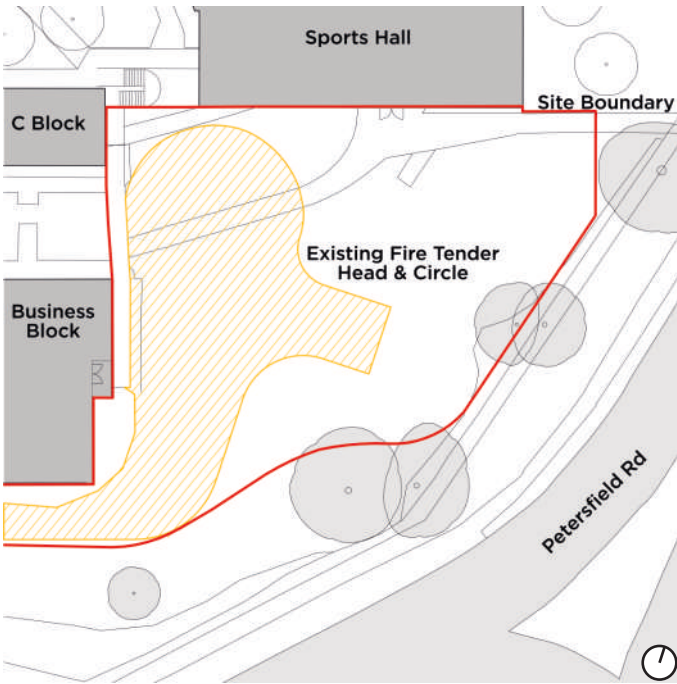


PROXIMITY TO EXISTING BUILDINGS

The site is bounded on the west by the existing classroom block (labelled business block) and to the north by the existing sports hall building.

Both existing buildings have fire exit doors with access that must be maintained.

The sports block also contains a number of staff offices on the south facade with windows facing onto the site, therefore any new block must be offset from this facade to maintain daylight to these rooms.

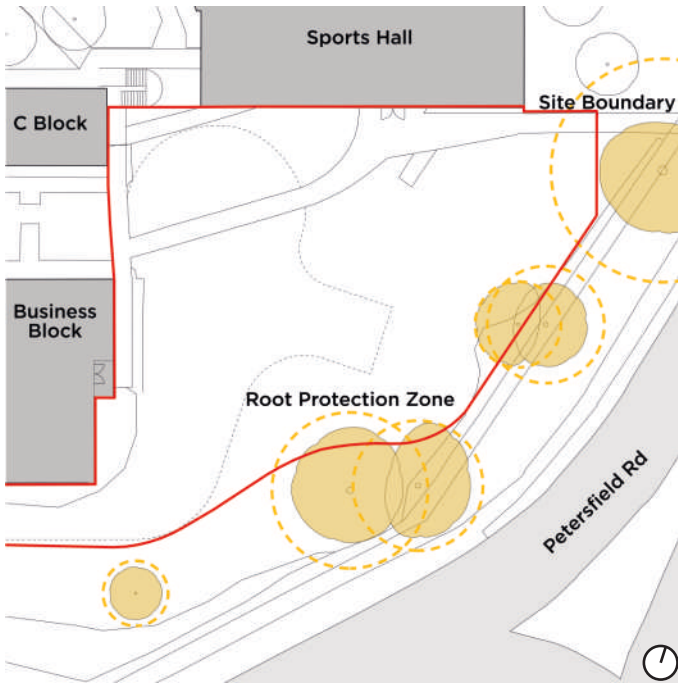


FIRE TENDER ACCESS TO SPORTS HALL

There is an existing fire tender turning circle provided outside the southern side of the sports block.

The route to the turning head is around the southern side of the Business classroom block.

It will not be possible to provide a suitably sized teaching block on this site without adjusting this route to free up a larger developable area on the site.



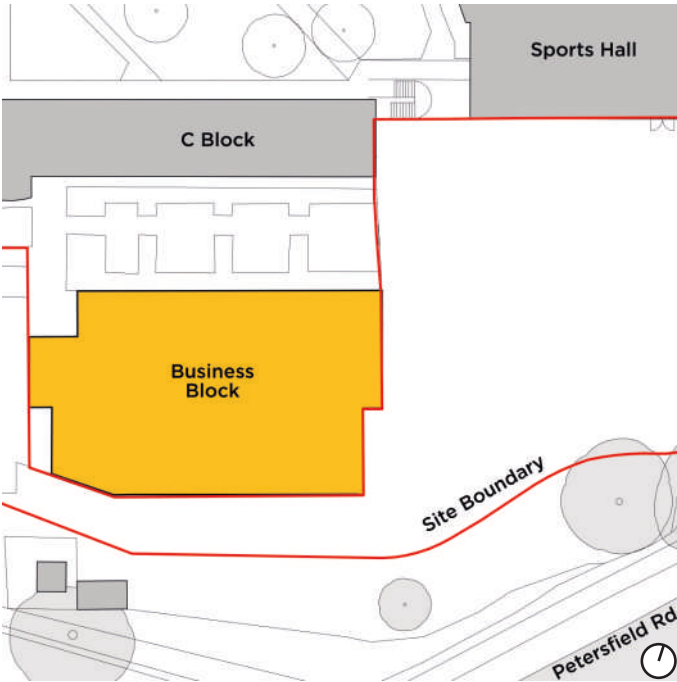
ESTABLISHED TREES ON BOUNDARY

There are a number of established trees along the boundary with the public highway which provide effective screening from the road, visual amenity and biodiversity value.

The group of trees straddle the site boundary and the root protection zones extend further than the canopies.

Refer to the arboricultural consultant information included with this application for further detail.

DESIGN DEVELOPMENT



BUILD OVER EXISTING BUILDING

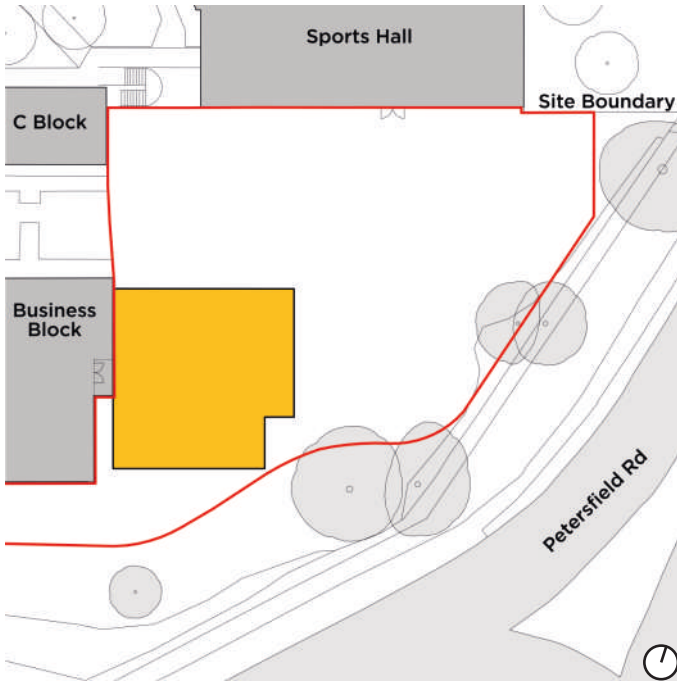
The existing single storey business block adjacent to the new site, constructed in the 2000s was built with foundation capacity for a potential additional storey to be added at a later date.

Pros

- Utilises existing building foundations.
- Most efficient resultant building form.
- Maximises retained external site area.

Cons

- **Unacceptable programme risk arising from uncertainties over structural condition of existing building.**
- Significant disruption to operation of existing building whilst works are taking place.



LINKED TO EXISTING BUILDING

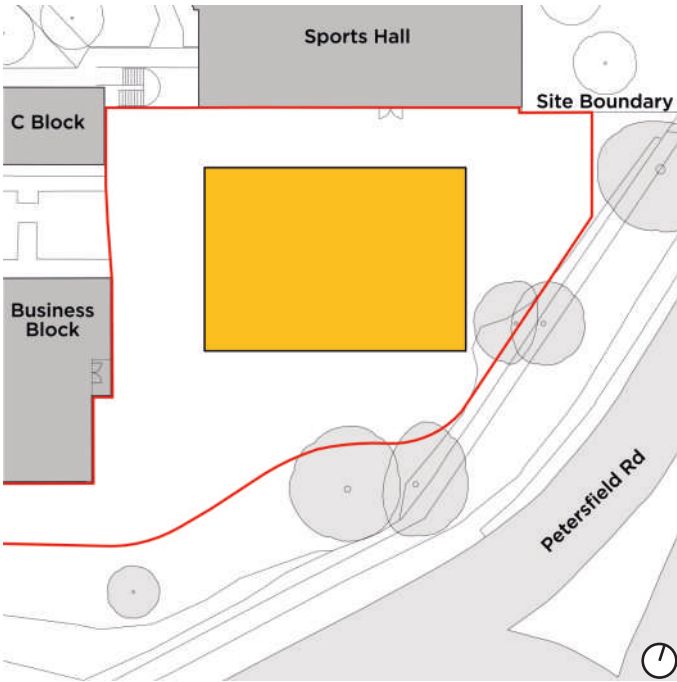
Another potential option explored was to build a new block abutting the existing business block which could then be joined onto any future additional building storeys built over the existing building.

Pros

- Reduces the size of available site required due to the lack of a gap between the new and existing buildings.
- Opportunity to share supporting facilities in the building

Cons:

- **This option compromises the function of the new block for a potential future benefit that may never arise (additional storeys over existing building)**
- Places significant design complexity by integrating new block with existing.



TWO STOREY STANDALONE

A single standalone new block of 2 storeys was tested.

Pros:

- Less area required for stairs and lifts, more efficient circulation

Cons:

- Significantly larger footprint, requiring more foundations (expensive)
- Larger footprint places new facade too close to existing buildings which will cause overshadowing and poor external space quality
- **Not enough area left to maintain existing fire tender access to the sports hall building.**
- **The proposal would be too close to the sports hall.**

PREFERRED OPTION

THREE STOREY STANDALONE

A single standalone block of 3 storeys was tested and deemed to be the only suitable massing for the spatially constrained site.

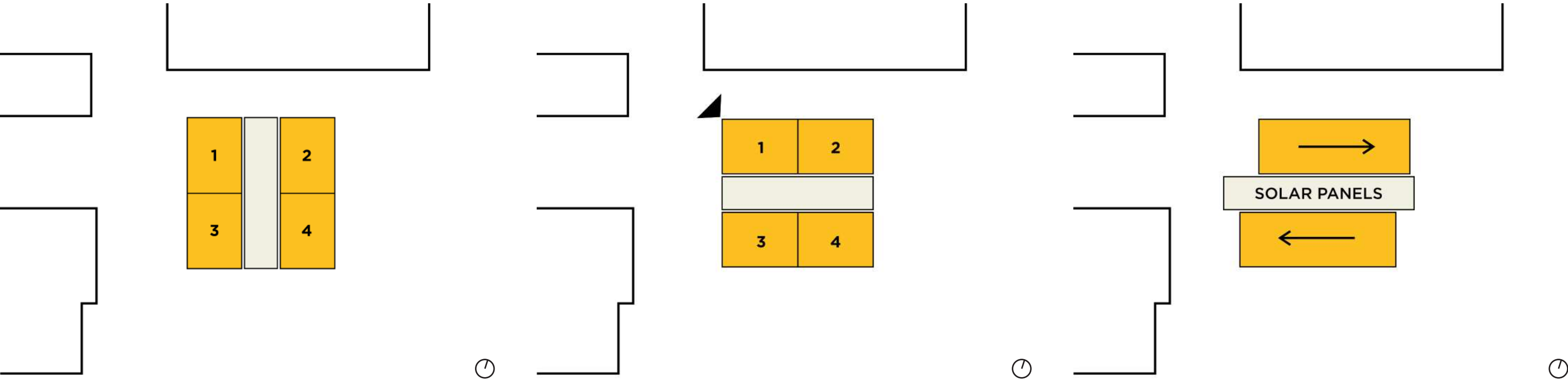
Pros:

- **Additional height creates a landmark building for the college, visible from roads around the site**
- **Much more compact footprint, maximising external space around the building**
- Potential savings on foundations
- Better form factor - reduced heat loss and carbon emissions.

Cons:

- Potential shading to landscaping and sports hall building to the North.

DESIGN DEVELOPMENT



INITIAL ACCOMMODATION LAYOUT

Efficiency and clarity of layout is critical for achieving a highly functional, cost effective and low-energy building design.

With a relatively simple accommodation brief comprising teaching accommodation, circulation and support space, the layout lends itself to a double loaded corridor with four classrooms per floor and access to daylight at either end of the building.

Other support spaces, such as WCs, staff room and plant will be provided on the ground floor, with both first and second floor having a similar layout.

ROTATED FOR OPTIMUM ORIENTATION

The optimum orientation for classrooms is facing either north or south. This provides good daylight whilst avoiding the overheating risk associated with uncontrolled solar gain. Direct sunlight is very difficult to effectively shade on the east and west elevation, whilst the high summer sun can be well controlled with fixed horizontal brise soleil shading canopies on the southern glazing.

Rotating the plan also provides a good opportunity to for the main entrance to be positioned to the north west corner, addressing all main access points from other buildings and external landscaping.

FINAL MASSING ARTICULATION

Finally some adjustments have been made to the form to add interest and to emphasise the inherent features of the building.

The classroom wings have been offset from the circulation spine to bring focus to the main entrance and reduce the scale of the main block.

The central circulation spine has an elevated roof, with a south facing pitched roof providing ideal orientation for a PV solar panel array. This roof line creates a strong identifiable profile for the new the building, which will be visible from the adjacent public highways, helping to create a landmark building for HSDC.

FIRE TENDER ROUTE

OPTIONS STUDY

The existing fire tender turning area presents a significant constraint on the development of the site in it's existing configuration.

In the interests of freeing up the site to enable the optimum development to be proposed, an options appraisal exercise was undertaken to test different turning configurations. Various configurations of vehicle tracking were tested using the standard Hampshire Fire and Rescue criteria with a vehicle travelling at 10mph. The outcomes are summarised below.

Option 1 - USE OF EXISTING TURNING HEAD

The existing turning head was proven to be effective with a turning manoeuvre. However, the resulting developable area was constrained to a fairly narrow plot and the siting of the turning area between the buildings was considered a potential barrier to landscaping the areas to suit day to day circulation.

Option 2 - NEW TURNING HEAD TO EAST OF DEVELOPMENT SITE

Creating a new turning head in this location leaves a well proportioned developable area with good connections to the existing buildings and no drawbacks. The siting of the turning area does not impact on pedestrian access paths and achieves a good separation between the different functions.

Option 3 - TURNING CIRCUIT AROUND BUSINESS BLOCK

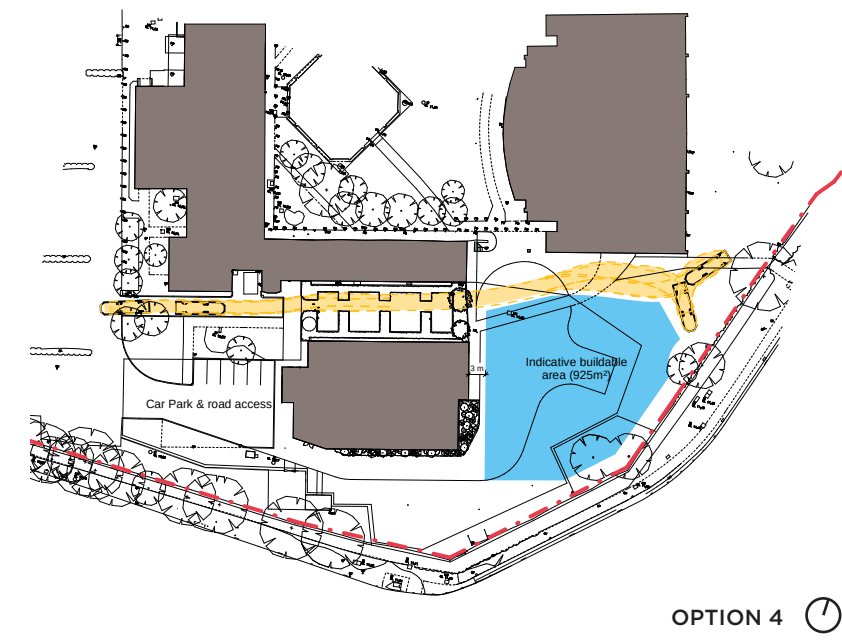
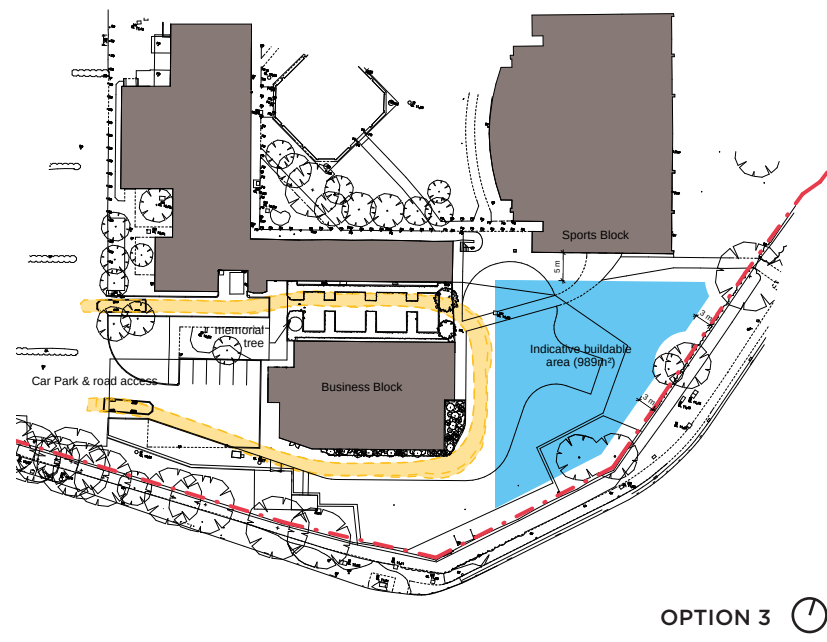
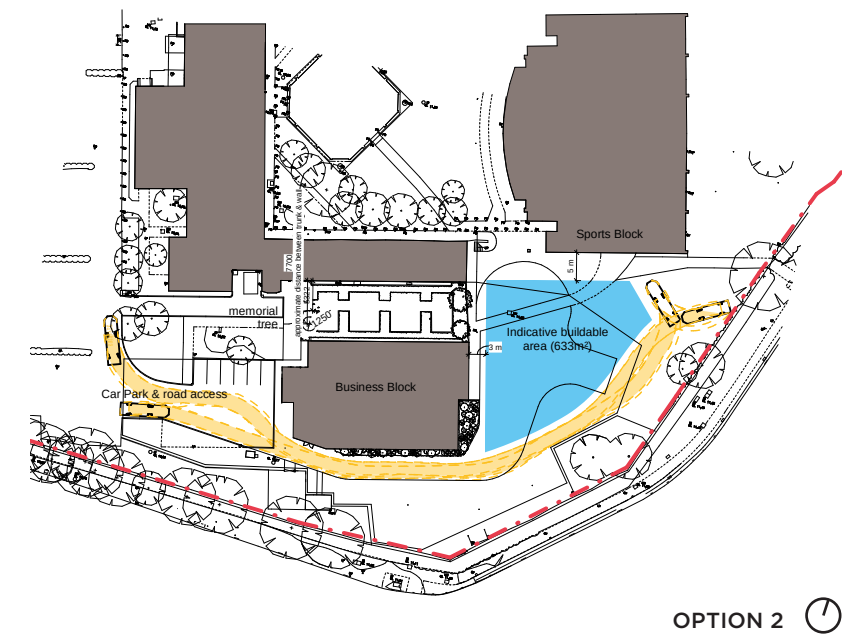
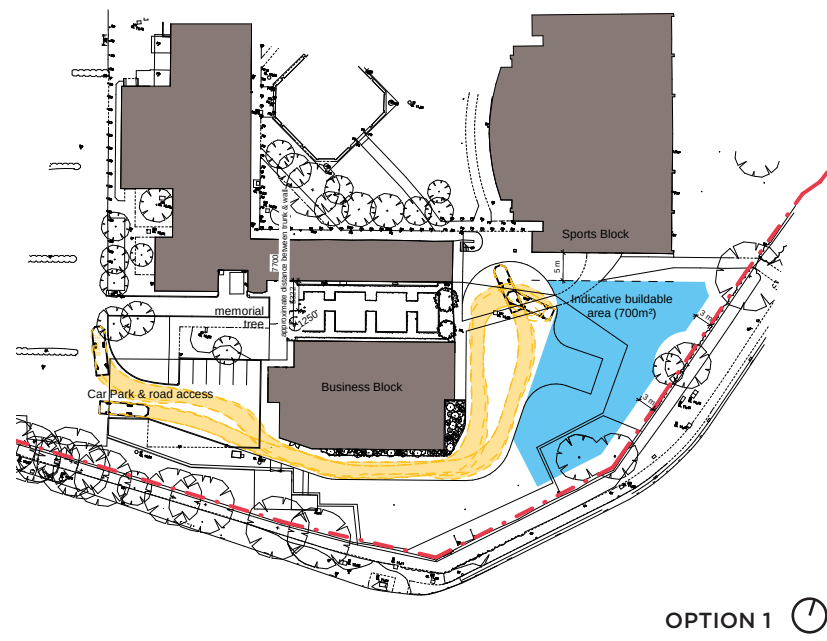
This option creates the largest feasible developable plot but carries a significant draw back in terms of the impacts on landscaping in the courtyard to the North of the Business Block.

Option 4 - NEW TURNING HEAD TO NORTH OF DEVELOPMENT SITE

Similar to option 3, this creates a large developable area but also introduces negative impacts on the courtyard to the North of the Business Block.

CONCLUSION

Option 2 was identified as the preferred layout for further design development.



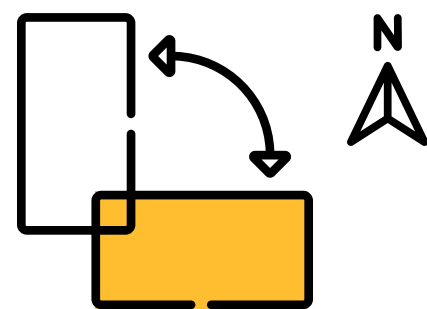
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PROJECT STRATEGIES

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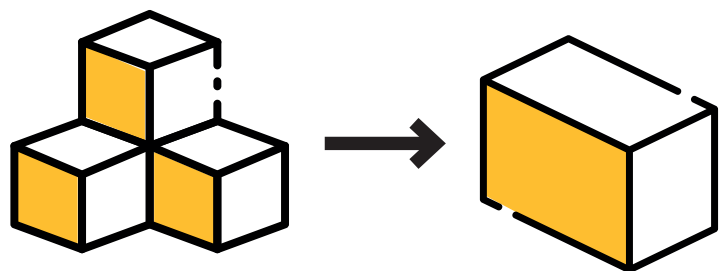
SUSTAINABILITY

The scheme is designed to comply with the Department for Education's Output Specification. A requirement of this is that the scheme will be 'Net Zero Carbon in Operation' (NZCiO). This means that energy usage of the new building will be minimised to a very low level whilst on-site renewables will be used to generate energy.



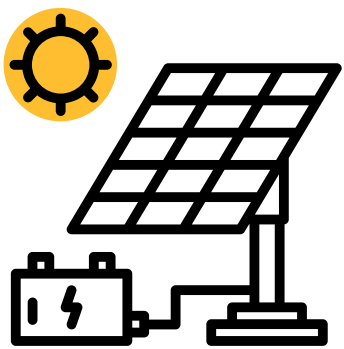
ORIENTATION

Correct orientation of the building is important to help achieve NZCiO. In the case of schools and colleges, overheating is a significant risk in the summer months. Orienting classrooms to the north and the south will optimise opportunity for passive solar protection in the summer and useful solar gains in the winter.



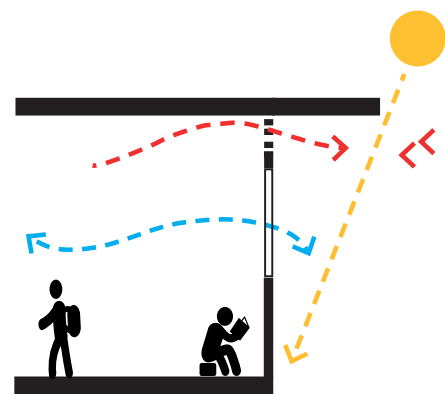
FORM FACTOR

Heat gradually makes its way to the outside of the building through building's external faces (e.g. walls, roofs, etc). The larger the area of external faces, the more place heat has to escape to the outside. The proposal is for a simple form set over three storeys, which creates a compact form whilst allowing all classrooms dual aspect.



RENEWABLES

To achieve NZCiO, on-site renewable energy generation must be maximised. The proposed three storey form with an area of south-facing pitched roof provides a great opportunity for a large array of PV to generate clean energy on-site and reduce reliance on the National Grid.



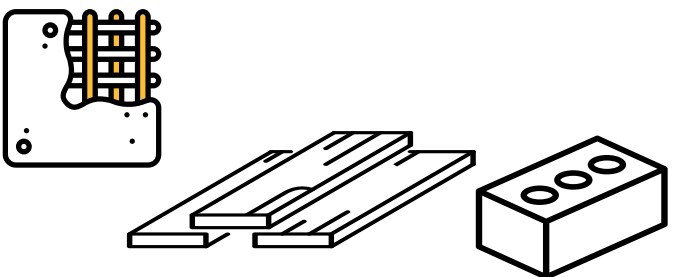
PASSIVE DESIGN

Passive design measures are critical to provide comfortable year-round conditions for students to work. This means provision of natural daylight to minimise electric lighting, excellent insulation to minimise the need for heating and protection from solar gains in summer to avoid the need for mechanical cooling.



AIR TIGHTNESS & INSULATION

In order to achieve NZCiO, space heating demand must be reduced to an absolute minimum. This is achieved through provision of very high levels of thermal insulation in the roof, walls and floors, well sealed to prevent air leakage. Mechanical ventilation with heat recovery (MVHR) to provide fresh air without significant heat loss.



EMBODIED CARBON

Whilst embodied carbon does not fall within the scope of NZCiO, rather it is a Whole Life Carbon requirement, where possible we will seek to use low embodied carbon materials. These typically include materials that don't require high-energy manufacturing processes. CLT is a good example (discussed overleaf).

OFFSITE CONSTRUCTION & MMC

MMC (modern methods of construction)

The design has been developed to maintain suitability for the use of offsite or engineered timber construction, should it prove to be possible at the next stage of development.

Construction using CLT (cross laminated timber) can bring significant benefits to multiple project stakeholders:

- Faster construction programme as CLT can be installed quickly and provides a full wall construction ready to receive cladding and services.
- Openings can be pre-cut into panels for windows, doors and service penetrations giving greater accuracy and reducing on-site works.
- Potentially lighter weight superstructure, allowing for foundations to be reduced.
- CLT structure is typically one of the lowest embodied carbon construction options and provides the additional benefit of sequestering carbon from the atmosphere by locking it up within the building structure itself.
- CLT panels in some areas can be left exposed on walls and ceilings, providing a warm and attractive natural exposed wood finish.
- CLT construction will be investigated further at the next design stage, subject to affordability.



SPEED AND PREDICTABILITY



REDUCED SITE DISRUPTION



**REDUCED CARBON FOOTPRINT AND
INCREASED SUSTAINABILITY**



IMPROVED QUALITY



BETTER HEALTH AND SAFETY



IMPROVED ED&I

ACCESSIBILITY

APPROACH

The proposed building entrance can be accessed through multiple approaches:

- From the main college entrance continuing on past the student lounge and through the walkway bridge between the Sports Block and C Block, leading to a central shared courtyard.
- From the existing pedestrian path from Petersfield Road. New fence and gates are proposed here that will form new secure lines restricting general public access to the college.
- New fence and gates are proposed between the proposed teaching block and the Business Block. This can be used as a means of access subject to college security management plan.
- Access through proposed fence and gates between C Block and Business Block subject to college security management plan.

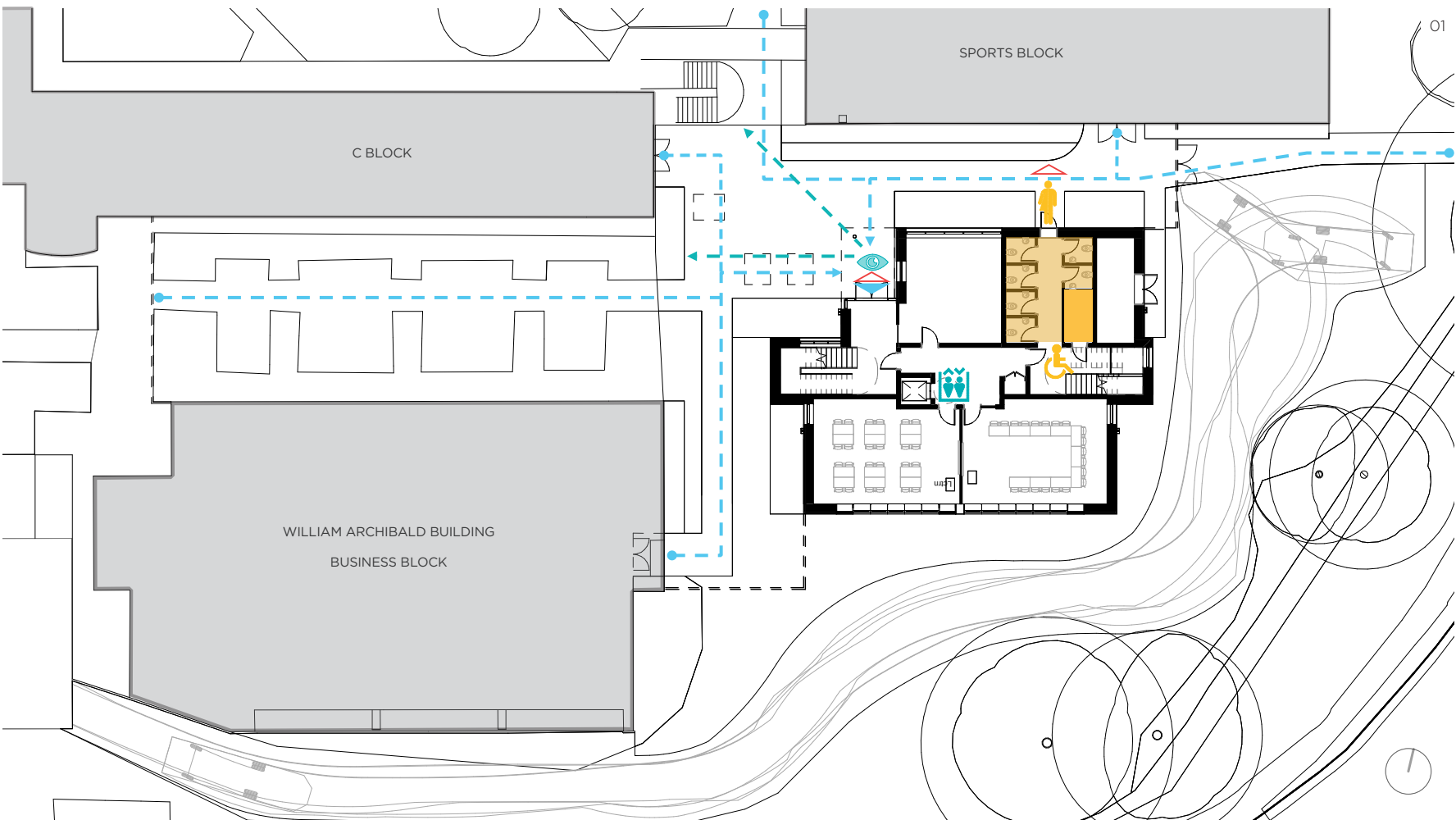
The existing levels on site are generally very flat and require slight re-leveling and landscaping to ensure level access around the perimeter of the building. The main entrance doors will be powered for ease of access.

CIRCULATION

Legible and intuitive wayfinding will be promoted through visibility, clear hierarchy and consistency of key circulation routes through the building. A central corridor spine creates the primary circulation route ensuring convenient access to all rooms while also connecting to segmented the two fire escape routes. The lift is positioned at the centre of building with ease of access to all rooms.

FACILITIES

A dedicated accessible WC is located on the ground floor with easy access to the lift and other space. Gender neutral separate WCs are also provided.



01 Ground level accessibility diagram

KEY

- | | | | |
|---|----------------------------------|---|-------------|
|  | Main Entrance
(powered doors) |  | Fire Escape |
|  | Approach route to building |  | Unisex WC |
|  | Lift | | |
|  | Accessible Unisex WC | | |

VEHICULAR & CYCLE ACCESS AND PARKING

A transport statement has been prepared by Scott White and Hookins to support this application. This includes an analysis of parking numbers associated with the development. Please refer to the separately submitted report for detailed analysis.

VEHICULAR ACCESS & PARKING

The development has been assessed against HBC adopted parking standards SPD and on site usage data. Eight additional parking spaces associated with the projected growth are proposed in association with the proposed development.

The campus has two vehicular entrances and access routes, with a primary access road which currently bisects the site. Vehicle routes are largely unaffected by the proposal. The addition of the proposed eight car parking spaces results in no changes to vehicle routes local to the car parking areas.

CYCLE ACCESS & PARKING

Dedicated cycle storage for thirteen bicycles is proposed immediately opposite to the car park next to the Business Block.

The proposed black steel cycle shelters have been selected to have a visual relationship with the proposed building. Sheffield style hoops will be provided for security.



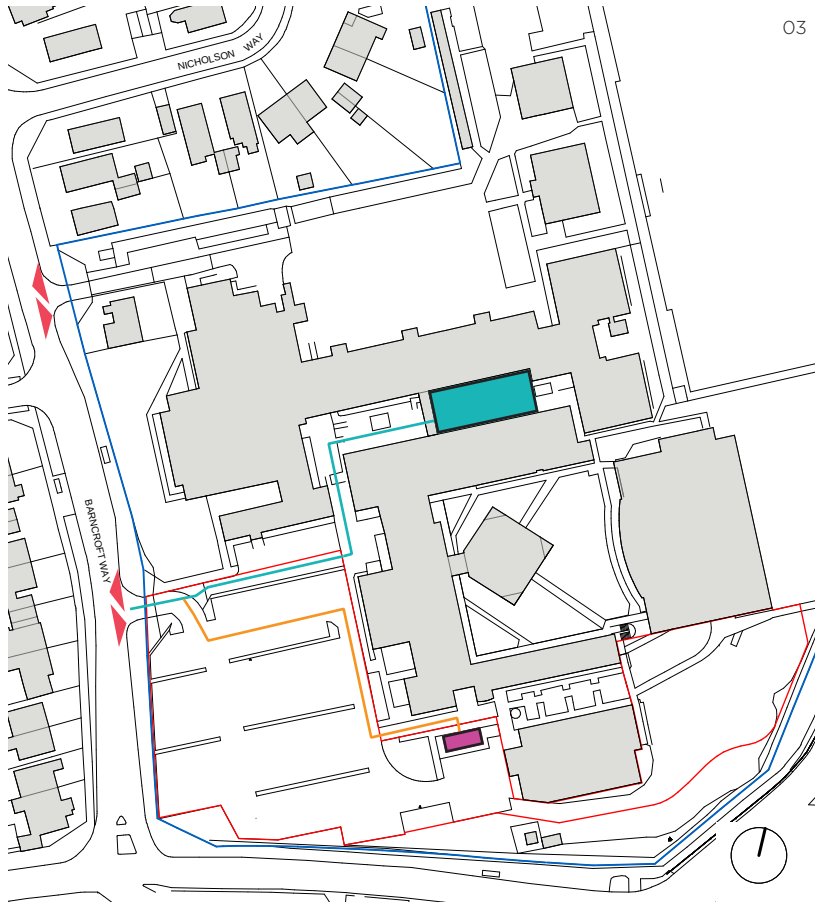
01 Langley Design - Malford Cycle Shelter MCS208



02 Existing and Proposed Car Access & Parking

KEY

-  Access points
-  Secondary vehicular route within car park
-  Existing Parking Spaces
-  Existing Accessible Parking Spaces
-  Proposed Parking Spaces



03 Existing and Proposed Cycle Access & Parking

-  Access points
-  Campus cycle route
-  Existing Cycle parking spaces
-  Proposed Cycle parking spaces
-  Proposed cycle route

FIRE TENDER, REFUSE & DELIVERY ACCESS

FIRE TENDER

The proposed fire tender route is within very close proximity to the whole length of the proposed building. As a result, all parts of the new building are well within the reach zone of the fire tender access.

REFUSE

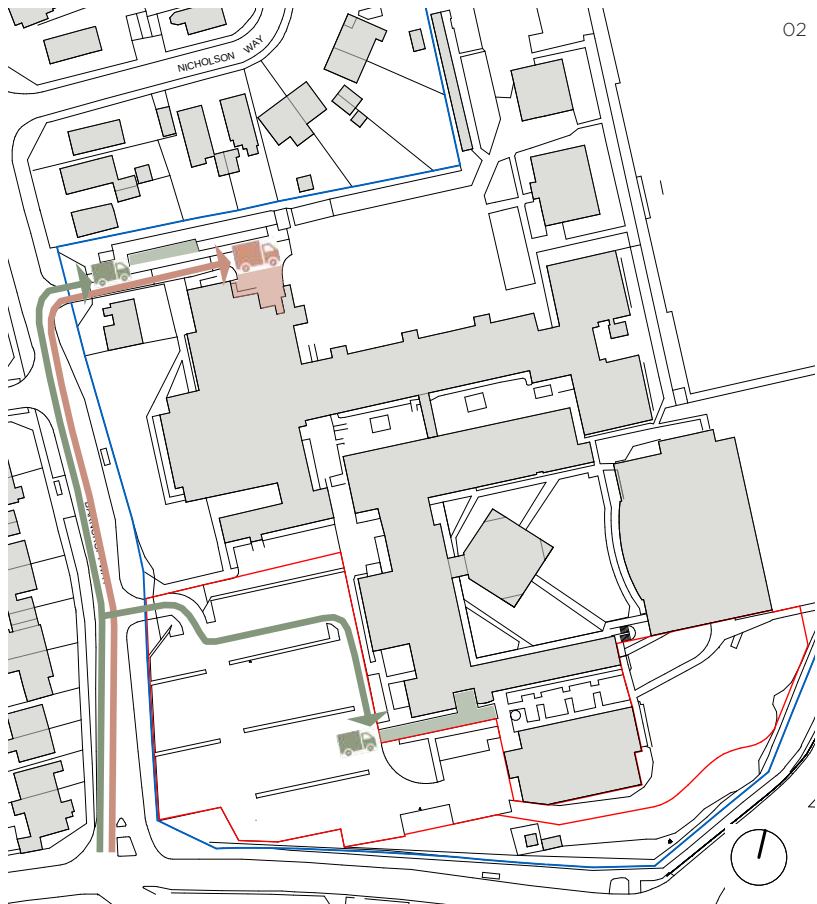
The campus operates a centralised refuse management strategy. All refuse is transported by the college staff to two dedicated refuse collection points. One located to the north west of the site and a second one adjacent to C Block. The existing refuse and recycling storage capacity is adequate for the minor growth associated with the proposed development. The two collection points have capacity for additional Eurobins and will be managed to accommodate the limited amount of additional waste arising from the development. No amendments are therefore proposed as part of this proposal.

DELIVERIES

The existing service delivery bay is located adjacent to the northern car park opposite the refuse collection point. This existing facility is unaffected by the proposals and will continue to be used for general deliveries and service access.



01 Existing Parking Configuration



02 Proposed Parking Configuration

KEY

-  Fire tender access location
-  Existing refuse storage area
-  Existing delivery area

LANDSCAPE

Landscape proposals to support the development of the new teaching block are as follows:

FIRE TENDER ACCESS ROUTE

It is essential for Health and Safety reasons that the fire tender access route is maintained around the development site and this has been a key consideration in the landscape proposals. In line with the existing arrangement, the fire tender access route will be created with a robust reinforced grass system. The layout of the proposed route has been accurately plotted using vehicle tracking software to ensure this is a practical route to Hampshire Fire and Rescue Service standards.

PEDESTRIAN PATHS AND PAVING

An existing path network exists connecting the building entrances and the pedestrian gate in the East site boundary. The proposals include localised adjustments to the path network to connect to the new building.

NEW SECURE LINE

In order to create a safe environment for students and staff, new fence lines are proposed to link the new building back to the Sports Hall and the William Archibald building. The fences will incorporate lockable gates so that access can be managed by the college staff.

LANDSCAPE PLANTING BEDS

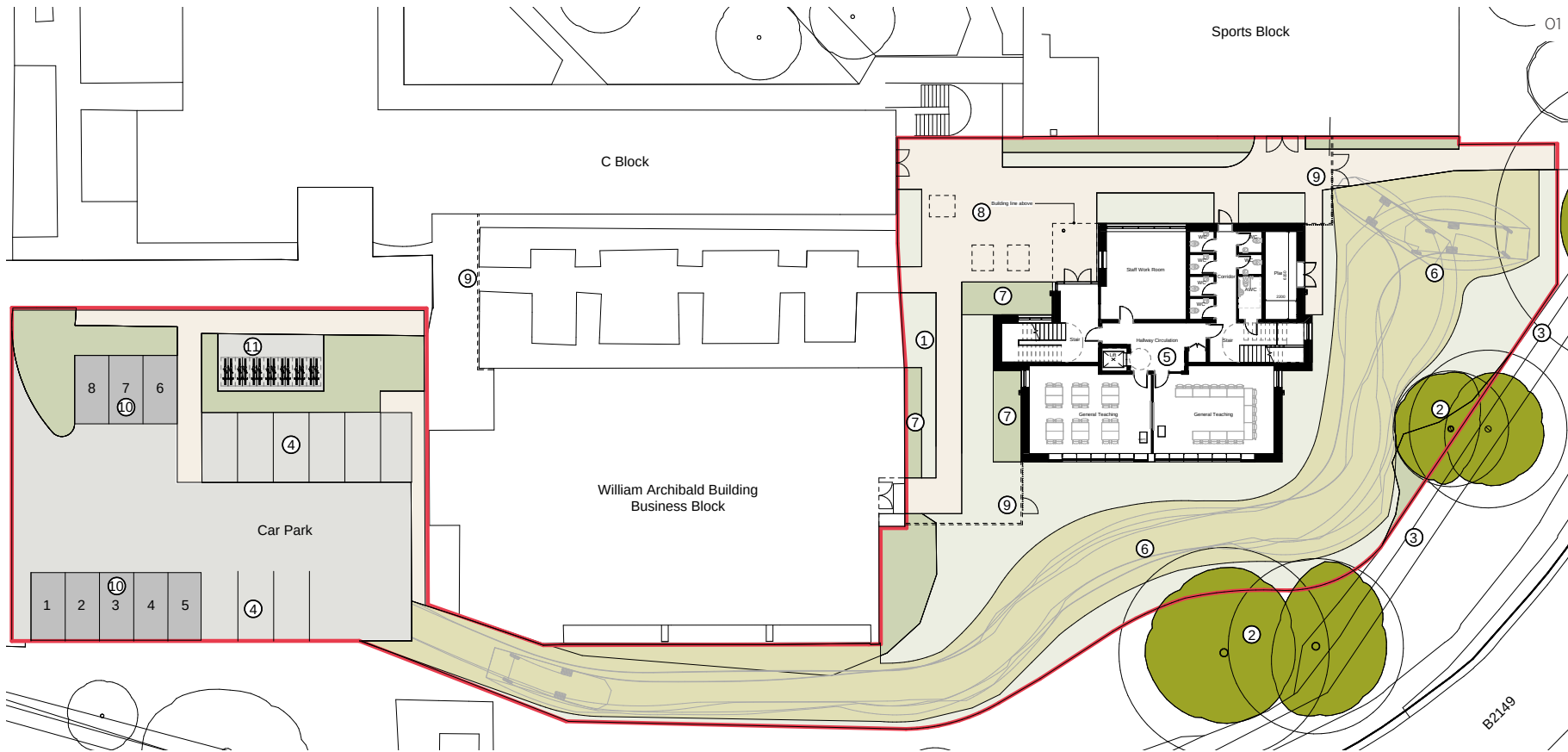
A series of planting beds are proposed adjacent to the new paving. These are intended to soften the appearance of the landscape, provide visual interest and add to the biodiversity value of the site.

PROPOSED CAR PARKING

The proposed development includes plans to add eight extra parking spaces to accommodate the expected growth. These parking bays are proposed to continue along the existing parking spaces and match with the same surfacing.

PROPOSED COVERED CYCLE PARKING

A dedicated covered cycle parking is proposed. Matching paviers will be used to align with existing adjoining paving surfacing.



01 Landscape Strategy



- 01 Extract from floor plan drawing HVT-ACG-00-ZZ-DR-A-2000-GroundFloorPlan
- 02 Reinforced grass proposed to fire tender access route
- 03 Powder coated non-climbable steel weld mesh fencing and gates to establish new secure line
- 04 Example of diverse landscape planting completed at HSDC's Alton campus

- 01 Existing lamp post
- 02 Existing trees
- 03 Existing hedgerow
- 04 Existing parking
- 05 Proposed new building
- 06 Proposed fire tender vehicle route on reinforced grass
- 07 Proposed planting beds
- 08 Proposed hard paving area
- 09 Proposed new fence and gates
- 10 Proposed parking
- 11 Proposed cycle parking

EXTERNAL LIGHTING

EXISTING LIGHTING

The current bulkhead-style lighting is evenly distributed among all three adjacent buildings, with an additional lamppost positioned between the Business block and C block. These existing lights will be kept as they are, except for the lamppost situated along the planned building line, which will be removed to make way for the new building.

PROPOSED LIGHTING

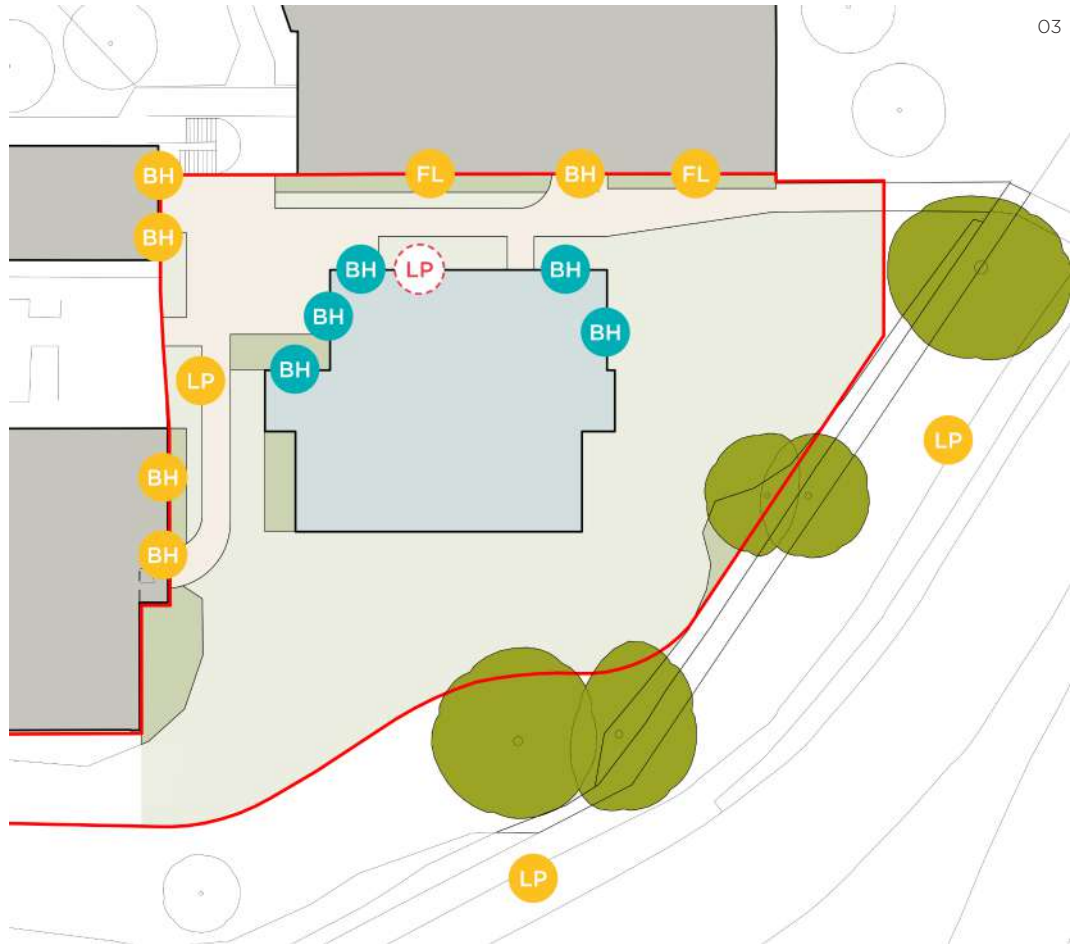
Proposed external building mounted bulk head lighting will be predominantly focused on the north face of the building along the primary circulation paths for security. These lights will be controlled by timeclocks as per existing arrangements on the campus.



01



02



03

- BH** Existing Bulk head type external light fitting retained
- FL** Existing Flood light type external light fitting retained
- LP** Existing Lamp post to be retained
- LP** Existing Lamp post to be removed
- BH** Proposed Bulk head type External light fitting

- 01** Lamp post and bulk head type external lighting on Business Block Building
- 02** Flood light and Bulk head type external lighting on Sports Block Building
- 03** External Lighting Plan

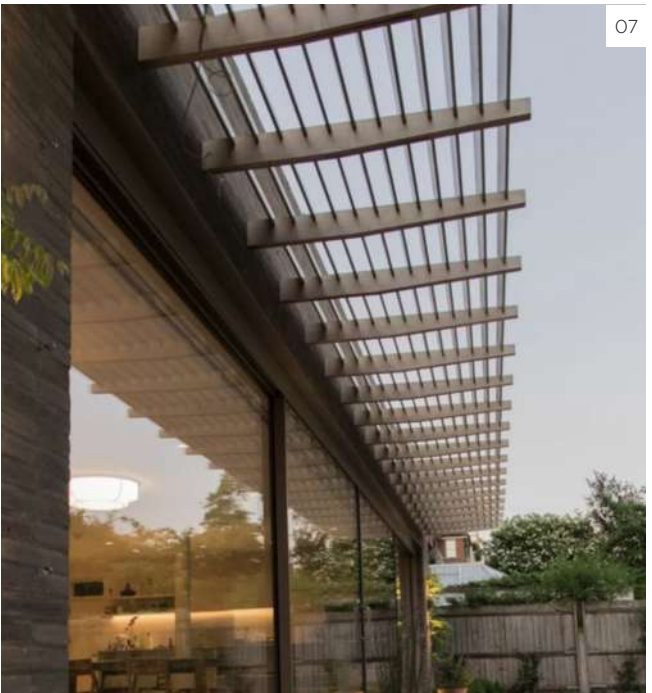
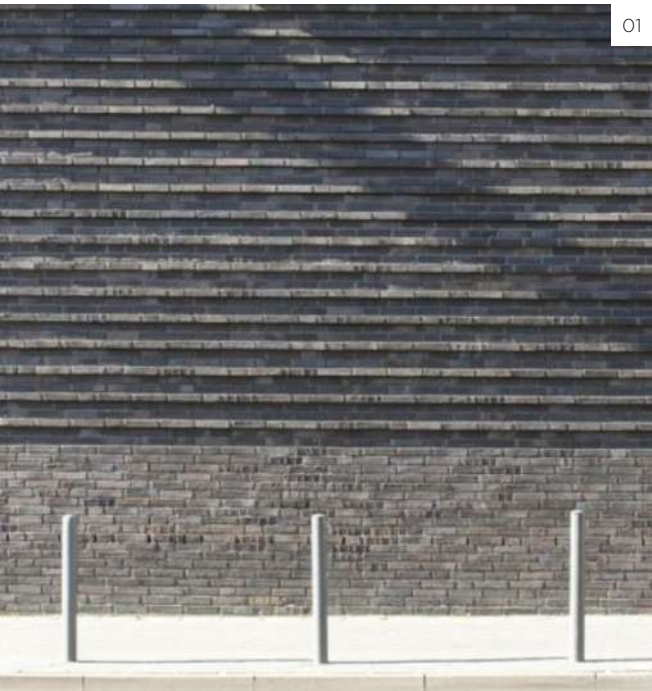
05

APPEARANCE

AYRE
CHAMBERLAIN
GAUNT

PROPOSED BUILDING MATERIALITY

The proposed palette of building materials has been selected to provide high quality, durable, and low maintenance finishes for the new building. When combined these finishes offer an attractive building for the college and wider Havant community.



- 01** Brickwork with relief texture to first storey to add visual interest

02 Aluminum panel cladding powder coated in coordinating colour

03 Aluminium framed windows powder coated in coordinating colour.

04 Standing seam metal roofing to pitched roof
- 05** High quality roofing membrane to flat roofs

06 Powder coated aluminium rain water pipes in coordinating colour

07 Aluminium brise soleil

08 Feature signage in illuminated built-up lettering

EXISTING SOUTH EAST CONTEXTUAL 3D VIEW



PROPOSED SOUTH EAST CONTEXTUAL 3D VIEW



EXISTING SOUTH WEST CONTEXTUAL 3D VIEW



PROPOSED SOUTH WEST CONTEXTUAL 3D VIEW



PROPOSED 3D VIEW FROM SOUTH EAST



PROPOSED 3D VIEW FROM NORTH WEST



PROPOSED 3D OVERVIEW FROM NORTH WEST



06 SUMMARY

AYRE
CHAMBERLAIN
GAUNT

SUMMARY

SUMMARY

This report has been issued by Ayre Chamberlain Gaunt to support the planning application for the new teaching block at the HSDC Havant campus.

This document should be read in conjunction with the following drawings:

HVT-ACG-XX-ZZ-D-A-1000-Location Plan

HVT-ACG-XX-ZZ-D-A-1002-Existing Site Plan

HVT-ACG-XX-ZZ-D-A-4100-Existing North & West Elevations

HVT-ACG-XX-ZZ-D-A-4101-Existing South & East Elevations

HVT-ACG-XX-ZZ-D-A-1003-Proposed Site Plan

HVT-ACG-XX-00-D-A-2000-Ground Floor Plan

HVT-ACG-XX-ZZ-D-A-2001-First, Second & Roof Plan

HVT-ACG-XX-ZZ-D-A-4000-North & West Elevations

HVT-ACG-XX-ZZ-D-A-4001-South & East Elevations



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