



Land East of Coldharbour Farm Road, Emsworth Design & Access Statement - June 2018

Erection of 44 residential homes with associated access, parking, cycle parking, refuse/recycling storage and landscaping.

r h partnership architects

Land East of Coldharbour Farm Road, Emsworth
Design and Access Statement

R H Partnership Architects Ltd
30-31 Foundry Street
Brighton
BN1 4AT

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1. Introduction

This Design and Access Statement follows the progress of the project as it has evolved as outlined in Guidance on Information Requirements and Validation (Department for Communities and Local Government, March 2012) and in the sequence advocated by the CABE guide of 2006, "Design and Access Statements: How to write, read and use them".

This report forms part of the detailed planning application documents and covers background information on the application site and its context, the development of the layout and design, and sets out the design proposals.

This design and access statement should be read in conjunction with the accompanying application drawings and illustrative material and the documentation provided by the consultant team.

Site location.

 the application site



2. The Site

2.1 Locale

The application site is located 0.8km north east of central Emsworth on the north side of the A27, and to the west of Coldharbour Farm Road.

The National Grid co-ordinates of the site are, easting 474768/northing 106513 and a nearby postcode is PO10 7XA.

Emsworth Railway Station is approximately 0.5km south east of the site entrance, providing mainline services to the towns and cities along the south coast and London.

Coldharbour Farm Road provides the nearest vehicular access at the south east corner of the site, leading to B2148 between Emsworth and New Brighton. From Emsworth the A259 travels west and connects to the A27, and the national motorway network.

Local bus routes 27, 28A and 641 operate along the B2184 serving Havant, Rowlands Castle, and Coastline bus routes are available from central Emsworth.

The development provides a sustainable location for new homes with a choice of transport options, within an existing residential area, supported by the local village facilities, community and schools.

The image to the left provides further context to the site's location.



2.2 The Site

The application site has an area of 1.94ha and is roughly rectangular in shape. It is located between Coldharbour Farm Road and the existing service station north of the A27 to the north west of Emsworth.

This is a greenfield site currently used as grazing land, and now allocated for housing, listed In 'Development Allocation H10' of the 'Havant Borough Council Local Plan 2036, Pre-Submission Draft'

The site is bounded by land to the north which is also allocated for housing, and the A27 which runs parallel to the south boundary. The west boundary adjoins the site of the petrol service station and shop (Shell and Budgens) including the lorry park. To the east is the Emsworth recreation ground including the bowling club, cricket ground and skate park. The site is separated by the West Brook Stream running the length of the eastern boundary.

Currently the gate at the south east corner allows tending and service access from Coldharbour Farm Road.

The site is relatively level with a slight cross fall from the north west to the south east corner, and currently comprises open land with semi-mature planting and hedgerows along each boundary. There is a shared footpath/cycle route which extends along the eastern boundary of the site and then south through the underpass to Washington Road, close to Emsworth Town Centre.

There are no public roads, no public footpaths, no rights of way within or across the site.

The proposed surface water management of the site have been undertaken by Cannon Consulting Engineers and includes the design of the flood storage area for the site. The site is located partly in Flood Risk Zone 1, with eastern side in Flood Zones 2 and 3.

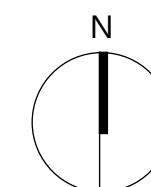
Nearby buildings comprise two storey semi-detached houses and flats along Coldharbour Farm Road. The cricket pavilion and bowling club house to the north east are single storey, pitch roof buildings at a considerable distance from the site boundary. The petrol station and associated shop are single storey with variety of flat and pitched roofs.

The surrounding buildings are expressed in varied and eclectic architectural styles in low density clusters and singular buildings.

The Local Plan suggests a moderate potential for archaeological deposits. The archaeology report has been provided by Arcadas as part of this submission.



The application site



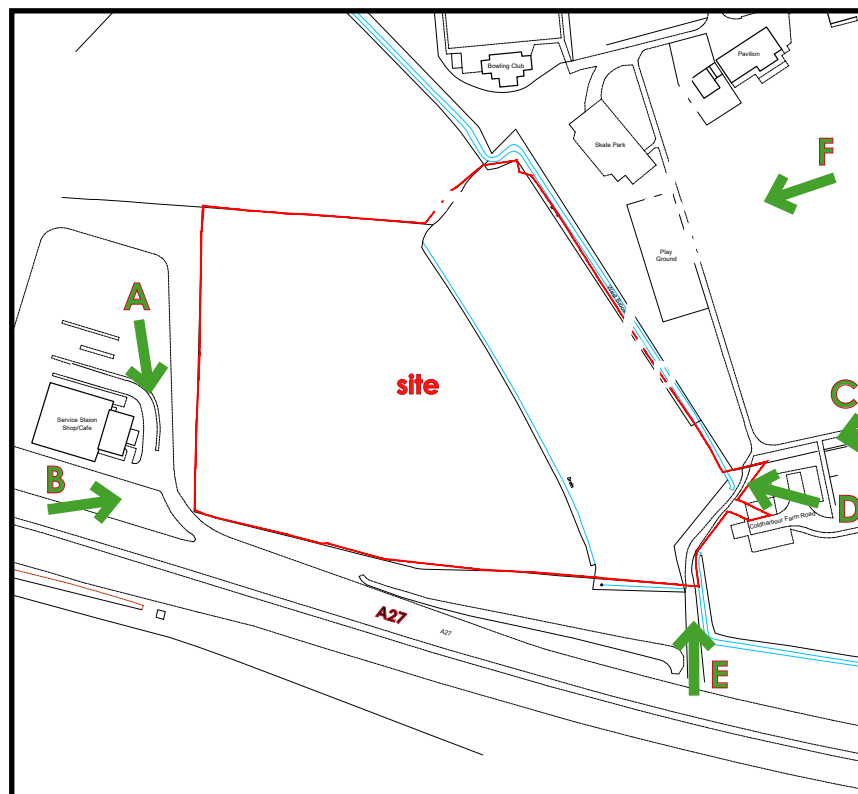
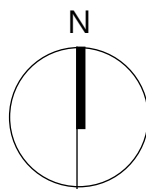
Views of the site.



The west boundary viewed from the service station.



View looking east along the A27 and the south west corner of the site.



View Looking west down Coldharbour Farm Road.



View looking west into the site from Coldharbour Farm Road.

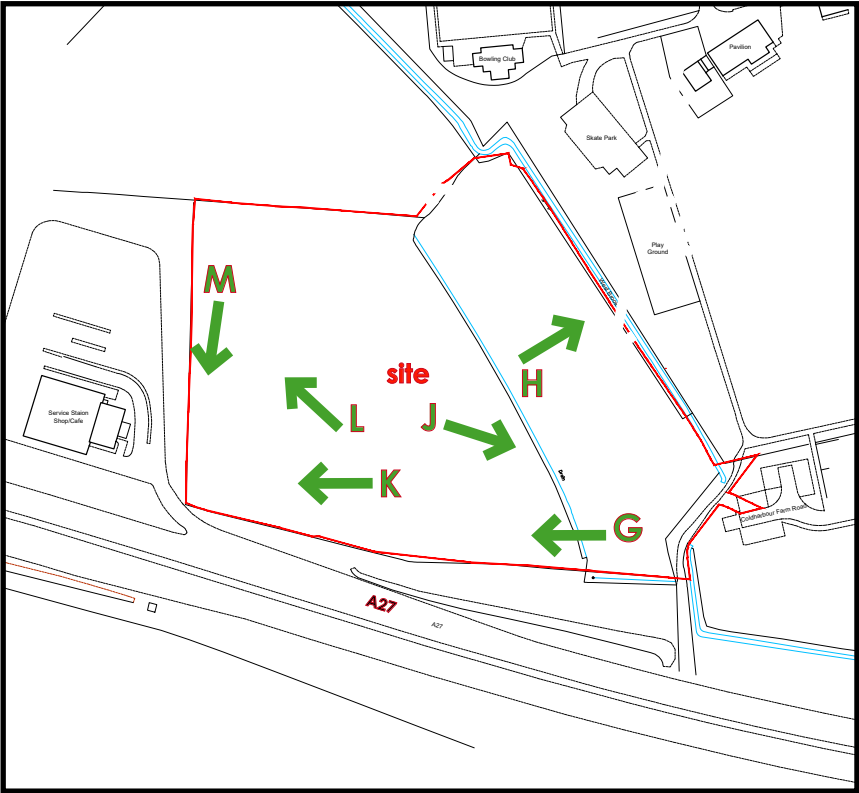
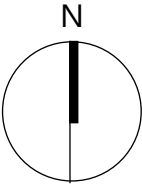


View looking north arriving from the underpass from Washington Road.



View looking west from the Emsworth recreation ground.

Views within the site.



View looking west along the southern boundary.



View looking east toward the play park and Emsworth recreation ground.



View looking east toward Coldharbour Farm Road.



View looking west along to the south east corner of the site and service station beyond.



View looking at the north east corner of the site and service station beyond.



View along the east boundary toward the A27 beyond.

2.3 Local and Statutory Considerations

The site has a history of applications and consultations, and this is explained in more depth in the Planning Statement by Genesis Town Planning.

In brief the planning history includes:

- 2012 – ‘Site Allocation Options’ by Havant Borough Council.
- October 2014 - Planning Consent for 53 dwellings with new vehicular access (APP/14/00360)
- August 2016 - Planning Consent for re-arrangement of parking layout within turning head to achieve same number (APP/16/00496).
- June 2017 – Pre-Application for 50 dwellings and associated works.
- Development Allocation H10 is included within the ‘Pre-Submission Havant Borough Council Local Plan 2036’.
- July 2019 – Current application for 44 dwellings.

Previously, Havant Borough Council had specified a minimum of 47 dwellings for this site. However, the proposed number of dwellings for this site is reduced to a total of 44, due to a number of factors;

- the area of buildable land has been defined.
- an increased flood relief zone is now required with maintenance access.
- tree and root protection has increased

Given a reduced buildable site area the design layout will still achieve a comparable residential density.

The local authority has stipulated the type and mix of dwellings, which can be seen in section 3.2.

2.4 Access, Constraints and Opportunities

The diagram to the right shows the principal constraints and opportunities affecting the application site.

This analysis has informed the layout of the development.

Notes

- Site Boundry TBC
- Flood zone 2 as CS15 local plan
- Flood zone 3 as CS15 local plan



3. The Design

3.1 Use

The proposed layout is based upon the following principals:

- The development has been designed to contribute positively towards the underlying character and quality of the local area. This is achieved through high quality design referencing strong positive local characteristics while establishing a new distinctive identity to the proposals.
- The development consists of detached, semi-detached, terraced houses and apartments
- The size, shape and configuration of the houses have been designed to maximise the ease of access as well as private secure external space.
- The layout of houses, plots, the arrangement and form of buildings, the building lines and the spacing of the houses have been developed to respond to the local housing character.
- All dwellings have been designed to comply with Nationally Described Space Standards.
- Resident and visitor's parking has been provided within the site. All parking zones will be well lit, landscaped and overlooked by nearby dwellings.
- Existing trees and mature planting to the boundaries are to be retained and reinforced.
- Orientation of houses allows for good daylight and sunlight, clearly defined public and private space ensures that boundaries to neighbouring properties are well screened.
- The variation in street frontages will provide identity and character in a safe and attractive place for residents and visitors.
- The improved landscaping will protect and enhance natural habitats and their local surroundings.

The proposal has been designed and conceived in accordance with planning policy considerations set out in the adopted Havant Borough Core Strategy, the adopted Borough Site Allocations Local Plan, Supplementary Planning Guidance on Design and Car Parking, emerging policy in the draft Pre Submission 2036 Borough Local Plan and the Submission Version Emsworth Neighbourhood Plan. All policy considerations are referred to more fully in the separate Planning Statement submitted with the application.

3.2 Amount

A total of 44 dwellings are proposed for this site, and the type of dwellings are as follows:

16 no; 2 bed 4 person terraced houses (Type A1 & A2) – 2 storey.

16 no; 3 bed 5 person semi-detached house (Type B1, B2 & B3) – 2 storey.

1 no; 4 bed 6 person detached house (Type C) – 2 storey.

5 no; 3 bed 5 person detached house (Type E1 & E2) – 2 storey.

6 no; 1 bed 2 person apartments (Type D) – 2 storey.

The type and mix of dwellings meets the requirements stipulated by Havant Borough Council, agreed prior to this application.

The proposal takes into consideration the requirements of the 'Havant Borough Council Design Guide, SPD Dec 2011', in terms of quantity, open space and garden provision.

Parking requirements have been met with a total of 87 parking spaces, allocated cycle and refuse stores which are detailed in section 3.5.

3.3 Layout

The design layout is informed largely by the efficiencies of the vehicular circulation loop, and the site constraints of the flood storage measures, and the mature trees. The layout also provides protection and distance from the A27 along the south boundary.

The open nature of the site allows for a clear progression of spaces from the entrance at Coldharbour Farm Road following the new circulation road. The new two-way road within the site creates the circulation loop from the access road entry point, also providing a buffer zone parallel to the A27. All of the new dwellings will be served by this access road.

The roadways and parking have been positioned to avoid interference with the canopies of existing trees as well as allowing for the recommended space, or mitigation measures for the root protection zones.

The layout of the dwellings has been designed where possible in response to the orientation of the site and the existing vegetation. As many houses as possible have been orientated so that they will have either south or west facing rear gardens or benefit from extended plots towards the boundaries. They have been sited to ensure that they front the main access road, ensuring they have well overlooked and active frontages. The dwellings have been positioned in such a way as to provide enhanced amenity for the residents and avoid possible overlooking. The proposed dwellings have been set out to maximise the distance between properties to reduce the visual impact of the built form on site.

Enhanced landscape also plays a large part in this design solution, which is included below in section 6, and the Landscape proposals provided by Lizard Landscape Design & Ecology.

3.3 Public /Private Amenity Space

The design incorporates elements of hard and soft landscaping to the front of all new dwellings helping define the private and public demise.

All private rear gardens are a minimum of 10m long and front gardens vary depending on the parking arrangement but they will all include an element of green space to the front.

Ground floor flats will also benefit from external private amenity spaces, and a share of communal garden space. The upper floor apartments are provided with communal amenity garden space.

3.5 Parking Provision

The proposed parking layout, in combination with the landscape proposals has been developed to minimise the visual impact on the street scene and avoiding large areas of hard surfacing. This will be achieved by providing a mixture of on plot, off road and roadside parking.

The Havant Borough Council Parking SPD July 2016, has been used to calculate the required parking provision, which can be seen below:

1 Bed Parking (unallocated)	6 units x 0.9 = 5.4 = 6 spaces
2 Bed units (unallocated)	16 units x 1.3 = 20.8 = 21 spaces
3 Bed Units (allocated)	21units x 2 = 42 spaces
4 bed Units (allocated)	1 unit x 3 = 3 spaces
Sub total	72 spaces
Visitor allowance 20% = 14.4	15 spaces
Total requirement	87 spaces

A total of 87 parking spaces have been provided, with allocated and unallocated adjoining properties, and visitor bays distributed around the site in convenient locations.

All houses are provided with access to a rear garden for cycle storage, and the apartments will have access to a secure communal cycle store adjoining the building and communal garden.

Highways access will allow fire and emergency service vehicles to have direct access to the point of entry of each building, in accordance with Building Regulation requirements.

3.6 Refuse and Recycling

Havant Borough Council operates an alternate weekly kerbside rubbish and recycling collection service from wheeled bins. General refuse will be collected fortnightly and recycling is collected weekly.

Residents will be provided with standard 240 litre capacity wheeled bins, which have the capacity for approximately 4 to 5 full domestic refuse sacks.

All new houses will be provided with storage for 2x240 litre bins located within a secure rear garden store. These are positioned within 30m of the internal household bin, and then wheeled no more than 30m to a point of collection. The collection point will be no more than 25m from the boundary of the property, adjacent to the road.

The apartments are provided with a secure communal refuse store with capacity for 2x240 litre wheelie bins per apartment. The store is located within 30m from the internal bin of each apartment, and no more than 25m from the roadside collection point.

Each dwelling will be provided with sufficient internal refuse storage, in accordance with Part H of the Building Regulations.

4. Scale, Form and Appearance

The scale and appearance of this proposed development is very much domestic in character, and comprises two storey, pitched roof houses, including detached, semi-detached and terraced. The apartments also have a pitched roof arrangement, similar in scale and appearance to the houses.

The roof aspect and pitch have been oriented to allow for possible future provision of solar panels.

The house forms are derived from a similar architectural language, articulated with pitched roofs and gables, unified by using a common pitch angle. The direction of roof pitches, gables eaves and ridges vary around the site, which helps distinguish particular house types to the street front. The variety of gables or eaves facing the street provides us with the character we would experience in a small village community.



Local examples of the architectural style and use of materials emulated within the proposed design.

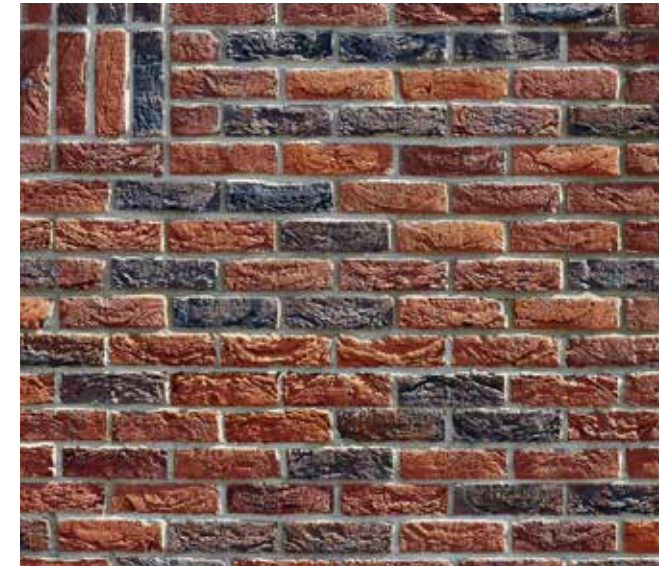
5. Materials

The proposed development will have its own individual character and it is important that the materials and architectural language sits comfortably with the existing context.

The architectural elements and features incorporated within the design include:

- facades predominantly faced in brick work, providing robustness and durability.
- variable brick colour and texture will be introduced from terrace to terrace or house to house for visual diversity and individual recognition.
- recessed entrance porches on houses and entrances to the apartments.
- brick facades with detailed stringer and header courses at window openings, also feature panels of protruding brick banding to the apartment building.
- vertical tile hanging to the upper storey of selected buildings which are located at a focal point within the site.
- textured plain concrete tiles with colour variation introduced from house to house creating visual diversity and identity.
- overhanging eaves and gable details.
- plain panel entrance doors with a variety of colours.
- mid grey window and door frames sympathetic to the selected brick colours.
- entrance canopies on the apartment building will be finished to match the window colour.
- dark colour rainwater goods.

Please refer to the elevations which accompanying this application.



6 Landscaping

In developing the site layout it was important to retain, and where possible enhance the screening provided by the existing trees and planting to the boundaries. The buildings, roads and parking have been positioned to ensure that the higher category trees are retained as part of the proposals. The dwellings have been positioned to avoid interference with the canopies of the remaining trees, and allow the recommended clearance for the root protection zones.

The existing boundaries already have established small to medium trees and shrubs of mixed species which will provide good screening to and from the neighbouring sites. The trees along the south boundary appear to be more recent and have grown to form a robust barrier to the A27. Trees and planting will be reinforced in the less substantial areas along the boundaries. The effects of noise will also be reduced with the addition of the 4m acoustic fence, running parallel to the A27.

There is an established line of small trees between the two fields within the site. These have no arboricultural significance and will be removed. This area will form the roadway and the perimeter of the flood storage zone.

New soft landscape will be provided within the gardens and in common areas to supplement planting across the site.

For all landscaping and habitat proposals, please refer to the landscape design by Lizard Landscape Design & Ecology which accompanies this submission.

7. Sustainability

The orientation of the houses has been arranged where possible to optimise solar gains to the main living spaces and thus reduce loadings on heating equipment. All rooms are provided with opening lights and trickle vents to allow for natural ventilation.

The building envelope fabric will provide the required thermal and air leakage rates to comply with the requirements of the current Part L of the Building Regulations. Efficient fabric design combined with low ventilation heat loss and passive solar gains will reduce demand for heating.

The orientation and angle of the roof, wherever possible has been designed to allow for the future provision of solar panels.

Collection and use of rainwater for localised garden watering will be encouraged by providing water butts for each property, and communally on the apartments.

8. Crime Prevention

The layout of the development has been designed to discourage crime and the fear of crime, in accordance with guidance provided by 'Secured by Design'. The development incorporates the following the features;

- Traditional streets and communal areas that are overlooked by the surrounding houses to provide natural surveillance. This will discourage loitering and anti-social behaviour.
- Exposed back gardens are avoided to minimise the risk of unauthorised entry to properties from the rear.
- Boundaries between public, communal, semi-private and private spaces are clearly defined by fences, railings, hedges and other forms of planting/soft landscaping.
- The design layout promotes a sense of ownership both individually and communally by having clearly defined boundaries and excluding undefined areas which can sometimes promote anti-social behaviour.
- Car parking is generally provided on driveways within the residential curtilage with overlooking and localised lighting
- Secure cycle storage is provided either in purpose built sheds located in the rear gardens of the houses, or in a secure store adjoining the apartments.

9. Mobility and Access

Having regard to the nature of the development and its location, it is likely that a significant proportion of transport to and from the site, for most trips, will be by car. Some shorter journeys to the local town are likely to be by foot or bicycle.

The access from Coldharbour Farm Road will be created with local highways consideration for footpaths, visibility, carriageway radii and width. The access will be provided to the standards set out in the Manual For Streets and the internal distribution road will be designed to appropriate local Highways Authority adoption standards in terms of design and construction criteria. However, the internal distribution road and parking courts will not be offered for adoption.

The proposed access is directly from an established local access network with safe and convenient vehicular and pedestrian movement. The development has been designed to allow access to all parts of the site for fire fighting and rescue as well as refuse disposal.

All parking has good visibility with regard to turning and parking and other vehicle movements. Main entrance access to the site and the dwellings is obvious and immediate. There is safe and level access to all parts of the site and the dwellings. Designated crossing points will be provided with contrasting paving and dropped kerbs.

Pavements will be graded to ensure access by any mobility impaired persons while not being impeded by slopes. The relative level topography of the site means that footways will have gradual gradients which will be appropriate for all people.

The development has been designed as an inclusive environment and will meet the standards of disabled access as identified in Part M4 of the Building Regulations and BS8300. The local authority requirement for Part M4(2) of 30% will be achieved on this site, and our current estimation should achieve over 75%. House types A1, A2, B1 (optional), C & apartment type D show PartM4(2) layouts. The remaining units on the site B2, B3, E1 & E2 will meet the requirements of Part M4(1). Level access is achievable from the parking areas and will be continued to the entrance to all dwellings, which will be provided with a flush threshold.

9. Drawing List

Architectural drawings that accompany the application are;

Location Plan 1:1250	A3	1000
Block Plan 1:500	A1	1001
Proposed Site Plan / Roof Plan 1:500	A1	1003
House Type A1 Plans & Elevations 1:100	A1	2001
House Type A2 Plans & Elevations 1:100	A1	2002
House Type B1 Plans & Elevations 1:100	A1	2003
House Type B1 Plans & Elevations 1:100	A1	2004
House Type B1 Plans & Elevations 1:100	A1	2005
House Type C Plans & Elevations 1:100	A1	2006
Flat Type D Plans & Elevations 1:100	A1	2007
House Type E1 Plans & Elevations 1:100	A1	2008
House Type E2 Plans & Elevations 1:100	A1	2009
Existing & Proposed Site Sections A:A & B:B1:200	A0	2200