

Residential Development

**15 Langstone Road
Hayling
Havant
Hampshire
PO9 1RA**

Planning Application

Design Access Statement

August 2018

Our ref: 18-006

For Phillips Build Ltd





Ground Floor | Bicentennial Building
Southern Gate | Chichester
West Sussex | PO19 8EZ

t. +44 (0)1243 774748
www.mharchitects.co.uk

Limited Company
Registered in England No. 1994233

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01 | INTRODUCTION

EXECUTIVE SUMMARY

MH Architects Ltd have been commissioned by Phillips Build Ltd to prepare and submit a Planning Application for a scheme at Langstone Road, Havant PO9 1RA, Hampshire.

Following a feasibility study process a new two and a half storey building of 9no. 2 bed bedroom flats at 15 Langstone Road with associated parking and amenity space, forms the basis of the planning application.

The application site is approximately 0.300 hectares in size and is currently occupied by a 2 storey dwelling at the west north side of the site. The site can be accessed by pedestrians and vehicles from Langstone Road.

The scheme proposes the demolition of existing house and construction of:

- 6no. 2 bed 4 persons flats
- 3no. 2 bed 3 persons flats
- Associated landscaping and external works
- Associated parking space and amenity space

The design team at MHA has carefully considered the scheme with regards to the sensitivity of the location. This has determined the scale, style, appearance, orientation and amount of development being proposed.

Additional studies have been commissioned to accompany this application including:

- Highways Technical Note and Access Design
- Topographical Survey
- Arboricultural Survey
- Acoustic Survey
- Ecology Report
- Drainage Report
- Planning Policy

The proposal is for a residential scheme which creates an amount of private gardens for the ground floor flats and a communal space to the rear. The dwelling and associated external works will be suitably designed to relate to the site setting.

The progression, evolution and final design of the scheme is based on a careful analysis and thorough knowledge of the application site and surrounding context. This involved continual liaison with the client, and a variety of consultants, including Havant Borough Council.



01 | Aerial view of the site (courtesy of Google Earth)



02 | Aerial view of the site (courtesy of Google Earth)

KEY PROJECT INFORMATION

KEY PROJECT INFORMATION

Applicant:	Phillips Build Ltd
Architect:	MH Architects
Site Address:	15 Langstone Road, Havant PO9 1RA
Site Area:	0.300 ha.

PROJECT TEAM

Applicant:	Phillips Build Ltd
Architect:	MH Architects
Flood and Drainage:	Cowan Consultancy Ltd
Arboricultural:	CBA Trees
Ecology :	Lizard Landscape Design
Noise Survey and Assessment:	MACH Acoustics Ltd
Highways Technical Note and Access Design:	Paul Basham
Planning Statement:	Pickup Town Planning

02 | CONTEXT

SITE LOCATION

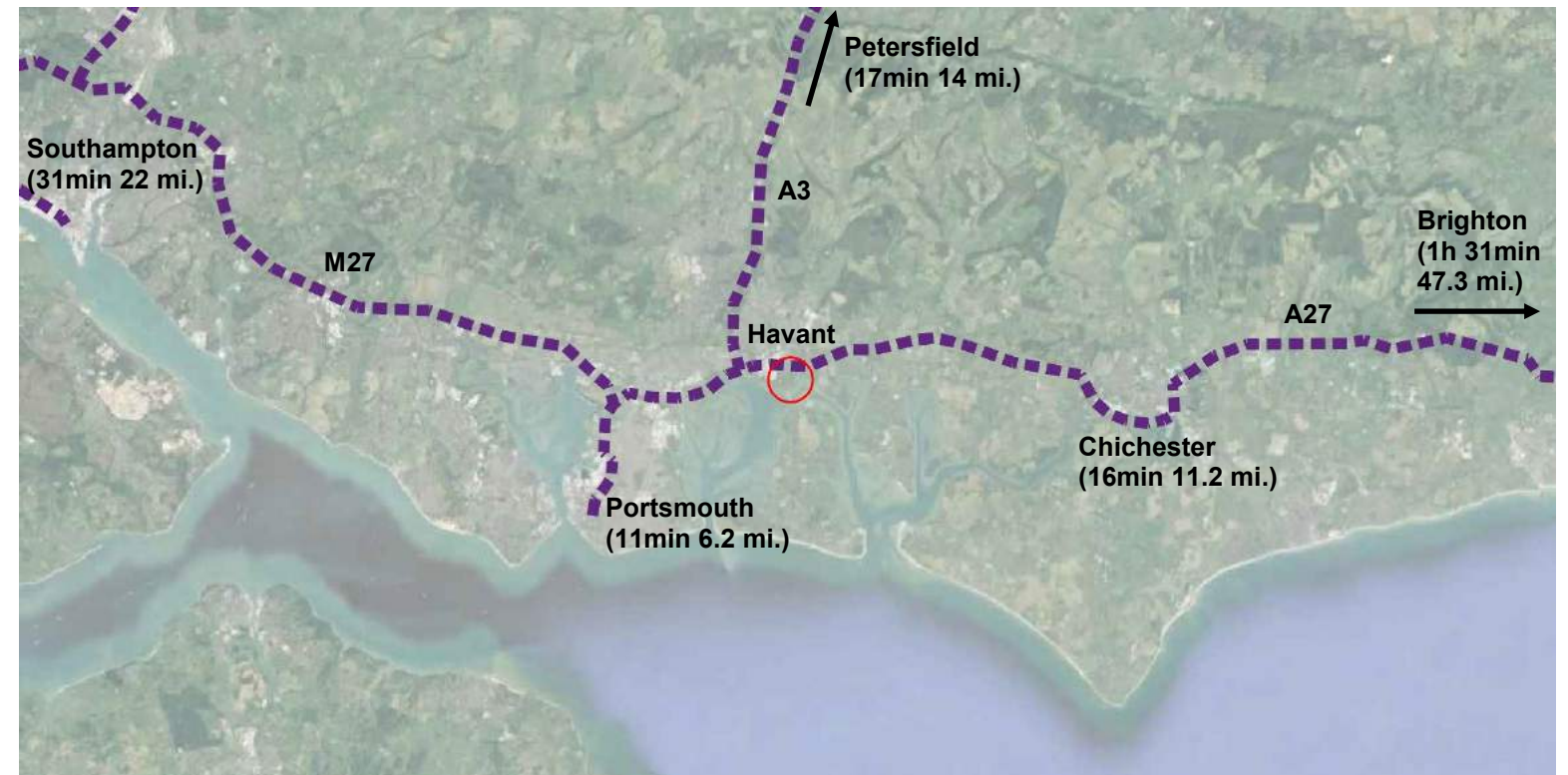
The site is located within a well established neighbourhood with good access to the broad range of amenities and services necessary to respond to key government criteria for well-being. The site is located at the entrance onto Hayling Island and the southern edge of Havant. It is therefore well connected to the city centre, to the A27 motorway; (as shown in image 03 and 04).

Havant train station is found 1.3 miles to the North and there are regular buses such as number 30 and 31 bus route along Langstone Road linking the site to local shopping and entertainments centres, hospitals and to the wider context. The site is clearly therefore well connected to amenities and transport within and out of the city.

A considerable retail park with supermarket and shops is found at Park Road Hill Road to the north of Langstone Road. Within very close proximity are amenities such as medical centres, surgeries, schools (Bosmere Junior School, or Cherrypark Nursery). As shown in image 05.

The site is located on the Eastern side of Langstone Road; a connecting road between Havant and Hayling Island. The site location is principally residential in character - most dwellings in this area are large detached and semidetached two and three storey dwellings which are fronted with a soft screen of trees and bushes. Private driveways frequently break the foliage here, giving access to the dwellings from the road. The dwellings range in age and style and reflect the gradual development of the area.

The site is bordered to the north, east, and south by residential development. Mature planting to the boundaries of the site provides privacy to the proposed dwelling from surrounding properties. The site therefore has a residential context.



03 | Aerial view of the site (courtesy of Google Earth)



04 | Aerial view of the site (courtesy of Google Earth)

SURROUNDING CONTEXT



05| Aerial view of the site (courtesy of Google Earth)

SURROUNDING CONTEXT

The images adjacent demonstrate the architectural style found locally, which will drive the design of the new development.

On the surrounding are found a wide variety of architecture types from modern to more traditional styles. The design team have identified Edwardian design characteristic in the locality which are considered appropriate for this development.

Buildings are found to be presented as wide, narrow, and gable fronted properties with fully and half hipped roof but also more modern flat roof on the proximities of the site. The majority of the properties are 2 and half storey or 3 storeys in height.

The surrounding area ranges in age and style and reflects the gradual development of the area.



06| Photographs no.1 to 5 of site's surrounding

03| SITE ASSESSMENT

The current site is surrounded by a natural screen to the East North and South. The existing two storey dwelling sits to the north side of the application boundary. With a one storey height conservatory area at the rear side.

Properties adjacent to the site are similar in size and appearance.

The existing application area is not within land that relates to a Listed Building, nor is it located within a Conservation Area.

Utilities

Utilities searches have been undertaken, including Southern Water sewer, Portsmouth Water in **Appendices no.4 and 5**.



07| Location Plan showing views in relation to site



1



3



2



4



5

08| Photographs no. 1 to 5 of existing site

SITE ASSESSMENT

A variety of surveys and reports have been taken for the site. Those reports provide a complete vision of the current situation of the application area.

Measured Building Survey

Land survey is shown in **Appendix 1**

Radon Zone Study

The site has low levels of radon 3-5% . There is low risk of radioactive elements around the site proximities. As shown on radon study map attached in **Appendix 2**.

Arboricultural tree Report

A Tree survey has been undertaken within the recommendations of British Standards 5837:2012 and current arboricultural best practice. Each tree has been numbered and where instructed for future identification on site. Tree Survey Plan can be find in **Appendix 3**. For further details refer to CBA Trees report which accompanies.

Ecology Report

The ecological appraisal, conducted by Lizard Landscape Design, has identified habitats on site of amenity grassland; introduced shrub; and scattered trees. The main bulk of the site was formed of well-maintained amenity grassland with a species composition typical of this habitat type. Given the homogenous nature of much of the site the area is considered to be of 'low' ecological value.

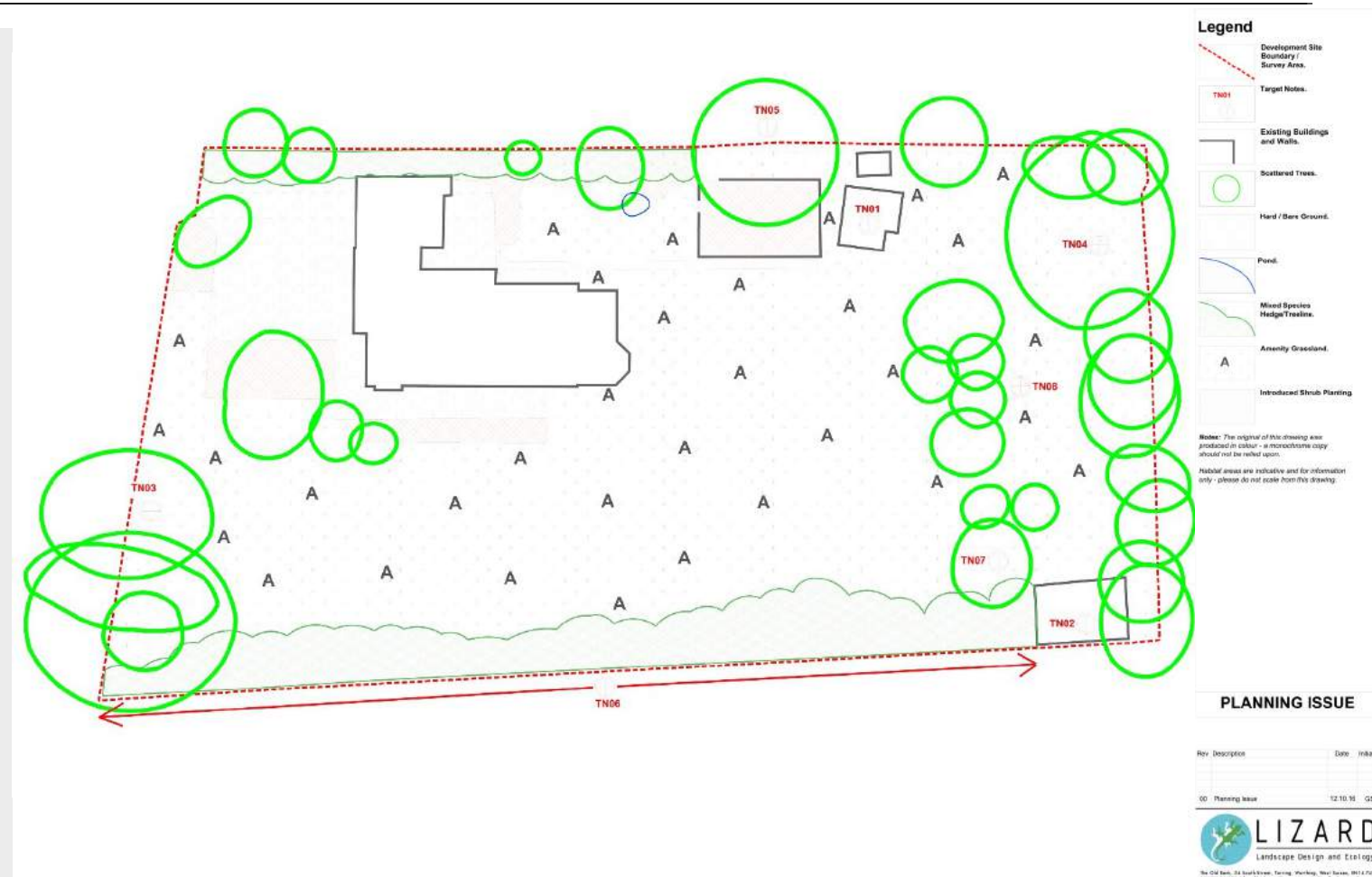
Boundaries of the site are formed of intact tree lines which are likely to provide an important commuting / foraging corridor for bats and birds. The large oak tree and large lime tree to the northern boundary are considered to be of a size and age conducive to supporting a bat roost although no potential roost features were directly observed from the ground. Trees shown in **image 09** marked as TN04 and TN05.

All outbuildings on site were examined both internally and externally for the potential presence of bats. No evidence of bats such as droppings, grease marks, urine splashes or feeding remains were noted within either of the outbuildings. Both outbuildings are considered to offer '*negligible-low*' bat roost potential.

All active bird nests, eggs and chicks are protected against damage and/or destruction under *The Wildlife and Countryside Act 1981 (As Amended)*. To prevent any contravention it is recommended that removal of these nest boxes take place outside the nesting season or following inspection by a suitably qualified ecologist.

The small area of rough vegetation and brash piles to the eastern section of the site could provide some habitat for common reptile species such as slow worm. No further detailed reptile surveys are considered necessary for this site.

For further information regarding ecology study refer to Preliminary Ecological Appraisal report.



09| Site Habitat plan by Lizard Landscape Design

SITE ASSESSMENT

Environmental Noise Survey

MACH Residential have been appointed by MH Architects to carry out an environmental noise survey and subsequent assessment for the proposed residential development at Langstone Road, Hayling Island.

To determine internal noise levels within the proposed dwellings, an indicative façade noise break-in assessment has been undertaken in accordance with the method given within BS8233 for both day and night time noise levels. The report study indicates that to provide an acceptable acoustic environment within habitable spaces, façade elements should comply with the minimum sound reduction indices specified in this report. For further details refer to MACH Residential Assessment.

Flood Zone Study and Drainage Study

The study results have shown that according to the EA flood mapping and data part of the site of the propose development is within a flood zone 1 with associated flood risk. An EA map is shown on image no.10.

Storm water drainage discharge from the site will increase due to the redevelopment works. Therefore in order to maintain the existing storm water discharge from the site we are proposing to mitigate this by installing new soakaways on the site to ensure that no storm water runs off of the site and aa is dealt with within the site boundary.

Foul water from the site will be discharged into the local foul sewer within Langston Road as already occurs. The foul water discharge from the site will increase slightly but will not be significant and will not affect flood risk on site. The correct permissions and spare capacity checks will need to be undertaken as part of the development and southern water will need to be contacted to confirm this.

For further details refer to Cowan Consultancy report 'Flood Risk and Drainage Assessment Report'.

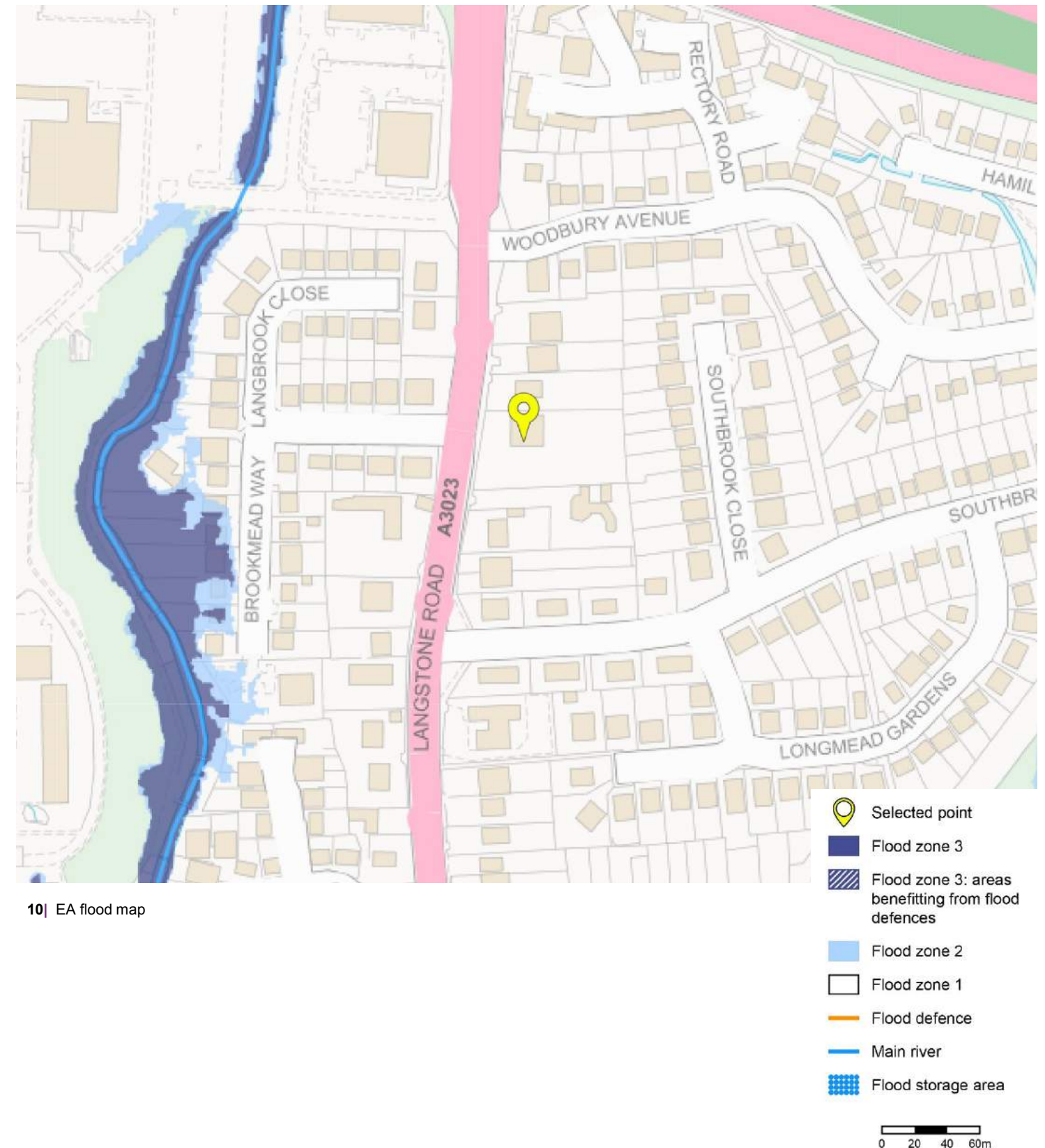
Highways Technical Note and Access Design

Paul Basham Associates has conducted a report that identifies opportunities and constraints around the site, these help to gain accurate information regarding the width of Langstone Road and the distances between with proposed site access and Langbrook Close in order to assess the proposal against DMRB highway design.

The report also reviews the achievable visibility splays to ensure they can be provided in accordance with DMRB guidance. The study has completed a tracking exercise to ensure that vehicles are able to enter and exit the site safety without obstructing the free flow of traffic along Langstone Road.

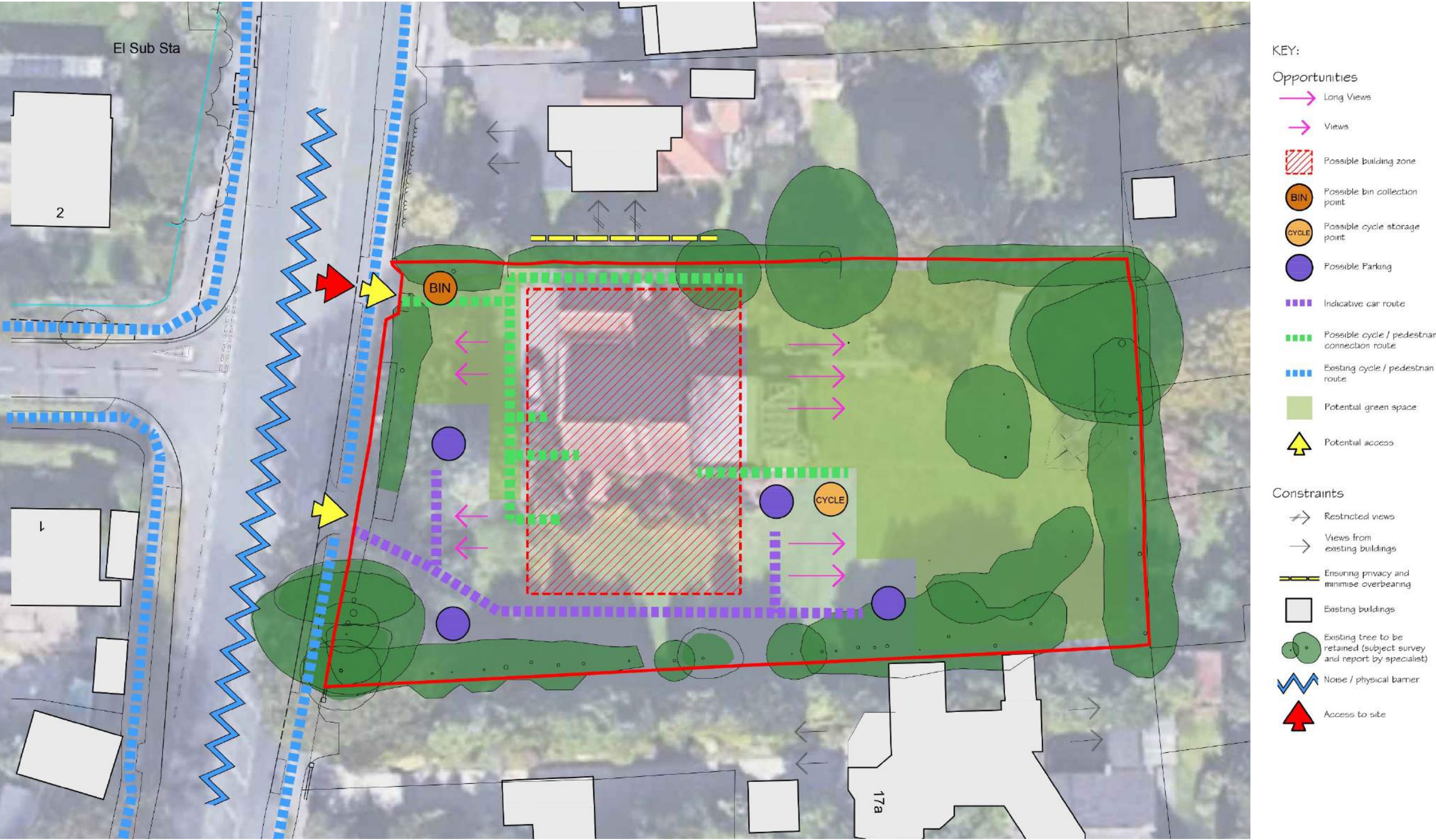
The Technical Note has been drawn on current design standards to demonstrate that the level of vehicle trips generated by the site, along with consideration of any alternations along Langstone Road, and ensures the safe operation for the access.

For further details refer to Highways Technical Note and Access Design report.



10| EA flood map

SITE ASSESSMENT



11 | Constrains and Opportunities Site's analysis

In March 2018 a Pre Application Enquiry package (app reference GEN/18/00344) was submitted to Havant Borough Council for the demolition of existing dwelling and erection of 9no. 2 bed flats within a two and half storey building, associated parking and amenity space and new access from Langstone Road. Drawings submitted are shown overleaf.

Following a site meeting in April 2018, the Council's Planning officer Rachael McMurray listed the main issues in relation to that pre-application by way of a formal response letter (dated 2nd May 2018). These are the quoted main issues regarding that submission in italics, and we list our comments as to how these issues have been resolved after the reference;

1 Principle of development

- *...It is recognised that the development would make a contribution towards housing need in the Borough which weighs in favour of this re-development, however, this must also be assessed against the site specific impacts of the proposed development.*

MH Architects will continue with the same development principle. The new scheme will contribute to the surrounding area.

2 Impact on character and appearance of the area

- *... The area is mainly characterised by large detached dwellings on the east side of Langstone Road, set back from the highway with a strong landscape boundary and large rear gardens, in a linear pattern other than No. 17a which is set further back. There is a three-storey, flatted development further south of the site at Longmead Court - No. 29 Langstone Road. The proposed building would be situated along the established building line which accords with the pattern of development, whilst retaining a large garden. Unlike the previously refused scheme under PP APP/16/00668, the proposal is not considered to form backland development.*

The design team will continue with the same building position to follow the pattern of the surrounding developments. This retains the larger rear garden principle and avoids 'backland development' which is considered unfavourable by the LPA.

- *I also note that it has been designed in the more traditional style, similar to other Victorian / Edwardian style dwellings along the road, which is in keeping with the character of the area. However, when assessing the design of the building, it would appear significantly wider than other properties on the east side of Langstone Road. To this extent, a suggested improvement could be to address the link between the two sections, to be set down in height and further back, so that the profile does not appear as one continuous building. On a building of this scale/style, the use of high quality materials will be very important. It would be useful to see a 3D perspective image of the building in the context of the streetscene if an application is submitted, so that further consideration of the visual impact can be fully assessed.*

The Design Team have reassessed the format of the separating element between the two main building portions. We agree with the planning officers comments that this separation can be improved further and the submitted scheme reflects this. The central circulation portion has been set back and reduced

substantially in height, massing and scale, and also in material façade treatment. Furthermore, the front boundary of the scheme has been deliberately designed utilising two varying but harmonious styles to present as the frontages of two different properties and land parcels. Furthermore, differing materials and roof coverings have been proposed to the northern and southern new build portions.

- *I have concerns over the proposed location of the car port directly in front of the proposed building within the building frontage. This would be further emphasised if little or no landscaping is included along the frontage. Can this be relocated elsewhere within the site? .*

The front car ports have been omitted entirely in favour of open parking and landscaping, which greatly reduces the built form at the front of the site. A covered car port and cycle store is now proposed to the rear, introducing the rear garden spaces and parking court.

3 Impact on neighbours amenities

- *..... The proposed building would have a greater impact than the current dwelling with the two-storey element being located directly opposite these windows. Furthermore with the inclusion of the gable end, the building would have an even greater impact. Whilst the full impact on neighbouring properties can not be fully assessed until application stage, I would advise that special consideration is given to the potential impact on No. 13. Perhaps the gable end roof could be reduced to a hipped corner?*

The north facing gable end has been redesigned with a half hip feature to substantially reduce the vertical massing to this elevation. In the street scene, this building now steps down in the roof form thus reducing the impact on the neighbouring dwelling.

4 Highway matters

- *The main highway issues are considered to be the alterations to access (including a new access to Langstone Road) and parking. The Development Engineer (Highways) has now assessed the proposed scheme and in particular the new access onto Langstone Road. His comments are as follows:*
- *"An extant permission exists for a new dwelling within the existing boundary of 15 Langstone Road which was to be accessed by a proposed dropped kerb vehicular access in the same position as the one shown in the current proposal.I also have concerns with the effect on Langstone Road with regards to the number of turning movements into and out of the proposed junction during peak times which there is queuing both sides of the road and the sight lines are comprised".*

Paul Basham Associates have discussed the comments with the relevant Highways Officer and a solution has been agreed whereby a kerbed access be constructed. Please refer to the supporting technical note which details this aspect.

- *In relation to Car Parking, this is considered under the Havant Borough Council Parking Supplementary Planning Document 2016. Your scheme is for 9 x 2 bed units. For allocated car parking this requires: 9 x 2 bed = 18 spaces Total = 18 spaces + 20% unallocated parking for visitors = 22 spaces.*

For communal spaces this requires: 9 x 2 spaces - 12 spaces + 20% unallocated parking for visitors = 15

PRE-APPLICATION ENQUIRY (MARCH 18)

spaces.

Long Stay secure Cycle parking is required at a ratio of 1 space/bedroom + 20% short term visitor parking. This equates to 18 long stay and 4 short stay spaces. Any application should clearly indicate how cycle parking would meet the standards.

The proposed scheme provides 18no allocated parking spaces. The accompanying technical note prepared by Paul Basham Associates justifies the level of parking provided including the provision of visitor parking being included within the local area.

5 Trees

- There are a number of high amenity trees on the site which add to the verdant character of the site and the wider area. Any application needs to be accompanied by a full Arboricultural Impact Assessment, Tree Constraints Plan and Method Statement which will be assessed by the Council's Tree Officer at the time of the application.

The accompanying tree survey report and impact assessment provides good justification for the loss of some trees but also gives clear support for the retention of other trees which are considered to have substantial amenity value. The proposed scheme recognises the importance of keeping such trees and indeed enhances their setting and contribution to the communal external spaces of the development.

6 Drainage/water environment

- Surface water and foul water drainage proposals would need to be included in any planning application for consideration.

This report has been conducted by Cowan Consultancy Ltd and sets out the strategy whilst analysing the flood risk nature of the site. It is not within a flood zone.

7 Developer contributions/S106

- Applications in Havant Borough are subject to the Community Infrastructure Levy. This requires a contribution of £100/sqm + indexing. Further information can be viewed on the Councils Website including a CIL contribution calculator.

CIL forms have been completed and accompany this submission.

8 Validation requirements

- Design and Access Statement
- Biodiversity/Ecological Assessment
- CIL forms
- Drainage (Surface Water and SUDS)
- Landscaping

- Noise Impact Assessment (in relation to the road)
- Parking Provision
- Photographs
- Planning Obligations
- Tree Survey/Arboricultural Implications (Arboricultural Impact Assessment and Arboricultural Method statement)

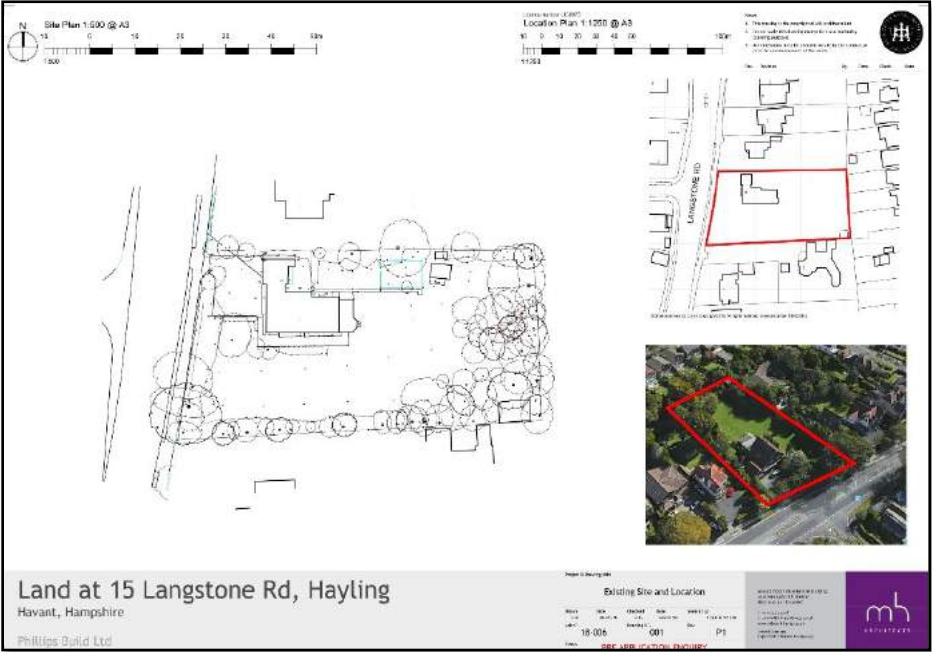
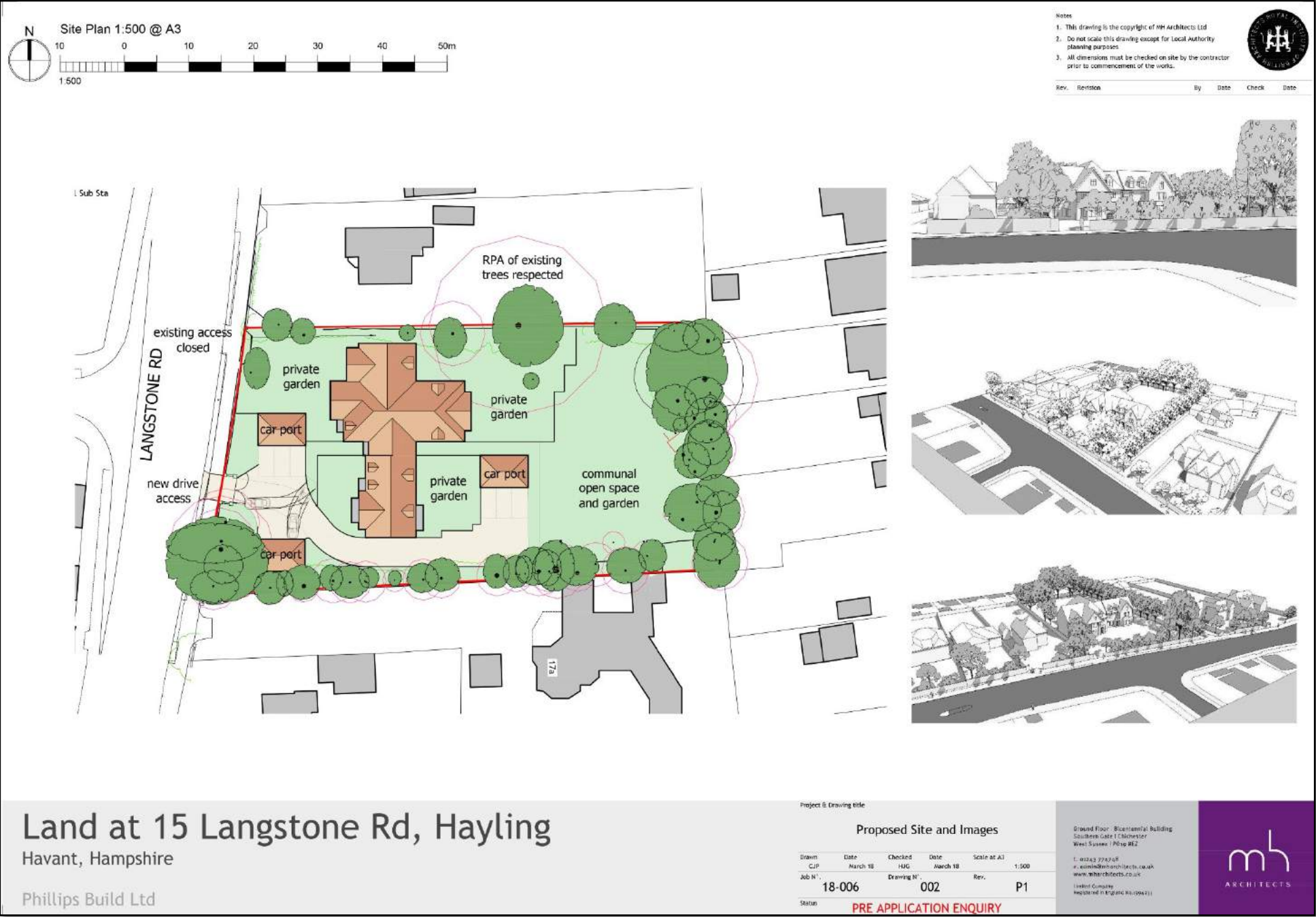
All documents above will be provided for the new planning application.

Conclusion

- In principle the redevelopment of the site could be supported and would contribute to the Borough's housing numbers however, at this stage further work is required in respect of highways, design and trees to achieve a suitable scheme which could be supported at officer level....

The scheme is clearly well supported and requires predominantly technical justification in a number of specialist areas. MHA and the applicant have liaised with and commissioned experienced practices in order to provide the supporting information required to both validate the application but also present a well considered scheme which should receive the support of the Local Planning Authority and its Members.

PRE-APPLICATION ENQUIRY (MARCH 18)



04 | DESIGN PROPOSAL

DESIGN PRECEDENTS

The area around the site is characterised by a mix of traditional and modern architecture. The design team have paid careful and extensive attention to this aspect of the design in order to present a scheme which embodies the local context. Therefore MH Architects will be continuing with the characteristics.

Looking at the immediate locality, there are a variety of styles and combinations of material, much of which can be and would have been sourced locally to the area. These include;

- Multi red/brown bricks
- Plain brick and brown concrete tiles roofing
- Render finishes
- Vertical tile hanging
- Sash windows
- Dormers

Window and door openings are wholly residential in scale, in that they define a purpose—to provide adequate levels of light and access to a property.

The photographs and images on this page highlight some examples identified as relevant and influential to the design success of the scheme.



13 | Local precedent imagery

SCHEDULE OF ACCOMMODATION

The amount of development proposed on the application site is considered to be in keeping with surrounding residential areas. The proposed scheme is to a scale that is in keeping and respectful of the adjacent properties of Langstone Road.

The scheme provides 18 allocated parking spaces. Flat numbers 1 and 3 are provided with a private rear garden, the rest of the flats are provided with a communal green space to the east of the site. The level of accommodation is deemed appropriate for the location and will complement the established residential community.

Accommodation	No	Area
2 bedroom 4 person flat	1	97.5sqm
2 bedroom 4 person flat	1	94.4sqm
2 bedroom 4 person flat	1	101.3sqm
2 bedroom 4 person flat	1	106.5sqm
2 bedroom 4 person flat	1	94.4sqm
2 bedroom 4 person flat	1	95.6sqm
2 bedroom 3 person flat	1	80.1sqm
2 bedroom 3 person flat	1	75.3sqm
2 bedroom 3 person flat	1	80.8sqm
Total 9 flats		



14| Proposed Ground floor Plan



16| Proposed Second floor Plan



15| Proposed First floor Plan

SCALE & APPEARANCE

The scale of the proposed dwelling has been appropriately designed to create a unit which takes into account the constraints on the site views into neighbouring properties. The form, style size and materiality of the new development is sensitive in keeping the same appearance as the local area.

Feature pitched roof gables pick up on a regular theme along Langstone Road. A large number of two and a half and three storey properties form precedent for the scale of the proposed scheme.

The proposed roof form has been designed to reflect the architectural context of the surrounding area.

The building is designed to appear as two detached houses to avoid a continuous and wide volume.

This proposed variety of height on the flats provide more flexibility to the whole building and gives an attractive appearance to the building elevations. The principle idea of the proposed development is to refer constantly with the dwellings along the road.

The proposed new building appearance will follow the Edwardian style that the design team have identified in the surrounding area. The appearance of the new flats will use materials such as red stock and multi brickwork, red tile hanging and painted render to compliment the local vernacular architecture and provide a high quality development.

Proportionally, the elevational design of the houses follows traditional and classical rules of design, and has undergone rigorous review to ensure suitability and relevance to the local context.



FRONT ELEVATION
looking west



REAR ELEVATION
looking east



SIDE ELEVATION
looking north

LAYOUT & PARKING

The proposed seeks the demolition of the existing dwelling and the construction of 9no 2 bedroom flats within a two and a half storey building. This new development will have associated parking and amenity space.

Proposed access to the site is via a relocated driveway the south west of the site.

The proposed site layout has been influenced by the position of the mature landscaping to ensure established planting is retained, to preserve the character of the site and its contribution within the street scene; and also the existing building line of the adjacent properties.

The proposed development would follow the existing linear pattern of development, informed by their situation in relation to Langstone Road. The siting of the proposed new flats has been modelled in order to maintain a setback position from the road. The new building will be orientated to face west, as dictated by the character of Langstone Road and to address the road itself.

The accompanying plans and layouts demonstrate compliance with space standards, parking requirements, and refuse collection.

Space Standards

The layouts, which demonstrate 2 storey building for 9no. 2 bedroom flats, achieve the minimum area required under Nationally Described Space Standards, in that the 2 bedroom 4 persons flat is a minimum of 79sqm. And the 2 bedroom 3 persons flats is a minimum of 70sqm.

Parking

It is proposed that the parking with be allocated parking on the exiting site for all the flats with a total number of 18 spaces. Cycle parking with be allocated on the communal rear garden of the property in the proposed shed designed.

Refuse collection

A proposed refuse collection point has been designed at the north west side of the site to allocate all residents refuse in one specific zone. It also follows the existing refuse collection strategy in operation. This complies with current standards regarding distance for bin collection.



MATERIALS

The existing property located at no.15 is constructed with red brick and concrete tiles. The design team have chosen a palette of materials which replicate the colours and textures of the locality.

The proposed architecture elements for the façade will be matching with the materials in the surrounding area. The proposed roof pitch will match the existing buildings height next to the site.

As the building is separate by two sides, the materials will also follow that logic for the roof the left side will be concrete brown tiles and the right side of the roof concrete red tiles. The façade is proposed to be using two types of brick; red and multi brick to differentiate the building into two areas. By using this variety of materials it will benefit the detached appearance that the design team wants to create. The windows are proposed to be white sash windows, with stone sills. All the dormers will have tile hanging. All the proposed doors will be solid timber.

The images represented on this page provide an indication of the materials and textures proposed, and how they work well together.

Proposed materials include;

- Red brick
- Multi Brick
- Concrete red/brown roof tiles
- White sash windows
- Vertical tile hanging
- Render walls to bay windows
- Black upvc rainwater goods



19| Proposed materials

05 | LANDSCAPE STATEMENT

The external landscaping has been designed as easily maintainable and easily accessible for all users.

Hard landscaping will be firm of ground, with no loose gravel which has the potential to make access difficult for wheelchair and cane users.

Soft landscaping will include as much greenery and planting as possible to encourage biodiversity and wildlife.

Private Landscaping

The resident from flat numbers 1 and 3 will have access to private gardens. A brick wall fence will form the border between the private gardens and the public garden.

Residents will have use of the communal amenity space. The garden will be designed to be easily maintainable. Small front garden with some soft landscaping and planting will provide a natural set back from the walk-ways and provide the residents with privacy.

Public Landscaping

The existing site access has been placed to minimise the amount of hard landscaping required.

Careful consideration has been paid to orientation and siting of the proposed building ensuring a sympathetic imprint on the surrounding and ensuring that new landscape enhances the local context.



06 | APPLICATION SUBMISSION

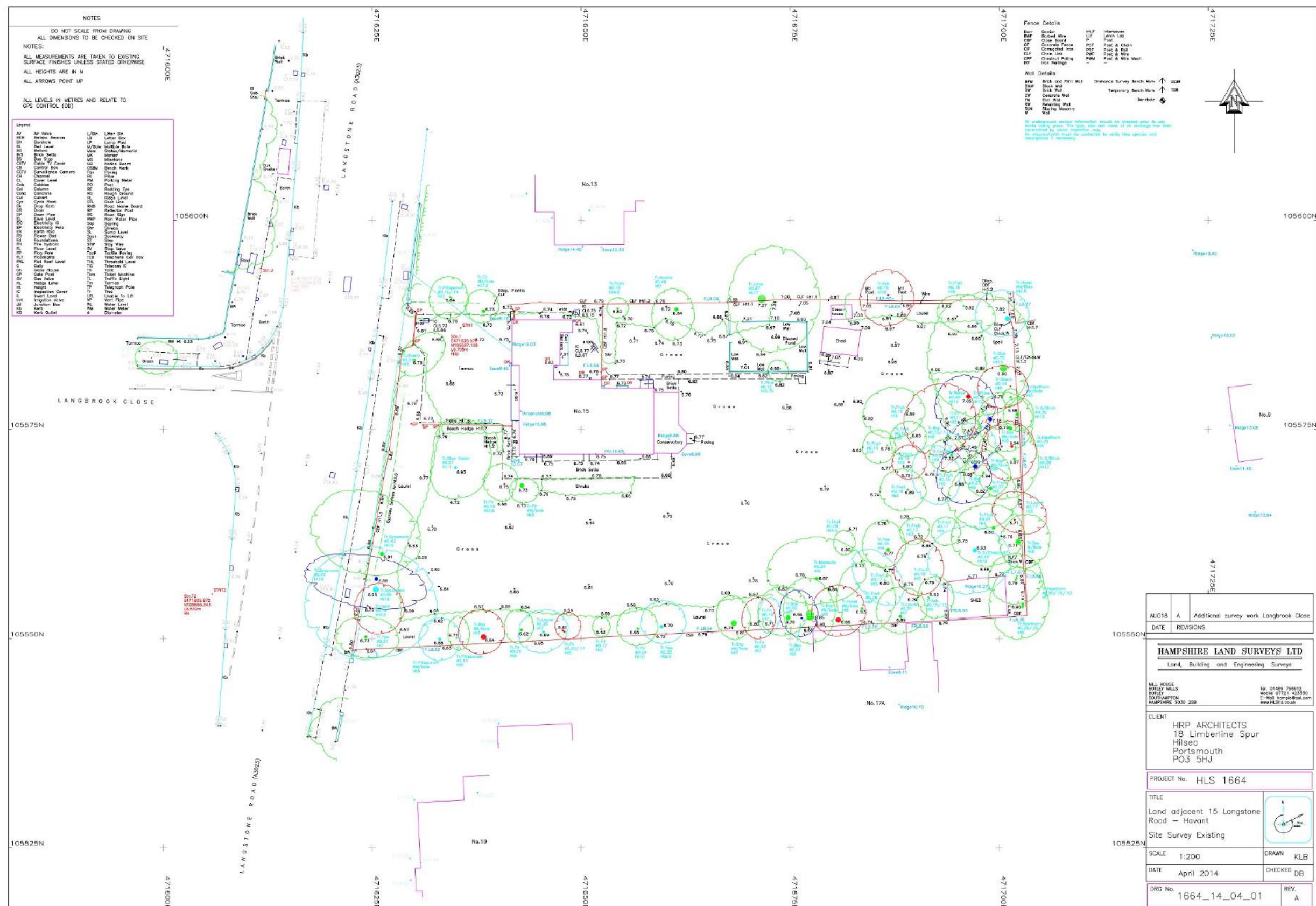
The proposed re-development of the site improves the locality and the context of the area. The proposal accords with national, regional and local planning policies in Havant area.

The new property will be to a high quality design using construction methods and materials which reflect the style and appearance of local properties. They will thus contribute positively to the overall character and visual amenity of the area.

The design team hope that the Local Authority and its members agree with the principles set out in this statement, and will look favourably and supportively at the application.

APPENDIX 1

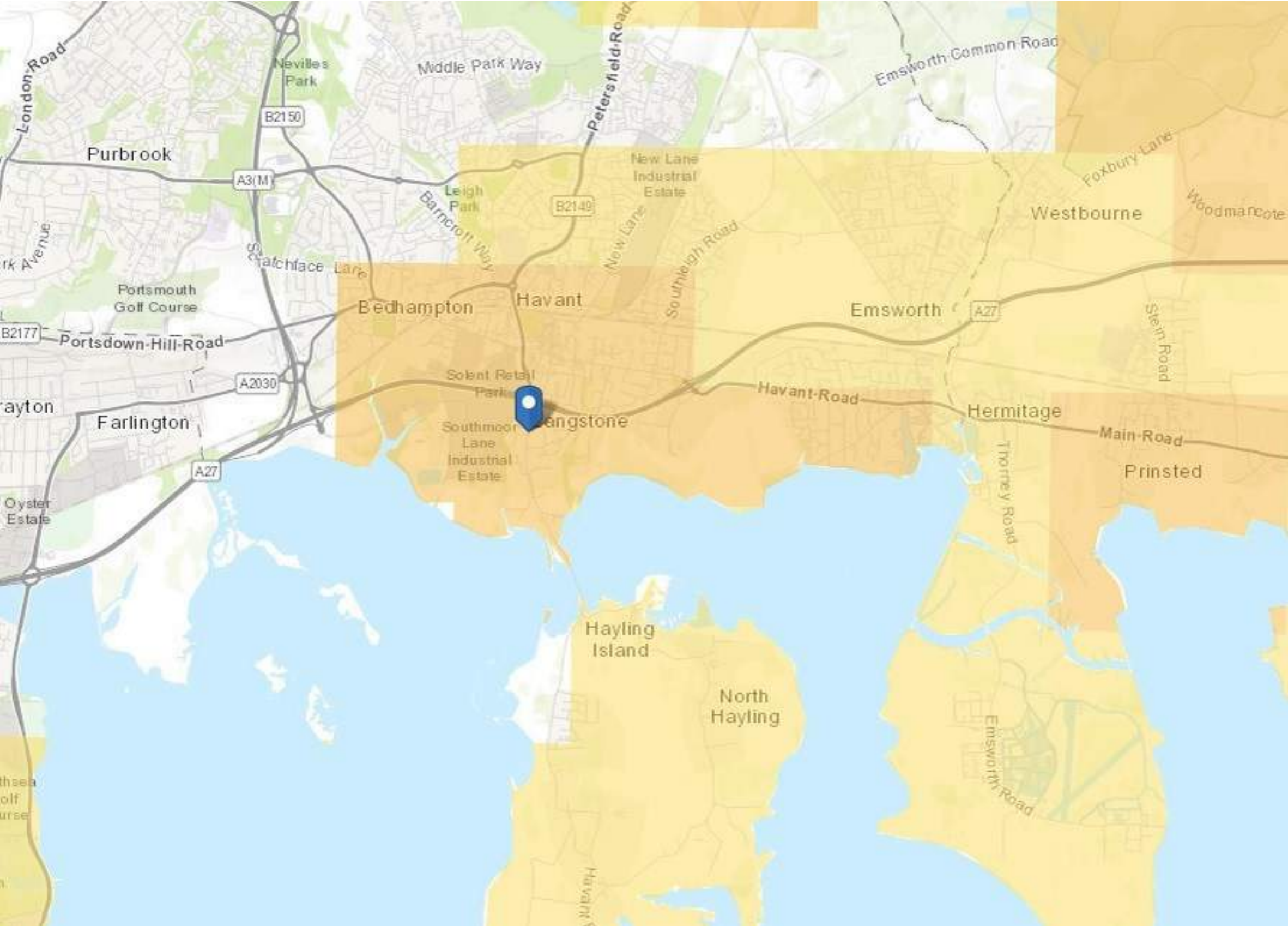
LAND SURVEY



APPENDIX 2

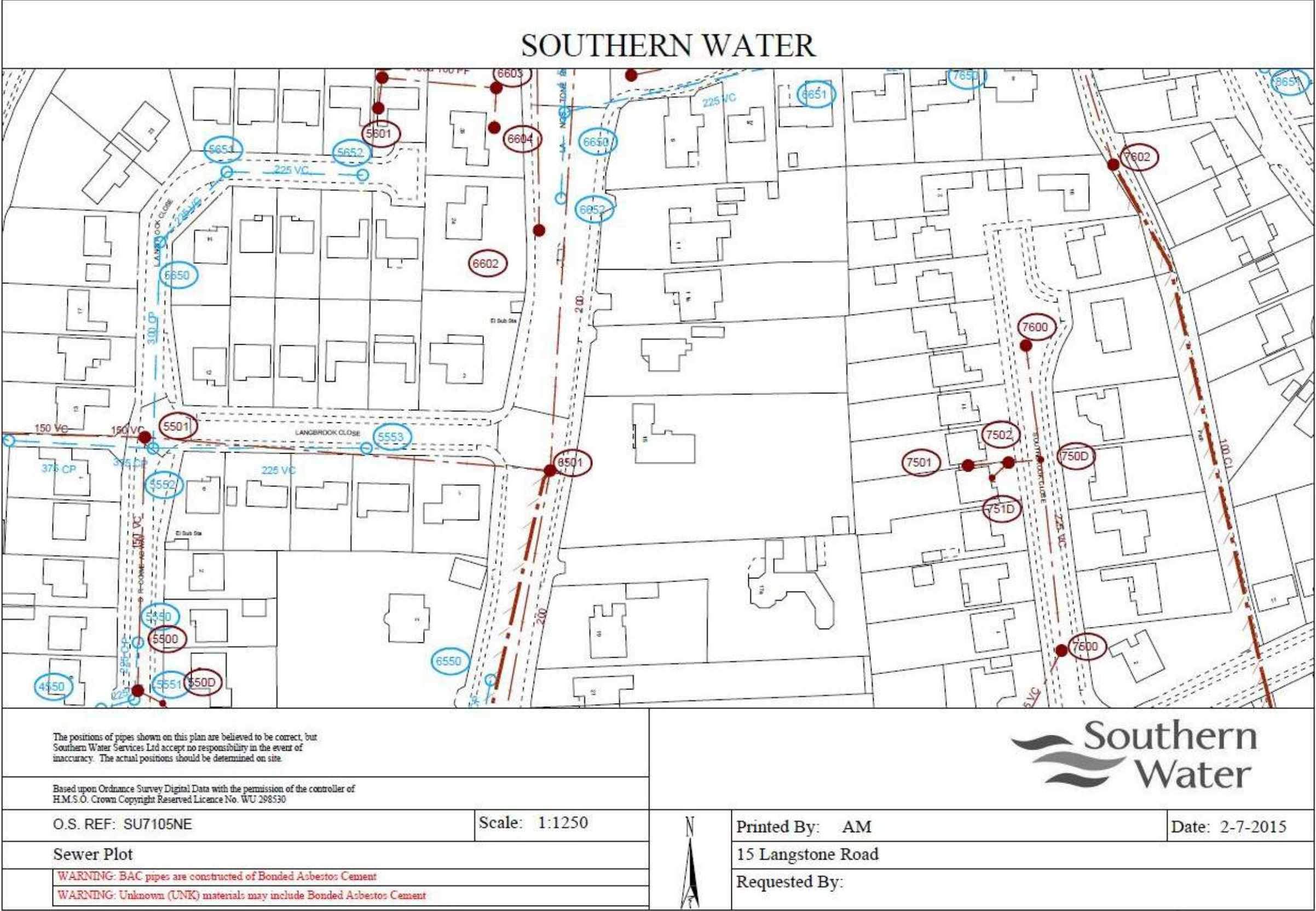
RADON MAP

Maximum radon potential



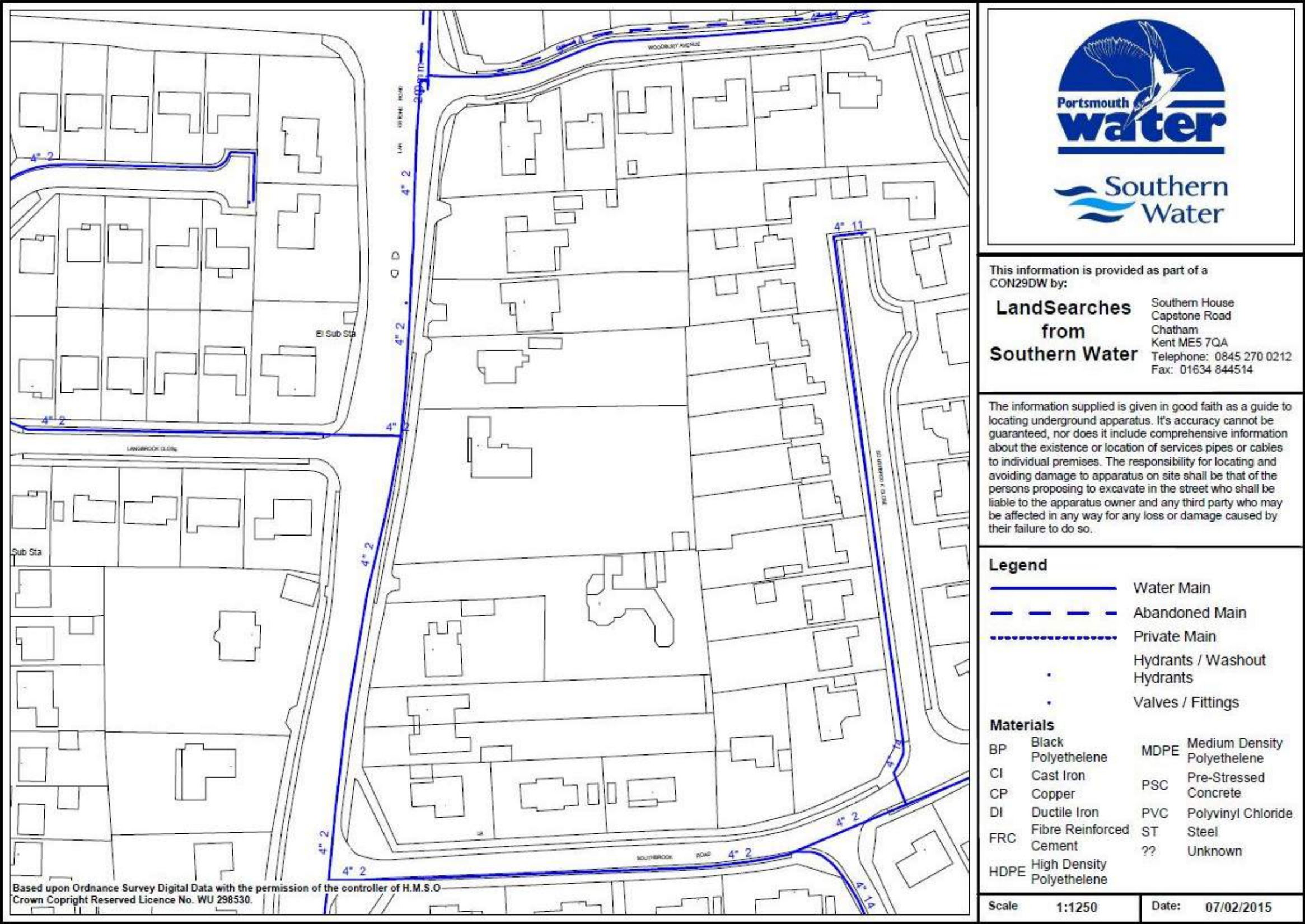
APPENDIX 3

SOUTHERN WATER



APPENDIX 4

PORTSMOUTH WATER





Ground Floor | Bicentennial Building

Southern Gate | Chichester

West Sussex | PO19 8EZ

t. +44 (0)1243 774748
www.mharchitects.co.uk

Limited Company
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