



Land to the rear of 13 Middle Park Way, Havant
– Design & Access Statement

Site Address

Land to the rear of 13 Middle Park Way, Havant, Hampshire PO9 4AB

Introduction

This document has been prepared by PWP Architects and contains the design documentation suitable for a pre-application. The proposal is for the demolition of no.8 existing garages and erection of a new 2 storey dwelling to provide 4 flats. The application is being made on behalf of the client to provide a dwelling fit for modern standards.

The aim of this proposal is to demolish the redundant garages and develop new flats which will provide more accommodation to the area and enhances the quality of the site by preventing anti-social activities around the proposed site.

This document should be read in conjunction with all the submitted drawings or any appendices.

Existing Site & Structures

The site is situated on the corner of a service road to the rear of a commercial shops cluster with residential above, and a car park in front of the shop front. The service road is connected by Middle Park Way and Purbrook Way. It is located in the South-West side of Leigh Park next to a roundabout.

The existing building consists of 8 redundant garages. It is constructed of red multi brick with flat asphalt roofing. The garages are attached to The Co-operative and The Best one at the East side and a single garage at the South side, and the existing attached buildings are constructed of red colour brick at different height. (Fig.1) The whole mixed-development cluster is surrounded the social houses which were built in the 1960s by Portsmouth City Council.

The current condition of the service road is unbearable to anyone's standard, especially at the corner of the unpaved area with remains of a CCTV camera post and it is now decommissioned. The site has been left abandoned a long period of time with debris and rubbish accumulated. This is caused by the anti-social behaviour and the lack of maintenance, it is also causing trouble to our client. (Fig.2 & 3) The function of the service road is mostly used for parking, bin storages and the Co-operative's lorry for loading and unloading. Further information will be explained later in this document.



Fig. 1 – Satellite view showing site location (Google map).



Fig.2 & 3 – Photos showing the current condition of the site.

Additional Information about the site

The site is not located within the flood risk zone. (Fig.7)

According to the Havant Borough Local Plan (Core Strategy) from 2011, the site is listed under the policy CS4 'Town, District and Local Centre', and CS6 'Regeneration of the Borough.'(Fig.8)

Extract from Core Strategy 4 -

Planning permission will be granted for appropriate town centre development proposals that:

Paragraph 3.54

'Well-designed and inclusive mixed-use developments in identified centres can play an important role in promoting their vitality and viability. Residential development on upper floors can make an efficient use of town centre land while adding to the mix of dwelling types and tenures available in the borough. Policy CS4 seeks to encourage high quality mixed-development in designated centres with offices or new homes located on upper floors above town centre uses with active ground floor frontages.'

Response:

Although this project is not proposing a mixed-development scheme, but considering that the site isn't situated on the commercial frontages and the existing function is only served as redundant garages. From a broad perspective, this proposal is merely adding a few more residential units to this whole mixed-development complex as there are already residential units above the shops. Hence, this is not going against the policy, it won't reduce any commercial floor space and the proposal is providing a better quality development than the existing.

At the current status, the existing garages are unused for parking, and either empty or used as informal storage spaces. The existing space is no longer function as its original purpose and isn't being used efficiently, therefore a change of use to residential is one of the solution. It can regenerate the site by adding more vitality and security when there are more occupants live in the area.

Extract from Core Strategy 6 –

Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough.

Paragraph 4.09

'Regeneration is essential to achieving the overall vision for the whole borough. Within the borough the 2007 indices of Multiple Deprivation (IMD) identifies pockets of high deprivation within Warren Park, Bondfields and Battins in Leigh Park... The Core Strategy supports proposals that contribute to regeneration and secure and encourage regeneration proposals throughout the whole borough with a focus in those areas that need it most.'

Response:

The purpose of this proposal is to replace the underutilised spaces into spaces which are more useful and viable. By introducing new development (dwelling) at the rear of those shops, it can have positive impact to the nearby buildings if this development is considered as successful. Hence, it can impact and encourage the surrounding buildings and area to be regenerated in the future.

The proposal will provide a secure, robust, and well-priced dwelling in Leigh Park.

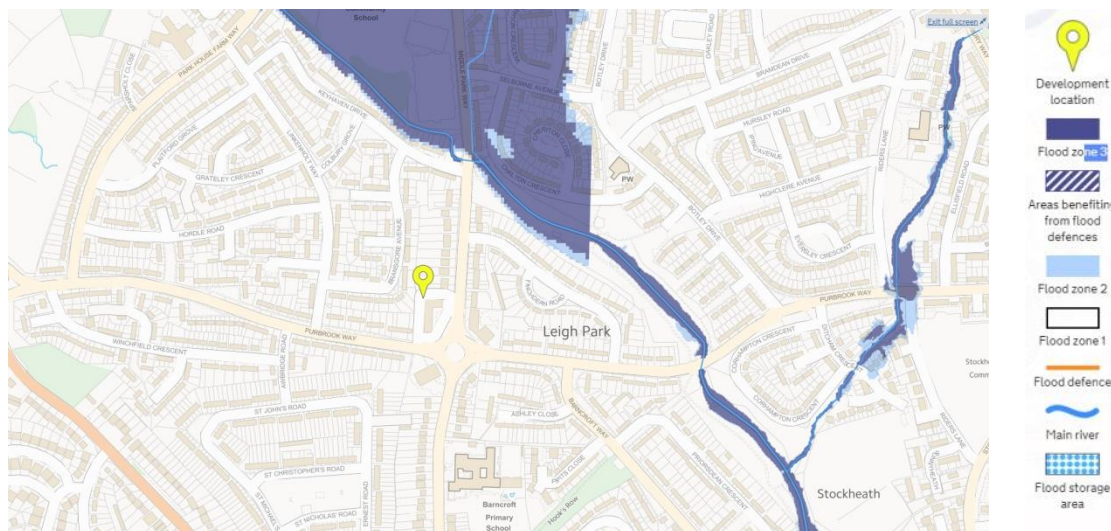


Fig.7 – Flood Risk Map 2017 (Environmental Agency).

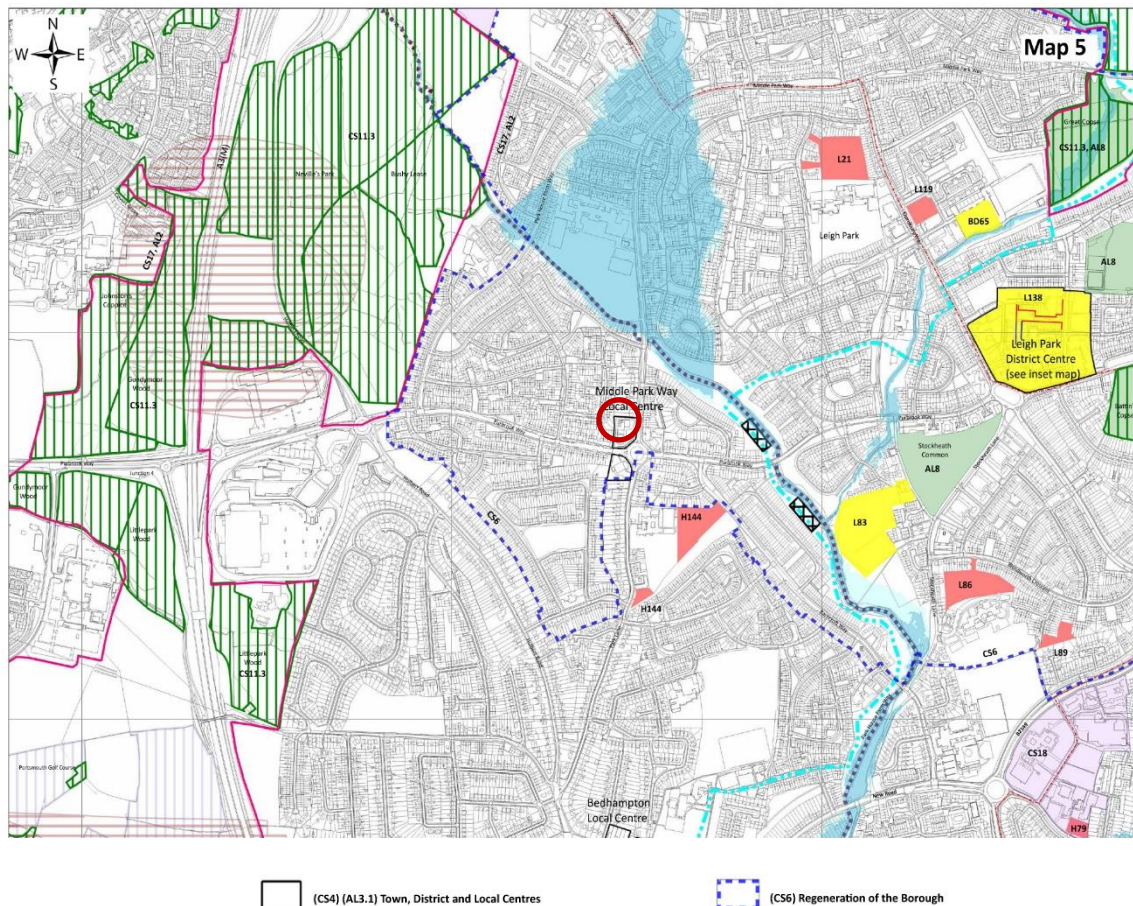


Fig.8 – Havant Borough Council Local Plan Policies Map (2011).

Proposal

This project is proposing a two storey residential scheme to replace the existing garages to the rear of Middle Park Way Local Centre. The development of this design has taken into consideration of the site condition and the surrounding constraint factors as identified as follows.

As mentioned previously, the current status of the site is in an awful condition, and the situation has turned from bad to worse since the first site visit, which happened within a month. From my last site visit, one of the client's garages was broken into. (Fig. 9) This reflects how bad the security level is currently at for this area. The unpaved area along the outer edge of the service road is also being redundant and more and more litter has started accumulating over time, and the majority of litters are plastic bags, beer cans and bottles. (Fig.10) In short, there is a massive problem of anti-social behaviour activities which affects the site to become at this state, and that is why there was CCTV camera in operation before. Not to mention that the garages are in the state of disrepair and no longer in used or used for informal storage, hence why the lack of surveillance and maintenance which attract such problems.

In addition, our client has mentioned that he had received letters from the Havant Borough Council about he should be responsible to clean and clear the site back in 2016. From our client's point of view, tidying up the site is not a permanent remedy, and therefore it should require an effective strategy to tackle these problems. Hence, part of this proposal is designed to overcome those problems. One of the objectives for this development is to clear all the rubbish away within the site, and once the area is cleaned it will be maintained and monitored by the future occupant as recommend in 'Secure by Design' documentation.

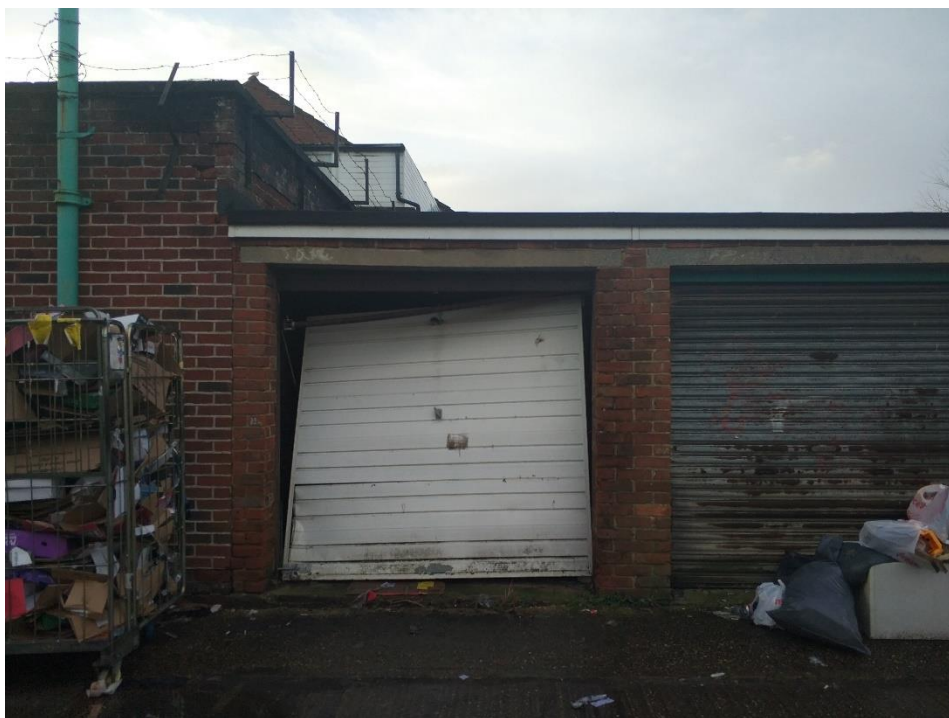


Fig. 9 - Photo showing garage was broken in by thief



Fig. 10 - Photo showing the unpaved area which is accumulating waste over time.

According to Secured by Design, when a dwelling is orientated towards a space with window openings, that space will be provided a higher degree of natural surveillance element. The proposed dwelling will provide window openings on the North and West side, which means the building will allow a full coverage of surveillance over the existing corner of the service road. As a result, the proposed residential scheme in this location can offer better surveillance opportunities than ever before. Once the proposed building is occupied by residents, the site condition will be improved as the local residents will naturally look after the site and prevent anti-social behaviour activities. (Fig.11)

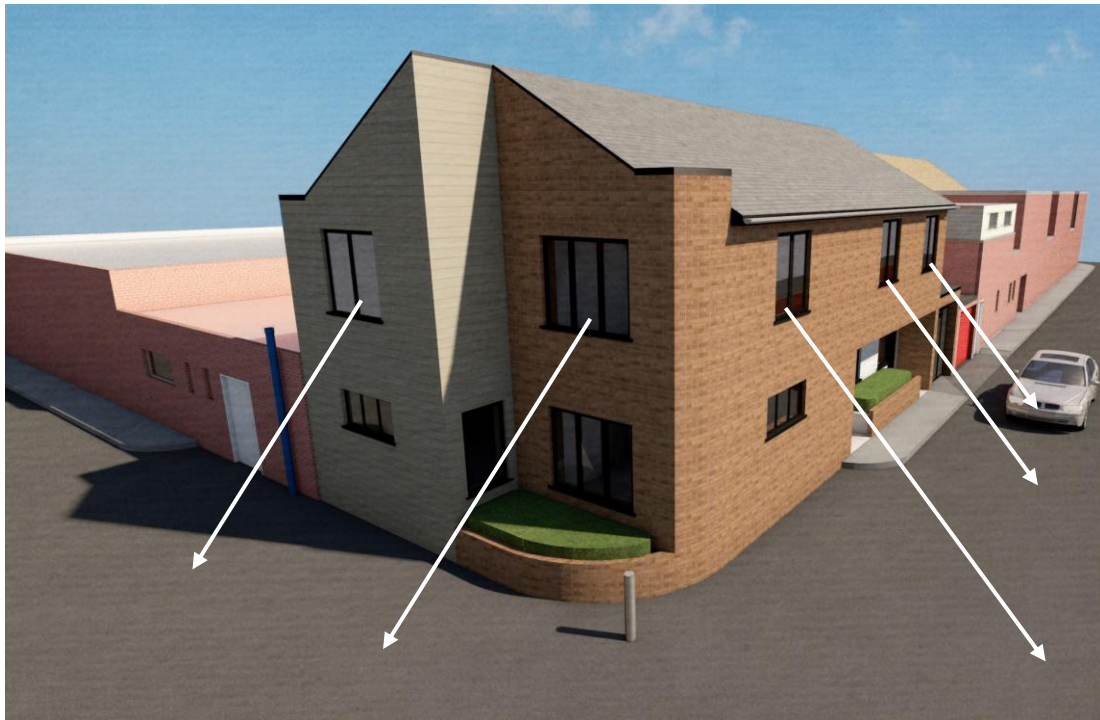


Fig.11 - Render image showing the coverage of natural surveillance around the corner.

Further to the security and safety aspect, the design has reflected upon the current site condition. It features defensible space when there is a window opening on ground floor. The defensible space can provide a higher level of physical security and reduce the privacy problem between the outsiders and occupants by separating the windows from the service road. However, when there is no defensible element to protect the windows on the ground floor, those windows will become a high level window so that outsiders can't climb over and overlook into the flat. (Refer to drawing 5493_1101) (Fig. 12)

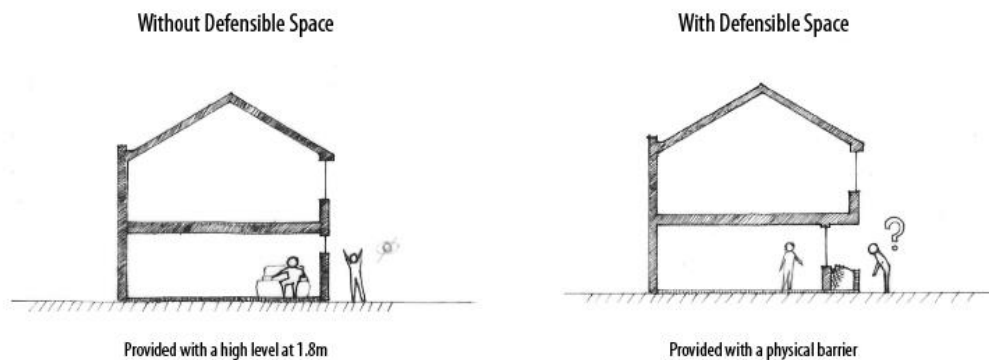


Fig. 12 – Sections showing standard window with defensible space and high-level window without defensible space

From the initial site visit, we noticed that the corner of the existing garage has been damaged. (Fig. 13) The damage was likely caused by vehicles turning, and there is a potential hazard for the existing garage or the proposed building being hit by vehicles due the tight 90-degree turn.



Fig. 13 – Photos showing the damaged existing garage.

The design has adopted a filleted corner with a bollard in front to the North-West corner, in response to the potential issue with vehicle turning too close to the existing building. (Refer to drawing 5493_1001) This creates a natural buffer zone which can protect the building from vehicle hitting from turning the sharp corner. Meanwhile, the service road is often used by the Co-operative's lorry for offloading goods. The lorry usually reverses in from the Purbrook Way into the service road when there is a delivery, but instead of entering from the East side of the service road and exit to the South on to Purbrook Way. This is due to the difficulty to steer around the sharp corner at the existing garages which is stopping the lorry entering from the Middle Park Way direction. (Fig. 14, 15 & 16)

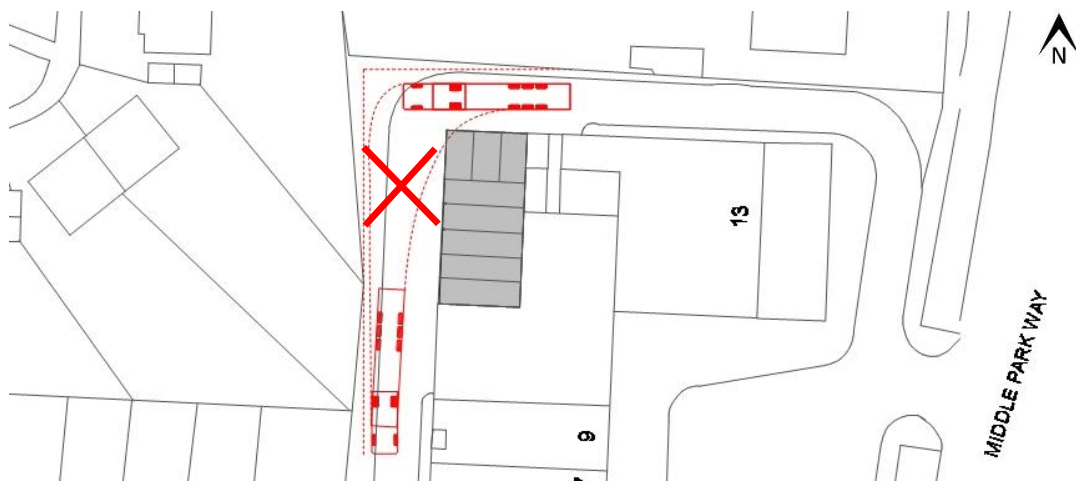


Fig.14 – Plan to prove that the lorry can't turn around the corner at the garages.



Fig.15 – Map showing the route where the lorry reverses into the service road for the delivery.



Fig.16 – Photos showing the Co-op's lorry offloading goods at the service road.

The above event poses the concern about the future occupants' safety from the moving lorry. Hence, the recessed entrance spaces are introduced to form a protected area between the service road and the entrances of the proposed building. The recessed space creates a safe zone for the future occupants from moving vehicles like the lorry when entering or exiting the building. To provide additional safety for the pedestrians and occupants, a pavement extension is proposed to join with the existing pavement from the South of the service road. (Refer to drawing 5493_1002) This design approach is the solution to reduce the hazard which is caused by the Co-op lorry deliveries.

Following the site visit, we have discovered a set of four air-conditioning units facing directly to our site on the South, and also units located above the Co-op's roof on the East side. (Fig. 17)



Fig.17 – Photo showing the location of the nearby air-conditioning units.

In order to accommodate the noise issues coming from the air-con units, we have reflected on our design this avoids having any window opening to the South and East in comparison to the North and West side. Moreover, there is limited visibility to the South and East direction from the site anyway, so there won't be any negative impact of not having any window on those two sides. (Fig. 18) Oppositely, the North and West direction's views offer better visibility which looks over carparks, gardens and trees. (Fig.19&20) Although there might be a problem of overlooking other people's back gardens and houses, but there is over 20 metres distance from the proposed development to the rear elevation of no's 32 and 34 of Bransgore Avenue which are the two closest visible properties. In addition, this situation is currently applied for all the residential units along the West of service road. (Fig.21)

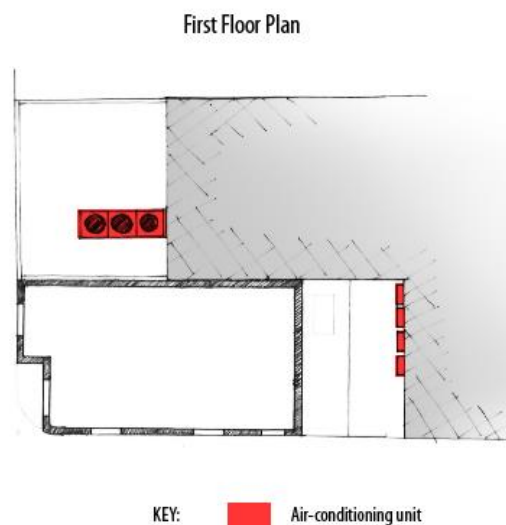


Fig.18 – Plan showing the location of the nearby air-conditioning units.

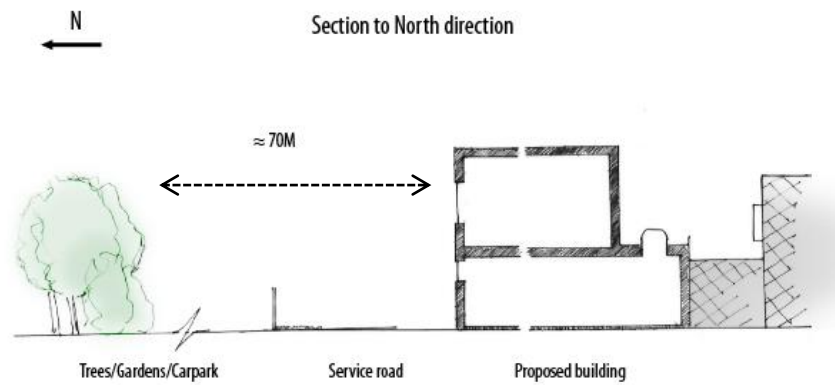


Fig. 19 – Sections showing the visibility to the North.

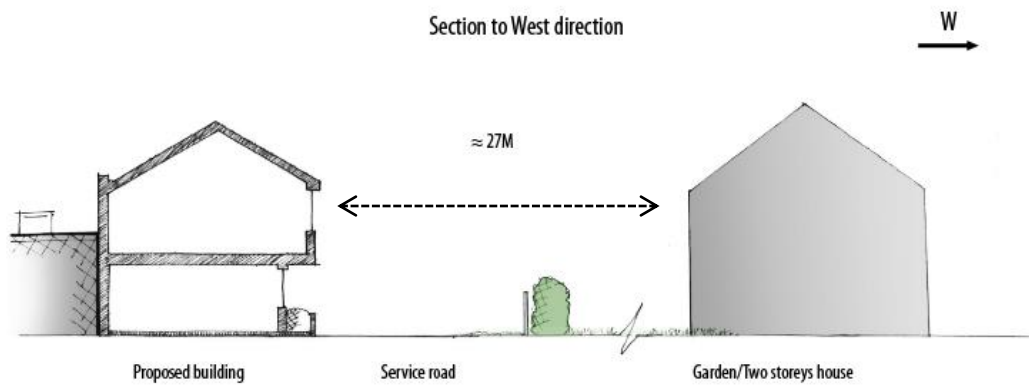


Fig. 20 – Sections showing the visibility to the West.



Fig. 21 – Image showing the residential above the commercial units overlooking back gardens

Although the site has several hidden drawbacks, but all of these factors are being considered and reflected in the design development to remedy the current situation.

Form, Massing and Layout

The general form of this design is a typical 2 storeys dwelling with a gable roof. It will provide no.1 studio flat and no.1 1 bedroom flat on the ground with individual entrance, and no.1 studio flat and no.1 1 bedroom flat on the first floor with a shared entrance. (Refer to drawings 5493_1001 and 5493_1002) The gross internal floor area for those 4 flats has met the requirement stated from the 'Technical housing standards' by the Department for Communities Local Government. Also, the proposal has integrated storage spaces for bikes and refuses located to the South side which follows the requirement from Havant Borough Council for housing development.

Refuse & Bike Storage

The integrated communal bin and bicycle store within the proposed building doesn't have window opening and it will be fitted with a secure door set (the louver door). This will ensure that such storage space is only accessible to occupants. The cycle store is fitted with the Sheffield stand in accordance to the Parking standards Annex B: Cycle Parking Design Details from the Planning Portal. It provides a space for no. 1 1100L euro bin for general waste and no.1 1100L euro bin recyclable.

Materials

The proposed materials aim to work in harmony with the adjacent building so that the proposed building won't look inappropriate. The proposed materials of the dwelling are as follows:

Walls – Buff facing brick

Windows/Doors – Grey UPVC

Roof –Slate roof tiles (Grey)

Scale

The scale of the proposed building is larger than the existing garages, but we have ensure that the living space is comfortable to dwell and at the same time keeping the overall of the design lower than the tallest building within the commercial cluster. The intention of this design is not to overpower the existing architecture of the whole cluster but keeping the continuation.

Accessibility & Parking

Pedestrian access is available from both directions. The pavement from the South will be extended to connect with the building entrances. In term of public transport, the closest bus stops are located on the South-East and South-West side from the site. (Fig.22) There are numbers of bus routes to choose from those nearby bus stops, please refer to fig. 23-24 for detail information about the various bus routes and the service frequency.

In vehicular aspect, the site can be accessed from the East and South side of the unnamed service road. There is a main car park in front of the commercial shop fronts, which doesn't have any car parking restriction and it is mostly underused especially at night time. This proposal is not intended to provide car parking to replace the existing garages which have been redundant for a long period of time. This indicates that there is no longer a demand for car parking for that area, and since the development is only providing 4 no. of 1 bed flat, the demand for car parking will be relatively low. Hence, this proposal will be utilising the main car park in front of the shops as the proposed car parking area for the flats and with the provision for bike storage for each flat, it is believed as appropriate for this development. However, alternative solution has also been considered for car parking if the previous suggestion is deemed inappropriate.



Fig. 22 – Satellite image showing the location of the closest bus stops from the site.

Bus stop location	Bus no.
Linkenholt Way (E)	20, 37, 621, 639, 641
Linkenholt Way (W)	20, 37, 621
Point 7 (N)	21, 641
Point 7 (S)	21, 641
Barncroft Way (E)	20, 21, 23, 27, 28A, 621, 641
Ashley Close (W)	20, 21, 37, 621, 641

Fig. 23 – Bus service table.

Bus no.	Bus route	Frequency (during weekday daytime only)
20	Havant <-> Portsmouth<->The Hard	Every 30mins
21	Havant <-> Portsmouth	Every 30mins
23	Leigh Park <-> Southsea	Every 10-12mins
27	Rowlands Castle <-> Havant <-> Emsworth	Every 2 hours
28A	Southbourne <-> Horndean School	Daily (Schooldays)
37	Havant <-> Petersfield	Every 1 hour
621	Havant Bus Station <-> Portsmouth College	Daily (Schooldays)
639	Clanfield Shops <-> Horndean <-> Cowplain <-> Havant College	Daily (Schooldays)
641	Southbourne <-> Rowlands Castle <-> Denvilles <-> Leigh Park <-> Oaklands School	Daily (Schooldays)

Fig. 24 – Bus route table.

Conclusion

This scheme is not merely to demolish those redundant garages into residential flats within the area, but rather trying to help and improve the condition of this poorly maintained space. Hence, this development is not only beneficial to our client, but it is also a favourable development to the small local community around

Middle Park Way in Leigh Park to have a more secure and well look after environment in the long term. This development will be the initial step which contributes to achieve the overall local council vision, and there will be a mature benefit between the local community and our client. In addition, this proposal is only providing more accommodation to the current status of the area, therefore it is not going to make huge impact in term of the land use.

Considering the proposed site is a windfall site and it is not being used efficiently and effectively and there is still demand for more housing than parking in Havant. We believe this application is suitable for our client as well as the general public from that area, for which the area will be improved to provide a better living environment.