

4. Design Proposals



Proposed site layout

Proposed Site Layout

The proposed building sits within a plot that is currently occupied by one large detached property with a series of outbuildings. It is proposed to demolish the buildings and replace them with a single structure that fronts onto the access drive and parking on the west of the site with a two storey wing that projects to the east. The second floor accommodation is inset within the front block and results in less perceived mass of the building to avoid any unacceptable loss of amenity for the adjoining properties.

Due to secluded nature of the site and various examples of similar patterns of developments in the area, we are proposing a building, which will provide a viable use of the large plot and create new homes.

We aimed to design an elegant building, which is contemporary in style and blends well into its surrounding.

The proposed pallet of materials have been carefully selected to provide a pleasing composition whilst sitting within the lush landscaped grounds.

The 'T' shaped plan works well to provide semi-formal front facade onto the access drive whilst creating two landscaped gardens to the north and the south of the two storey projecting rear wing. This layout strategy facilitates the retention of many of the mature trees on site and creates the opportunity to provide additional planting to the boundaries. The refuse and bicycle/mobility scooter storage areas are fully contained within the main building thus avoiding an utilitarian structures on the perimeter of the site.

Car parking is contained within two distinct areas on site. The first is located at the front of the site and is accessed directly off the private driveway. The second is positioned at the north east corner of the site and utilised an existing rectangular area that is surrounded by tall dense mature hedging.

Well maintained landscaped gardens are a feature of McCarthy & Stone retirement properties. The site in Emsworth will provide the residents with excellent shared external facilities. A series of garden paths link the various areas of the grounds to the building with a large residents terrace set in the south east corner.

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Proposed Landscape Strategy

Landscape design approach

The site has a framework of existing trees and mature hedges. In determining the site layout, retention of the best of these has been a prime consideration. The retained framework will then be enhanced with new trees and new boundary planting to provide an enhanced setting for the building.

The open areas within the site have then been designed to provide an attractive outlook from the new properties and to provide outdoor amenity and circulation space. These areas are sub divided with new hedges to define spaces and provided with more ornamental planting

Site entrance

The site is accessed from the south end of Western Avenue. The need to provide turning for refuse and emergency vehicles has largely dictated the arrangement of the site entrance, however the resulting turning head has been achieved with retention of the trees and conifer hedge to the west and it allows for generous provision of buffer vegetation to the north along the boundary with ‘Claremont’, and to the south east in relation to the new building.

Perimeter of the site and boundary treatment

Northern Boundary

The existing boundary wall will be retained along the northern boundary. This is approximately 2m high along its length and provides a well-defined boundary.

In addition, a planted strip is proposed between the boundary wall and new access road. This will be planted with large growing shrubs and carefully placed small trees. Lower shrub planting will be provided along the edge of the new access road.

Eastern Boundary

This boundary is currently defined by a substantial hedge, mostly comprising Lonicera nitida. Its height is up to around 2m+ and it has grown overly wide and spread sideways in some sections. It is intended to hard prune the eastern face of this hedge, whilst retaining its height. The hard pruning will restore the site side of this hedge to a straighter line and encourage rejuvenation of the hedge, helping to close any gaps opening lower down. This species will respond well to such treatment.

Southern Boundary

This boundary is currently defined by a 1.8m high close boarded fence and mature hedge planting. The fence will be retained and made good or replaced as its condition dictates. Most of the mature hedging and adjacent trees will also be retained. However there is a short section of conifer hedge, that is in poor condition, with most of its northern face now devoid of foliage.

It is intended to remove this hedge and replace it with new shrub planting, comprising mostly evergreen species.

Western Boundary

The existing mixture of panel and close board fences will be replaced with a new 1.8m high close board fence.

Most of the existing trees and understorey planting along this boundary will be retained. However tree no.7 has been identified as being of lower quality and has signs of fungal decay (refer to separate arboricultural report), therefore tree no.7 and a group of small trees (no.6) will be removed. The group no.6 are relatively small conifers, also identified as being of lower quality (classification C2). Additional parking spaces will be provided to this side of the drive and will be constructed using no-dig techniques to avoid damage to the root protection areas (RPAs) of the retained trees.

The space between the heads of the parking bays and the site boundary is sufficient to provide a new evergreen hedge and some small trees to replace the screening value of the removed trees. Tree species have been selected with care to avoid significant overshadowing of the neighbouring gardens (94-98 Brook Gardens).

Main Parking Area

The main parking area along the western side of the site makes use of the existing drive route for its central aisle. The new parking bays to the west of the aisle, will be constructed using no-dig techniques to avoid damage to the root protection areas (RPAs) of the retained trees.

Also within RPAs, construction / resurfacing of the aisle will be limited to the depth of construction of the existing drive, with any additional formation depth being provided above existing levels. The main rank of parking bays runs north to south along the eastern edge of the aisle. The parking bays are separated from the building by a new formal hedge, enclosing garden spaces along the building frontage. The main entrance to the building is accessed from this parking area.

Garden & Amenity Spaces

All ground floor apartments will be provided with a small paved terrace which opens out onto the communal lawns and garden areas.

In addition a comunal terrace will be provided in the angle of the building to the south, outside the homeowners lounge. There is generous provision of garden spaces around all three sides of the east-west range of the building, providing amenity to residents and buffering to neighbouring properties. Within these spaces it is proposed to retain several mature trees and to provide new tree planting to help reinforce privacy for neighbouring properties and to enhance the setting of the new building.

Treatment of levels

The limited level changes across the site readily allow for level access to the building and all external areas. In order to achieve no-dig construction within tree root zones, some proposed levels are set higher than existing, but there is adequate space to then gently grade down and merge with existing levels beyond.

Hard landscape materials

The majority of the vehicular areas will be surfaced with macadam. Within no dig construction areas, the surface will change to permeable setts. The aisle to the main parking area will be surfaced with setts.

Pedestrian access and terrace areas will be paved with 450x450mm textured pre-cast concrete slabs.

Proposed planting

Fully detailed planting plans are submitted with this planning application, refer to those for full details. Proposed planting has been selected to comprise robust species that have good potential to thrive on this site, fulfilling their intended function with relatively low levels of maintenance.

Boundary planting comprises a high proportion of evergreen species. Where formal hedges are included, species selected are chosen that only require trimming once or twice a year. Around the buildings and in amenity areas, more varied planting is provided, including a variety of herbaceous material in order to provide interest at different seasons, diversity and interest.

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MATERIALS:

Pre-cast Concrete Textured Slab Paving:

- Pedestrian circulation and terrace areas
- E.g. Marshalls "Saxon" Colour: Natural, laid with staggered bond



Tumbled Concrete Setts:

- Access aisle to main paving area and to provide accent and detail within some pedestrian areas
- E.g. Formpave, Chartres block paving. Colour: Purbeck. Finish: Olden
- Tumbled concrete setts in 3 modular sizes laid in 150 wide courses in a random pattern.



Macadam:

- Vehicle circulation and parking area



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Street elevation along Western Avenue



Cross section through site



Rear Elevation

Appearance, Scale and Materials

The massing and appearance of the proposal has been rigorously considered with the parameters of the site, the topography and proximity to the neighbouring properties. Although the outward appearance of the development is simple and orthogonal, the elevations are articulated with a series of animated projections, insets and feature balconies. In specific locations the masonry facade steps forward from the main elevation to create depth and to enclose balconies and the entrance pavilion. The vertical proportions of the generous full height windows further animate the facades and create a pleasing rhythm to the elevations.

The ground and first floors walls will be formed from light multi toned brickwork masonry. The inset second floor ‘penthouse’ level is deliberately dressed with contrasting light grey cladding. This lighter more delicate finish complements the ‘solid’ feel of the lower brickwork. In addition the penthouse cladding projects over and frames the fenestration with over hanging eaves and flanking walls. This twin massing strategy of the larger brick base and the smaller penthouse ‘roof’ level produces a balanced composition.

Selected elements, such as the balcony structure and entrance pavilion will be dressed with pre-finished grey aluminium with glass balustrading. In addition selected windows have been paired together using areas of contrasting in pattern brickwork. This contrast is achieved by using a vertical brick bond rather than introducing another type of brick. All these design features come together to produce an architecture that is elegant and of its time, without reverting to an historical pastiche.

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Composite vertical cladding
(to achieve timber grain effect)

Decorative cladding -
light grey - colour to match the door and window frames

UPVC light grey double glazed windows and door sets

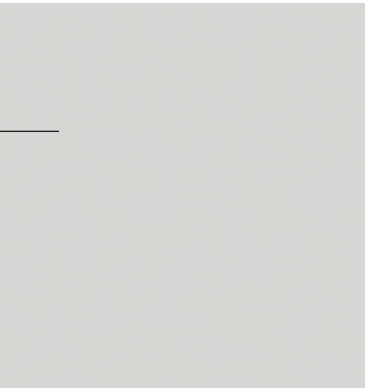
Multi toned brickwork masonry with a light tone of mortar
(running stretcher bond laid vertically to create contrasting pattern)

Pre-finished grey aluminium structure
with grey powder coated metal railing balconies

Multi toned brickwork masonry
(running stretcher bond)

Materials









Proposed front elevation extract

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Visual Impression

Visual impression of the front approach to the proposed building.

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Proposed ground floor plan

Amount and Use

The proposal is for a total of 25 age restricted two bedroom apartments, with 9 apartments at ground floor level, 12 apartments at first floor level and 4 apartments at second floor level. The building will have a footprint of approximately 1240 sq. metres with a total gross internal floor area of approximately 2750 sq. metres.

All residents have full access to the extensive landscaped grounds and the terrace area with its external furniture. Each apartment benefits from either a private patio, generous full height windows, or balcony amenity space.

A lift and three stairs are provided for vertical circulation throughout the building. In addition to the residential apartments a number of communal facilities are provided at ground floor level. These include a general reception area, a residents' lounge with a kitchen, a guest suite and staff facilities.

A large refuse store is located on the ground floor with allocated areas for recycling. Conveniently accessed from an entrance on the north west of the building the main ground floor corridor is a secure storage charging facility for mobility scooters and residents' cycles.

Total number of units:

25 two bed apartments
(area between 72-87 sqm)

Communal spaces include:

- Residents' lounge
- Mobility scooter store
- House manager's office
- Reception and lobby area
- Guest suite

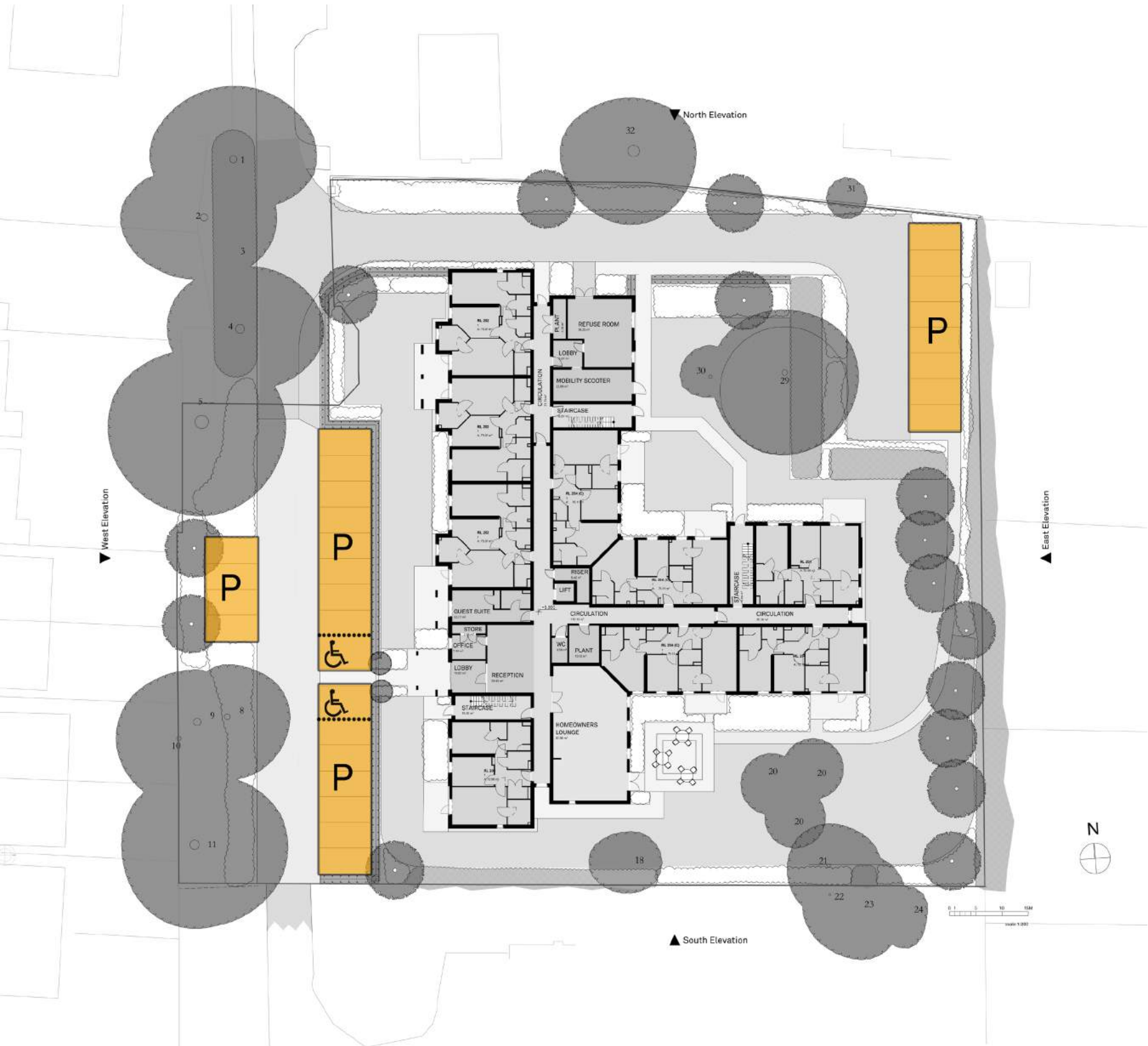
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Proposed parking layout

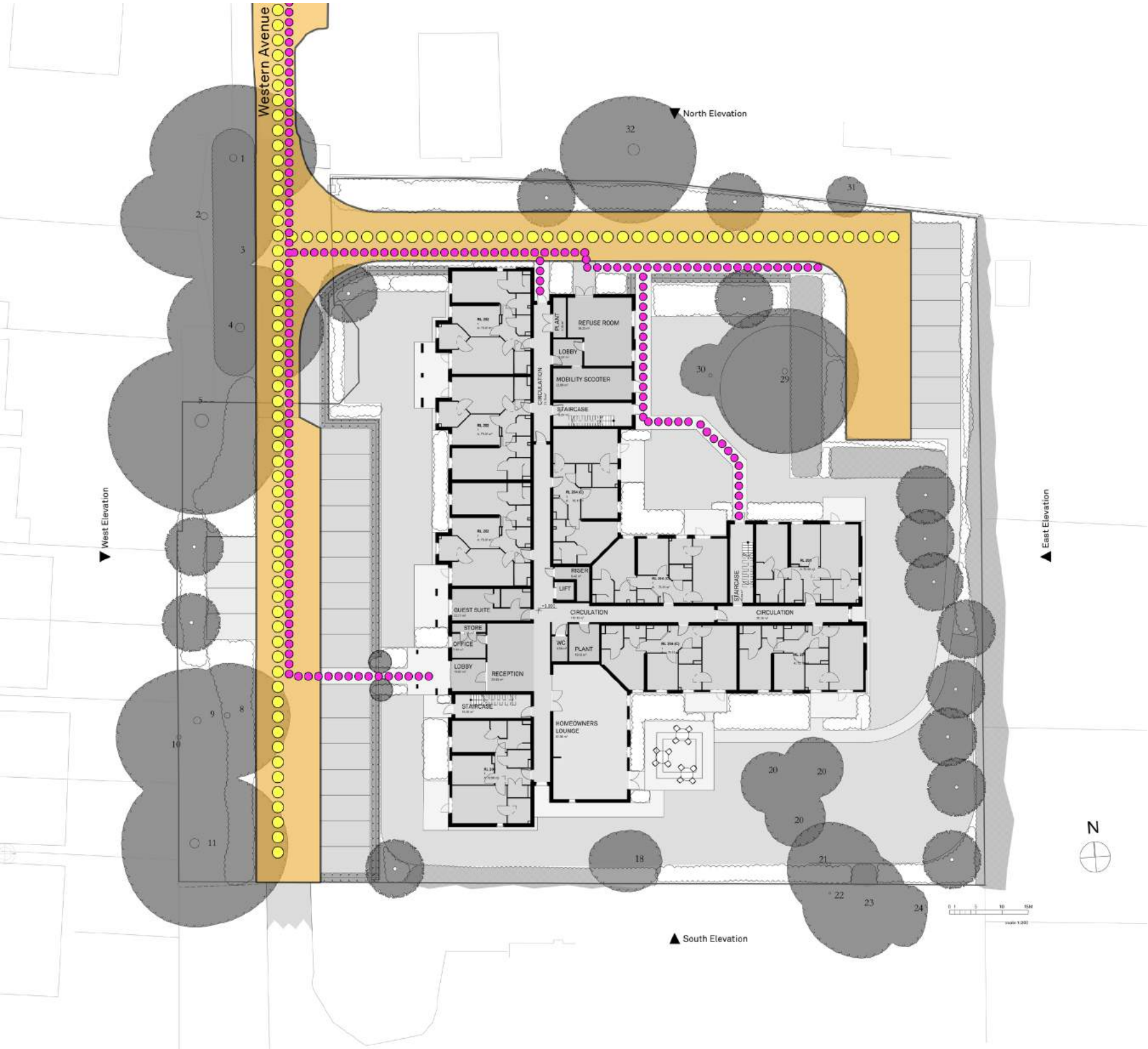
Parking

A total of 28 car parking spaces (including visitor parking) are provided.

In the north east corner of the site eight spaces are located within an existing area screened by tall dense hedging. At the front of the site there are twenty spaces for the residents, visitors and staff.

Two large spaces are positioned immediately adjacent to the pedestrian entrance to the building for use of disabled drivers/passengers. These areas are ‘softened’ by extensive planting, reinforcing the verdant landscaping throughout the development.

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Vehicular and Pedestrian Access

The scheme proposes to utilise Western Avenue to access the building and grounds. Western Avenue is a private, residential road with low vehicle movement.

Western Avenue leads from Havant Road (the speed limit is 30mph) to the north, southwards to the legal boundary of the development site, approximately 100 metres in length. This driveway continues through the site to the southern boundary and permits a legal 'right of way' to Vine House for the current and future owners.

At present the refuse and delivery vehicles need to reverse all the way down the road. The proposal introduces the new turning head, which will be an overall benefit to all residents on Western Avenue.

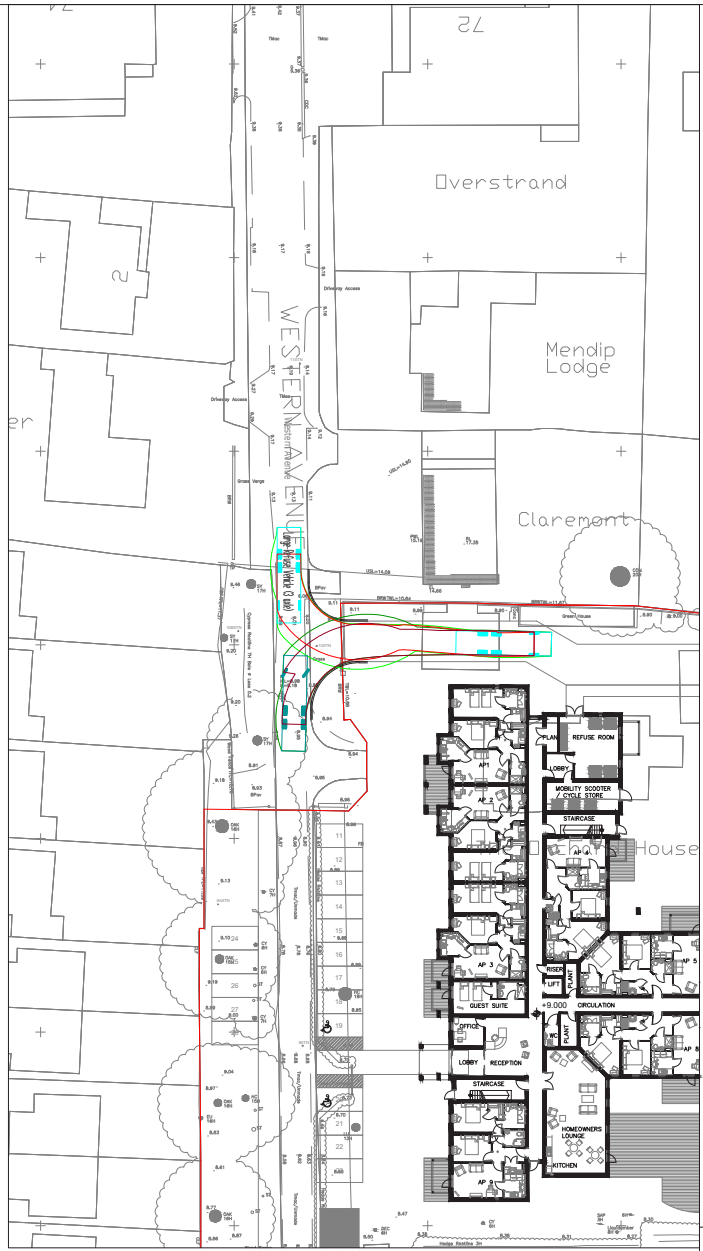
The main pedestrian entrance to the building is directly off this access route. There is an emergency access from the northern side of the scheme.W

A secondary northern entry provides access to the mobility scooter and bicycle store.

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Proposed refuse and mobility scooter store location



Proposed vehicle tracking

Refuse Strategy and Scooter Storage

A ‘turning head’ has been incorporated into the entrance area of the site to allow for manoeuvring of service vehicles (refuse, fire engine etc.).

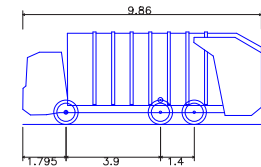
The bin store has been strategically positioned to allow ease of access and minimise travel distance to the kerb side for bin collections.

The development has 25 two bed apartments. The following provisions for waste and recycling have been made: 175 litres for every 2 bed unit. Each Euro bin provided holds 1100 litres. Therefore a minimum of 5.

Euro bins should be provided for the residential part of this development.

A mobility scooter and bicycle store with charging points for 8 scooters is at ground floor level with dedicated access path and internal connecting door to allow residents immediate access into and out of the building from the storage area.

VEHICLE PROFILE



Large Refuse Vehicle (3 axle)	9.860m
Overall Length	2.450m
Overall Width	3.814m
Overall Body Height	0.366m
Min Body Ground Clearance	2.450m
Track Width	4.00s
Lock to Lock Time	9.500m
Curb to Curb Turning Radius	

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Sustainability and Renewable Energy Statement

McCarthy & Stone takes a holistic approach to sustainability, considering not only environmental but also social and economic parameters. This approach is taken in both corporate governance and strategy plus in the design of its main product – private sheltered housing developments for older people.

Sustainability Strategy for the Development

IMPACT ON THE ENVIRONMENT

Building construction and the use of buildings, especially their space heating, is one of the main contributors to CO2 emissions in the UK. Energy conservation, introduction of sustainable transport strategies and incorporation of energy efficient strategies can be one way to play a part in reaching CO2 emission reductions.

CONTEXT

The proposal has been designed to respect and enhance the setting. The scale, height, mass and disposition is appropriate to the wider locality relevant to the context in which the site is set. At the same time, the proposal has been positioned to minimise the impact on any neighbouring properties. The layout of the pavements and spaces achieves a balance between good access into the development and providing interesting and useable spaces, which respects the existing terrain.

SUSTAINABILITY STRATEGIES IN LAND PROCUREMENT

The Client has an exemplary land procurement strategy, which aims to support the government’s drive to rejuvenate and redevelop Brownfield sites. The company’s land department select sites which, by the very nature of their location, encourage social inclusion and cohesion, social mobility and participation of the future residents of a potential development in the local community.

SITE LOCATION & AMENITIES

The site is located approximately 1km from the local retail core of Emsworth. This proximity helps to reduce dependence on the private car, thereby reducing pollution from NO2 gases and greenhouse gas emissions. The proximity will also help to encourage social inclusion.

TRANSPORTATION

The site is located within a short walking distance to public transport, with bus routes running along the Havant Road. The proximity of the development to local amenities has the important benefit of contributing to the reduction of car dependency.

DENSITY DEVELOPMENT AND DIVERSITY

The incorporation of a retirement housing development within the wider residential context presents an opportunity to improve the density of development - a sustainable strategy.

Sustainable Strategies in Design

SITE ECOLOGY, BIO-DIVERSITY AND LANDSCAPING

The proposed landscape strategy plan will provide a sensitively designed scheme, retain existing trees where appropriate, enhance the surroundings and create an appropriate response to the character of the area.

LAYOUT, ORIENTATION, FORM AND MICRO-CLIMATIC FACTORS

Possible solar gain to the fenestration on the south facade will be mitigated in the summer months through the use of solar control glazing/blinds and the existing trees. The east and west facade glazing provides a greater area to benefit from solar gain. The layout ensures that most apartments will benefit from direct sunlight at some point during the day. The form of the building has largely been dictated by the shape and topography of the site, functional requirements, site analysis and contextual analysis.

ENERGY EFFICIENCY

Each separate habitable room within the apartments will be designed with independent thermal controls as standard. Communal lighting will be linked to daylight and/or movement sensors. All the spaces within each flat will be lit by low energy light fittings, including all the external lighting.

Ensuring daylight access to all kitchens reduces the internal lighting load within individual flats. Good thermal performance will be further achieved by the use of Low-e solar control double-glazing with enhanced thermal insulation.

All electrical appliances will be A-rated with the exception of the tumble dryers, as a financially feasible A-rated model is not yet available. Advice on the use of these white goods will be passed onto the homeowners in a handover pack. An energy saving advice leaflet will also be passed on to the homeowners.

Thermal insulation and ventilation will be designed into the building envelope using a specification to achieve a good SAP rating in compliance with Part L of the Buildings Regulations. Combined with a good standard of ventilation and air tightness, this will help to conserve the fuel used to power the building.

SPACE HEATING

All the flats and communal spaces will be highly insulated with high performance glazing.

COMPACT FORM AND EMBODIED ENERGY

The general use of this goes towards contributing to reduce the embodied energy, the non-renewable energy consumed in the acquisition of raw materials, their processing, manufacture, transportation to site and the construction process.

The proposed configuration of apartments linked, in most part, by a central corridor also reduces the surface area to floor ratio with a corresponding reduction in the space heating energy usage. Furthermore there is some reduction in the effective area over which the building would lose this heat through its fabric. As a result of this building form, maintenance costs are also reduced particularly if there is a comparison with an equivalent number of bed spaces

provided in conventional housing. In conclusion the compact form will increase the whole life value and reduce the life cycle energy use of the proposed scheme.

HCFC (HYDRO-CHLORO-FLUORO CARBONS) EMISSIONS

HCFC’s (ozone depleting substances) within the building will be reduced and where possible will not be included in the specification. The standard specification already includes zero ozone depleting insulation types such as 2L2 Super Class O for external walls, Catnic for window lintels, Rockwool mineral fibre for roofs, Acorn polystyrene for floors and foundations and Armaflex for the pipe work.

WATER ECONOMY

Dual flush 4-6 litre WCs are specified in each apartment. The individual hot water storage units are located as close as possible to taps so as to minimise the amount of water (and energy) wasted through running the hot tap before hot water is available. Shallow baths reduce water consumption and taps incorporate restrictors to reduce flow rates.

MATERIALS

With the exception of timber, most of the materials to be used will be manufactured in the UK and supplied direct or through builder’s merchants. These materials will be sourced locally where feasible. All timber to be used in the construction will be sourced from renewable sources with FSC certificates. Nearest-cut lengths will be specified for timber so as to minimise waste.

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TRANSPORT

The proximity of the proposed development to local amenities has the important benefit of contributing to the reduction of car dependency. A 'Green Transport Plan' will be prepared for future residents in order to inform them of local transport services and home delivery services. The combination of all these factors effectively reduces the potential for adding to air pollution and increasing vehicular fuel consumption.

DURABILITY AND FLEXIBILITY

The internal space within the apartments is adaptable i.e. the studwork partitions can be easily demounted should future needs change.

DISABILITY ACCESS

The proposal is designed to allow for ease of access and movement for people with disabilities.

WASTE MANAGEMENT AND RECYCLING

The proposed development will include communal refuse and recycling facilities. In addition, McCarthy & Stone encourages suppliers to reduce surplus packaging for materials, fixtures and fittings and seek to minimise the number and effect of deliveries. Wherever feasible, natural raw materials and products will be used in the construction process. Any packaging such as MDF, wood or plastic wrapping will be reused to protect fragile building elements during the building process such as metallic sinks, porcelain products etc.

SUSTAINABLE PRACTICES AND STRATEGIES TO BE USED IN CONSTRUCTION ENVIRONMENTAL SUSTAINABILITY

Pre-fabricated concrete/timber products and, most probably, mortar silos, will be used to further reduce on site water use. Fuel use will be minimised during construction by arranging for mains power to be installed as soon as possible. McCarthy & Stone will issue Best Practice Guidelines to site staff on minimising and managing waste together with a system for assessing our waste contractors to emphasise environmental issues as well as regulatory, performance and cost aspects.

HEALTH AND SAFETY

McCarthy & Stone aims to be a good neighbour during the construction process and have a Considerate Construction Policy. This involves minimising noise at unsociable hours and a constant focus on site presentation. The site manager, Banksman and the contracts manager for the scheme will be in liaison with the neighbours to ensure that any issues during the construction phase are addressed.

Site operatives will be given a health and safety induction before starting construction on site and most site operatives have gone through the health and safety course to obtain their CSCS cards which is a card to certify Health & Safety competence to enter building sites. McCarthy & Stone has a Health & Safety Policy that ensures that issues are addressed on a regular basis at all levels, and have signed up to The Home Builders Federation (HBF) newly established Health & Safety Charter which promotes industry wide improvement.

Health & Safety issues are on the agenda at all Board meetings. To promote greater management accountability and year on year improvement in health and safety performance a system of internal fines has been introduced on all construction sites.

ECONOMIC SUSTAINABILITY

The emphasis on local sourcing of effective contractors and subcontractors who can deliver their services to the construction site on time provides an opportunity to contribute to the economic viability of the local and surrounding areas.

LIGHTING ASSESSMENT

In external areas low level bollard lighting angles light down to where it is most usefully needed, to avoid light pollution, and can be easily located to illuminate paths and parking areas without impacting on residents dwellings. Building lighting is PIR controlled and set to come on from dusk until dawn, providing added security when it is needed, and reducing unnecessary energy usage. All external lighting uses low energy fittings.

VENTILATION / EXTRACTION ASSESSMENT

Domestic extract fans and ventilation (e.g. to serve kitchens and bathrooms) will be employed within the developments. Extract fans are sited to avoid visual intrusion, and noise/fumes for neighbours.

NOISE IMPACT

The site benefits from an isolated location well away from any potential noise sources. The building is approximately 100 metres back from the main Havant Road and is substantially screened by existing mature trees and structures. However, all windows are double glazed to avoid noise disturbance to residents.

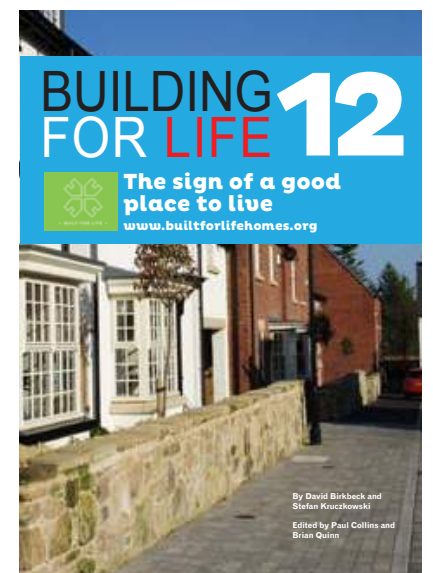
SECURITY

Retirement Living offers a safe environment for older people to live in. Each apartment has its own lockable front door that opens into a communal corridor space. The internal circulation space can only be accessed via the main entrance which requires a security code to be entered each time you pass through.

Visitors are required to wait for the concierge or a residents to let them in. All windows are fitted with locks as are French doors/patio doors. Exits from stairwells is through a self closing door which locks on closing. Access and exit to the refuse store and mobility scooter storage areas is via a coded security door.

Building For Life

Design Council initiative 'Building for Life' has been considered in the preparation of this scheme of retirement living apartments.



5. Conclusion

Conclusion

Through the development of the scheme, a well-considered and sympathetic design has been at the heart of the process. The proposed solution responds to its context, respects the amenity of adjoining properties and brings an appropriate use to an established residential area.

The proposal is respectful of the site parameters, responding to its aspect and orientation, being respectful of its neighbours in terms of positioning and massing whilst enhancing its existing surroundings and landscaping. The building's use, its architectural style and the scale of the design have been carefully considered. This analysis ensures that the proposal can be sensitively integrated into the local community and the built environment.

Landscaped grounds and conveniently located amenity spaces have been fully integrated into the design. This will encourage future owners to make the most of the pleasant external spaces. Great consideration has been given to enhancing the landscaping along the site's boundaries, improving privacy between the retirement scheme and the neighbouring properties and maintaining the area's character.

CABE assessment

Taken from 'Design and Access Statements: how to write, read and use them' (CABE, 2006).

The process

- ✔ Does the statement show that the applicant has assessed the site's full context, including physical, social and economic characteristics and relevant planning policies?
- ✔ Has the applicant demonstrated how they have taken account of the results of any community involvement?
- ✔ Does the statement show that the scheme has emerged from a rigorous assessment-involvement-evaluation-design process rather than trying to justify retrospectively a pre-determined solution?

Use

- ✔ Would the application help to create an appropriate mix of uses in the area?
- ✔ Would different uses work together well, or would they cause unacceptable annoyance?

Amount

- ✔ Is the density appropriate?
- ✔ Could the neighbourhood's services support the amount of development planned?

Layout

- ✔ Do all spaces have a purpose?
- ✔ Will public spaces be practical, safe, overlooked and inclusive?
- ✔ Will private spaces be adaptable, secure and inviting?

Scale

- ✔ Will the buildings sit comfortably with their surroundings?
- ✔ Will they, and parts like doors and windows, be of a comfortable scale for people?

Landscaping

- ✔ Has landscaping been properly considered from the start?
- ✔ Will it help to make the place look good and work well, and will it meet any specific aims for the site?

Appearance

- ✔ How will the development visually relate to its surroundings?
- ✔ Will it look attractive?

Access

- ✔ Will the place be safe and easy for everyone to move around?
- ✔ Will it make the most of the surrounding movement network?
- ✔ Has the applicant clearly described their policy approach and consultation process, whether carried out or planned?