

Design & Access Statement

Residential Development

11/13, East Street
Havant



ARCHITECTS

June 2017

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1.00

Introduction

1.00 INTRODUCTION

- 1.01 Peter Galloway RIBA has been commissioned to provide design proposals for a regenerative residential development of 11 East Street Havant, including land to the rear of no. 13 East Street.
- 1.02 Following a series of discussions with the Local Planning Department a pattern of design criteria has evolved, the solution to which is outlined and amended within this document.
- 1.03 Preliminary planning enquiries have been made earlier, indicating that there would not be any principal objections to such a proposal, but urban design criteria would require satisfactory responses, and cognisance of the Conservation Area requires consideration.
- 1.04 The site has been hitherto been used as a retail outlet. However, the current owner has had the premises on the market for letting - either long or short term – for over two years with no interest in the premises for retail purposes.
- 1.05 There is an application being submitted for the redevelopment of no. 9 East Street to be considered in parallel with this proposal. From both applicants' perspective there is little perceived value in granting consent to one application without the other.
- 1.06 The proposal has been designed to allow future development on The Pallant frontage without prejudicial effect. A drawing to this effect is attached to the application

2.00

Design Objectives

2.00 DESIGN OBJECTIVES

2.01 To provide the following amended residential accommodation:

- - 6 no. 3 Bed Mews Houses
- 6 no. Car Spaces

2.02 To provide a design of architectural and environmental quality, to augment and complement the situation in which the development will lie.

2.03 To reinforce the various street scenes, and integrate the proposal with existing and proposed developments within the conservation Area.

2.04 To offer a solution articulating the existing undulating patterns of roofscape.

3.00

Site Analysis

3.00 SITE ANALYSIS

- 3.01 The site for development lies in the centre of Havant, extending from East Street to The Pallant.
- 3.02 The site is flat within a substantial urban area.
- 3.03 There is limited vehicular access to this town centre site, therefore only 6 car spaces have been offered in the solution. Pedestrian access is available from both The Pallant and East Street.
- 3.04 All major services are currently available around the perimeter of the proposed building zone.
- 3.05 In climatic terms, the site is protected.
- 3.06 The site lies within the Town Centre Conservation Area, and No. 13, East Street is a Grade II Listed Building.
- 3.07 There is no incumbent landscaping on the site.
- 3.08 The Northern boundary is fronted by The Pallant one way road.

The Southern boundary is fronted by East Street.

The Western boundary lies adjacent to an existing single storey retail unit, which has planning consent for residential redevelopment, and is the subject of a revised application.

The Eastern boundary is bordered by The Bear Hotel Car Park

4.00

Conservation Issues

4.00 CONSERVATION ISSUES

- 4.01 The site lies within the St. Faith's Conservation Area within Havant Town Centre.
- 4.02 13 East Street is a Grade II Listed Building, having planning consent for change of use to residential.
- 4.03 None of the buildings on the application site are Listed.
- 4.04 Due to the nature of Havant and its associated history, space and time may be required to accommodate archaeological inspection prior to construction.
- 4.05 Details of materials and surfacing treatments are an important consideration, and have been identified on the proposal drawings.
- 4.06 The remnants of an old cart track are visible on the ground. It is in a dilapidated condition and will be replaced by new surfacing.

5.00

Planning Policies

5.00 PLANNING POLICIES

5.01 Havant Borough Council planning guidelines state that within defined urban areas, such development will be permitted where the environmental quality of an area will be respected.

5.02 The site lies within the St. Faiths Conservation Area.

Policies seek to ensure both demolition and development would not have a detrimental effect on the character and setting of the Conservation area.

5.03 Regarding the demolitions, we have met on site with the Conservation Officer (originally Mr Ricketts and subsequently John Townsend).

5.04 The shopping frontages of properties in East Street fall within the previously defined tertiary frontages.

Residential uses will be permitted provided they are appropriate in scale and contribute to the vitality and viability of the Centre as a whole.

Cycle parking for all residential units and visitors has been provided, and fire fighting access has been maintained.

5.00 PLANNING POLICIES

5.05 The scheme is subject to Havant Borough Council's Community Infrastructure Levy.

5.06 The adjacent servicing area currently has pedestrian trolley service access (only) from The Pallant, under an easement agreement with the applicant's ownership.

However, most deliveries were by vehicles in East Street to No. 9, and this is expected to remain the case in part, upon completion of any redevelopment. There is now the opportunity to service more than 50% of the proposal from The Pallant.

NB. no. 9 and 11 East Street are also currently vacant units.

5.07 East Street lies at the heart of the historic town centre in St Faith's Conservation Area and is in need of comprehensive regeneration.

It contains a number of listed buildings and development proposals would therefore need to conserve or enhance the setting of the area.

The regeneration area is suitable for residential use and a range of community facilities.

Development proposals have taken into consideration the outcomes of the informal consultation on East Street that took place in summer 2012.

6.00

Site Concept

6.00 SITE CONCEPT

- 6.01 The planning strategy adopted involves the development of the central area of the site, respecting the privacy and amenity to existing surrounding residential and retail occupancies.
- 6.02 The buildings generally take up the footprint of the existing buildings on the site, with the northernmost element respecting the relationship with existing occupancies.
- 6.03 The proposal is conceived to respond to the parallel application for no. 9 East Street, and has a scale which is in context with adjacent planning consents and existing mass of surrounding buildings.
- 6.04 Principal entrances are offered from both The Pallant and East Street.
- 6.05 Due to the town centre location of the site, limited car parking spaces have been provided.
- 6.06 Further, it is intended to achieve a high Eco-rating which is reinforced by such non-provision of car spaces.
- 6.07 12 no. cycle spaces have been provided at ground level, plus 4 no. for visitors (short stay).

6.08 There is an existing right of way across the application site to gain access to the rear of nos. 5 and 7 East Street, and this is to be retained as 1.2m wide.

7.00

Building Concept

7.00 BUILDING CONCEPT

- 7.01 The orientation of the development offers North, East and West aspects.
- 7.02 The ridge lines of the building runs north to south. The central massing of the proposal has been designed to complement the parallel application for no. 9, East Street.
- 7.03 Traditional construction is envisaged with articulated spaces and forms complemented by variations in materials.
- 7.04 Townscape
There is a variety of ground surfacing materials, and attention to detail with regard to signage, street furniture, seating, lighting etc. to make the pedestrian routes safe and attractive.

8.00

Appendices

A.01

Access Statement

A.01 ACCESS STATEMENT

A.01.01 Appraising the Context

The character of the site comprises older style commercial buildings in various stages of dilapidation.

A myriad of roof forms, styles and materials from the essence of this character

The northern boundary fronts The Pallant.

The site does not lie in a flood risk area zone.

A.01.02 Design Principles

- a) The site can adequately support a variety of dwellings, which, by nature of its scale is protected from possible visual intrusion from all vantage points.

The proposed development is introspective therefore further protecting occupants from any intrusion on amenity.

A.01.03 Access Principles

- a) Access to the site is proposed from East Street, and lies within 200metres of Havant Station, Havant Town Centre and its community facilities/Public Transport Links.

The site is therefore sustainable.

- b) The new access to the site accommodates -

Pedestrian Access
Public Transport Access
Cycle Access
Emergency & Service Access
Sustainability

A.01.04 Access Solution

- a) All users will have equal and convenient access to buildings, spaces and the public transport network.
- b) Inclusive access will be achieved via compliance with Approved Document M of Building Regulations.
- c) Access for emergency vehicles remains intact via The Pallant.

A.02

Party Wall Issues

A.02 Party Wall Issues

A.03.1 There is one Party Wall situation to be aware of:

- a) Junction between existing/proposed residential conversion development on 9 East Street with the proposal site.

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A.03

Amendments to Proposals

- A.03.1 In my opinion the overall mass and bulk of the proposal is appropriate for this site.
- A.03.2 The roof design has been amended to be more appropriate.
- A.03.3 The bin and cycle stores have been relocated to the centre of the site and an additional staircase entrance has been provided.
- A.03.4 The proposed fenestration has been amended so that the windows at first floor are wider, a bow window has been incorporated and the reduced size flat roofed dormers have been provided.
- A.03.5 Landscaping has been added within an enhanced red line application boundary.
- A.03.6 All units are sized to be acceptable to RSL requirements.

- A.03.7 Ground floor flats now have improved outlooks and defensible space.
- A.03.8 Rendering at pedestrian level has been omitted to avoid graffiti pollution, and security has been improved and limited access areas reduced.
- A.03.9 Corner window details have been omitted, and fenestration generally has been reappraised
- A.03.10 All undercroft routes would be well lit.
- A.03.11 Comments from the Conservation Officer, Highways and Landscape Officers have been accommodated