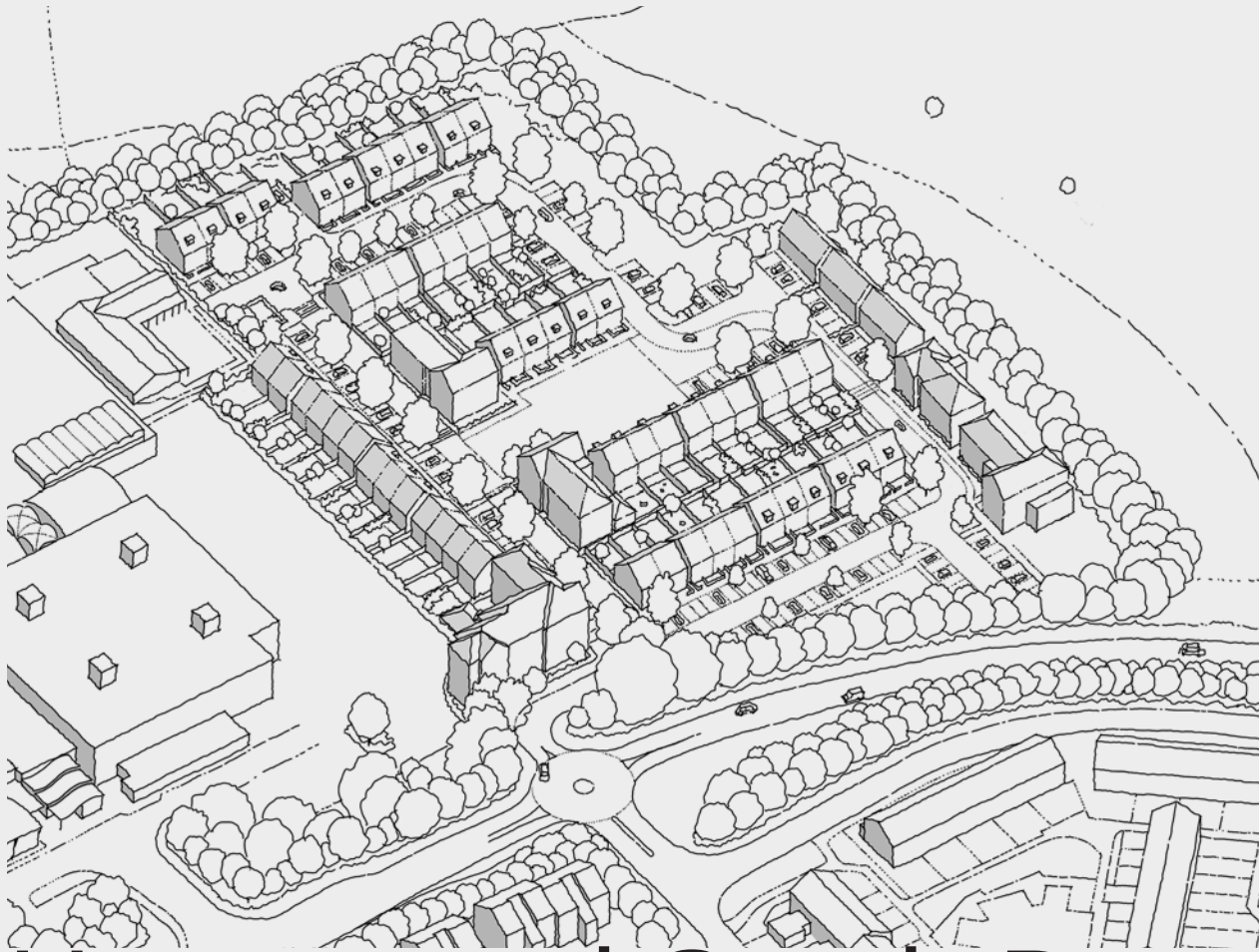


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Havant and South Downs College

Design & Access Statement

LOCATION Havant	HGP REFERENCE 20.001
APPLICANT Places for People	REVISION P3
DATE March 2022	STATUS Planning Application
AUTHORS Virag Farkas Robin Hewitt	REVIEWED BY Chris Callard

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01

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Introduction

Preface

This Design & Access Statement has been prepared to support the Planning Application and explain the rationale to development of land at College Road, Waterlooville on behalf of Places for People.

The site is used for parking and education buildings that are no longer required. The application seeks to redevelop the site with its own access and provide 102 affordable dwellings as well as associated landscape and parking.

This statement should be read in conjunction with all formally submitted application material including the supporting reports and the application drawings.

The DAS will introduce the site and analyse its context, opportunities and constraints, demonstrate development of a concept in consultation with the council and present a solution appropriate for the site.



Client:



Places for People

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Poundbury
DT1 3BW

www.placesforpeople.co.uk

Highways Consultant



Awcock Ward Partnership.

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www.awpexeter.com

Landscape Consultant



ACD Environmental.

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Eastleigh
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Architect:



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Biodiversity/ Ecology Consultant



Pro Vision (Biodiversity/ Ecology

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Acoustic Consultant/Noise Survey



Noise

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Planning Consultant



Mission Town Planning

Heritage Consultant



Orion Heritage

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1-4 Cumberland Place
Southampton
Hampshire SO15 2NP

www.hydrock.com

Site Location



Site Location

The site is located in Purbrook, Waterlooville just north of the Portsdown Hill ridge. This area is served by the A3 and by train connections to London and along the coast to Brighton.

The site has good access to local shops along Crookhorn Lane, primary health care, a golf course, public transport and schools. It is 5 miles north east of Portsmouth and 2.5 miles north west of Havant.

The neighbouring college is a successful vocational and technical further education institution and is part of a well supported multi campus FE network known as Havant and South Downs College.

The site itself is currently the southern car park of South Downs College and it currently contains a few existing college buildings that are to be demolished. The demolition of these buildings and a reduction in intensity of the activity of the college is a justification for the disposal of the car park for development to residential use.

Following the relocation of A-Level learners to the Havant campus, the college developed an estate strategy which identified substantial excess teaching space on the South Downs campus. The southern car park was closed in September 2021. Since then, there has been on average 90 free car parking spaces across the campus. The college now has plans to allow for an additional 74 spaces once the demolition takes place. This, and the continuation of distance learning techniques implemented during the pandemic will ensure current car parking capacity is expanded.

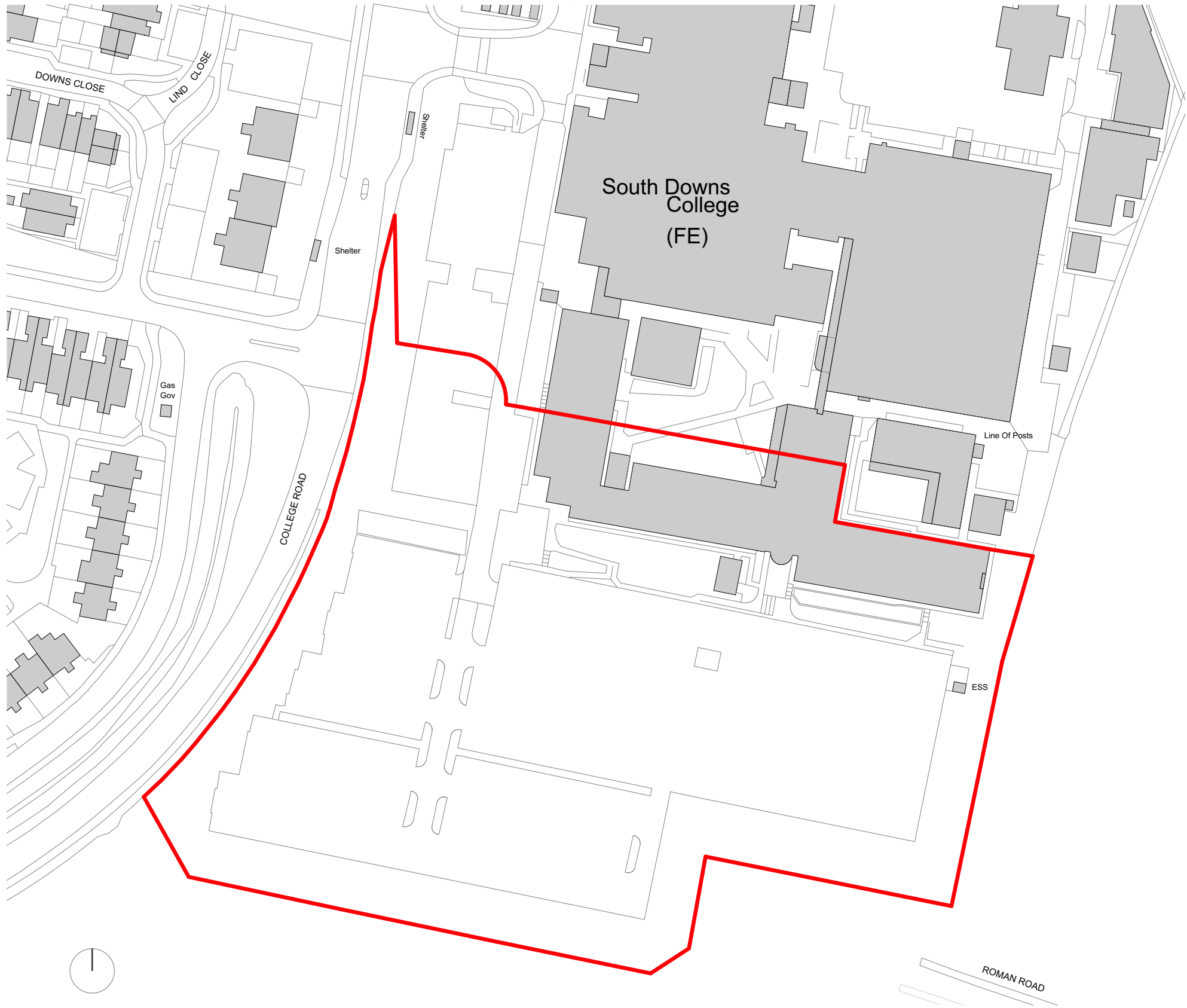
Site Address

College Road,
Waterlooville,
PO7 8AA

Site Area

22 751 m²

2.275 ha



Consultation

The applicant, Places for People, has undertaken a programme of public consultation to explain and shape their plans for a residential development comprising around 100 homes at the South Downs campus of Havant & South Downs College, off College Road in Crookhorn.

Places for People, made a submission for Pre-application advice to the Local Authority in July of 2020. This was one of the first steps in a long journey engaging with local interested parties

The project team has sought to carry out the engagement and consultation programme in line with the principles for public consultation as set out in Havant Borough Council's Statement of Community Involvement (2019) whilst also being sympathetic to Covid-19 concerns.

Pre-application public consultation activity for the proposals has included the distribution of a consultation leaflet and Freepost response envelope to 591 addresses nearest to the proposed development site, to make residents aware of the new proposals, to invite feedback and to provide them with contact details of the available consultation channels. A Freepost address, Freephone number, consultation email address and dedicated project website with an online response facility provided traditional as well as digital channels for members of the public to participate in the consultation. A press release and social media post were issued and covered locally as well. Elected representatives for the local area and other stakeholders have been informed of the consultation and a meeting was held with the Havant Borough Council Ward Councillors for the host ward, Purbrook, on 11th February 2022. An online consultation event was held on 3rd March 2022 with a recording uploaded onto the project website for those who were not able to attend. A Frequently Asked Questions document was made available which covers answers to the most frequently raised issues.

At the time of writing, a total of 17 individual responses have been received. 12 individuals raise concerns, 1 has a balanced view and is classed as neutral and 4 express support for the plans. Feedback was clustered into categories. The top three categories of local interest focused on traffic on the local road network, car parking capacity and the principle of the development at this site, covering just under half (44%) of all feedback received.

The team has considered all feedback and sent answers to respondents. Suggestions, such as the provision of information signs along native trees to educate residents about which species they are, may be taken on board where feasible and practicable. The team will continue to answer any questions, throughout the planning process and beyond.

The following document will illustrate the consideration of feedback in the development of the scheme.



02

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Analysis

Site Photos



01 Edge of existing south buildings



02 View from outside the site south buildings to be demolished



03 Fence line parallel to the existing nursery south building on the right to be demolished



04 Existing trees on south east corner



05 South east corner where badger activity has been recorded



06 View of green corridors



07 Trees and screening along College Road in the background



08 view looking out through green corridors to the sites to the south



09 Locomotive engineering training compound

Area Character

Houses in the Crookhorn area can be described as domestic in scale at generally 2 storeys with occasional 3 storey apartment buildings distributed among them. The architectural style is a mix of fairly typical suburban post war housing with some more strongly defined residential streetscapes in the streets immediately off Crookhorn Lane.

Dominant building materials are mixed brick and red /grey roof tiles on semi-detached houses. White PVCu windows are on most buildings. The long, two storey, wide fronted terraces generally have boarding at first floor between brick party walls and dark grey roof tiles. Much of this boarding has been replaced or modified over time with different colour materials, mostly in PVCu.

The College buildings immediately adjacent to the site are a varied mixture of modern institutional buildings of various ages and styles. The college is dominated by the large 3 storey block in a buff coloured brick with regular fin details framing the regular window rhythm. This is softened by a less imposing entrance hall with curved steel roofs and glass façades.

The context of the site, on this side of College Road, is currently characterised by the college itself to the north, with the rest of the surrounding sites to south and east being open fields. The development of the site will represent an extension of the residential area that is bordered by college road.



01 South Downs College
Adjacent to the development site



02 Three storey apartment buildings
Tor Close



03 Brick and Clay Tile semi detached houses
Downs Close



04 Apartment Buildings
Lind Close



05 Two storey, wide fronted terraces
Atlantis Avenue



06 Larger Houses
Crookhorn Lane



07 Local Centre
Crookhorn Lane



08 Streets immediately off Crookhorn lane
Older houses and stronger defined character



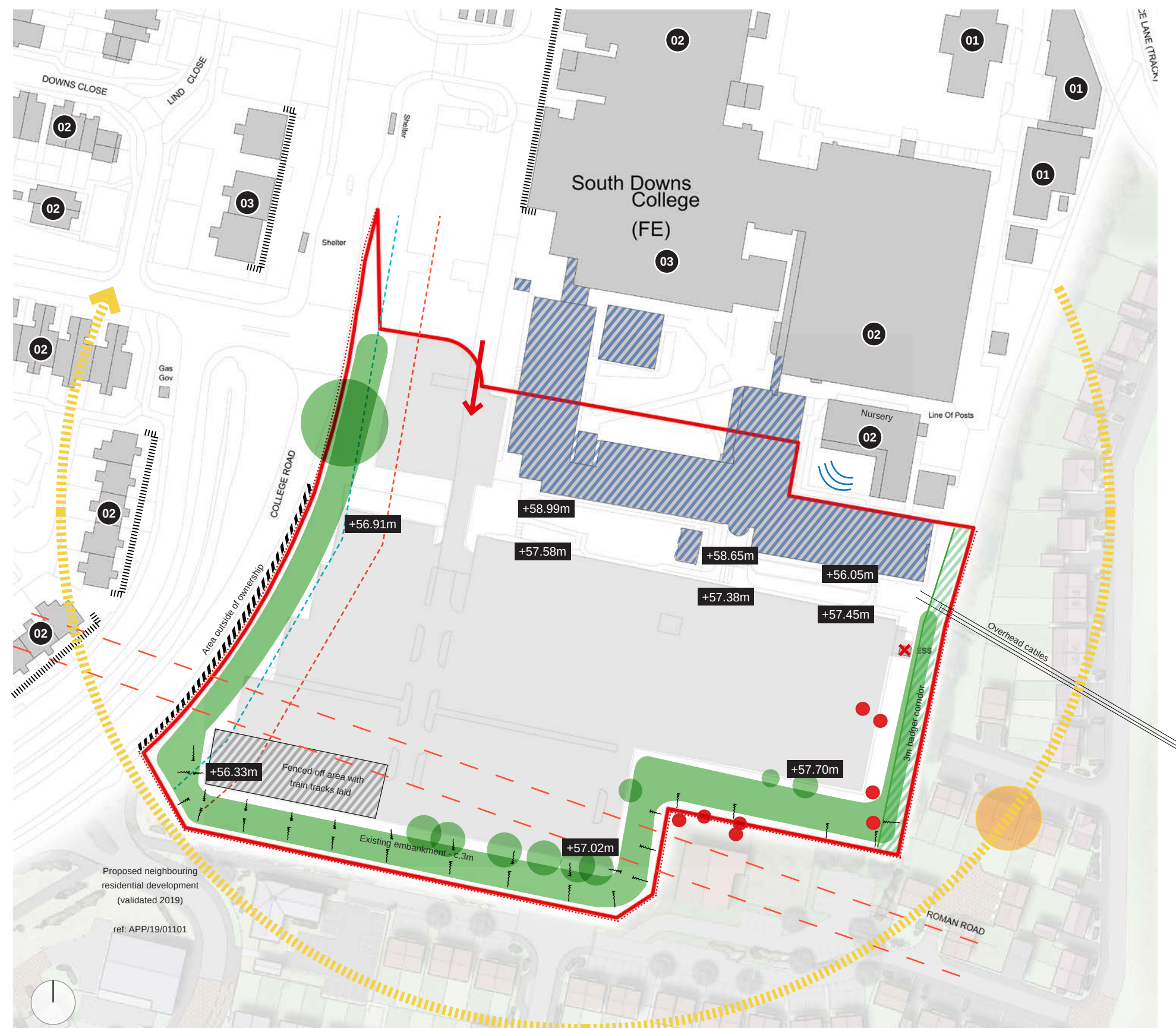
09 Streets immediately off Crookhorn lane
Older houses and stronger defined character

Constraints

- Hard infrastructural constraints on the site are represented by the underground gas main running parallel to College Road. This area will be left accessible with an easement maintained along its path.
- Overhead Cables terminate at a substation which is not in an advantageous position.
- An access will need to be created to the site and the location for this is limited to the North West corner where the nature of the land ownership allows the necessary works to be carried out.
- The embankment at the South and East boundary has planting and trees and is a strong natural border to the development and will be maintained to offer screening and provide wildlife corridors. Badger activity in this green corridor is noted and will be of particular interest for conservation.
- The South West corner of the site contains a training area for locomotive infrastructure and a short run of train tracks. This will require some removal but is unlikely to harbour any contamination.
- The nursery on the North East corner may be a source of noise to the future residents and will also need to be taken into account to avoid any concerns in privacy and overlooking.
- Less apparent is the vestigial path of a Roman road which crosses the site West to East. While no artefacts remain, the notional path of the road will be referenced in the planning of the scheme.
- Neighbouring sites to the South have permission for residential development validated in 2019 and the relevant proposals have been reflected on this plan.

Key

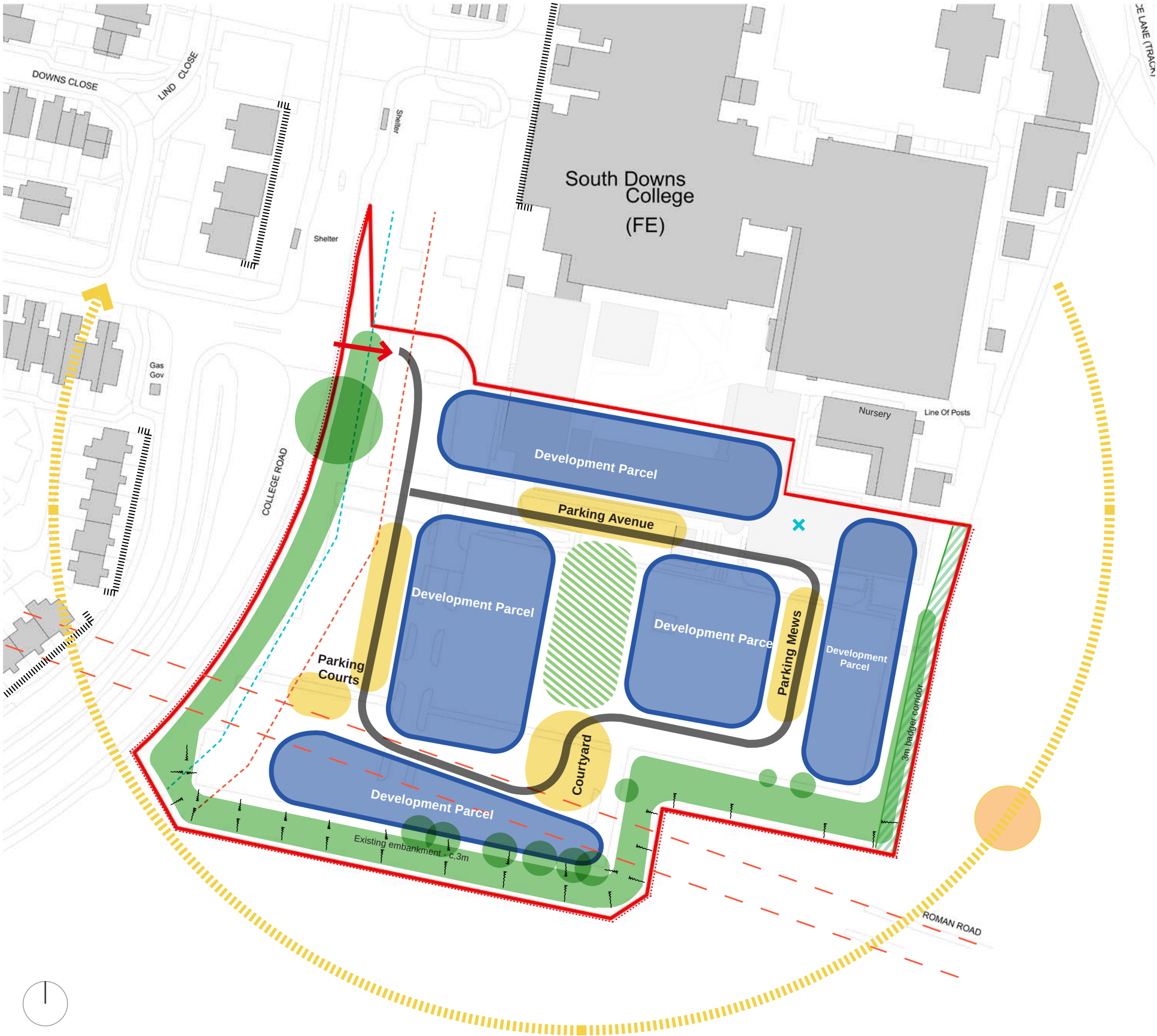
-  High pressure gas route and easement
-  Course of Roman road
-  Existing sub station
-  Existing access
-  Badger habitat recorded
-  Existing buildings to be demolished
-  Storey heights
-  Ground levels
-  Tarmacked area
-  Concrete post & wire fence
-  Existing trees
-  Sun path
-  Build line



Development Opportunities

Many site constraints offer guidance for the design approach. For instance:

- The zone over the gas main naturally indicates a no-build area and encourages any development to be set back from the main road and positions the access road. The build line would then be following college road in a similar way to the surrounding context.
- The vestigial route of the Roman road will be referenced in the siting of buildings. This further informs the circulation and open space around the site.
- The presence of the neighbouring nursery is a design generator in that the location and orientation of buildings in this corner of the site will respond to the privacy and noise concerns. The substation which is necessary to support the development can be situated here where otherwise it would take up development space.
- The development areas that remain lend themselves to the arrangement of strong street frontages addressing the circulation routes and facing gardens.
- Roadside parking bays and parking courts allow separation of the built forms and the introduction of trees and soft landscaping. The careful siting of parking will allow for areas of public open space to give a sense of place and character.



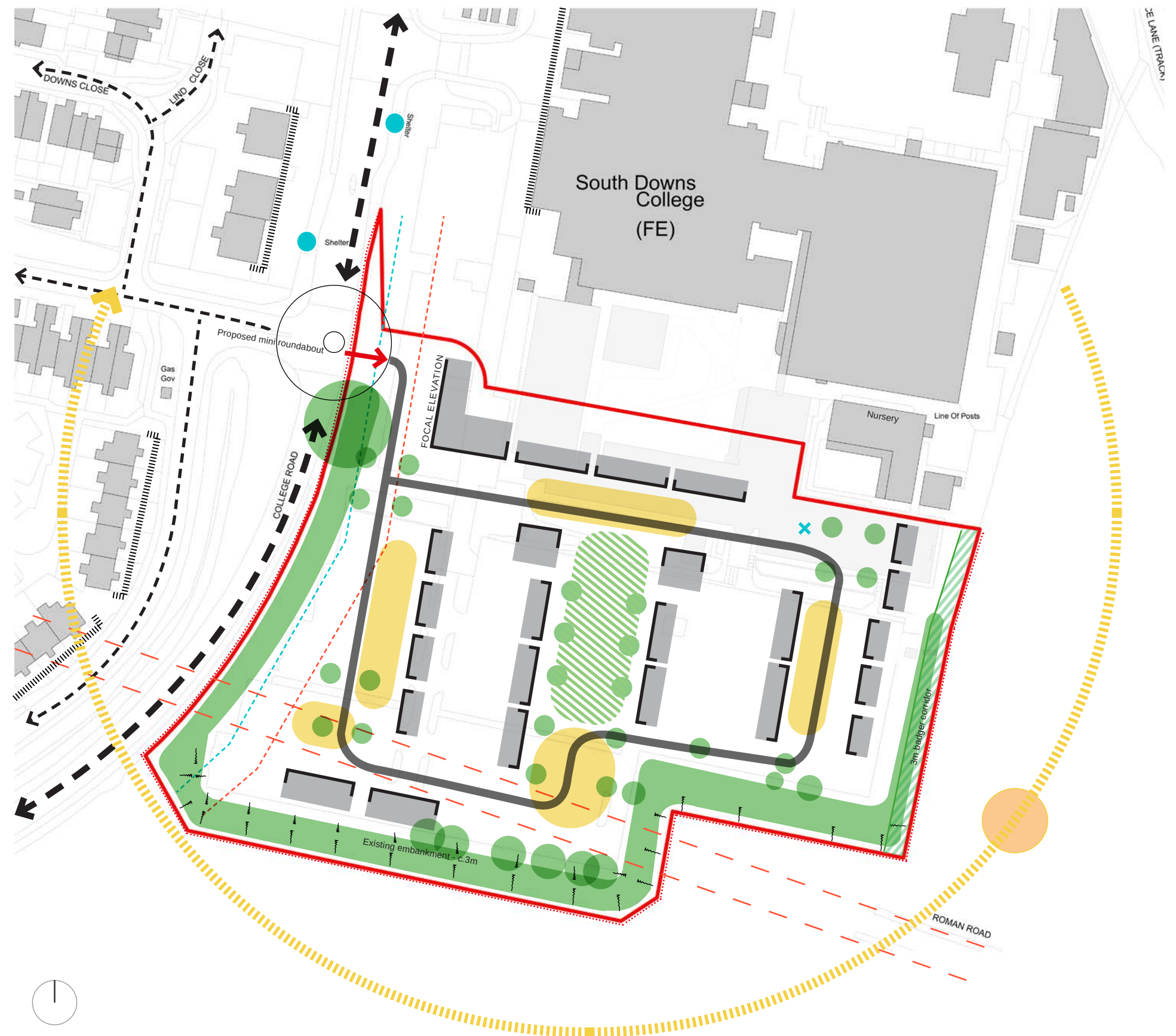
- Key**
- Proposed road
 - Proposed sub station
 - New vehicular access
 - Public open space
 - Squares
 - Development parcels
 - Sun path
 - Build line

Opportunities

- The development will require a new access from College road. The introduction of a new mini roundabout at the North West corner of the site will offer improved access for not only this site, but also the neighbouring residential streets. The existing poplar tree will also serve as a focal point for the gateway to the site along with the proposed hornbeam hedges.
- This new gateway location will be the natural position for one of the focal buildings in the scheme that establishes the character and arrival experience, and so, the larger apartment block will be situated here.
- The implementation of a loop road circulating around the site removes the need for turning heads, making a more efficient use of space designed around people rather than the occasional movement of large vehicles.
- The straight streets that have been set up offer strong vistas and these will be highlighted by the addition of trees and soft landscaping at focal points. This will be most noticeable at the ends of streets with groups of trees, and surrounding the public open spaces.
- The proposed greenery will also break up the parking courts and squares.
- Proposed greenery will also complement the existing greenery. This is not only by use of the existing poplar tree, but by augmentation of the boundary screening that exists on the South and East edges
- Back to back gardens gives a clear distinction between public and private open space.

Key

- ➔ College Road
- ➔ Secondary roads
- Proposed road
- ▭ Squares
- ▭ Proposed form
- ▨ Public open space
- Bus stop
- ➔ Sun path
- ||||| Build line



03

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Proposal

Proposed Layout

This scheme proposes 56 new build houses and 46 apartments on site of 2.275 hectares. There are 11 x 1bed, 55 x 2 beds, 25 x 3 beds and 11 x 4 bed dwellings. The southern and eastern boundary of the site borders neighbouring plots that are currently open field, although these are to undergo residential development by others in the future.

The entrance of the site via the proposed mini roundabout provides an arrival experience with the existing poplar tree and tallest apartment building as a focal point to frame the development at entry. The road then enters the site and is bookended by a smaller apartment building at the South end which establishes a coherent street for the smaller terraced houses alongside.

Two blocks with back to back gardens are arranged centrally, separated by a square of public open space. These blocks are surrounded by a loop access road around which further dwellings are located.

Gardens for the perimeter houses enjoy the views over the open fields at present, and benefit from the existing tree lined boundary to the site for privacy and the visual quality.



Proposed Layout

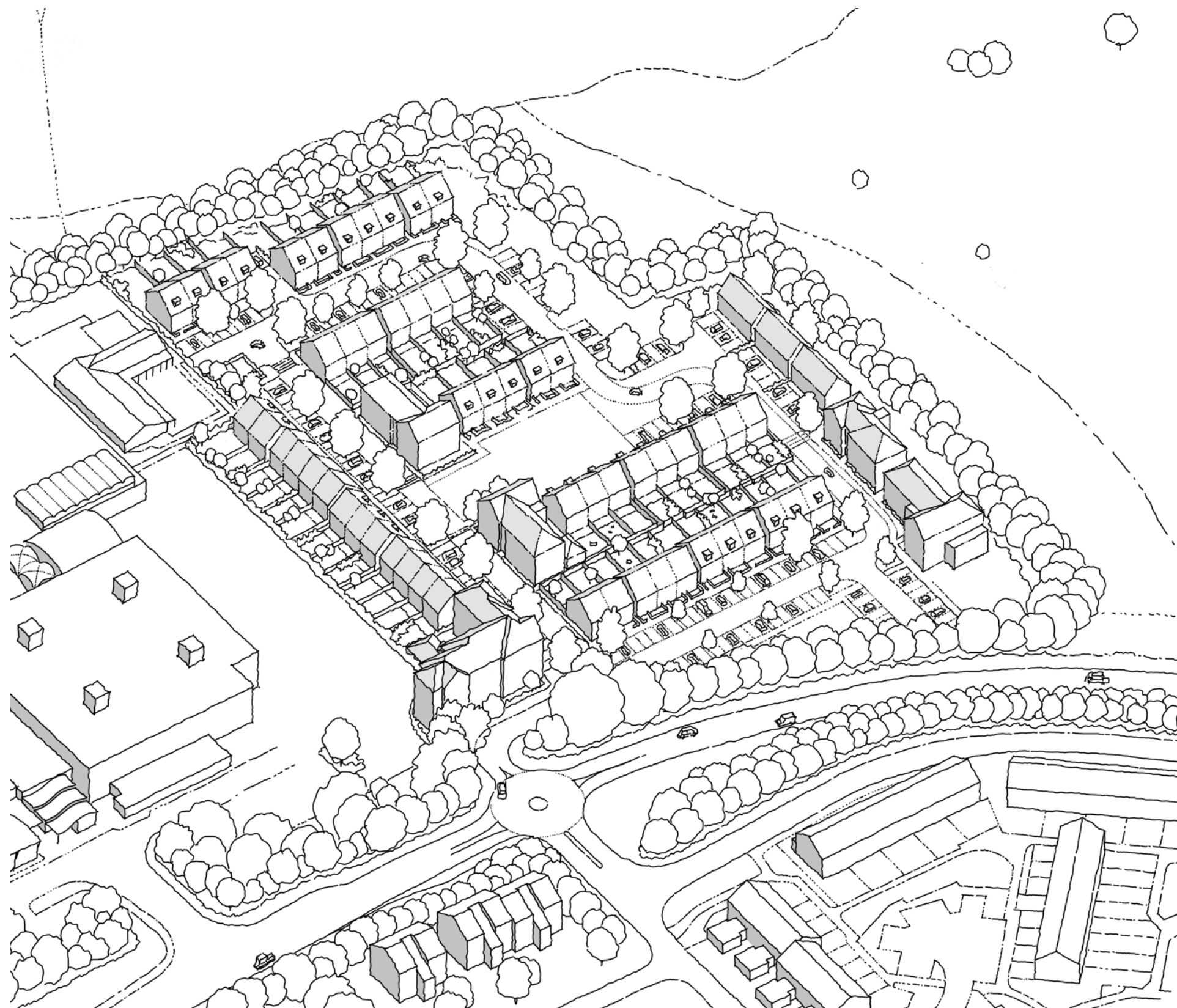
The public open space is marked by a matched pair of apartment buildings mirroring each other in a formal arrangement. This formality then loosens at the edges of the site with variation in the character and materials to both the West and the East, and the introduction of the flat-over-garage typology on the South end of the public green space. Plots are positioned to create natural surveillance over the street. This is achieved through active frontages onto the streets and open space, meaning people are coming and going at different times as well as people overlooking the space from inside.

Houses at the North East corner are oriented to avoid overlooking of the existing nursery and take advantage of the existing tree lined borders.

On-street parking solutions are provided across the site which include perpendicular parking in avenues, and on-street parking courtyards. All these are located close to the dwellings rather than being segregated. This provides security and eyes on the street. A small number of garage spaces are located in the ground floor of the flat-over-garage buildings. The level of provision is in line with HBC requirements for unallocated parking. A full breakdown on parking provision is in the transport assessment.

Storm water management solutions come in the form of an attenuation tank that will be situated beneath the public open space and respond to periods of high rainfall. Parking bays closest to the attenuation tank will be drained with permeable paving to treat runoff prior to the attenuation tank.

A new substation is proposed in a discrete location in the North East Corner which will be screened by soft landscaping.



Landscape

The entrance to the development is defined by an existing poplar tree and proposed hornbeam hedge around the proposed apartment.

Viburnum tinus evergreen hedges are proposed around dwellings for attractive white spring flowers. Street tree species will consist of Carpinus betulus 'Lucas' (hornbeam) and Gleditisa traicanthos 'Skyline' (honey locust) with native trees proposed along boundaries.

In the centre of the development, an open space creates an informal area of play space, with benches and a circuit bench around one of the proposed Himalayan birch trees which will have attractive peeling white bark. Shrub planting will be neat and architectural such as Sarocococa, Skimmia and Pittosporum.

Other proposed trees around the development help to anchor the vistas at the ends of the straight streets, break up the parking along the length.

Due response was made to the ecological concerns highlighted in the site analysis with the provision of 3m green corridor which is to be left as natural/ wild vegetation for the badgers which runs to the rear of House Types 42, and in particular to plots 14 to 18. This will help to maintain their movement and habitat.

Key

-  Existing trees to be retained and protected during construction to be confirmed in TPP
-  Proposed tree planting within soft landscape. See detail on sheet 1
-  Proposed specimen shrub planting to receive short angular staking on half standards with expandable tree ties.
-  Proposed Viburnum tinus hedge planting to be planted in a double staggered row 300mm apart and at 400mm centres in each row. To be maintained at 1m height
-  Proposed mixed native hedge planting to be planted in a double staggered row 300mm apart and at 400mm centres in each row. To be maintained at 1m height and 1.8m height adjacent to site boundaries
-  Proposed shrub planting to receive 75mm bark mulch after planting operations
-  Proposed grass areas to receive good quality amenity grass turves laid in line with good horticultural practices
-  Proposed grassland areas, to be seeded with EH1 Hedgerow seed mix as supplied by Emorsgate and sown at 4 grams per msq, or similar and approved
-  Badger corridor to be left as natural vegetation
-  Cut lines



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4 & 5 The Old Mill, Fry's Yard, Bridge Street,
Godalming, GU7 1HP
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Suite 6, Crescent House, Yonge Close,
Eastleigh, SO50 9SX
Tel: 02380 036300
email: mail@acdenv.co.uk
www.acdenvironmental.co.uk

Illustrative Site Layout



Amount

There are 56 houses and 46 apartments proposed on the site.

Houses

2Bed x 20

3Bed x 25

4Bed x 11

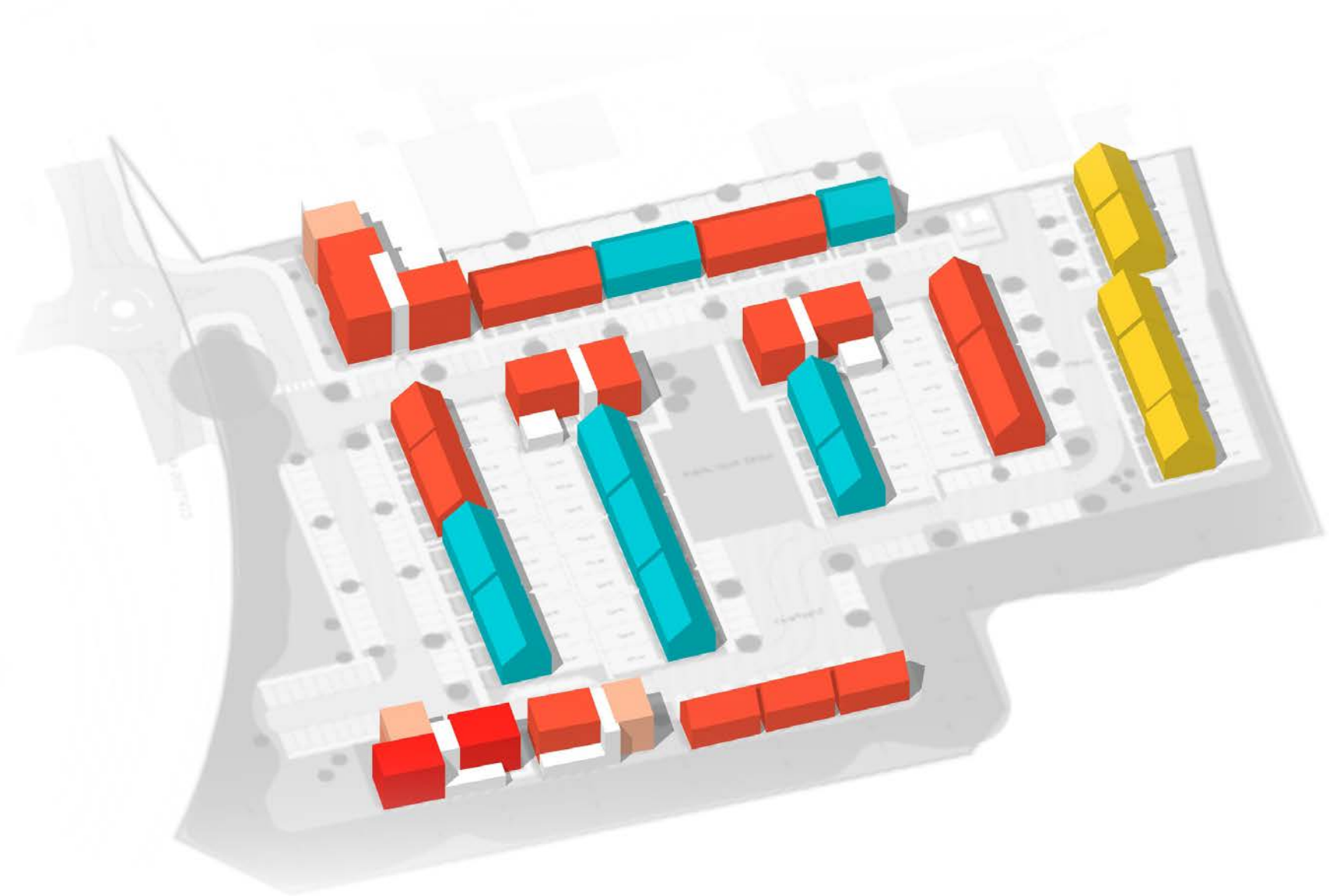
Apartments

1Bed x 11

2Bed x 35

There is a healthy mix of 2, 3 & 4 bedroom properties which will respond well to the housing need of Purbrook

The proposed mix will create a sustainable community and high quality residential quarter to the local area.



Key

1B2P Flat

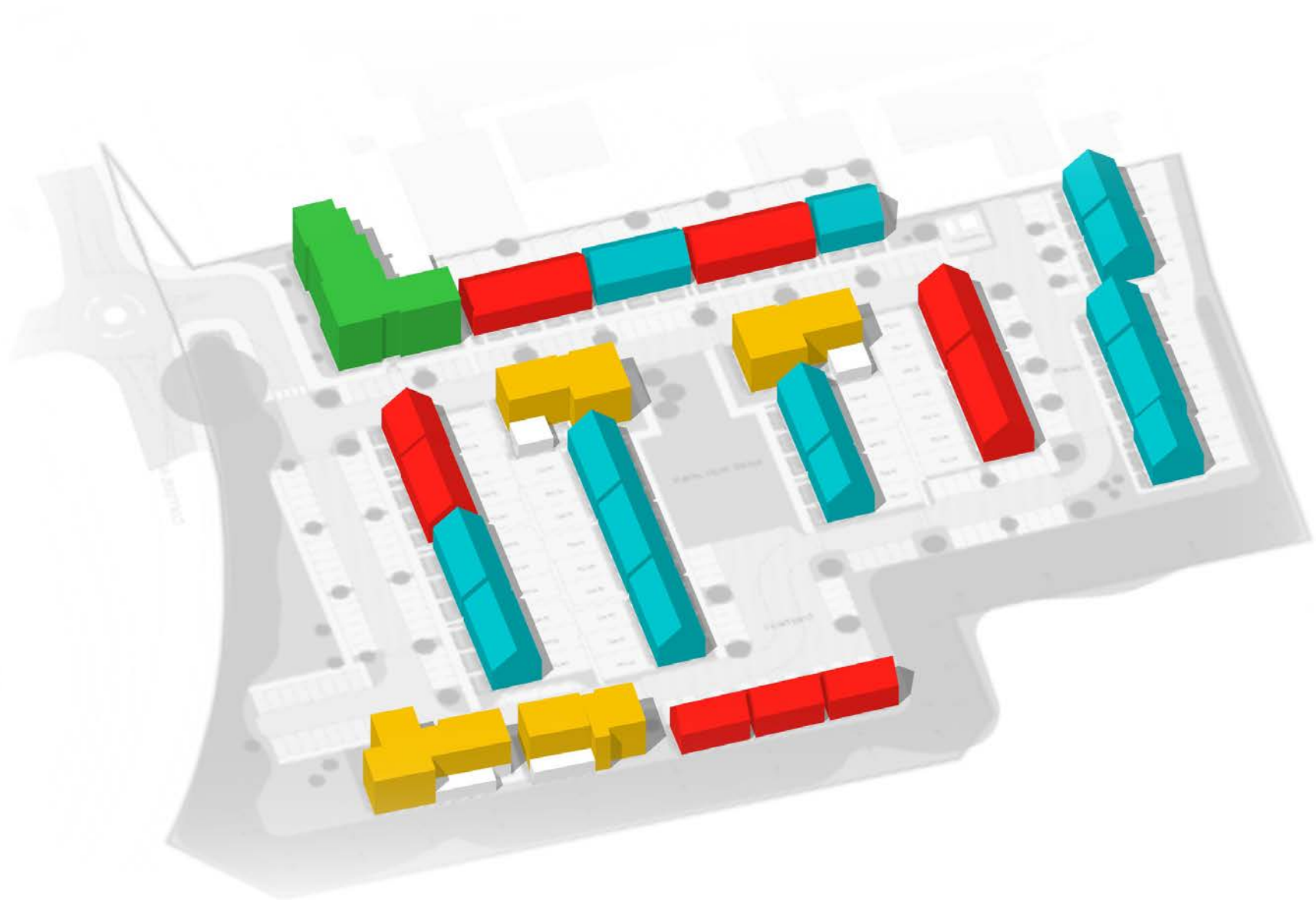
2B4P House & Flat

3B6P House

4B7P House

Massing

- The general massing is 2 storey throughout the site. Occasional 2.5 storey dwellings are positioned to front onto the public open spaces.
- The 4 storey apartment building is located as the entrance to the site as a strong arrival experience immediately off the main road.
- This 4 storey massing is closest to the large main building of the college and provides a more comfortable transition in scale to the new residential plots.
- Additional 3 storey apartment buildings are situated at focal points in the site to highlight and establish the public open spaces.
- The site makes efficient use of the land balancing the amount of developed area vs open space, in a way that is appropriate to the general context and extends the residential character across College road in a sympathetic way.



Key

- 2 storey
- 2.5 storey
- 3 storey
- 4 storey

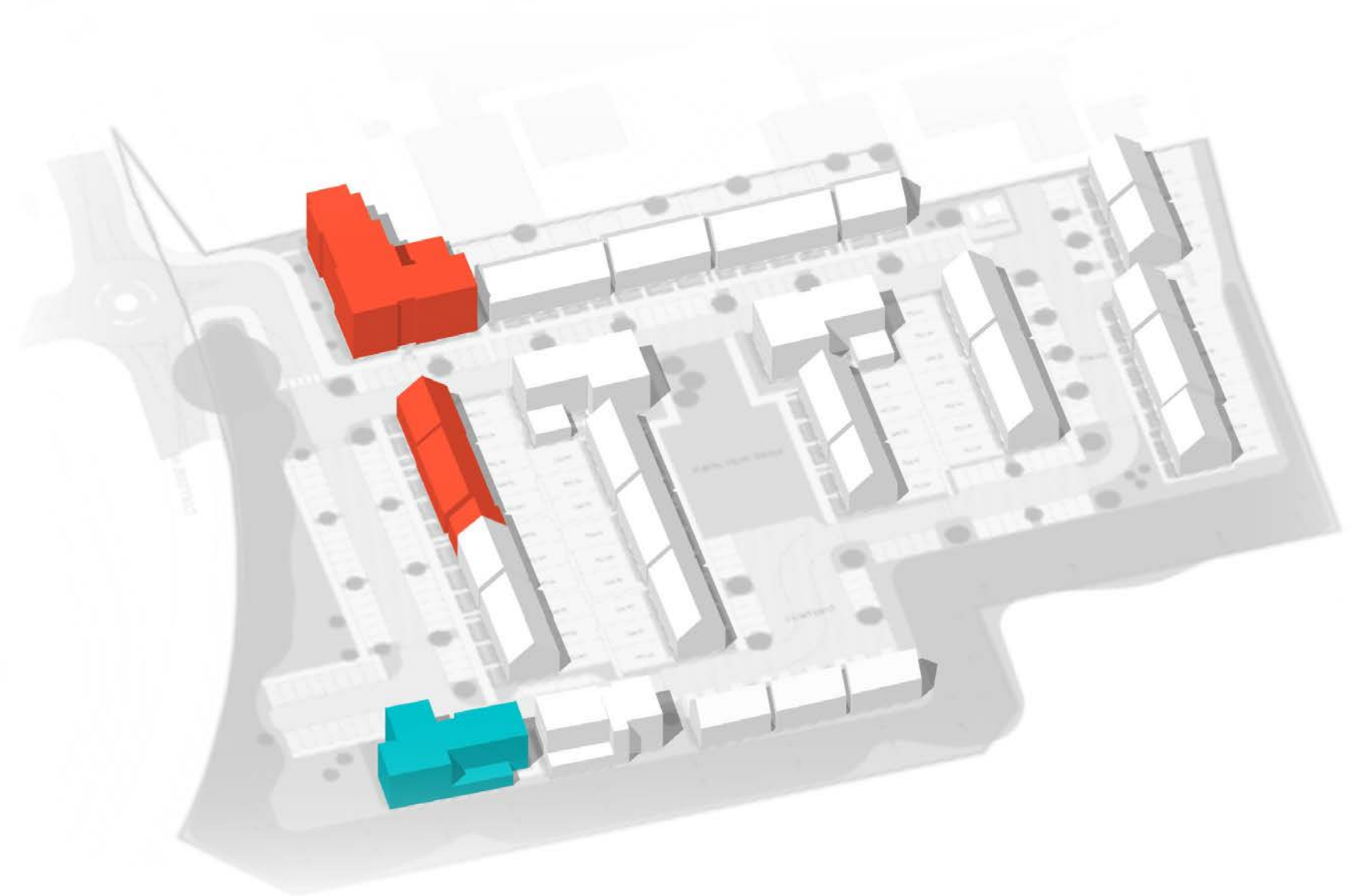
Tenure

Affordable housing is provided at a ratio of 30% across a range of the housetypes on site. No differentiation is made between the affordable housing and open market housing, ensuring a healthy mix of tenures which helps to create a sense of community and reduce segregation.

Affordable housing tenure is split between 22 affordable rent dwellings, including houses and apartments, and 9 shared ownership apartments.

All dwellings are planned in accordance with the Nationally Described Space Standard (NDSS) for housing. All homes will be designed to the same high standards to create tenure neutral homes and spaces. The aspiration is to provide in excess of 30% affordable housing, and the tenure neutral nature of the housing allows for the free allocation of further units as affordable rent, or shared ownership as the project develops.

Amenity space in the back to back garden areas is set at 20m between dwellings in accordance with Havant Design Guide for all tenure types.



Key

■ Affordable Rent

■ Shared Ownership

Highways, Servicing & Refuse Strategy

A Transport Assessment forms part of this application and has prepared in accordance with the DfT/DCLG ‘Guidance for Transport Assessments’ (March 2007) and Planning Practice Guidance published in connection with the National Planning Policy Framework. Scoping discussions have also been held with Local Highway Authority officers.

A number of options were considered as junction forms for the proposed access, including a mini-roundabout, a staggered priority junction arrangement, and a simple crossroads priority junction. All three options underwent a Stage One Road Safety Audit and whilst the Audit team stated that all three forms of junction could be suitable, they suggested that the staggered and crossroads junctions were the least preferred in terms of safety. In response the junction was re-designed to address the identified problems resulting in the proposal to change the existing priority access junction between College Road and Apollo Drive into a 4-arm mini-roundabout.

Bin collection will be undertaken on-street with all bin stores located within the 30m as recommended in HBC’s Design Guide and swept path analysis showing a very large refuse truck negotiating the internal roads and access from College Road is shown in Appendix A of the Transport Assessment.

The internal layout has been developed using the principles set out within Department for Transport Guidance; Manual for Streets. The routes through the development will be generally 6m in width to accommodate perpendicular parking.

Car parking and cycle parking for the development will be provided in line with the HBC Parking SPD as detailed in the Transport Assessment

The pedestrian access to the development will be facilitated by new connections to the existing footway along the eastern side of College Road at the proposed Apollo Drive mini-roundabout. This point of access will connect to dwellings via a network of footpaths within the internal layout of the site. The pedestrian site access is shown on the access drawing in Appendix A of Transport Assessment. A zebra crossing will be provided on the access road to facilitate pedestrian movement to College Road to the south of the site.

Access to the development for both active and vehicular traffic is considered to be in line with the requirements set out within policy wording and the map of Policy H45 in the Draft Local Plan.

Key

Parking

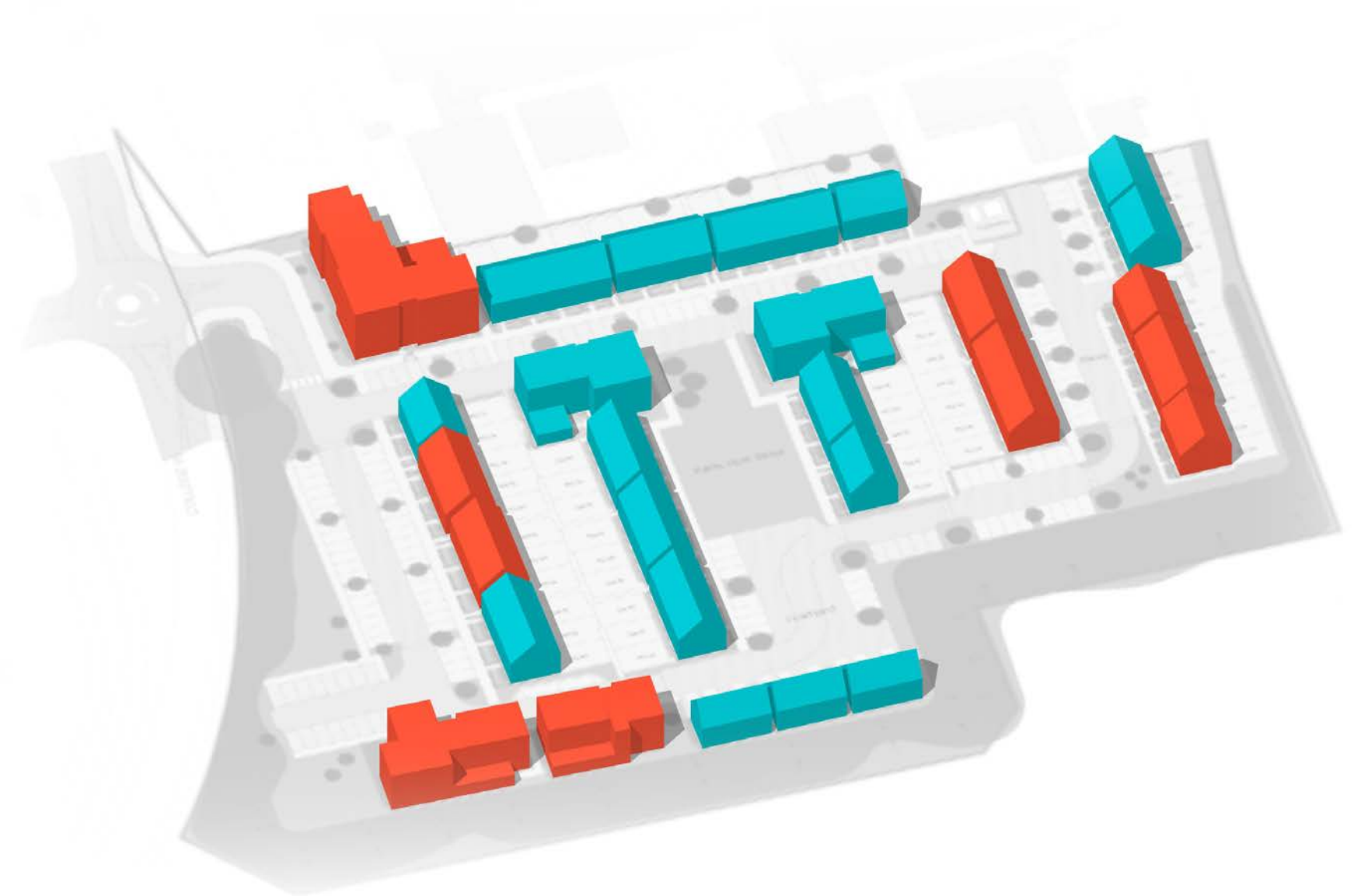
Refuse

Refuse collection point



Character Areas

- Materials and detailing are proposed to be consistent and coordinated across the development. A central character area is made with the houses and apartments surrounding the public open space, which will be more formally presented in the same brick and roof tile throughout.
- This formality then loosens at the west and east portions of the site with the introduction of variation in the materials as shown in the following pages
- The apartment buildings employ the use of vertical boarding at the upper storeys in order to break down the scale as the building height reduces and tie in the character to the more domestic scale of the two storey houses. This boarding is accentuated in focal points at the entrance to site and at high level around the public open space.
- High façades are broken up with the introduction of texture in the form of panels of rusticated brickwork alongside window openings.



Key

- Character Area 1 - Red brick (Arden special reserve)
- Character Area 2 - Buff brick (Village harvest multi)

Character / Material Study

The base or typical dwellings feature an orange brick envelope with white UPVC window and door sets and light grey roof tiles.

Character Area 1

- Arden Special Reserve brick
- UPVC White windows & grey doors
- Light grey roof tiles
- White fascia board
- Black Rain water goods



Typical Dwelling

Character / Material Study

The base or typical dwellings feature an orange brick envelope with white UPVC window and door sets and light grey roof tiles.

Character Area 2

- Village Harvest Multi Brick
- UPVC White windows & doors
- Light grey roof tiles
- White fascia board
- Black Rain water goods

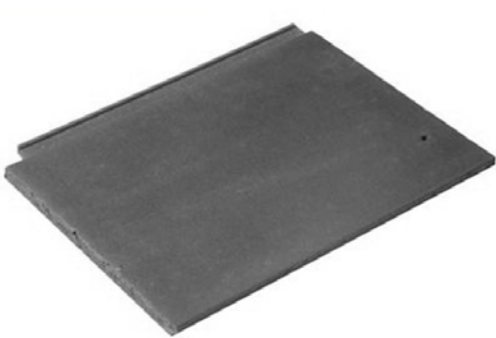


Typical Dwelling

Character / Material Study

The apartment buildings employ the use of vertical boarding at the upper storeys in order to break down the scale as the building height reduces and tie in the character to the more domestic scale of the two storey houses. This boarding is accentuated in focal points at the entrance to site and at high level around the public open space. High facades are broken up with the introduction of texture in the form of panels of rusticated brickwork alongside window openings.

01



02



03



04



05



Key

- 01 Redland Concrete Interlocking Tiles - Slate
- 02 Grey Vertical Boarding
- 03 Rusticated Brick Details to Apartment Facades (Example)
- 04 Arden Special Reserve Brick
- 05 Village Harvest Multi Brick
- 06 Block A in context

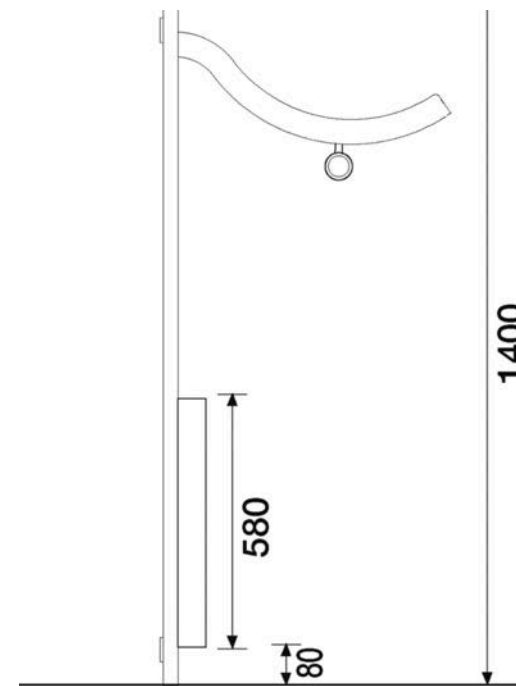
06



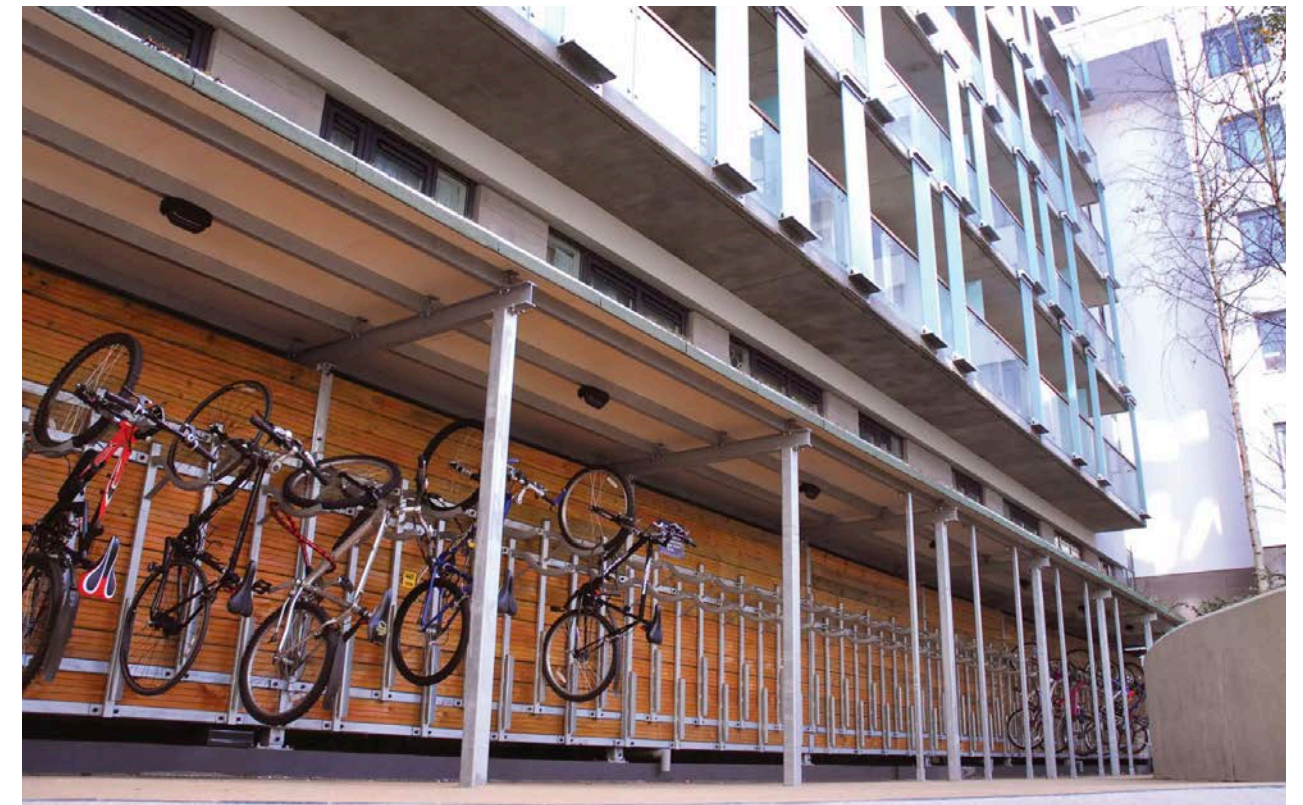
Bike and Bin Store Solutions

The bike stores in the apartment blocks will gain greater manoeuvre space with the use of Thames Bridge Cycle Stands instead of regular Sheffield stands.

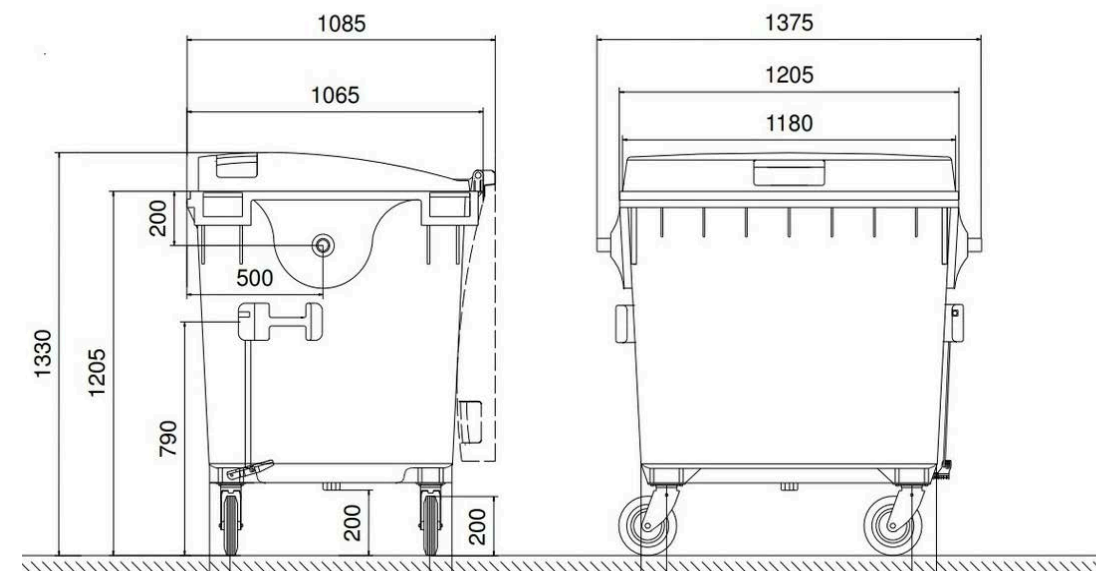
Bin stores in the apartments are designed accordingly to accommodate a sufficient number of 1100L euro bins, in compliance with the building regulation guidance of 250L / household.



Dimensions of a Thames Bridge Cycle Stand



Thames Bridge Cycle Stands



Dimensions of a 1100L euro bin



Regular 1100L euro bin

04

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Conclusion

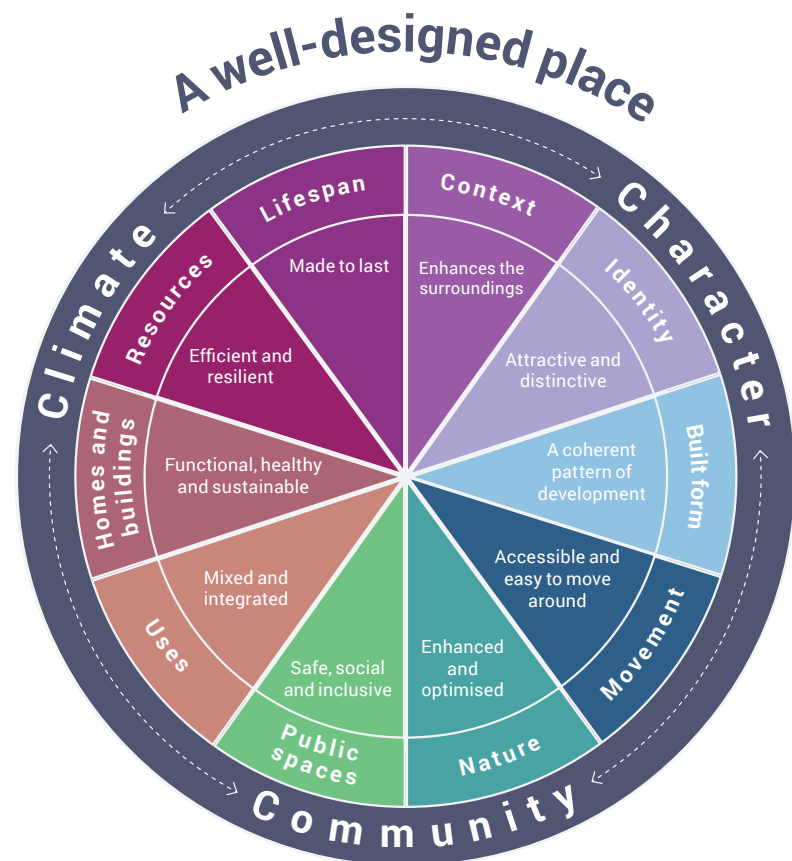
A Well Designed Place

A coherent and well thought through design has been put forward following early pre-app consultation, consultation with Havant Borough Council Ward Councillors and an online community consultation.

The Client and Design Team working closely with Havant and South Downs College propose a scheme which repurposes this brownfield site to provide a diverse mix of homes and tenures which make a sensitive contribution towards the expansion of residential use in the area, while enabling the College to invest in qualitative improvements.

We have demonstrated how the scheme has considered and positively responded to numerous constraints such as ecology, trees, archaeology, services and local infrastructure.

The design celebrates key aspects, respecting existing ecology, neighbouring properties and creating a private and secure development which will both be compliant in the delivery of affordable housing and deliver a mix of much needed housing to the borough in a previously developed site. Practical measures, such as servicing for refuse, kitchens and fire have been integrated into the design, ensuring that the presented scheme is deliverable.



Thank you