

Design & Access Statement



Planning application for the demolition of existing five bedroom dwelling and construction of detached building comprising of 9 no. assisted care apartments (Class C3) and carers management suite (Class C2) together with ancillary parking, refuse/recycling storage and landscaping.

Application Site : 78 Havant Road, Emsworth, PO10 7LH





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INTRODUCTION

- This Design and Access statement is provided in support of a Planning application for the demolition of an existing Seven bedroom dwelling and construction of detached building comprising of 9 no. assisted care apartments (Class C3) and carers management suite (Class C2) together with ancillary parking, refuse/recycling storage and landscaping at 78 Havant Road, Emsworth, PO10 7LH.
- It concerns 78 Havant Road, Emsworth, PO10 7LH ('the site'). The site is currently a vacant large family dwelling with an internal footprint of approximately 294.6 SqM, with the site offering a natural canvas ripe for redevelopment.
- The proposal is for the comprehensive redevelopment of the site and associated land that comprises 78 Havant Road, Emsworth with construction of a retirement housing development of 9 flats with one and two bedroom apartments and associated management facilities, vehicular access, car parking and landscaping.
- It is our view that the proposal accords with the relevant development plan and that as such permission should be granted. This is because section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan unless material circumstances indicate otherwise.



Structure of this Design & Access Statement

This Design and Access Statement outlines the context and design background to the site, summarises the proposal, and it should be considered alongside all of the other documents comprising the planning application package (see below for details of the format for submission).

The planning statement is structured as follows:

- The site, its surroundings and planning history
- Layout
- Design Development
- Amount & Scale
- Flood Risk
- Sustainability
- Conclusions

Description of development

Demolition of existing seven bedroom dwelling and construction of detached building comprising of 9 no. assisted care apartments (Class C3) and carers management suite (Class C2) together with ancillary parking, refuse/recycling storage and landscaping

Application Contents

The application includes the following supporting items and documentation:

- Planning Application Fee;
- Completed Application Form;
- Location Plan 1:1250;
- Full Set of Architectural Drawings;
- Planning Statement
- Design and Access Statement
- And any further documentation in support of this application.

All of the above documents comprise of the planning submission put forward to Havant Borough Council by Pickup Town Planning on behalf of the client. This submission aims to give a clear and concise overview of the design and final proposal.

SITE & CONTEXT



Image sourced from google maps 2022©

- The site is situated on Havant Road, which is the main link between Emsworth and the A27 (Havant). The nearest town is Emsworth and has a population of approximately 10,000. Emsworth is positioned between Portsmouth to the West and Chichester to the East. The site is located to the south of Havant Road (A259) which runs from Havant to Chichester. The A27 road is approximately five hundred meters to the north of the site with the nearest junction being less than one kilometer to the west.

To the north is the South Downs National Park and to the south Hayling Island and the Chichester Harbour Area of Outstanding Natural Beauty. In this locality there are a varied range of buildings which range from detached and semi-detached houses to buildings with a bigger footprint and scale, such as Springfield Nursing Home, Emsworth House Nursing Home and the 3 storey housing development nearby.

- The applicant has appointed HRP Architects Ltd to prepare a development scheme proposal for 78 Havant Road having previously worked with the client on Springfield Care Home located in close proximity to the application site and Prinsted Care Home East of Emsworth.
- Because of the existing foliage and its relationship with adjoining residential properties the development has been carefully considered for the street scene and the area as a whole. This is to be a defining opportunity to develop the site in a sensible and thoughtful way.

The Original Site



Image belongs to © google earth Dated in 1999 image extracted from data source 23 03 2022

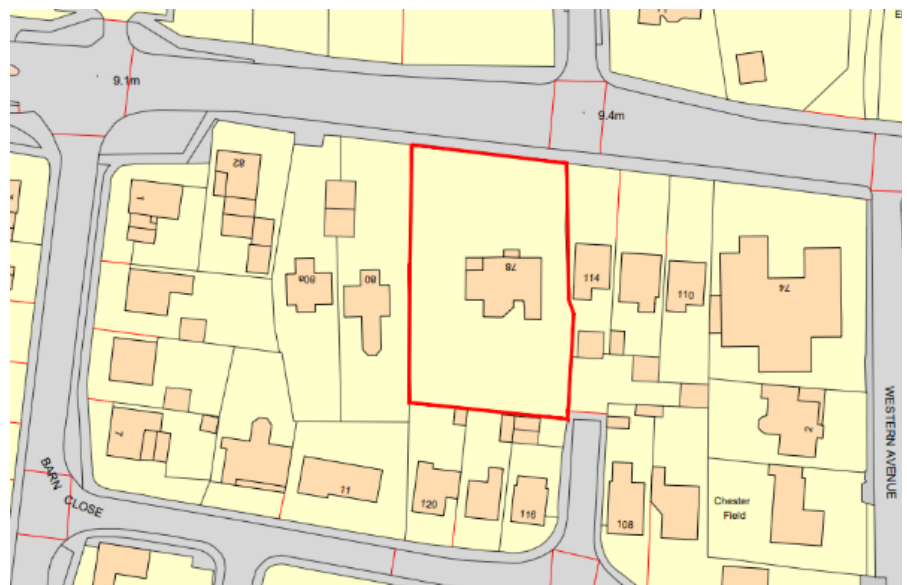
The image above indicates the surrounding character of the development site and to the right (East) of the image the Springfield Care Home.

The site (approximately 0.4 acres) is located on Havant Road which is approximately one kilometer west from the centre of Emsworth. The proposed development site is at present occupied by a large residential property with a series of outbuildings.

The immediate context to the site is mainly 2 storey dwellings set within plots with mature planting. There are also some chalet style dwellings and larger 2.5 storey dwellings. Additionally there are some single storey garages and outbuildings in the surrounding vicinity, particularly to the South of 78 Havant Road.

To the north on the Havant Road are larger and taller structures which have been extended and converted into nursing homes. Directly across from these to the north is a cluster of large buildings including three storey apartment buildings and the substantial Nursing Home.

The site appears virtually flat, although there is some mature planting and trees to the boundary edges, of which have been taken into account as the design has development with assistance of the appointed arborist.



SITE PHOTOGRAPHS

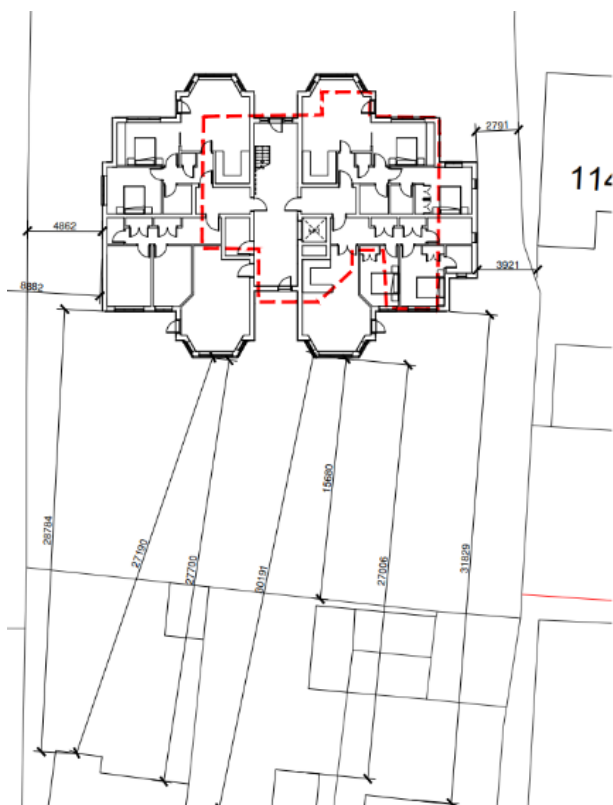


Left : Photograph of the existing dwelling taken from Havant Road looking South towards the application site.

Below : View from the private rear garden looking North-East.

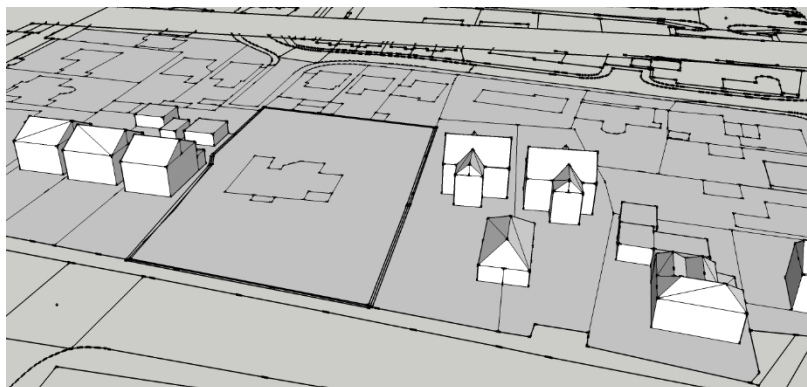


Left : Photograph taken from the Bedroom 5 on the existing second floor looking South.



overlooking and based the proposal on a two storey scheme with additional accommodation in the roof similar to the existing dwelling on the proposal site.

It had been determined on early feasibilities that the relationship of the proposed building to the West boundary would not sit comfortable so the ground floor proposal of 4 no. 2 bed apartments was amended to provide 2 no. 2 bed apartments to the East of the site and 2 no. 1 bed apartments to the West. This reduction in the footprint and massing greatly improved the buildings relationship with adjoining dwellings and how this sat within the site, so we progressed with the massing of this footprint to determine the impact on surrounding properties.



The existing site as a 3D Model in situ with the surrounding buildings.

One of our first thoughts for the proposal was to look at the massing for the site and what felt comfortable within the parameter, feeling that to go beyond this would be too much for the location of the development and the surrounding buildings.

We explored the distances between adjacent dwellings and buildings to ensure there is adequate distance to avoid

LAYOUT

“Well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well to and enhances the existing character and context.” National Design Guide Paragraph 65.

The proposed frontage from Havant Road sits alongside the front façade of the existing building, with the two feature bays slightly projecting forward of the building line, the fundamental mass of the proposal sits alongside that of the existing dwelling.

- The floor levels of the building are on the Ground floor the same as the existing dwelling so that apartments are at the same level as the external amenity space to the south. This means there is ample amenity and as with the existing dwelling, will have a level patio to the South of the proposed building with steps into the main garden.
- The footprint has been redesigned from the original layout to ensure the distance between the West boundary is adequate both in terms of massing, overlooking and in regard the RPA's of the existing trees.
- Access is primarily from a central lift meaning the maximum length of corridor traversed is half the building. Each typical floor corridor has a window at the end to provide light and views.

Street Character

Generally the site for the proposed development is screened from the public domain with access via a private driveway. The site presents opportunities to retain the established notional 'build line' with the existing dwelling on the site by setting the development back from the private driveway frontage, as with the existing dwelling.



The typical character of the buildings along Havant Road is a mix of large and medium sized detached properties set within mature landscaped plots, some extended to form nursing homes. There is an opportunity to replicate this street character within the design of the apartments, by maintaining the building set back and utilising the verdant landscaping with gaps to the boundaries.

Site Topography

The site is fairly flat and a full topographical survey has been undertaken which the design has utilised in both 2D and 3D formats.

Access

Havant Road runs from West to East and all vehicular access is from this road all as existing with with a 'turning head' within the site providing ample space for which to turn for both occupants and visitors vehicles.

Landscaping

The site is at present occupied by one large dwelling with a single outbuilding set in a garden. A number of mature trees and substantial boundary planting screens the site from adjoining properties. This existing tree and vegetation screening can be reinforced with additional planting, particularly in less dense areas and indeed where it is proposed to fell trees in poor condition, to further enhance the landscaping of the site and the privacy of the adjoining properties.

Overlooking

The proposed building has been sited to ensure adequate separation distances are provided between the proposed apartments and the dwellings to the South. A line of mature trees and hedges on both the eastern & Western boundaries helps to keep privacy. The intention of the scheme is to position the building and arrange windows to match the existing dwelling to avoid overlooking.



Above: Image highlighting the building mass from the North-East with Havant Road directly in front. This image was a work in progress as we also started to re-designing the parking layout following consultation with the appointed arborist.

Site Layout

8 no. parking spaces are contained in a single area with vehicle access all as existing, with 2 no. disabled spaces proposed and 2 no. EV points for electric vehicles. The main entrance is keeping with the position of the existing dwelling central to the site and there is a separate pedestrian entrance on the North East corner of the site.

Landscaping

The site has a framework of existing trees and hedges, which will be enhanced where necessary and new planting to the front of the proposed building as indicated on the site plan and main perspective. The openness of the site is retained with plenty of outdoor amenity and circulation space. The site entrance is all as existing so from Havant Road there is no change from that which already exists. Parking areas which are within RPA's will be constructed using no-dig techniques to avoid any damage of the retained trees. To the rear there will be a small communal patio area, leading to the communal lawns and garden. The main entrance of the building is accessed via the main parking area to the North.

Refuse/Scooter Storage

A large refuse/recycling store is located in the South-West corner of the site and will have allocated bins for recycling. A refuse vehicle can safely enter the site if required but as is the case along Havant Road, we would anticipate collection being made in the main highway with the bins being taken from the store to a refuse vehicle for disposal. A mobility scooter/cycle store is located in the private rear garden for 6 scooters with charging points for each.

DESIGN DEVELOPMENT



To minimise the impact of any new development, the design team set itself the parameter that any new structure would be lower than the ridge of the house that currently occupies the site. The early elevation drawing shown here indicates that this was an important aspect to the final proposal.

Below : As the aesthetics developed the notion as above remained in keeping the proposed ridge height no higher than that of the existing dwelling, which is evident on the final proposals.



FINAL DESIGN PROPOSAL



The proposed materiality of the building mainly comprises of high quality brick work, alongside brick detailing and a feature plinth to add interest to the façade, with the use of Oak and render to the feature gables creating a contrast against the brickwork and adds a different texture to the building.

The first floor is finished with tile hanging similar to that of the existing dwelling, and plain high quality tiles finish the roof.

The aim of the design is to create a new apartment building in a highly underutilized site that is perfect for redevelopment and with the unique approach to the front facade build-up, and the re-integration of the site with its surrounding dwellings we are looking to do something that revolutionizes and encourages positive design ideas for the area and encourage carefully considered development.





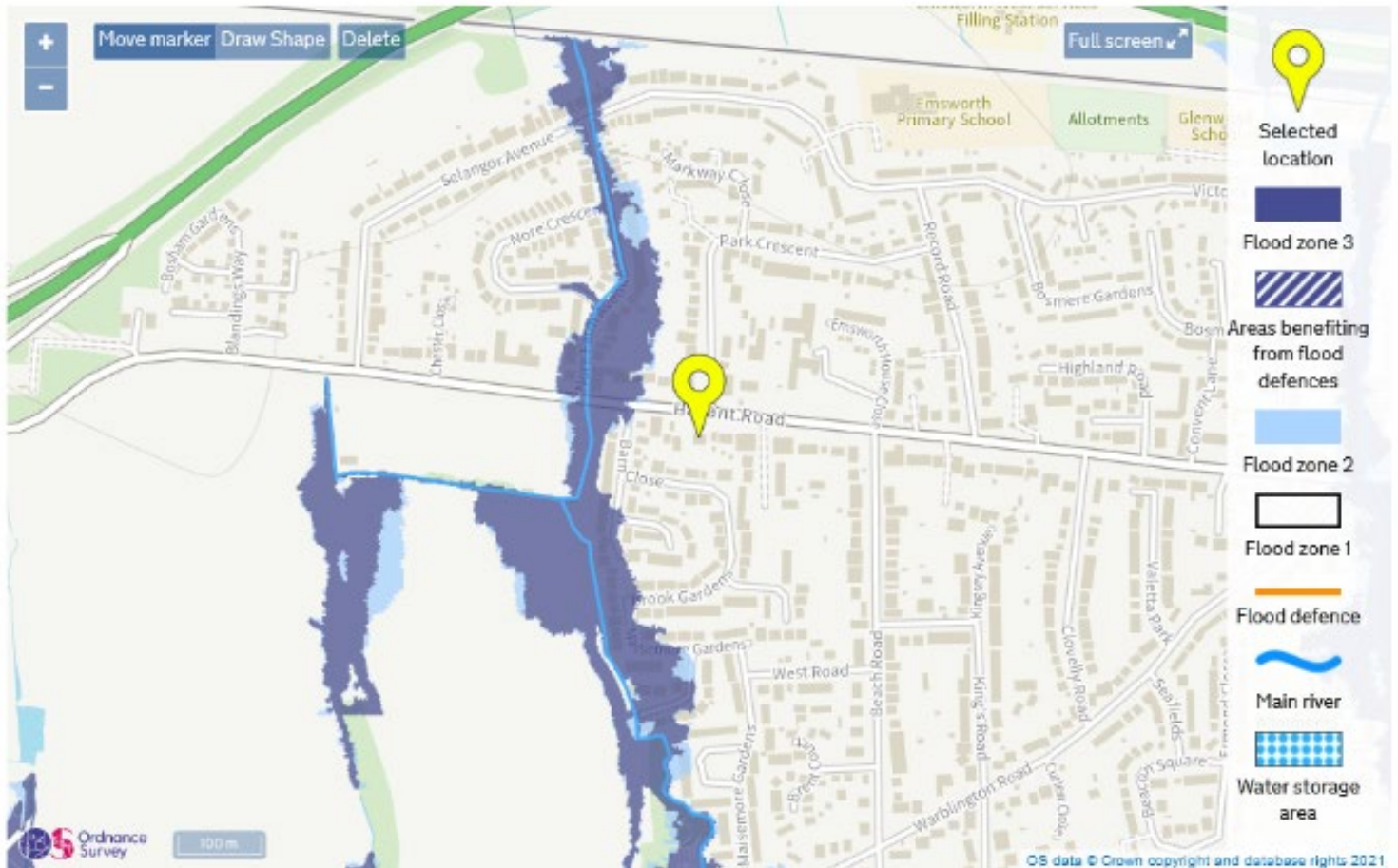
AMOUNT & SCALE

The proposed scheme will create 9 no. assisted care apartments (Class C3) and carers management suite (Class C2). The dimensions of the new flats are in line with national standards set out by the LPA and areas for each are as follows:

Unit	Type	Size (sqm)
Apt.1	2 bed (3 person)	61.4
Apt.2	1 bed (2 person)	50.2
Apt.3	1 bed (2 person)	50.1
Apt.4	2 bed (3 person)	64.4
Apt.5	2 bed (3 person)	62.3
Apt.6	1 bed (2 person)	51.2
Apt.7	1 bed (2 person)	50.8
Apt.8	2 bed (3 person)	65.4
Apt.9	2 bed (3 person)	72.0
Carer Management Suite	N/A	44.6

Refuse / Recycling facilities will be provided at Ground floor as HRP Architects drawing number 8993-01. Secure electric mobility scooter storage is to be provided in a store adjacent to the back gardens western boundary, As can be seen on HRP Architects drawing number 8993-01 and details on drawing number 8993-03.

FLOOD RISK



Flood Map from environment agency website confirming the site is in Flood Zone 1

Looking over the lifetime of the proposed development, the site lies just outside an area believed to be at risk of flooding, but the land owned by the client has parts that fall within an area defined as having a very low risk.



CONCLUSION

This Design and Access Statement supports a Planning application for permission for the redevelopment for the demolition of an existing seven bedroom dwelling and construction of detached building comprising of 9 no. assisted care apartments (Class C3) and carers management suite (Class C2) together with ancillary parking, mobility scooter storage refuse/recycling storage and landscaping at 78 Havant Road, Emsworth, PO10 7LH

The proposal would also make a meaningful contribution to the Council's housing need especially for older occupants and make an effective use of a site that is ripe for development. The principle of the use of this land for residential purposes is therefore considered to be acceptable.

The proposed development has carefully considered the overall site context and impact on the surrounding area. It is considered the siting and design would deliver positive improvements to the site and the area as a whole. The scheme reflects the existing position and orientation of the existing dwelling and is respectful of neighbouring properties.

The building scale and architectural style (this being of a traditional form to match the existing dwelling) have been carefully considered to ensure it successfully integrates into the local environment. The rear and front landscaped grounds have been designed to fully integrate with the building and make the most of these outdoor spaces.

The development would contribute to meeting the need for smaller units of accommodation in a sustainable location as demonstrated. It would also bring economic benefits in terms of new employment opportunities during construction and to the local economy through an increase in spending locally by the new residents. This would mean two major objectives of sustainable development in respect of a social and economic role would therefore be met and should be actively encouraged by this proposal.