



Former Dairy Crest Depot, Dunsbury Way

Design and Access Statement

hgp

LOCATION

Dunsbury Way, Leigh Park

APPLICANT

Vivid Homes

DATE

July 2022

AUTHOR

DY/VP HGP

HGP REFERENCE

22.003

REVISION

A

STATUS

Planning (Reserved Matters)

REVIEWED BY

LV/SC FHL

01

Introduction

Preface	Page 3
Local Design Guidance	Page 4

05

Conclusion

Closing Design Summary	Page 42
------------------------	---------

02

Analysis

Local Area	Page 7–13
Existing Site	Page 14–15
The Outline Permission	Page 16-17
Local Character	Page 18-21
Inspiration and Precedents	Page 22-25

03

Layout

Design Development	Page 28-29
Parking and Refuse	Page 30
Circulation	Page 31
Typical Flat Layouts	Page 32-33

04

Architecture

Massing	Page 36
Design Development	Page 37
Elevations	Page 38-39
Bay Elevation & Details	Page 40-41

01

Introduction

Preface

This Design and Access Statement follows on from the approval of an Outline Application (APP/18/01109) dated 31st March 2021:

"... to provide a housing development on an otherwise underutilised site and seeks to provide a mix of circa 78 one and two bedroom apartments that will serve the local community and the wider area of Hampshire"

This document describes in detail the parameters for layout, scale, appearance, and landscaping for the site. It also provides details of the local planning policy, as well as both national and local design guidance, and how the proposed build plans to work within these.



Location of Site
Site Area: 0.5Ha

SITE ADDRESS

Former Dairy Crest Building,
Dunsbury Way
Havant
PO9 5BQ

Local Guidance

The Havant Borough Council Borough Design Guide was adopted in December 2011, and provides overall guidance for good design in the area. In particular, the guide expands on the Seven Key Principles of Good Design (distinctive character, ease of movement, good legibility, good continuity and enclosure, good quality public realm, diversity and detailing, and adaptability and sustainability) to make the principles specific and relevant for the local area.

Further to this, all new developments must meet local standards of beauty, quality, and design under new national guidance published January 2021.

Havant Borough Council Borough Design Guide Supplementary Planning Document

December 2011



Cleaner, Safer,
More Prosperous



Havant Borough Council
Borough Design Guide SPD



Illustrative 3D View of the Proposed Building at Dunsbury Way

02

Analysis



Illustrative 3D Massing of the Proposed Building at Dunsbury Way

Local Area

This diagram on the following page illustrates the walking distances to local amenity and places of interest around the site.

The site is well located for access to schools, retail, and local employment opportunities, further demonstrated on pages 10-11 of this document.

- LEGEND
- Walking Distance
- Place of Interest



Use

The immediate area within Leigh Park is mostly residential, although there is an existing employment use to the east of the site. The site is within walking distance of a junior school, several churches, and a large shopping centre, as well as plenty of green space/leisure facilities.

The site itself is part vacant commercial/industrial, and part residential.

The parcel just north of the site on the other side of Fulflood Road is allocated for housing under the Havant Borough Council Local Plan, but does not yet feature any housing. For the purpose of this plan, however, it has been included within the residential use class.

LEGEND

-  Site Boundary
-  Residential
-  Education
-  Leisure
-  Retail
-  Religious
-  Industrial
-  Civil



Use Diagram

Transport

The site is centrally located within the Leigh Park area, and benefits from two bus stops that link to a variety of bus routes.

The site also benefits from being in close proximity to a public right of way, which allows a strong pedestrian connection through the Great Copse wood to the north-east of the site, onwards towards Staunton Country Park.

With just over 1 mile (1.8km) to junction 3 of the A3, there also is easy travel further afield via car south to Portsmouth or north towards London.



LEGEND

- Site Boundary
- Bus Stop
- - - - -> Bus Route
- - - - -> Public Right of Way

Figure Ground Plan

Street patterns in the neighbouring residential area are largely orthogonal, with emphasis in the northern Billy's Copse development on corner facing flat blocks to make the most out of outlook opportunities. Staunton Heights to the west of the site uses an L-shaped building to address the corner. This provides interest to both Dunsbury Way and Bramdean Drive.



Figure Ground Diagram

- LEGEND**
- Site Boundary
 - Existing Built Form

Height & Topography

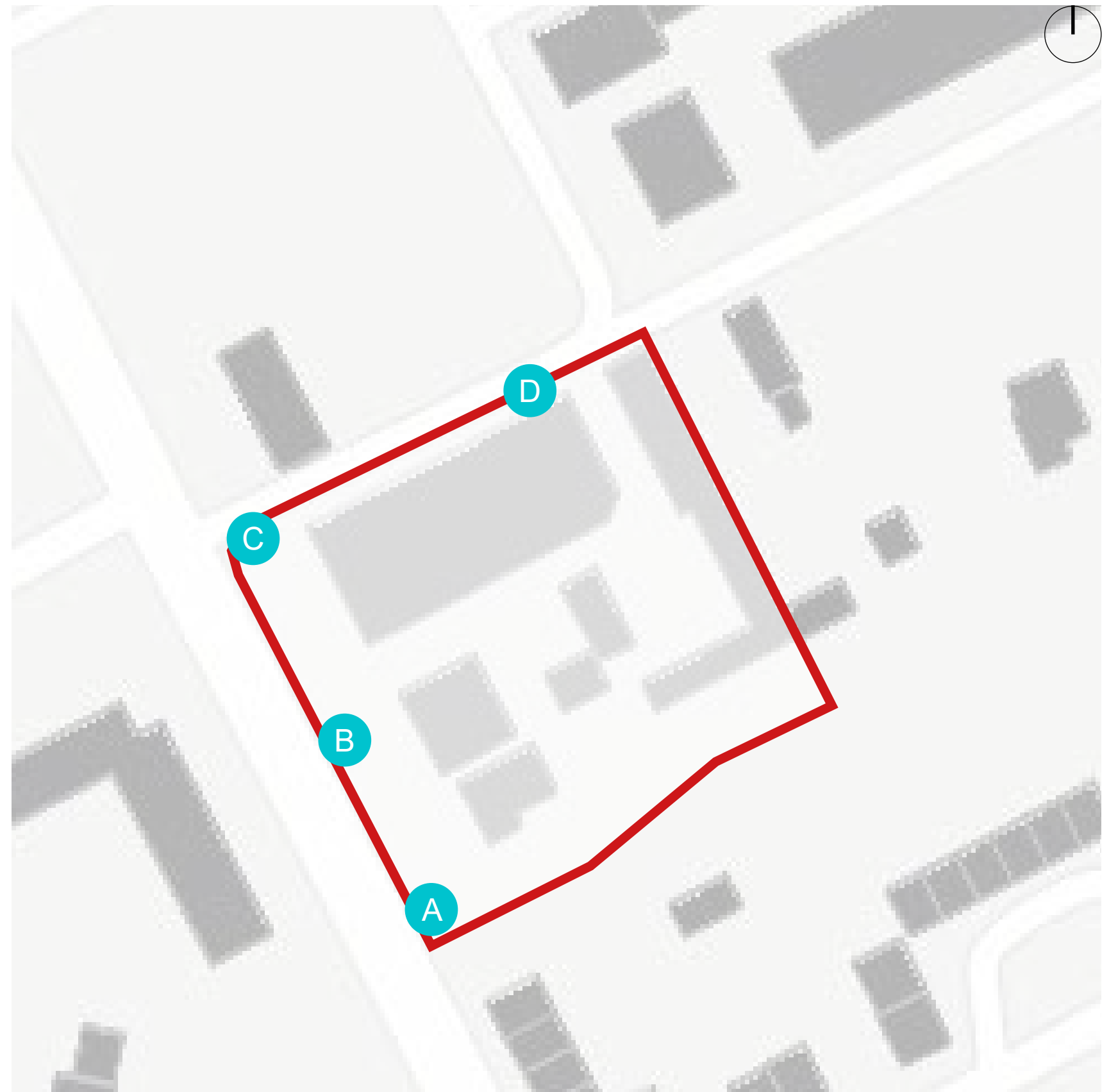
The site is relatively flat with a very minimal slope towards the south-eastern boundary.



Existing Site

The following pages contain photographs of the site as existing. These show the site's current state of disrepair, and demonstrate the lack of active frontages on the site.

The photographs have been taken from the surrounding roads and therefore are the public views of the site.



Photograph Location Key Plan

Existing Site

The site's previous use was as a funeral care shop, (which fell under the ownership of the Southern Co-operative), a Dairy Crest storage depot, and a connecting bungalow.



View north towards the site from Dunsbury Way



View east towards the site showing the old Co-operative building and adjacent bungalow



Entrance and Car Park to the Dairy Crest depot building



Dairy Crest depot building as viewed from Fulflood Road

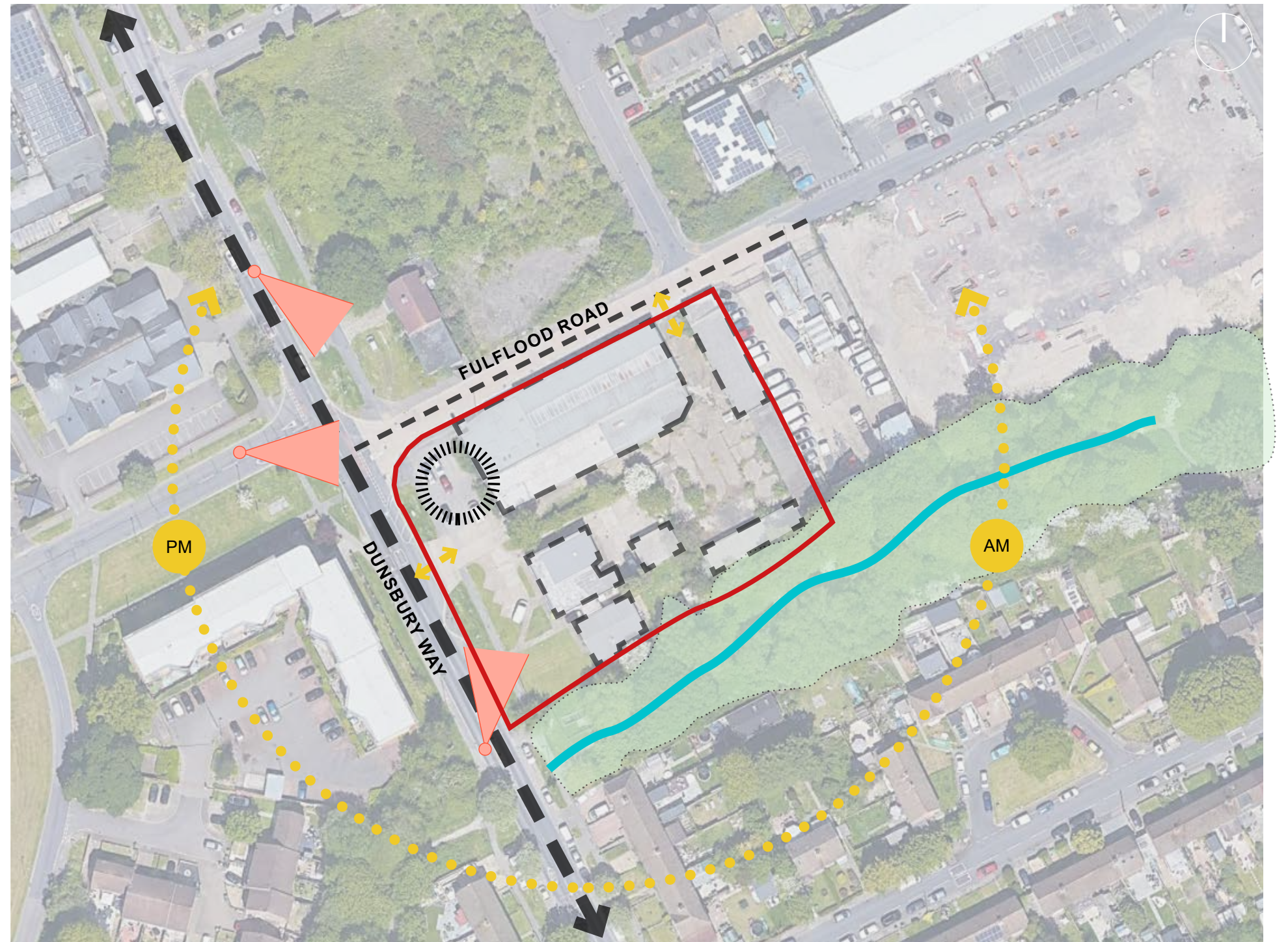
Opportunities and Constraints

CONSTRAINTS

- Retain access from Fulflood Road
- Retain existing trees bordering the site
- Mitigate noise from the main road (Dunsbury Way)

OPPORTUNITIES

- Improve the focal corner of the site
- Regenerate a disused site
- Promote green travel and hide cars from public view



Opportunities and Constraints

LEGEND

-  Site Boundary
-  Existing Buildings on Site
-  Existing Access
-  Key views of Site
-  Existing Trees close to Site
-  Existing Watercourse
-  Focal Corner

Immediate Neighbours

The local area features buildings of a range of different heights, including a four storey building directly opposite the site. The apartment blocks on Billys Copse are between five and six storeys tall, while the houses in the local area are mostly two storey.

The new building on site should be respectful of its neighbours, and while five storey was deemed acceptable at outline permission, the new building may better relate to its neighbours if it is reduced to four storeys. This would allow for the gradual stepping up of building heights across the landscape.

While the parcel of land immediately to the north west of the site is currently a fenced-off green space, this land has been allocated for residential development.



Storey Heights Diagram

LEGEND

- Site Boundary
- 1-2 Storey
- 3-4 Storey
- 5+ Storey

The Outline Permission

Plans submitted for the outline permission demonstrated 74 units in an L-shaped block. The parking strategy approved at outline did not meet the Havant parking SPD, but instead provided a higher number of cycle spaces and lower number of car parking spaces (1 for 1 parking plus provision for visitors) in order to encourage sustainable transport solutions.

The overall principles of the layout illustrated at outline permission should be adhered to, particularly with regards to the overall building shape. This L-shape address the two key roads that wrap the site, and ensures that cars are kept out of the street scene behind the built form.



Illustrative Masterplan submitted as part of Outline Application

The Outline Permission

Four elevations were submitted for the outline permission, illustrating a five storey building that featured a variety of different materials. The design is somewhat cluttered, but does show how balconies and projections might enliven the elevations.

The elevations should be revised to provide a cleaner palette of materials, and the massing refined to provide a higher quality of architectural design. Removing the 5th floor and simplifying the building to rationalise projections would provide a more desirable built form.

It is important to consider fire safety (both actual and perceived) when choosing the materials for the elevations, particularly in light of the cladding implied by the outline illustrative elevations. The new elevations should reference the local vernacular, but consider the most up to date knowledge on fire safety.



Local Precedents

APARTMENTS IN THE LOCAL AREA

The site is located within walking distance of a variety of other apartment blocks. In the local area, most apartment blocks are primarily brick with small amounts of a secondary material. The buildings have been elevated with steps in the facade, and often feature a change in level at the roof. These are both good ways to enliven a building that might otherwise seem flat or monotonous. Locally, juliette balconies are common, with only a few apartment blocks featuring other styles of balconies.

The local buildings have aged with varying degrees of success; some appear dated or worse for wear, while some are still crisp and clean. In particular, rendered aspects of buildings show signs of age where the building is difficult to maintain, and cladding panels have warped over time. In order to prevent this on a new building, detailing could be articulated in brick or another similar more hard wearing material.



Photograph Location Key Plan



Billy's Copse - Stepped Red Brick/White Cladding with Buff Brick Band



Billy's Copse - Stepped Buff Brick/Coloured Render with Red Brick Band



Billy's Copse - Stepped Buff Brick/Coloured Cladding with Red Brick Band



Park Parade - Stepped Mixed Brick/White Render

Local Precedents

USE OF BRICK

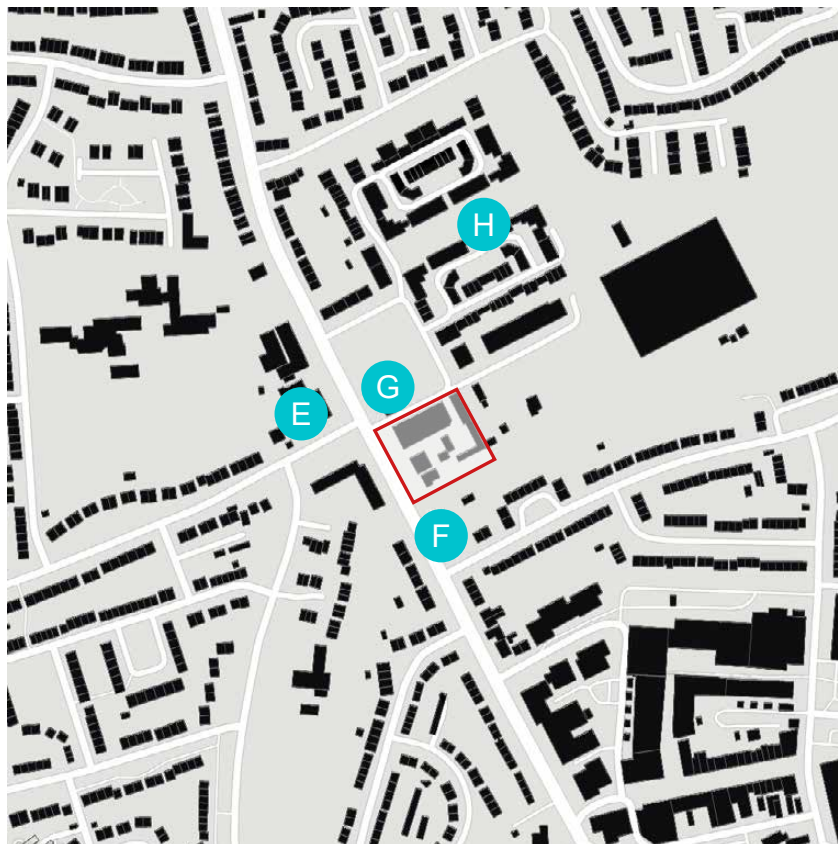
Across the local area, brick has been used in a range of colours and finishes. Light buff brick, deep red brick, orange brick, and red/grey brick are all used in abundance, both as a main brick and in detail elements.



St Michael's Church - Buff Brick with Orange Brick Detailing on Dunsbury Way



Orange Brick Houses on Dunsbury Way



Photograph Location Key Plan



Red/Brown Brick Commercial Building (Choice Support) on Dunsbury Way



Red Brick Apartment Block on Billy's Copse

Architectural Inspiration

CONTEMPORARY USE OF BRICK

The Havant Borough Design Guide encourages "the creation of diverse and visually rich new places." In order to enhance the local character, we have explored how the local materials (buff brick and red brick in particular) could be used in a contemporary way. The images to the right demonstrate a variety of different approaches utilised across the country for brick apartment blocks, and the following pages highlight the key precedents for this scheme.

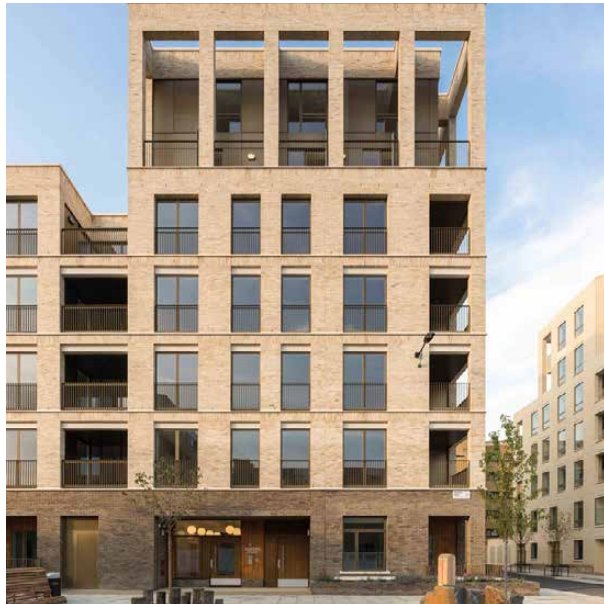
In each of the following precedent studies, the brick colour and style used has been inspired by the local vernacular of each project - this is something that is also important to consider for the Dunsbury Way project. These examples show how predominantly brick buildings can successfully utilise detailing and form to create interest.



Apartment block in buff brick
With stepped elevation highlighting the entrance



Apartment block in buff brick
With dark grey brick to ground floor



Apartment block in two shades of brick
With brick pergola to top floor



Town-houses and apartments in buff brick
With brick banding detail



Apartment block in buff brick
With buff brick detailing



Mixed use block in buff brick
With zinc top floors

Precedent Study 1 - Kings Crescent

Kings Crescent by architects Karakusevic Carson Architects is a multi-tonal brick residential building that ranges from 5 to 12 storeys. The project is an ambitious regeneration scheme in Hackney that has been constructed using a blend of traditional brickwork construction and off-site manufacture.

The building emphasises the horizontal element as it turns the corner, utilising a darker solid base that helps differentiate the active ground floor level from the lighter floors above. Each floor is separated by a light contrast band to further emphasise the horizontal wrapping of the corner, and create a layer cake effect.

The use of railings in a sympathetic colour and shade to the brickwork allows the recessed balconies to blend seamlessly into the building envelope.

This building was awarded the RIBA London Award 2018 and RIBA National Award 2018.



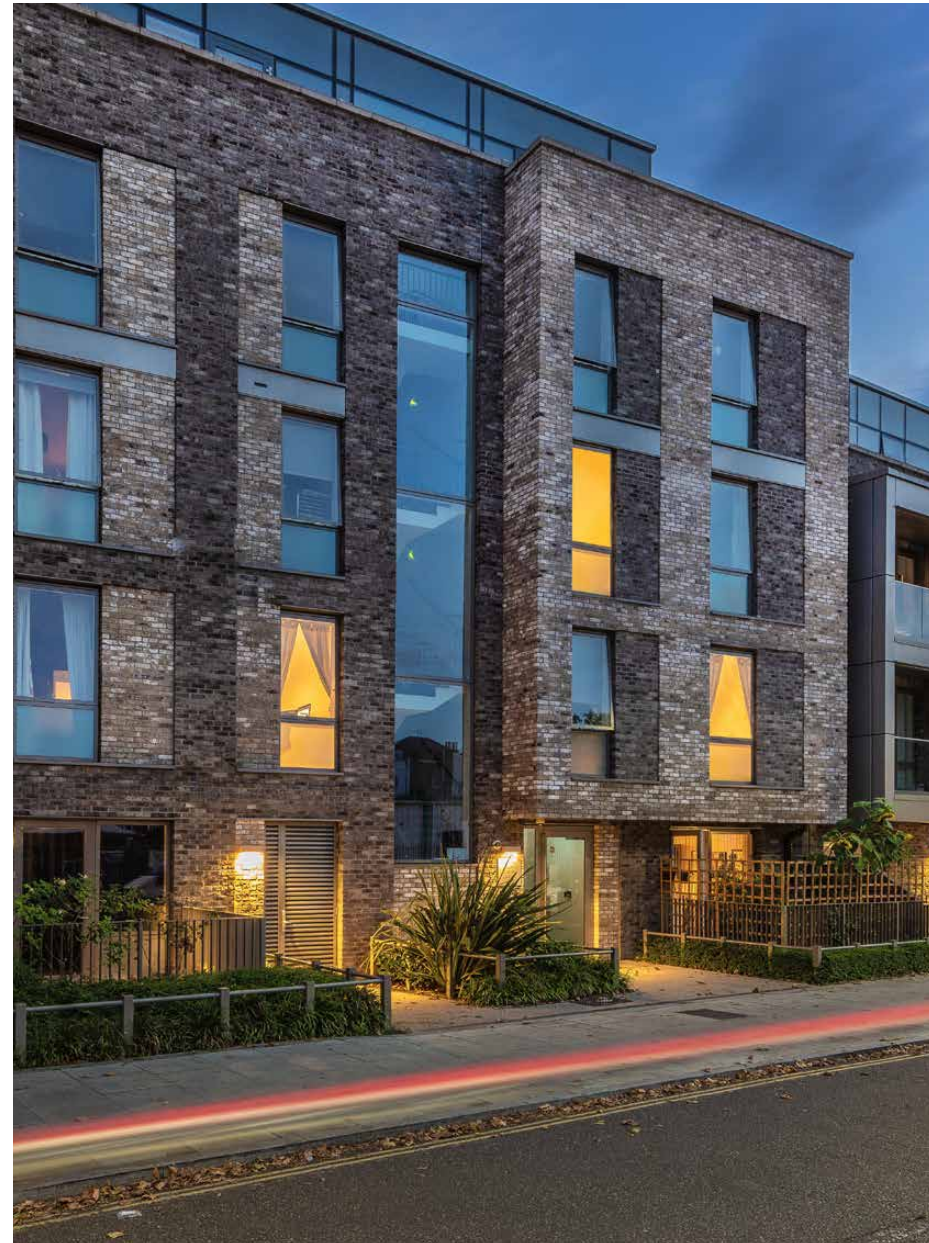
Kings Crescent, Hackney, London
Photograph by Taylor Maxwell

Precedent Study - Woods Road

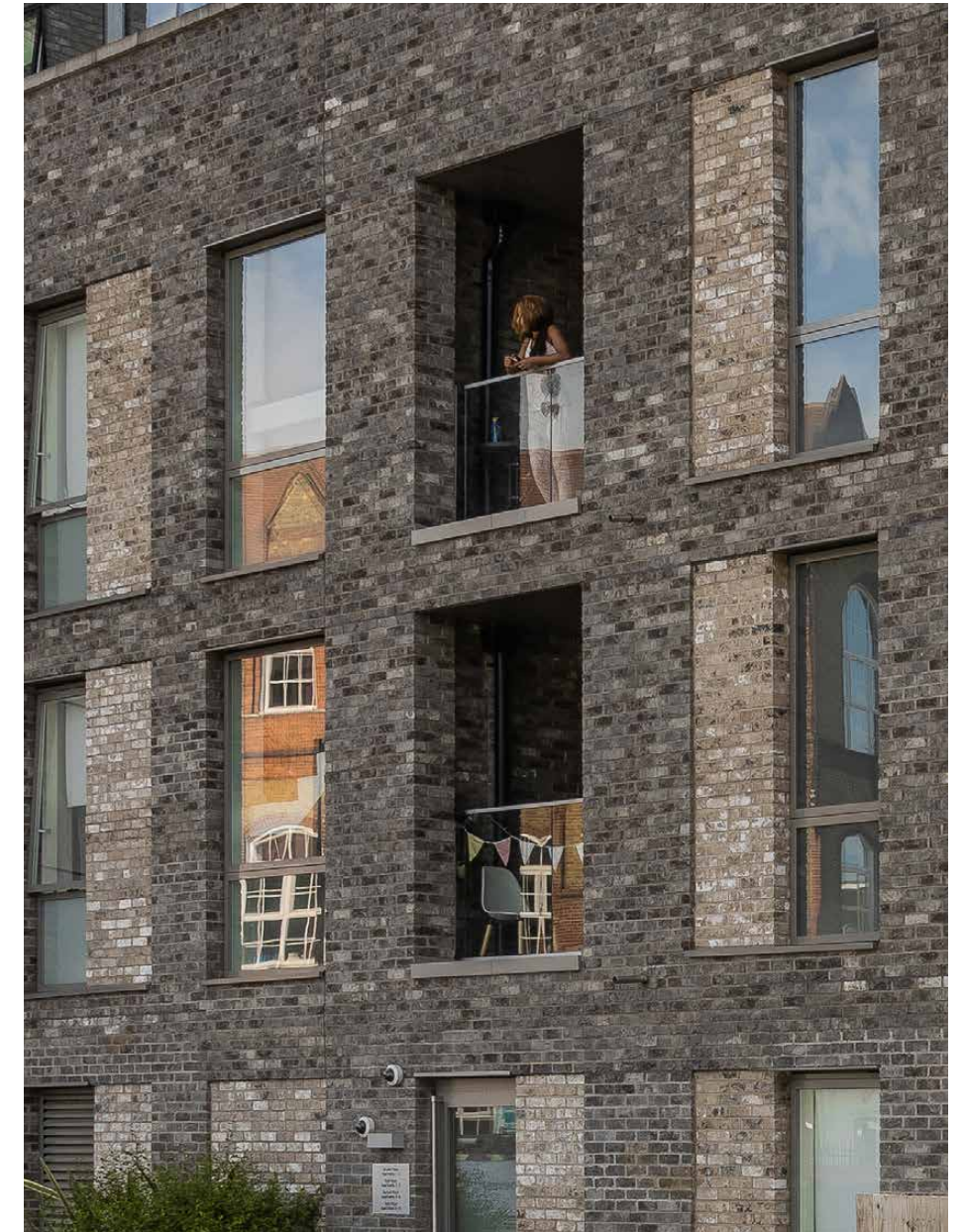
Woods Road by HGP Architects is a residential scheme that provides 122 high quality apartments. The building utilises a muted palette of accent materials within a mainly brick facade.

The building steps in and out, providing interest to the street scene. The staggered form of the scheme feeds the building away from the busy streets of Peckham into the calmness of Cossall Park.

Contrast brick panels have been placed alongside full height windows to aid with the rhythm and proportion of the openings within the elevations. Balconies on the main elevations are recessed into the fabric of the building, providing depth to otherwise flat elements.



Woods Road, Peckham

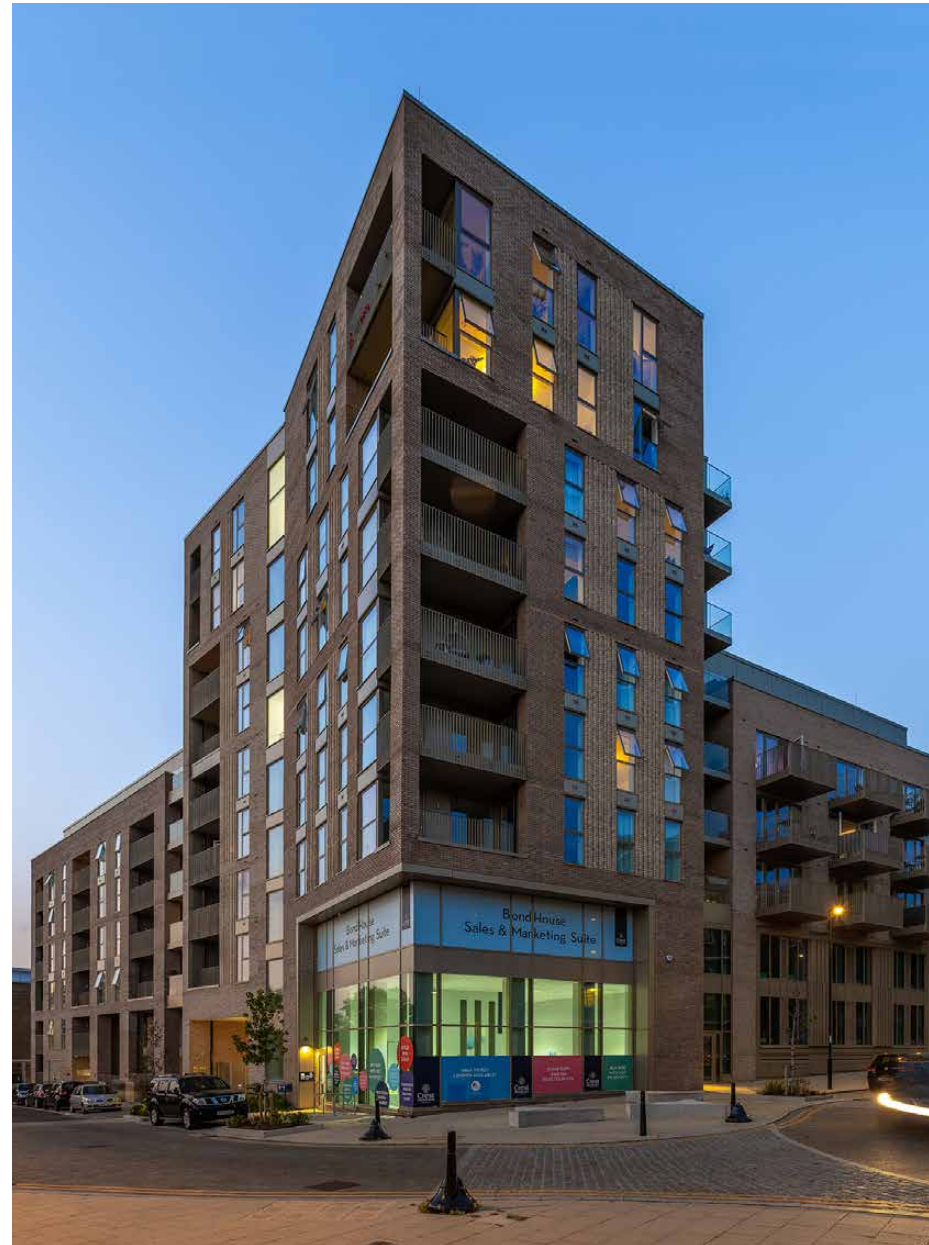


Precedent Study - Bond House

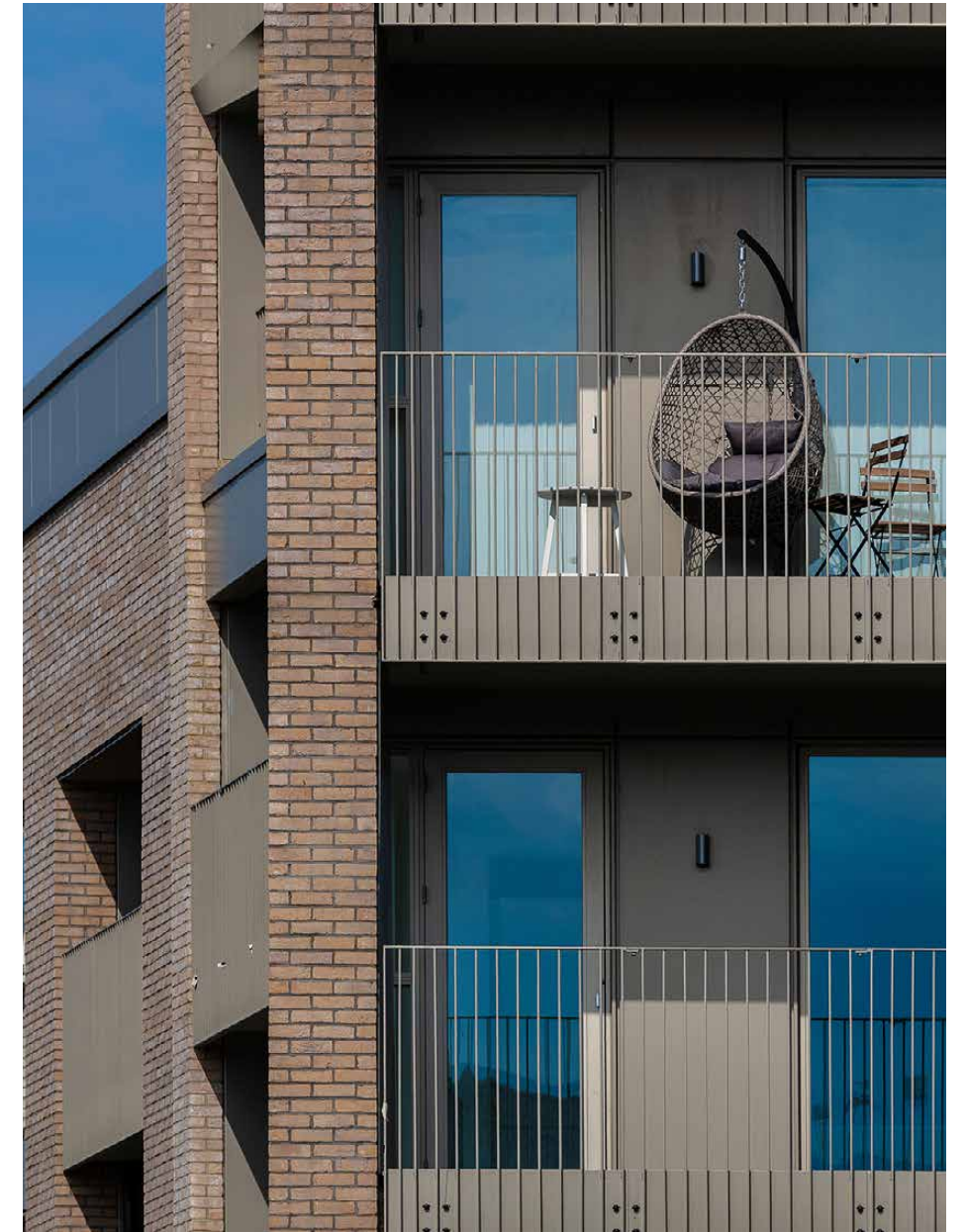
Bond House by HGP Architects is a brick mixed-use scheme that provides 89 apartments, an art gallery, and working art studios. The project is part of the wider regeneration of the New Cross Gate Area.

The contemporary design has been carefully considered through the use of a minimal palette of materials, predominately using a buff and warm red London stock brick to reflect the historic context of the area. This has been offset with metal detailing to the balconies to give relief to the façades.

By using recessed balconies, the building is broken up as it turns the corner. The key corner element's windows add to the verticality of that section of the building, while the more landscape proportioned floor to ceiling glazing helps to wrap the building around both the street and the courtyard behind.



Bond House, Lewisham



03

Layout



Site Plan

Building on the Outline Permission

The outline permission provided a number of single garages at ground floor within the building's fabric. This results in fewer units at ground floor, and a considerable amount of hard surface in order to access these garages.

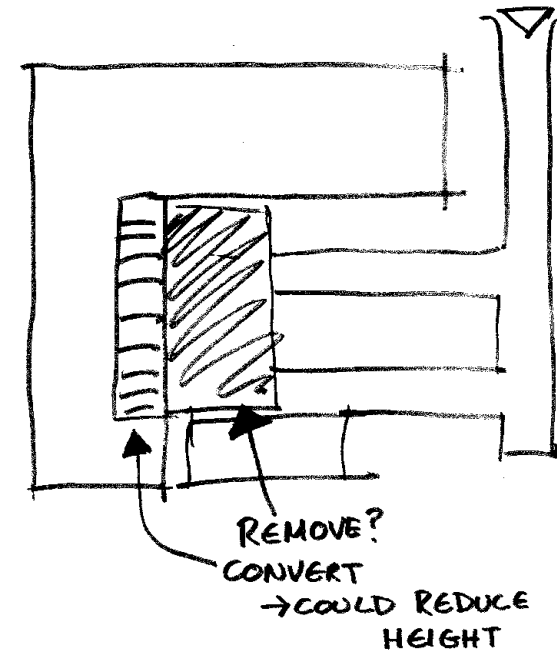
Garages often provide a management issue, as they cannot be effectively policed as to their use; some residents may use the garage for storage rather than to park their car. Without separating walls between the garages, this may also provide opportunities for antisocial behaviour and give this part of the building a very unsafe feeling for residents.

If the garages could be removed, the building could reduce in height by a storey and provide more units at ground floor, leading to an increase in the accessibility of the building, particularly for disabled visitors or residents.

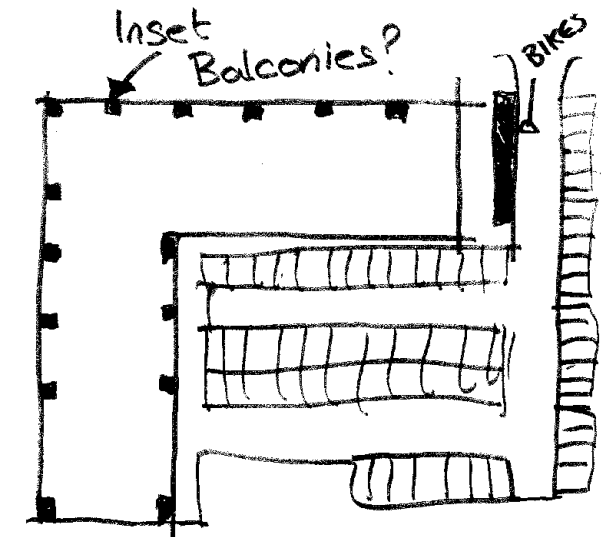


Refining the Layout

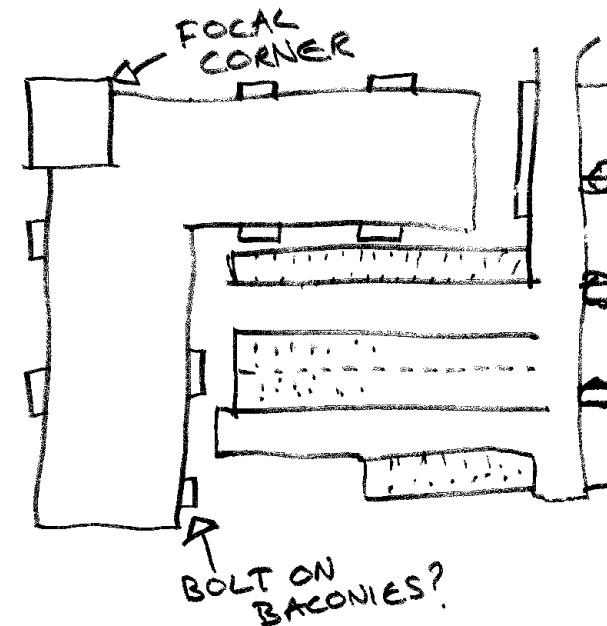
We explored how we might improve the outline permission, and rationalise its shape and overall parking layout. We considered how future residents might live in the building, including how they might use the parking court and amenity spaces, and looked to make the site more accessible for all.



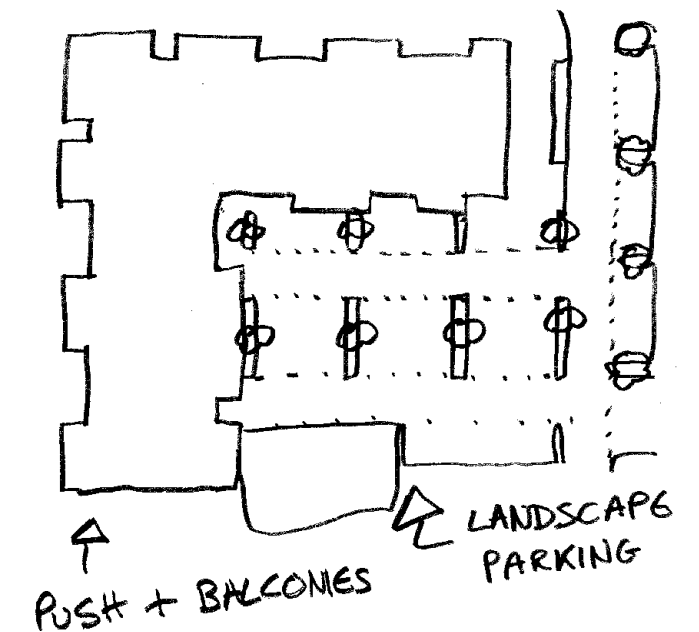
Sketch 1: Removing excess hard landscaping and moving parking to provide more units at ground floor



Sketch 2: Considering balconies within the fabric of the building and the location of parking spaces



Sketch 3: Considering the articulation of the building and how more usable balconies might be provided



Sketch 4: Allowing the balconies to contribute to the building's rhythm and adding landscaping to the parking court

Parking and Refuse

In line with the outline permission, an over-provision of secure cycle parking (136 covered cycle spaces) for residents has been provided to encourage sustainable transport. Additional uncovered visitors' cycle parking is provided close to the access from Fulflood Road.

76 Unallocated car parking spaces for residents and their visitors are provided in a parking court behind the building, sheltered from the public view.

Refuse is collected from Fulflood Road, ensuring that the refuse vehicle does not have to enter or turn in the parking court.

A fire tender will be able to turn in the parking court (as illustrated in the image on the right), and two remote dry risers are provided to prevent the need for the fire tender to drive directly behind the building in the parking court.

LEGEND

●

Residents' Parking Spaces

●

Residents' Bicycle Storage

●

Visitors' Bicycle Storage

●

Refuse storage & Collection

||||

Refuse Vehicle Illustrative Path

DR

Location of Dry Risers



Circulation

The building has four entrances on ground floor: one entrance from Dunsbury Way, one entrance from Fulflood Road, and two entrances from the car park behind the proposed building.

The layout features a double loaded corridor with smoke shafts and fire doors that ensure easy internal legibility and fire safety.

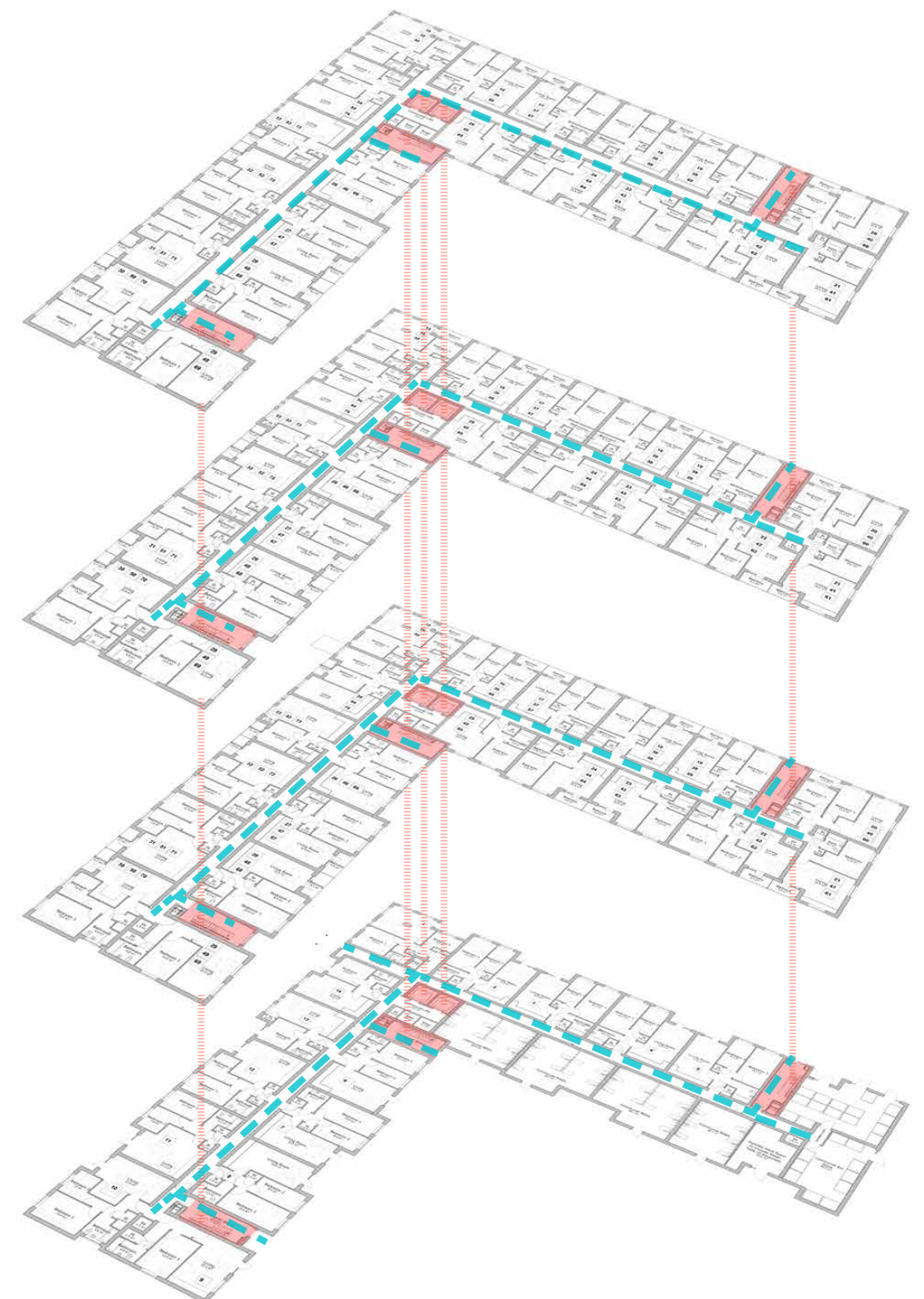
The vertical circulation comes in the form of three stair cores, and one central lift core. This allows residents to traverse between storeys with ease from every building entrance and flat entrance.



Ground Floor Circulation Plan

LEGEND

- Vertical Circulation Core
- — Horizontal Circulation



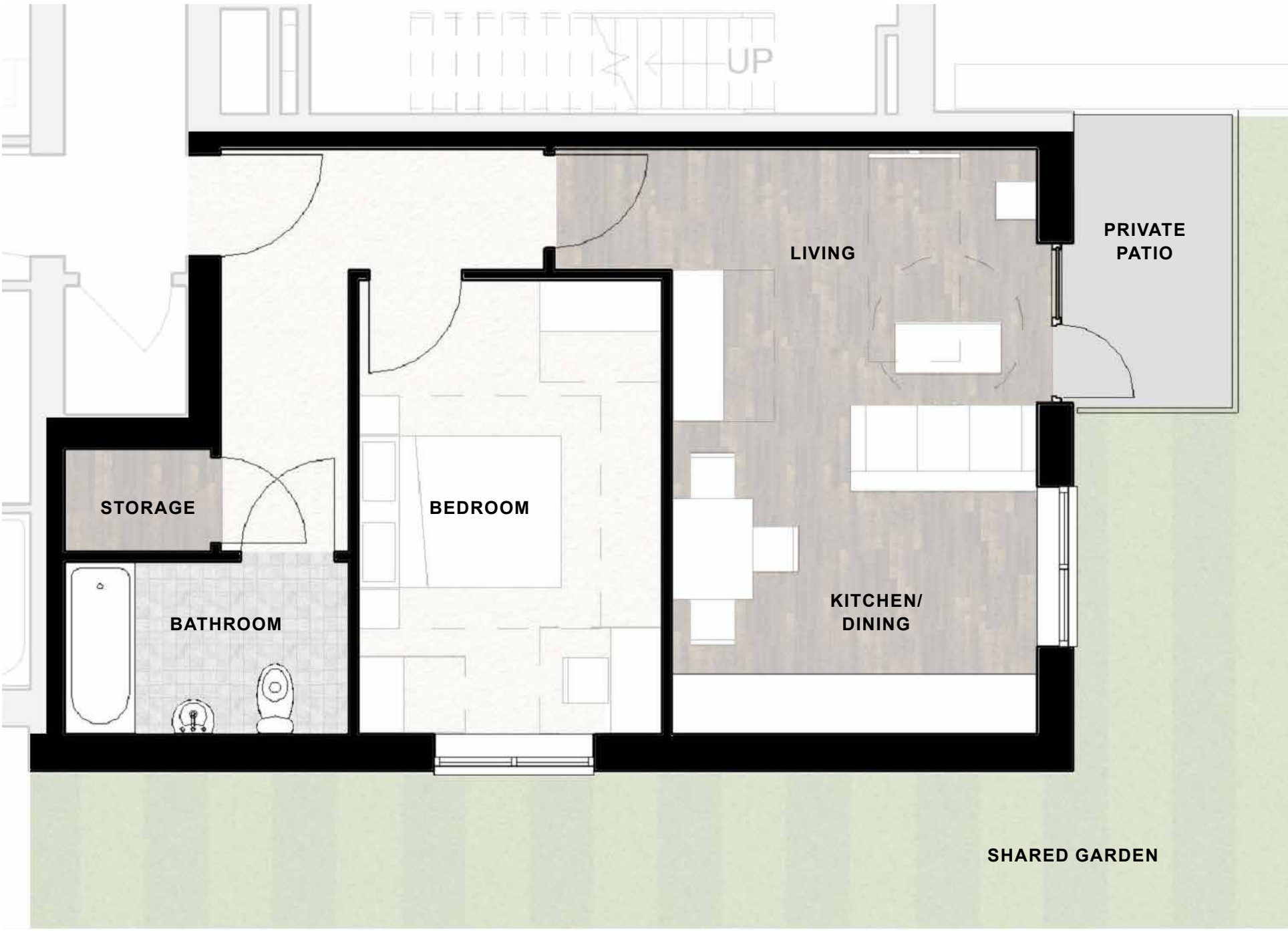
Internal Circulation Diagram

Typical 1 Bed Flat

The building features 21 one bedroom flats, each with their own private amenity space and access to shared gardens/amenity.

One bedroom units throughout the building have generously sized bedrooms and an open-plan living arrangement. Each unit has a large window to the bedroom, and either two large windows or a window and patio door to the living area.

UNIT SIZE	NUMBER	PERCENTAGE
1 Bed	21	28%
2 Bed	53	72%
Total	74	100%



Typical One Bedroom Flat
Ground Floor Unit

Typical 2 Bed Flat

The building features 53 two bedroom flats, each with their own private amenity space and access to shared gardens/amenity.

The two bed units in the building benefit from either balconies or gardens accessed from a large open-plan living space. Plenty of in-built storage is provided, accessed from the unit's hallway, allowing small families to easily store their belongings.

UNIT SIZE	NUMBER	PERCENTAGE
1 Bed	21	28%
2 Bed	53	72%
Total	74	100%



Typical Two Bedroom Flat
First Floor Unit

04

Architecture



Illustrative 3D View of the Northern Elevation of the Proposed Building at Dunsbury Way

Massing & Concept

The massing developed over the course of the design stage, starting as a solid shape that addresses the corner-turning nature of the site. This initial mass was then pushed and pulled to create amenity space for residents, and provide a strong rhythm to the street scene. The corner element was increased in height to provide a focal feature at the intersection of the two streets, and the roof pitched back behind a parapet to allow easy control and management of the surface water drainage from the roof.



Building Addresses Corner



Building Pushes Out to Provide Amenity



Building Pulled and Pushed to Provide Rhythm



Corner Element Raised and Roof Sloped Towards Parking Court

Design Development

When testing the elevations, we explored the use of a variety of different brick types and colours, the rhythm of the windows, the articulation of a corner piece and the expression of balconies. When doing this, we reference the buildings found within the existing local vernacular, while providing a slightly more contemporary building.



Red Brick and Orange Brick



Grey Brick Base with Subtle Articulation between Main Brick and Contrast Brick



Parapet Increased Towards Corner and Verticality of Corner Element Emphasised



Proportion of Corner Piece Changed and Banding Explored

Elevations

ARCHITECTURAL SUMMARY

The final elevations show the building's step up towards the focal corner where the northern elevation meets the western elevation. The adjacent diagrams explain how the extruded bays gradually step up towards the focal corner. The height of the recessed bays remains constant, forming the minimum height of the elevation, indicated by the red line. The heights of the extruded bays is indicated by the blue line which gradually increases towards the focal corner. The yellow line indicates the height of the focal corner, and the highest point of the elevation.

The ground floor features a grey brick that helps define the human scale and differentiate the active storey. This, twinned with the banding and balconies at upper floors, gives the two arms of the building a distinct horizontality that contrasts with the vertical elements that are pushed or pulled out of the main mass. By breaking the long runs of the building up in this way, the building provides interest along each of its lengths, and reads as several bays.

The elevational treatment changes for the focal corner, however, as the grey brick is not present at ground floor. Instead, the corner element features only contrast brick detailing that emphasises the verticality of the corner feature alongside the heightened parapet.

The building's apertures provide a sense of rhythm, and are proportioned to complement the vertical bays created by the extrusions and recesses of the building.



West Elevation Extract - Bay Heights Diagram



North Elevation Extract - Bay Heights Diagram



West Elevation



North Elevation

Bay Elevation

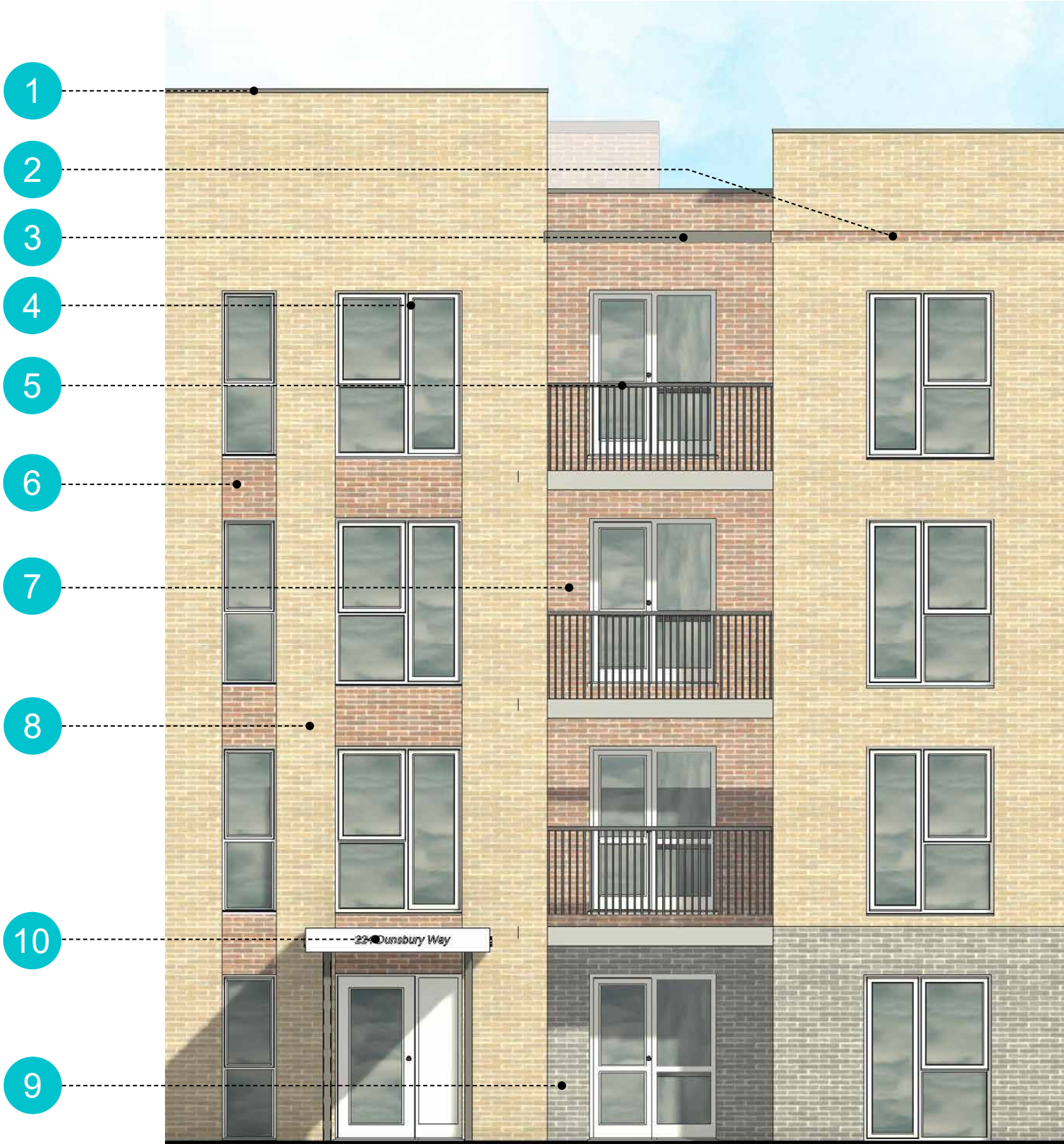
ARCHITECTURAL SUMMARY

- 1. Parapet Concealing Mono-pitch Roof
- 2. Contrast Brick Band
- 3. Canopy Over Balcony
- 4. White Framed Windows
- 5. Metal Balustrade Railings
- 6. Contrast Brick Panel
- 7. Contrast Brick
- 8. Buff Main Brick
- 9. Grey Brick to Ground Floor
- 10. Canopy to Entrance

SETTING

Each unit at ground floor has the benefit of a private terrace protected by railings, Several shared gardens feature around the block, protected by either hedging or a dwarf brick wall.

The parking court behind the building features landscaping that breaks up any long runs of parking spaces.



Suggested Bay Elevation

Detail Examples

SUGGESTED DETAILS

1. Parapet
2. Brick Banding
3. Canopy Over Balcony
4. White Framed Windows with Fixed Side Panel
5. Metal Balustrade Railings
6. Contrast Brick Panel
7. Contrast Brick
8. Buff Main Brick
9. Grey Brick



Closing Design Summary

The scheme at Dunsbury Way provides an opportunity for the regeneration of a disused brownfield site (with the benefit of an outline consent) in Leigh Park.

As illustrated throughout this document, the proposed building has been carefully considered in the context of Havant Borough Council's Supplementary Planning Documents and guidelines. The final design of the building respects the decisions made in the outline approval, and builds upon the outline scheme to further refine the strategies and design previously approved.

Overall, we believe this development will have a positive influence on the local area, providing future residents with high quality housing that respects the local vernacular.



Thank you