



Land at St Georges Avenue Havant Design & Access Statement

CONTENTS

- 1.1 Introduction: Overview
- 1.2 Introduction: The Purpose of this document
- 1.3 Introduction: Design Framework
- 1.4 Introduction: National Design Guide
- 1.5 Introduction: Building for a Healthy Life
- 2.1 Context: Site Location
- 2.2 Context: Contextual Location
- 2.3 Context: Site Context & Description
- 2.4 Context: Local Character
- 2.5 Context: Site Constraints
- 3.1 Design: Evolution: Concept
- 3.2 Design: Design Framework
- 3.3 Design: Layout: Principles
- 3.4 Design: Layout: Character Areas
- 3.5 Design: Scale & Appearance
- 3.6 Design: Landscape Approach
- 4.0 Sustainable Construction
- 5.0 Design Analysis: Building for a Healthy Life

1.1 Overview

This Design and Access Statement (DAS) has been prepared in support of a detailed planning application by Barratt David Wilson for the development of 194 dwellings at the land off St Georges Avenue, Havant.

The scheme includes the provision of Open Space, recreational areas, landscaping and access from St Georges Avenue.

1.2 The Purpose of this document

The purpose of this document is to demonstrate that the applicant has fully considered the local context, local and national policy, and good practice design as part of the preparation of the scheme prior to the submission of this planning application.

Guidance for design and the preparation of Design and Access Statements comes from a number of sources, including:

- The National Design Guide (MHCLG:2021)
- Havant BC Policy & SPD
- Building for a Healthy Life (Design for Homes)
- Havant BC, Borough Design Guide

This document will therefore:

- Explain the design principles and concepts that have been applied to the proposed development;
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account;
- Explain the applicant's approach to access;
- Illustrate how relevant policies have been taken into account;
- Explain how any specific issues relating to the proposed development have been addressed.

1.0

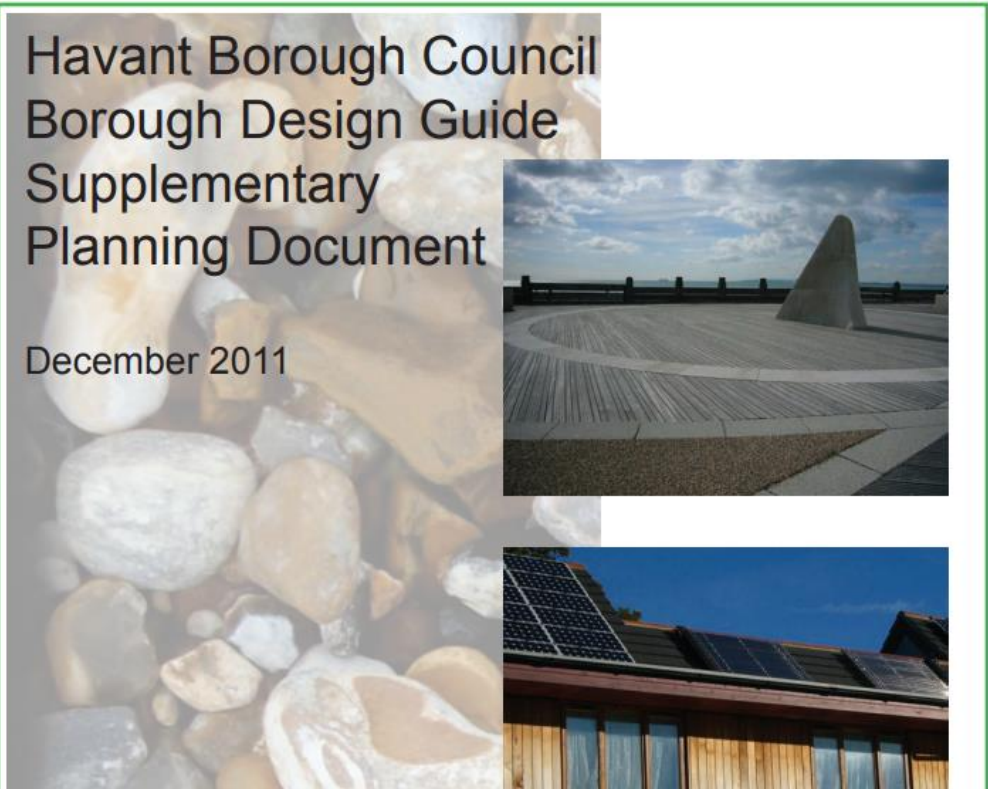
Introduction

1.3 Design Framework

This Design & Access Statement and associated Planning Statement set out in detail the various constraints, contextual understanding of site and the wider area, as well as planning policies that have been considered in the formation of the proposals.

Design work has also been measured against the National Design Guide document, to ensure that the proposal creates appropriate physical character, creates a sense of community and positively addresses environmental & climate issues.

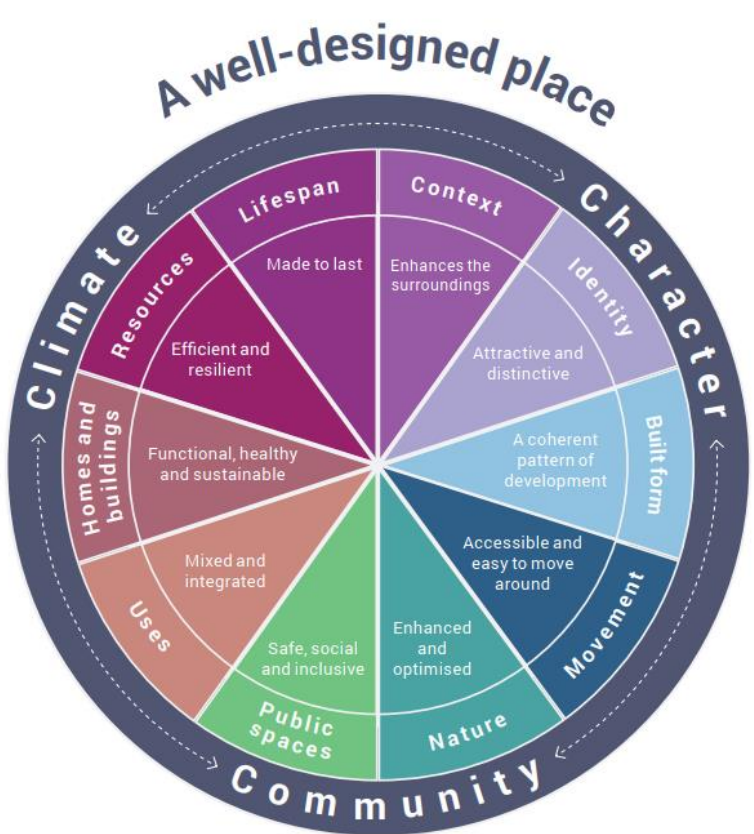
In addition to this, the 'Building for a Healthy Life' criteria are responded to, illustrating the achievement against those goals and how they have been met.



1.4 The National Design Guide

The National Design Guide was published by the Ministry for Housing, Communities and Local Government in September 2019. It is a response to the 'Creating Space for Beauty' interim report by the Building Better Building Beautiful Commission in July 2019.

The Guide illustrates how well designed places that are beautiful, enduring and successful, can be achieved in practice. It forms part of the Governments collection of Planning Practice guidance and should be read alongside the separate planning practice guidance on design process and tools.



1.5 Building for a Healthy Life

Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.

The new name also recognises that this latest edition has been written in partnership with Homes England, NHS England and NHS Improvement. BHL integrates the findings of the three-year Healthy New Towns Programme led by NHS England and NHS Improvement.



2.0

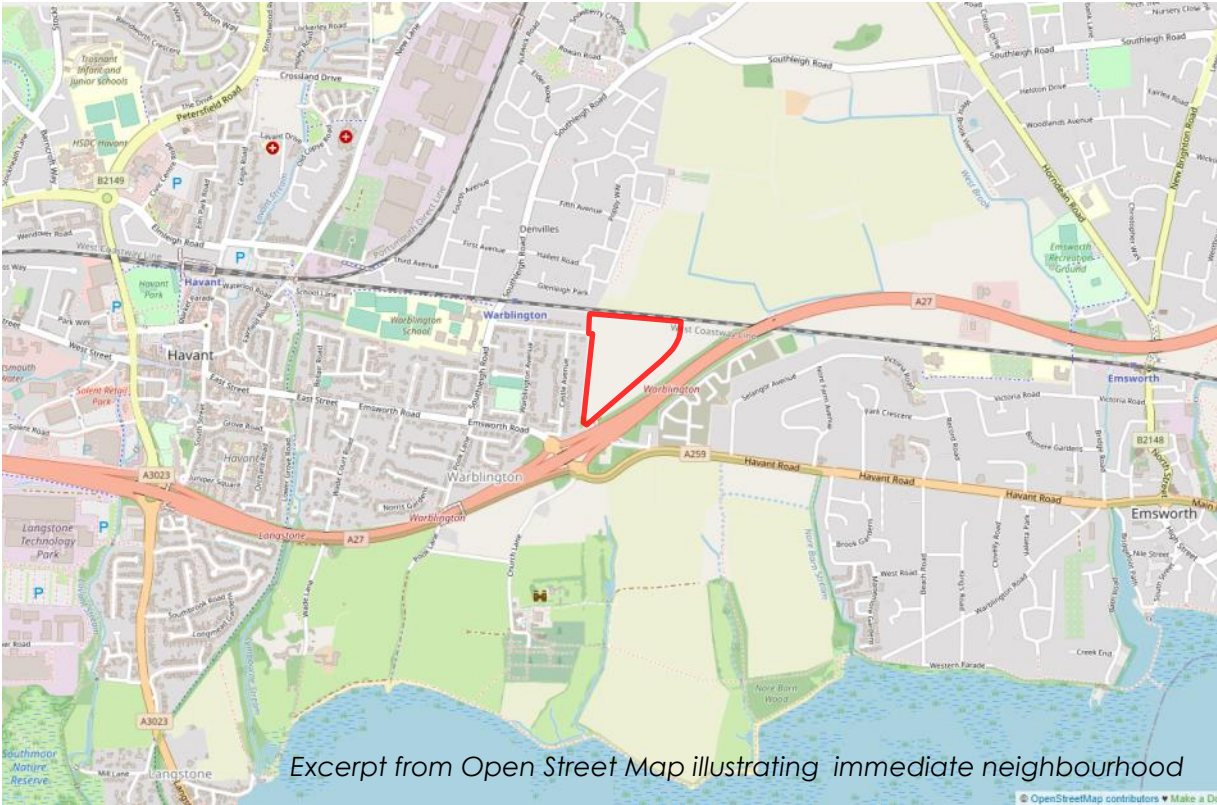
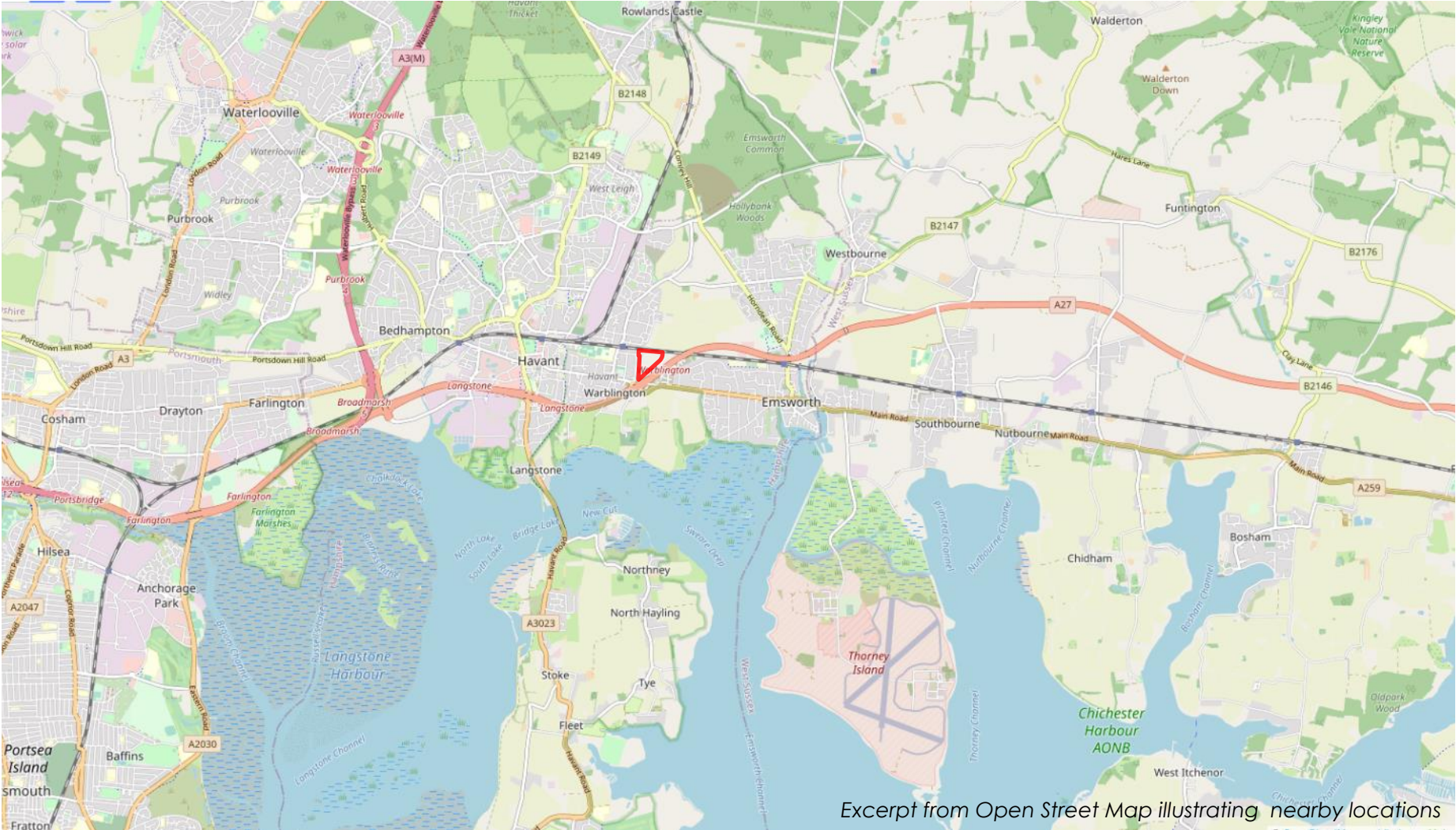
Context

2.1 Site Location

The site is adjacent the Warblington neighbourhood, within the Havant ward boundary.

Warblington rail station lies approximately 500m west of the site, providing direct connection to Chichester , Portsmouth, Southampton and beyond via Southampton, Havant. Littlehampton and Brighton. The closest bus stops for routes 27,28a at Southleigh Road and 700, 770 Coastliner at Emsworth Road are both some 500m away. This provides direct connection to the local area as well as to Portsmouth and Worthing.

As well as Warblington School, some 500m to the west, there are 4 schools with 3km to the west and 2 schools within 3km to the east. One hospital and 2 surgery's as well as various green spaces and shopping facilities are also within 3 Km.



R Railway Station **B** Bus Stop **H** Health Clinic **S** School

Excerpt from Google Earth illustrating local amenities

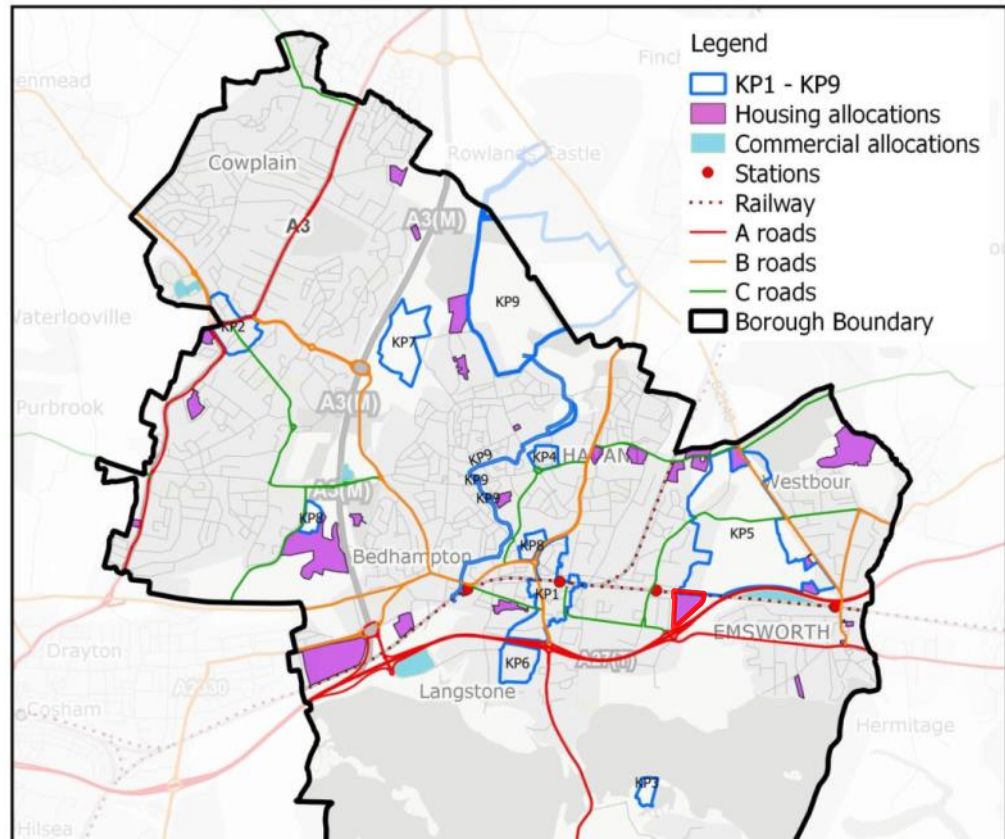
Context

2.2 Contextual Location

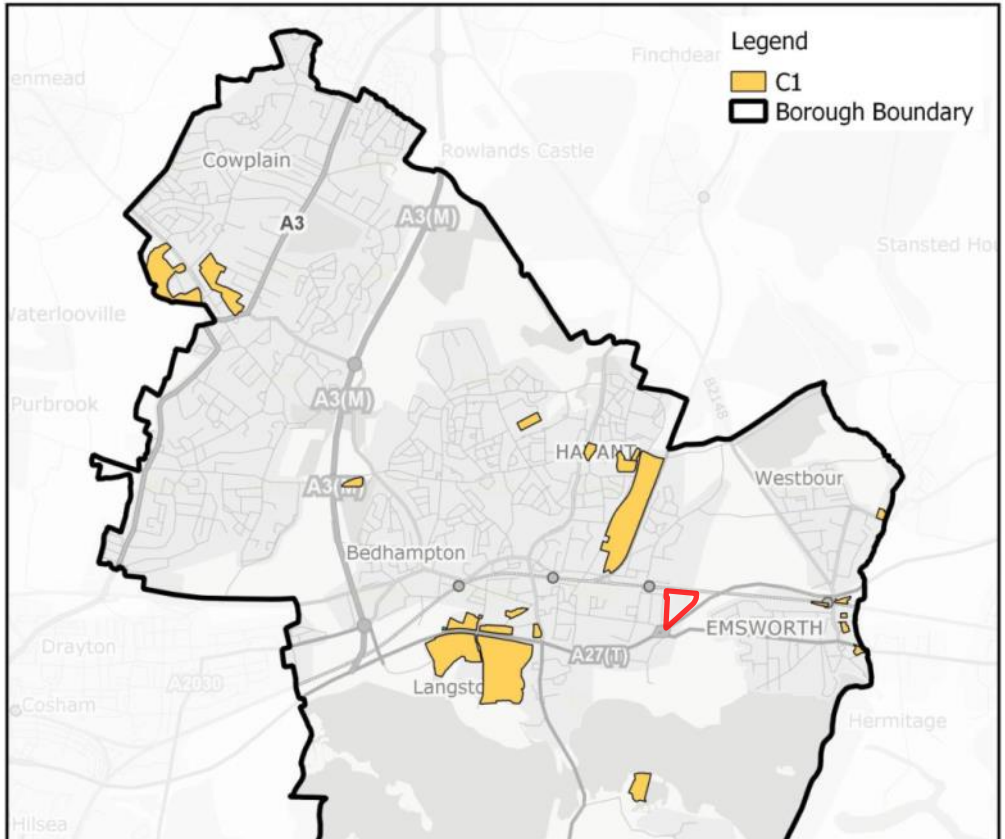
The site is an allocated site under policy H16: Land East of Castle Avenue. It is made up of UE53 (Land East of Castle Avenue) which was identified in the Local Plan Housing Statement and an additional piece of land to the east (SHLAA ref UE02a) which was submitted to the council in the 2017 call for sites.

The site is close to established employment areas, outside of the boundary of the adjacent AONB.

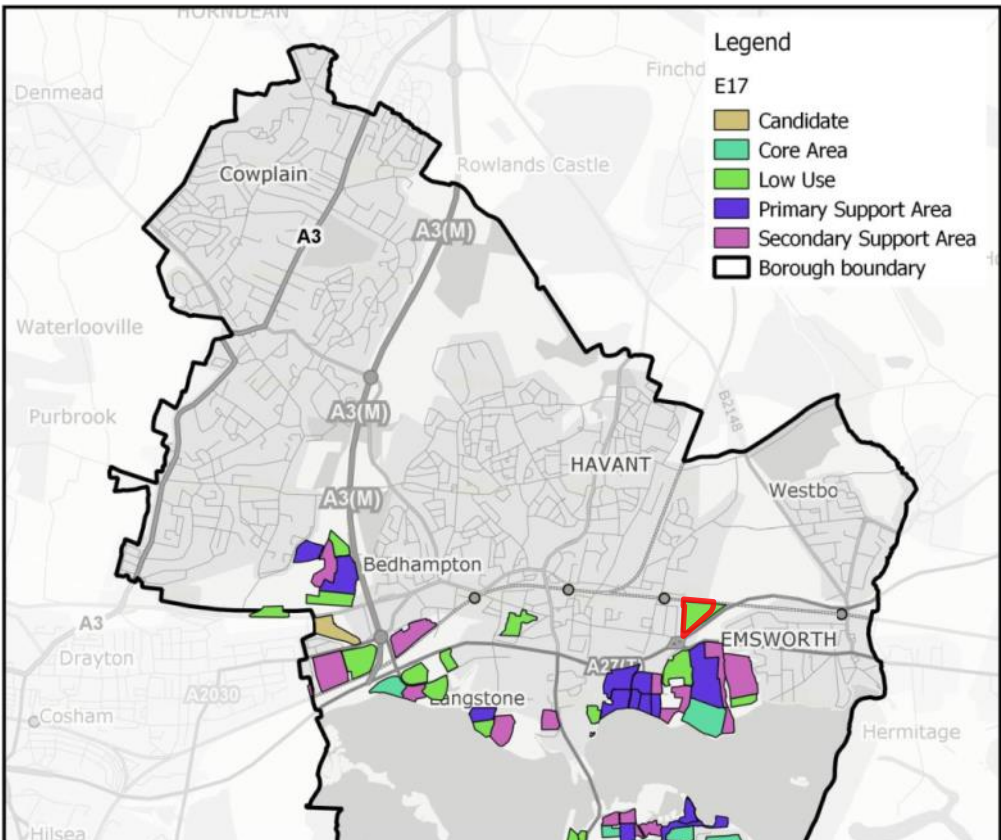
It lies within the ecological areas identified for potential Bechstein Bat and wading bird habitats.



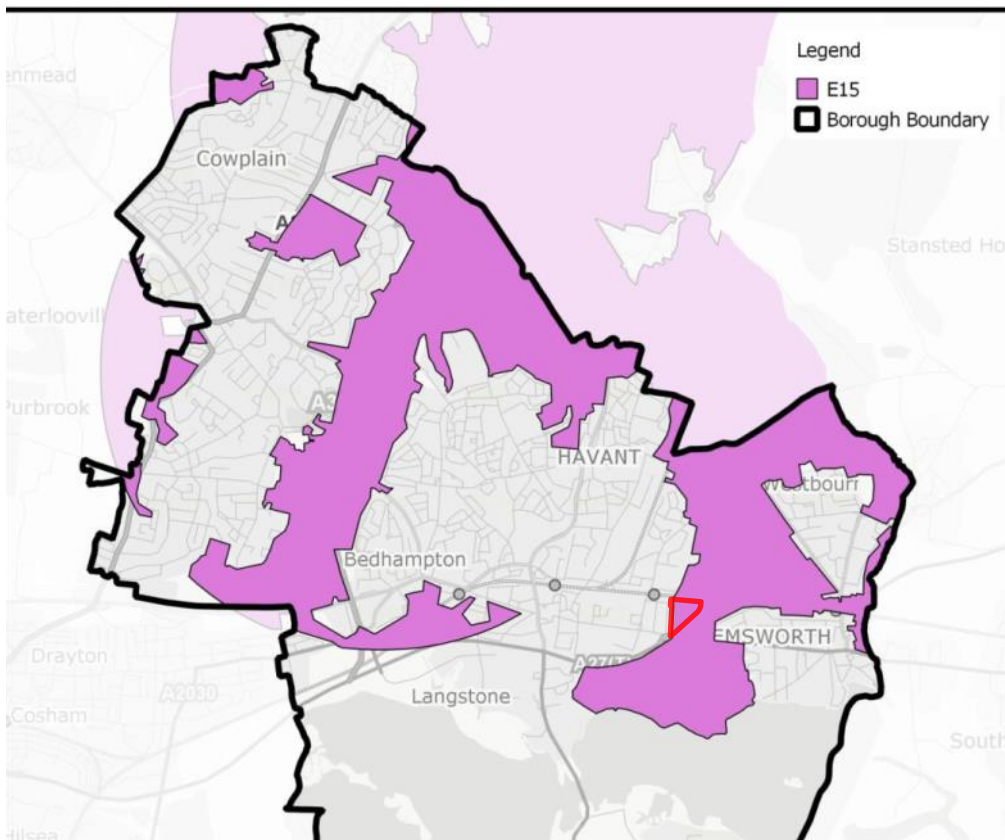
Excerpt from Local Plan Submission: Allocations



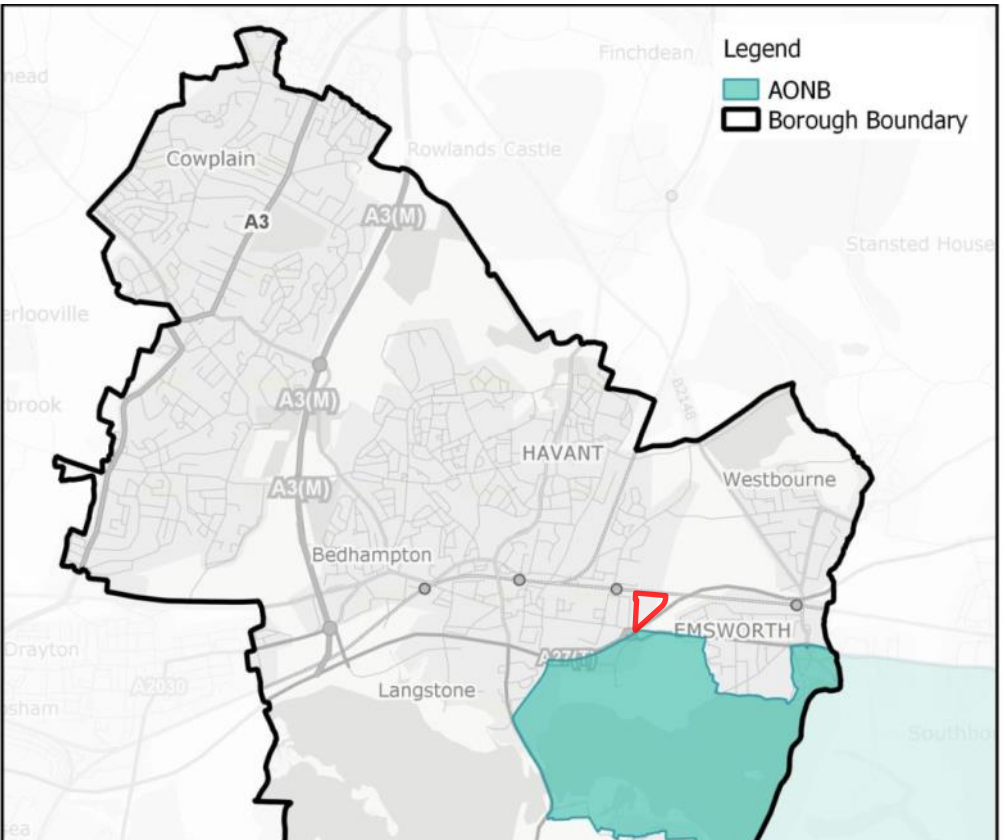
Excerpt from Local Plan Submission: Established Employment Areas



Excerpt from Local Plan Submission: Wading Birds Areas



Excerpt from Local Plan Submission: Bechstein Bats Areas



Excerpt from Local Plan Submission: Location of AONB

2.0

Context

2.3 Site Context & Description

The site is currently agricultural land on the edge of settlement, adjacent a recently approved development within the allocation area. The southern boundary of site is set back from the A27 to safeguard an area for a new slip road from the A27. Currently a tree belt lines the boundary with the A27.

A hedgerow lines the northern boundary, alongside the West Coastway Railway Line. The western boundary is currently a mixture of hedgerow and small trees.

Access to the site is via the extension to St Georges Avenue that is created by the adjacent development proposals.



2.0

Context

2.4 Local Character

The immediate character is of residential development on the edge of settlement. Views over agricultural land are interrupted by neighbouring development at Emsworth and landscaping around the A27.

Glenleigh Park is a recent residential development, mostly orthogonal, with a mixture of street and building forms, mostly 2 storey with some 2.5 and 3 storeys .

Southleigh Road, Havant Road and Emsworth Road and their surrounding neighbourhoods range from larger plots in verdant avenues, with infill development, in a variety of regular and irregular, orthogonal plotting of 2, 2.5 and 3 storey houses and bungalows.

Victoria Road, and its surrounding neighbourhood are larger residential forms in semi detached and longer terraces or apartment buildings, in wide streets with significant trees.



2.0

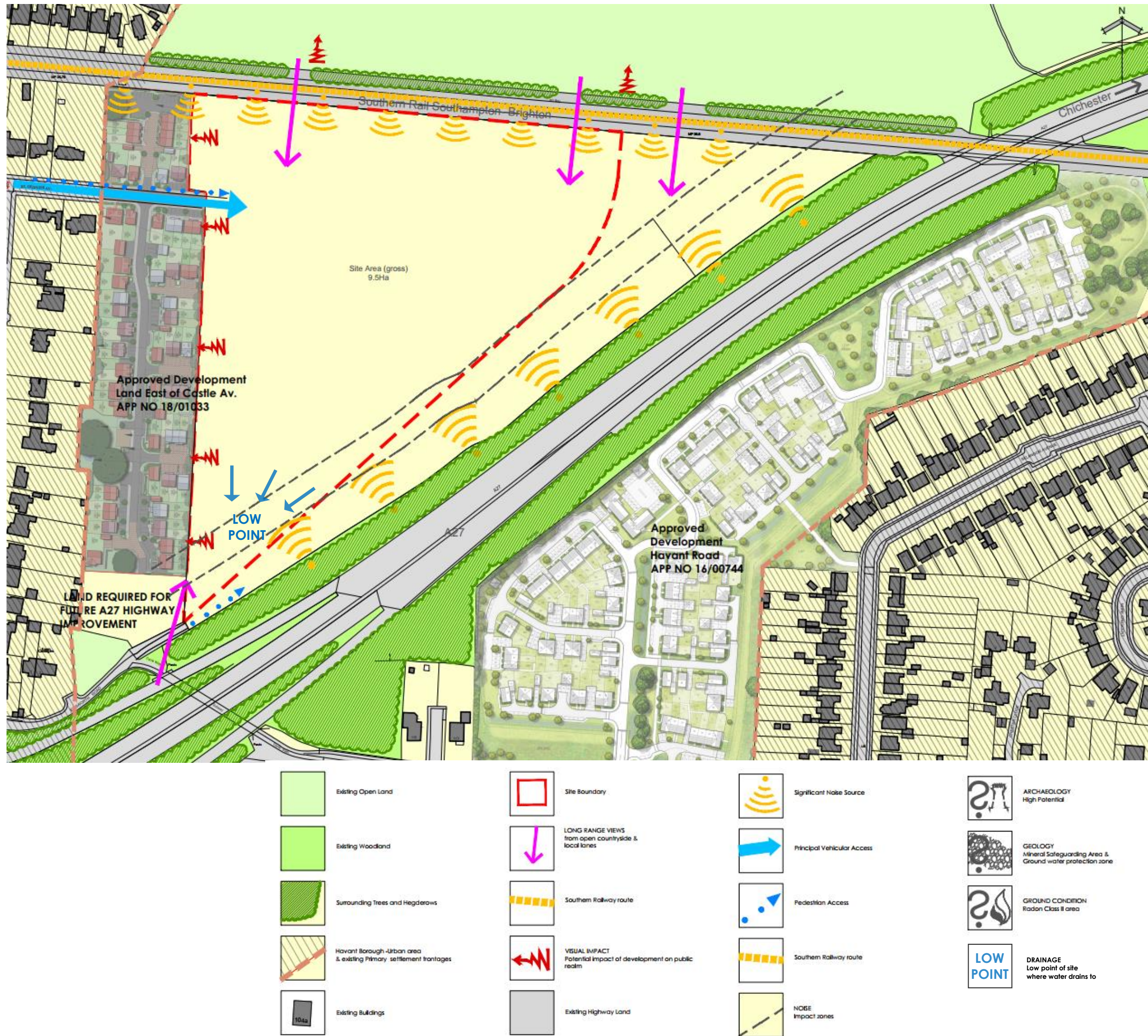
Context

2.5 Site Constraints

The site is generally level with a landscaped periphery. There are no trees within the centre of the site. There are some longer views into the site from the neighbouring countryside.

A single point of vehicular and pedestrian access is provided as an extension to St Georges Avenue. There is potential pedestrian/ cycle access to the south, at Emsworth Road, where a cycleway passes under the A27 and connects to Havant Road. The provision of this connection is dependant on finalised designs of the A27 improvements and stakeholder agreement.

The A27 to the south generates traffic noise. The railway to the north generates noise and requires the provision of access for maintenance.



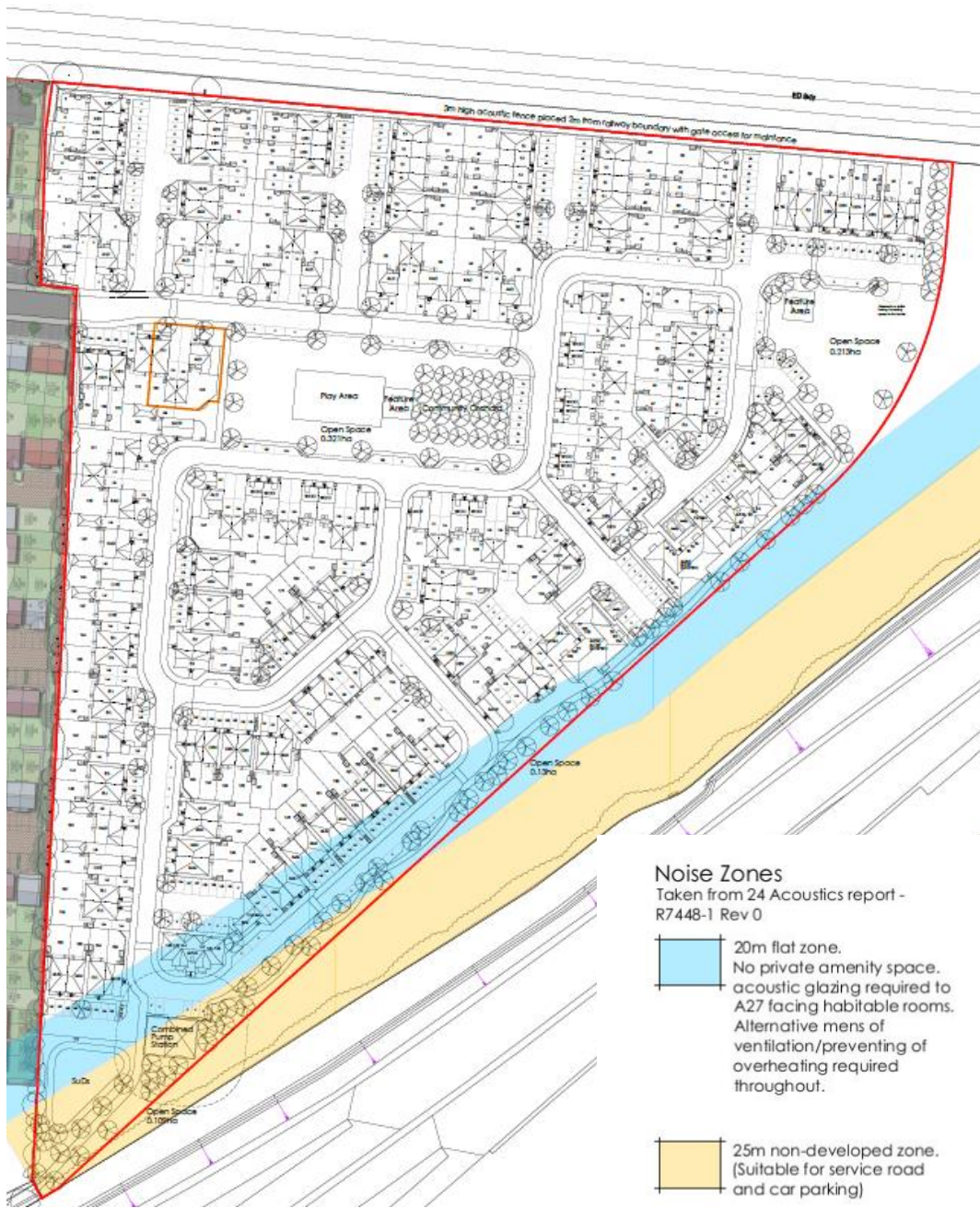
2.0

Context

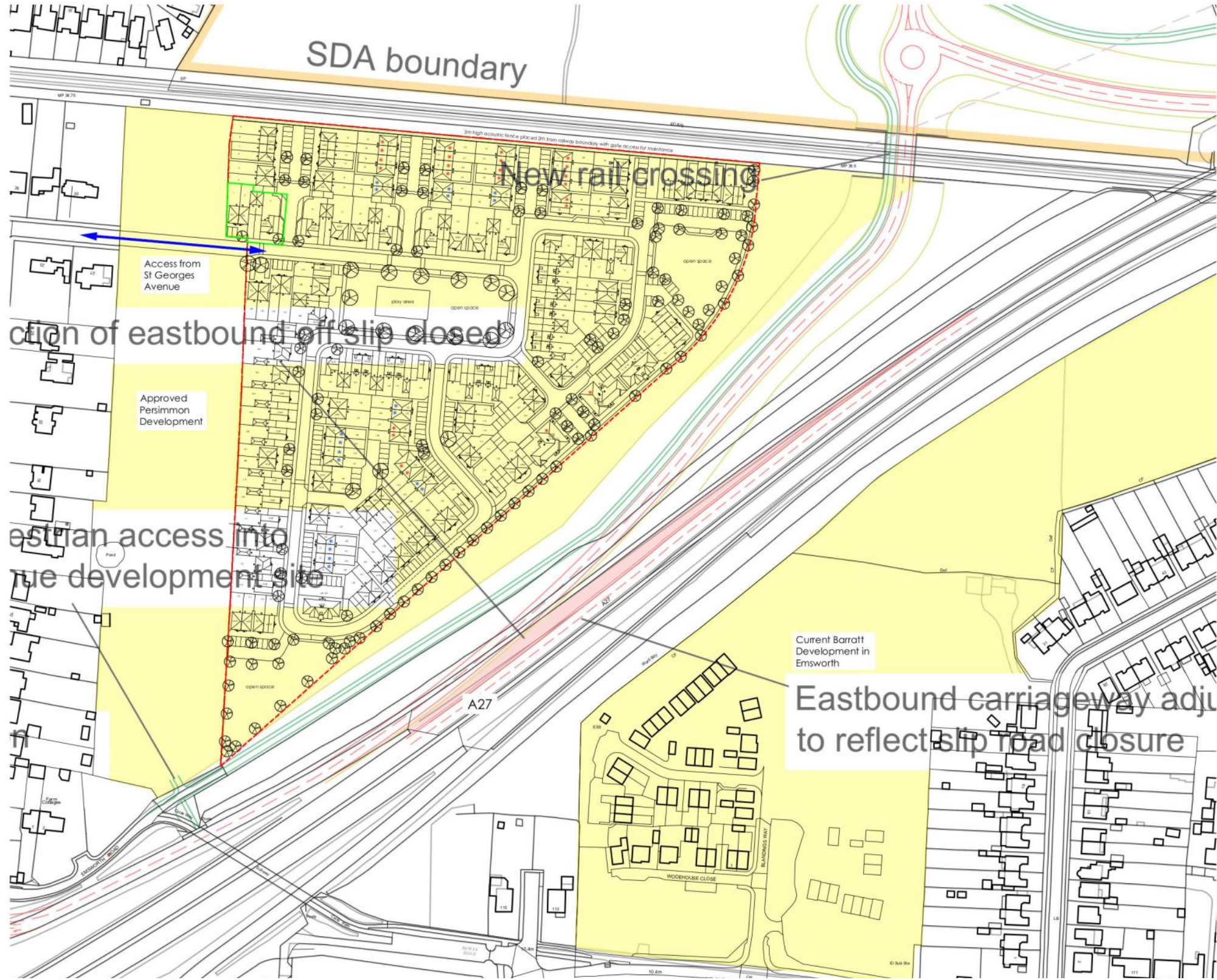
2.5 Site Constraints

The south eastern boundary of the proposals is set back to allow for future A27 works.

Noise Zones taken from Acoustic Reports dictate the non-developable and non-private amenity space zones from the A27.



Site Layout with an overlay of the Noise Zones illustrating areas of non-developable and non-private amenity space zones.



An overlay of the Site Layout with the proposed future A27 connection works, showing the south eastern boundary of the development set back.

3.0

Design

3.1 Evolution: Concept

An early proving concept of an orthogonal development form was utilised with a close Vista stop at the end of St Georges Avenue. Utilising an acoustic barrier at the railway boundary meant properties could back onto it. An avenue looped around the site, with an informal green space sited within the centre of the site. Outward looking development helped screen amenity space from A27 road noise.

After review, this approach didn't appropriately reflect the forms in the neighbourhood, there was a lack of Open Space provision and there was lost opportunity for glimpses over the Countryside to the north. The main green space didn't create an arrival point and there were no other notable feature places within the proposal. There was limited space for SuDS features.

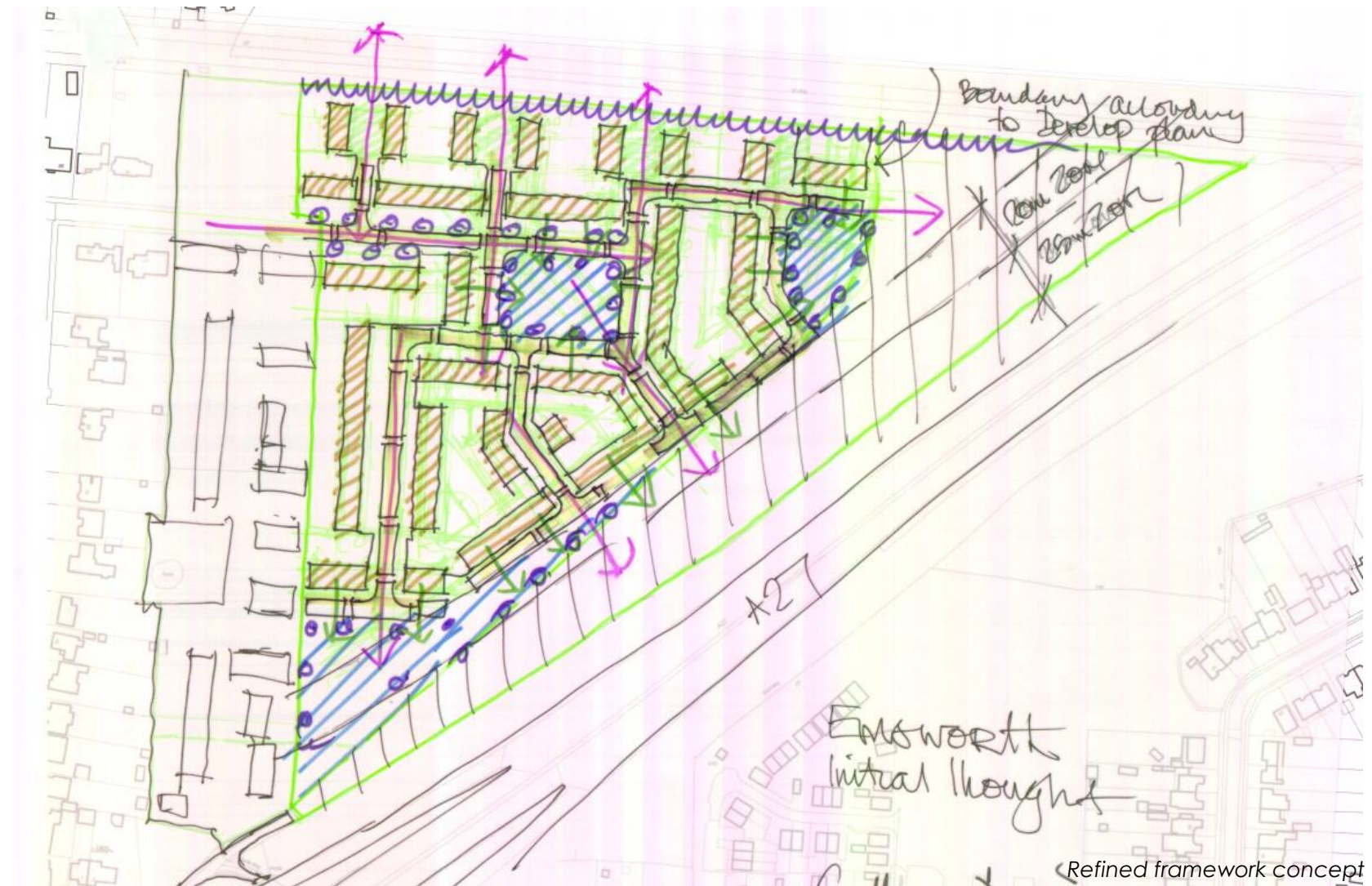
A refined concept adjusted the layout to address the identified issues. A longer Vista stop allowed for the central Open Space to become an arrival point within the main extension of St Georges Avenue. This central Open Space becomes the main movement node for the proposal with streets leading off to other feature spaces. This movement node can also accommodate play space.

Rotating built forms adjacent the railway allows for glimpse of the adjacent countryside, with further glimpses beyond the south eastern site boundary achievable from the central green space.

SuDS features could now be accommodated in the southern spaces and within the more sizable Open Spaces created.



Early proving concept



Refined framework concept

3.0
Design

3.2 Design Framework

Primary pedestrian, cycle and vehicular access to the development site is located at the extension to St Georges Avenue. This landscaped route arrives at the main landscape square at the centre of the development.

Secondary roads spur off of this landscape square, serving development to the north, east and south.

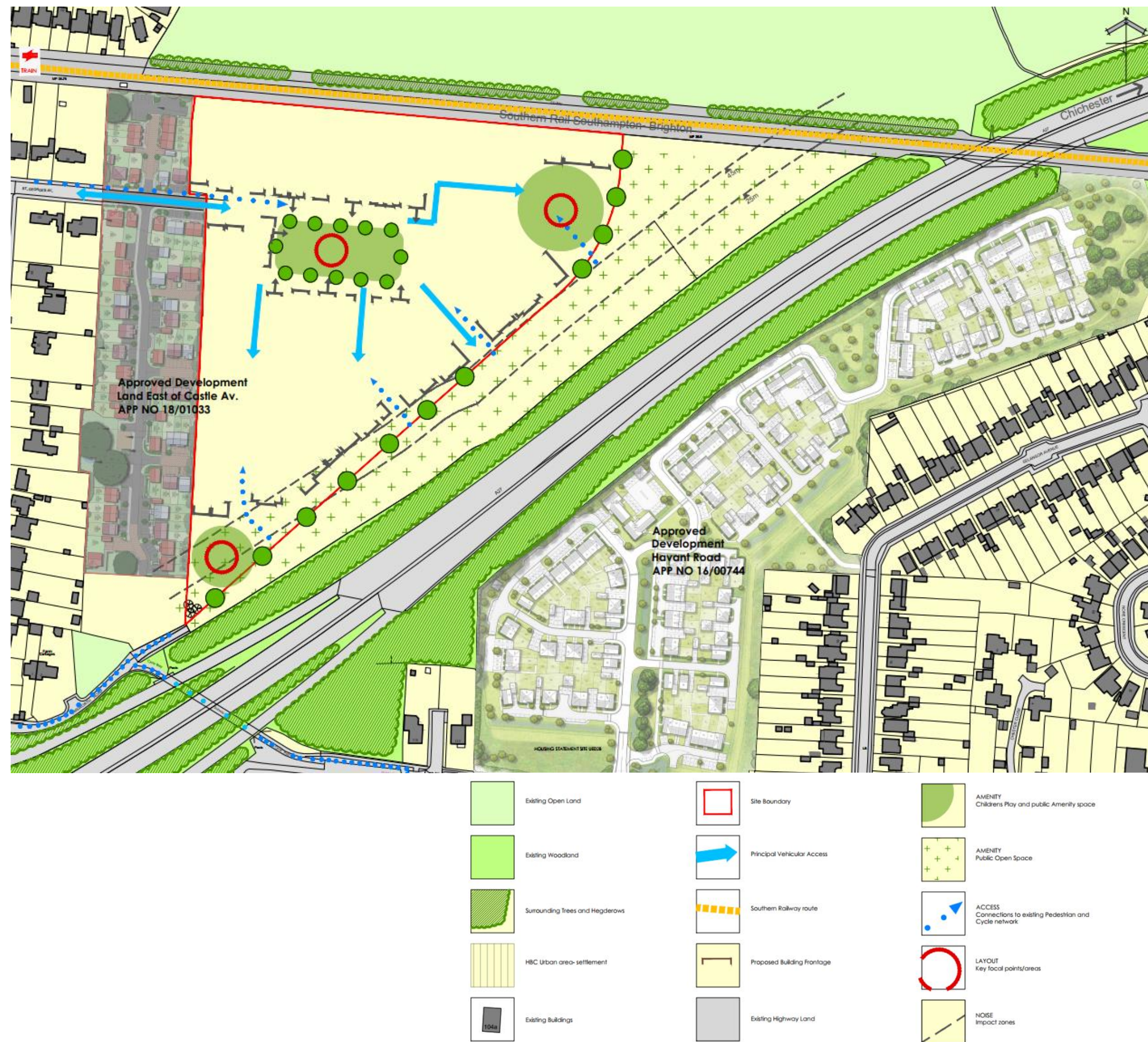
Properties along the southern boundary face southwards to provide screening of rear amenity from noise emanating from the A27.

Secondary landscape features are located to the east and south at the interface of the site boundary and the retained green space adjacent the A27.

Potential cycle connections from within the site, lead to the south eastern boundary, subsequently connecting to the established cycle network to the south and to any future provision within the A27 improvement works.

SuDS features can be accommodated throughout the site and within the southern area of the Open Space where they can connect to existing drainage features.

Play facilities can be accommodated in the Open Space at the central square, located at the main movement node for the entire site.



3.0

Design

3.3 Layout: Principles

Amount:

This total site area is 5.41Ha, Open Space, including play areas but excluding SuDS basins comprises approximately 0.76Ha.

There are 194 No. dwellings proposed, with a policy compliant 30% being affordable. The gross density equates to 36 dph. The mix of homes provided is:

4% :1 Bedroom

41% :2 Bedroom

36% :3 Bedroom

19% :4 Bedroom

Access & Connectivity:

A single access point is proposed off St Georges Avenue with adopted path & street networks providing inclusive access to all homes. Streets are designed to accommodate large refuse vehicles and fire access. Additional pedestrian & cycleway connections are provided to the south, to allow for future connection to Emsworth Road & the cycle network.

Parking & Cycle Parking:

Car parking has been calculated as required by Havant BC parking standards SPD, with a mix of allocated and unallocated spaces in a variety of arrangements. All parking is conveniently located to the homes they serve.

Electric vehicle charging is to be provided.

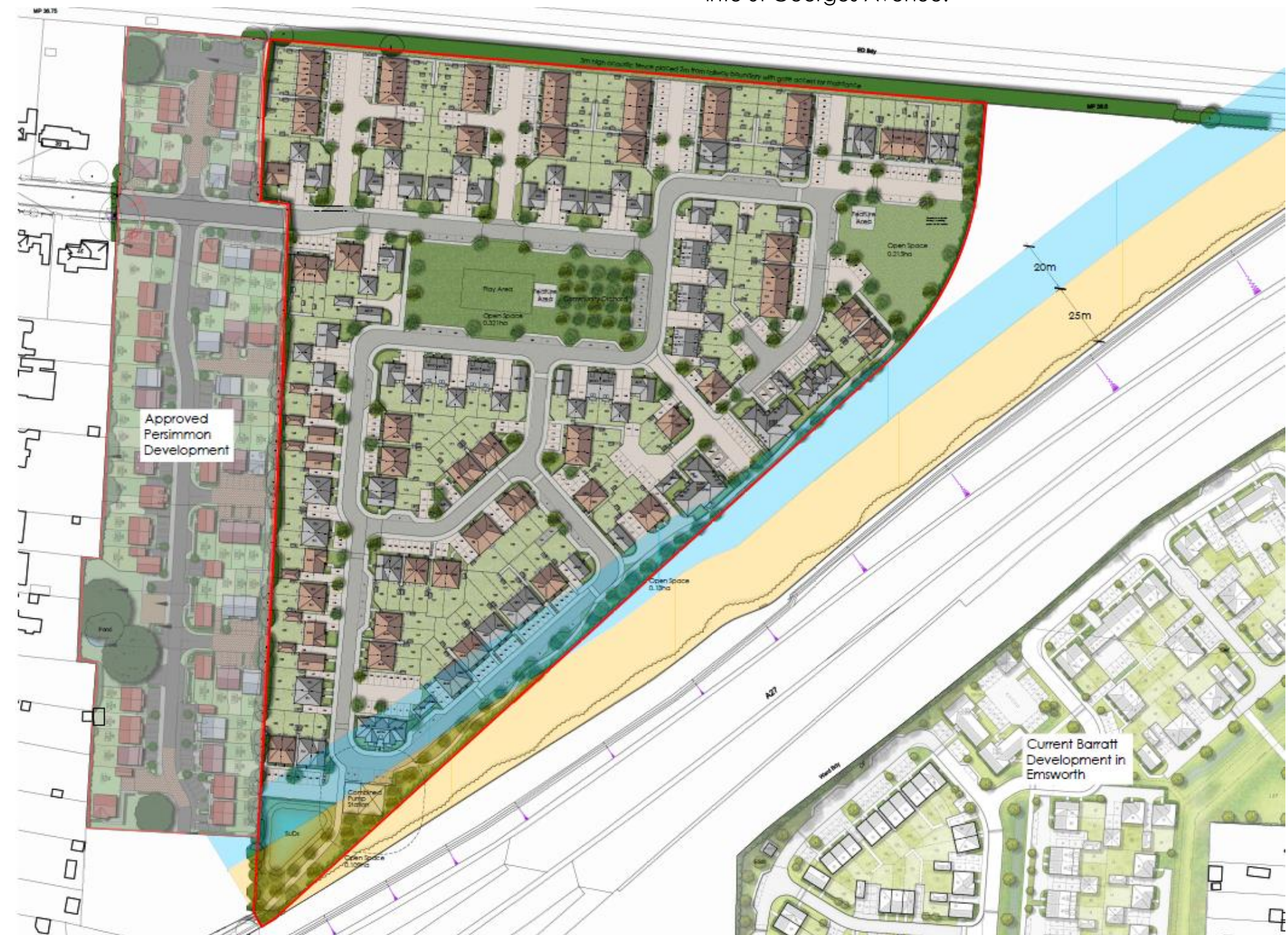
Cycle parking is provided within garages, sheds or purpose designed cycle stores.

Landscape & Ecology:

Existing peripheral landscape is retained where possible. Any New tree planting is provided, with many larger species accommodated for. There is ample space for wildlife habitats and biodiversity net gain.

Drainage & Services:

Some parts of the site are not suitable for SuDS features, thus. SuDS have been designed to be accommodate basin features in the south of the site with additional storage within underground crated features. Sewer connections will be achievable via St Georges Avenue. A pumping station to the south west of the site, adjacent to the SuDS basin will discharge into St Georges Avenue.



3.0

Design

3.4 Layout: Character Areas

Outer Streets:

This area is formed of outward facing dwellings, predominantly 2 storey semi detached, terraced and 3 storey apartment buildings.

Roads are single sided, varying in width from 6m shared surfaces to 3.6m driveways. Parking is mostly frontage parking with some side parking and on street laybys.

Public realm is formed from 1-2m front gardens on the dwelling side and larger open space and landscape features on the public side. The public spaces incorporate new tree planting and public paths. The south eastern edge incorporates new tree buffering.

The Mews:

This street is formed of inward facing dwellings, predominantly 2 storeys in height. Mostly terraced in form with some semi detached.

6m shared surfaces are utilised throughout with frontage, side and frontage parking.

Public realm is formed from 1-2m front landscape spaces on the dwelling side with space created for street trees. The northern edge incorporates a new acoustic barrier and access strip for the railway.

Parkside:

The main street, predominantly detached and semi detached in a mix of 2 storey and 2.5 storey with 2.5 storey buildings used to frame spaces and create strong vistas.

Roads are 5m to 5.5m carriageways with a 2m footpath. Parking is a mix of frontage and side parking with on street laybys and parallel parking.

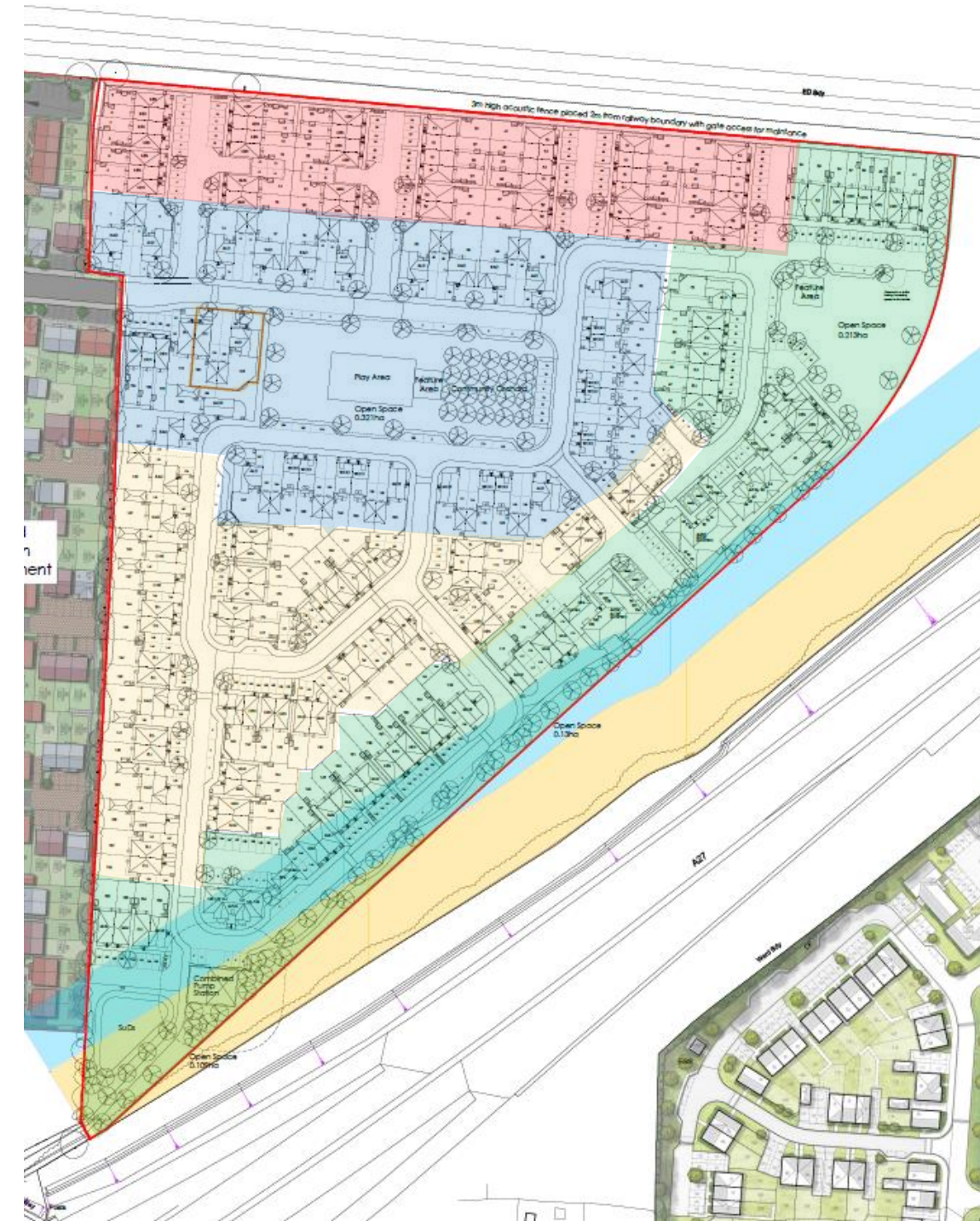
Public realm is formed from 2-5m front gardens with large tree planning within the avenue verge or within deeper front gardens. An Orchard and Play area are within the main Open Space.

Inner Streets:

Side streets are formed of 2 storey detached, semi and terraced buildings.

Roads are 5m carriageways with 2m footpath either side and with a mix of frontage and side parking.

Public realm is formed from 1-5m front gardens with these landscaped streets allowing for occasional large trees.



3.0

Design

3.5 Scale, Appearance & Materials

Buildings will vary from 2 to 3 storeys. A mix of hipped and gable ended roofs will be used, with dormers being a flat top style. A range of detached, semi detached, terraced and apartment buildings will be utilised, all interspersed around the site. Affordable homes will have the same appearance as open market ones.

Fenestration will be top hung, white frames, with cottage style glazing bars. Doors will also be white. Door canopies, dormers and bay windows will generally have flat roofs, with some lean to roofs applied.

Façade detailing will include contrasting brick surrounds to doors and some windows, mid and plinth level string courses, contrasting brick stretchers over windows and some use of contrasting brick plinths.

A mix of red and multi red bricks, red and grey roof tiles are proposed. Some feature buildings can accommodate render details. The details are to be agreed with the Planning Authority.



3.0
Design

3.6 Landscape Approach

Existing peripheral landscape is retained where possible, with new landscaping provided in the form of street tree planting, with space for growth provided. Larger trees are proposed in the open space areas.

A central area of open space is provided with a community orchard, and trees dispersed at regular intervals around it's perimeter.

Low level hedgerows with native mix shrubs will be planted to front gardens where possible.

Trees and native mix shrubs will be planted to the open space to the Southern boundary of the site, acting as both a visual and noise barrier from the A27 and the proposed future A27 connection road.



4.0

Sustainable Construction

The residential sector accounts for 15% of all the UK's greenhouse gas emissions – primarily through the use of natural gas to heat homes. This does not include other domestic energy consumption like electricity. This means that reducing the energy consumption of homes will play an important role in tackling climate change. Our own targets[1] are for:

- net zero greenhouse gas emissions by 2040;
- 100% of own electricity to be renewable by 2025;
- New home design to be net zero carbon from 2030.

Identifying and implementing what is needed to achieve these reductions will be an ongoing process. For instance, reducing diesel use will involve new technology such as solar assisted generators, whilst driving down plant emissions on site and improving the energy credentials of its buildings will all help Barratt to achieve the 2040 net zero target.

Beyond our own footprint, we are committed to delivering low carbon homes for customers. This will be achieved by continuing with a 'fabric first' approach over the next 10 years covering such elements as better insulation, more efficient services and new green technology. Regarding electricity, around half of the electricity we purchase is from renewables and achieving the new 100% target will help it to reduce emissions by a further 3,300 tonnes of carbon.

We have worked hard to reduce carbon emissions and since 2015 have achieved a 22% reduction. Initiatives such as improving plant efficiency and rolling out energy efficient show home lighting have all driven carbon emissions savings.

The 'fabric first' approach to building design involves maximising the performance of the components and materials of the building itself, before considering the use of mechanical or electrical building services systems. This includes insulation, high-performing windows and doors, increased air tightness and maximising passive solar gains.

We continue to review and apply new technologies that help deliver energy efficiency such as waste water heat recovery, improved insulation around windows and doors and energy efficient boilers. Such measures enable an EPC rating of 'B' or above when homes are constructed and make them eligible for products such as Barclays Green Home Mortgages. When customers occupy their new homes they receive a guide to its sustainability features to help safeguard the environment and reduce ongoing energy costs.

Aspects of the sustainable credentials of the built form include:

- Use of sustainable resourced materials
- Energy efficient buildings established through the fabric of the building
- Accessible and adaptable homes
- Energy display devices
- AAA rated appliances
- Water efficient homes to manage demand
- Water butts fitted to collect rainwater for re-use

Barratt's Sustainability Framework 2020+ also sets targets for waste management including at least 95% construction waste diverted from landfill as well as continued reductions in construction waste intensity. The scheme aims to use waste reduction procedures to enable waste reduction and diversion of waste from landfill. The goal is to minimise waste and maximise re-use of resources in response to climate change. Barratt achieved 97% of construction waste diverted from landfill in 2018 and Barratt's Sustainability Framework 2020+ sets targets to continue diversion from landfill and reduce construction waste intensity.

5.0

Design Analysis

Building for a Healthy Life



1. Natural Connections:

- Look beyond the red line.
- Identify local amenities.
- Direct physical connections to amenities.
- Rational Landscape/Ecology connections.

Through analysis of the locality, logical connections to existing local amenities, landscape and ecological features have been considered and incorporated.

The local schools, shopping facilities, employment opportunities have been identified to the north, west, and east of the site. These are within easy walking and cycling distance.

The existing peripheral landscape of trees and hedgerows, connect with new trees along the southern edge helping improve and complete this ecological network that connects to the wider area.



2. Walking, Cycling and Public Transport:

- Understand local cycle and pedestrian routes.
- Choose green, safe and overlooked routes.
- Expand & improve these routes to places.
- Promote higher use of public transport.

Existing footpath and cycle connections exist to the south and east. A series of new pedestrian routes passes through the site and link to a potential connection at the south as well as providing connection to St Georges Avenue to the west and beyond.

New cycle and footpath connections pass through newly created landscape features, making these attractive routes.

Local bus routes and Warblington Rail station, serving the local and wider area are within easy walking distance.



3. Facilities & Services:

- Improve or provide new facilities for the need.
- Locating them on routes and 'Play on the Way'.
- Make drainage features work well with routes.

New green spaces are created within the development, sited alongside existing features, with a new central green space, providing space along new movement routes.

A new Locally Equipped Area of Play is provided, adding to the recreational facilities in the area. Sited at the main movement node within the site, the play facilities will lie on cycle and pedestrian routes.

The surface water detention basins are located on the southern edge where pedestrian routes are proposed.



Conditions met



Conditions partially met



Conditions not met or are unachievable



Design Analysis

Building for a Healthy Life



4. Homes for Everyone:

- Provide a mix of homes to meet the need.
- Supported homes at the heart of communities.
- Provide private outdoor space.

The proposed mix of homes meet the needs of the community, providing small homes and larger family homes in a variety of size and form. Larger family homes are provided with larger rear gardens, down to maisonettes with private external space as well as communal space. All homes have appropriate private amenity space.

Affordable homes make up 30% of the provision, with an appropriate split between shared ownership and rented.

Homes and streets are designed to meet Part M of the building regulations, allowing wheelchair access, with gardens and routes being designed to be as usable as possible.



5. Make the most of what is there:

- Understand the ecology, constraints and assets.
- Explore concepts and frameworks first.
- Replant if it means a better design.
- Avoid buffer spaces between boundaries.

Through site visits and extensive analysis of the sites constraints and assets, a framework for development has evolved. The overall context and character within the surrounding neighbourhoods have also fed into this process to inform the framework as indicated earlier in the document. A number of design iterations have been reviewed, taking into account local context, with these latest proposals being considered as the most appropriate form.

There are no notable issues with ground levels, ecological habitats or landscape protection, with the impact of the A27 and Railway having been mitigated by designing in acoustic measures.

The majority of existing trees and hedges will remain in place and will become established features of the periphery of the site. New planting of trees along the southern edge, will add to this feel of being set within the landscape and ensuring that ecological corridors will be enhanced.



6. A Memorable Character:

- Consider locally inspired or distinctive character.
- Explore the good, don't replicate the bad.
- Use good urban design analyses.
- Use local materials but avoid pastiche.
- Create activity to bring places to life.

Neighbouring residential character is of notably varied style and quality. The closest neighbourhoods being particularly varied. The new neighbourhoods to the north and south, are more cohesive in appearance and forms, however the established neighbourhoods remain distinctly attractive albeit varied in form and appearance.

The design intent seeks to expand upon the cohesive architectural character of the neighbourhoods, adopting a local palette of simple details, materials and more orthogonal street patterns. This will help future identity of this wider area.

Designed spaces are located along movement routes that connect with the wider area. These places will then become active, well overlooked and discernible character areas within the neighbourhood.



Design Analysis

Building for a Healthy Life



7. Well defined streets and spaces:

- A strong framework with active frontages.
- Understand the experience within the street.
- Define public and private.
- Consider the street corners.

All streets and spaces are clearly defined, framed, balanced and well overlooked. Buildings front onto streets with habitable rooms , front doors, driveways and parking located streetside.

The proposals illustrate a regular pattern of residential buildings and spaces between them, along with terraces and taller buildings placed in focal places.

Frontages have clear separation between public and private, with walls, fences or landscaping defining boundaries. Private parking is clearly identified along with visitor and shared spaces.

All street corners have buildings with dual aspects. Some of these corner buildings have front doors on the side roads, with others have well designed side elevations containing windows and architectural features.



8. Easy to find your way around:

- Streets that connect and are direct.
- Use streets, buildings and landscape to navigate.
- Define different street types.
- Vary street and space character on large sites.

All character areas will have streets that are unique in appearance, utilising different street ratios, landscape and building forms to create legibility.

The streets connect to all other streets and routes in a logical street pattern, with the central Open Space being the movement hub. The primary street is wider than those that link to mew streets and side streets, thus creating an obvious through route. Existing landscape, that bounds the site , is clearly viewed from numerous points along the primary route, indicating orientation within the site and thus logical routes to the wider area.

Along each street there are places that vary in form. Building heights, street dimensions, landscape density and visibility change, to indicate where places start and routes lay. New landscape features will play a significant role in the identification of places.



9. Healthy Streets:

- Slow cars and prioritise pedestrians and cyclists.
- Use Street Trees.
- Active frontages with front doors.
- Prioritise safe pedestrian and cyclist at junctions.

Vehicular routes are designed to reduce speeds as much as possible by using changes in direction, speed control geometry and limiting forward visibility to that which is required. Pedestrian safety is prevalent through ensuring separate paths from the carriageways on the primary routes and where connecting to the wider pedestrian network.

Cyclists are offered direct routes on streets, through spaces, with sufficient visibility at junctions to allow cycling speeds to be achievable.

Front doors providing activity at frontages, along with habitable rooms at streetside, give good surveillance over pedestrian and cycle routes. This ensures safety and security within the neighbourhood.



Design Analysis

Building for a Healthy Life



10. Cycle and car parking:

- Cycles close to the front door.
- Integrate car parking into the street.
- Clear parking ownership realistically calculated.
- Share allocation and avoid antisocial parking.
- Generously landscape frontage parking.

Cycle parking is located close to the rear entrances of each property ensuring the security of cycles without affecting the intended streetscape.

Visitor parking spaces are generally located within street layby's with additional spaces within courtyards. There is sufficient space to avoid any antisocial parking.

Frontage parking is located close to front doors and bounded with landscape. Those spaces that are allocated as clearly labelled so and places directly in front of those homes, with shared, unallocated, and visitor spaces identified as such.

Much of the allocated parking is located alongside homes. The parking has been calculated for realistic use, as defined by the planning authority.



11. Green and Blue Infrastructure:

- A strong landscape strategy from the start.
- Plan movement to promote biodiversity.
- Food growing opportunities.
- Multi functional sustainable drainage solutions.
- Well overlooked spaces robustly managed.

From the outset, the topological, ecological, landscape, drainage and contextual relationships have defined an appropriate form of development. This evolved to ensure space for landscape, drainage and ecology, along with space within the site for new landscape features.

New routes have been planned to pass alongside existing landscape features, while having new landscape features alongside them. Drainage features have been placed within these landscape spaces where possible, to ensure they become multi functional and make best use of these spaces.

The protection and creation of habitats within the site has been secured and where possible, they have been integrated in the visual amenity of streets and spaces.



12. Back of pavement, front of home:

- Defined private space with strong boundaries.
- Design frontage well for services and waste.
- Avoid all leftover space.
- Useful amenity space for apartments.

Plot boundaries will be clearly defined along the public realm. Rear boundaries will be carefully detailed brick walls or pier and panel walls, with some use of closeboard fencing where these features aren't necessary. Frontages will be planted with shrub and hedge species that can grow into robust boundary separations.

All services have been designed to be unobtrusive, with utility meters placed to avoid interference with architectural aesthetic. Similarly, bin collection points are integrated into proposed hardstanding, in logical places. There will be no wasted space left over, with all space utilises for properties, Open Space, or landscape.



