

DESIGN & ACCESS STATEMENT

**Proposed Alterations to Existing Garage
Court serving
Chichester House, Solent House &
Langstone House
Lockerley Road
Havant
PO9 2LD**



pdp architecture llp

chartered architects town planning
interior design consultants

2 beechworth road havant
hampshire po9 1ax
tel 023 9248 1100
fax 023 9247 5050

www.pdp-architects.co.uk

28108-PD600

DESIGN & ACCESS STATEMENT

CONTENTS

- 1.0 Site Context
- 2.0 The Proposal
- 3.0 Scale, Massing, Appearance & Materials
- 4.0 Access & Transport
- 5.0 Flood Risk
- 6.0 Use
- 7.0 Summary

1.0 SITE CONTEXT

- 1.1 The proposed site [Figs 01 02 & 03] is near to the corner of Lockerley Road and St Albans Road adjacent to Chichester House in the West Leigh area of Havant. The site comprises an existing two level garage court consisting of 34 car park spaces on the ground floor and 34 individual garages first floor podium level. Ramps on the southern elevation access both levels, with the lower level being partially set into the ground.

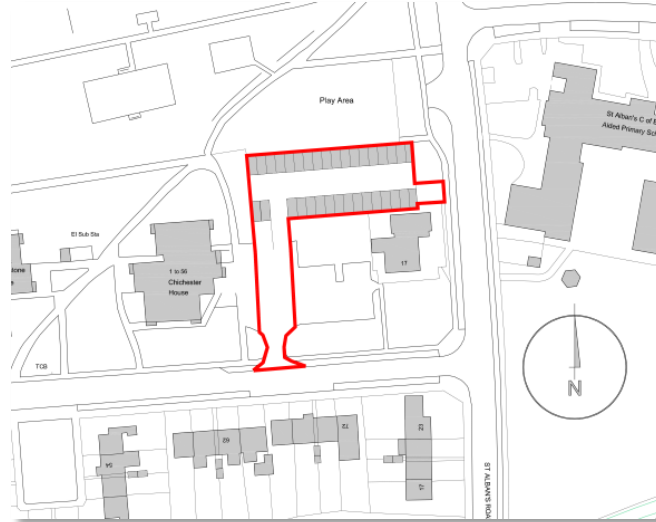


Fig 01: Site Location Plan



Fig 02: Aerial view of site [source: google maps]



Fig 03: Birds eye view of site [source: bing maps]

- 1.2 The existing structure [Figs 04 & 05] dates from the late 1960s and early 1970s when the associated residential tower blocks (Chichester, Langstone and Solent House) it serves were constructed. The two storey structure is formed of a concrete frame supporting the podium deck and finished in dark red facing brick. The structure is set back from the highway on Lockerley Road.



Fig 04: Existing building on site [source: google maps]

- 1.3 To the southern boundary is a surface car parking area and grassed areas. There is also a two storey residential facility for Havant Housing Association. To the east is St Alban's Road with a school on the opposite side of the road. To the north is a playground park. To the west area are the 10-storey apartment blocks (Chichester, Langstone and Solent House) which are set within grassed landscaped grounds [Fig 03].



Fig 05: Existing brickwork and escape staircase on the east of the car park

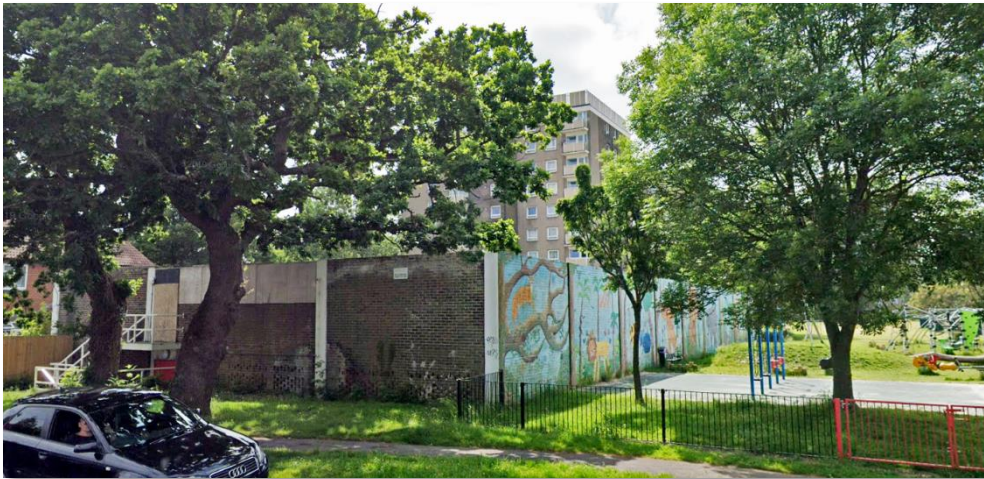


Fig 06: Existing building on site [source: google maps]



Fig 07: Existing mural next to the playground facing north



Fig 08: Existing brickwork and escape staircase on the east of the car park

2.0 THE PROPOSAL

- 2.1 Whilst the lower level of car parking remains utilised as a compound for Guinness Partnership's works teams, the upper level and garages is no longer used as the garages are too small for modern cars to be parked in and the general structure is in a poor condition with most garage doors having been removed/ broken and the area susceptible to fly tipping. Gates have been added to the top of the ramp to negate this.
- 2.2 The proposal is to demolish the existing upper level garages back to the podium slab and enclose the podium space with perimeter fencing comprising galvanized railings and grey coloured paneling to enable the podium to once again be utilised as a space for parking cars.
- 2.3 The galvanized metal railings and non-combustible A1 rated grey panels (RAL 7037) are to be installed for the upper level perimeter fencing. The panels will include the Guinness Partnership logo.
- 2.4 The proposal is designed to renovate the existing structure and to provide 33 car parking spaces at podium level that would meet modern standards and to provide a secure car park [Fig 09].
- 2.5 The brickwork next to the playground facing north is to be painted white to cover the now fading mural park [Fig 07] that currently exists on this wall and would be lost in the demolition of the garages which form part of the mural wall. It is proposed new artwork could be incorporated onto the proposed panels as part of a local community artwork scheme as per the original mural.
- 2.6 New railings are also to be installed to the access ramps and the escape stair [Fig 05] (at the eastern end of the structure) to ensure they comply with modern safety requirements of fall arrest which the existing railings do not perform.
- 2.7 The entrance gate at podium level facing south is set to be removed, and a new pedestrian galvanized metal gate is to be installed at the escape stairs at the eastern end of the podium.

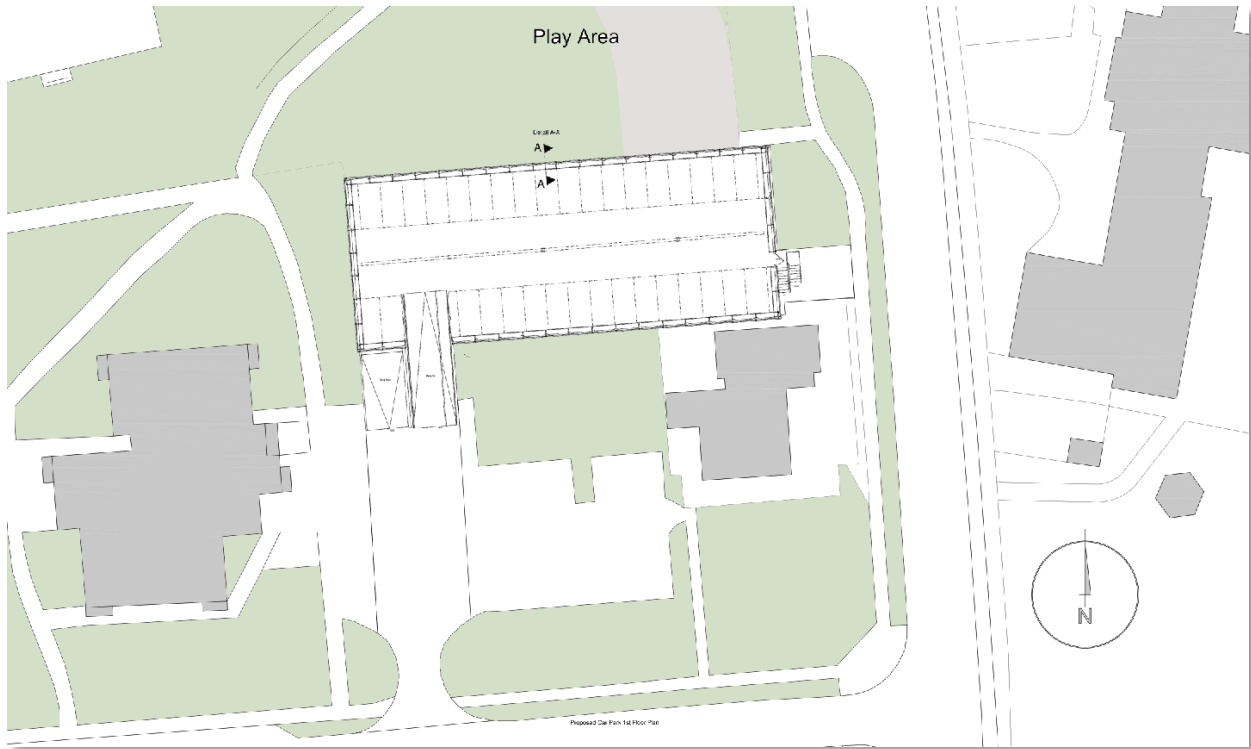


Fig 09: Proposed site layout first floor plan

3.0 SCALE, MASSING, APPEARANCE & MATERIALS

- 3.1 The proposed development is to demolish the existing upper garage at podium level leaving the lower level existing brickwork to the perimeter of the existing structure and using the first level as a car park with galvanized metal railings around the upper level. [Fig 10].
- 3.2 Vehicle barriers are to be bolted to the existing podium reinforced concrete slab and these are to be braced with the perimeter fencing to provide an integrated solution.
- 3.3 Externally the galvanized railings and grey panels are 1800mm above the podium slab and will provide a safe secure environment for users of the car park with a visually transparent guarding and in doing so will reduce the massing and height of the existing utilitarian structure. So whilst remaining functional, the structure will be less imposing than its current appearance from the surrounding highways.
- 3.4 A pedestrian access path is to be added on the right-hand side of the access ramp to the upper level to increase pedestrian safety for users of the car park
- 3.5 The existing south-facing entrance gate on the first floor is to be removed and the upper level escape stair door on the east elevation will be replaced with a galvanised gate in the same material finish as the new railings. Staircase on the east of the car park at first level is to be replaced with a galvanized metal railing gate.
- 3.6 The car parking area will have new lighting to increase its use as a safe parking area.

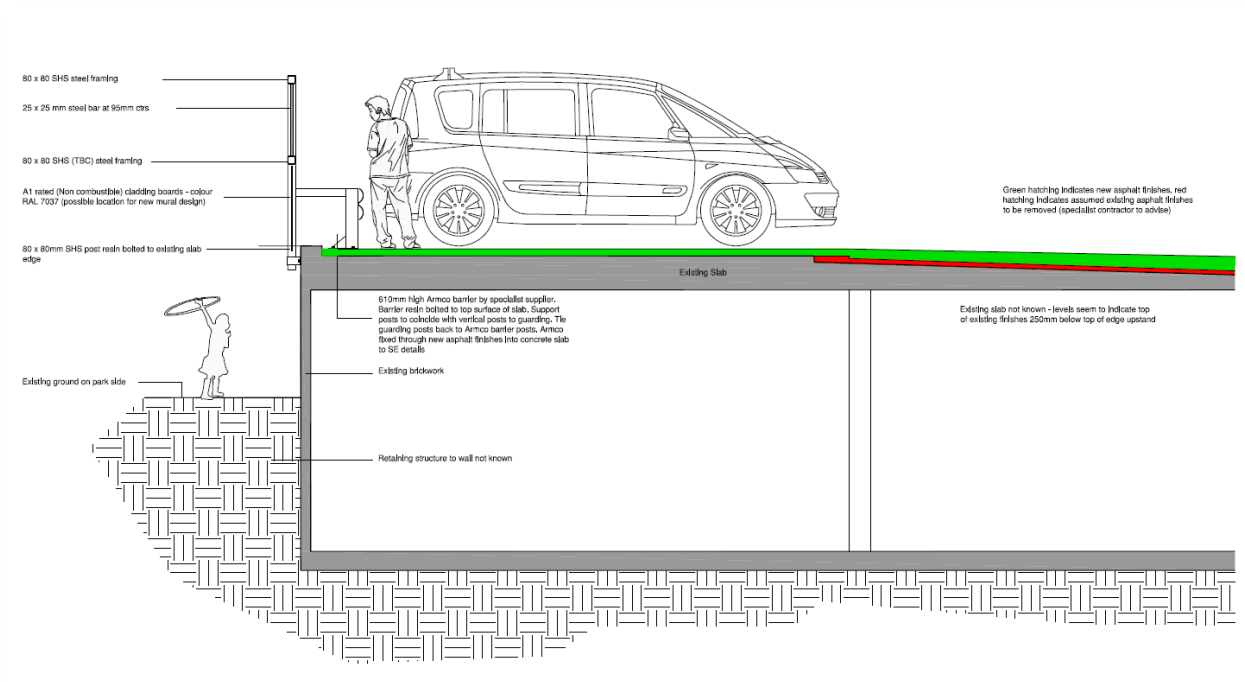


Fig 10: Detail A-A showing a section of the proposed galvanised barriers/ railings

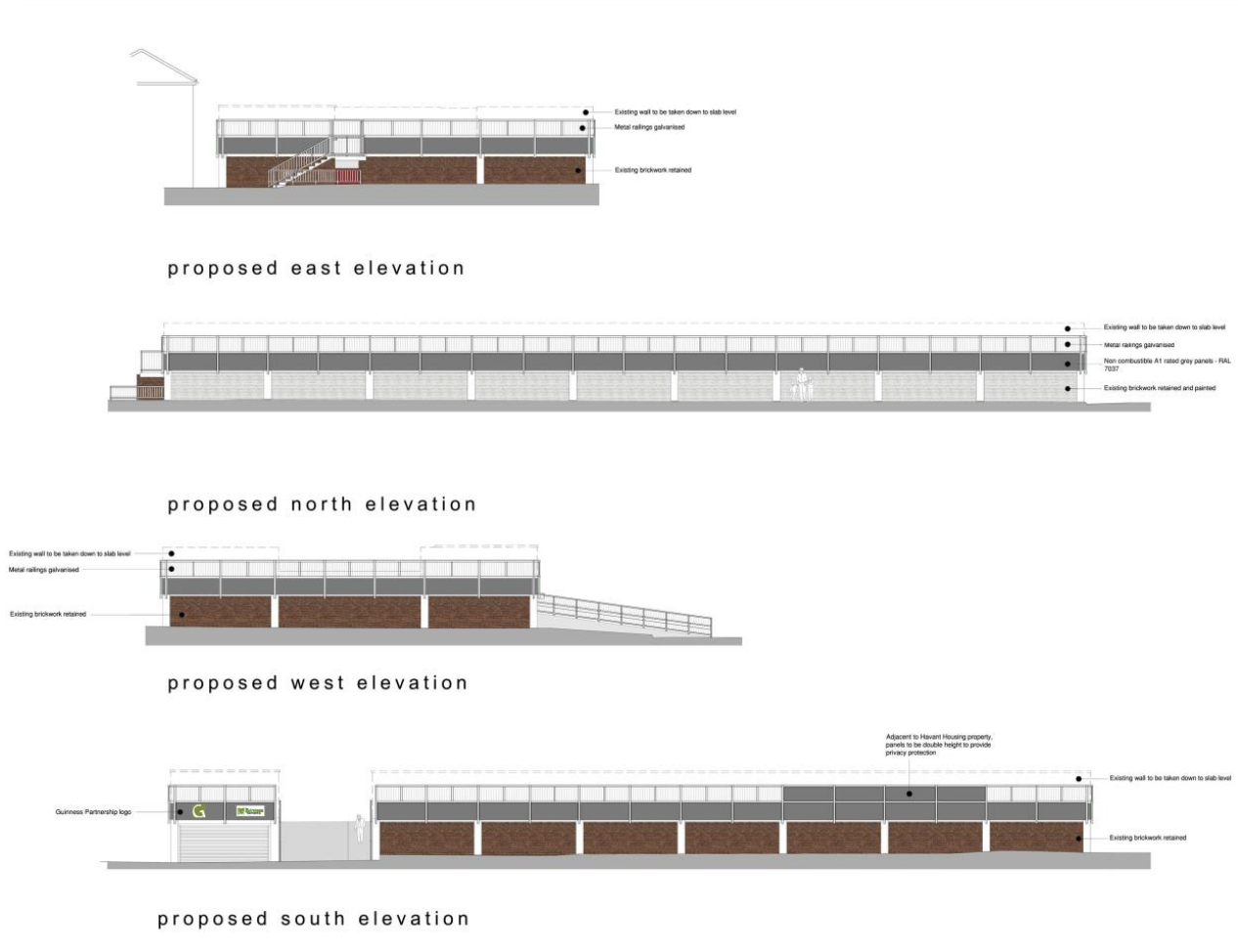


Fig 11: Proposed elevations

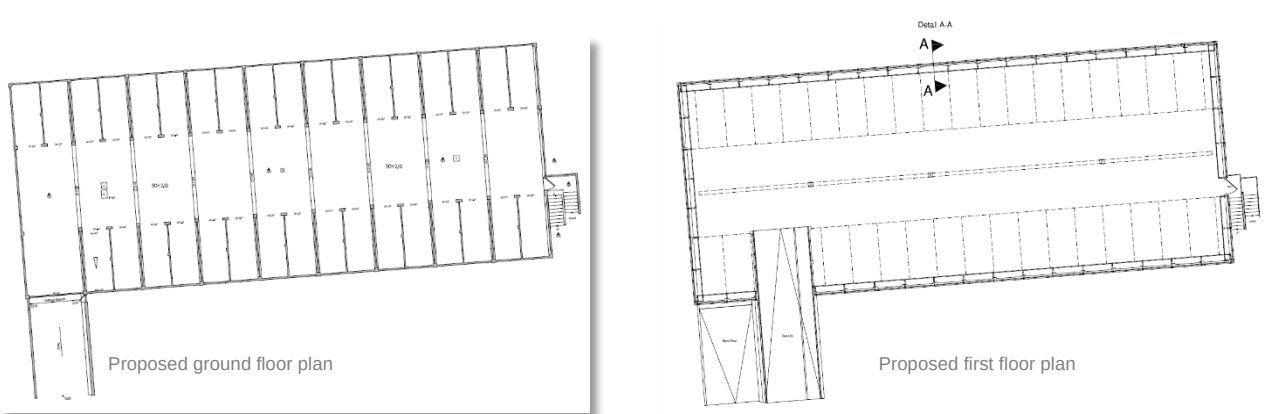


Fig 12: Proposed floor plans

- 3.6 The retained brickwork at the lower level will be made good and the north elevation mural will be painted over. New artwork could be applied to the grey paneling to replicate/ replace the artwork lost due to this proposed application.
- 3.8 Galvanized railings (1000-1100mm) are to be installed to the edges of the access ramp to the upper level on both sides to prevent falling and to match the galvanized metal material used throughout the proposal.
- 3.9 The proposed 33 car parking spaces will be demarked in white paint.
- 3.10 The site area is 1,330sqm with an area of 473sqm of garage spaces in the first floor. Existing garages are being demolished and being replaced with 33 parking spaces at podium level.

4.0 ACCESS & TRANSPORT

- 4.1 The proposals aim to bring back into use a car parking area which has not been used for that purpose for a number of years and is currently no longer capable of performing that use.
- 4.2 Replacing the dilapidated garages will be 33 car parking spaces for use by the residents of the Guinness Partnership.

5.0 FLOOD RISK

- 5.1 The Environment Agency Flood Risk Map below [Fig 13] shows that the site is not in an area considered to be at risk of flooding.

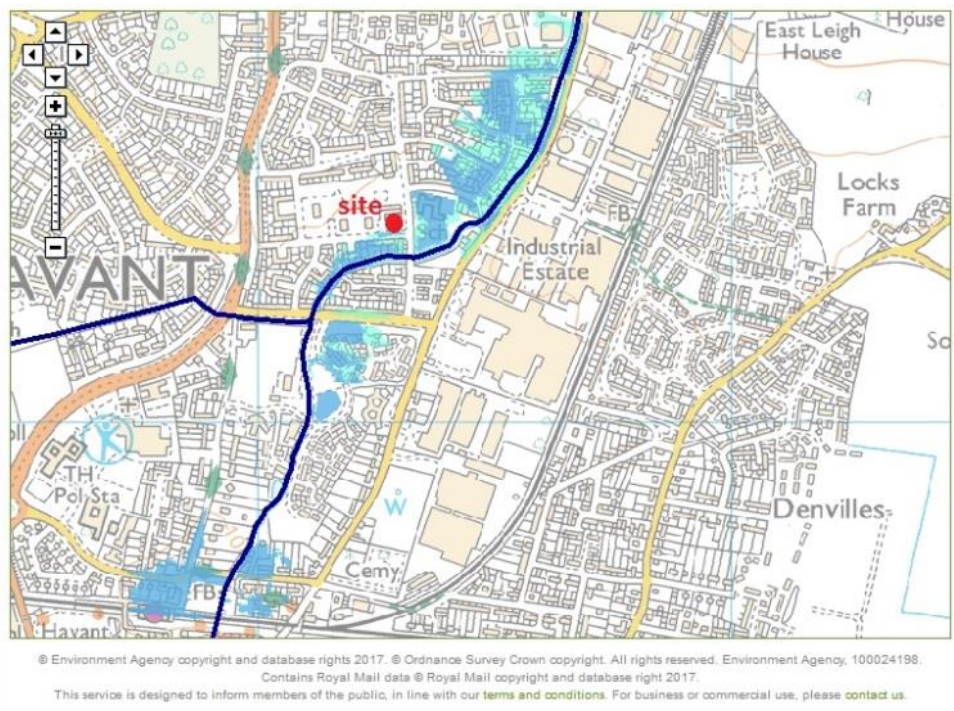


Fig 13: Environment Agency Flood Risk Map

6.0 SUMMARY

- 6.1 This development aims to demolish the existing upper level garages which sit on the podium level and replace them with a new galvanised guarding and railing with feature non-combustible grey panels to provide an enclosure for a resurfaced and repurposed car parking court for use by local residents.
- 6.2 The proposals will not only provide car parking spaces as was the structure's originally intended purpose, but will also afford the structure a more pleasing aesthetic, removing the high brick enclosure walls and reducing the visual impact of the structure from the surrounding public domain.
- 6.3 This application proposes to replace the garages with a fit for purpose functional modern car park for 33 car parking spaces, in a secure and well-lit space.

pdp architecture llp June 2021