

Former Purbrook Park Playing Field, Stakes Road, Waterlooville, Hampshire.

Proposed Development of 26 Dwellings

Planning, Design and Access Statement

March 2016



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Project Name: Purbrook

Location: Former Purbrook Park Playing Fields, Stakes Road, Waterlooville, Hampshire.

Issue	Date	Author	Checked	Notes
P1	31.03.16	DB	DBC	
P2	03.10.16	DB	DBC	Rev to impliment scheme changes

1.0 Introduction

This Design and Access Statement accompanies the Planning Application made by Persimmon Homes for the development of the former Purbrook Park playing field, Waterloooville. This application seeks permission for 26 dwellings.

The location of the site is illustrated on the Site Location Plan (right) and extends to approximately 0.73ha.

Design and Access Statements (DAS) are required by the Planning and Compulsory Purchase Act 2004. The purpose of this document is firstly, to provide information concerning the design evolution of the development, secondly, to establish the design principles that have led to the form and type of development proposed and thirdly to set the application site in context with its surroundings.

This document should be read in conjunction with the other documents prepared to support the scheme.



Site Location Plan

2.0 Assessment

2.1 Application Summary

The application seeks full Planning Permission for the development of land at the former Purbrook Park playing field, Stakes Road, Waterlooville for 26 dwellings.

The scheme proposed consists of 19 open market houses and 7 affordable housing units, which meets the standards for affordable housing by Havant Borough Council. The scheme provides the following dwelling mix:

- Open Market:
- 2 x 2 bed houses
 - 11 x 3 bed houses
 - 6 x 4 bed houses
- Sub Total: 19
- Affordable:
- 3 x 2 bed houses
 - 4 x 3 bed houses
- Sub Total: 7
- Total: 26

The proposed development has been designed to provide a self contained scheme, making efficient use of former school land. The proposal provides a variety of family oriented housing to meet the specific housing need currently within the district of Havant.

A full suite of drawings is submitted with the Planning Application.

The application is accompanied by a number of detailed reports on ecology, landscape, highways etc which informed the layout and design of the development.



Site survey plan

2.2 Planning Policy

An assessment of the Planning Policies considered relevant to this application is set out in the Policy Section later in the document, but a summary of the main points can be found below.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires decisions on development proposals to be taken in accordance with the adopted development plan for the area unless material considerations indicate otherwise.

The Development Plan for Havant Borough Council is: the Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Local Plan (Allocations Plan) 2014 and various supplementary planning documents.

2.3 National Planning Policy Framework

The NPPF, published in March 2012, sets out the National Planning Policy for England and how it is expected to be applied. The NPPF advocates a presumption in favour of sustainable development and seeks to significantly boost the supply of new housing.

At the heart of the National Planning Policy Framework is the presumption in favour of sustainable development. For decision taking this means, as stated in para 14, approving development proposals that accord with the development plan without delay.

Paragraph 47 is clear that Local Planning Authorities (LPAs) should:

"Use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market areas, as far as is consistent with the policies set out in this framework, including identifying key sites which are critical to the delivery of the housing strategy over the period."

Applications are to be considered in the context of the presumption in favour of sustainable development. Relevant policies relating to supply should not be considered to be up to date if a five year supply of deliverable housing sites cannot be demonstrated (paragraph 49).

In relation to design principles, paragraph 56 of the NPPF states that:

"Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better to people."

Paragraph 58 of the NPPF details a six point guidance list emphasising good design principles that should stand centrally within the design of every development. NPPF states that policies and decisions aim to ensure that developments:

"Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;"

"Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live;"

"Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public spaces as part of development) and support local facilities and transport networks;"

"Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;"

"Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion;" and

"Are visually attractive as a result of good architecture and appropriate landscaping."



National Planning Policy Framework



In addition to aesthetic considerations of design, the NPPF goes on to note that policies and decisions related to design should address the connections between people and places and interaction of new development into the natural, built and historic environment. It seeks to concentrate on overall principles such as scale, density, massing, height, landscape, layout, materials and access.

This is principally what this statement seeks to do, by establishing an overarching framework for the development of the site along with providing holistic design principles.

This statement provides an effective means of demonstrating how the application is in compliance with the NPPF.



2.4 Local Planning Policy

The Core Strategy establishes the principle of the development of the application site for housing through Policy W1 of the Development (Delivery Allocations) Plan, with policy WA1 stipulating specifics of the identified site.

Development within the Borough is controlled through the Policies set out within the Core Strategy and the Allocations Plan.

Core Strategy

The relevant policies of the Core Strategy in this instance are considered to be:

- CS1 - Health and Well-being
- CS8 - Community Safety
- CS9 - Housing
- CS11 - Protecting and Enhancing the Special Environment and Heritage of Havant Borough
- CS14 - Efficient Use of Resources
- CS15 - Flood and Erosion Risk
- CS16 - High Quality Design
- CS17 - Concentration and Distribution of Development within the Urban Areas
- CS20 - Transport and Access Strategy
- CS21 - Developer Requirements
- DM8 - Conservation, Protection and Enhancement of Existing Natural Features
- DM11 - Planning for More Sustainable Travel
- DM12 - Mitigating the Impacts of Travel
- DM13 Car and Cycle Parking on Residential Development

Allocations Plan

- AL1 - Presumption in Favour of Sustainable Development
- WA1 - Waterloooville Housing Allocations
- DM17 - Contaminated land
- DM18 - Protecting New Development from Pollution
- DM20 - Historic Assets
- DM24 - SPA

Other relevant documents include:

- Annual Monitoring Report 2015
- Borough Design Guide SPD (2011)
- Housing SPD (2011)
- Residential Parking and Cycle Provision SPD (2010)
- Havant Borough Community Infrastructure Levy Charging Schedule (2013)
- Havant Statement of Community Involvement (2013)

More detail on the national and local planning policy are including in the Policy Chapter.

3.0 Site Description

3.1 Site Context

The application site is located within the town of Purbrook, approximately 2km south of Waterlooville and 1km to the west of the A3 motorway. The immediate area mainly comprises residential development.

The site forms part of a larger area of land formally used by Purbrook Park School. The application site is the last piece of this land not to be developed for housing.

The site is 0.73ha in size, accessed from Stakes Road.

The site is highly accessible by public transport, served by regular bus services linking to higher order transport.

The site has easy access to Portsmouth, Fareham and Waterlooville. The Queen Alexandra Hospital is approximately 9.5km from the application site. Waterlooville provides a significant retail offer including supermarkets, banks and other retail outlets.



3.2 Site Characteristics

The application site is 0.73 hectares in size and is currently vacant. The site is contained by an educational establishment to the north, housing to the east and west and Stakes Road to the south with housing beyond.

The site is generally flat with existing natural screening from vegetation on the north, south and west boundaries. There are a number of mature trees around the site, some of which are covered by Tree Preservation Orders (TPO). Access to the site is currently achieved at the south west corner.

The site layout and design has taken the above characteristics into account, aiming to retain the natural vegetation on the boundaries and ensuring the health and life expectancy of the trees subject to TPOs



1



2



3



Photographs showing:
(1) Trees on north boundary
(2) Existing access to site and TPO tree
(3) Front hedge of site facing Stakes Road

3.3 Surrounding Environment

There are two modern housing developments adjacent to the site, one to the east and one to the south (on the opposite side of Stakes Road). The form of these dwellings and the estate layout has informed the formulation of this application.

The dwellings to the east are generally two storey detached and semi detached units with pitched, tiled roofs. There are rendered elevations to plots dotted throughout the estate and contrasting brick detailing is used on most dwellings. These dwellings generally have parking to their sides with cars also using the highway to park.

These dwellings do not generally have any frontage boundary treatments. The dwellings at the entrance to the site are set back from the highway with dwellings further into the site addressing the road more closely.

The dwellings to the south, on the opposite side of Stakes Road, are also generally two storey in height with pitched roofs and front gable projections. These dwellings are predominant constructed of red brick with tiled roofs. Contrasting bricks and render are also sparingly used to brick up the streetscene.

These dwellings have low frontage boundary treatments rising to higher brick walls approximately 1.8m high adjacent to a highway. The majority of these dwellings have integral garages and frontage parking.

The internal roads and paths for adjacent dwellings are mostly formed of tarmac.

Buildings from the local area showing:



Front, side elevations and gables within the David Wilson Development



Shared surface within the David Wilson Development



Streetscene of adjacent David Wilson Development



Housing on the south side of Stakes Road



Housing on the south side of Stakes Road

4.0 Design Development

4.1 Opportunities and Constraints

Analysis has been carried out for the site to determine constraints for the proposed development and confirming beneficial elements that can be exploited or maximised whilst working within the design principles. The following are considered to represent the key opportunities and constraints:

Opportunities

- There are strong identifiable vegetation edges around the north, south and west boundaries which limit views into the development.
- The creation of a pedestrian link to the adjoining estate to increase the permeability of the site.
- The site is in a sustainable location for a range of local facilities and services.
- To take design cues from the adjacent developments into the site

Constraints

- Existing hedgerows and TPO protected trees on-site are established and should be retained where possible (including root protection areas).
- Requirement to provide a separation distance between any dwellings and the pump station to the north east of the site.
- Views into the site from surrounding residential properties (to the east) need to be considered in the layout.
- The existing access is adjacent to a tree subject to a TPO and opposite a junction to the south serving a residential estate. As such, a new access to the site is required.
- Views of the site from the public footpath and highway.
- To continue the design of the adjoining developments into the proposal.



Opportunities and Constraints Diagram

5.0 Design Response

Illustrative Site Layout

5.1 Design Principles

- Respond positively to and be respectful of the key characteristics of the area, including existing vegetation, scale, form and external use of materials.
- Provide a sense of enclosure with active frontage to open spaces.
- Create a sense of identity and distinctiveness and one that is legible to residents and visitors through the creation of a strong street frontage.
- Ensure that the development has pedestrian priority, is safe, secure, functional and accessible, and is constructed of quality materials and well maintained.
- Retain and enhance the green infrastructure where possible, including landscaping, open spaces, green-ways, and trees.
- Provide appropriate parking for intended users taking account of the accessibility and context of the development.
- Respond to the character of the area by retaining trees and hedgerows to define boundaries to both the site and the proposed housing area.
- Address the characteristics within the Havant Borough Design Guide.



5.2 Use & Amount

A residential use on the site is proposed and a full planning application for 26 dwellings is what is being submitted. Havant Borough Council has advised in pre-application discussions that the Private/Affordable units should be in a 70/30% split. The dwelling mix is designed to respond to this and provides 36 dwellings per hectare over the site, as demonstrated on the submitted Site Layout Plan.

19 Private dwellings are proposed as follows:

- 2no. x 2 bed houses
- 11no. x 3 bed houses
- 6no. x 4 bed houses

7 Affordable dwellings are provided as part of the development. The proposed mix comprises:

- 3no. x 2 bed houses
- 4no. x 3 bed houses

The affordable accommodation would be owned and managed by an appropriate Registered Social Landlord.

5.3 Access

It is proposed to stop up the current access to the site and provide a new access at the south east corner of the site onto Stakes Road. This access has a 5.5m wide carriageway. 2.4m x 43m visibility splays can be achieved in both directions which is appropriate for the speed limit on Stakes Road.

This access arrangement is explained in more detail in the Transport Statement, but is shown in the adjacent plan extract.

The initial access into the site will be a 5.5m wide carriageway, finished in tarmac.

Shared surface access roads and driveways ensure all dwellings can be reached by refuse and emergency vehicles.

The shared-surface roads are for vehicular, cycle and pedestrian access but ensure the public realm has pedestrian priority and ensure permeable movement patterns.

Two footpath entry points is proposed into the site. The north east access provides a pedestrian link to the adjoining development. A further access will be provided with the new vehicular access point at the south east corner, providing a safe access to Stakes Road.



Access Diagram

5.4 Appearance & Layout

Architectural influences have been generally taken from the surrounding modern housing developments; the David Wilson estate to the east; and the dwellings to the south on Claremont Gardens to create a scheme suitable for this location, respecting the existing built form.

The use of feature elements, including defined changes in materials (such as hanging tile) enhance the sense of place within the scheme and provide an individual identity within the development whilst still tying in with the local development.

Both visual and physical links to the public open spaces have been key in determining the appearance and activity within the road layout.

A variety of roof forms, pitches and materials will be used, however a cohesive scheme as a whole is considered desirable, with each dwelling complementing each other to create a sense of identity and to link in with the adjoining development to the east.

Dwellings have been placed facing Stakes Road to provide visual interest by providing a link from the development to the south and to ensure the residential amenity of the occupiers of these dwellings.

5.5 Scale

Both height and footprint have been carefully considered in the design response in order to integrate the scheme with surrounding built form and to minimise the visual impact of the development from the boundary conditions.

With the inclusion of a landscaping strategy, and the use of wholly two-storey dwellings, the scheme ensures that there are no overlooking or shadowing issues and it has a complementary and smooth transition in to its immediate surroundings. This in turn helps to provide a bespoke and sensitively designed scheme.

All dwellings are framed by soft landscaping, in front garden areas and on open space. This approach breaks up the built form and adds to the intended green nature of the scheme design.

5.6 Parking

The car parking provision within the illustrative layout has been designed to accord with planning policy within Havant Borough Council, whilst ensuring the development is not dominated by parking in this location. We are providing 2 spaces for each 2 and 3 bed dwelling and 3 for 4+ bed dwellings. The strategy includes visitor parking and could incorporate unallocated spaces if considered required.

Parking will be provided as a mixture of on-plot spaces, frontage parking and garages. Courtyard parking is not considered appropriate in this location, as it is not typical of the area.



Indicative house styles derived from local vernacular and frontage parking.

Indicative street scene with frontage parking

6.0 Planning Response

6.1 Planning Policy Response

Principle of Development

As indicated in the earlier Policy section the current Local Plan for Havant Borough Council consists of the Havant Borough Core Strategy 2011-2026 (Adopted 1 March 2011); Havant Borough Local Plan – Allocations (Adopted July 2014) and various Supplementary Planning Documents.

The site has been allocated for housing under 'Policy WA1 Waterlooville Housing Allocations' within the Havant Borough Local Plan Allocations DPD. The site is identified as W125 Former Purbrook Park Playing Field (Residual).

The site itself is currently vacant. This keeps the main areas of the site down to a low grass level with mature hedging and trees around the boundaries.

The site is adjacent to a modern housing estate to the east and a further modern development on the opposite site of Stakes Road to the south.

The main Policy for design at the application site is CS16 - High Quality Design which states:

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax.

All development should demonstrate that its design:

1. Responds to, draws inspiration from and respects local context and:
 - a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
 - b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and

interest;

c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;

d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and

e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.

There is no one particular architectural style to be found in this part of Purbrook. The site does not lie within a Conservation Area nor are there any listed buildings nearby providing a particular design direction for the future development. The surrounding housing is suburban in character, with the adjoining David Wilson Homes site providing the nearest design for comparison purposes. The Grange is in a mock Tudor style, but is largely invisible from the street and therefore is not considered to provide a design cue.

As such, the scheme has identified appropriate existing local character features and context and has incorporated these into the development. One of the main character elements for this proposal is the significant vegetation on the site boundaries. This has been incorporated into the design of the scheme to provide visual interest and to promote wildlife and biodiversity gains.

The design of the dwellings has been informed by the characteristics of the adjacent developments in terms of heights, scale, massing materials and proportions and also considering the amenities of the occupiers of the dwellings the application properties and the surrounding dwellings in terms of loss of privacy, outlook and overlooking.



The proposed development incorporates a main palette of two different types of brick, with brick banding. Tile hanging is also used to provide contrast in what is a small housing group and reflects that used in Purbrook District Centre and the broader Waterloooville area. The roofs are proposed as a mixture of two tiles and slate.

The materials and house designs provide a differing character throughout the site, whilst providing a homogeneous approach and sense of place to future residents.

2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
 - a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - b) New streets are not dominated by vehicular traffic;
 - c) The layout of the development is legible, meaning it is easy to orientate oneself and move through.

The layout aims to design out opportunities for crime and antisocial behaviour through natural surveillance. The use of a shared surface also reduces the natural barriers to pedestrian movement. Appropriate levels of on site parking, in accordance with Policy, will provide opportunities for landscaping to promote visual interest.

4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.

Each dwelling will accord with Part M of the building regulations with each dwelling having a level front access. The Affordable Housing units will be indistinguishable from the private dwellings, promoting social inclusion and integration.

6. Mitigates negative environmental impacts through sustainable design and construction methods, resource

efficiencies, particularly water and the provision of facilities for waste recycling.

Each dwelling will be Building Regulations compliant, limiting water use. The dwellings have been designed using a fabric first approach in accordance with best practice, locking in energy savings for life.



Key design principles

Access	The site is close to, and within easy access of, Waterlooville. Regular bus services run nearby and connect to a wider network of public transport.
Movement	The site connects to the adjacent estate to the east through a footpath at the north east of the site and the use of shared surfaces proposes a pedestrian priority and slows vehicle speeds.
Context	A full analysis of the context can be found within section 2.
Density	The site is to be developed at 36 dph, reflective of the surrounding residential area.
Legibility	The site is small in scale meaning its legibility is straight forward. The lack of boundary treatment and change in surface in the north east corner draw users to the link to the adjacent development.
External space	The highway will be designed to an adoptable standard and it is envisaged that a management plan will be put in place to secure the longevity of the landscaped areas.
Boundary	Front gardens will principally be open with hedges or shrub planting demarcating the private curtilage, with rear gardens separated by fencing or brick walls.
Services	All new services will be located underground where possible.
Public Art	Contributions to public art will be provided, where appropriate.
Residential amenity	The existing landscape buffer will be retained and enhanced for its wildlife potential also protecting the amenities of the existing and new residents.
Access	All routes through the site have been designed with buildings fronting onto them to ensure safety.
Parking	Parking will meet the relevant standards or justified where this is not the case. See section 5.5 for details.



Indicative street scene with frontage parking



Shared surfaces create pedestrian priority and slow vehicles



Indicative house styles derived from local vernacular



Different architectural styles can function together

7.0 Surrounding Environment

7.1 Environment and Landscape

The landscaping Strategy within the development focuses around the retained trees and hedgerows on the boundaries of the site.

The existing mature boundary vegetation is to be retained and augmented as shown on the layout plan. Additional tree and shrub planting within the proposed development will enhance the street scenes, public open spaces and create a soft edge to the new development.

Front gardens will principally be open with hedges or shrub planting demarcating the private curtilage with rear gardens separated by fencing or brick walls.

New planting within the scheme is to include a mixture of native tree and hedge species, maintained by homeowners as appropriate.

Street lighting will be provided throughout the residential areas in accordance, which will include public street lighting.

Light fittings will be low energy, highly efficient and will limit the amount of light spillage.



7.2 Crime Prevention

Crime prevention measures have been provided within the scheme designed to achieve a development that responds to the principles of 'Secured-by-Design'. In particular, the scheme has a single point of vehicular entry which has excellent natural surveillance from active edges of a number of the proposed dwellings.

The dwellings all have defensible amenity space, creating a safe feel for residents and visitors. The development has a small number of thoroughfares, with all movement routes fully justifiable and adequately used at all times. The routes are wholly integrated within the design and will not undermine defensible space.

Public and private spaces within the development are clearly defined by fencing and / or walls to ensure the public realm is safe, secure and accessible.

Parking for vehicles within the development has been designed to have natural surveillance from dwellings and to feel safe for the homeowner.

8.0 Conclusion

8.1 Building for Life

Using the “Building for Life” 12 key questions as a template, this document has demonstrated the following:

1. CONNECTIONS

The illustrative site layout demonstrates that the development will integrate into its surroundings utilising existing connections. **GREEN**

2. FACILITIES& SERVICES

The site is located within a short distance of local schools and public transport services. **GREEN**

3. PUBLIC TRANSPORT

Existing bus stops in the local area connect the site to the nearby shops and larger settlements. **GREEN**

4. MEETING LOCAL HOUSING REQUIREMENT

The scheme provides a mix of units aimed at meeting local housing needs. 30% of units will be affordable, in line with Havant Borough Council adopted standards. **GREEN**

5. CHARACTER

The scheme has a locally responsive and distinctive character. **GREEN**

6. WORKING WITH THE SITE AND ITS CONTEXT

The proposed scheme works with the topography of the site, whilst also utilising the required biodiversity enhancement corridor surrounding the site. **GREEN**

7. WELL DEFINED STREETS AND SPACES

The buildings clearly define and enclose the streets. **GREEN**

8. CLEAR STREET LEGIBILITY

Through a combination of well defined streets the site is legible within its surrounding context. **GREEN**

9. STREETS FOR ALL

The street layout has been designed to prevent excessive vehicle speeds and to aid pedestrian movement. **GREEN**

10. CAR PARKING

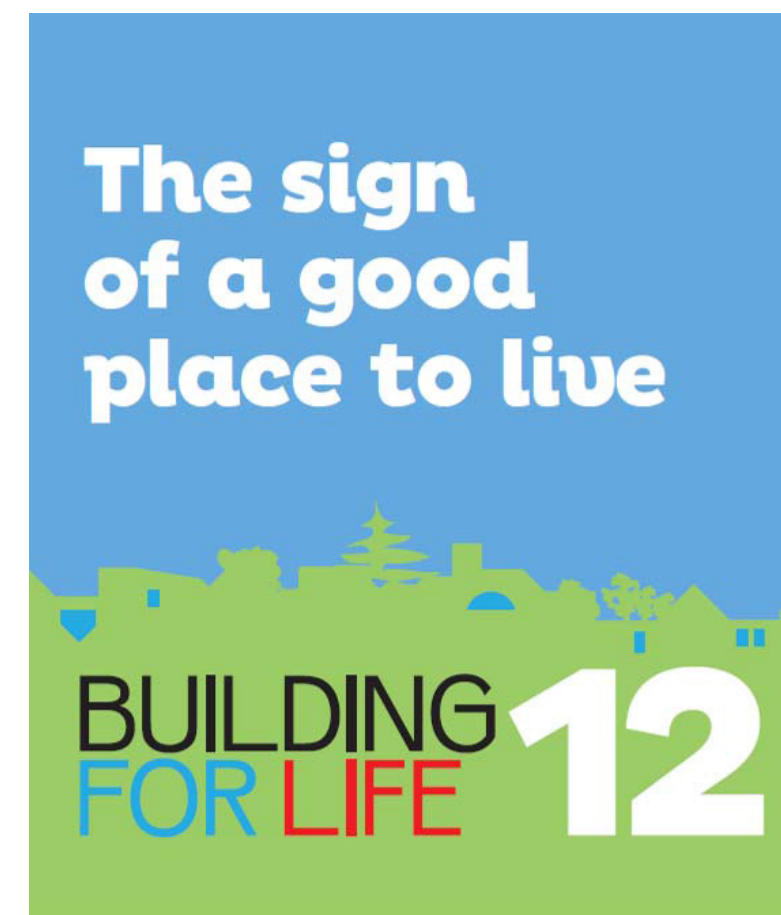
The parking has been well integrated within the street, with adequate levels of parking provided to meet anticipated needs. **GREEN**

11. PUBLIC & PRIVATE SPACES

Through a variety of boundary treatments and landscaping there will be clear definition of public and private areas. Natural surveillance has been incorporated through an outward facing block structure which will lead to a safe and secure development. **GREEN**

12. STORAGE & AMENITY SPACE

Within the development adequate provision for personal bin and cycle storage has been allowed for in line with Council policy. **GREEN**



8.2 Overall Conclusion

This Design & Access Statement identifies the locational context, design influences and key principles that informed the design of the development for the former Purbrook Park playing field, Stakes Road, Waterloooville.

This application outlines a sustainable development proposal which will provide 26 dwellings. Thirty percent of the units provided will be affordable.

Overall, this application provides an important opportunity to deliver a well designed residential scheme, within a highly sustainable location that will positively contribute towards the significant need for new housing that currently exists in Havant Borough.

The design process resulting in this application has been rigorous and carefully considered to create a high-quality design solution that respects the character of the surrounding area, whilst responding to the visual and topographical constraints of the site.

The overall development proposals are eminently sustainable, ensuring that non-car modes of transport are prioritised, whilst providing a sustainable community benefit for the future.