



Design & Access Statement

**Kingsclere Avenue
Leigh Park
Havant**

Applicant:



1.0	BACKGROUND INFORMATION	
1.1	INTRODUCTION	1
1.2	PURPOSE OF THIS DOCUMENT	2
1.3	RELEVANT GUIDANCE	2
2.0	SITE DETAILS	
2.1	LOCATION	3
3.0	PLANNING OVERVIEW	
3.1	PLANNING POLICY	4
4.0	SITE & SURROUNDING AREA ANALYSIS	
4.1	SITE CONTEXT	5
4.2	CHARACTER & CONTEXT OF IMMEDIATE AREA	6
4.3	ACCESSIBILITY	7
5.0	CONSTRAINTS AND OPPORTUNITIES	8
6.0	CONCEPT & EVOLUTION	
6.1	INITIAL CONCEPTS	9
7.0	DEVELOPMENT PROPOSALS	
7.1	LAYOUT	10
7.2	AMOUNT OF DEVELOPMENT	11-12
7.3	SCALE AND BUILT FORM	13
8.0	LANDSCAPE STRATEGY	14
9.0	SUSTAINABILITY	15

1.1 INTRODUCTION

This Design and Access Statement (DAS) has been prepared in support of the detailed planning application submitted by Portsmouth City Council for a residential development on Land adjacent to Kingsclere Avenue, Havant.

This application comprises the development of 25no 2.0 to 2.5 storey 3 bedroom houses, 5no 3 storey 4 bedroom houses, plus 8no 2 bedroom apartments.

This document should be read in conjunction with all other reports and statements prepared by the design team and submitted as part of this application. The design team and the reports prepared by them comprise:

Connect Consultants	Transport Statement.
CBA Trees	Tree Survey Report.
Ecosupport Limited	Ecological Survey.
SRE	Sustainability Statement.
Ridge Property & Construction Consultants	Ground Condition Assessment Utilities & Drainage Assessment .
Scott White Hookins	Flood Risk Assessment.
Portsmouth City Council.	Affordable Housing Statement. Community Infrastructure Levy (CIL) Form and CIL Assumption Form. Landscape & Play Area.

1.2 PURPOSE OF THIS DOCUMENT

This document forms an integral part of the information that has been submitted as part of the detailed planning application. It performs a role as a Design and Access Statement to support the application.

The purpose is to provide stakeholders with the information that they need to consider the proposed development and to demonstrate that an inclusive and integrated approach has been adopted.

The design response to the site will be described including proposals for:

- The site layout.
- How the proposed development integrates with, and responds to its location.
- The principles of the landscape strategy.
- The provision for access, movement and permeability.
- To give guidance and confidence on the quality of the development

The requirement to submit a DAS is contained within Section 26 of the National Planning Practice Guidance (March 2014)(NPPG) and section 14 of that document provides guidance on the content.

1.3 RELEVANT GUIDANCE

The DAS has been compiled to describe the design process and the site analysis and investigations that were carried out to inform that process. The level of detail provided is proportionate to the type of application, the scale and complexity of the proposed development and the sensitivity of the site and its setting.

In the preparation of this document reference has been made to the relevant policies and guidance identified in the Planning Statement.

A wide range of guidance documents are available giving information and advice on issues relevant to development of this site. These cover diverse topics and range from the general to the specific. Whilst a general familiarity with all relevant guidance has been important, a number of key publications have been identified as core documents. These in turn have informed the identification of a set of key principles for the development concept which are set out in Chapter 6.0 of this document.

These key Publications are:

- National Planning Policy Framework: -March 2012
- Havant Borough Local Plan Core Strategy: March 2011
- Havant Borough Design Guide, Supplementary Planning Document: December 2011
- Havant Borough Residential Parking and Cycle Provision: Adopted March 2010 & Draft Parking SPD April 2015
- Urban Design Compendium – English Partnerships and the Housing Corporation (2007).
- Building for Life – Delivering great places to live: 12 questions you need to answer – Commission for Architecture and the Built Environment CABE)(2012).
- By Design – urban design in the planning system: towards better practice – Commission for Architecture and the Built Environment (CABE) (2000).
- Manual for Streets – Department for Transport, Community and Local Government (2007).
- Car Parking: What works where – English Partnerships (2006).

2.1 SITE LOCATION DETAILS

The site is situated within the Leigh Park suburb of Havant, within a plot of land adjacent to Riders Junior School.

The land to which the application relates comprises a parcel of land surrounded by existing residential dwellings to the North, East & West of the site with a School to the South. The site measures an area of 1.42 hectares (3.46 acres) located between Kingsclere Avenue and Dunsbury Way within the Northern area of Leigh Park.

This former amenity land has been identified as being no longer required and has been identified as a potential housing site by Havant Borough Council under Policy LPI (ref. L21) in the adopted Local Plan (Allocations).

— Site



3.1 PLANNING POLICY

The local plan comprises the Havant Borough Core Strategy (2011) and the Havant Borough Allocations Plan (2014)

The sites are within the urban area and are allocated for the residential development under Policy LPI (ref. L21) in the adopted Local Plan (Allocations)/

Other materials considerations include:

Government Guidance:
National Planning Document Adopted March 2010 & Draft Parking SPD April 2015

National Planning Policy Guidance (NPPG)

Havant Borough Residential Parking and Cycle Provision.
Supplementary Planning Document Adopted March 2010 & Draft Parking SPD April 2015

Supplementary Planning Guidance:
Havant Brough Council, Borough Design Guide, December 2011

Site Specific Requirements - under Policy LPI (Ref L21)

- Access must be provided from Brockenhurst Avenue or Dunsbury Way or Kingsclere Avenue
- Retain foot footpath link between Kingsclere Avenue and Dunsbury Way
- Design and layout to retain and integrate some of the existing open space and improve its value

Key Planning Issues:

- The developments role in the future housing provision within the Borough, including affordable housing.
- Whether the scale and nature of the development on the site is acceptable in terms of the character and appearance of the area.
- Highways issues including wider transport and highway implications, access into the site, car parking/servicing arrangements

- Retaining and increasing the value of public open space

4.1 SITE CONTEXT

The site comprises of a parcel of green space accessed via two footpaths from Kingsclere avenue to the West linking to Dunsbury Way to the East. The site is enclosed by 2 storey residential dwellings to the West, North and East boundaries whilst the South boundary is enclosed by existing trees and a school.

Development constraints/considerations include – maintaining the existing public access route through the site, public open space, existing dwelling parking along Kingsclere Avenue, existing boundary trees & consideration to be given regarding the potential for overlooking neighbouring properties and crime prevention.

— Site



4.2 CHARACTER AND CONTEXT OF THE IMMEDIATE AREA

The land is bordered primarily by residential dwellings of a consistent character to the North, East & West Boundaries; the southern boundary borders Riders Infant school

The site has two wide grassed entrances on Kingsclere Avenue and a foot path leading to the dwellings that flank either side of the grassed area (1), a footpath access point is also located to the South East Corner of the site leading on to Dunsbury Way.

The two grassed entrances from Kingsclere Avenue are flanked either side with 50/60s prefab concrete pebble dashed semi detached houses which have elements of tile hanging (1 & 2), are gable ended. The grassed entrances off Kingsclere Avenue are used as informal parking by the occupiers of these houses and the proposal seeks to improve this arrangement.

The East boundary of the site along Dunsbury Way is occupied by larger terrace blocks (4 & 5) using the same aesthetics and construction of buildings along Kingsclere Avenue & Brokenhurst Avenue.

The South East of the site Dunsbury Way & Bramdean Drive has seen the introduction of modern character developments and aesthetic styles (6-8)

Although there is a consistent overall aesthetic to the local area it is not one which should necessarily dictate the design, however there are some characteristics which are worthy of note:

- Wide fronted gable ended facades
- Semi detached/ terrace layouts
- Minimal material palettes
- Monopitch canopies)



1



2



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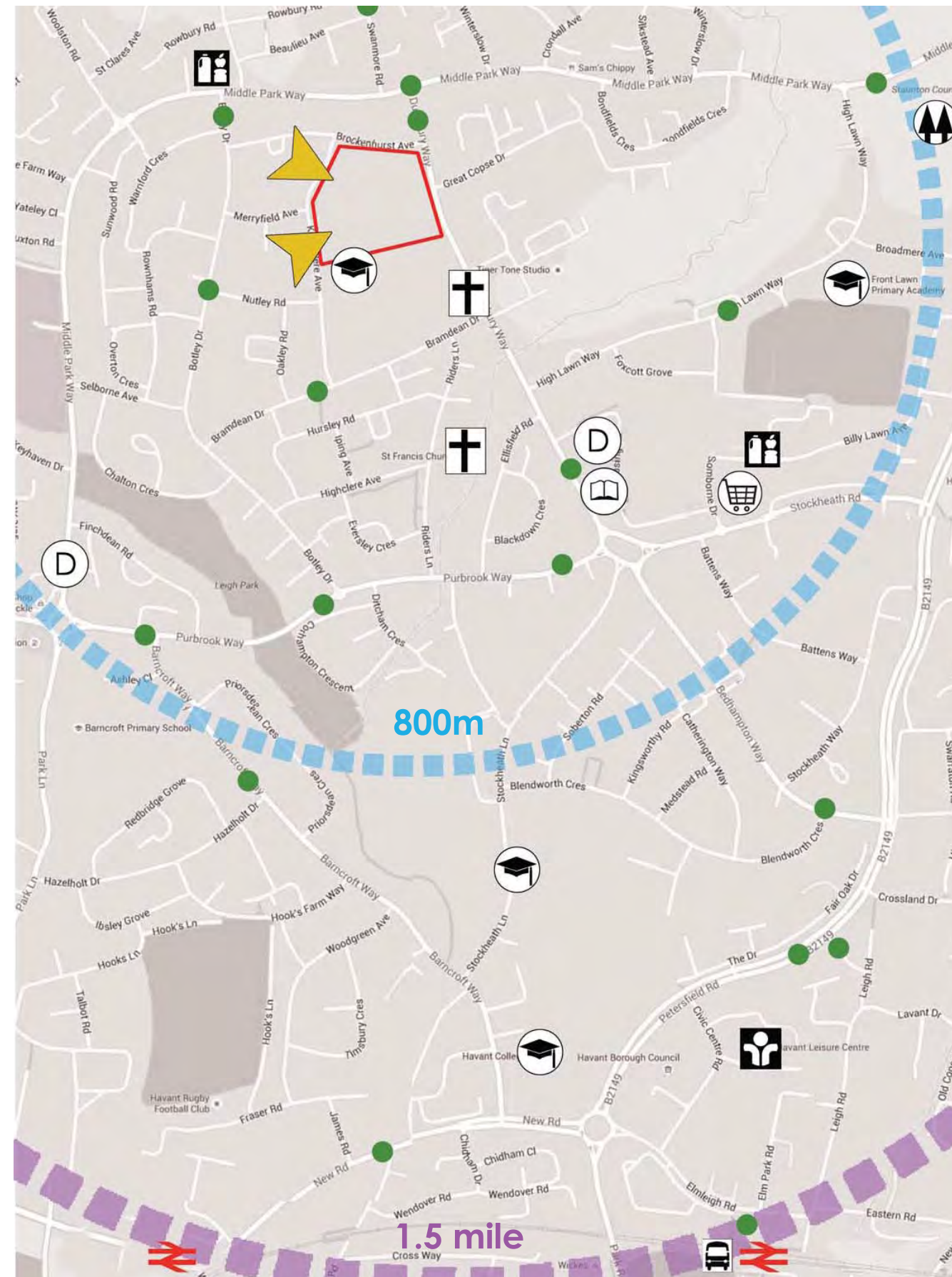
4.3 ACCESSIBILITY

At the centre of the National Planning Policy Framework (NPPF) is the need to deliver “sustainable development”, the comprehensive definition of which includes needing to promote sustainable transport. The NPPF is also clear that delivering sustainable development means development has to be in a “sustainable” location.

The site is well located near to a number of local amenities and facilities.

The scheme benefits from having a number of bus stops within a five to fifteen minute walk, together with a number of supermarkets & convenience stores which sell a wide variety of groceries, stationery, toiletries and drinks. The nearest bus stops to the site are located on Dunsbury Way to the North East of the Site & the end of Brokenhurst Avenue to the North West of the site. From this location there are regular services to Portsmouth.

Other amenities include a post office, doctors’ surgery, pubs, churches, a large community centre and two large recreation grounds. The site is adjacent to Riders Infant & Junior School. Havant and Bedhampton New Road train stations are approximately 1.5 miles South of the site offering access to other towns/cities along the South Coast.



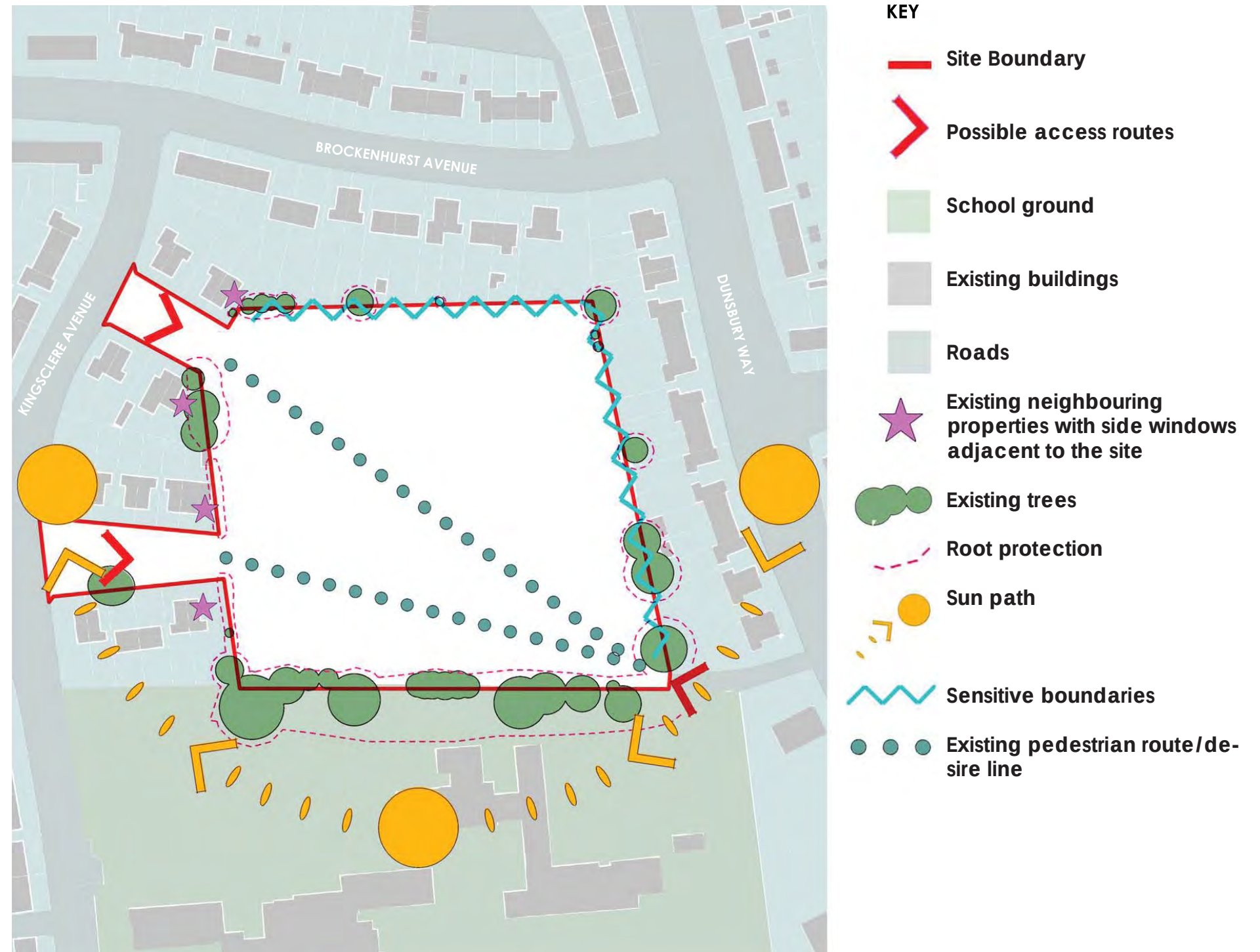
- KEY**
- Site Boundary
 - ▶ Access to site
 - Country park
 - Library
 - School/College
 - Supermarket
 - Leisure centre
 - Bus station
 - Bus stop
 - Train station
 - Church
 - Convenience store
 - D Doctors surgery

5.0 CONSTRAINTS & OPPORTUNITIES

From the contextual analysis of the site, the constraints and opportunities have been compiled and recorded. These constraints and opportunities have also been informed by other members of the consultant team as well as having regard to other publications and guidance as set out in section 1.3 of this document. These constraints and opportunities are as illustrated on the plan opposite:

The key points are:

- The opportunity exists to improve/enhance the existing pedestrian footpath connections across the site from Kingsclore Avenue to Dunsbury Way
- The opportunity to link the foot path connections to an improved open space comprising a multi-age play area which would be overlooked by the proposed housing.
- The design proposals must respect the existing hedge-row and tree planting around the site boundary and enhance/ reinforce these features appropriately.
- The development of the site should take into account the amenity, scale and form of the neighbouring properties.
- The opportunity to provide a range of dwellings from 2 bedroom flats to 4 bedroom houses to meet local needs.



6.1 INITIAL CONCEPTS

From the analysis identified in the earlier sections and preliminary studies by other consultants the initial principles of development were considered. These early layouts took into account the form, rhythm and scale of existing built development with a view to creating a layout structure that is permeable, legible and contributes to local distinctiveness.

The initial scheme/layout in Fig 1 is an early proposals developed for initial comment by the client and consultant team, consisting of a total of 38 dwellings.

Key issues relating to these proposals are:

- A range of properties comprising 2 bed maisonette flats, 3 bed maisonettes & houses plus 4 bed dwellings were included within the layout shown in Fig 1, this scheme incorporated 3 storey maisonette units located along the East boundary. Later design development removed one of the access points off Kingsclere Avenue (Fig 2). The 2 and 3 bed maisonettes were redesigned to provide a greater number of traditional houses with the flats located to the south-east corner to provide improved natural surveillance of the footpath link to Dunsbury Way.
- Two vehicle access points were included from Kingsclere Avenue with additional parking provision for existing adjacent properties.
- An improved central open space
- Proposed dwellings arranged with rear gardens abutting the rear gardens of surrounding dwellings with appropriate separation distances.



FIG 1

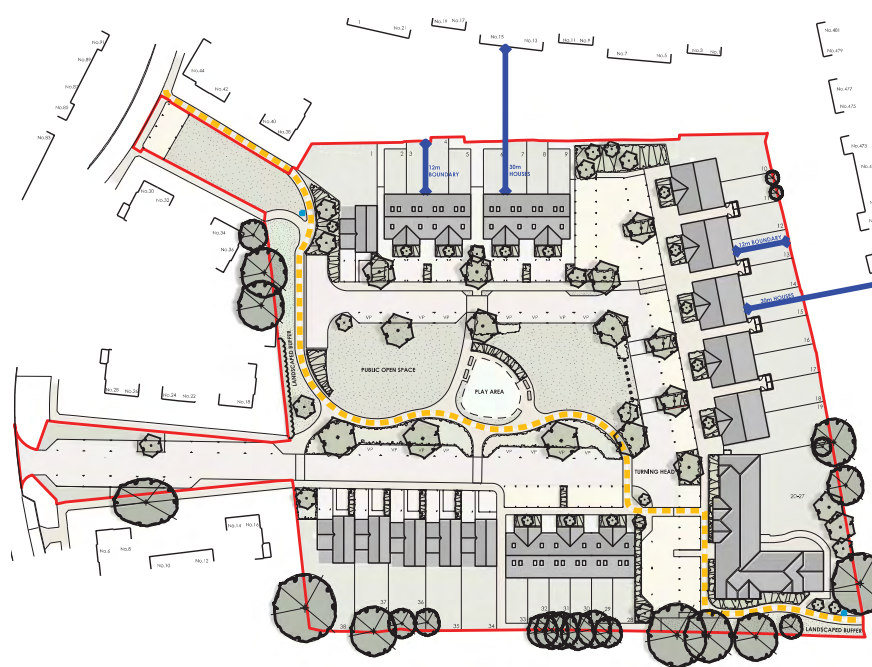


FIG 2

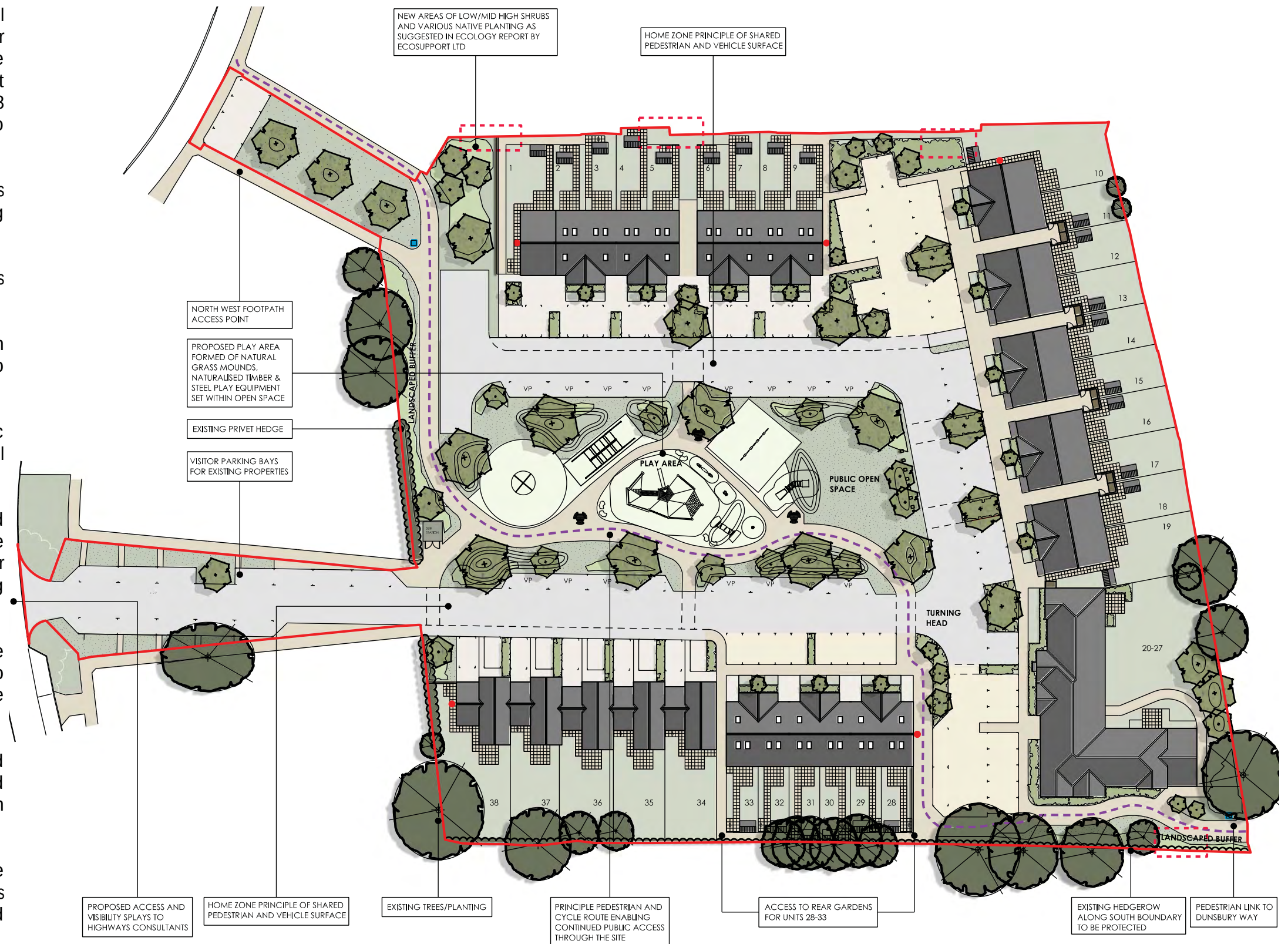


FIG 3

7.1 LAYOUT

In line with the initial concepts the final design has maintained the original number of dwellings (38). The site layout highlights the key principles for the proposed development which now comprises of 30 houses and 8 apartments. The principle design points to note with regard to this layout are:

- The perimeter arrangement of dwellings creates back to back gardens with surrounding properties.
- The layout is arranged around & overlooks the central public open space & play area.
- It maintains an existing public footpath across the site linking Kingsclere Avenue to Dunsbury Way.
- Creating active frontages facing the public realm providing surveillance of the central space.
- The introduction of a large play area and improved public open space for use of the development and wider community. Further design development was included following pre-application comments from Havant BC.
- Plot 1 has been revised to assist with the requirements of a refuse turning point and to enhance the landscape buffer between the proposed & existing properties.
- The apartment block has been repositioned to provide additional space for the requested increase width and relocation of the footpath link.
- The location of the apartment block & the orientation of the internal layouts of the rooms provide overlooking of the footpath link and additional surveillance



7.2 AMOUNT OF DEVELOPMENT

In the preceding section we have set out the principles of the layout and how the arrangement of buildings, focal open space and landscaping all contribute to creating an appropriate sense of place with a legible, structured and distinctive layout. The accommodation schedule demonstrates that a range of dwelling sizes and types would be provided from 3 and 4 bed houses to smaller 2 bed apartments. This broad variety in terms of type and size of units is a positive contribution to the sustainability of the community as well as contributing to variety in the character of the built form.

The site area is 1.42 hectares (3.46 acres) which, with 38 new dwellings results in a density of 26.7 dwellings per hectare consistent with the surrounding area. Although policy LP1 provides an indicative number of dwellings for this site (26), the initial consultation report (10.10.15) from Havant Borough Council, recognised that the number of units provided within this layout can be successfully achieved whilst still providing useable open space and good relationships with neighbouring dwellings and that additional dwellings provided in the urban area (such as this site) is welcomed.



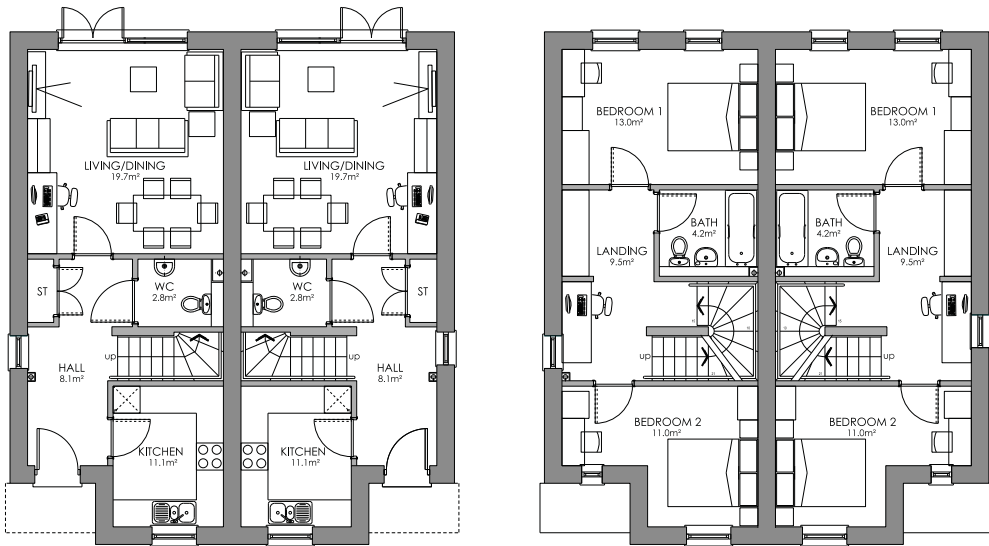
SITE PLAN - INDICATING PLOT NUMBERS

EXAMPLE LAYOUTS

HOUSE TYPE 1



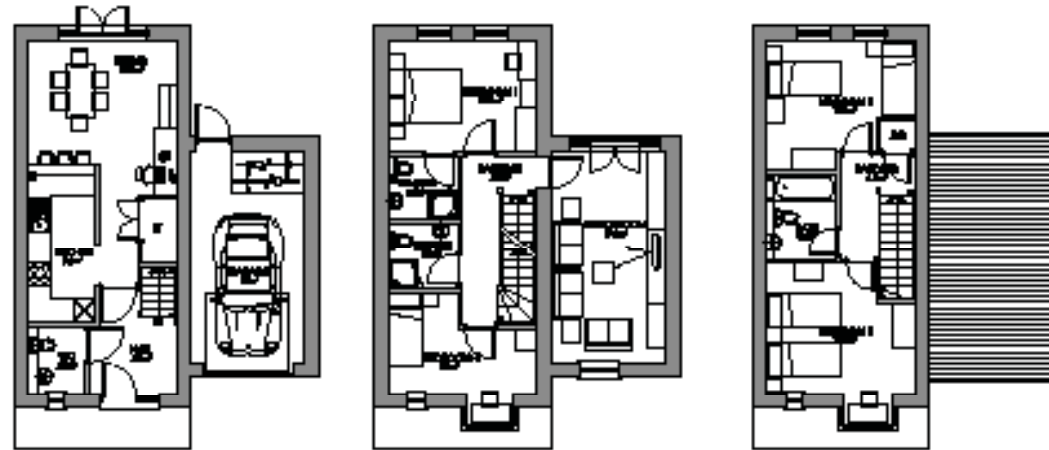
HOUSE TYPE 2



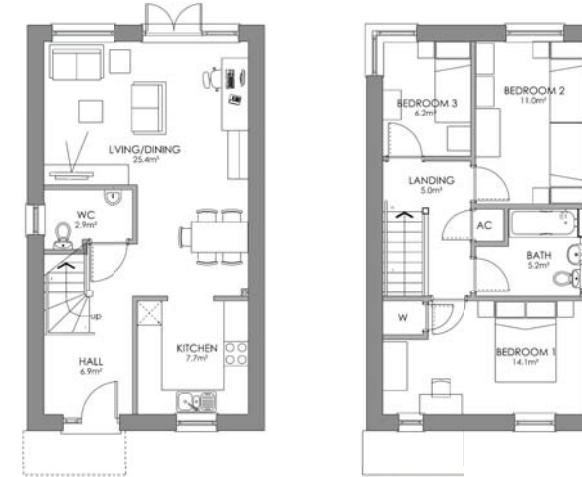
ACCOMMODATION SCHEDULE

PLOT	TYPE	NO OF BEDS
1	HOUSE	3
2 - 9	HOUSE	3
10 - 19	HOUSE	3
20-27	FLAT	2
28 - 33	HOUSE	3
34 -38	HOUSE	4

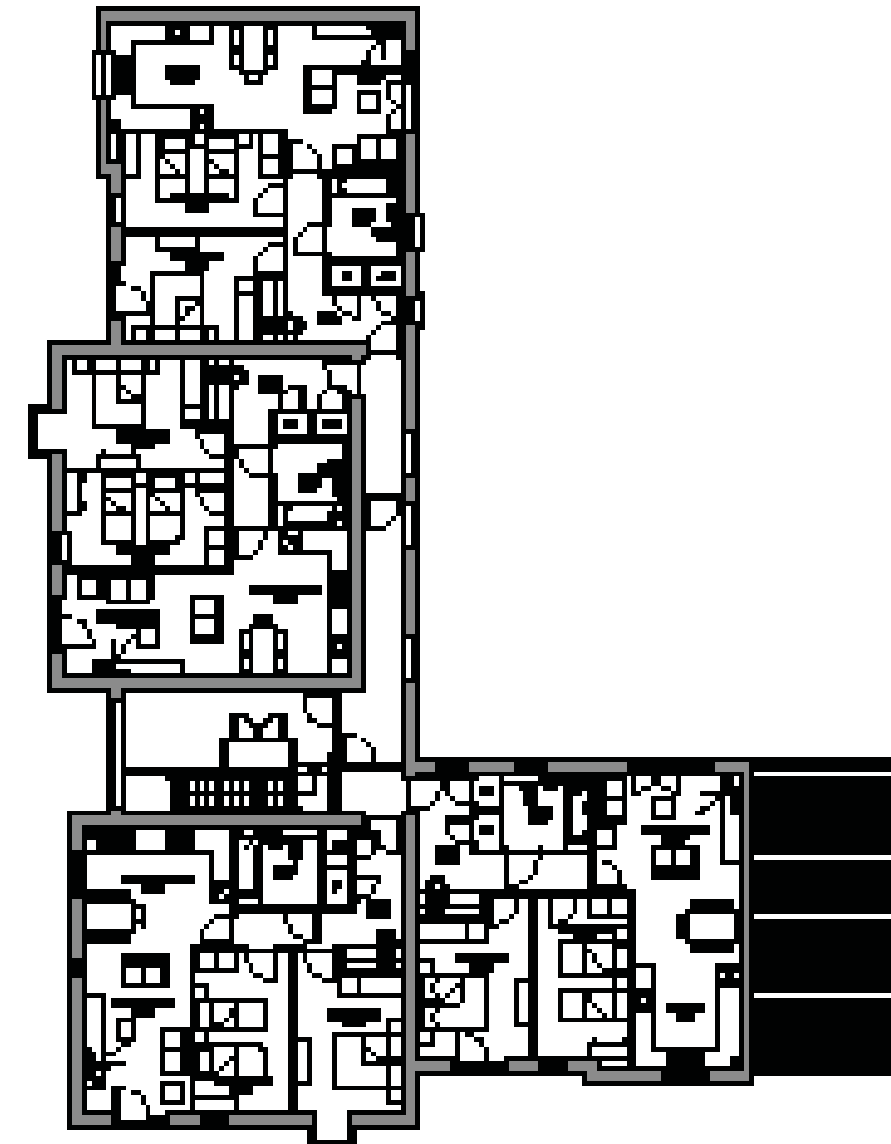
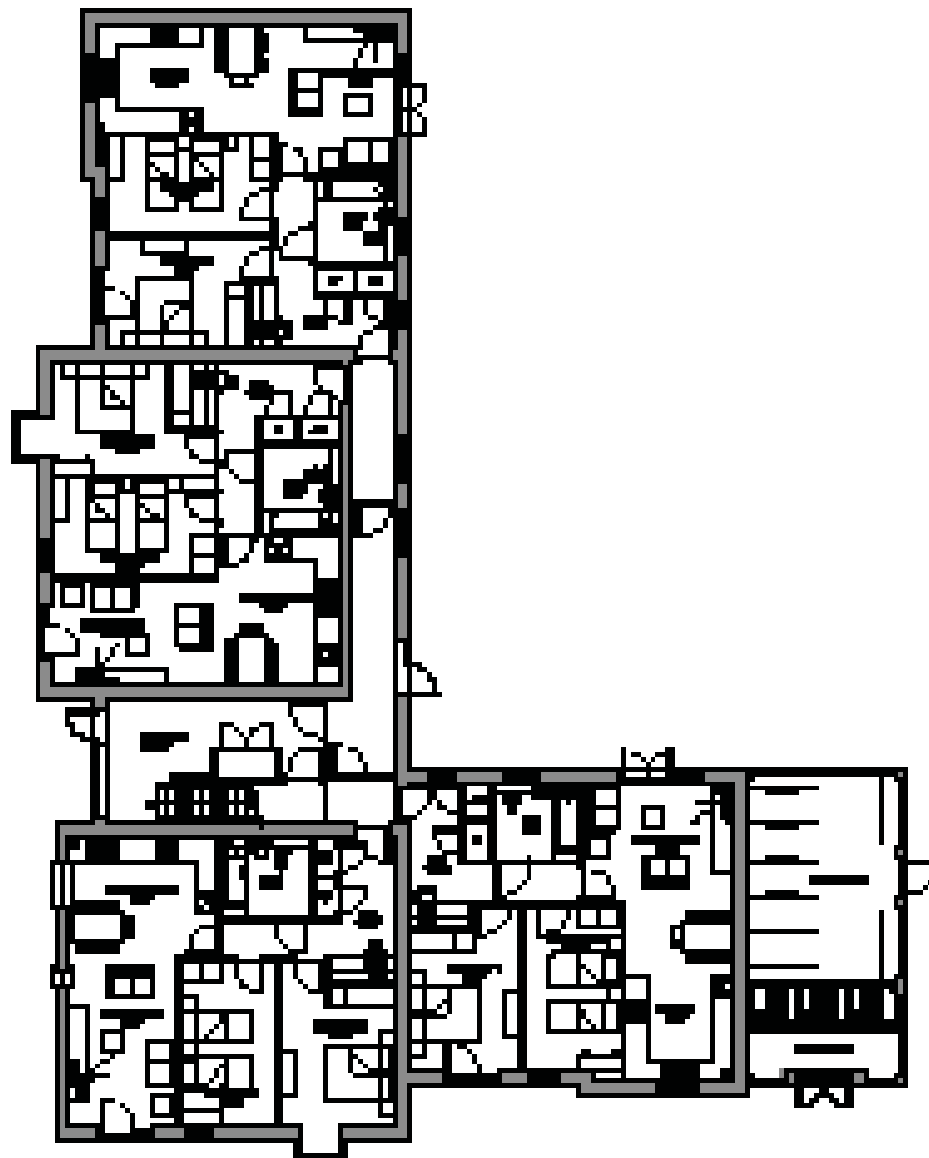
HOUSE TYPE 3



HOUSE TYPE 4



FLATS



7.3 SCALE AND BUILT FORM

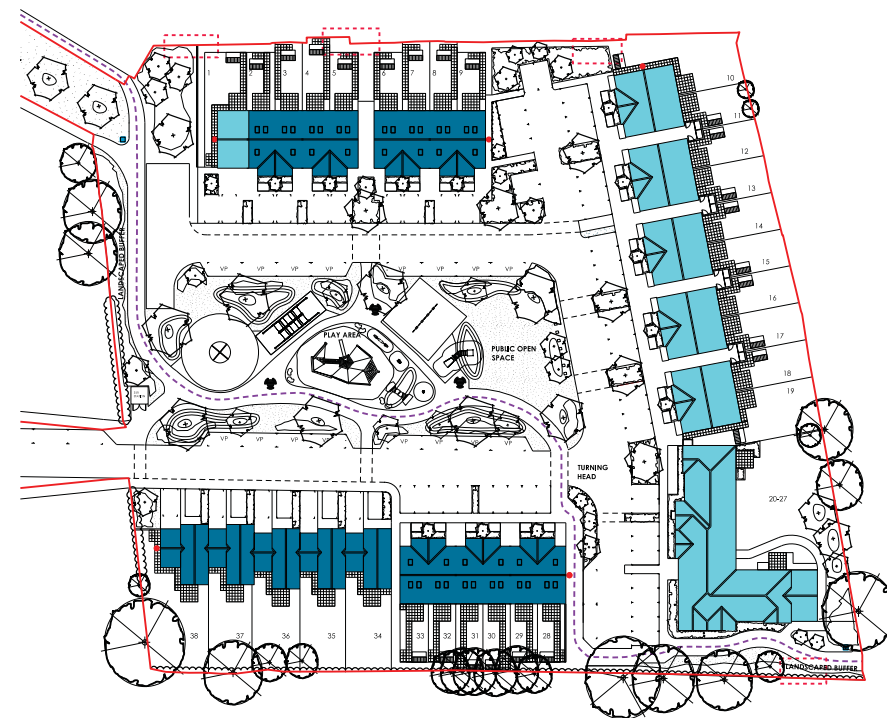
The layout predominately employs a principle of wide frontage semi detached and short terrace buildings with focal gable facades facing the road which echo's the built form of surrounding development. Although there are varied storey heights of 2, 2.5 & 3 the scale and mass of the built form has been designed to intergrate with the existing dwellings around the perimeter of the site.

The parcel of land has a minimal fall from the North West corner to the South East corner of the site and consideration has been given to this topography with the use of semi detached units which enables steps in levels to be undertaken between units.

The variety in types of dwellings, their associated storey heights and levels are further reinforced by the architectural design of the elevations. A contemporary approach to the existing 50/60 dwellings and their minimal palettes has been employed with features and references taken from them. Pitched roofs, with brick gables, finished with grey tiles. Walls are generally brickwork with gable end feature courses and areas of cladding or dwellings comprising low level brickwork & high level cladding are elements that sympathetic to the local area.

This combination of materials and variety of dwelling types reinforces legibility, creates a distinctive unified development which would intergrate successfully with the surrounding area.

STOREY HEIGHTS DIAGRAM



STREET ELEVATION AA

PLOTS 34 - 38



STREET ELEVATION BB

PLOT 19

FLATS 20 - 27



STREET ELEVATION CC

PLOTS 6 - 9



2 STOREY



2.5 STOREY

8.1 LANDSCAPE STRATEGY

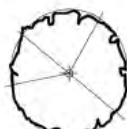
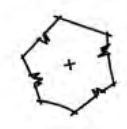
The proposed planting layout will improve to the existing landscape within/ surrounding the site and enhance the character of the internal built form, with the proposed play area and landscape proposals being produced by Portsmouth City Councils senior Landscape Architect.

The landscape proposals are to provide a green structure to complement the built form of the development, providing a welcoming community appearance with attractive frontages and more informal boundaries and open space.

A diverse range of trees will provide green structure to the road edges and front gardens.

The use of native trees will help provide a naturalistic setting and heart to the development, linked to the surrounding woodland strip to the south boundary.

Key

-  Existing trees around boundary to be retained and protected
-  New trees
-  Existing hedge along boundary to be retained and protected
-  Native woodland screen
-  Shrub bed - mixed palette
-  Public open space: herb rich grass lawn including wildflower
-  Private gardens: amenity grass lawn
-  Spring bulbs
-  Site boundary



9.1 SUSTAINABLE DESIGN

National Planning Policy Framework the National Planning Policy Framework, (March 2012), sets out the Government's guidance on achieving sustainable development.

Sustainable Development

In terms of sustainable development the Framework states that:

'At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision making this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out of date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;'

Core planning principles included in the Framework state that planning should:

'Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;

Sustainable Aspects of the Layout

The development being brought forward promotes an enhanced footpath through the site creating links to existing settlements and bus stops.

The layout has been designed to allow for the minimal existing contours (sloping from the North West to South East corner) and units orientated to allow roofs to face South/ South West to accommodate possible photovoltaic technology.

A mix of public open space and play area for informal recreation and play are to be provided. This variety of open space & play area will be sufficient to meet the recreational needs of the new development and the surrounding dwellings. The landscaping strategy, the location of the main body of open space and play area, the enhancement of the existing landscape features, particularly shrub beds, verges native woodland screening and trees seeks to improve the existing parcel of land and contribute to the areas sustainable credentials of the development.

It is important to ensure that appropriate management systems will be employed with regard to Site Waste Management and Environmental Management Plans to reduce potential negative impacts of the construction progress.

The National Technical Standards are the emerging legal requirement within the UK Construction industry and the result of the Deregulation Act 2015 to streamline construction compliance under the Building Regulations. These requirements replace various assessment methods combining the pertinent issues into the Building Regulations, removing third party assessment methodologies such as the Code for Sustainable Homes and Secured by Design. The NTS are anticipated to be adopted in full under the Building Regulations.

Currently within Havant Borough Council's, there are no additional standards to be met such as improvements above regulation performance; therefore compliance with the relevant Building Regulations will be sought.

The proposed development will be utilising a fabric first approach in line with best practice energy strategy of: energy efficiency; clean energy and; low/ zero carbon technologies.

For further information regarding sustainability please refer to SRE Sustainability Statement submitted with this application