



Design & Access Statement

Proposed Residential Development
London Road, Purbrook

August 2015, Revision A



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Please note:

Unless otherwise stated all drawings, maps, images and diagrams contained within this document are not to scale.

Prepared by	EV
Checked by	
Date Issued	
Revision	

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1.0/ INTRODUCTION

This Statement has been prepared by BDB Design LLP in support of a detailed planning application for demolition of existing buildings at 38–44 London Road Purbrook and mixed use redevelopment of 42 retirement apartments and 2 retail units, for our clients, McCarthy and Stone.

It describes the site and surrounding area, planning policy context and the proposed development.

It describes the design ethos underpinning the proposals, considering issues of use, amount, appearance, scale, landscape, access and sustainability.

It is supplementary to the various independent subject reports accompanying the application, including archaeology, contaminated land desktop study, highways, tree survey, extended Phase 1 habitat survey. This should be read in conjunction with these documents and architect's detailed plans and drawings.

The Design and Access Statement has been prepared in accordance with National Planning Policy Guidance and demonstrates the commitment of the developers and designers to achieving high quality good design and meeting the requirements of planning policy and legislation.

It demonstrates how potential users, regardless of disability, age or gender can enter the buildings and move around and use their facilities.



The Brief

BDB Design LLP have been appointed by McCarthy & Stone to undertake the architectural services relating to the proposed scheme.

The initial brief for the site was established by McCarthy & Stone and has been developed through discussions with the consultant team.

- ◇ Self-contained apartments designed for elderly, securely accessed and interlinked via heated corridors
- ◇ Level access to and from the building and lifts providing access to all floors
- ◇ Communal facilities consisting of a Home owners lounge, reception, guest suite and landscaped communal gardens
- ◇ Lifetime Home Standards
- ◇ Secured by design

1.1 / Introduction

THE APPLICANT AND DESIGN TEAM

Architect



BDB-Design comprises a group of dedicated professionals with many years experience collaborating on a variety of dynamic and innovative projects throughout the country.

Partners originally formed the practice in 2008, leaving roles as partners and directors of varying development and consultancy businesses. The practice has since attracted a highly talented team of around 20 designers, architects, planners & property professionals, working in an open plan studio based on the outskirts of Canterbury.

The design team have previously been commissioned to work on a variety of different projects from new settlements to bespoke dwellings, parks, hotels, shops, student centres and theatres, from Masterplanning to interior design.

Client



McCarthy and Stone are Britain's leading retirement accommodation provider with over 30 years experience.

More than 45,000 buyers have chosen the lifestyle offered by McCarthy & Stone developments. In addition to being Britain's leading private retirement provider, McCarthy & Stone has gained a reputation as one of the premier house builders in the UK. A frequent winner of the Daily Express British House Builders Awards, McCarthy & Stone have been outright winner or runner up for a number of years for the supreme accolade "Britain's Best Builder."

McCarthy & Stone is the only UK house builder to win the Home Builders Federation 5 star Customer Satisfaction award each year since they were first established 9 years ago. The awards are Independent Customer Satisfaction Surveys and are independently awarded by the University of Reading.

Among others, McCarthy & Stone have also won:

11 Daily Mail Green Leaf Housing awards for environmentally friendly design and integration into the surrounding landscape for schemes across the UK.

UK over 50's Housing awards 'Most Innovative Housing Design' and 'Most Innovative Housing Developer in 2012.'

Highly commended at the 2013 House Builder awards.

They received Four awards at the 2013 NHBC Pride in the Job awards.



2.0

■ ASSESSMENT OF
LOCAL CONTEXT

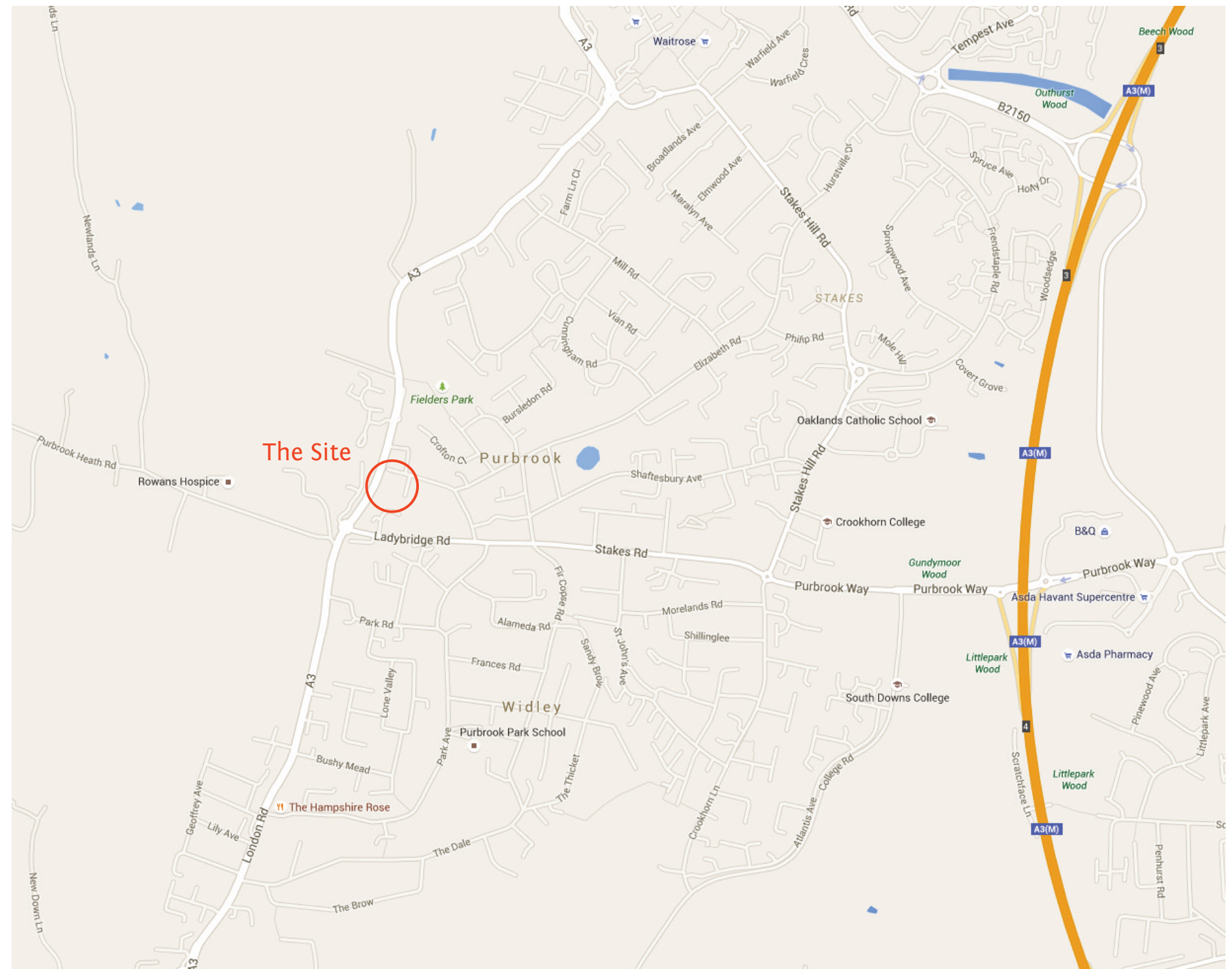
2.1 / Assessment of Local Context

SITE LOCATION

The site is located to the east of London Road (A3), and lies approximately 1 mile south from Waterlooville town centre. The site is well positioned to provide excellent access to public transport services with a bus stop located immediately outside the site along London Road with services provided by National Express. National Rail services are available from Cosham Rail Station, which is located approximately 3 miles to the south, providing rail links to the wider area.

The site is bounded by Stakes Road to the north and London Road (A3) to the west. To the east lies Purbrook Methodist Church which is architectural typical of this type of building and is separated from the site by a public footpath running along the eastern boundary. To the south, along the eastern side of London Road, the development is of smaller commercial and residential properties. This development comprises small domestic scale properties predominantly of two storeys set beneath traditional pitched roofs.

The site lies adjacent, but just outside, the St John's Conservation Area and opposite the Church of St John the Baptist and former school, both of which are Grade II listed.



Images courtesy of Google

The application site comprises an irregular shaped 0.39ha parcel of previously developed land located on the east side of London Road (A3) within the northern part of the Purbrook Local Centre. The ground levels fall across the site from the Northern boundary to the South by approximately 1.5m and on the northern boundary west to east by approximately 1m.



Site Location Plan

2.2/ Assessment of Local Context

PHYSICAL NATURE AND CHARACTER OF AREA

The application site sits within the Purbrook District Centre on the Council's Urban Design Guide.

Key townscape characteristics of the area include:

Car dominated public realm with busy traffic thoroughfares

On-street parking

Mixed scale including two and a half storeys

Landscaping setting formed by garden trees and public recreation ground

Listed buildings

Victorian and Edwardian historic design

Mix of land-uses

Low-medium density

Notable gap in continuous frontage between 34 and 44 London Road

The built context is illustrated in the following aerial photograph:



Image courtesy of Google

Several land uses are present on the site. These include a builders' merchant in the northern part of the property and a car dealership with a vehicle servicing workshop and a tyre workshop in the southern part of the site.

The commercial buildings located in the southern part of the site are of yellow brick set beneath wide span shallow pitched corrugated roofs.

A two-storey sales office building of brick and flint construction can be found within the northwestern corner and is associated with the builders' yard. Historically this has been referred to as the Vicarage to St John's. In more recent years this building has been extended with a brick two storey extension and windows and doors replaced with white Upvc. Associated with the building is a low flint and brick boundary wall running south forming the boundary to the site with London Road. The remainder of the northern part of the site comprises a concrete-surfaced yard area containing sales stock.

Within the southern half of the site, there is a small one-storey sales office, associated with the car dealership, in the western part of the area. Within the southeastern corner, a tyre garage and MOT/servicing garage are present. The remaining external areas comprise, gravel, concrete and tarmac surfacing and is used primarily for displaying cars for sale.

Two vehicular access points serve the site one off Stakes road, serving the builders yard and the other off London Road, which serves the Car dealership, vehicle servicing workshop and a tyre workshop in the southern part of the site.



The site creates a gap in the otherwise built-up street frontage which characterises London Road, as identified in the Council's Urban Design Guide.

Photographs of the application site are set out below:



2.3/ Assessment of Local Context DEMOLITION

The proposals include the demolition of the existing buildings on site. The commercial buildings associated with the car dealership and workshops in the south of the site have no architectural significance and their removal will only enhance the setting of the adjacent conservation area and listed buildings.

The existing brick and flint building in the north west corner of the site (former Vicarage) was clearly built to be a building of some distinction. Its location on the site and internal layout make it unsuitable for retention and its demolition will result in a cohesive scheme, maximising the site's potential. Providing the opportunity to design a building that will provide a landmark feature on this prominent corner of the site whilst respecting the adjacent conservation area and listed buildings.



The 3D models indicate a direct comparison between the proposals and existing built form on site.



KEY POINTS:

- ◇ Car dealership buildings have no architectural significance
- ◇ Removal of dealership buildings will enhance setting of adjacent Conservation Area and listed buildings
- ◇ Existing flint and brick building (sales office) unsuitable for retention
- ◇ Demolition of sales office makes way for a cohesive scheme
- ◇ Opportunity to design landmark feature at the corner of Stakes and London Road whilst respecting the Heritage Assets

2.4/

Assessment of Local Context

PLANNING POLICY

THE DEVELOPMENT PLAN COMPRISES:

Havant Borough Local Plan (Core Strategy) 2011

Havant Borough Local Plan (Allocations) 2014

On the Proposals Map to the adopted Local Plan the application site lies outside of, but adjacent to the St. John’s Conservation Area, within Purbrook Local Centre.

RELEVANT CORE STRATEGY POLICIES INCLUDE:	
CS1	HEALTH AND WELL BEING
CS4	PROMOTE AND ENHANCE TOWN, DISTRICT AND LOCAL CENTRES
CS8	COMMUNITY SAFETY
CS9	HOUSING
CS11	PROTECTING AND ENHANCING THE SPECIAL ENVIRONMENT AND HERITAGE OF HAVANT BOROUGH
CS14	EFFICIENT USE OF RESOURCES
CS16	HIGH QUALITY DESIGN
CS17	CONCENTRATION AND DISTRIBUTION OF DEVELOPMENT WITHIN THE URBAN AREAS, INCLUDING PRIORITISING DEVELOPMENT ON PREVIOUSLY DEVELOPED LAND
CS19	EFFECTIVE PROVISION OF INFRASTRUCTURE
CS20	TRANSPORT AND ACCESS STRATEGY
CS21	DEVELOPER REQUIREMENTS
DM2	PROTECTION OF EXISTING EMPLOYMENT AND TOURISM SITES
DM6	CO-ORDINATION OF DEVELOPMENT
DM7	ELDERLY AND SPECIALIST HOUSING PROVISION
DM11	PLANNING FOR MORE SUSTAINABLE TRAVEL
DM12	MITIGATING THE IMPACTS OF TRAVEL
DM13	CAR AND CYCLE PARKING ON RESIDENTIAL DEVELOPMENT

GOVERNMENT POLICY

GOVERNMENT GUIDANCE CONTAINED IN THE NPPF IS A MATERIAL PLANNING CONSIDERATION TO BE AFFORDED SIGNIFICANT WEIGHT IN THE DETERMINATION OF THE PLANNING APPLICATION. THE FOLLOWING GUIDANCE IS RELEVANT:	
PARAGRAPHS	
2, 11 & 196	(PLANNING APPLICATIONS MUST BE DETERMINED IN ACCORDANCE WITH THE DEVELOPMENT PLAN, UNLESS MATERIAL CONSIDERATIONS INDICATE OTHERWISE)
7, 14, 49 & 197	(PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT)
17	(CORE PLANNING PRINCIPLES 2,3, 4, 5, 6, 8 AND 11)
47	(BOOST SIGNIFICANTLY THE SUPPLY OF HOUSING)
50	(MIX OF HOUSING BASED ON CURRENT AND FUTURE DEMOGRAPHIC TRENDS, MARKET TRENDS AND THE NEEDS OF DIFFERENT GROUPS IN THE COMMUNITY E.G. BUT NOT LIMITED TO, FAMILIES WITH CHILDREN, OLDER PEOPLE, PEOPLE WITH DISABILITIES, SERVICE FAMILIES AND PEOPLE WISHING TO BUILDING THEIR OWN HOMES)
56	(GOOD DESIGN)
57	(PLANNING POSITIVELY FOR ACHIEVEMENT OF HIGH QUALITY AND INCLUSIVE DESIGN FOR ALL DEVELOPMENT)
59	(DESIGN POLICIES SHOULD AVOID UNNECESSARY PRESCRIPTION OR DETAIL AND CONCENTRATE ON GUIDING THE OVERALL SCALE, DENSITY, MASSING, HEIGHT, LANDSCAPE, LAYOUT, MATERIALS AND ACCESS OF NEW DEVELOPMENT IN RELATION TO NEIGHBOURING BUILDING AND LOCAL AREA)
60	(PLANNING POLICIES AND DECISION SHOULD NOT IMPOSE ARCHITECTURAL STYLES OR PARTICULAR TASTES AND THEY SHOULD NOT STIFLE INNOVATION, ORIGINALITY OR INITIATIVE THROUGH UNSUBSTANTIATED REQUIREMENTS TO CONFORM TO CERTAIN DEVELOPMENT FORMS OR STYLES; PROPER TO PROMOTE OR REINFORCE LOCAL DISTINCTIVENESS)
131	(DESIRABILITY OF NEW DEVELOPMENT MAKING A POSITIVE CONTRIBUTION TO LOCAL CHARACTER AND DISTINCTIVENESS)
SECTION 12	CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

The proposal has been formulated with regard to the following Supplementary Planning Documents and good practice guidance:

St Johns Conservation Area Appraisal 2009

St Johns Conservation Area Management Plan

Borough Design Guide 2011 (including Urban Context and Character Appraisals)

Public Realm Design Framework

An assessment of the proposed development against the planning policy framework will be provided in the Planning Statement.



3.0



■ EVALUATION

3.1

CONSTRAINTS AND OPPORTUNITIES



Site Boundary

Purbrook Local Centre boundary

St John's Conservation Area

Listed Building

Sun Path

Main Road

Secondary Road

Single Storey Buildings

Two Storey Buildings

Two & Half Storey Buildings

Three Storey Buildings

A thorough analysis of the site and existing buildings has assessed the land and its various constraints, including townscape, adjoining land-uses which include commercial and residential, setting of the St. John's Conservation Area, setting of two listed buildings (The Church of St. John The Baptist and Purbrook First School, both Grade II listed), prevalent architecture in the area and landscape.

The site contributes to an identified gap in the continuous built frontage along London Road and the current scheme offers the opportunity of remedying this and creating a development which has presence and containment in the street context, as well as enhancing the setting of the Conservation Area.

The application submission will have the support of a Heritage Statement which will assess the significance of the designated heritage assets and potential impact of the proposed development in accordance with the requirements of the NPPF.

Ground levels fall across the site from the Northern Boundary to the South by approximately 1m. The proposed apartment building will respond to the natural topography of the site stepping down in height as the ground falls away.

Demolition of the existing commercial buildings will enhance the setting of Heritage Assets. Whilst the loss of the sales office will make way for a feature on the prominent corner of the site.





4.0

DESIGN PRINCIPLES
AND CONCEPTS

4.1 / Design Principles and Concepts

USE AND AMOUNT OF DEVELOPMENT

USE

The application seeks planning permission for demolition of the existing buildings and mixed use redevelopment comprising residential and retail.

AMOUNT OF DEVELOPMENT

The application site covers an area of approximately 0.39ha.

42 retirement living apartments are proposed comprising a mix of 23 no. 1-bed and 19 no. 2-bed homes, together with a homeowners lounge, landscaped communal gardens, internal access road and car parking court.

The layout includes 35 parking, 31 of which are located within the private parking court with an additional 4 spaces accessed off Stakes Road.

The apartments are designed to meet the needs of people in their retirement by maintaining their independence due to the close proximity of shops and amenities.

Two retail units will be incorporated into the development fronting London Road, adding to the vitality and viability of the existing local centre and providing additional local facilities for existing and future residents.

This amount of development is compatible with the site characteristics as set out earlier in this Statement and comprises an appropriate and optimum use of the site in accordance with the principles of the NPPF.

The apartments will vary in size.



4.2/

Design Principles and Concepts

LAYOUT

The layout is illustrated on the Architect’s plans and drawings. This has evolved through a comprehensive design approach integrating transport, existing townscape and heritage issues, ecology and landscaping and has been informed by a number of subject reports.



The layout has been informed by the site constraints and opportunities.	
◇	The layout has been designed around the utilisation of the two points of vehicular/pedestrian access and the creation of a new access drive from the London Road access beneath an undercroft
◇	Utilising the existing access onto Stakes Road to create a separate access for refuse and buggy store
◇	Provision of a private gated parking courtyard on the southern side of the site
◇	Footprint of the proposed building is in the form of a horse shoe arrangement providing continuous built frontage onto London Road and Stakes Road, set away from all site boundaries to create attractive landscaped areas
◇	Central private landscaped communal garden at the heart of the development
◇	Two no. retail units at the southern end of the western wing of the building, with a shoppers access at the north west corner of the site
◇	Active frontage is an integral feature of the layout
◇	Legible layout which creates a positive relationship between the proposed building and those lying adjacent
◇	Permeable layout with pedestrian links through the site connecting to the street

The aim of the layout is to create an attractive retirement residential environment, which responds to and draws from the local context, respecting the existing pattern of development, scale and design of existing buildings.

Natural surveillance of the public realm will be a produce of the layout; a building sitting within large landscaped space.

Undercroft access from London Road will be gated with an automated operation. These gates will be well set back from London Road to provide sufficient space for waiting when turning into the development.

Internally the accommodation is laid out over three floors and comprises an interconnected mosaic of self-contained 1 and 2 bedrooomed apartments with open plan living and dining spaces and ensuite facilities, adjoining a circulation corridor. Some of the upper apartments are contained partially within the roofspace.

The Home owners lounge and concierge facilities are sited centrally within the floor plan, with direct access from the communal landscaped garden and links to Stakes Road and London Road.



PROPOSED SITE PLAN



4.3 / Design Principles and Concepts

SCALE

The scale is illustrated on the Architect's drawings.

The scale responds to the varied scale of existing buildings including domestic properties along London Road and the flint building in the north-west corner of the site, aiming to create a building of presence in the street context and adding to the variety and quality of the built environment.

The proposed building is designed as a 2-storey property fronting London Road, rising to a two and a half storey corner building, creating a landmark feature at the north-western corner of the site.

The scale reflects the scale of buildings in the area. Each of the three attached wings, is broken down into smaller components, which reflects the pattern of existing development in the area.

The ridge line of the highest portion of the building does not exceed the height of the existing building and the ridge steps down in a southerly direction to a compatible modest 2-storey scale where the building adjoins the residential properties immediately south.

The stepping of the ridge line together with the small gable projections along the elevations reduce the perceived mass of the building.

The roofscape comprises a series of interconnected hips and gables, with chimneys and small traditional dormers punctuating the ridge and eaves respectively. The roofline cascades down from north to south along London Road and from west to east along Stakes Road.

The mass of the building is broken down further in the horizontal plane with varied footprint and elevation articulation which is notably domestic.





Drawings are not too scale. Please refer to scaled drawings for correct measurements.

4.4 / Design Principles and Concepts

LANDSCAPING

The Landscape scheme will work alongside the architectural proposal to create a scheme that achieves a sense of belonging, both in terms of the physical context and the end user's social and psychological requirements.

The needs of the residents, visitors and staff are fundamental to the design approach. Indeed it is the overall objective to create a landscape where people enjoy living, visiting and working in. This experience should start from the entrance with a sense of arrival, through to the communal garden to the rear.

The existing landscape is obviously incredibly poor and offers a negative experience to those walking along London Road, Stakes Road or the public footpath along the site boundary to the east.

By addressing this we will hopefully create an attractive presence on to the road and enhance the feeling of safety and security.

The landscape scheme around the building is treated cohesively to provide a coherent image and quality to the development, but can be subdivided into four elements: the Stakes Road frontage; central garden; side garden to the east; and the parking courtyard.

The Stakes Road frontage is treated formally with a new walled entrance feature creating a high quality sense of arrival. This wall will be an extension of the existing flint wall along London Road and help to enhance the presence of this 'vernacular' landscape element. Further to this the combination of railings, formal hedge and line of trees provides a new soft alignment to the street.

The central communal garden is for residents, staff and visitors to enjoy. It will be provide a beautiful setting to look out on to and use as an informal recreational area. It is laid out formally to resemble the qualities of an English Country Garden, but with a contemporary twist.



The garden effectively commences with an open communal terrace of york stone, bounded by colourful shrubs and groundcovers. This space is an extension of the residents lounge and will be used for outdoor seating and dining and includes a pergola shelter for more intimate seating.

The terrace flows out to a central lawn with a sculptural feature on its central axis. A pathway is located around the perimeter of the lawn, offering residents a circuit to walk around. Seating is also positioned off this route amongst herbaceous perennials and shrub borders with small trees framing the garden.

The overall experience of this garden is one of prestige formality but with a welcoming soft and intimate character. The belief is that residents, visitors and staff will indeed all feel uplifted by looking over and/or accessing this space.

To the eastern side of the building a communal garden is located along its length. This will be of a very similar composition of elements to the central garden but in a long linear shape. It will be contained by a formal hedge which will offer an opportunity for wildlife and bio-diversity. The garden will provide a softer and more pleasant environment for the public footpath adjacent to the site boundary.

To the south of the development a car parking courtyard provides an open space buffer to the residential dwellings beyond the site boundary. The courtyard is effectively treated as a pedestrian priority shared space with flush kerbs throughout. Hedging along the boundary provides a further screen. The courtyard has a flexible layout to allow the location of any disabled bays that might be needed. Indeed these can be accommodated by minor landscaping changes without impacting the overall character of the space.

The internal parking courtyard will incorporate low level bollard lighting ensuring that sufficient lighting levels are achieved without effecting neighbouring properties.

LANDSCAPE ELEMENTS

A consistent and cohesive palette of landscape elements are proposed: a range of surface materials, furniture and planting to provide a unified character for the new development. Of particular interest is the planting strategy which will have a major part to play in the lives of the residents, staff and visitors.

The aim is to create a place for all seasons, using indigenous native species where possible, but bolstered with evergreen and ornamental species to encourage year round cover, in particular the autumn and winter months where a splash of colour will brighten up views.

Materials will be chosen not just for their textural and aesthetic qualities but also for their suitability for purpose and their robustness. Sustainability is a key factor, therefore materials will have a high recycled content and will be chosen from ethical and sustainable sources.

Materials will be suitable for all users regardless of physical ability. The scheme will be compliant to 'Part M Access to Buildings'.



4.5/ Design Principles and Concepts

APPEARANCE

The detailed appearance of the proposed building is illustrated on the Architect's drawings.

A traditional design is proposed which draws from the character of the surrounding area, with a particular emphasis on the modelling and articulation of the elevations to create a building which sits comfortably in the street scene.

The underlying aim is to create a design, which is sensitive to the scale and character of the area, with particular reference to the site location at the very edge of the designated Conservation Area.

The elevational treatment has a rhythmic balance of flat facades with projecting bays and bay windows, giving verticality and domestic scale to the whole building. The mixed pattern of materials adds to the visual interest and scale and stitches the whole design together in a cohesive manner, creating a very attractive building which will make a positive addition to the street.

The overall aim is to produce a traditional building which has visual interest, is domestic in scale and which incorporates forms, architectural detailing and materials found in the immediate area.

The proposed shop units will contribute to the active frontage created by the proposed layout. The individual shop fronts will be designed to incorporate traditional detailing, including stallrisers, mullions and transoms to break up the glazing, central access door and deep fascias. It is expected that the detailing and colour scheme will form part of a planning condition.



VIEW ALONG LONDON ROAD



VIEW ALONG STAKES ROAD

PROPOSED DEVELOPMENT IN COMPARISON WITH EXISTING ARCHITECTURE



PROPOSED ELEVATION



EXISTING BUILDINGS

4.6/ Design Principles and Concepts

MATERIALS

Cognizance has been given to locally distinctive materials in choosing the mixed palette of traditional materials, including:

- Natural Flint panels
- Flint with brick
- Red multi stock bricks
- Lime Render to some upper floors
- Black horizontal boarding on elevations facing into the internal courtyard
- Clay tiles – variation of red/antique/brown tiles

The fenestration pattern is simple and traditional with brick soldier courses and stone cills and simple, white painted timber joinery detailing.

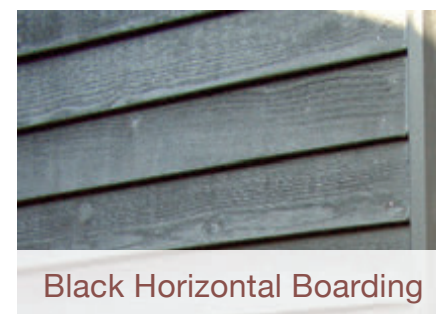
The intention is that wherever possible the development will be constructed from materials that will have a reduced impact on the environment.



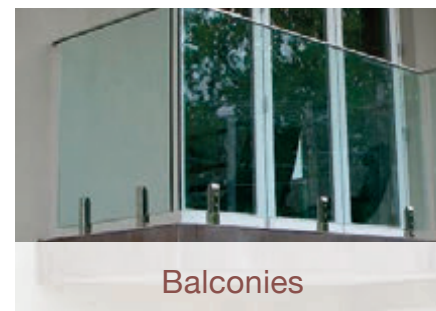
Flint



Red Facing Brick



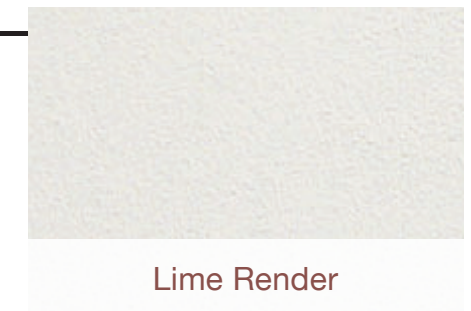
Black Horizontal Boarding



Balconies



Clay Tiles



Lime Render



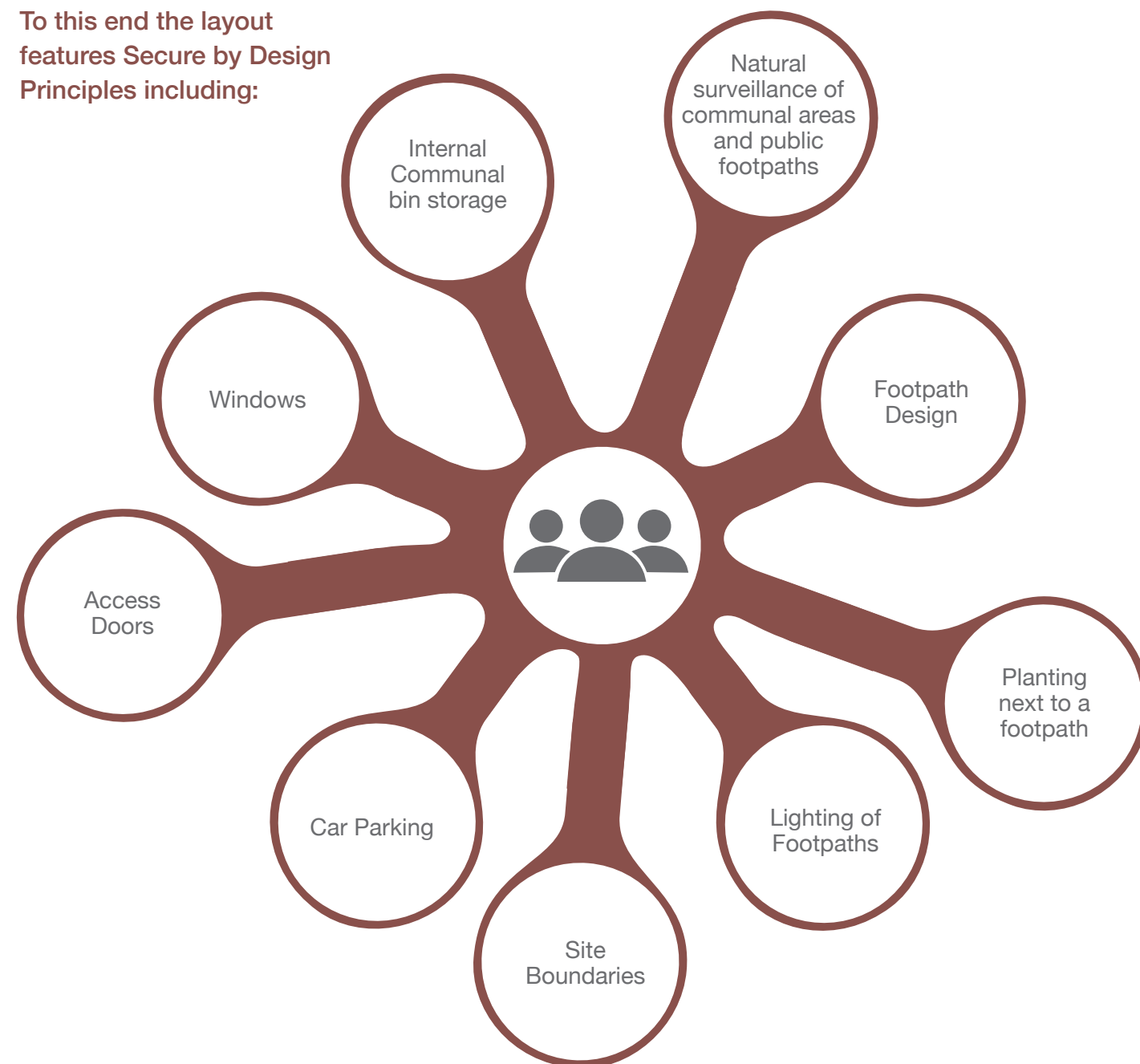
Timber Framed Windows

4.7 / Design Principles and Concepts

COMMUNITY SAFETY

The proposed development has been informed by the need to engrain community safety into the scheme, by maximising opportunities for natural surveillance through good design and maximising the amount of defensible space that is controlled or perceived to be controlled by residents.

To this end the layout features Secure by Design Principles including:



- ◇ The layout and orientation of habitable rooms will facilitate natural surveillance of the gardens, parking and street. Development will increase the surveillance of the public footpaths along London Road and Stakes Road.
- ◇ Vehicular and pedestrian routes are all visually open, direct and likely to be well used by future residents.
- ◇ Doors and easily accessible windows will be fitted with secure locking systems.
- ◇ Careful new planting to the open spaces fronting the public realm to ensure the plan selection will not impede natural surveillance.
- ◇ Open spaces within the development are all overlooked.
- ◇ The target age group and mix of dwelling sizes will have the potential for apartments to be occupied throughout the day increasing the opportunity for natural surveillance.
- ◇ The parking court will be well lit and benefits from habitable rooms overlooking.

5.0

ACCESS

The planning submission has the support of a Transport Statement, which assesses the highways and transportation issues.

The existing vehicular accesses will be utilised to create two points of vehicular/pedestrian accesses to serve the development. One access is from London Road and the second access from Stakes Road. In addition, it is proposed to create a ramped pedestrian access to the development from London Road and a level pedestrian link between the apartments and Stakes Road. The result is a highly permeable layout for future residents, with high connectivity to the surrounding area.

Parking is provided on the basis of 1 car parking space for every 2-bed apartment and 0.5 spaces for every 1-bed unit. As such a total of 31 car parking spaces in a small courtyard at the southern end of the site, accessed from London Road. Four additional car parking spaces are provided with access onto Stakes Road.

Parking has been designed to accommodate a number of accessible bays to suit the needs of the end users.

The scheme will enable all parking for new residents to be met on site with no requirement for parking on the surrounding network of roads.



5.2 / Access SUSTAINABILITY

The sustainability of the application site will be assessed in the Planning Statement, where it will be demonstrated that the proposed development meets the three dimensions of Sustainable Development at Para 7 NPPF; economic, social and environmental.

The site is located within a sustainable and highly accessible location, at the heart of the settlement.

The need to provide a high degree of sustainable construction and energy conservation will be a key feature of the design and site layout, notwithstanding the fact that the Code for Sustainable Homes has now been withdrawn.

Despite local and national policy both currently being subject to significant change, McCarthy and Stone have designed a sustainable specification that focuses on fabric performance. All of the main building elements have been designed to provide a thermally efficient building envelope, which improves upon the minimum requirements within the Building Regulations.

The mechanical specification of the building has also been designed with energy efficiency in mind. Underfloor heating together with the high thermal mass will help regulate temperatures and maintain comfort levels for the occupants. Mechanical ventilation and heat recovery system (MVHR) is proposed to maintain the whole dwelling ventilation, while simultaneously, efficiently extracting up to 95% of heat from stale outgoing air to pre-heat fresh ingoing air, thus reducing the heat demand load.



6.0/ CONCLUSION

This Design and Access Statement accompanies a detailed planning application for the demolition of the existing commercial buildings and mixed use redevelopment comprising 42 residential apartments and 2 retail units.

The detailed layout and design has been informed by a series of technical reports which are submitted with the planning application, and the various representations and comments from local residents and stakeholders during the public consultation exercise.

The proposals provide for a high quality sustainable redevelopment of the commercial site, significantly enhancing its appearance and visual amenities of the wider locality, as well as preserving and enhancing the setting of the adjoining Conservation area.

This Design and Access Statement concludes that the proposals are fully acceptable in design and access terms.

