

Design, Access, Planning & Heritage Statement

Land to the rear of
3 Grove Road,
Havant, Hampshire

Residential Development

Introduction

PWP Architects have been engaged to design a modest detached dwelling to the rear garden of No.3 Grove Road, to be accessed from Twittens Way. An earlier scheme was submitted for a pre-application enquiry with Havant Borough Council back in 2012, with a later scheme submitted May 2013 (*see pages 11&12*). Since then the proposal has been completely redesigned to take account of the immediate social, economic and physical context of the site.



Image 1: Aerial photo of Havant town centre, showing the location of No.3 Grove Road (*courtesy of Google Maps 2014*)

Grove Road is characterised by large detached and semi-detached Edwardian 'Villa' style brick built properties. Although for the purpose of this application, we would suggest that the site should be considered more greatly in terms of its relationship to Twittens Way from which it would be accessed (*see image 2*).

Twittens Way is situated to the rear of East Street, which makes up the oldest part of the town of Havant. Twittens Way was constructed post 1974 to provide vehicular access to the commercial properties situated along the southern side of East Street.

Twittens Way takes its name from a series of historic 'Twittens' which are found in the town of Havant. Twittens are a series of pedestrian links through the town (*see pages 4-5*).



Image 2: Aerial photo of the site, identifying the development site in Red and the boundary of the ownership in Blue (*courtesy of Google Maps 2014*)

Conservation Area

Introduction

The aim of the **St Faiths Conservation Area Appraisal and Management Plan** is to 'preserve and enhance the character of the St Faiths Conservation Area and to provide a basis for making sustainable decisions about its future management' (1.1). According to the Plan the key historical characteristics of the St Faith Conservation Area are (6.5.1):

- Crossing point of two Roman roads
- A series of springs providing fresh water
- Medieval development of a small market town including regular property plots
- Proximity to Langstone Harbour
- A severe fire c1761 which destroyed many of the medieval timber framed buildings of the town
- A series of local industries most notably parchment making
- Mid-nineteenth century railway network linking Havant to Portsmouth, London and Hayling Island
- 1960s redevelopment of northern section of the town.

Character Areas

St Faiths is divided into 8 distinctive character areas:

1. Historic and Commercial Core
2. North Street
3. Manor Close
4. Fairfield Road and Beechworth Road
5. Grove Road
6. South Street and The Parchment
7. Bosmere Junior School and Playing Fields
8. Homewell (lower section) and the former Parchment Works

Our site is located within the Grove Road (5) character area, although it borders the Historical and Commercial Core (1).

The Grove Road area is defined by the late suburbanisation of the town, laid out between 1900-1914. The large houses situated along Grove Road are of Edwardian villa style, with large roof profiles and stone dressing to the windows and bays. There is a mixture of detached and semi-detached properties. The Plan recognises that the good sized gardens to the front and rear of the properties add to their overall character. The 'Twittens' are also mentioned as an important aspect of this character area.

Site

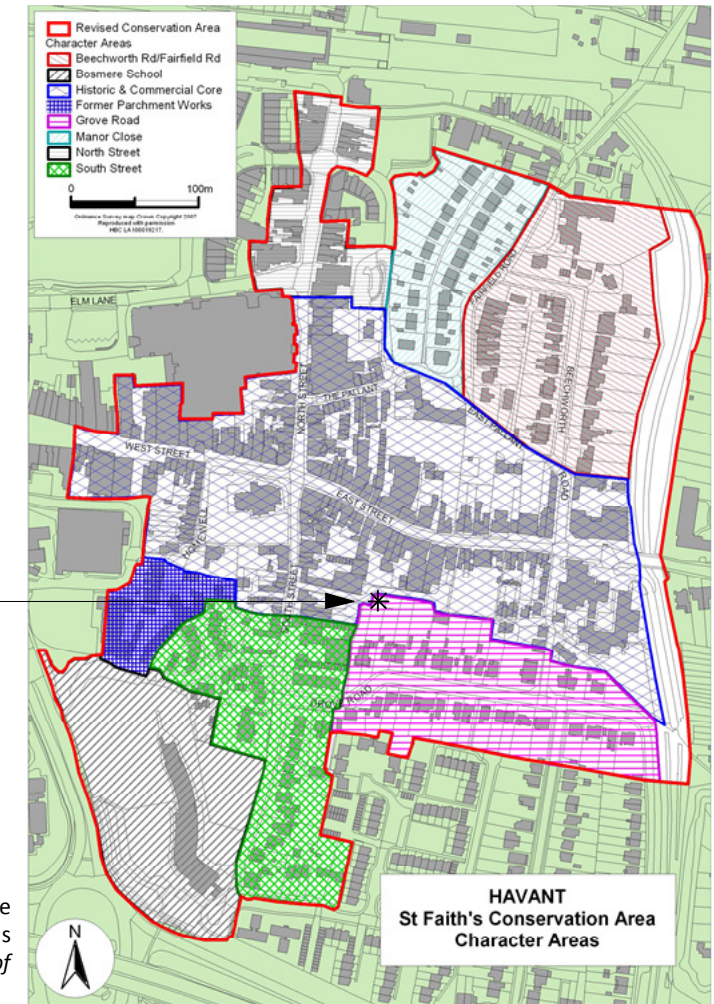


Image 3: Plan identifying the Character Areas of the St Faiths Conservation Area (courtesy of Havant Borough Council 2014)

The Historic and Commercial Core is defined by being the oldest section of the built conservation area, and comprises much of the surviving medieval plan form of the settlement. In terms of scale, the range of buildings is considerable across the subarea, from single storey shops to 3½ storey houses and flats with shops at ground floor. The height of buildings varies from street to street and within streets. East Street in particular has an interesting mix of two and three storey building and variation in how the buildings address the street - some with parapets, some pitched roofs and some projecting gables. This variation adds interest and vibrancy to the area. Local views within this area are characterised by the funnelling effect of the tightly enclosed townscape.

The 'Twittens' 1

Within the Area Appraisal and Management Plan 'The Twittens' are identified as a local feature. The Twittens are pedestrian links throughout the town which consist of a

'network of narrow alleys and lanes which run between buildings and are often enclosed by high stone/flint or brick walls. They are a distinctive feature of the town' (7.8.1, P.62).

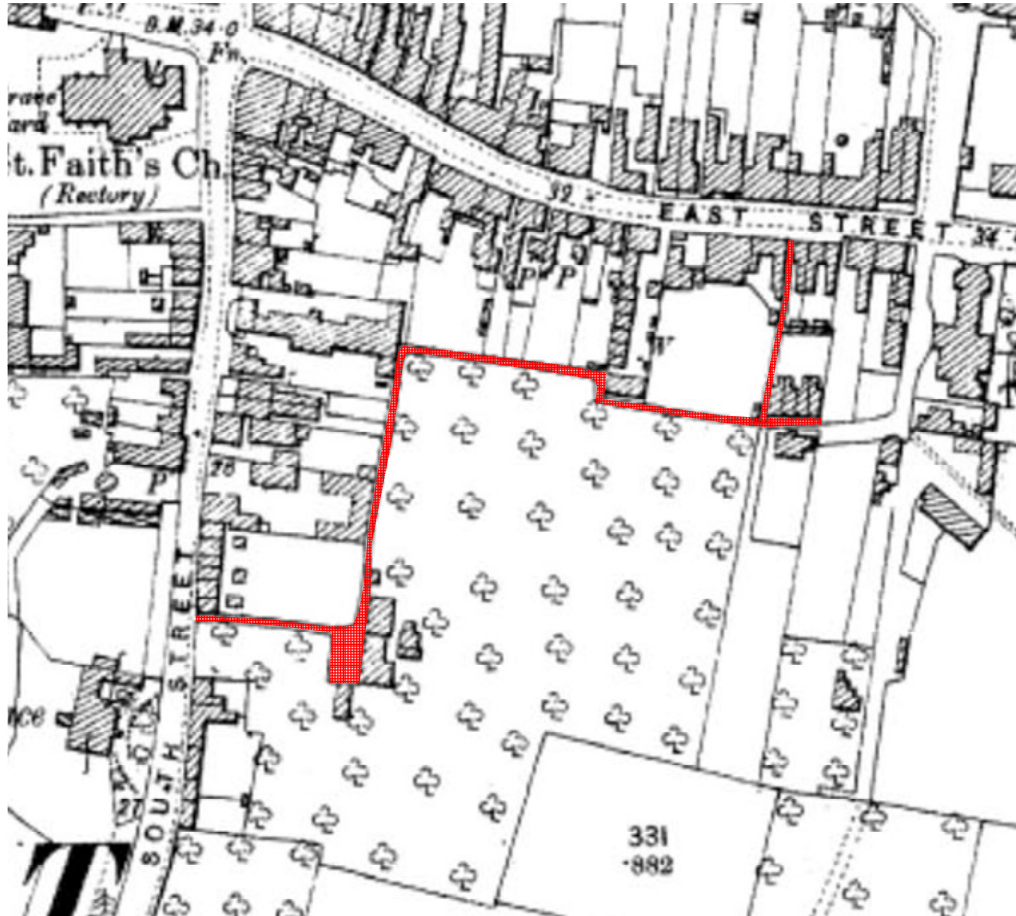


Image 3: Plan of South-East Havant in 1898

The area identified in red represents the original 'Twittens'.

Section 12 of the **St Faiths Conservation Area Appraisal and Management Plan** sets out 'Proposals for Enhancement', and within this section *'Improve the profile of the Twittens'* is identified (12.2). The Plan states that:

'The Twittens are an important under-used asset to the town. Their profile could be raised to provide good sustainable access routes to and from the town' (12.1.1).

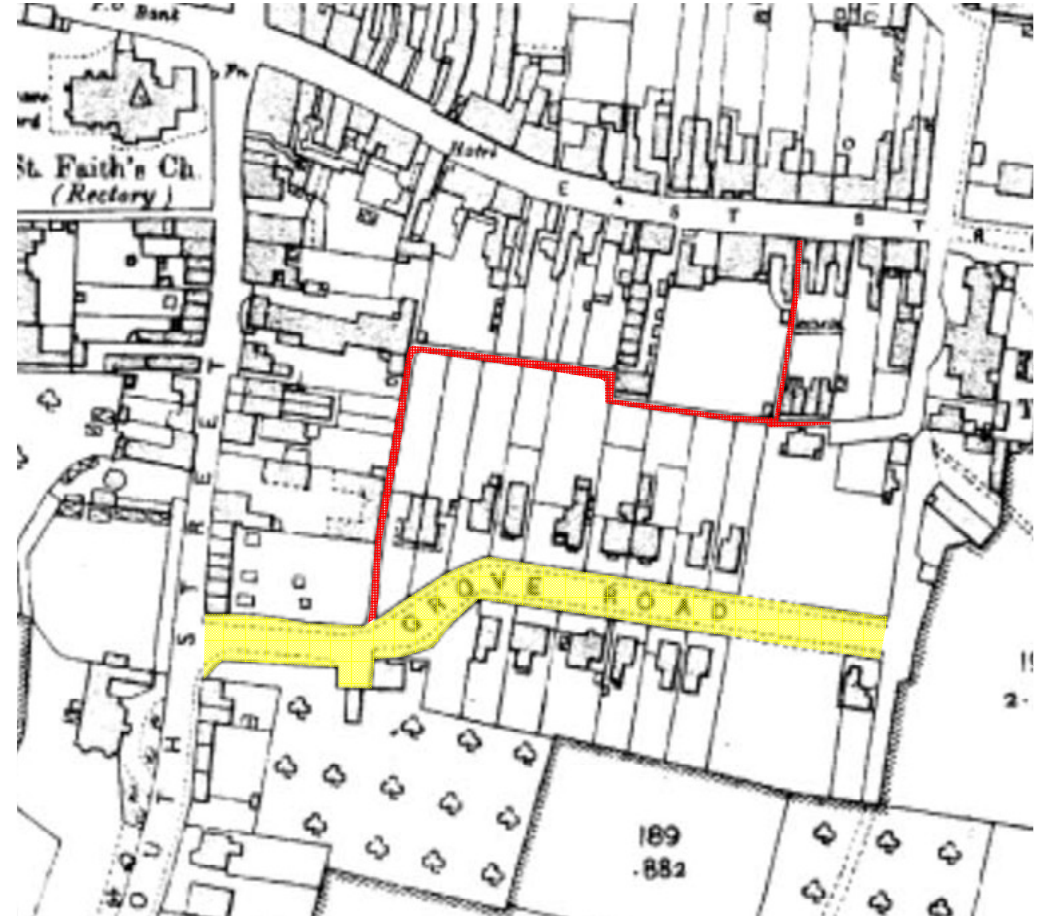


Image 4: Plan of South-East Havant in 1932

Grove Road is high-lighted in yellow to indicate that it was constructed between 1898 & 1932

The 'Twittens' 2

The Area Appraisal and Management Plan suggests proposals for improving the Twittens which include; a heritage trail, new surface finishing and enhanced signage. However the Plan was issued in 2007, and none of these suggestions have been carried out.

Although we agree with the idea of improving the Twittens, the original 'Twitten' that crossed the site has been lost. The only relation Twittens Way has to the original 'Twitten', is in its name (see image 6).

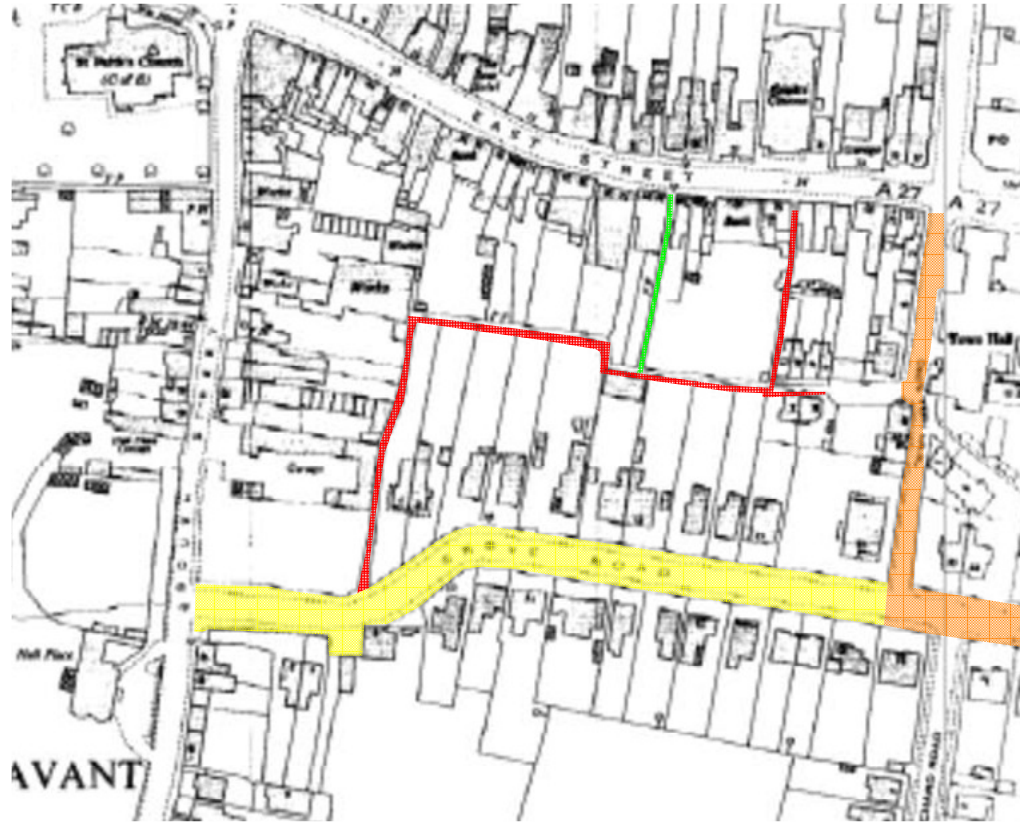


Image 5: Plan of South-East Havant between 1961-1974

The extension of Grove Road and Town Hall Road (orange) between 1961 & 1974. Many of the original 'Twittens' still remain, with the introduction of a new link between East Street and the rear of Grove Road (green).

The 'Twittens' are unlit, narrow and somewhat unwelcoming back-alleys, which in modern urban design terms would not be encouraged to be used. However the 'closeness' of the passageways adds to the mystical character of the network of narrow alleys.

We believe there is an opportunity to improve the original 'Twittens' which are accessed from Twittens Way, and encourage their use, by improving the overall character of the service road.



Image 6: Plan of South-East Havant in present day

*Post 1974 Twittens Way was constructed to provide vehicular access to the rear of East Street (cyan). At this time the original 'Twitten' was **demolished** to the rear of Grove Road, with the dashed pink line representing the only remaining 'Twitten' walls to be retained. The modernist estates of Slindon Gardens & Juniper Square were also constructed during this period.*

Twittens Way

Our site is located in the rear garden of No. 3 Grove Road, however we propose that new access be provided to the proposal from Twittens Way, which runs to the rear of the site. Twittens Ways is a service road which was created post 1974 (we would assume in the 1980's) to provide vehicular access to the rear of the commercial units situated on the southern side of East Street. Since then many of the commercial units have been converted into residential units, or left unoccupied. Today the cul-de-sac provides vehicular access to the Barclays Bank Car Park, industrial warehouses and residential units.

We would suggest that Twittens Way has very limited relation to the historical 'Twitten' the Plan describes as an *'important asset to the town'*. Although there are a few walls remaining from the days that a historical 'Twitten' had crossed the site, see drawing 1001, the character of the 'Twitten' as a *'network of narrow alleys and lanes which run between buildings and are often enclosed by high stone/flint or brick walls'* has been lost.

Character appraisal of Twittens Way (refer to photographic survey):

- Vehicular access for Barclays Bank - although underused
- Vehicular access for a number of residential units (currently 10 flats/houses are accessed from Twittens Way)
- Loading and unloading of commercial vehicles who use warehouses along Twittens Way
- Parking of commercial vehicles (especially over the weekend).

In our opinion there is a necessity for Twittens Way to be enhanced as a minor residential area within the centre of the town, rather than a relic from its days as a commercial service road.

Twittens Way as it stands is an unwelcoming, unattractive, mismatch of building typology, lacking a clear identity. As the number of residential units increase, with the recent addition of 4 new flats to 2 Twittens Way, and planning consent for 2 new houses to the rear of 17 South Street (see drawing 1100), there is an opportunity to enhance the street as a whole. Which in turn, would *'Improve the profile of the Twittens'*.

One would have to be a gifted architectural historian with a knowledge of Havant to be able to interpret the sections of old wall as part of the wider network of historic 'Twittens'.



Image 7: Photo showing the entrance to Twittens Way from South Street



Image 8: Photo showing the view down Twittens Way from the end of the cul-de-sac, historic wall to the left, commercial buildings to the right

Photographic Survey

The properties to either side of the entrance to Twittens Way (1&2) date back pre 1898, and traditionally had workshops situated to the rear of the plots, remnants of which can be seen in image 4. Some of these old industrial buildings are used today as storage spaces for building contractors and scaffolders.

At the time of the introduction of the service road in the 1980's, modern commercial warehouse buildings were constructed to the rear of 26-30 East Street (6&7), although these appear tired and rundown today.

Photographical Survey showing
industrial/commercial units
within Twittens Way

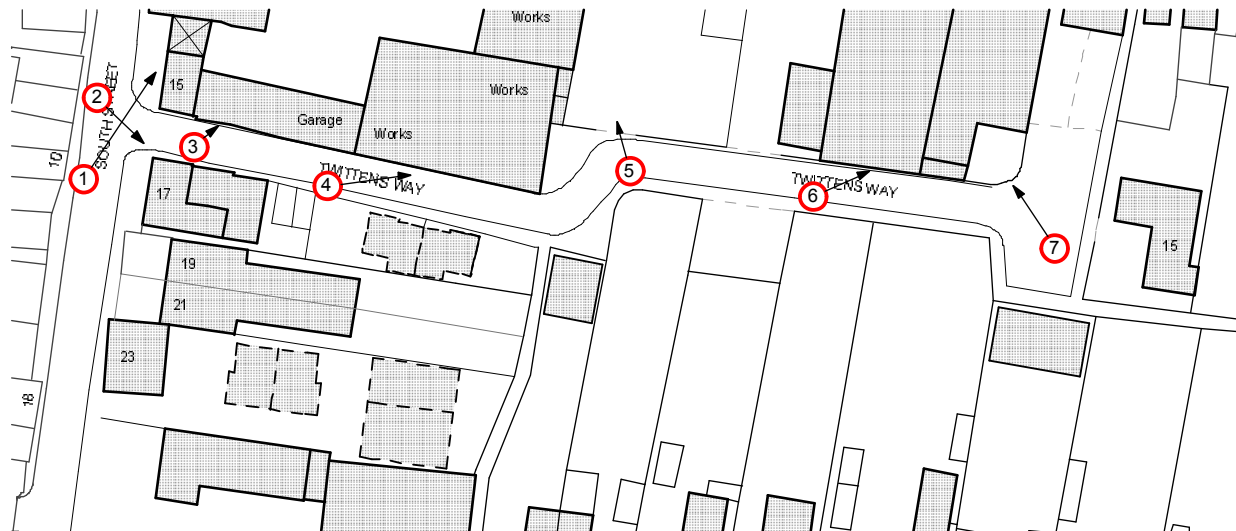


Image 4 shows evidence of where part of this historic building was demolished to create way for the roadway of Twittens Way.

