



Land north of Bartons Road

Design and Access Statement

August 2014

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1.0 Introduction

This Design and Access Statement has been prepared by WYG Planning and Environment to support a full planning application by Linden Homes for the residential redevelopment of land to the north of Bartons Road, Havant.

The application proposes the demolition of the existing buildings the erection of 55 dwellings together with associated open space, landscaping and car parking.

The Design and Access Statement sets out the vision and approach taken with this proposed scheme, which provides a development that fully accords with local and national planning policies and guidelines.

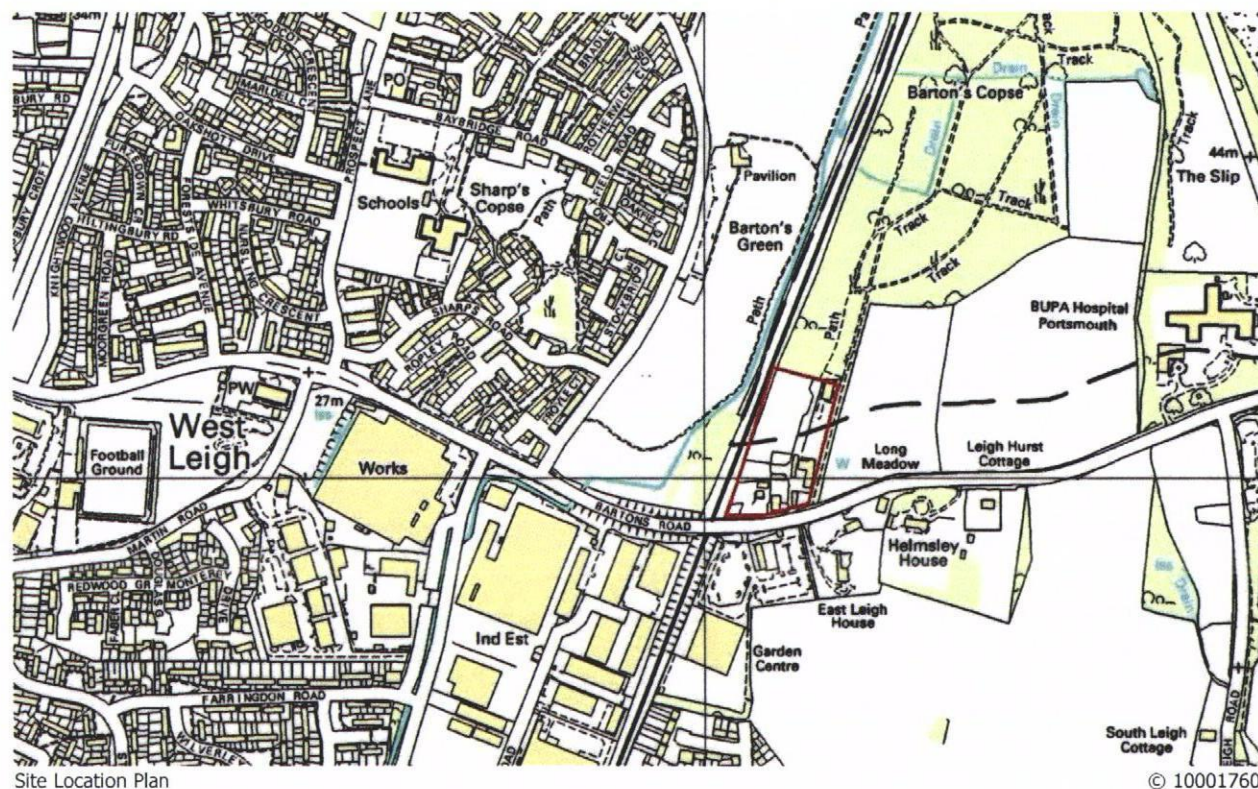
This Statement sets out the proposal in its context and establishes how it has been designed to fully integrate with its surroundings, providing an attractive and cohesive residential development.

The Planning Statement accompanying the application sets out the relevant Planning Policy Context.

The full planning application is accompanied by the following supporting documents and reports:

- Ecological Assessments
- Flood Risk Assessment
- Foul Sewage and Utilities Assessment
- Heritage Statement (archaeology)
- Land Contamination Assessment
- Landscaping Details
- Noise and Vibration Assessment
- Sustainability/Energy Statement
- Transport Assessment
- Travel Plan
- Arboricultural Impact Appraisal
- Planning Statement
- Statement of Community Involvement

The Design and Access Statement is structured with regard to the requirements set out in Circular 01/06 (Communities and Local Government): "Guidance on changes to the Development Control System" and follows the advice contained within the guidance document prepared by CABE, "Design and Access Statements" (June 2006).



Site Location Plan

2.0 Site and Surrounding Area

The site is located to the north-east of the settlement of Havant in Hampshire. It is approximately 2 kilometres to the north east of Havant town centre and 1.6 kilometres to the east of Leigh Park District Centre.

The site crosses the boundary between Havant Borough and East Hampshire District. The southern part of the site lies within the Havant Council administrative area, within St Faiths Parish. The northern part of the site is within the East Hampshire District Council administrative area within Rowlands Castle Parish.

The site measures approximately 1.48 hectares. It site generally slopes down from south east to north west, with the southern part of the site adjacent to Bartons Road having been raised up towards the level of the road.

The majority of the northern and western part of the site is undeveloped grassland. The southern and eastern area is developed and comprises several buildings. These buildings include those in commercial use for Mower Services and Boarding Kennels as well as residential dwellings.

The site is bounded to the west by the railway line that runs between London Waterloo and Portsmouth Harbour. To the south is Bartons Road. On the opposite side of Bartons Road is a Wyevale Garden Centre and there are residential dwellings on both sides of Bartons Road.

Key characteristics of the site itself may be summarised as the following:

Majority of the site is laid to hardstanding with built form. The built form is present on the site's frontage and extends rearwards along the eastern half of the site.

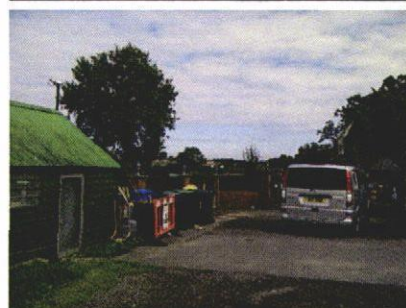
The boundaries of the site are strongly defined by existing trees, the railway and Bartons Road which provide a character setting for the site.

Built form is apparent at the site frontage, but beyond this due to the topography of the site, views are limited and the site is relatively self contained with no immediately adjacent occupiers.

Key characteristics of the immediate surrounding area may be summarised as the following:

Open countryside to the east and north of the site performs the function of preventing coalescence with Emsworth and Rowlands Castle. The appearance of this area is evolving as a result of the Council granting planning permission for a crematorium.

Land uses to the south of the site are commercial/industrial. To the west is the railway line with open space and residential development beyond. To the north is woodland which is designated as a Site of Importance for Nature Conservation.



Photographs of the Site & Surrounding area

3.0 Identifying the Design Principles

This section identifies the key issues regarding development of the Bartons Road site, setting out the constraints and opportunities for the proposed scheme.

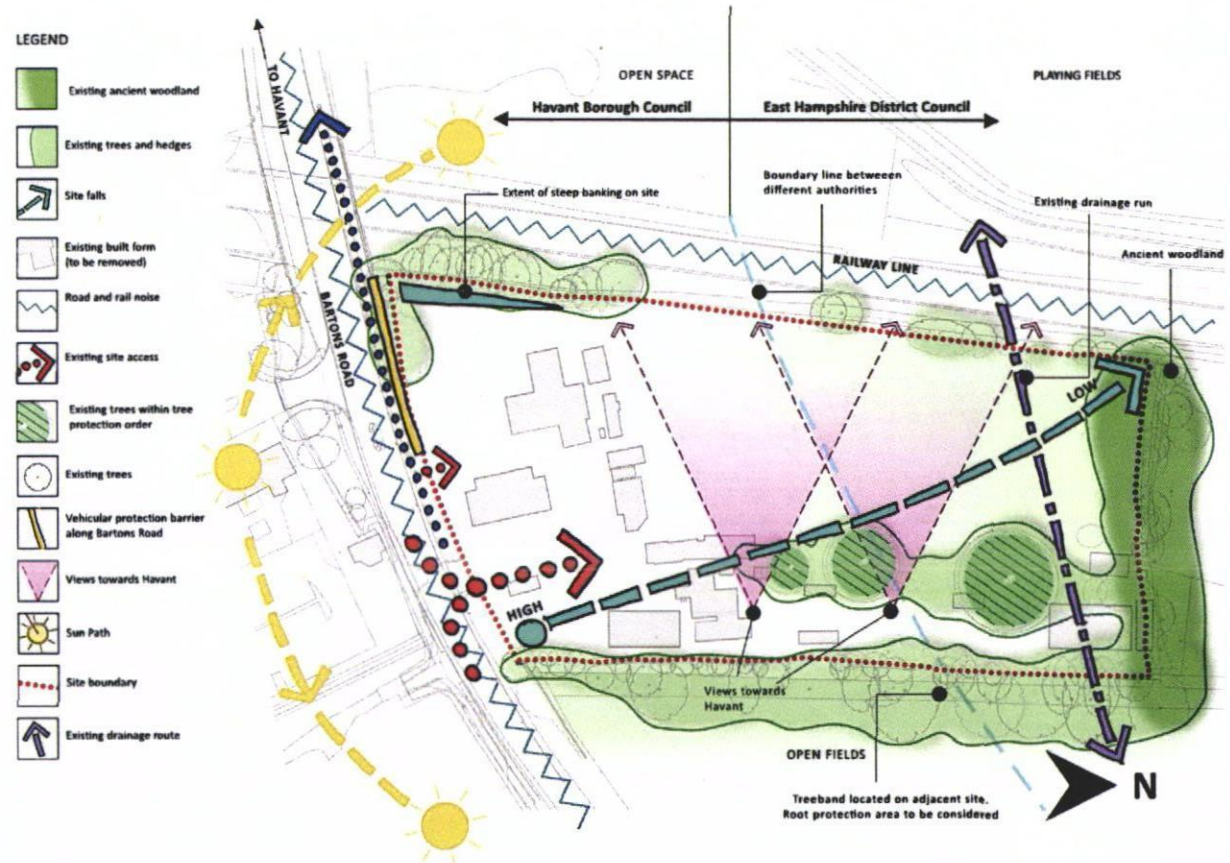
The proposals have been considered against, and partly guided by, the recommendations and guidance within the National Planning Policy Framework (NPPF) published March 2012, and by relevant Local Plan Policies.

A review of the character and features of the surrounding area that are relevant to residential development was undertaken, the findings of which are illustrated on the accompanying Constraints and Opportunities Plan.

Those findings, together with the review of national and local planning policy and the adoption of recognised good urban design principles has informed and shaped the conceptual design approach, as illustrated on the Conceptual Layout Plan.

Due to the late C20 provenance of the closest neighbouring developments, there is no overriding 'local character' or 'distinctiveness' that the applicants would wish to draw upon or reinforce.

The proposals therefore seek to draw upon and reinforce the positive physical aspects of the site and adhere to the currently recognised principles of good residential design.



Opportunities and constraints

3.0 Identifying the Design Principles

The site strategy is built around taking advantage of and reinforcing the green the existing treed boundaries, creating an attractive development frontage that properly addresses Bartons Road, respecting and properly addressing the SINC woodland and taking advantage of the longer distance views from the higher level parts of the site.

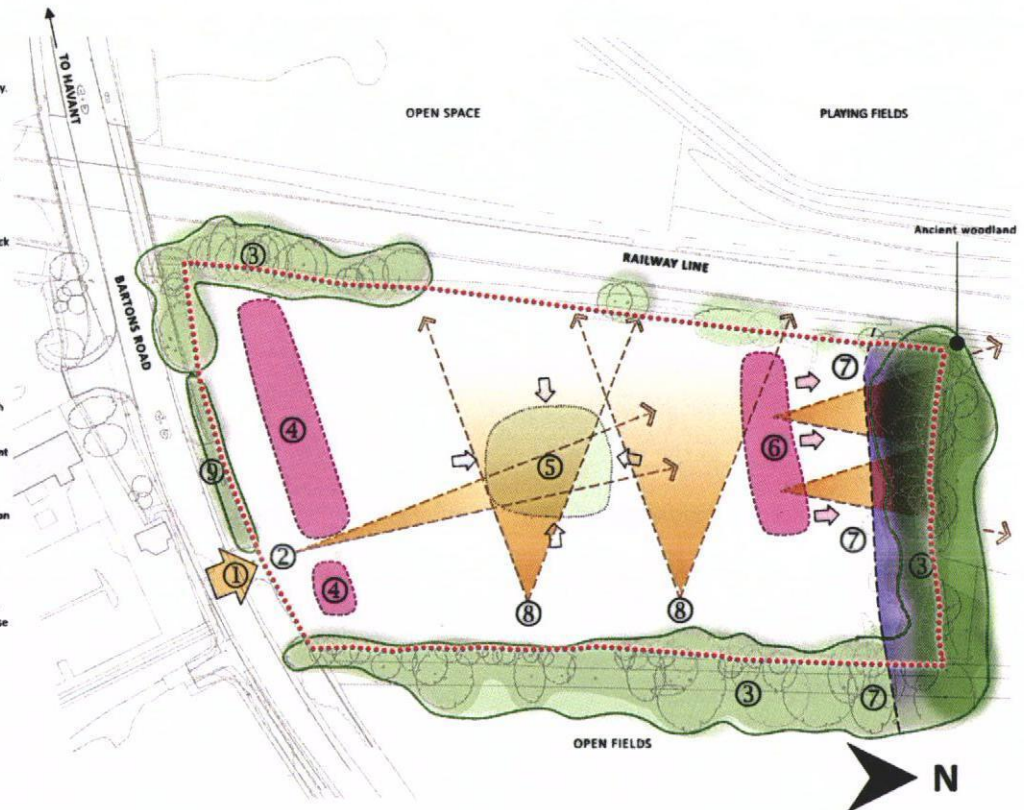
While the Bartons Road frontage to the south and the aspect towards the ancient woodland to the north naturally elicit proposals that 'front' onto and address those areas, the depth of site between these two 'ends' necessitates another major design element around which to hang the design of the central part of the scheme.

The need to replace the TPO protected trees within the proposals, and the need to create spatial relief along the route from the front to the rear of the site, naturally suggests a green open space onto which the surrounding dwellings face.

Along the Bartons Road frontage the built form will need to be stepped well back from the boundary to allow the green frontage to be retained and enhanced. Where the site meets the ancient woodland any built form here will similarly need to be set away from that boundary to recognise the 15m exclusion zone laid down to protect those mature trees.

LEGEND

- ① Use of existing site access located to provide best visibility.
- ② View from access to central green space.
- ③ Existing trees and hedgerow creating screening and privacy to proposed built form.
- ④ Built form with aspect on to Bartons Road. Buildings set-back from the highway to enable landscaped area adjacent to main road.
- ⑤ Central green space providing opportunity for focal point when entering site and green outlook for surrounding properties.
- ⑥ Opportunity for properties with woodland frontage. This will help protect the ancient woodland and provide a verdant outlook and soft edge to the proposal.
- ⑦ 15m ancient woodland exclusion zone
- ⑧ The site slopes down towards the north western corner allowing long distance views from the site. Gaps in the built form should be used to optimise these views.
- ⑨ New planting along road frontage.



Site Strategy Diagram

3.0 Identifying the Design Principles

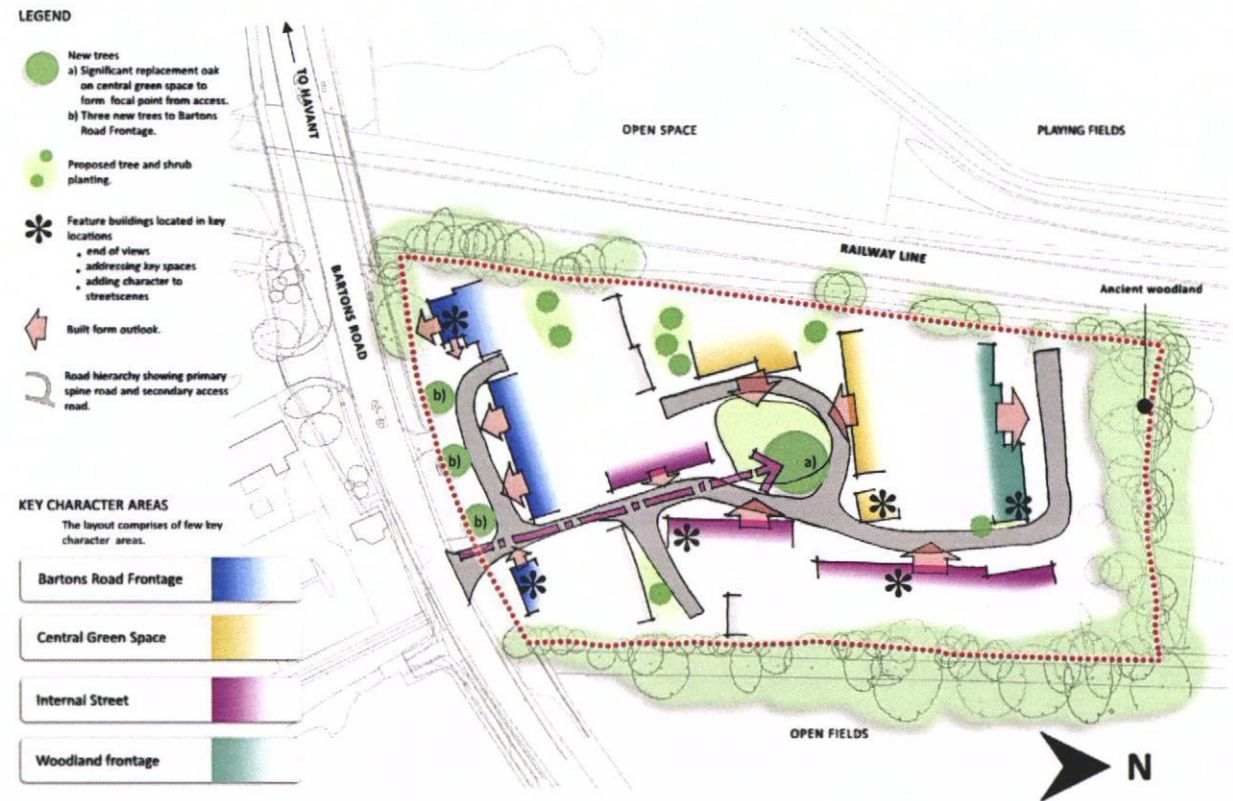
Building upon the observations and conclusions within 'Constraints and Opportunities Plan' and following the subsequent principles of the 'Site Strategy', the Concept Plan illustrates the proposal of 4 key character areas that will help deliver an appropriate and attractive response to the site context.

Those key character areas comprise the Bartons Road Frontage, Central Green Space, Internal Street and Woodland frontage. The central green space provides *spatial* relief on the journey from the front to the rear of the site and the opportunity to have a feature *specimen* tree at the end of the main access road vista. Buildings will front onto this central open space to ensure passive surveillance from habitable rooms and from residents going to and from their properties.

Running an access road between the Bartons Road boundary and first line of houses naturally sets the built form well away from that boundary and ensures that building frontages, rather than rear garden walls or blank side gables, will address Bartons Road. A similar approach along the northern boundary, opposite the woodland, again ensures that house frontages will address the open green space and the woodland beyond.

Key locations within the development will be recognised by the siting of 'feature' buildings, with elevation or plan forms that set them apart from their surrounding neighbours. Key buildings on these important nodes also aid legibility of the site, variety and visual interest.

With the exception of the first section of new access road from the Bartons Road junction and the service vehicle turning 'T' at the northern end of the site, the remainder of road geometry throughout the site avoids straight runs and typical estate road 'hammerheads' adopting instead a more informal and meandering approach; this naturally reduces traffic speeds.



Concept Plan

4.0 The Design Solution



4.0 The Design Solution

The proposed Site Layout provides a total of 55 dwellings in the form of 49no. 2 and 2-and-a-half storey detached, semi-detached and terraced houses, and 6 apartments within a 2-storey building. The houses range in size from 2 to 4 bedrooms with the majority of the development comprising 2 and 3 bedroom houses; all the apartments are 2 bedroomed.

Of the total of 55 dwellings, the six apartments and 8 of the houses would be 'Affordable' tenure. All houses have private rear gardens, many have garages, and most plots benefit from on-plot parking.

Parking provision is in accordance with Local Authority and Highways Authority Standards, with all houses having either 2 or 3, on-plot or allocated spaces, as appropriate for the size of the house.

The affordable apartments each have 2 allocated spaces, within their dedicated parking court or close to the apartment building entrance lobby. Garages, where present, are of sufficient size internally to provide one of the required parking spaces.

Cycle parking to Local Authority standards is provided in garages where present, or within rear garden sheds. Vehicular and pedestrian access into the site is via a new junction to Bartons Road, in the location of an existing driveway, with Highways Authority compliant visibility splays and road geometries.

The existing footpath on the northern side of the road bridge on Bartons Road, will be extended westwards to reach the new site access.

Together with the upgrading of the existing traffic island in Bartons Road this will provide a safe pedestrian and cycle route to and from the amenities of Havant and to the Garden Centre opposite the site.

The existing *Armco* vehicle barrier protecting the railway embankment will be left unaffected. The four key 'character areas' noted earlier are reinforced by the geometries of the proposed houses and feature buildings.

The substantial and mature tree belts around the edges of the site will be largely left in place with the removed trees being replaced by new specimen/feature trees in locations that will allow them to grow to full maturity.

The Site of Important Nature Conservation (SINC) woodland to the north of the site and its exclusion zone is fully respected with passive surveillance and dwelling security provided by houses that address the green space and woodland beyond.

Design ethos behind proposed buildings and streetscapes:

The proposals have been designed to meet the high standards of quality design required by both Havant Borough Council and East Hampshire District Council. The following sets out the design approach and ethos behind each of the key components of the proposed development:

Responding to the site topography and creation of streetscapes: The streetscapes will benefit from the inherent interest that sloping sites deliver. The finished floor levels of the houses generally step gently between the pairs of semi-detached units rather than on the line of the party walls, thereby minimising the use of under-build.

This approach, together with the use of simple and 'clean' elevations, simple roof designs and a consistent and sympathetic use of fenestration, helps to create calm, unfussy and well-balanced streetscapes.

Apartments:

The proposed apartment building has been designed as a feature building, its scale and presence providing a substantial visual 'stop end' to the Bartons Road frontage.

The visual stop end provided by the apartment building is partly mirrored by the proposed feature house at Plot no. 19 at the opposite end of this important 'public' frontage.

Feature Buildings and 2.5 storey dwellings:

The proposed feature buildings distinguish themselves from their neighbours and create visual 'landmarks' within the site by use of:

- Strong gable projections breaking up rooflines.
- Use of tile hanging
- Employment of chimneys and roof dormer windows
- Recon stone cills and other 'bespoke' features
- Employment of flat arched headers
- Prioritisation of design on Plots 19, 24 and 44 to provide dual/ corner frontages befitting their key corner locations

Use of high quality materials:

The use of high quality external façade and roof materials will ensure that the development weathers attractively maintaining its appearance in the long term.

The use of a single brick type across most of the site provides the development with a self-generated consistency and its own context, this approach being necessary given the lack of appropriate context upon which the scheme would otherwise have drawn.

The use of two roof tile colours across the scheme, in groups and on individual buildings, balances the uniformity of the predominance of a single brick type.

4.0 The Design Solution

House Plans and Construction

All dwellings are designed and will be built to comply with current Building Regulations and to achieve a Code for Sustainable Homes Level 3.

Where practicable the site layout also applies the principles of 'Secure by Design, maximising natural passive surveillance and minimising the extent of vulnerable plot boundaries and remote parking spaces.

All entrances will have flush thresholds providing fully inclusive access in accordance with Part M of the Building Regulations and the Disability Act 2010.

Refuse storage areas will be provided inside and outside of the dwellings for recycling and non-recyclable waste. Carry distances from all properties to their respective refuse vehicle access points are within the Local Authority guidelines.

External Surface and Hard landscape Design

The road geometries and gradients across the development have been tracked to ensure they allow adequate access and manoeuvring of refuse and emergency service vehicles.

Car parking spaces are a minimum of 2.4 x 4.8m with additional length where cars are parked immediately behind the back of a footpath.

The existing natural gradients of the site have been followed by the roads and footpaths while achieving compliant access to front doors. *Rear gardens* have been kept as close to level as practicable by the use of low retaining walls; no rear gardens are steeper than 1:10 gradient.

External surfaces and materials will be subject to agreement with the Local Authority but are anticipated to comprise macadam to the access roads and pavior/concrete setts to shared surfaces and parking courtyards.

Garden boundaries will comprise close boarded fences and/or brick walls, the latter being used more where boundaries front main public areas or access roads to enhance the street scene.

4.0 The Design Solution

Access

The site currently has two access points onto Bartons Road.

The proposed development will result in the closure of these access points and the creation of a new, single point of access onto Bartons Road. The siting of the proposed access point has been determined by the location of the existing dwellings and the need to secure appropriate visibility splays, which are on the plan opposite.

The Transport Statement accompanying the application sets out the highways implications of the development in detail.

Parking is to be provided in line with Havant Borough Council parking standards, which require the following car parking provision:

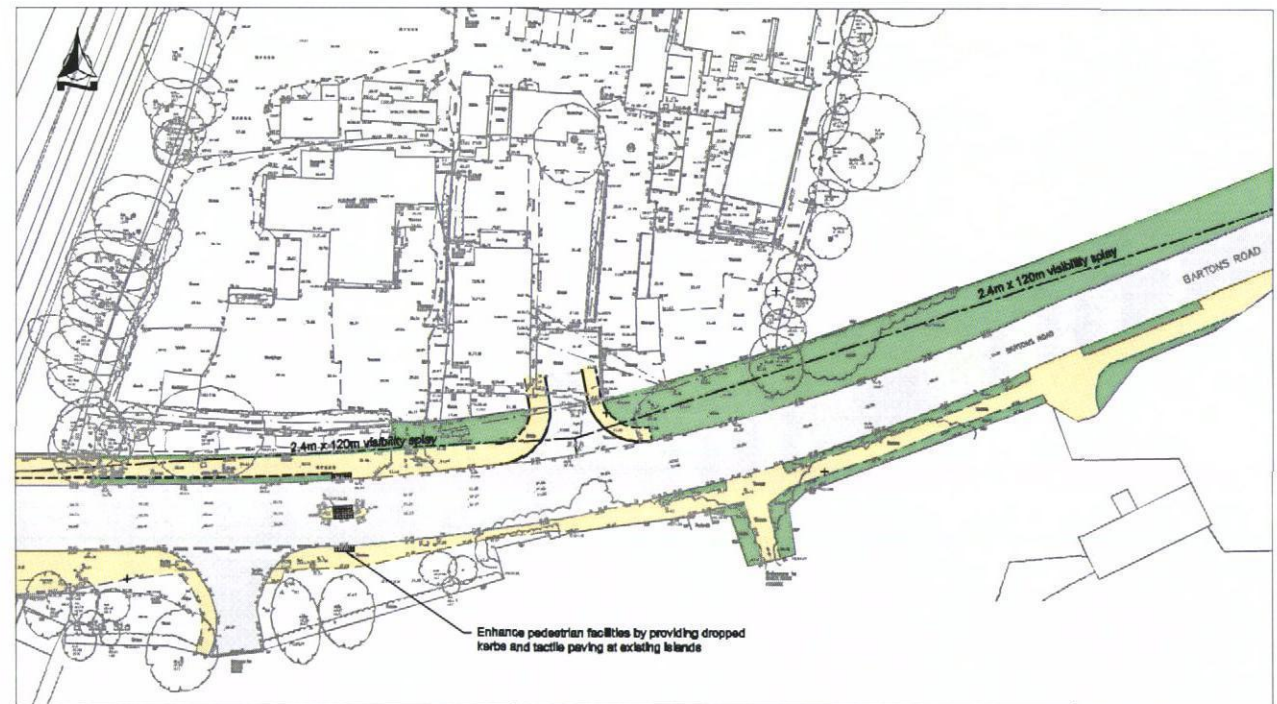
- 1-bed unit = 1 space per unit
- 2 - 3-bed unit = 2 space per unit
- 4+ bed unit = 3 space per unit

Cycle Parking will also be provided on-site in line with the following adopted standard:

- 1-bed unit = 1 long stay and 1 short stay
- 3-bed unit = 2 long stay and 1 short stay
- 4+ bed unit = 2 long stay and 1 short stay

Refuse and Recycling

Each of the dwellings will be constructed with appropriate space for storage of separate bins for general refuse and recyclable materials. This will be provided to the rear of the dwellings to ensure that bins are not stored at the front of dwellings.



Proposed Site Access

4.0 The Design Solution

Landscape

As mentioned on the previous page, the application is accompanied by a comprehensive landscaping strategy and maintenance schedule which is shown opposite. The design team has worked hard to generate a landscape masterplan for the site that acknowledges the special landscape character of the site and its surroundings, and creates an attractive setting for the proposed development.

Opportunities to introduce tree planting have been taken and a number of new trees are proposed within the open spaces. There is extensive native tree and shrub planting, plus new native hedgerows. These will not only provide enclosure and screening, but will also form potential wildlife corridors. Where space allows, canopy trees such as Oaks are indicated. Where shrub planting is proposed, this will favour low maintenance, evergreen ornamental shrubs and groundcover.

The overall objectives for the landscape works are as follows:

- To ensure the successful establishment and long term health of all soft landscape elements for the benefit of residents and the surrounding population.
- To maintain a neat & tidy finish to all elements so creating a high



Landscape Strategy Plan

4.0 The Design Solution

quality environment.

- To maintain existing trees in a safe and healthy condition.

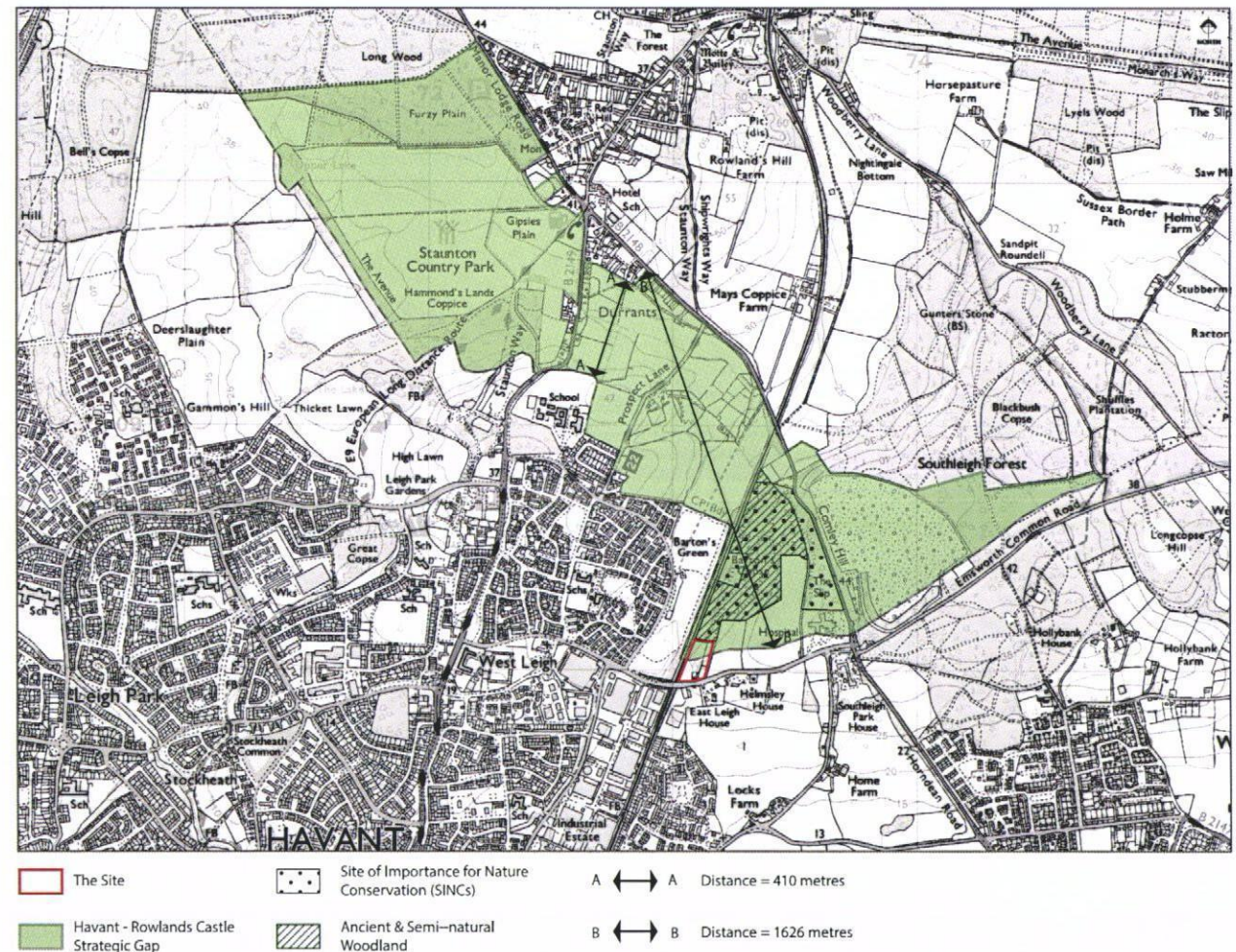
Strategic Gap

As is documented in the Planning Statement and Visual Impact Appraisal the site is located in the Rowlands Castle/Havant Strategic Gap and therefore it is necessary to demonstrate that the development would not result in a coalescence of the two settlements. The plan opposite shows the extent of the Gap in East Hampshire – it is at its widest point where it meets the site.

The Visual Impact Assessment concludes that:

- A combination of existing vegetation, topography and existing development significantly restricts views of the site from publicly accessible viewpoints.
- The fieldwork demonstrates that the visual impact of the proposed development will be negligible. The only open views of the site are from a short section of Bartons Road, particularly immediately in front of the site.
- The site is a considerable distance from both the settlements of Rowlands Castle and Emsworth and it is considered unlikely that development of the site would be detrimental to the strategic gap.
- The significant level changes on the site, with the land falling away to the rear, means that in no view will the full extent of the site be visible.
- The loss of the 3 protected Oak trees at the centre of the site may scarcely be appreciated by the casual observer from most viewpoints because these trees are hidden behind the existing boundary vegetation that is to be retained.
- Bartons Copse ancient woodland (SINC) to the rear (north) of the site will be protected from development by a 15m wide ecological buffer strip.

The proposed development provides an opportunity to improve the



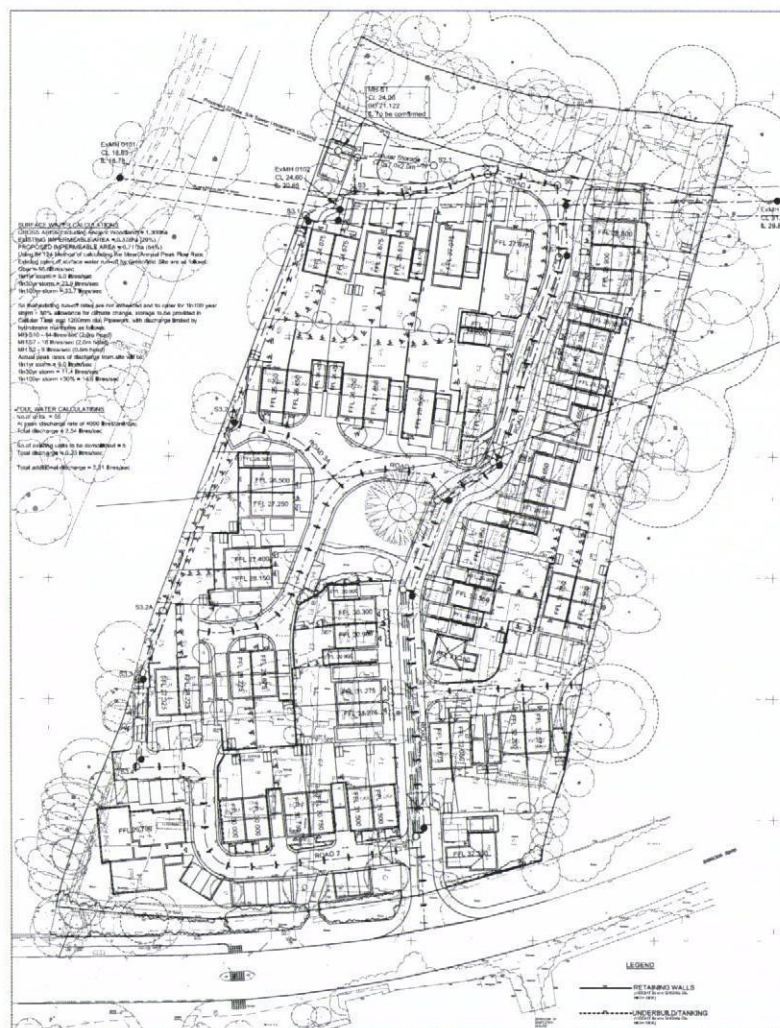
4.0 The Design Solution

Drainage

The application is supported by a Flood Risk Assessment, Surface Water and Foul Sewage Strategy. This strategy seeks to remove the current surface water runoff which is being disposed of through the foul sewage system. Removing this run-off will mean that there is adequate foul sewage capacity to accommodate the proposed development. A foul sewer crosses the northern portion of the site and a connection will be made in the north western corner. An easement has been incorporated into the proposals to ensure no built form is on top of the existing sewer.

As the site characteristics mean the site is not appropriate for soakaways, it is proposed that the surface water runoff is disposed of by linking into the existing watercourse to the west of the railway line.

The plan opposite illustrates the proposed strategy.



Foul Drainage Plan

5.0 Conclusion

The application proposes the residential redevelopment of land to the north of Bartons Road, Havant following the demolition of existing building

The scheme for 55 dwellings has been carefully designed following a detailed analysis of the site constraints and character of the area. It responds to policy requirements as set out in Policy UE3a of the Havant Borough Council Local Plan (Allocations) (July 2014), as well as comments received from officers.

Drawing on relevant policy, guidance and best practice, the application seeks to fulfil the following key design principles:

- deliver housing allocation reference UE3a and meeting site policy requirements
- addressing local housing need;
- reflect the character of the surrounding area and respond to the existing character of the site;
- respond positively to the scale and materials of development within the vicinity;
- consider the amenity of future and surrounding residents;
- protect key trees within the site where possible and introduce additional tree planting and landscaping as an integral part of the development;
- provide suitable protection and stand off from the area of ancient woodland to the north;
- address environmental considerations, including matters relating to ecology and drainage; and,
- provide suitable arrangements for car parking and cycle parking, servicing and infrastructure.

In summary, the development offers a high quality living environment that complements the character of the surrounding area, safeguards the amenity of existing and future residents and in particular the protects an area of ancient woodland to the north.

The proposal accords with the relevant planning policies of both Havant and East Hampshire development plans' and the National Planning Policy Framework by providing high quality homes and creating a sustainable, inclusive and mixed community.



Site Aerial

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