

**DESIGN & ACCESS STATEMENT**

**for**

**THE FORMER WHEATSHEAF PUBLIC HOUSE SITE, BRAMDEAN DRIVE,  
HAVANT PO9 4RT**

**Proposed residential development**

**for**

**Collingwood Investments Ltd**



Fig 1 Aerial view of site.

## 1.0 Introduction



Fig 2

Site photo 1.

This Design Statement is submitted on behalf of Collingwood Investments Ltd, and has been prepared in support of proposals to redevelop the above vacant site which was formerly occupied by the Wheatsheaf Public House. The development site also includes the area currently occupied by a vacant, single storey, Off-License.

This application proposes:

*Construction of 3/4 storey building comprising 4 x one bed apartments, 11 x two bed apartments and 6 x three bed houses with associated car parking, cycle and refuse storage and landscaping, following demolition of existing Off- License and garages.*

This statement is to be read in conjunction with the following PLC drawings:

14.2038 – 100 P1, 104 P1, 105 P1, 106 P1, 107P1, 108P1 & 109P1

The proposals have been considered with particular regard to the National Planning Policy Framework (NPPF) dated 27 March 2012) and the following relevant policies contained within the Havant Borough Core Strategy (March 2011): CS6, CS9, CS16, CS17, CS20, CS21 & DM13.

In addition, the contents of the Housing SPD (July 2011), Havant Borough Design Guide SPD, Havant Borough Residential Parking and Cycling provision SPD (March 2010) and Havant Borough Design Guide SPD are relevant.

The proposals have been developed in association with Les Weymes Planning Consultancy and pdt Hampshire, Transport Consultants.

The extent of the application site has increased beyond that which formerly received Planning consent (ref 07/64408/001). This related to The Wheatsheaf PH site only. This application now proposes the inclusion of the adjacent Off-License site and therefore enables the site to be developed in a more comprehensive manner.

## 2.0 Site Analysis



Figs 3 & 4 Site photos

The application site, is located on the corner junction of Bramdean Drive and Botley Drive in Havant and has a total area of 0.163 hectares. It is within the Leigh Park residential envelope. The Bramdean Drive frontage measures 58.0m whilst the Botley Drive frontage is 23.0m.

There is a service road leading to the rear of the site which provides access to garages and the rear of the adjacent shops with maisonettes over.



Figs 5 & 6 Site photos.

The site is currently a vacant plot with the existing Public House having been demolished following previous approval. The Off-License is in a dilapidated and vulnerable shell state.

A 3 storey parade comprising shops and residential upper maisonettes lies to the south of the site. Two storey housing is located to the north of the site.

The adjacent parade includes a Chinese Take-away. This includes a ventilation extract to the rear. This will require modification in recognition of the proximity of the proposed building.

An area of open space with trees is located on the opposite side of Bramdean Drive.



Figs 7 & 8 Site photos.

### 3.0 Planning History.

**Ref: 07/64408/001** dated 20/12/2007 Approved scheme for a 3/4 storey building comprising 14 No. 2 bed flats and associated car parking, bin and cycle stores. Permission granted 20/12/2007.

### 4.0 Amount & Use.

The application proposes 15 No. open market apartments (11 x one bed & 4 x two bed) and 6 x three bed open market houses in a 3/4 storey corner block. Associated bin and cycle stores along with 19 No. parking spaces are to be provided.

This amounts to a density of approximately 129 dwellings per hectare. All units are designed in excess of current Havant residential space standards

The amount of accommodation proposed is a direct result of the analysis of the site, recognising the adjacent building lines and scale, amenity space and associated amount of required car parking. The scale of the area and previous Planning permission has informed the height of the proposed development.

#### Proposed Schedule of Accommodation:

| Apt   | Area (M <sup>2</sup> ) | Beds |
|-------|------------------------|------|
| 1     | 60                     | 1    |
| 2     | 52                     | 1    |
| 3     | 57                     | 1    |
| 4     | 72                     | 2    |
| 5     | 60                     | 1    |
| 6     | 52                     | 1    |
| 7     | 57                     | 1    |
| 8     | 72                     | 2    |
| 9     | 60                     | 1    |
| 10    | 52                     | 1    |
| 11    | 57                     | 1    |
| 12    | 72                     | 2    |
| 13    | 52                     | 1    |
| 14    | 57                     | 1    |
| 15    | 72                     | 2    |
| House |                        |      |
| 1     | 90                     | 3    |
| 2     | 90                     | 3    |
| 3     | 100                    | 3    |
| 4     | 100                    | 3    |
| 5     | 90                     | 3    |
| 6     | 100                    | 3    |

## 5.0 Scale

The surrounding area characteristically comprises 2 storey residential dwellings under a pitched roof, although directly to the south of the development located in Botley Drive is a three storey flat roofed terrace of shops with residential accommodation above.

The Local Authority have confirmed previously that this prominent site has the potential for a landmark building without unduly impacting upon neighbouring properties. The scheme proposes a stepped form up to 4 storeys in height on the corner.

## 6.0 Appearance.

The Havant Borough Design Guide SPD (May 2011) outlines key principles of good design, including the following:

- a) Distinctive character
- b) Ease of movement
- c) Good legibility

- d) Good continuity and enclosure
- e) Good quality Public Realm
- f) Diversity and detailing
- g) Adaptability and sustainability.

The proposals have been designed in accordance with the above where possible.

The configuration of the proposed development seeks to reinforce the street frontages along Bramdean Drive and Botley Drive whilst ensuring that the corner is addressed in a strong, positive manner. The design proposes a combination of houses and apartments in contemporary style.



Fig 9 Proposed view from west

A single core with lift, serves all apartments. Rear facing units aspect eastwards towards the parking court.

The proposed palette of external materials is restrained, comprising buff facing brickwork, through colour rendered panels and a single membrane high performance roofing material, all ensuring that a high quality finish is achieved. Rendered panels provide interest and articulation and recognise architectural relationships with the adjacent parade along Botley Drive.



Fig 10 Proposed view from Bramdean Drive

The main entrance to the apartments, off Bramdean Drive, is given architectural legibility by the incorporation of an entrance canopy. The roofscape is articulated to provide further emphasis and interest, rising towards maximum height on the corner.

Fenestration, materiality and balcony features provide architectural legibility and interest to the outer elevations.

Low level brick walls with railings are proposed along Bramdean and Botley Drive frontages to demarcate private space. 2.1m high brick walls with timber panels are proposed to the rear gardens of the houses. The garden wall alongside the access drive will, in addition, have a 400mm high acoustic timber fence on top to provide a combined height of 2.5m.

All apartments have access to the rear communal amenity area. The ground floor apartments also have access to outside amenity area. The proposed houses include rear gardens which are maximised for family use.

In addition, the southerly aspect to the mono-pitched roof of the houses will provide the best opportunity for location of low profile solar renewables.



Fig 11. Proposed view from south east

The proposed Botley Drive elevation responds to the rhythm and scale of the adjacent shops in similar manner to the formerly consented scheme and takes the opportunity to extend and terminate the terrace to the west, with an articulated uplift in scale.

The Bramdean Drive elevation steps down in scale to the eastern end in response to the scale of the adjacent houses and maintains an extensive gap between the two forms. This gap includes access drive and Electricity Sub Station.

New tree planting is proposed at strategic points.

The rear car park landscaping is limited to simple tree planting and low maintenance shrubs only, in order to ensure that future upkeep of this area is minimised. The existing garages are to be replaced with parking spaces to allow improved, accessible parking arrangements and visual security.

## 7.0 Transport

The site is located in a medium accessibility area with easy access to local shops, public transport and other facilities.

The existing vehicular access to the site, which also serves properties to the rear is to be maintained in its current form. The proposed parking configuration, accommodating 19 No. car spaces, (17 unallocated and 2 allocated) ensures that vehicular access is maintained to the rear of all existing adjacent shops and that there is sufficient space for servicing and manoeuvring.

Appropriate levels of cycle storage for the apartments are proposed within a communal area at ground floor along with multi-purpose stores located within apartments. The minimum standards require one space per one bed apartment and 2 spaces per two bed apartment. 3 bed houses require provision of 2 cycle spaces. All houses contain cycle storage facilities within the curtilage. In addition short stay visitor hoops are provided on the basis of 1 secure hoop per unit.

Refer to separate Transport Statement by pdt Transport Consultants for further details.

## **8.0 Refuse and Waste Management.**

Waste Management.

A draft waste management plan will be produced on behalf of our client; this will be updated by the client and/or contractor as required.

Refuse.

A communal bin store will be provided serving the apartments, accommodating both refuse and recycling to L.A. standards. The storage facility is located adjacent to the public highway and will therefore be within acceptable carry distances specified in the SPD. The houses include refuse storage facilities within rear garden areas.

## **9.0 Secured by Design**

The scheme has been developed in accordance with Secured by Design principles. Off street parking is located to the rear parking court and is directly overlooked by a number of active rooms ensuring good surveillance and thereby discouraging anti social behaviour. Lockable secure cycle stores are located within the building to the rear.

## **10.0 Flood Risk Assessment**

The Environment Agency web site and Appendix 4: Policy CS15 Havant Borough Flood Risk Projections for 2115, indicate that the proposed development site does not lie within an area at risk from current or future flooding.

The site survey has established current levels, from which a proposed ground floor level of the residential units has been set at 50.35 AOD (as per the approved scheme 07/66408/001)

## **11.0 Environmental Statement**

The scheme seeks to mitigate negative environmental impacts through sustainable design and construction methods, resource efficiencies and provision for waste recycling. The apartments and houses will be designed to meet current Building Regulations standards.

The following measures are to be incorporated within the scheme:

It is proposed that the new development will generate at least 10% of energy requirement from on site renewable energy equipment.

1) Water efficiency:

- Low flush toilets, flow regulated spray taps and shower heads
- Rainwater butts for irrigation purposes
- Water efficient appliances

2 i) Sustainable Construction measures proposed, include:

- Locally sourced materials where possible
- Use of recyclable and natural materials where possible
- Use of non toxic materials and paints
- Use of low maintenance materials

2 ii) Energy efficiency measures include:

- High insulation values
- Draught proofed windows and doors/for maximum air tightness
- Double glazed windows with low –E glass
- Insulated hot water tanks and pipes
- Light sensors/movement sensors for outdoor or communal area
- Energy efficient white goods

2 iii) Sustainable heating systems/measures to include:

- Energy efficient condensing boilers
- Low energy light fittings

Each house includes garden cycle storage whilst each apartment includes secure cycle storage at ground floor, thus encouraging residents to choose this alternative means of transport.

3) Adaptation measures:

Surface water: measures to prevent increases in surface water runoff include:

- Minimising the amount of non porous hard standing areas in favour of grass, planting beds or permeable paving

4) Layout and Design

- The design proposals are of low environmental impact
- All proposed construction materials are to be resilient
- All windows are to be openable to allow natural ventilation
- Low maintenance materials are proposed
- The simple, contemporary detailing of the building ensures ease of construction – buildability

5) Landscaping and planting

- Drought tolerant, low maintenance, native planting is proposed

#### 6) Wildlife considerations

- If a requirement is established, both bird and bat boxes can be strategically located.
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## 12.0 Conclusion

The proposed development has been designed in accordance with the National Planning Policy Framework and relevant policies contained within the Havant Borough Core Strategy and SPD. The application proposes a sustainable solution which seeks to respect and improve the character and appearance of the local area. It will provide much needed investment and confidence to the area.

The proposed provision of 15 No. apartments and 6 No. houses with appropriate levels of car parking and cycle storage will contribute to the supply of homes and thus meet local needs as part of the Havant Housing Development Action Plan.

In overall terms, the layout and elevations successfully achieve the balance of securing best use of urban land whilst contributing positively to the character of the area.