

Design & Access Statement

Residential Development

9, East Street
Havant



ARCHITECTS

December 2013

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1.00

Introduction

1.00 INTRODUCTION

- 1.01 Peter Galloway RIBA has been commissioned to provide design proposals for a regenerative residential development of 9 East Street Havant.
- 1.02 Following a series of discussions with the Local Planning Department a pattern of design criteria has evolved, the solution to which is outlined within this document.
- 1.03 Preliminary planning enquiries have been made earlier, indicating that there would not be any principal objections to such a proposal, but urban design criteria would require satisfactory responses, and cognisance of the Conservation Area requires consideration.
- 1.04 The site has been hitherto been used as an Estate Agent's premises. However, the current owner has had the premises on the market for letting - either long or short term – for over two years with no interest in the premises for retail purposes. Documentary evidence to this effect can be provided upon request.
- 1.05 There is an application being submitted for the redevelopment of no. 7 East Street to be considered in parallel with this proposal.

2.00

Design Objectives

2.00 DESIGN OBJECTIVES

2.01 To provide the following residential accommodation:

- 7 no. 1 Bed Apartments
- 4 no. 2 Bed Apartments

2.02 To provide a design of architectural and environmental quality, to augment and complement the situation in which the development will lie.

2.03 To reinforce the various street scenes, and integrate the proposal with existing and proposed developments within the conservation Area.

2.04 To offer a solution articulating the existing undulating patterns of roofscapes.

3.00

Site Analysis

3.00 SITE ANALYSIS

- 3.01 The site for development lies in the centre of Havant, extending from East Street to The Pallant.
- 3.02 The site is flat within a substantial urban area.
- 3.03 There is limited vehicular access to this town centre site, therefore no car parking provision has been offered in the solution. Pedestrian access is available from both The Pallant and East Street.
- 3.04 All major services are currently available around the perimeter of the proposed building zone.
- 3.05 In climatic terms, the site is protected.
- 3.06 The site lies within the Town Centre Conservation Area, and No. 13, East Street is a Grade II Listed Building.
- 3.07 There is no incumbent landscaping on the site.
- 3.08 The Northern boundary is fronted by The Pallant one way road.

The Southern boundary is fronted by East Street.

The Western boundary lies adjacent to a single storey retail unit, which is the subject of a separate planning application for residential redevelopment..

The Eastern boundary is bordered by 11, East Street

4.00

Conservation Issues

4.00 CONSERVATION ISSUES

- 4.01 The site lies within the St. Faith's Conservation Area within Havant Town Centre.
- 4.02 13 East Street is a Grade II Listed Building, having planning consent for change of use to residential.
- 4.03 None of the buildings on the application site are Listed.
- 4.04 Due to the nature of Havant and its associated history, space and time may be required to accommodate archaeological inspection prior to construction.
- 4.05 Details of materials and surfacing treatments are an important consideration, and have been identified on the proposal drawings.
- 4.06 The remnants of an old cart track are visible on the ground and should be incorporated in any external works detailing.

5.00

Planning Policies

5.00 PLANNING POLICIES

5.01 Havant Borough Council District Wide Local Plan (Policy 2) states that within defined urban areas, such development will be permitted where the environmental quality of an area will be respected.

5.02 The site lies within the St. Faiths Conservation Area.

As such, Policies HE1-HE4 will apply.

These policies seek to ensure both demolition and development would not have a detrimental effect on the character and setting of the Conservation area.

HE2 will be applicable regarding the demolitions, and in this regard we have met on site with the Conservation Officer (originally Mr Ricketts and subsequently John Townsend).

5.03 The shopping frontages of properties in East Street fall within the previously defined tertiary frontages where Policy TC8 would have applied.

This states that residential uses will be permitted provided they are appropriate in scale and contribute to the vitality and viability of the Centre as a whole.

5.04 Cycle parking for all residential units and visitors has been provided, and fire fighting access has been maintained.

5.00 PLANNING POLICIES

5.05 The scheme is likely to be subject to Havant Borough Council's Green Transport Policy (Policy TII), possibly superseded by the introduction of the Community Infrastructure Levy.

5.06 The adjacent servicing area currently has pedestrian trolley service access (only) from The Pallant, under an easement agreement with the applicant's ownership.

However, most deliveries were by vehicles in East Street to No. 9, and this is expected to remain the case upon completion of any redevelopment.

NB. nos. 7 and 11 East Street are also currently vacant units.

5.07 East Street (H22) lies at the heart of the historic town centre in St Faith's Conservation Area and is in need of comprehensive regeneration.

It contains a number of listed buildings and development proposals would therefore need to conserve or enhance the setting of the area.

The regeneration area is suitable for residential use and a range of community facilities.

All development proposals need to take into account the outcomes of the informal consultation on East Street that took place in summer 2012.

6.00

Site Concept

6.00 SITE CONCEPT

- 6.01 The planning strategy adopted involves the development of the majority of the southern portion of the site, respecting the privacy and amenity to existing surrounding residential and retail occupancies.
- 6.02 The buildings generally take up the footprint of the existing building on the site, with the northernmost element respecting the relationship with possible redevelopment proposals on the adjacent no. 11 East Street.
- 6.03 The proposal is conceived to respond to the East Street frontage, and has a scale which is in context with adjacent planning consents and existing mass of surrounding buildings.
- 6.04 Principal entrance access is offered from both The Pallant and East Street.
- 6.05 Due to the town centre location of the site, car parking spaces have not been provided to the general accommodation in accordance with current national planning guidance.
- 6.06 Further, it is intended to achieve a high Eco-rating which is reinforced by such non-provision of car spaces.
- 6.07 15 no. cycle spaces have been provided at ground level, plus 11 no. for visitors (short stay).

- 6.08 There is an existing right of way across the application site to gain access to the rear of nos. 5 and 7 East Street, and this is to be retained.

While no legal easements or rights of way exist for the benefit of either no. 2, North Street or no. 6 The Pallant, it is possible that such rights could be enjoyed through longevity of such usage. In any event, such access potential will not be affected.

7.00

Building Concept

7.00 BUILDING CONCEPT

- 7.01 The orientation of the development offers North, South and East aspects.
- 7.02 The ridge line of the frontage building runs parallel with East Street. The central massing of the proposal reduces in scale as the building develops northwards. and has been designed to complement the parallel application for no. 7, East Street.
- 7.03 There is a supplementary drawing included indicating how the development would not prejudice the potential redevelopment of the remaining areas of what is referred to as the East Street quadrant.
- 7.04 There are no windows on the West elevation in order to respond to the boundary proximity and maintain rights to light and ventilation.
- 7.05 Distant views from the West to the site have been maintained and enhanced.
- 7.06 Traditional construction is envisaged with articulated spaces and forms complemented by variations in materials.
- 7.07 Townscape
There is a variety of ground surfacing materials, and attention to detail with regard to signage, street furniture, seating, lighting etc. to make the pedestrian routes safe and attractive.

8.00

Appendices

A.01

Access Statement

A.01 ACCESS STATEMENT

A.01.01 Appraising the Context

- a) The character of the site comprises older style commercial buildings in various stages of dilapidation.
- b) A myriad of roof forms, styles and materials from the essence of this character
- c) The immediately adjacent site has recently received planning consent for conversion of part outbuildings to residential.
- d) The southern boundary fronts East Street.
- e) The northern boundary fronts The Pallant.

The site does not lie in a flood risk area zone.

A.01.02 Design Principles

- a) The site can adequately support a variety of dwellings, which, by nature of its scale is protected from possible visual intrusion from all vantage points.

The proposed development is introspective therefore further protecting occupants from any intrusion on amenity.

A.01.03 Access Principles

- a) Access to the site is proposed from East Street, and lies within 200metres of Havant Station, Havant Town Centre and its community facilities/Public Transport Links.

The site is therefore sustainable.

- b) The new access to the site accommodates -

Pedestrian Access
Public Transport Access
Cycle Access
Emergency & Service Access
Sustainability

A.01.04 Access Solution

- a) All users will have equal and convenient access to buildings, spaces and the public transport network.
- b) Inclusive access will be achieved via compliance with Approved Document M of Building Regulations.
- c) Access for emergency vehicles remains intact via The Pallant.

A.02

Party Wall Issues

A.02 Party Wall Issues

A.03.1 There is one Party Wall situation to be aware of:

- a) Junction between existing/proposed residential conversion development on 11 East Street with the proposal site.

Negotiations with this adjacent owner are currently taking place.

A.03

Party Wall Issues

A.03.1 In my opinion the overall mass and bulk of the proposal is appropriate for this site.

A.03.2 I consider the proposed roof design to be more appropriate.

A.03.3 South elevation:

I am pleased to note that the bin store has been relocated from the passageway to the rear of the site and that as a result the full width of the retail frontage is retained.

A.03.4 I have concerns over the proposed fenestration and would encourage you to amend it so that the windows at first floor are wider, the distance between the bow window and the gablet is decreased and the dormer is set within the middle of the roof slope.

A.03.5 In response to your previous proposal I was open to the idea of building above the pedestrian route adjacent to no. 9, however I don't think that the proposed scheme is appropriate and I must recommend removing this element from the scheme.

Further discussion agreed this to be acceptable.

A.03.6 Having examined the proposed floor plans, the retail unit seems to be quite small.

Retail Unit deleted from application due to lack of demand. History of marketing the site over the past three years is available upon request.

The ground floor flat has compromised accommodation due to: a lack of sunlight to the bedroom and living room, overlooking of the bedroom and kitchen, a very small bathroom and poor outlook from several of the windows.

Layout reviewed.

East Elevation:

The overhanging section adjacent to the cycle store looks top-heavy. I would prefer to see the supporting pillar positioned at the edge of this section. I don't think that the small section of render adjacent to the passageway would be advisable as it could be vulnerable to graffiti due to lack of overlooking. The lack of natural surveillance would also mean that this is an unsuitable place for the storage of bikes.

Layout reviewed.

North Elevation:

Given the width of this elevation, I would recommend revising the proposed fenestration. The floor plans appear to indicate that a corner window detail is to be included, however the elevations do not. The size and design of the proposed double height window on the north elevation does not relate to the rest of the fenestration. I would suggest replacing the proposed corner window with windows that reflect the remaining fenestration on this elevation.

Fenestration reviewed

It looks like the north elevation of the cycle store is open and I'm concerned that this would be a security issue. The cycle store would need to be well lit and capable of being locked.

Security gates and lighting added, with glass block enclosure