

RANELAGH ROAD
DESIGN & ACCESS STATEMENT

PROPOSAL FOR HOUSES & FLATS ON LAND AT RANELAGH ROAD, HAVANT

PREPARED BY

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ORCHARD HOMES & DEVELOPMENTS LIMITED



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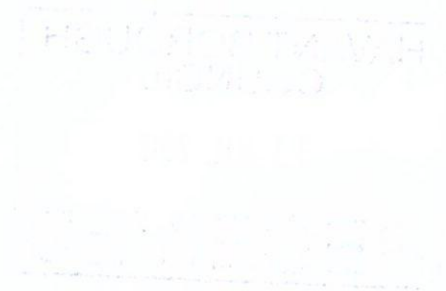
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INTRODUCTION

This Statement has been prepared in support of the planning application for the development of land to be purchased by Orchard Homes & Developments Ltd, at land off Ranelagh Road, Havant.

The proposal is driven by the need to make best practical use of this well-located site for housing.

In addition to this statement, the application comprises:

- Digital Terrain: Site Survey drawing
- Sherlock Boswell Architecture drawings: Site Plan as Proposed, Floor Plans and Elevations etc
- Savills' Planning Statement
- Heritage Statement
- Flood Risk Assessment
- Phase 1 Geoenvironmental Assessment
- External Noise Report
- Drainage Strategy
- Arboricultural Report
- Ecological Assessment Report
- Reptile Survey Report

- Method Statement for Bats
- Habitats Regulation Assessment
- Transport Assessment
- Travel Plan
- Landscape and Visual Impact Assessment
- Sustainability Statement

To the east: adjoining housing of earlier date;

To the south: industrial land;
To the west: agricultural land;

To the north: Ranelagh Road and site recently built out with new housing.

The site is generally open with some boundaries comprising trees and hedgerows which are noted in the Arboricultural and Ecology Reports.

THE SITE AND ITS PHYSICAL CONTEXT

The application site comprises an area of 2.084 hectares served off Ranelagh Road, Havant. Ranelagh Road is constructed to adoptable standards but is unadopted.

The site is relatively flat. It comprises agricultural buildings and part of a field, and allotments.

Features surrounding the site:

To the north-east: recent housing (adjoining a pair of Edwardian houses) developed by the Applicant, Orchard Homes; within the Conservation Area;



SITE LAYOUT WITH AERIAL PHOTOGRAPH



Photo (i) Edwardian and recently built housing (Orchard Homes & Developments) at south east corner of Ranelagh Road (to north east of site)



Photo (ii) Ranelagh Road looking east; site (allotments) to right



Photo (iii) Agricultural land (part of site) seen from west



Photo (iv) Industrial land to south of site, seen from Brockhampton Road



Photo (v) Western entrance to industrial estate as seen from Marples Way



Photo (vi) Significant scale of local industrial heritage – seen from Ranelagh Road looking north east, with four storey flats beyond



Photo (vii) Coloured render and brick banding mix



Photo (viii) Off-site - rendered bays on brick



Photo (ix) New and old— brick and render mix



Photo (x) Brick detailing and symmetrical facade

POLICY STATEMENT

The planning policies and justification for allocating this site for housing are addressed in the Planning Statement from Savills.

It is noted that the following documents have been respected in developing the design:

Core Strategy, March 2011

Saved Policies of the Havant Borough District Wide Local Plan, September 2005

Other documents considered include:

National Planning Policy Framework (NPPF), 2012

Supplementary Planning Documents/Guidance produced by HBC—Borough Design Guide (December 2011), Residential Parking and Cycle Provision (March 2010).

DESIGN CONSIDERATIONS

It is submitted that the following principles have been used in arriving at the current proposal:

Two pre-application enquiries, community consultation and further discussions with the planning authority have preceded this application. The solution adopted is of medium density incorporating a majority of small family houses and 30% affordable housing.

Appearance of surrounding properties is varied although many are built of brick with tiled or slated roofs. Majority of existing properties are 2 storey, but there is a mix of scales with some 2.5—3 storey on West Street and 4 storey on Brockhampton Road.

Layout of proposed dwellings respects the general arrangement of houses surrounding the site.

Site configuration respects the amenity of surrounding residential properties on Brockhampton Road and Ranelagh Road.

The presence of the Brockhampton Conservation Area, which adjoins the site to the north east

corner, has a positive effect and emphasises the need to respect the character of this part of the town.

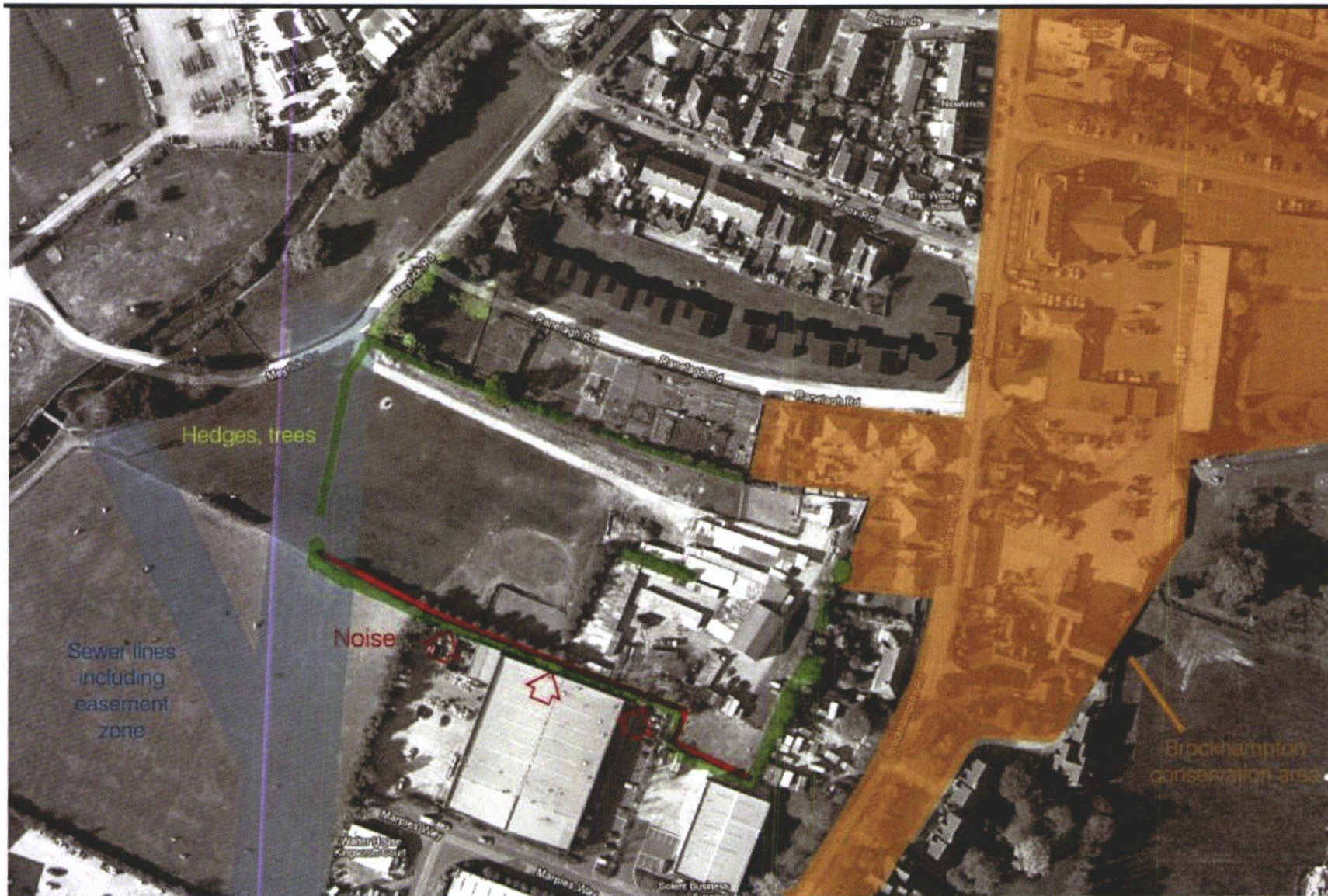
Providing a positive street scene along Ranelagh Road, marking the site entrance that is conveniently positioned mid-way along the street frontage.

Providing car and cycle parking in accordance with council standards, with at least one car space in curtilage of most dwellings.

Layout retains existing trees and hedges particularly where surrounding the site, and where they provide habitat corridors.

Flush pedestrian entry possible into each dwelling as site is near level.

As reference to the site's existing agricultural and allotment use and for ecological reasons, re-introduction of soft landscaping within the site – in gardens and to front of houses/parking areas. A significant area of open space is being provided on site which will also assist the ground water control strategy.



CONSTRAINTS PLAN

The layout of the proposed dwellings mitigates against the effects of noise emanating from the industrial estate.

Portsmouth Water Company currently owns the site. The company's original buildings used brick extensively and this is the most dominant external walling material in the area. There is some use of render locally and this is used, in various colours, to animate the scheme.

The layout has regard to the potential future development on land to the south-west of the site.

THE PROPOSED DEVELOPMENT

The design has been through a large number of changes to arrive at the submitted scheme. The need to consider future development land as shown on the SHLAA plan, and the uncertainty regarding access from other routes has ensured the incorporation of a link road within the site giving access to open ground to the south-west. A quiet cul de sac had earlier terminated this route.

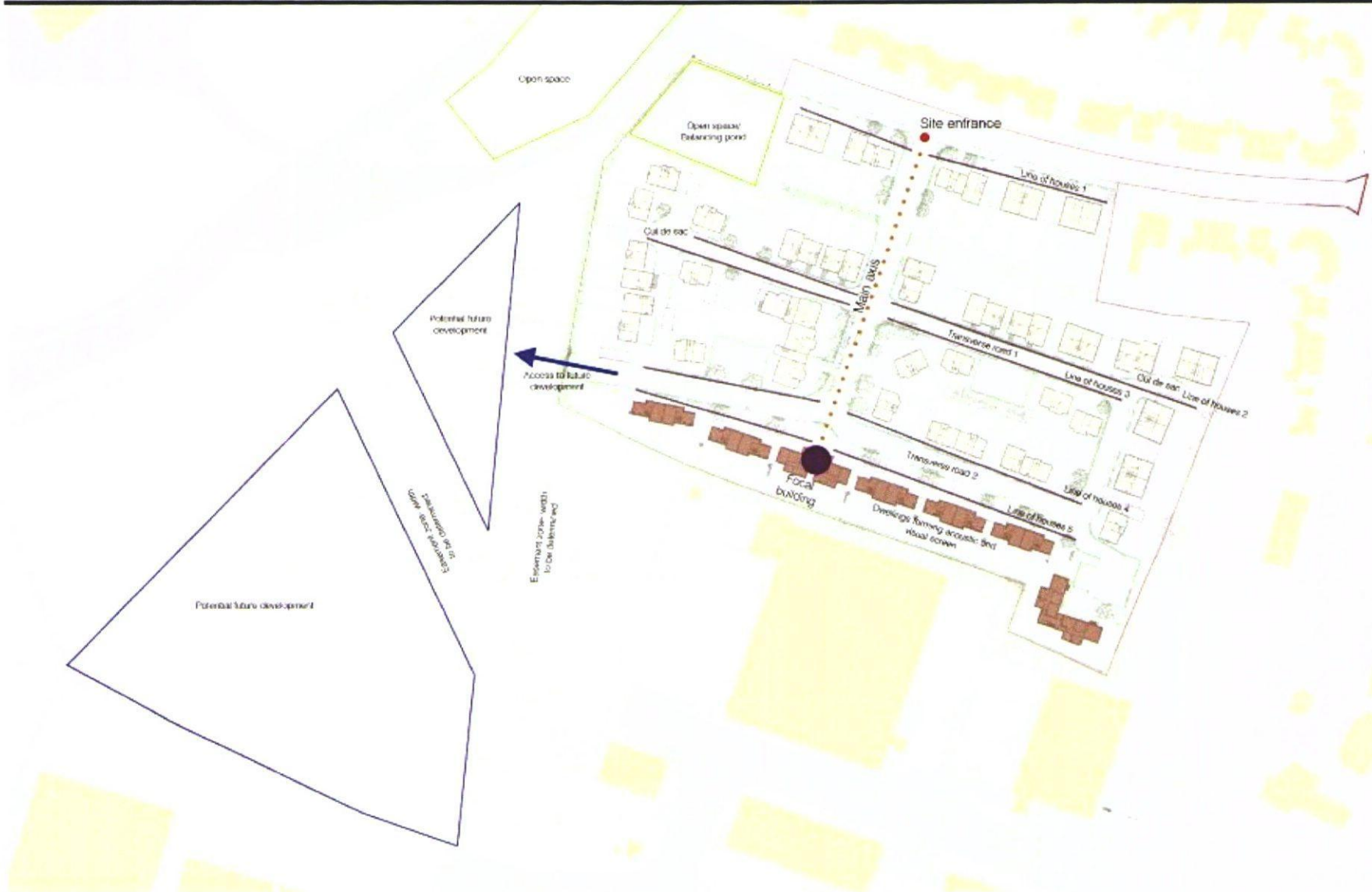
All former versions of the plan have shown access off Ranelagh Road where now proposed, with houses in semi-detached pairs and with those immediately either side of the entrance turned to acknowledge their position. Parking to each house is located to the side of its plot; those to the entrance are behind.

The potential for wildlife within the existing hedge that sits behind these front houses is acknowledged and it remains as an ecological corridor within the layout. It incorporates the best tree on the site and this is given space to thrive. Parts of the hedge are to be replanted to better suit the spacing of houses running into the site.

This spacing is derived from the total depth of the site running north-south. In order to achieve the desired density of 39 dph (a greater density was originally planned, but each of the factors discussed here has had its impact), the layout comprises essentially five rows of houses, fed from Ranelagh Road and two internal cross

roads. Both of these roads feed off a central spine road running north-south, the character of which will be described later.

- The first row of east-west orientated houses, on Ranelagh Road, aligns with the established building line and has generous rear gardens running down to the existing/replanted hedge.
- The second row faces back to the retained east-west hedge and forms the northern line of the first transverse access road. It takes houses east adjacent to the Conservation Area and west below the land now allocated as an open space and balancing pond. This open space was originally allocated as a balancing pond; during the design development phase it became a site for 6 flats, and since the production of a considered surface water drainage strategy has reverted to a balancing pond once more. Pedestrian access to it is provided from Ranelagh Road and from within the site via a small break in the hedge line. Its trees, amongst the most important on the site are respected, and this serves to link the site ecologically with the larger open space planned for the land across Meyrick Road to the north west. The four semi-detached houses on this line that lie just to the west of the central axis road sit close to each other, and their parking is



CONCEPT PLAN (See Section "Proposed Development")

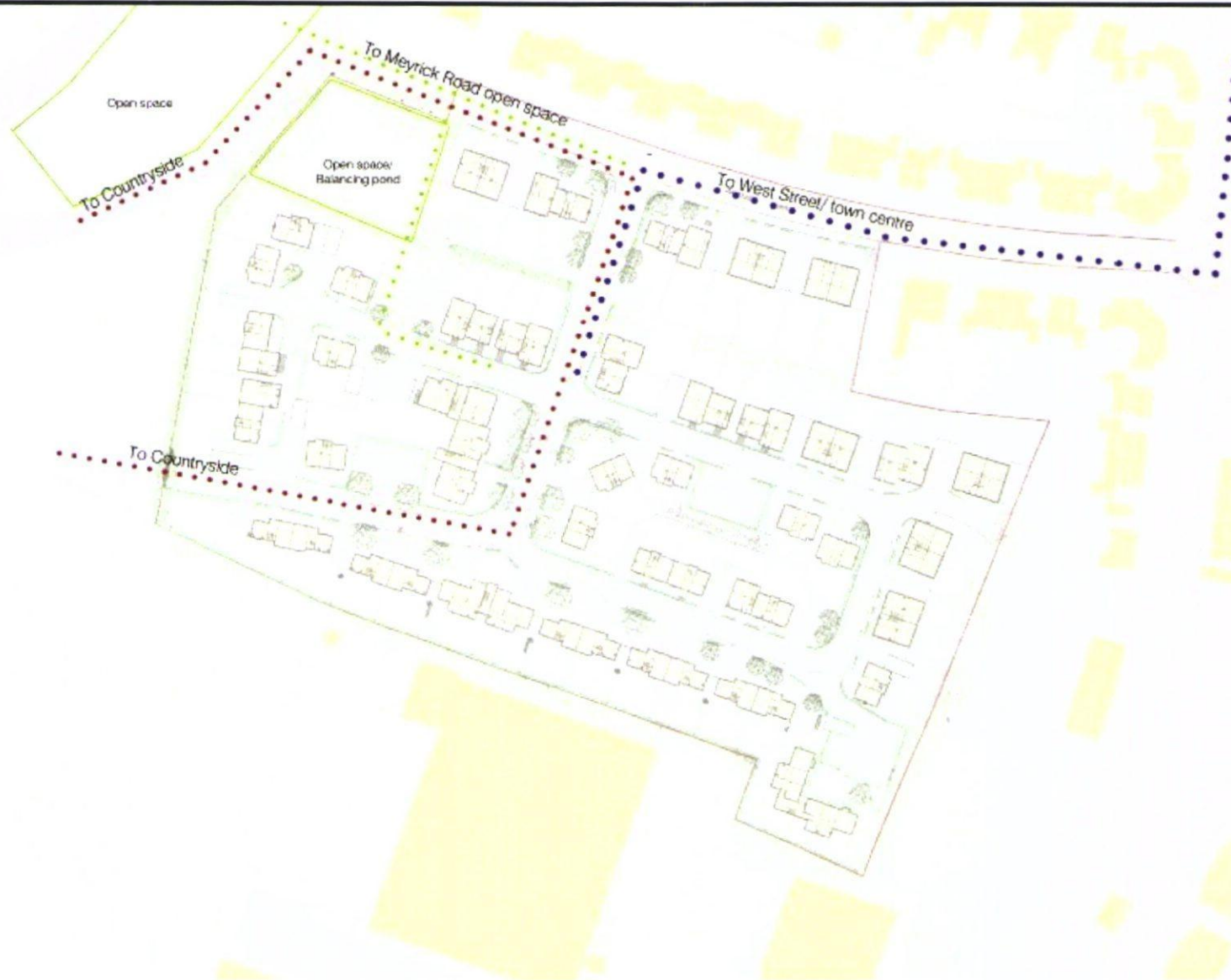
situated in a court to the west of them. This is partially because there is little space to incorporate parking adjacent to the main axis at this point and also to present a denser grouping opposite the flats. The presence of the parking court provides a natural breathing space for the most significant tree on the site, that lies to the north of the court, and a natural link to the open space within the site and beyond to the open space in Meyrick Road. Some criticism has been levelled at the use of any parking courts for houses within the scheme, but it is submitted that for the two proposed (of eight cars each) they are justified not only for the specific reasons given in these paragraphs, but that they serve to create variety in the site layout, and in the relationships between houses and the spaces that surround them, that justifies the break from convention.

- The third row of houses forms the upper half to the central area of development. Each of these houses, which characterise the eastern half of the site, have their entrances on the wide axis in order to allow them to be partially single aspect. Their layout depends on retaining some break in the line—hence the importance of the small parking court allowing bedroom 3 to the adjoining houses to overlook it lateral-

ly. Again the existing trees in the centre of this area are retained to give maturity to the site and as an influence on the layout. The acceptance of constraints such as this can influence uniqueness in a layout that may otherwise conform too rigidly to convention and sameness.

- The fourth row of houses completes the central circle in the eastern half of the site. To the far east of the site the houses run north-south and allow the access road to loop around the site. To the west of the main access road are flats giving some variety of scale to this central area. Beyond their parking court and private amenity space lies a quiet cul de sac to the north west and the potential route to future development land to the south-west.
- The fifth and final row of houses and flats occupies the southern most part of the site. In some ways it is the most important component in the site's composition, and yet was not resolved until relatively recently in the development of the layout. The central flatted building terminates the view on the central site axis and as such has been of greater scale than the majority of the site since the outset of the design. Its 2.5 storey form has now been joined by houses of

similar scale, each sited close to each other, but retaining individual pedestrian access to their rear gardens. The form of these buildings has now due regard for the site's position adjoining one in industrial use; they are designed to shield the adjoining buildings from the remainder of the site both visually and acoustically. They are assisted in this by an acoustic fence that sits on the southern boundary. In order to ameliorate the effects of this siting on the southern properties themselves, they are designed to be single aspect in terms of light and ventilation, whilst benefitting also from their south facing aspect by having additional windows in their south facades. These windows are not openable but allow sun, more daylight and a view into their rear gardens from the houses. All necessary light and ventilation is achieved to habitable rooms from the northern aspect. To the east of the site a flatted building continues the shielding effect around the stepped site boundary; it has amenity space all around it and enjoys a private space on the site that justifies its slightly varied shape. To the south west of the site the houses stop short to respect the sewer easement that passes across the western boundary, widening its influence as it moves further south.



PEDESTRIAN LINKS PLAN

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The components of the development are as follows:

59 houses comprising:

6 no. 2-bedroom, two-storey houses;

53 x 3-bed houses comprising 10 no. three-storey semi-detached, 32 no. two-storey semi-detached, and 11 no. two-storey detached houses;

22 flats comprising 12 no. 2-bed and 10 no. 1-bed in three separate buildings each of 2.5-3 stories, located in strategic parts of the site:

- a) surrounded by retained vegetation and trees in the south east corner;
- b) to the side of the main access road, fronted by trees and a lawn;
- c) on axis facing the site entrance road.

Well-detailed landscaped approach including integration of parking spaces in dwelling curtilages.

Rear amenity garden to each house contained by close-board fencing and with sheds containing cycle storage.

Refuse collection and emergency vehicle access to all parts of site.

LAYOUT AND SCALE

The proposed layout aims to make efficient use of the available land. It provides for a scheme of good density- 81 dwellings on a total site area of 2.084 hectares- 38.8 dph, which is characteristic of the area. This includes a significant area of informal open space to accommodate a balancing pond as explained in the Drainage Strategy.

The layout aims to develop a vibrant appearance across the site by varying the arrangement of dwellings of different type and scale at key points as described above. The flatted buildings and the houses to the southern boundary assist most actively in this. They respond to their positions in the site so as to complement the 2-storey houses that predominate.

For example, the main flatted building that sits to the west of the main axis has two wings, the north-south being three storey and the west

wing being two storey. It steps down on the side road to blend with the houses opposite.

Three detached houses are located centrally as a foil to the flats opposite. Detached houses are also sited within the cul-de-sacs, whilst semi-detached houses occupy most other parts of the site. This both responds to the desire to create some difference in character across the site, whilst generally respecting the existing pattern of development in the neighbourhood.

Parts of these buildings, and some of the houses that lie near to them, are built in a lighter brick and some are rendered. These material changes are designed to emphasise each space within the site, rather than being chosen randomly.

The roads within the site are designed as shared surfaces, with delineation of footways marked in blockwork of different bond layout. The whole will be permeable as part of the Drainage Strategy. The design has been produced in conjunction with the highway consultant's tracking software to show that all areas are accessible for refuse and deliveries vehicles. The design encourages slow traffic speeds and a "village grouping" effect in which the road does not dominate.

PRIVACY AND SECURITY

Distances between houses are generally laid out in accordance with the Borough Design Guide; in some cases there are no rear windows at first floor level and here the distances are reduced eg between plots 77 and 79, where the distance is 15m. In cases where windows would look across private spaces eg plots 19-69 the elevations are designed to avoid overlooking. A variety of layouts reflect more of the character of traditional house-grouping where the natural evolution of change, individualism and extensions may occur. Reasonable privacy distances are respected, and many properties enjoy very private rear gardens where situated close to existing landscaping features. There is proposed to be one site entrance and the through-route to the potential development of land to the south west is clearly defined, following the major access road in the site. There is natural surveillance and good security throughout. Where there are parking courts, there are windows within the flank walls that overlook them allowing surveillance from these adjoining houses.

GARDENS AND AMENITY SPACE

Each house has a useable amenity garden which will be contained by 1.8m high close-boarded fences to the external boundaries. The fence along the southern boundary will be higher in places (2m and 4m) to reduce the impact of noise arising from the adjacent industrial building; in some locations the fence specification will be varied where the rear boundaries face more public areas of the site. The front of each house will be well-planted to soften the effect of parking a car on the front drive. The flats are each provided with useable amenity space around them.

House gardens are generally 10m in length, and where this is slightly reduced the gardens are generally of this width, so there is no overall loss of amenity. Most have generous gardens compared with conventional town gardens that are often little more than 10m x 5m (50 sq.m).

There are private amenity gardens for each of the flats. The Meyrick Road open space is 5,575 sq.m; on site the balancing pond area is 1,160 sq.m; in addition there are open areas in front of the main axis spine road of 345 sq.m.

APPEARANCE

The proposed houses are designed in the vernacular and are traditional in appearance, being derived from Havant's heritage centred on the parchment-making industry.

A mix of orange-red (Hampshire) stock brick, yellow stock brick and render is proposed. The render predominantly coloured white, with a few instances of blue, green, pink and yellow. Some houses have traditional chimneys; some are more contemporary with corner windows. The roofs are generally 42° pitch and are covered in either plain tiles or slate.

The facades are well articulated with brick detailing such as plinths, window surrounds and quoins. Where houses or flats are taller they generally feature dormers windows in their roofs. These add variety to the scheme and ensure that there is a considered relationship between dwellings of different height across the site. The southern buildings are varied in height - some are 1.5 and the remainder 2.5 stories—to provide a mix of scales that balances and does not dominate the more uniform approach adopted elsewhere.

AFFORDABLE HOUSING

Initial discussions have taken place between the Applicant's consultant and the Council's Enabling Officer. 30% of the housing will be provided as affordable on the site. The mix and tenure of this is to be agreed with HBC.

LANDSCAPE AND NATURAL FEATURES

Planting including new street trees and hedging will be introduced to the site to complement the retention of existing trees and hedgerows.

Advice has been provided by Victoria Russell at Hants Ecology as follows:-

Species to replant should be consistent with those lost (with the exception of *Sambucus nigra* (Elder) which should not be planted) and these may include *Corylus avellana* (Hazel), *Crataegus monogyna* (Hawthorn), *Fraxinus excelsior* (Common Ash), *Prunus spinosa* (Blackthorn) and *Quercus robur* (Pedunculate Oak).

Trees along the southern boundary should be re-

tained. This is particularly important as during our surveys bats were frequently observed using this boundary for foraging. Native woody species typical of the site should be used to replant the hedge following installation of the 4m high acoustic fence. These could be similar to those mentioned above, but could also include species such as *Acer campestre* (Field Maple) and *Ilex aquifolium* (Holly). It is important to include a mixture of species within any hedge planting.

All planted hedges should be under-sown with EH1 – Hedgerow Mixture. EH1 contains wild flowers and grasses that are tolerant of semi-shade and is suitable for sowing beneath newly planted (or established) hedges. This should help reduce the need for weed management around the bases of the new trees and shrubs as there should be little bare ground for the weeds to become established.

Where the trees are retained it may be more appropriate to sow with EW1 – Woodland Mixture. EW1 is a mixture of woodland wild flowers and grasses that will bloom in spring and early summer and require some shade to thrive.

In addition, consider using a shade-tolerant grass mixture such as EG9 or EG23 for the

lawns of properties containing mature trees.

There is an area for open space for community interaction and well-being and is served off Meyrick Road. There are mature trees and hedging on the site and a shared open space (referred to in Gardens and Amenity Space above). It is understood that the council would prefer to centralise children's play facilities. There are 2 such play areas within 0.6 miles / 12 minute walk—at Havant Park and Bidbury Mead.

SERVICES AND DRAINAGE

It is proposed to connect the foul drainage to the mains. An extensive sustainable drainage system incorporating swales and soakaways and a large balancing pond area is proposed to dispose of surface water; this is described in the Drainage Strategy, submitted with this application.

Other main services will serve the site in the normal fashion below ground.

ACCESS



AERIAL SHOWING GREEN SPACE IN & AROUND THE SITE

Havant itself provides employment opportunities. Beyond the town the bus links and railway give access to all Hampshire's business and leisure facilities.

This is a fairly central town location with all services being readily accessible. Cycle stores will be provided for each dwelling and parking is provided to the council's maximum standard.

Compliance with Part M of the Building Regulations for disability access will be provided to all parts of the site and to all dwellings.

SUSTAINABILITY

The buildings will be constructed to energy-performance standards that meet the Building Regulations and in accordance with sustainable principles. The use of PV panels will be actively explored; this and other renewable technologies is appraised in the Sustainability Statement.

This section is included for any matters affecting the design that are addressed after the initial submission for planning permission.

The proposed development is a sensitive designed solution which will contribute a development of character to the town. The applicant and their consultants have experience in the field and have completed many other successful housing and flatted schemes together.

The proposal meets the policies of the Local Plan, and seeks to provide for an identified need.

The design responds appropriately to the constraints of the site and respects the character of the wider area particularly in respect of architectural density, form and materials.

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Sherlock Boswell Architecture

13 July 2012

FUTURE CONSULTATION RESPONSE

CONCLUSION