
DESIGN AND ACCESS STATEMENT

59-61 WEST STREET, HAVANT

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NOVEMBER 2012

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SECTION 1 – INTRODUCTION



Introduction

This Design and Access Statement has been prepared by HGP Architects on behalf of Vail Williams to accompany a Planning Application at 59 – 61 West Street, Havant.

The development is intended to provide:

24 Residential Units

8 Flats

(6 x 1 bed & 2 x 2 bed)

16 x 3 bed Houses

20 Car Parking Spaces

This statement should be read in conjunction with the submitted application drawings and reports.

SECTION 2 – STRUCTURE OF THE DOCUMENT



The Structure of the Document

The following statement will be organised into the following sections:

Section 3.0 Context Appraisal

This section will explain the determining factors of the town, local site context and site particulars that will have an affect on the design treatment of the proposed scheme.

It will look into the built form as a photographic study and investigate other factors which will inherently inform the design.

Section 4.0 Design Development

This section outlines the design development process of building design. Site opportunities are investigated, building design concepts are described and appraised to provide the foundation for the Application.

Section 5.0 Design Proposals

Outlining the specifics of the design resolution for the buildings and their environs. Detailed descriptions of the building's layout, appearance, material treatment and massing are provided within this section.

Section 6.0 Access

This section looks into the various logistics with regard to vehicle and pedestrian circulation as well as refuse and cycle strategies to do with the proposal.

Section 7.0 Conclusion

A summation of the document and design proposals put forward for Planning Approval.

SECTION 3 – CONTEXT APPRAISAL



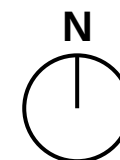


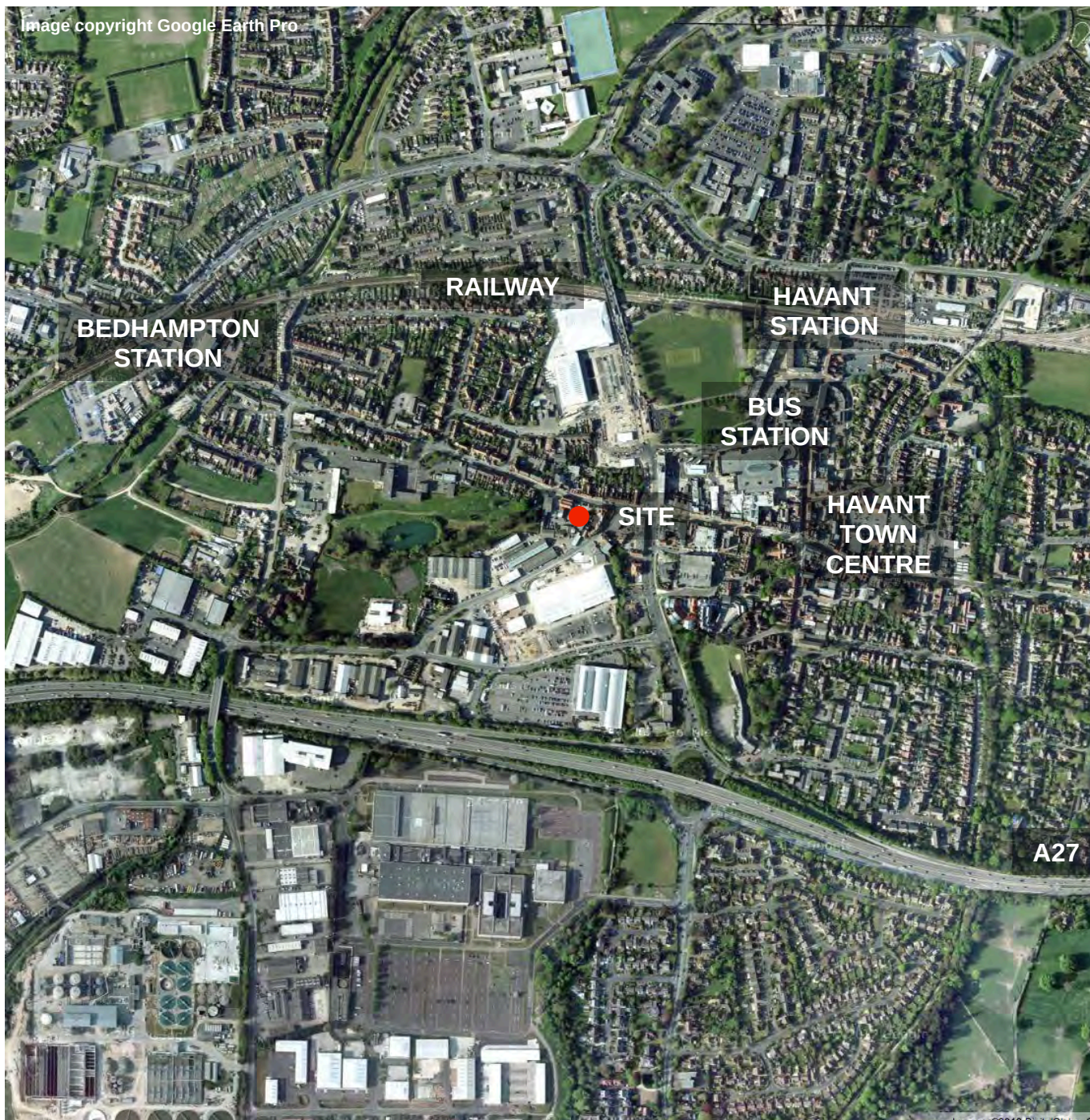
Aerial view of East Hampshire showing Havant and its proximity to Portsmouth

The existing site

Havant is situated approximately 8 miles North West of Portsmouth sitting between the A27 running East to West and the A3(M) carriageway running North to South.

The borough has a population of approximately 115,000 and has good transport connections to near by metropolitan centres.





Aerial view of Havant showing site proximity to Town Centre

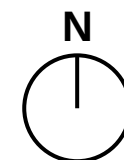
The existing site

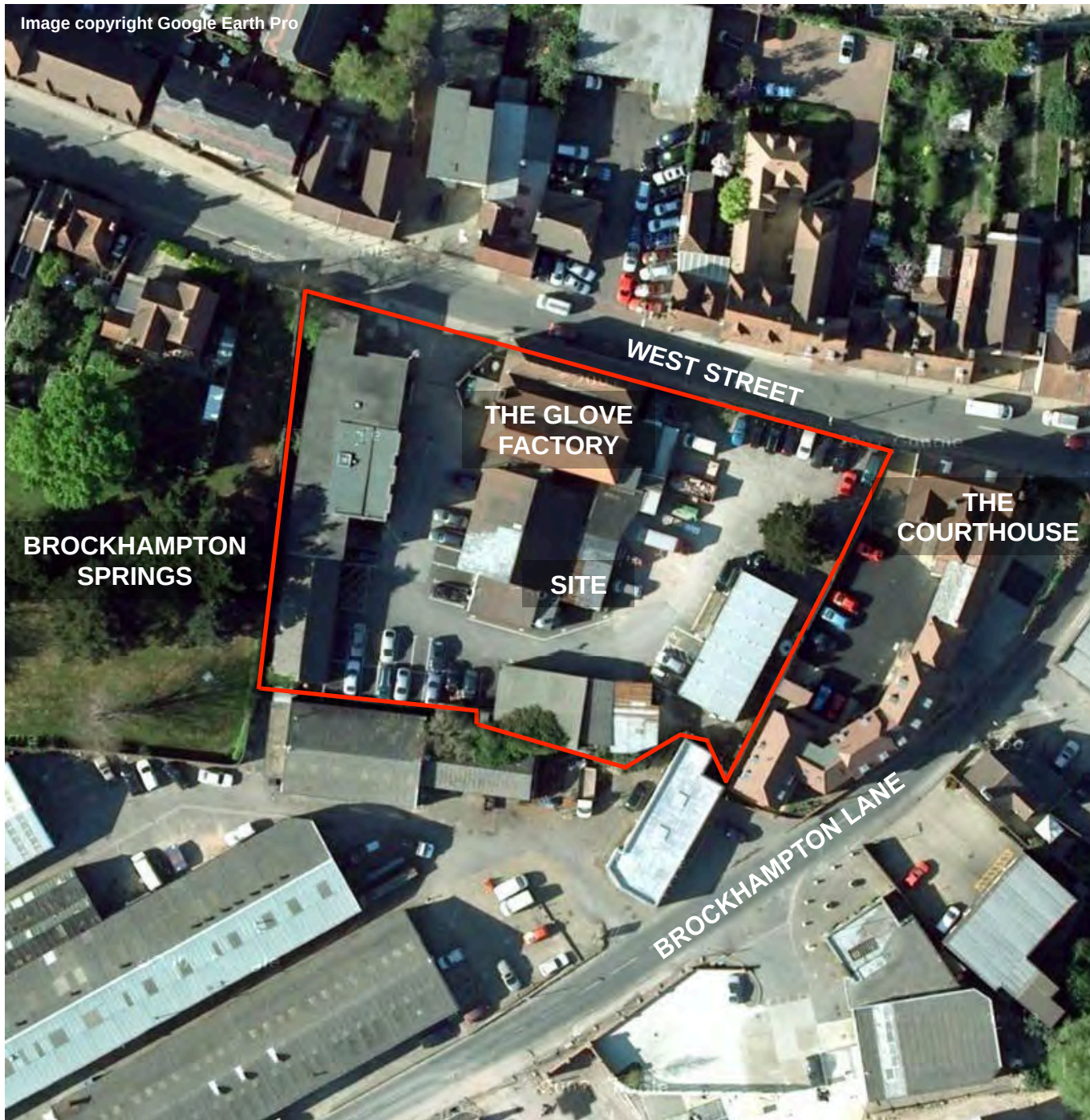
The site itself is located walking distance from the town centre and hub of Havant.

West Street runs on an East to West axis and passes by the site into a pedestrianised quarter of the town.

The site therefore benefits from close proximity to town centre amenities in the form of retail but also is within close walking distance to Havant bus station by the Meridian Centre and is situated within walking distance of 2 train stations in Bedhampton and Havant.

The main A27 carriageway is within close proximity and easy access to the site.





Aerial View of the development site

The existing site

The site runs parallel with West Street and is a node point between a mix of uses in the area.

The site forms a transition between the commercial premises to the West of the site to the residential occupation to the East.

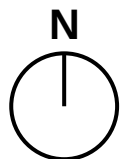
Car dealerships and public houses are also within close proximity as well as industrial units to the rear of the site.

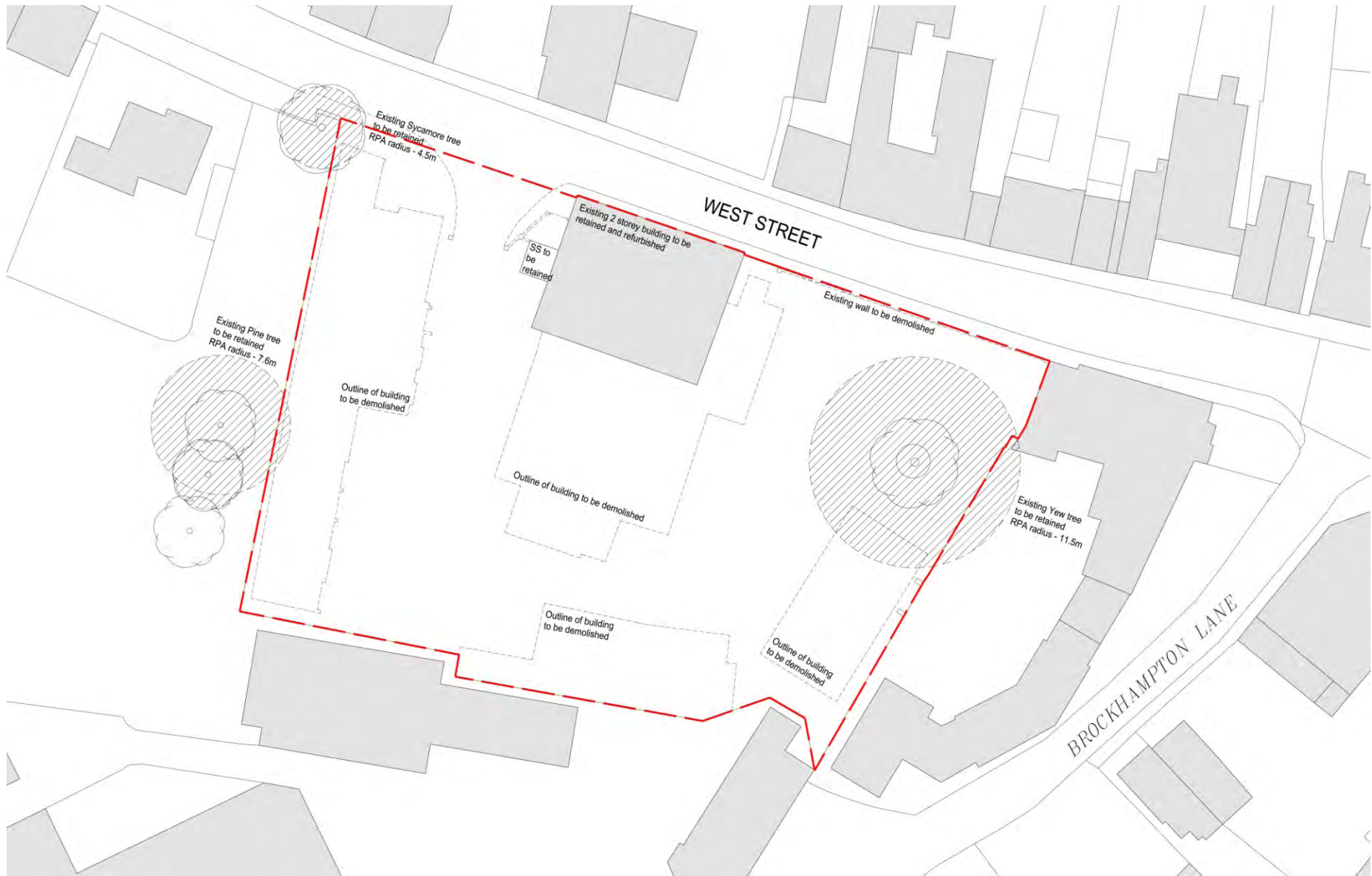
Brockhampton Springs abuts the eastern boundary and the existing building fronting West Street (The Glove Factory) forms part of the heritage trail through Havant town centre.

The site is flat and contains a large yew tree within its premises near the western boundary.

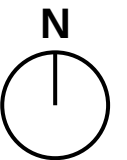
A series of temporary buildings, lean to structures and buildings of little architectural merit have been constructed on site to add to the permanent fixtures of the former Glove Factory as well as the 2 storey brick office to the West of the site.

The following pages will look at the built form in immediate context to the site.





Existing Site Plan





View 1 – Corner building on West Street / Boundary Way junction



View 2 – Typical terraced houses along West Street



View 3 – View looking East towards site along West Street

The surrounding context

1. 3 storey brick corner building on West Street Boundary Way junction looking East towards site

2. Typical 2 storey terraces along West Street displaying minimal defendable walled front gardens, proportion of frontage and materiality.

3. West Street looking East towards site. The Glove Factory can be seen on the right with an existing mature tree which sits close to the western boundary





View 4 – Terraced units along West Street opposite site



View 5 – The Courthouse along West Street



View 6 - Pedestrianised West Street into Havant

The surrounding context

4. Terraced units along West Street opposite the site displaying varying materials, heights and styles of architecture

5. The Courthouse public house on the corner of West Street and Brockhampton Lane. This building also forms part of the heritage trail and shares a boundary wall on the eastern edge of the site.

5. West Street is bisected by the B2149 Park Road South carriageway in and out of Havant. Beyond this carriageway is the pedestrianised part of West Street leading into commercial premises and St Faiths Church.



Images copyright Google Earth Pro



View 7– Site wall along West Street looking onto existing yew tree



View 8 – Existing building along West Street to be retained



View 9 - Site entrance from West Street

The surrounding context

7. Site wall along West Street showing the existing mature yew tree on site

8. The Glove Factory building facing West Street

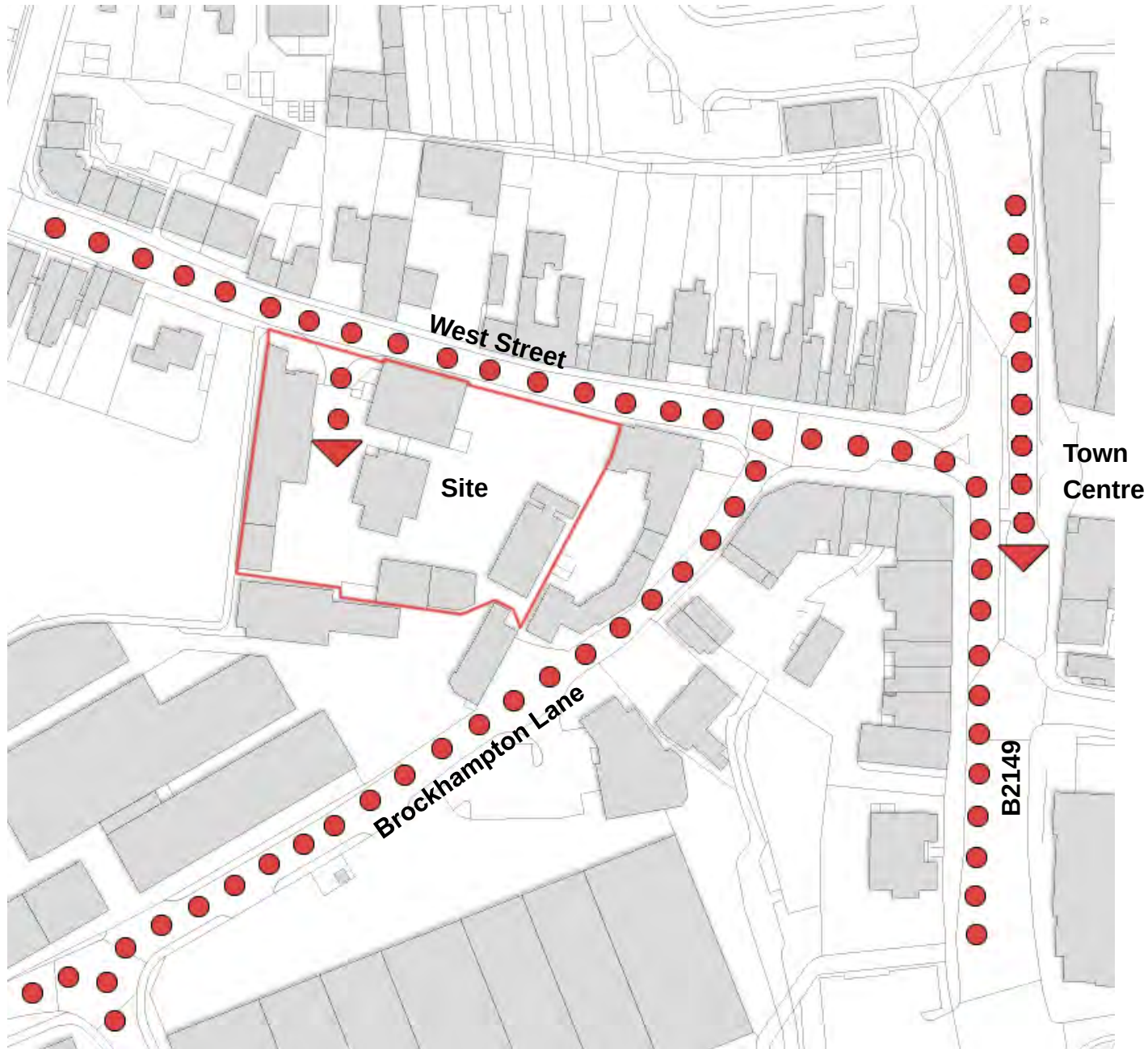
9. Site entrance from West Street between the Glove Factory building and 2 storey offices.

CONTEXT
APPRAISAL

3.2



EXISTING VEHICLE LINKS

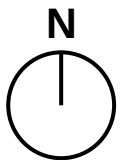


Vehicle Links

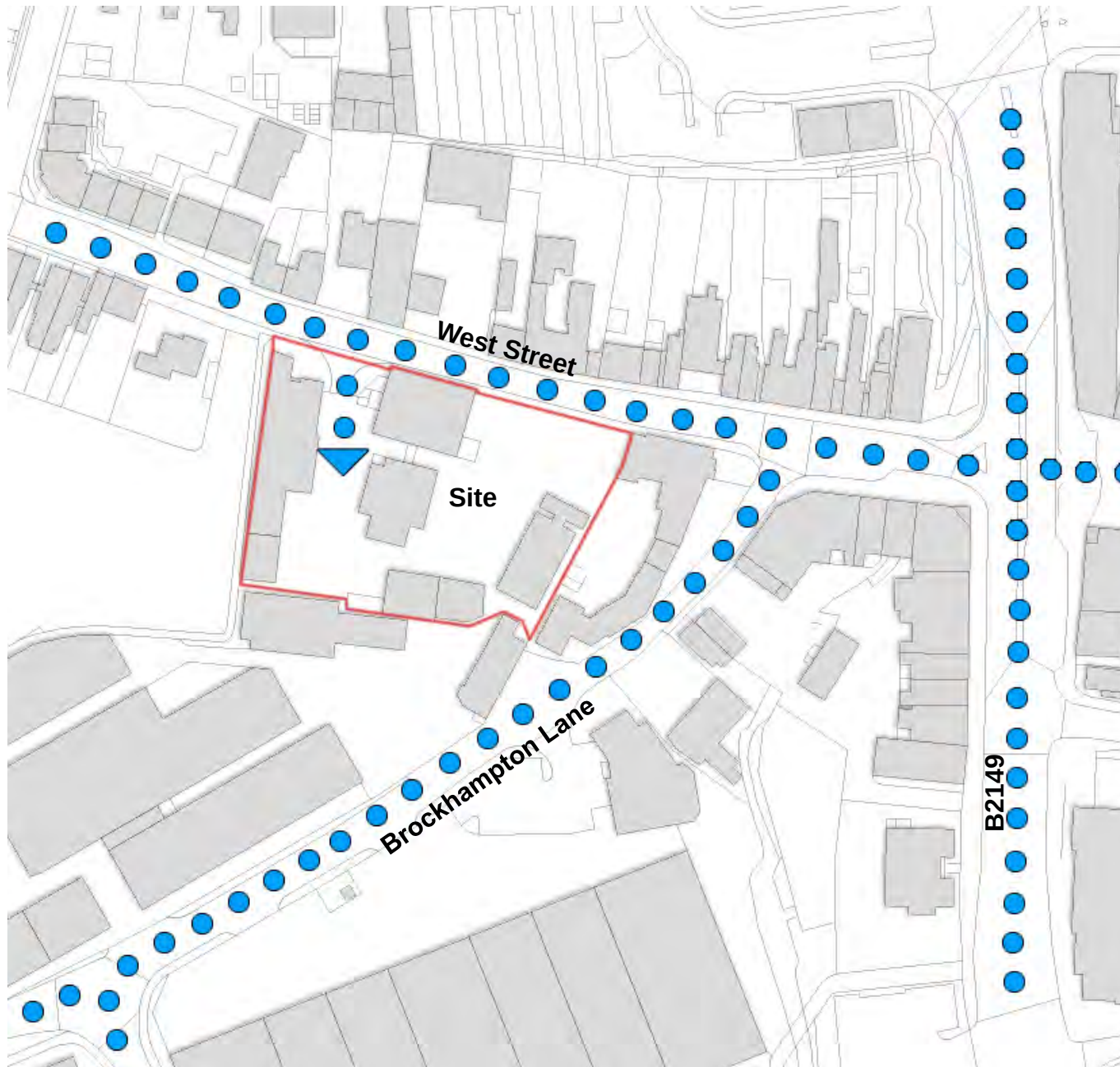
The site benefits from good vehicle links in its wider context, however approach to the site from the South along B2149 (off of the A27) carriage way only allows for a left turn into West Street and a left turn out onto this road.

CONTEXT
APPRAISAL

3.3



EXISTING PEDESTRIAN LINKS



Pedestrian links

Pedestrian Links

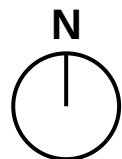
As part of the heritage trail, the site also is an important part of a prominent and designated pedestrian route of the town.

West Street becomes pedestrianised once past the B2149 carriageway which encourages foot fall by the use of a crossing at this junction.

The B2149 also leads to the bus depot to the North and the site sits between 2 train stations linked by West Street and North Street.

The West Street axis into the town centre is a prominent route with occasional picturesque buildings on the journey and hence part of the heritage trail.

**Town
Centre**



SECTION SUMMARY



Image copyright Google Earth Pro

Aerial view of the development Site

Section summary

The previous section sets a solid foundation of background information through site analysis and photographic study.

The sections starts by investigating the wider context to which Havant sits within an zooms in to identify further parameters.

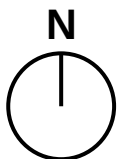
An investigation of the local vernacular through a photographic study has been undertaken which shows local character, scale and materiality.

Existing links, both pedestrian and vehicular have been explored and how these relate to the site and and town centre, how the pedestrian links specifically form part of the heritage trail and how the site forms an important part of this.

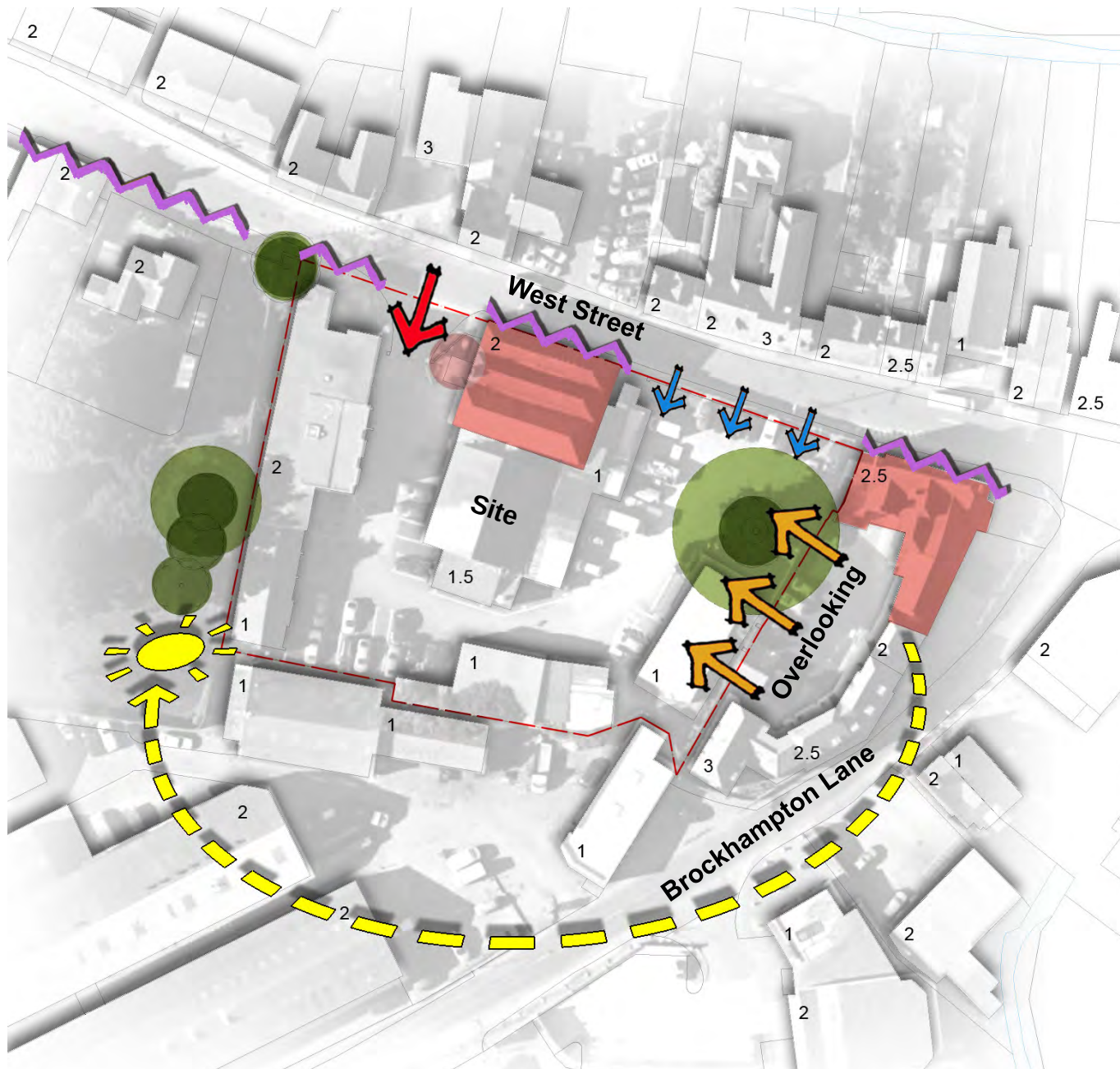
The next section shows how this information has been considered and developed through feasibility studies addressing the layout of the site and scale of any potential development.

CONTEXT
APPRAISAL

3.4



CONSTRAINTS DIAGRAM

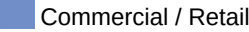


Site constraints diagram

Site Constraints

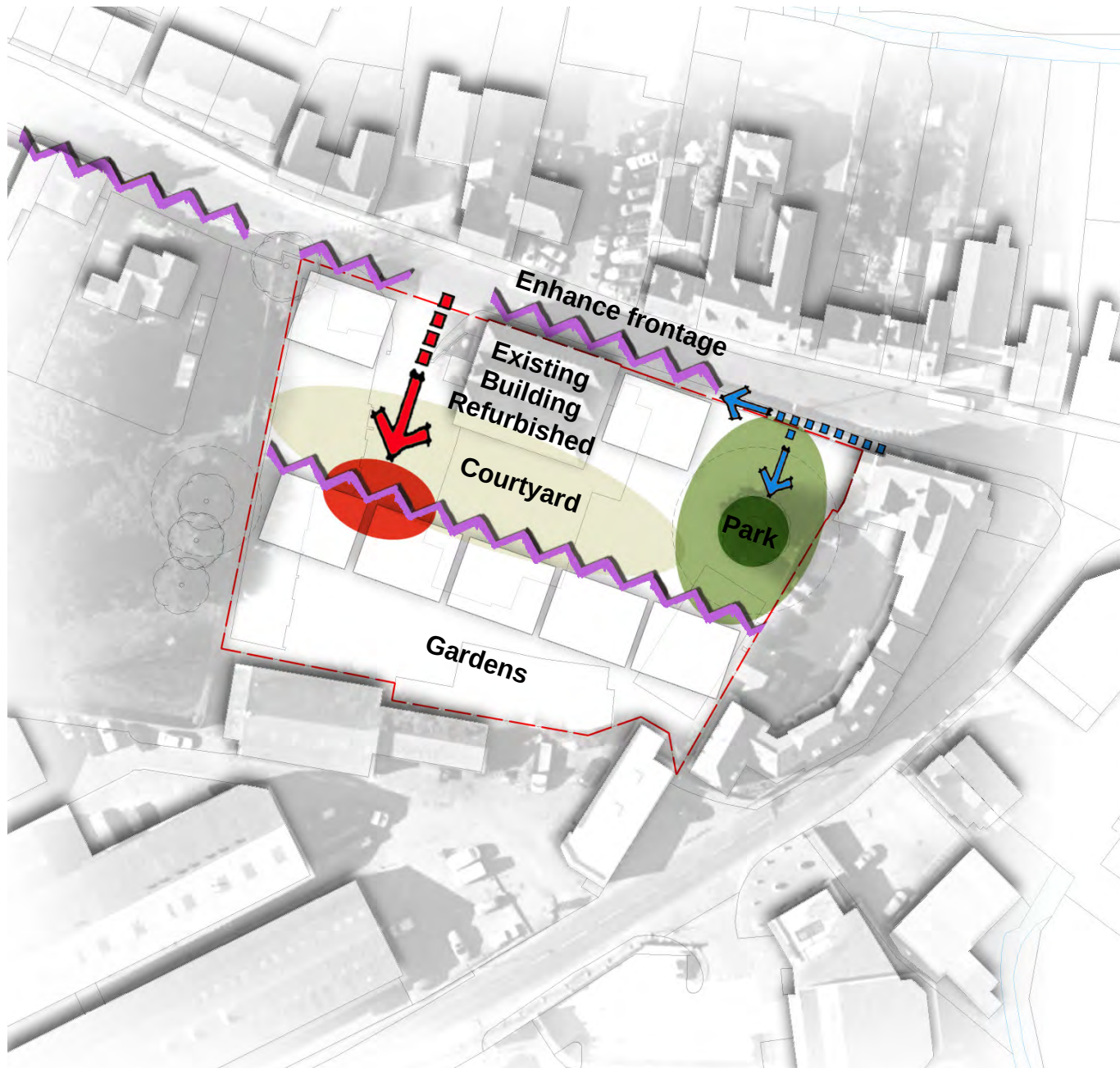
The diagram to the left illustrates the constraints present on site. The inset below indicates the current uses of buildings in an around the site.

-  Strong street frontage
-  Site entrance
-  Residential overlooking
-  Existing trees and RPA's
-  Identified buildings on heritage trail
-  Views into site above wall
-  Sun path
-  Building storey heights
-  Existing sub station

-  Residential
-  Commercial / Retail
-  Other
-  Office
-  Industrial



OPPORTUNITIES DIAGRAM



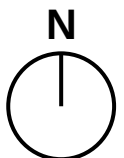
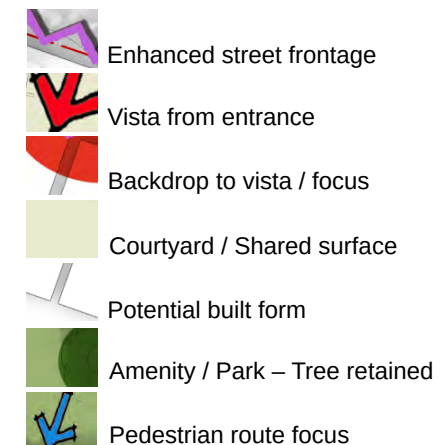
Site opportunities diagram

Site Opportunities

The diagram to the left illustrates the opportunities identified to the site.

With the retention of the glove factory building an opportunity arises to reaffirm the active frontage along West Street. The retention of the tree, although strictly a constraint, presents opportunities to design around its retention and create an amenity space as part of the development and heritage trail..

In order to avoid over looking, any built form will need to be brought off of the boundary and orientated to ensure privacy and there is opportunity to create a mews street or potential courtyard arrangement behind the West Street frontage to form a backdrop to the site along the heritage trail.



SITE OPTIONS

Options

Before obtaining the tree survey, a series of options were undertaken to see if a scheme was feasible for the site.

In **option 1**, the proposal looks at removing the yew tree and creating a street frontage between The Courthouse and The Glove Factory with further units at the entrance of the site.

The Glove Factory was to be retained and refurbished into flats.

The rear of the site proposed a run of detached units to enclose a shared surface courtyard parking arrangement with a 2 storey block of flats to the West.



Schedule Summary

2 bed houses	4
3 bed houses	13
1 bed flats	4
2 bed flats	6
3 bed flats	2
total	29

17 parking spaces total

Option 1

SITE OPTIONS



Schedule Summary

3 bed houses	17
1 bed mainsonettes	4
1 bed flats	2
2 bed flats	2
3 bed flats	2
total	27
22 parking spaces total	

Option 2

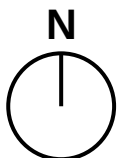
Options

It was clear from option 1 that providing adequate parking would be difficult and therefore **option 2** explored additional provision.

The proposal is a variation of the first where the units to the rear of the site are angled in order to give them a recessed frontage to allow a parking bay per unit. This increased the parking provision and allowed greenery to be included in the shared surface space.

DESIGN
DEVELOPMENT

4.3



SITE OPTIONS

Options

After discussions with the Local Authority, it was decided that the tree was to be retained and that this needed to be designed around.

A tree survey still was not available and an option was explored where the yew was retained by turning a unit to face the road. This looked to maintain the strong street frontage.

The units to the rear of the site returned to a more formal arrangement

After the survey information was presented, it was apparent that the root protection area for the tree was substantial and that plots 13-17 would all fall within this area. This presented opportunity to create a park overlooked by the development and bring the parking ratio to 1 to 1 for the houses as requested by the Local Authority.

This was developed for planning submission and discussed in Section 5.



Schedule Summary

23 bed houses 19

1 bed flats 4

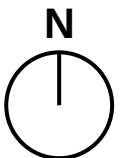
2 bed flats 2

3 bed flats 2

total 27

17 parking spaces total

Option 3



SITE MASSING AND APPEARANCE



Concept view along West Street towards The Glove Factory building

Massing and appearance

As part of the feasibility study, the appearance of the built form was explored.

In this option, a more traditional approach was sort with a regular considered window module and chimneys at ridge level to form a progression down West Street towards The Glove Factory.

It was sort that the ridge line to the new build units would be below that of The Glove Factory to reinstate this buildings prominence as part of the heritage trail.

A basic pallet of brick facade with soldier coursing and tiled roof would sit well within the existing context but still form its own identity as a residential development.

The built form is set back from the road in order to give each unit some defendable space and planting to enhance the street scene.

DESIGN
DEVELOPMENT

4.4



Street Scene with traditional option

SITE MASSING AND APPEARANCE



Concept view along West Street towards The Glove Factory building

Massing and appearance

A second, more contemporary option was explored with a larger window module and a mix of materials with render introduced as a compliment to the brick.

The chimneys were lowered to boost the rhythm and progression along West Street and units were protruded to bring relief to the elevation.

It was considered that a traditional approach was more akin to the context and this was developed, with the masterplan, as part of the submission.

DESIGN
DEVELOPMENT

4.4



Street scene with contemporary option

SECTION SUMMARY



Image copyright Google Earth Pro

Aerial View of the Development Site

Section summary

This section has looked into the constraints of the site and identifies the parameters to work within through investigation.

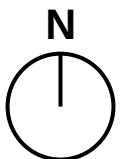
Opportunities are explored and identified to form the basis of concept designs which are presented and how these concepts can form a coherent piece of urban design the ties the site into the wider context.

The section advances into the development of the elevations and how these have evolved through the design process into an articulated form that responds to the context and how the massing of these forms is responsive to the existing condition and respectful of the present built form.

The following section set outs the submitted design proposals for the site.

DESIGN
DEVELOPMENT

4.5



SITE LAYOUT



Proposed site layout

Site layout

The proposed scheme follows the concept proposals in its layout and arrangement.

The RPA information led to a decision to create an open space associated primarily to the proposal but also as part of the heritage trail as a quiet space located between the now refurbished Glove Factory and Courthouse buildings.

Units were turned and orientated to face this space to give it natural surveillance and framing.

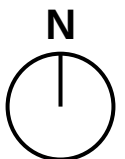
A reinforcement of the existing street frontage is proposed by the introduction of units along West Street with a strong back drop behind which can be viewed across the open space and also at the site entrance.

In keeping with the vernacular of the road, houses are set back from back of pavement with a low wall and planting to define an entrance point to the unit.

Courtyard parking is provided and subdivided into regular bays of 4 to create a tree margin to soften and enhance this shared surface. The road widens and reduces at these positions to slow movement through the space.

DESIGN
PROPOSALS

5.1



LANDSCAPE



Proposed landscape plan

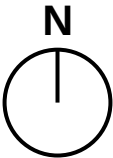
Landscape

The proposal is respectful of the existing yew tree and since concept, has removed units along West Street to ensure it is retained and a formal space is created around its position.

Hedging and planting is proposed around the garden areas of houses to ensure privacy. These will sit above a low wall which will be present throughout the scheme to promote a language at eye level within the development .

The surface texture of the road changes when entering the development to make the transition between road and courtyard apparent.

A tree lined arrangement is prominent in this area and enhances the backdrop and pedestrian areas of the proposal as well as breaking up and potential monotonous car parking arrangement.



AMOUNT OF USE AND DEVELOPMENT



Amount and Use of Development
The proposed development seeks Planning Approval for the following:

DESIGN
PROPOSALS
5.3

Residential

Total = 24 units
3 bed houses = 16 units
2 bed flat = 2 units
1 bed flat = 6 units

Parking = 20 bays

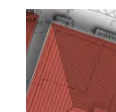
Public Amenity = c.295 sq.m

A full set of plans have been submitted with this Design and Access Statement for reference.

KEY:



Flats

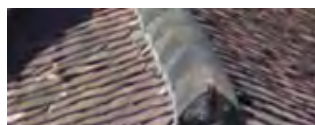


Houses

APPEARANCE AND SCALE

DESIGN
PROPOSALS

5.4



RED ROOF TILES



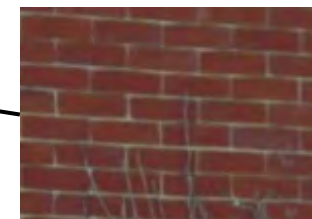
DENTIL COURSE



ARCH DETAIL



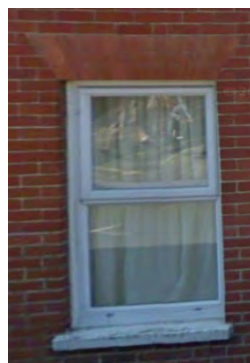
CHIMNEY



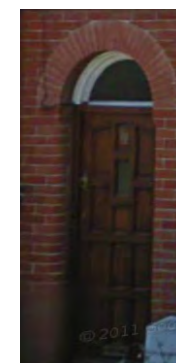
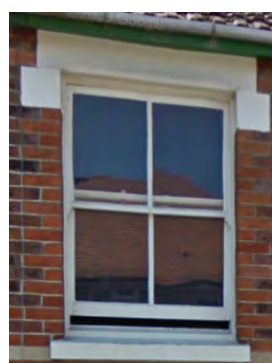
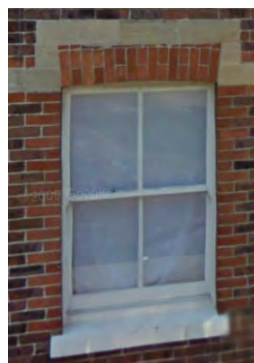
BRICK

Appearance and Scale

Traditional street elevation taking architectural reference from local dwellings.



WINDOWS



FRONT DOOR



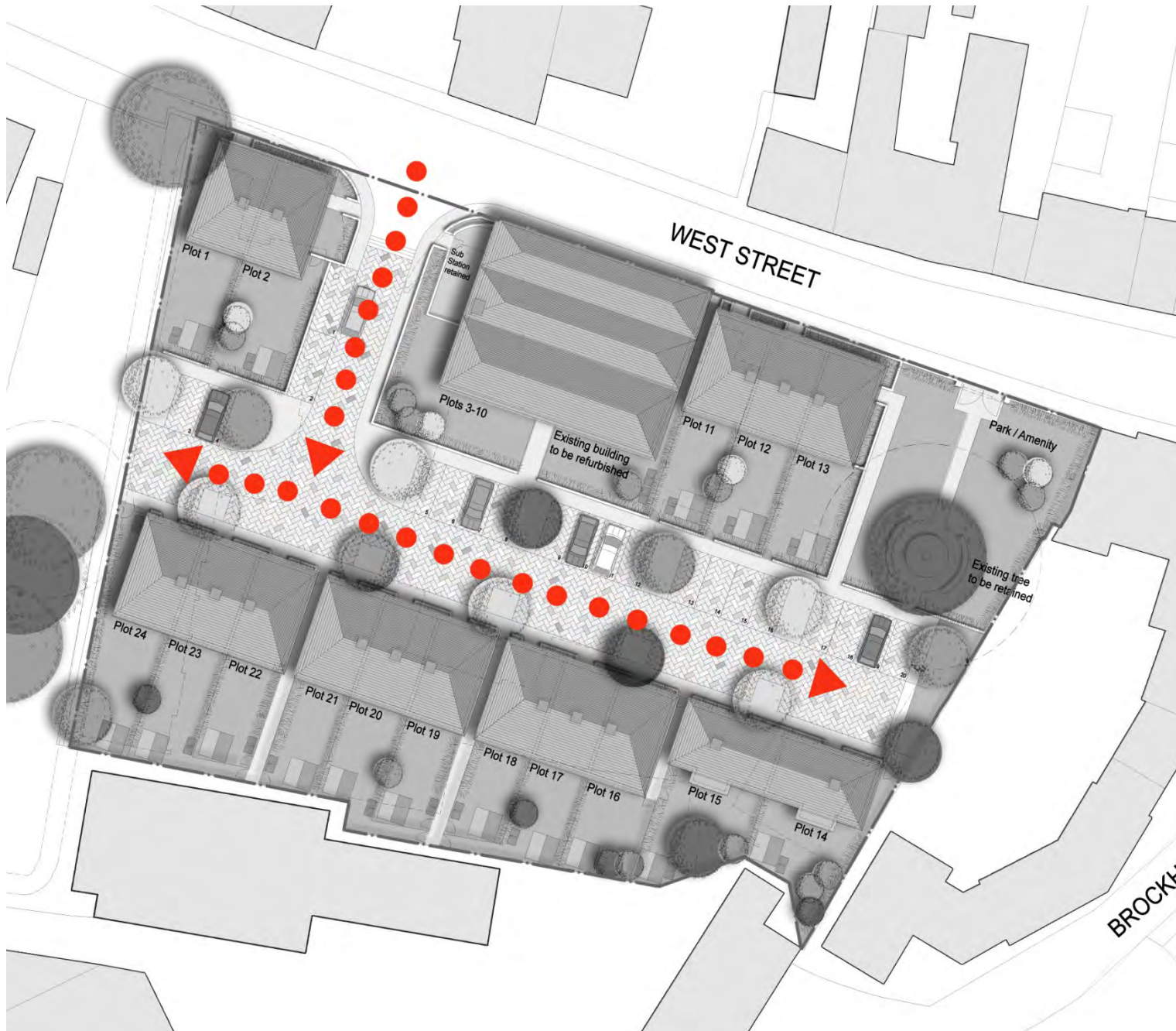
SECTION 6 – ACCESS



VEHICLE ACCESS

ACCESS

6.1



Vehicle Access off of West Street

PARKING

Access

All units will have a dedicated parking space & cycle storage.

All units will have flash thresholds and will be designed to comply with Part M.

ACCESS

6.2



KEY:



Parking



Cycle Storage



Vehicle Access

REFUSE STRATEGY

Refuse strategy

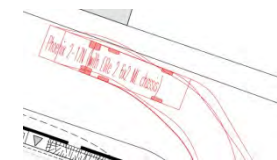
Plan indicates refuse collection and turning head.

ACCESS

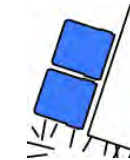
6.3



KEY:



Turning head



Bin Storage

SECTION 7 – CONCLUSION

Conclusion

This Design and Access Statement has explained how the assessment, evaluation and consultation process has helped to shape and influence the design for the proposal at West Street.

The scheme has been developed with a clear understanding of the current urban context and the aspirations of Havant to provide a positive contribution to the surrounding area.

As a stand alone scheme, the proposal provides a connection between the commercial and residential quarters of Havant as well as new, high quality housing on a currently derelict site which will enhance the area and rejuvenate this end of the town.

As such we are pleased to present our proposals which we believe will be welcomed and supported.

