Havant Retail Park





Design and Access Statement
March 2013

Document Control

Project:
Havant Retail Park

Client:
Linden Homes and Ankers and Rawlings Developments

Job Number:
HL11008

Document Checking:

Prepared by:	Lucy Atkins	**Signed: LA**
Checked by:	Paul Thomas	**Signed: PT**
Verified by:	Jeremy Heppell	**Signed: JH**

Issue	Date	Status
Issue 1	7th March 2013	Draft
Issue 2	12th March 2013	Draft
Issue 3	19th March 2013	Final

Contents

1.0 Introduction

2.0 Character of the Site

3.0 Identifying the Design Principles

4.0 The Design Solution

5.0 Conclusion

The Consultancy Team

POPE PRIESTLEY ARCHITECTS

barrell TREE CONSULTANCY

bellamy roberts

AMA

Geo-Environmental

alan saunders associates | acoustics

1.0 Introduction

This Design and Access Statement has been prepared by WYG Planning and Environment to support a full planning application by Linden Limited t/a Linden Homes Southern and Ankers & Rawlings Developments for the residential redevelopment of Havant Retail Park, Portsdown Hill Road, Bedhampton.

The application proposes the demolition of the existing buildings on site and the erection of 86 dwellings together with associated open space, landscaping and car parking.

The site is currently identified within the Council's Draft Local Plan (Allocations) Document under reference H80 for a mixed use development with a residential element comprising 33 dwellings.

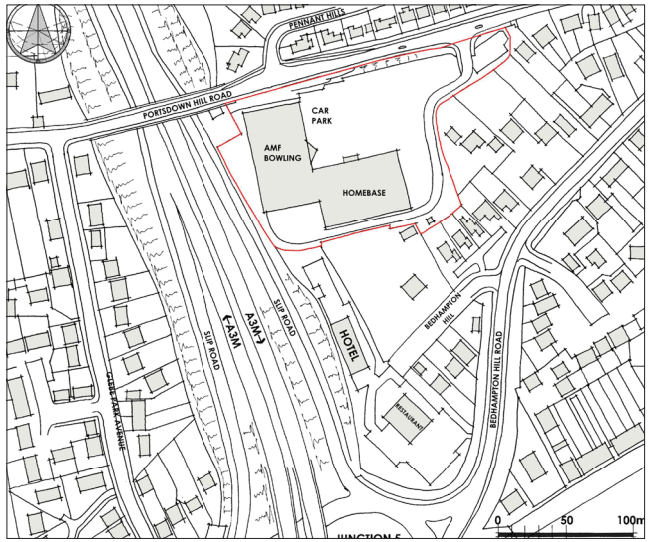
This Design and Access Statement sets out the vision and approach taken with this proposed scheme, which provides a development that fully accords with local and national planning policies and guidelines.

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 policy context, planning history and relevant material considerations are explored in detail in the accompanying Planning Statement

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

- Planning Application Forms, Certificates & Covering Letter
- Proposed Plans
- Topographical Survey
- Affordable Housing Statement (within Planning Statement)
- Air Quality Assessment
- Arboricultural Impact Assessment
- Design and Access Statement
- Extended Phase I Habitat Survey & HBC Biodiversity Checklist
- Flood Risk Assessment
- Foul Sewerage & Surface Water Strategy
- Geo-Technical Assessment
- Landscaping Details & Management Plan
- Noise Impact Assessment
- Planning & Housing Statement
- Marketing Report
- Highways Statement

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).



Location Plan © 100017603

2.0 Character of the Site

The site is located within Havant, the principal settlement of the Borough and lies to the south of Portsdown Hill Road, approximately 1.2 miles to the west the town centre. The A3(M) lies to the west of the site with access to Junction 5.

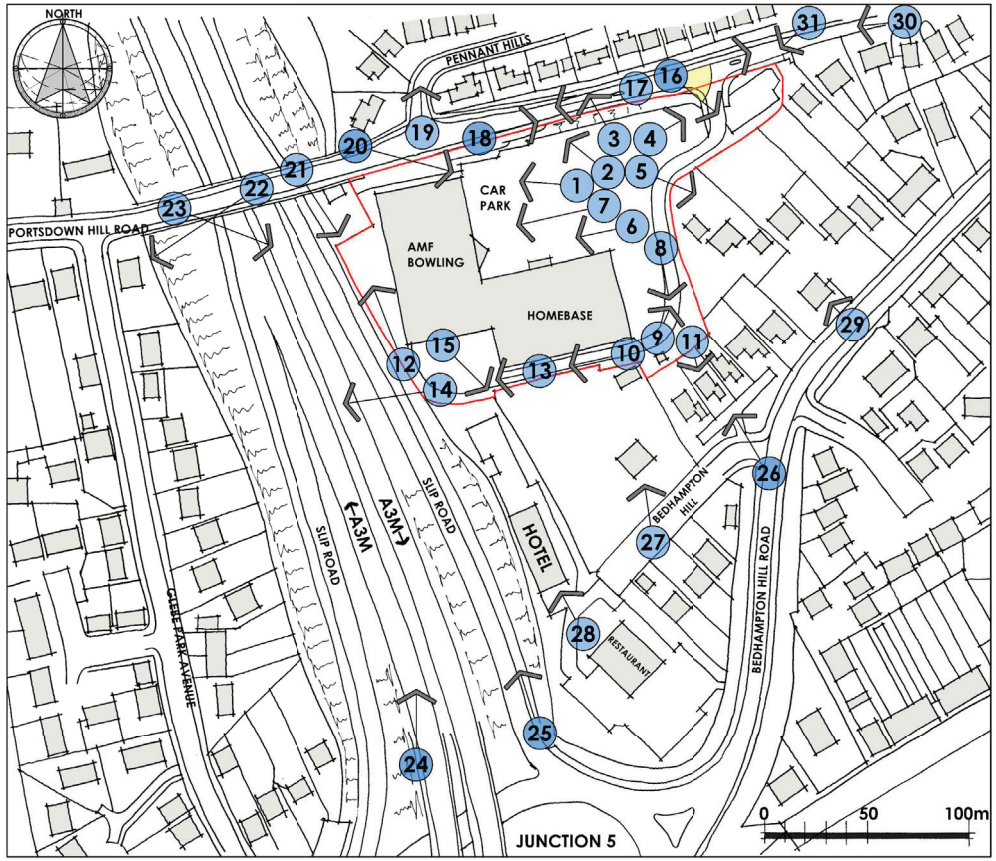
The site comprises previously developed land which extends to approximately 2ha in area. The site currently features two units with associated car parking. Unit 1 (3,232sqm) is occupied by AMF Bowling (sublet by BHS Properties Ltd) and Unit 2 (2,987sqm) is occupied by Homebase.

Unit 1 is considered to comprise a D2 use with the 25 year lease expiring on 28th September 2013. Unit 2 is considered to comprise an A1 use with the 25 year lease expiring on 11th August 2013. Both units benefit from shared car parking provision for approximately 300 vehicles.

The site is set within an embankment with mature vegetation and trees to the western, eastern and southern boundaries. The northern boundary features mature vegetation together with a direct access onto Portsdown Hill Road. Residential properties lie to the north and east of the site.

In terms of surrounding land uses, the area is characterised by residential properties with the exception of the Travelodge and Beefeater Restaurant which lie immediately to the south of the site.

2.0 Character of the Site

















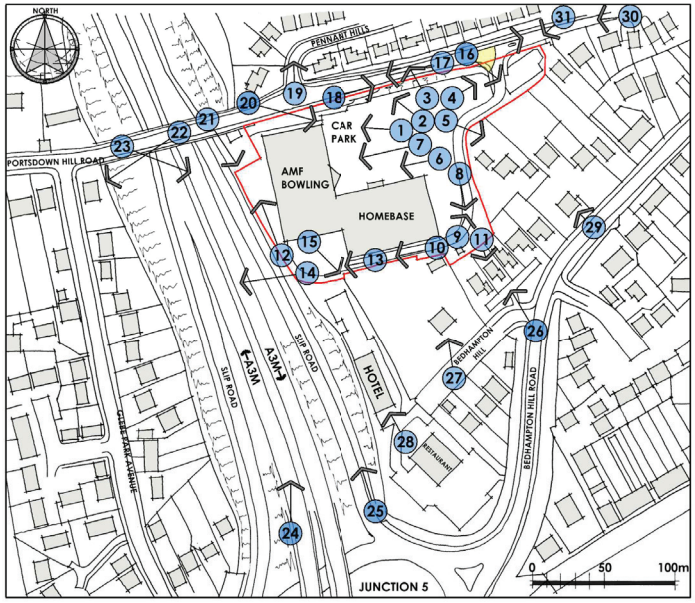






Site and Surroundings

2.0 Character of the Site

























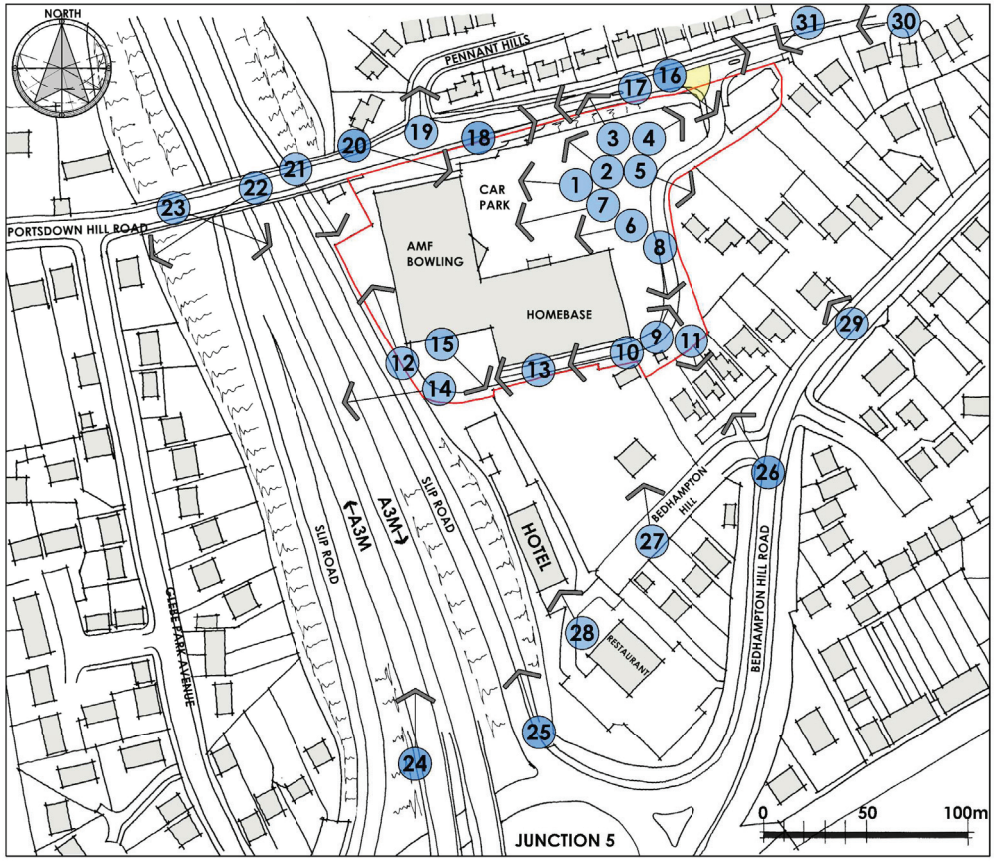






Site and Surroundings

2.0 Character of the Site















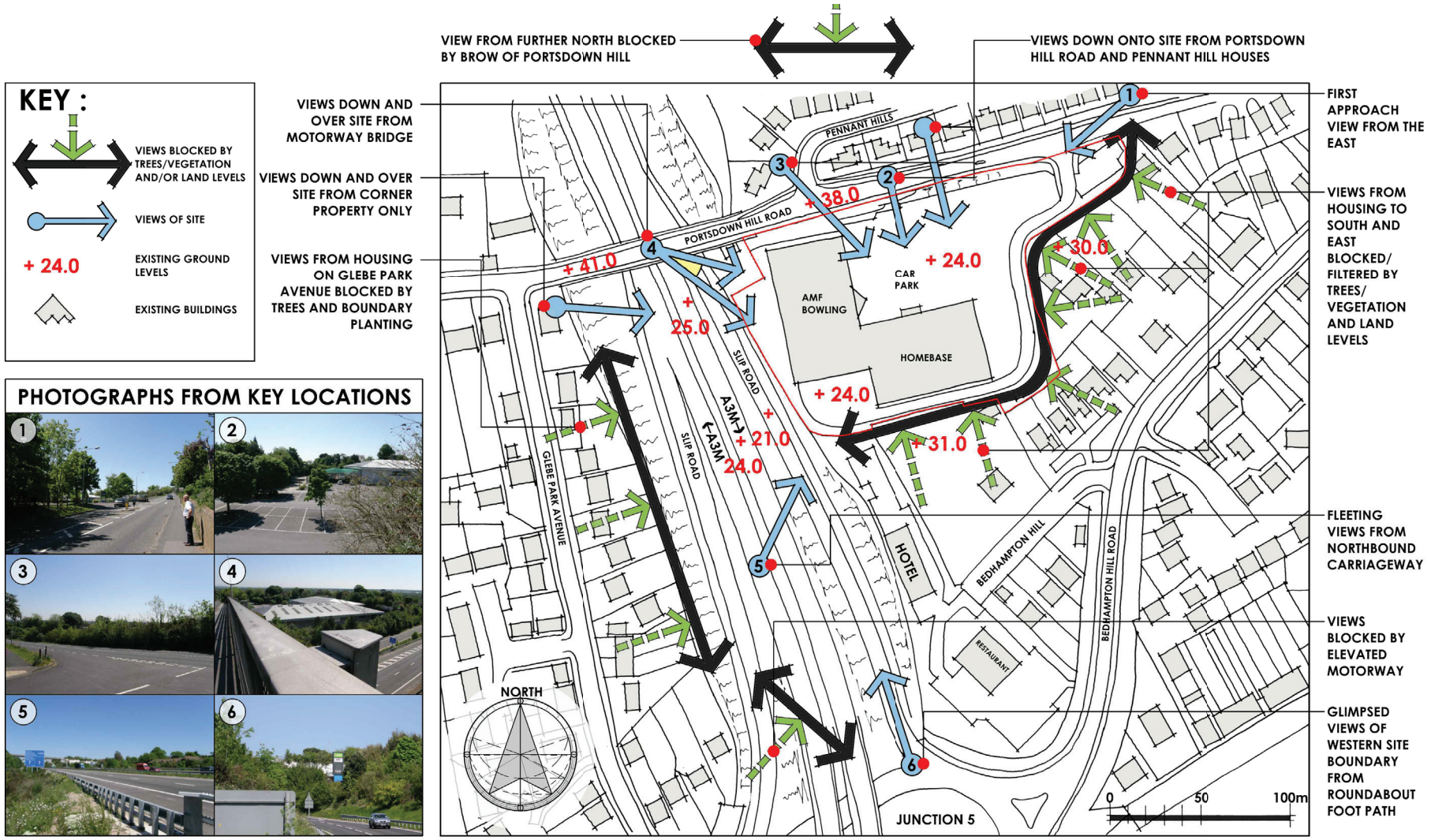






Site and Surroundings

2.0 Character of the Site



Site Visibility

3.0 Identifying the Design Principles

General Site Appriasal

The proposed development is situated on the site of the existing Havant retail park accessed off Portsdown hill.

The usable area of the site is relatively flat and is well screened from the neighbouring properties to the north, south and east with existing well established trees, planting and existing chalk cliff faces to the north and south.

To the western boundary of the site is the A3 motorway and a source of noise into the site, with additional noise created by Portsdown Hill Road to the north.

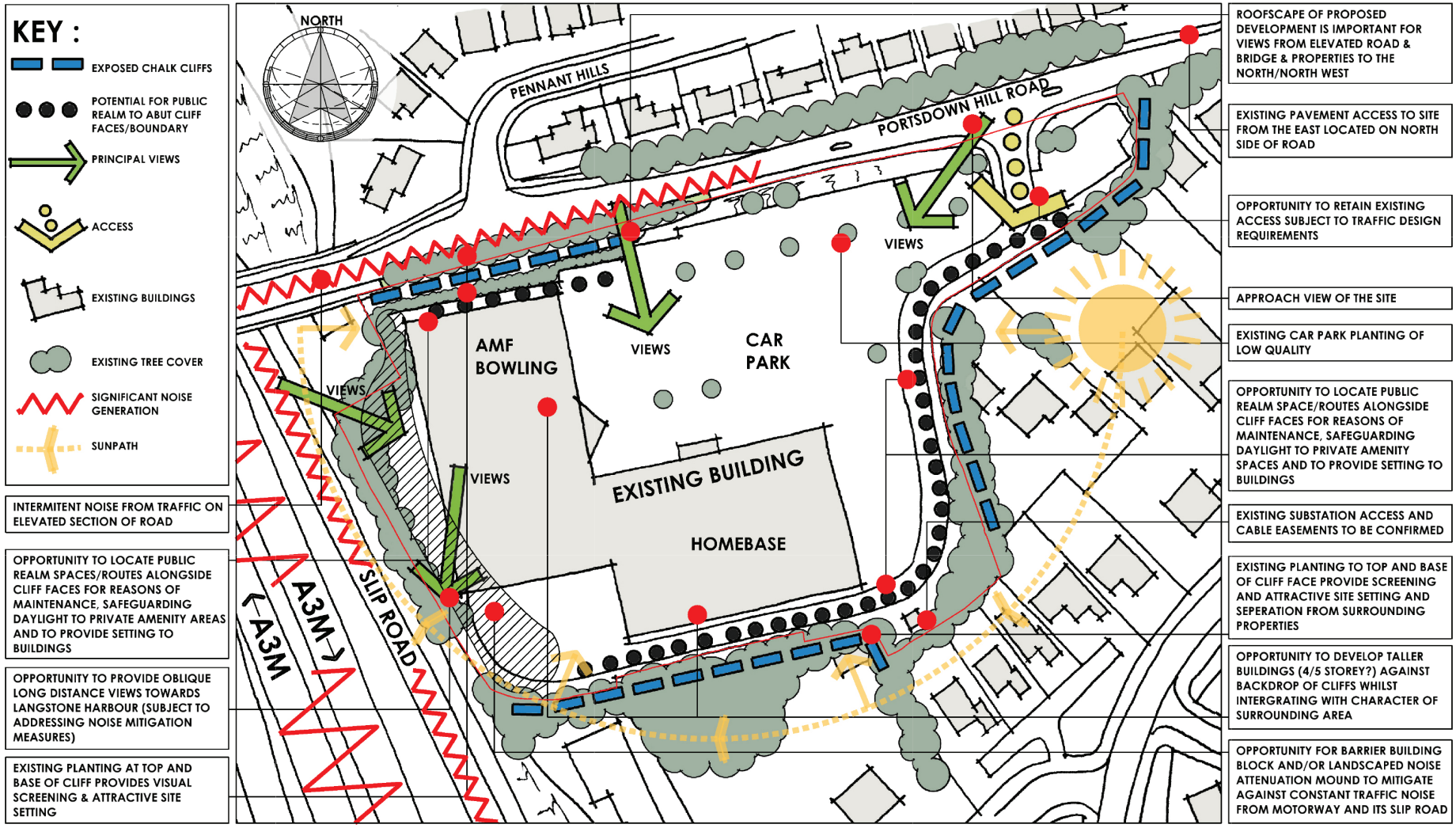
Principle views from the site are limited south western views across the motorway to Farlington Marsh. The main view, with some restriction, into the site from the public is from the Portsdown Hill road bridge down past the site to the front boundary of No7 Portsdown road and the back boundary of 34 Bedhampton hill.

There are also additional views into the site from the elevated rear elevations from 30 to 26 Pennant Hills.

The site is surrounded to the south and east by well established trees and planting creating a sense of privacy to the site from surrounding residential areas. The northern boundary has partial planting to over half its length primarily close to the bridge.

The site is not overshadowed by any existing building but will be slightly shaded along the southern boundary by the cliff edge and existing trees.

3.0 Identifying the Design Principles



Opportunities and Constraints Plan

3.0 Identifying the Design Principles

General Design Principles / Concept

The retained access and existing internal road layout acted as one of the main design influences on the layout of the development. By continuing the road into the site a circular road layout is created with all houses and flats acting as perimeter blocks, forming clear separation of the private realm (gardens) and public realm (active streets frontages and public amenity spaces). The access streets also provide public realm separation between buildings and cliff faces, reducing overshadowing, maintaining appropriate internal environments for the houses and flats.

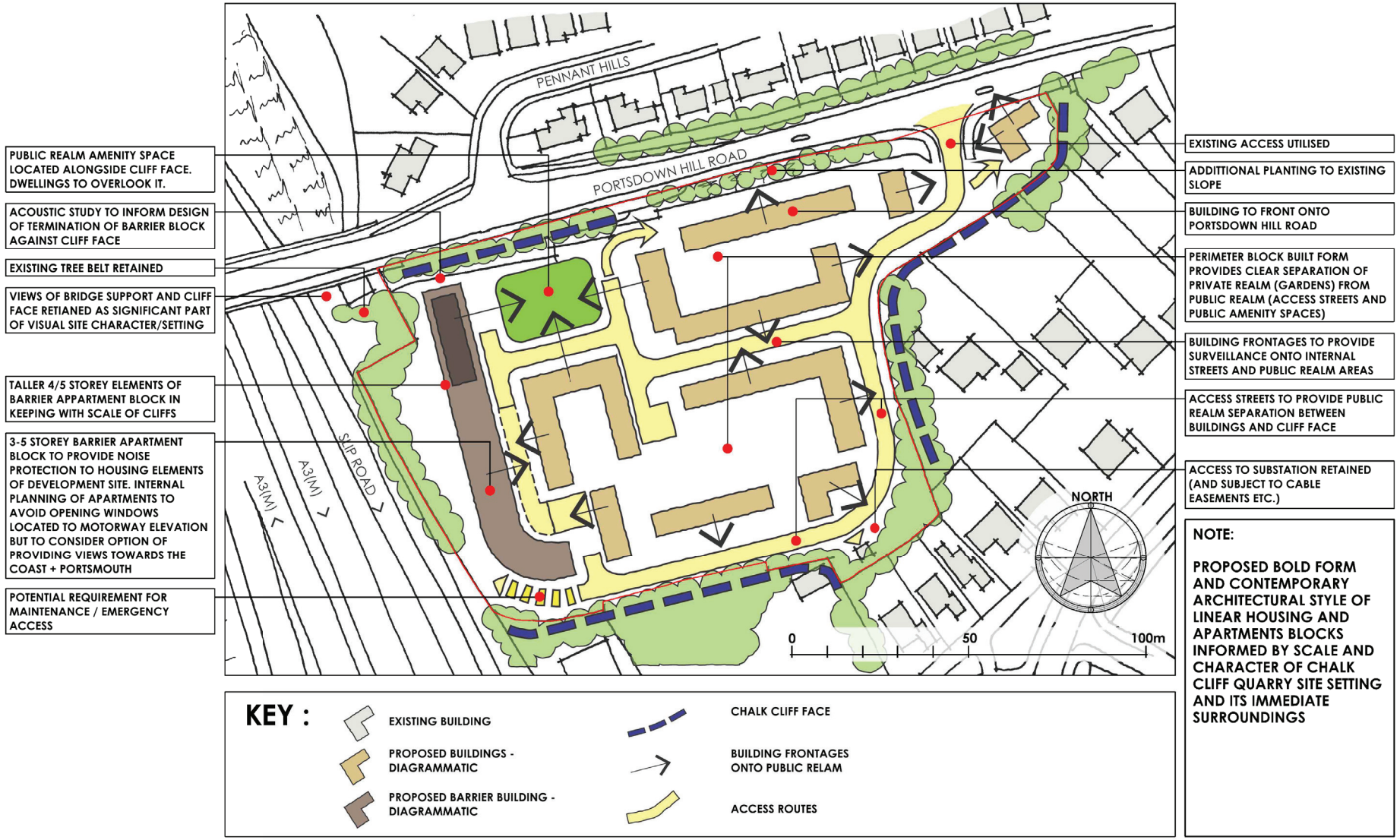
This layout concept allows surveillance onto internal streets and the public realm, as well as creating focal buildings to street corners helping to turn the corner visually and assisting in movement and legibility through the site.

Views into the site from Portsdown Road are strengthened by additional building frontages with pitched roofs and feature gables, creating strong visual links into the site. This is further reinforced and softened by retaining the existing tree belt to the northern site boundary and improving the existing planting with additional landscaping.

Landscaped public amenity is provided in the form of an amenity green to the north of the site and includes an equipped play area and large tree lined grassed area well overlooked by a number of houses and apartments creating a safe environment.

The 3-5 storey apartment buildings are positioned on the western boundary and will provide acoustic protection to the site, and also they clearly define the edge of the site from internal and external views. The storey heights to the north and south being 5-3 storeys are designed to be comparable in height and scale to the adjacent cliffs. The variation in scale and articulation of the buildings assist in the development integrating appropriately with surrounding development.

3.0 Identifying the Design Principles



Concept Site Plan

4.0 The Design Solution

The Proposed Layout - Content

The design site layout PP1169/110-00 P1 provides a total of 86 dwellings in the form of 2/3 storey detached, semi detached and terrace houses, ranging from 3 to 5 bed, and two apartment block of 1 and 2 bed accommodation. All houses have private gardens and are provided with individual single or double garages. Landscaped public amenity is provided in the form of an amenity green to the north of the site and includes an equipped play areas and large tree lined grassed area well overlooked by a number of houses and apartments creating a safe environment. The majority of the apartments have amenity balconies to LA standards, with additional visual amenity created throughout the site, reflected within the proposed landscape design strategy.

Parking is provided in accordance with Havant council standards, with a total of 199 spaces (including garages and visitors spaces). Spaces are located either within the curtilage of each property and designated parking areas for apartments within access courtyard, all on an allocated basis. Cycle parking to Local Authority standards is provided in garages for each house with cycle stores for the apartments contained within secure stores located near the entrance to each apartment block.

Vehicular and pedestrian access into the site is from the modified Havant retail park entrance, and follows a circular route around the development in close proximity to the majority of the houses and flats, to create an active, safe and accessible shared surface road layout.



Proposed Site Layout

4.0 The Design Solution

Proposed Development

The design approach to the development is a direct response to the constraints and opportunities afforded by the unique qualities of this former chalk pit site. It also takes into consideration the character and context of the surrounding area and its topography.

The rectilinear form of the proposed street pattern and terraces of houses and apartments reflect the scale and form of the chalk cliffs that surround the site and provide its setting and predominant character. The terrace of proposed apartments and the tree belt (which is to be extended and enhanced as part of the development) that line the western boundary, screen the site from the motorway.

Views over and across the development from the surrounding residential area to the north will be retained due to the much lower ground levels within the site. Views of the proposed housing from these surroundings will therefore be predominantly of their roofscape, which has been designed to incorporate a pitched roof aesthetic consistent with the surrounding area.

The design of the layout also satisfies the essential criteria of creating a safe environment, with dwellings that provide surveillance over all areas of the public realm. Amenity and active frontages/public realm are located adjacent to the cliff. This would allow access should future maintenance be necessary. Additional planting and public landscaped areas are also proposed to the Portsdown Hill Road frontage.

Building Appearance and Materials

The immediate surrounding detached/semi-detached and terraced housing do not provide a dominant or strong character reference for specific materials or detail, other than the general predominance of traditional pitched roof forms of varying pitch,2/3 storey building height , various traditional materials and generally simple uncluttered forms.

The proposed materials have been carefully considered to reflect and complement the surrounding character in their type, colour and texture, using a predominance of brickwork, with some horizontal board cladding, all in a manner which will result in a development of an attractive cohesive character with some individual identity.

The proposed houses have been designed in 3 and 2/3 storey pitched roof form with grey slate, orange/ brown, and red/brown plain clay tile finish. The location of the roof type at various positions around the site has been carefully selected to enhance focal views and bring contrast to the proposed street scenes.

The main face brick-work is predominantly two types:- buff and red multi stock brick, with highlighted panels of textured, projected brick detail to help identify the entrance to the units, break up the longer brick facades and add textural contrast and architectural interest.





Proposed brick feature detail

4.0 The Design Solution





Proposed brick feature detail

On various units around the site, including the larger focal buildings and book end houses, the introduction of horizontal boarding will also provide contrast and interest within these areas and help to reduce the dominance of brickwork while assisting in movement and legibility through the site.



Key buildings site plan

4.0 The Design Solution

Proposed street scenes

North





East



South



West

4.0 The Design Solution

By locating different sized house units alongside each other, we have sought to ensure a variety and interest in the roof scape. A number of stainless steel flue chimneys are provided to the operational flues/ fireplaces of the larger units and at other key locations to provide further visual interest.

Porches and bay windows provide character identity and interest at street level. Various sized window casements are utilised to provide variety, but generally the palette of materials and components across the site is limited in order to give it a cohesive character, identity and sense of place and integrate with the surrounding area.



Proposed elevations and street scenes

4.0 The Design Solution

Apartments

Plots 50-83

The 3 to 5 storey apartment block to the west has a palette of materials similar to the proposed houses. To articulate appropriately, the elevations reflect the various projected and recessed floor plans using contrasting face brick work and horizontal cladding.

The roof profile is a mix of slate pitched roofs and flat roof. This helps to reduce the scale of the buildings and provide a varied and articulated street scene to the western edge of the internal road layout and reduces the scale of the flat roof blocks.

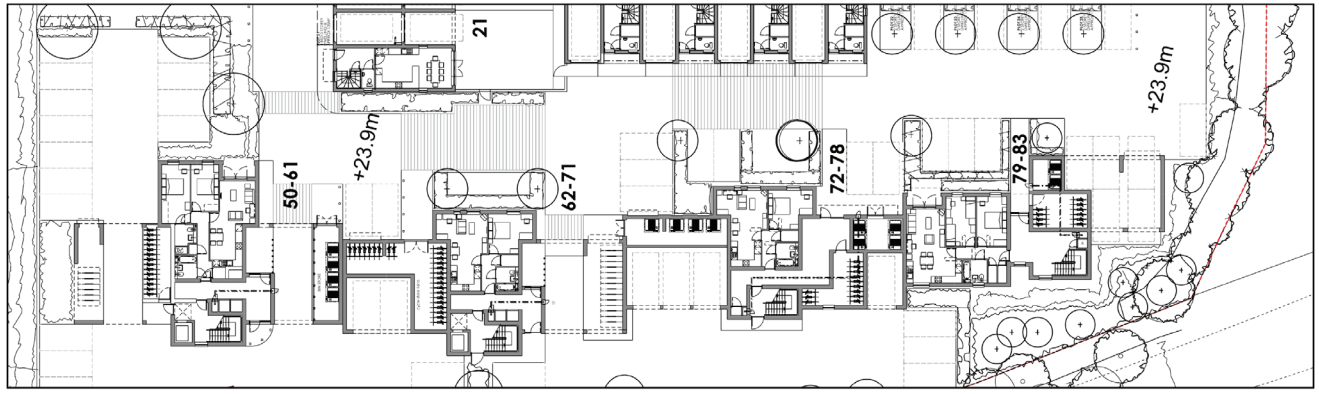
Balconies are provided to the majority of the apartments, and ground floor amenity is introduced on the east elevation to create an active street frontage and maintain surveillance over the public realm.

The fenestration on the west elevation has been minimised appropriately, but at strategic points within the floor plan window openings have been introduced to suitably articulate the elevation seen from the motorway and beyond. The majority of the apartments are dual aspect allowing principal rooms i.e. living room spaces/main bedrooms to be located on the quieter east side, and provide surveillance over the courtyard car parking to the western boundary. This parking is accessed via ground floor penetrations through the building.

Acoustic attenuation surveys and reports are submitted with the planning application and have helped inform the design approach for these proposals.







Proposed perspective images and ground floor site plan extract

4.0 The Design Solution

Plots 84-86

The building to the entrance of the site comprises of 2x1bed and 1x2bed units in a 2 storey form. This area of the site will remain: heavily screened to the south by the cliff edge and existing boundary trees/planting; screened from the north by the existing mature trees and new planting and; screened from the east by the boundary trees and planting. The main view of this block is from the west as you travel along Portsdown Hill Road. Here the gable elevation has been designed as an introduction to the architecture and materials of the main site proposals; to create a gateway to the site, and; to provide a live/active frontage with the inclusion of balconies.

These flats will be provided with their own balcony facing west creating views across the site, as well as an amenity space to the east. Those parts of the internal layout of the flats facing south include the main stairs and kitchens, minimising fenestration and overlooking of neighbouring properties which was a concern raised during pre-application discussions.



Proposed elevation / street scenes

4.0 The Design Solution

Plots 30-36

These units have a linear relationship with the cliff on the southern edge, define the view both east and west and with the proposed tree planting, create an attractive vista and edge to the development, helping to orientate vehicles and pedestrians around the site.

Further comments were raised at pre-application stage regarding the elevational treatment to the rear of units 28-29, 30-36 as these units can be seen from the public realm.







Proposed street elevations / sections for these areas

4.0 The Design Solution

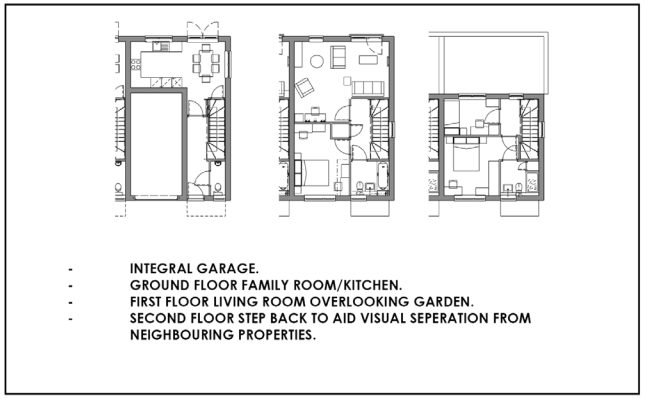
House Plans and Construction

The houses and flats have been designed and constructed to fully comply with current sustainable requirements, and to achieve CfSH 3. The design also complies with the very latest conservation of energy requirements contained within the Building Regulations. The recommendations of 'Secured by Design' are applied where practicable.

Flush thresholds will be provided at all entrances to provide disabled/fully inclusive access to houses and flats, with internal design complying with Part M of the Building Regulations.

Storage areas will be provided within kitchens and rear gardens for recycling and refuse storage as appropriate. Carry distances from each property to the collection vehicle standing area are within Local Authority recommended guidelines.

Where provided, garages are of sufficient size (6m x 3m for single) to accommodate cycle storage (to Secured by Design requirements).



Typical House and Apartment Plans and Key Features.

4.0 The Design Solution

Garden Depths and Back to Back Distances

Further comments were raised at pre-application stage regarding the garden sizes and back to back and back to gable distances.

Attention has been given to the 'Havant Borough Design Guide 2011'

The houses have been articulated and stepped back in plan, both longitudinally and latitudinally (generally to the private garden side) deliberately to maintain appropriate separation and privacy. The two storey steps in the elevation also provide visibility up and beyond the houses, viewed from the neighbouring gardens



Ground Floor Site Plan Two Storey to Two Storey

4.0 The Design Solution



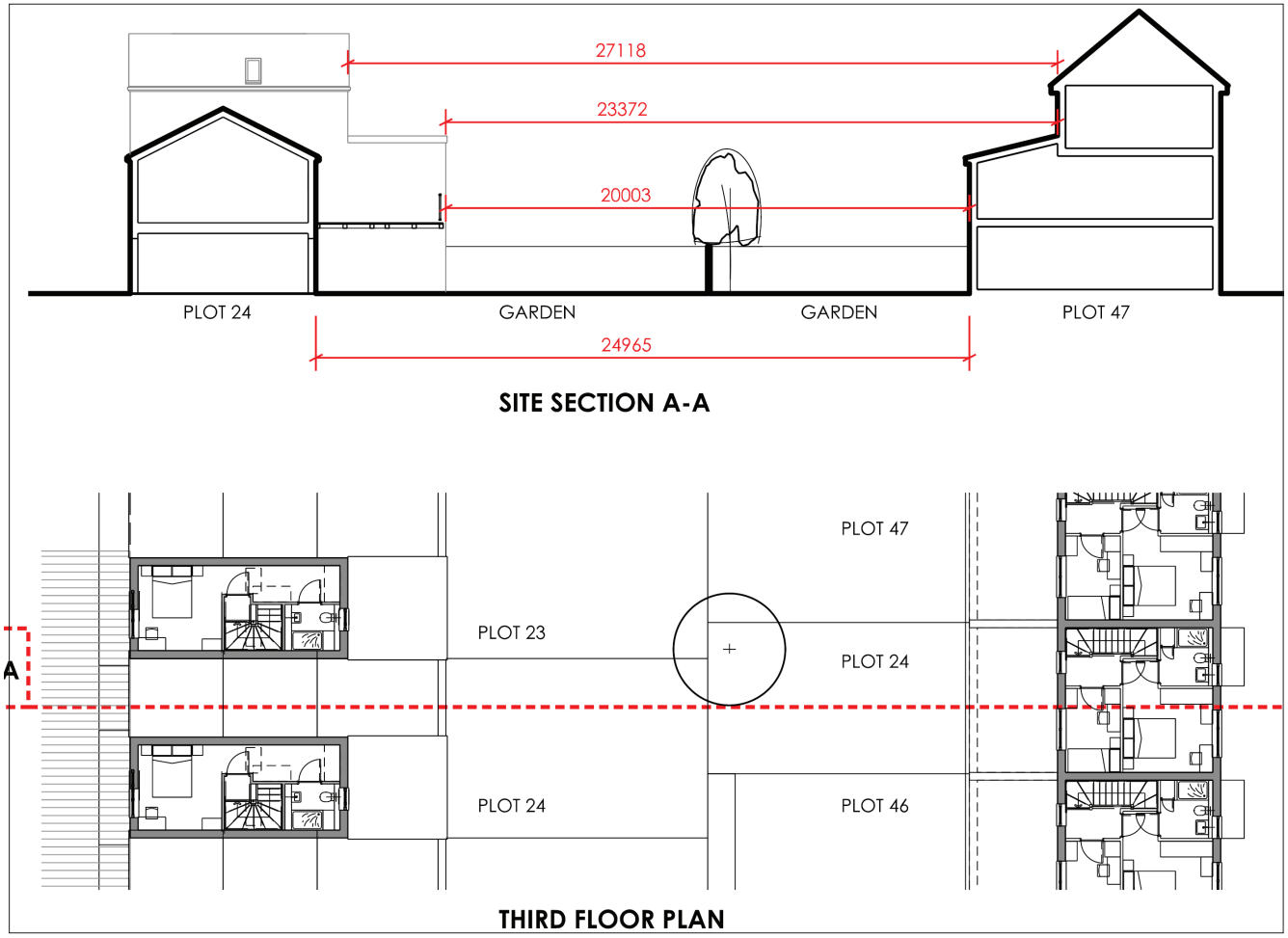
First Floor Site Plan Two Storey to Two Storey

4.0 The Design Solution



Second Floor Site Plan Three Storey to Three Storey

4.0 The Design Solution



Typical seperation distances between 2/3 Storey Houses - Plots 24-47

4.0 The Design Solution

Hard and Soft Landscape Design

The design intention is that the built form visually dominates over highway access. A variety of streets, mews and courts are created to add visual interest and aid legibility.

All external surfacing/enclosures and hard landscape materials are shown on the landscape strategy and will include:-

- Macadam and pavior/concrete setts to road, shared surface, courtyard and footpath areas as indicated on the site layout plan, with flush kerbs to access locations as appropriate.

- Garden boundaries against main public areas have 1.8m high face brick walls or close boarded fence as indicated on the site layout drawing.

A detailed soft landscaping plan has been prepared, highlighting the planting proposed within the public realm.



4.0 The Design Solution

Access and Movement

There is a single vehicular access located at the existing entrance to the site and leads to a circular road around the south and west boundary before turning back into the site, past the public amenity, and linking up with the entrance road between plots 11 and 41. Access to the northern mews, plots 4 to 10 is via a secondary road with room to turn service / refuse / emergency vehicles.

Roads/shared surfaces/courtyards have been designed to enable access and turning of refuse vehicles and emergency service vehicles at critical locations within the site. This is demonstrated on the submission drawings.

Car parking spaces of minimum 2.4m x 4.8m have been provided generally, with a space 2.0m x 6.0m where parked parallel to the road kerb.

All aisle widths between cars are a minimum 6m apart and shown on the site plan/ground floor planning drawings.

Pedestrian access is provided to all areas of the site in the form of defined pathways or shared surfaces with appropriate traffic calming to create a home zone feel to the development.

Existing natural gradients across the site enable approaches to dwelling to remain at less than 1 in 20 maximum.

Access to the main car park court to the western boundary is provided by breaks through the apartment block 50-83, again with appropriate traffic calming near the entrances to the apartment cores.

The dwellings have been sited to overlook and provide natural surveillance of the footpaths.

Access and turning of service / refuse / emergency vehicles has been catered for within the site layout and provided by supplementary information by the Highways consultants

Car Parking

Car parking ratios have been designed in accordance with the Hampshire parking standards and strategy document.

Houses:-

3 bed units	-	2 spaces, allocated
4+ units	-	3 spaces, allocated

Apartments:-

1 bed units	-	1 space, allocated
2 bed units	-	2 spaces, allocated

Parking is provided as a mixture of on plot and on street parking within designated parking courtyards, with a number or visitor spaces positioned around the development – see site plan/ground floor plan drawings.

Cycle Parking

Cycle parking ratios have been designed in accordance with the Hampshire parking standards and strategy document.

Houses:-

3 bed units	-	2 spaces long stay, 1 space short stay
4+ units	-	2 spaces long stay, 1 space short stay

Cycle storage within the garages and garden sheds where appropriate.

Apartments:-

1 bed units	-	1 space long stay, 1 space short stay
2 bed units	-	2 spaces long stay, 1 space short stay

Apartments share dedicated, secure and covered bike stores, with short stay loops deliberately away from the public realm so as not to dominate and to allow more room for landscaping.

4.0 The Design Solution

Refuse for Houses

All 3 bed 5 person houses with no access from the garage to the garden have rear access to the garden in order to wheel the bins to appropriate areas for kerbside collection. See site plan/ground floor plan

All other houses have access to the garden from the garage.

All bins for houses are contained within hard standings in the gardens or garages.

Generally, within the streets and lanes across the proposed development the bins are to be placed for collection in such a way as to avoid obstruction within the shared surface. In most cases bins will be placed as close to the dwelling's boundary to the public highway i.e. against wall, fence, and hedge but not in a way as to obstruct the shared surface pedestrian and vehicle movements.

Refuse for Apartments

The refuse storage has been designed in accordance with Havant borough council waste management guidance:

2No. 1100L Eurobins to be provided for every 8No. 1 Bedroom flats (1 No. Refuse, 1No. Recycle).

2No. 1100L Eurobins to be provided for every 6No. 2 Bedroom flats (1 No. Refuse, 1No. Recycle).

5.0 Conclusion

Havant Retail Park covers approximately 2 hectares and is currently occupied by Homebase and AMF Bowling, both which trade poorly. The reasons for the poor performance are considered to be threefold:

- Although located close the A3(M), the site does not have direct access from the motorway and does not benefit from passing trade
- The park is too small to generate a critical mass of customers
- Other retail parks, such as Solent Retail Park and Central Retail park, have taken trade away

The site is previously developed land within the urban area, wherein the principle of residential development is acceptable.

The site is allocated within the Council's emerging Local Plan (Allocations) for a mixed use residential development comprising 33 dwellings.

Whilst the loss of AMF Bowling and Homebase is regrettable, both operators would cease operating from the site in August/September, irrespective of this planning application submission.

The pre-application process that Linden Homes have embarked on has been lengthly and detailed. The comments and concerns of the local community have been notes and the scheme has evolved in response to many of those comments.

The extent of the work undertaken to ensure that the proposals do not adversely affect important issues such as amenity, ecology or important landscape areas or views, or unacceptably impact upon existing infrastructure such as highways, drainage, or social infrastructure, is evident from the range of associated supporting reports and the detailed assessments within them. In addition, the proposal delivers a high quality residential development which will not have an adverse impact upon future occupiers in terms of noise and air quality.

This application represents the outcome of this detailed technical work and it is considered that, if approved, it will deliver a well designed and carefully considered proposal that will deliver much needed new housing, open space and a significant contribution towards improvements at Bidbury Mead.