REFUSE

DESIGN & ACCESS STATEMENT

Proposed new dwellings to land
At 2a New Road, Bedhampton.

November 2010

DESIGN & ACCESS STATEMENT



THE SITE BACKGROUND & CURRENT USE.

The site is located on land immediately to the East of Bedhampton Train Station, as shown in red on the aerial photo above and covers an area of approx. 0.03 Hectares.

The site is triangular shaped and flat tapering to the West and lies between the main railway and New Road. The area surrounding the site displays a mix development type but is predominately residential. The height & character of many of the buildings in the locality is two storeys.

It is currently overgrown and undeveloped and reached via an existing tarmac access road from New Road. The surrounding area has a high mix of residential units and the location of the site being predominately residential leads to the only solution of the proposal of new dwellings.

The proposal is a follow up to a previous submission Ref:08/60233/010 in 2008 for the construction of 4 x one bedroom flats. The application was refused for reasons of bulk and design, together with insufficient turning facilities and noise problems due to the exposure of the railway and New Road.



SITE PHOTOGRAPH SHOWN IN CONTEXT WITH ITS ENVIRONS

THE LAYOUT, CONCEPT & AMOUNT

The proposal is for 3 no. dwellings to be one 2 bed house (77m sq.) and two no. 1 bed flats (50.5m sq.).

The concept of the development is to provide a residential scheme, whilst taking into account the characteristics of a predominately housing environment, especially adjacent and opposite the site. It was thought that with most of the houses in the area being terraced & semi-detached units that the solution would be more feasible than a detached dwelling. The design will then integrate with the adjacent dwellings in both massing and aesthetics and maintain the predominant character of this part of Havant.

The shape and location of the application site have introduced constraints which have determined the outline of the building and position of the parking with room for vehicles to leave the site in a forward gear.

The scheme responds to the previous refusal and on 18th August 2010 was presented for pre-application comment but none has been received and the applicant has had to proceed with the application.

SCALE

The proposal is to be 2 storey in height which complements the adjoining properties as illustrated below. The proposed unit is very economical in terms of its massing and sits comfortably within the site boundaries.



FRONT (NEW ROAD) ELEVATION

THE SOLUTION & APPEARANCE

The scheme provides 3 new dwellings in a similar mass, aesthetics and positioning as the surroundings of the existing dwellings. There will be landscaped gardens to both the front and rear as indicated on HRP architects drawing number 8195-01, this will help to enhance the proposal aesthetically from arrival and provide amenity space to the back of the development.

The proposed scheme is elevated to complement the surrounding street scene but more importantly to provide a solution that's not only similar to that in the surrounding area but one which will further enhance this site and adjacent dwellings. The entrance to the site is clearly defined as are the individual entrances to each of the properties and also in keeping with a traditional domestic scheme.

The proposed dwarf wall and railings to the front of the site provide an adequate 'buffer' to the pavement and traffic on New Road which will be hedge planted within the site.

MATERIALS & LANDSCAPING

The proposal will be carried out in a mix of high quality brickwork, interspersed with the use of a red brickwork soldier course band and cill detail, with the introduction of quoin detailing and eaves projecting brick course to complement this predominant material in the local vicinity.

The proposed landscaping concentrates on the 'buffer' zone to the front of the dwellings and a bin collection area is provided in the most feasible place.
The roof tiles proposed will also match those in the locality and details of these materials will be provided as requested.

ACCESS

Being close to the town centre, the site is well served by public transport, with both bus and train stations within a short walk. Havant town centre with all its amenities is also within easy walking distance. Access to the site will be

designed to suit the needs of disabled persons, and the flat nature of the surrounding topography should encourage the use of cycles & walking.

CONCLUSION

Together with a Railway and New Road noise assessment which has been undertaken confirms that the site is developable for residential purposes and therefore provides a real opportunity to secure some much needed housing on this untidy urban site. The proposals respond to the recommendations of Sound Advice Acoustics Ltd and illustrate boundary amendments for acoustic protection of the development.

The development will provide a more pleasant environment with its landscaping and a more secure place to live with the removal of the largely overgrown element that currently exists. The proposal sits comfortably on the site and through negotiations with third parties the design has evolved to enable the residential use of the site with minimal, if any, impact on local residents.

The scale and form of the dwellings respect and maintain the immediate neighbouring properties and new energy efficient insulation, fittings and specification will help promote energy conservation and further protect the environment. We trust therefore that the Local Authority will look favorably on the submitted proposals.