

Land West of Langstone Road, Havant

DESIGN & ACCESS STATEMENT

Persimmon Homes Ltd
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01 Introduction

This Design and Access Statement (DAS) has been prepared by Persimmon Homes Ltd in support of an application for Outline Planning Permission (all matters reserved except for access) at Land West of Havant Road, Langstone.

Paragraph 029 (Reference ID: 14-029-20140306 of the National Planning Policy Guidance (NPPG) identifies a DAS as a '*...concise report accompanying certain applicants for planning permission. They provide a framework for applications to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. Design and Access Statements can aid decision making by enabling authorities and third parties to better understand the analysis that has underpinned the design of the development proposal.*'

THE PURPOSE OF THIS DOCUMENT

The DAS forms one part of suite of documents submitted in support of the proposals and should be read in conjunction with the accompanying documents.

The NPPG provides further guidance on what a DAS should constitute.

In Paragraph 31 of the NPPG (Reference ID: 14-031-20140306, it is identified that a Design and Access Statement should:

- Explain the design principles and concepts that have been applied to the proposed development;
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development has taken the context into account;
- Explain the approach to access; and
- Explain how relevant policies have been taken into account.

Although the application is in outline, with many design parameters being reserved, it is essential that the overall design approach is set out at this stage in order that a full assessment of the merits of the scheme can be undertaken.

The planning application demonstrates that the site is environmentally, spatially and visually appropriate as well as deliverable whilst contributing to the housing requirements of the Borough and the delivery of much needed Affordable Housing.

DOCUMENT STRUCTURE

Part 01- Introduction

A summary of the purpose of the DAS, the development proposal and the document structure.

Part 02- The Site

Provides information on the geographical location of the site within the regional and local context together with an analysis of the site and surrounding context including an understanding of the constraints and opportunities.

Part 04- Design Approach

Provides a demonstration of design evolution from initial concept to final submission including analysis of amount, layout, scale, open space, access and movement.

Part 05- Conclusion

Provides an overview of the merits of the development.

01 Introduction

Planning application summary

The proposal is for residential development, in outline (all matters reserved except for access) comprising 65no. dwellings with access from The Mallards.

Whilst indicative the proposal is provided in support of the Outline Planning Application and demonstrates how a scheme of up to 65 dwellings could be accommodated on the site – details relating to layout, appearance, scale and landscaping will be determined at the reserved matters stage following an approval of the outline permission.

The proposal comprises:

- Site area: 2.91 hectares (7.19 acres)
- Housing: up to 65 new dwellings (22 dph based on gross site area)
- Informal public open space: 1.2 hectares (3 acres)
- A new vehicle highway access from the Mallards
- Landscaping, SUDS and other associated infrastructure

In addition, the proposal will provide affordable homes for local people and meets Havant Borough Council's Affordable Housing Policy with 30% of the overall dwellings being Affordable.

The application also includes a Planning Statement that considers the planning policy context relevant to the proposed development and reviews the planning balance of considerations pertinent to the current scheme.

Technical assessments

Technical assessments have also been undertaken to enable Persimmon to consider the physical, environmental and technical suitability when drawing the detailed layout design and this has been prepared in collaboration with the following:

- Transport Assessment- MODE
- Archaeological Desk Based Assessment- RPS
- Built Heritage Statement – RPS
- Landscape and Visual Appraisal- RPS
- Flood Risk Assessment – MJA Consulting
- Shadow Habitats Regulation Assessment- Ecosa
- Biodiversity Mitigation and Enhancement Plan- Ecosa

The conclusions presented within the reports demonstrate that the site contains no technical or environmental constraints that preclude the development of the site. Although the application is in outline, with important matters to be dealt with as part of future applications, the reports have helped inform the proposed scheme support the position that the application site is a suitable candidate for residential development in the layout and form illustrated.

01 Introduction

Emerging Local Plan

In February 2021, a draft Havant Borough Local Plan was submitted for examination. This draft does not include the application site as an allocated site. Persimmon Homes has submitted detailed representations to the Plan which focused on a number of policy specific issues as well as overall housing numbers. The most recent representations to the Plan have set out in detail why the Company feels the Council should reconsider the site for allocation, noting specifically that the site provides a sustainable opportunity to help the Council work towards meeting its housing numbers. Further discussion on this omission is reserved for the accompanying Planning Statement

The Development Plan

- The Local Plan (Core Strategy)
- The Local Plan (Allocations)
- Hampshire Minerals and Waste Plan

The key local policies and guidance considered relevant to the determination of this application are:

The Local Plan (Core Strategy)

- CS9 - Housing
- CS16 - High Quality Design
- CS15 - Flood and Erosion Risk
- CS17 - Concentration and Distribution of Development within the Urban Areas
- CS21 - Developer Requirements
- DM6 - Coordination of Development
- DM8 - Conservation, Protection and Enhancement of Existing Natural Features
- DM10- Pollution
- DM13- Car and Cycle Parking on Residential Development

The Local Plan (Allocations)

- AL2 - Urban Area Boundaries and Undeveloped Gaps between Settlements
- AL1 - Presumption in Favour of Sustainable Development
- AL2 - Urban Area Boundaries and Undeveloped Gaps between Settlements
- DM23- Sites for Brent Geese and Waders
- DM24- Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development

Guidance

- Havant Borough Council Housing SPD (July 2011)
- Havant Borough Council Parking SPD (July 2016)
- Havant Borough Council Design Guide SPD (Nov 2011)
- Hampshire Minerals & Waste Plan
- Residential Car and Cycle Parking Standards Supplementary Planning Document



02 The Site



Aerial view of site (Google Maps)

02 The Site

The application site is located to the south of the A27, west of the A3023 (Langstone Road) and north of the unclassified Mill Lane, within the administrative boundary of Havant Borough Council.

Havant

Havant is located in the south-eastern corner of Hampshire, close to the county boundary with West Sussex, midway between Portsmouth and Chichester and is bisected by the A27.

The main town and its suburbs lie north of the A27. To the south of the A27 is Langstone, a former village that is now an extension to the Havant urban area. Langstone itself is bisected east/west by the A3023 (Langstone Road) which provides the only vehicular access Hayling Island via a two lane bridge.

The broad character of Havant as a district can be described as suburban with the buildings being Victorian and early twentieth century with many inter and post-war developments significantly expanding the size of the conurbation.

Langstone Village

The Langstone area can be described as having two distinct areas of character; the northern area which comprises post war residential areas together with a mix of modern industrial and commercial units and the southern area, which is the location of the historic core of the village and is residential in character.



The application site (OS Historic Mapping)



The application site (ESRI World Imagery)

The historic village of Langstone, from which the area takes its name, is located in the south eastern corner the area and was centred around a fishing community that spread from the slipway to the east to a mill at the extreme western side at Southmoor. The main village, fronting onto Langstone High Street, was cut off from the western area, focussed around Mill Lane, by the road and rail routes to Hayling Island.

The housing in the southern area varies with 18th Century properties along Langstone High Street to recent properties constructed along Mill Lane and The Mallards. A detailed analysis of the relevant built form has been reserved for the following chapters and supporting documentation.

02 The Site



Photographic survey of area

02 The Site

Factors shaping development

The submitted application papers have been shaped in mind of a number of factors and points of principle that need to be addressed for the site to come forward for residential uses.

The following factors have had particular relevance in shaping the proposal:

- Proximity to local community facilities;
- Transport issues;
- Impact upon nearby Conservation Areas;
- Landscape and visual issues.
- Drainage;
- Ecology.

Local community facilities

The site is well located and provides an opportunity for new housing to be built. It is located within close proximity to Havant Town Centre, which provides a broad range of facilities including; a mainline Railway Station, a number of schools, pubs, post office and a high street and out of centre Retail Units, with a variety of shops.

Bus stops to and from Havant, and Hayling Island, together with links to higher order services are located along Langstone Road (A3023).

Transport & Access

A transport assessment prepared by MODE accompanies this outline planning application. The assessment examines the impacts of the proposed development on the highway network and concludes that the proposal is acceptable in transport terms and accords with relevant national and local policy criteria.

The assessment work undertaken has indicated that there would be no demonstrable harm arising from the proposed development and it will not cause any severe impacts. The submission also include a Travel Plan that forms a long-term strategy for minimising single occupancy private car travel for residents traveling to and from the site.

Built Heritage & Landscape

The Built Heritage Statement and Landscape & Visual Appraisal, prepared by RPS, conclude that the proposed development would not result in significant harm to the views and visual amenity and, in addition, would cause no harm to the significance of the Mill Lane or Langstone Conservation Areas by virtue of the location of the development on the site and the screening and separation distances involved.

Drainage

The submitted Flood Risk Assessment, among other things, demonstrates that the proposed development, together with the required SuDS attenuation to manage the 1 in 100 year rainfall event (1% chance of occurring each year) plus an extra allowance of 40% for the potential predicted increase in peak rainfall up to 2115, can be accommodated on the site without encroaching into the adjacent area of flood risk.

Ecology

The application is supported by a set of reports that conclude that *"...following the incorporation of appropriate mitigation, including an appropriate nutrient neutrality strategy, financial contributions to the Solent Bird Aware strategy and implementation of appropriate construction methods it has been concluded that there would be no adverse impact on site integrity either alone or in-combination with other plans or projects on Solent and Dorset Coast SPA, Solent Maritime SAC and Solent and Isle of Wight Lagoons SAC."*

02 The Site

Constraints & Opportunities

As part of the process to appraise the likely impacts identified above, the image across shows a detailed constraints & opportunities analysis of the site.

Of particular note here is that the 'red line', that denotes the extent of the application site, covers the entire field and the possibility of a number of different vehicular access points.

The detailed Flood Risk work undertaken demonstrated that the application site needed to be reduced in size and prevented the site from being accessed from Langstone Road.

The current proposal is now entirely out of the area of flood risk and only one access point is proposed, from The Mallards.

The analysis also highlights the broad urban design parameters that should inform any layout- the need for the development to be set in from the boundaries, particularly from the eastern frontage with Langstone, Road, and the development to be outward facing.

Local Character

Built development in the locality is predominantly residential. In general terms, the overriding character comprises relatively modern two storey housing and bungalows, with traditional detailing. There are examples of two and a half storey dwellings nearby and properties that have loft conversions and dormer windows.

The dwellings tend to be simple in form, under pitched and hipped roofs. All the dwellings in the vicinity have a simple and small palette of materials. Brick is the predominant external material. There are, however, some dwellings with render, tile hanging and flint features.

The majority of properties in the locality have windows and fascias of white UPVC, commensurate to, and in keeping with, their design and age.

There is a mix of car parking solutions, with side and frontage parking both present.



Constraints and Opportunities



Traditional detailing on Langstone Road



Frontage parking along The Mallards

03 Design Approach

Background

Indicative plans for the proposed housing development has been prepared for the site and are included within this planning application submission and discussed in the following sections. The plans provide a spatial representation of the new development – a physical illustration of how the streets, open spaces, land uses and transport routes could be arranged in order to ensure that the development concept in this statement can be delivered in the right way.

The design and development strategy seeks to achieve a distinctive and high quality scheme that respects the character of Langstone, and the surrounding townscape, providing generous areas of open space that incorporate landscape and ecological features.

The design of the proposed development should seek to build upon the site's inherent characteristics, establishing links with important amenities within Havant and other amenities within the local area.

The site's location to the south of the A27, on Langstone Road, means that most local facilities, including bus services into Havant mainline Railway Station are within a few minutes walk.

The site represents a good location for new housing provides an excellent foundation for creating a sustainable development and an attractive and locally distinctive sense of place.

03 Design Approach

Site Access

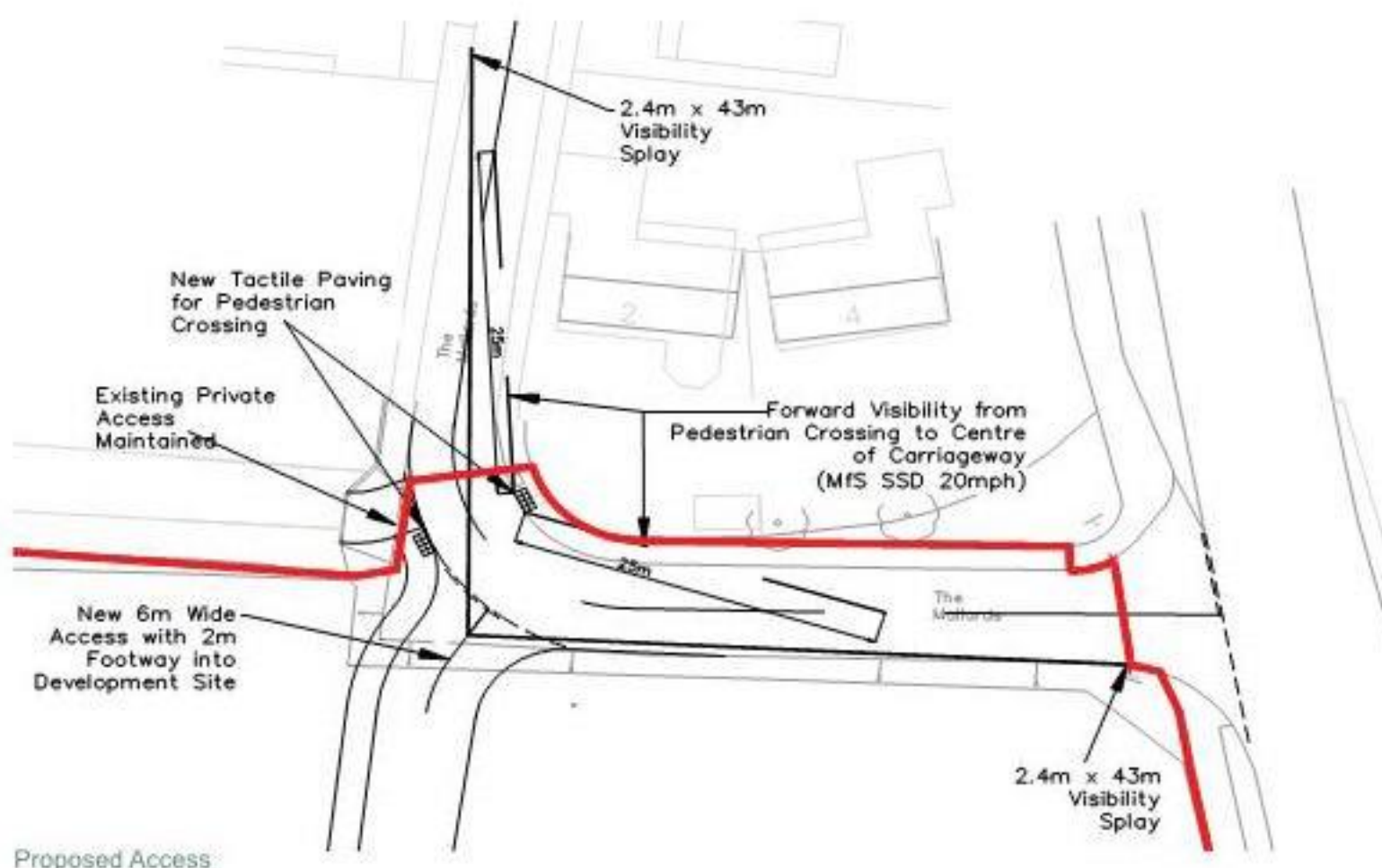
The only element of the development that is to be considered 'in full' is the site access. The detailed design of the junction is shown below.

The proposal will involve the creation of a new access point on the western side of the northern boundary at the point that The Mallards turns north. The existing access point to Southmere Farmhouse and the newly constructed dwellings will remain as is.

The new access point will provide new pedestrian crossing points and will retain adequate visibility for all users. Any works within the Public Highway will be carried out under a 278 agreement with the Local Highway Authority.

The visual impact of the new access point will be minimal due to it's small site and discreet location. Any alterations to the remainder of the northern boundary of the site will be covered by subsequent Reserved Matters applications.

No other access points from either The Mallards or Langstone Road are proposed.



03 Design Approach

Block Diagram

The Block Diagram opposite shows the broad principles that could apply to the development of the site in terms of layout.

The dark lines show the principle elevations of the buildings, which will face outwards, creating active frontage to the east, south and north.

Buildings will also face on to the Primary Street which will take access from The Mallards. The Secondary Streets and Private Drives are also shown and they, together with the form of the proposed buildings, will define the character of the road hierarchy.

As can be seen on the diagram, this indicative layout shows that it is possible to provide a development that responds to the urban characteristics of the area whilst at the same time, providing a significant area of Open Space which will reduce any perceived loss of green space and avoid any harmful impact on the character and appearance of the Mill Lane Conservation Area.



Block Diagram

Storey Heights

The scale of the buildings that can be reasonably accommodated on this site is informed by the local characteristics and proximity to neighbouring properties.

It is anticipated that the majority of the dwellings will be two storey in height with some two storey dwellings, with rooms in roof, to be located along the Primary streets, within the site.

These properties are likely to have a slightly raised ridge, with subservient dormer windows and/or roof lights. They are shown within the centre of the site where views of them will be set behind the two storey dwellings along the Langstone Road frontage, reducing their visual impact.

The properties along the northern boundary are similarly shown as being two storey ensuring there would be no harmful impact in terms of loss of light or outlook to the existing and newly constructed dwellings opposite.



Storey Heights

03 Design Approach

Appearance

The appearance of the development must reflect the character and appearance of the area.

As described above, the dwellings will face outwards and will be set back from Langstone Road to ensure that the open character of the road is retained.

The illustrative vision is for detached, semi detached, and short terraces that enclose and help create structured street that will be attractively landscaped. Housing is set within good sized gardens.

Development at the reserved matters stage should seek to complement the character of this part of Langstone with a traditional aesthetic that characterises the local positive building forms.

The scheme should be designed to achieve modern sustainability objectives and secure a high quality living environment.

The appearance of the dwellings and public realm should complement each other and where possible employ similar materials, colours, tones and textures.

The architectural appearance of buildings should ensure that a consistent and well-considered aesthetic approach is applied throughout the development.

Boundary treatments should reinforce the character of the development, the role of individual streets and provide clarity about the distinction between public and private realm. Boundary treatments should also ensure private areas are clearly demarcated and protected.

The southern part of the site will be accessible open space to retain a visual break between the proposed development and the Mill Lane Conservation Area.

Landscaping

The illustrative plans have been designed employing a landscape led approach. Consequently, generous amounts of open space have been created within and around the proposed housing. The main open space within the scheme would be a key feature with safe children's play space accessible.

Trees and existing planting would be retained and reinforced by new planting as appropriate. The choice of species would be native and reflect those found locally; this would enable the development to blend with the character of the surrounding natural landscape.

The SUDS features also provide an opportunity for landscape & ecological enhancements.

Overall the landscape approach would provide a signature feature for the scheme, support biodiversity, give a strong green feel, and establish a high quality and distinctive character for the development.



Illustration of Persimmon Houses

04 Conclusion

This Design and Access Statement demonstrates that up to 65 new homes can be developed on land west of Langstone Road, adding positively to the setting of Havant in a manner that is sensitive to the existing community and wider needs of the locality.

Moreover, the proposed development will provide a well considered landscape environment including open space, play space and an attenuation pond.

Overall the proposed development represents a sensible proposition in an appropriate location. It will provide much needed new market and affordable housing and a number of other identified, tangible and long lasting benefits for Havant Borough within a sustainable location.



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