

pdp architecture llp

DESIGN & ACCESS STATEMENT

PROPOSED DEVELOPMENT

LAND AT 11-15 SOUTH STREET &
TWTEN'S WAY, HAVANT, HAMPSHIRE
PO9 1BU

Jan 2023
No.28150



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1.0 INTRODUCTION

1.1 Introduction:

This Design & Access Statement has been prepared by PDP Architecture LLP in support of a Full Planning Application for a proposed development at land at 11-15 South Street, Havant, Hampshire PO9 1BU.

2.0 SITE CONTEXT & SURROUNDINGS

2.1 Site Description & Context:

The proposed site is located to the east of South Street, Havant and includes the area of land situated behind properties numbered 11, 13 and inclusive of 15.

The land comprises a mix of buildings including a Grade II listed building at number 13. Number 11 is a large three storey building with 13 and 15 being two storey. All face onto South Street within the vicinity of St Faith's Conservation Area.

The wider area is an eclectic mix of building styles and typologies with South Street and East Street being predominantly commercial use at ground floor with residential use above. There are more residential dwellings to south of the proposed site.

The site is currently a mix of uses including commercial, a vehicle maintenance garage and office space.

Opposite the site is the Grade II listed Old House At Home public house with the Grade II* listed St Faith's church to the north. Numbers 4, 6, 8 and 10 South Street are also Grade II listed.

The red line bordered site measures 1,643sqm in area.



Site Location Plan

2.0 SITE CONTEXT & SURROUNDINGS

2.2 Site Context Photos:

The character of the area can be seen in these images as an eclectic townscape with various building typologies, predominantly 2-3 storey with pitched roofs of various materials, built up through time.



Aerial Photographs of Site

2.0 SITE CONTEXT & SURROUNDINGS



1. View of site looking South from South Street



2. View of site looking West, down Twittens Way



3. View of site looking North West from South Street



4. View of site looking West, down Twittens Way

3.0 SITE HISTORY

3.1 History of the Site:

Much of the site was the Gloyne Brewery from 1821 to the late 1880s. The Gloyne Brewery supplied ale houses and Inn's in the Havant area on a micro scale. The brewery closed at the end of the 1800s as larger brewers such as Brickwood's in Portsmouth expanded into the area.

The photos opposite show the brewery during the late 1800s with the malt house being the largest of the structures. This survived until around 5 years ago (albeit in a much altered form as a car garage) but was demolished due to structural failure. The building to the east of it, now used as offices is likely to be the only remaining structure from the brewery days, albeit heavily modified with no original fenestration surviving.

The building on the corner of Twittens Way has been refaced in new brickwork along the Twittens Way elevation. From looking at the old photos it is clear the underpass and flat roof structure seen today are not from the late Victorian era and are more likely to be Edwardian.

The large building which takes up the centre of the site can be dated from old photos as being built around 1930 and has no link to the brewery era. Most of the buildings to the rear of the site have been unsympathetically altered through the years and are now purely functional.

In contrast numbers 11 and 13 South Street still retain original features and number 13 is Grade II Listed as a typical example of a two-storey dwelling house complete with blue brick headers and window tax window. This type of dwelling was typical of the centre of Havant and compliments the row of cottages opposite (also Grade II).



Gloyne Brewery - circa 1800's



Gloyne Brewery - circa 1800's



The Old House - Public House

The photos below show two views of South Street, both date c1900. In the colourised photo the number 13 can still be seen as a dwelling house (as opposed to the ground floor being a retail outlet as it is today). The larger gable ended 3-storey façade of number 11 can also be seen, which is not the case in the black and white photo where this building is not evident. Therefore from such photographic evidence it can be surmised that number 11 dates from around the turn of the 20th century.



South Street - Looking South - Circa 1900's



South Street - Looking North - Circa 1900's

3.0 SITE HISTORY

3.2 Historic Aerial Imagery:

These aerial photographs from the Britain from Above website show the site in 1928 and 1932. The most notable change in between the two dates is the appearance of the central warehouse building with gable end which can still be seen from Twittens Way. The lighter colour of the new roof can be picked out in the 1932 photos.

Drawing 28150-PD109 Site History & Analysis which accompanies this design and access statement also details the evolution of the site. A full heritage statement that adds further historic context and analysis, is also submitted as part of this full planning application.



1. Aerial Photograph - Dated 1928



2. Aerial Photograph - Dated 1932



3. Aerial Photograph - Dated 1932

4.0 PRE-APPLICATION SUBMISSION

4.1 Pre-Application Submission:

A Planning Pre-App was submitted in March 2022 for a proposal of 28 units on the site, formed around a central courtyard 'mews' and demolishing all current buildings on the site except for numbers 11 and 13 South Street.

The 28 units were made up of;
1nr 1-bed (2 person) dwelling houses
2nr 2-bed (4 person) dwelling houses
4nr 3-bed (5 person) dwelling houses
6nr 1-bed (2 person) apartments
15nr 2-bed (3 person) apartments

The new build structures which formed the northern side of Twittens Way were to be three storey in scale with a varied roof line. The internal blocks of dwelling houses were to be two storey. All was to be accessed via a vehicle and pedestrian underpass from Twittens Way, leading to the mews courtyard, with car parking provision on site for 11 cars plus cycle and refuse storage.



4.0 PRE-APPLICATION SUBMISSION

4.2 Pre-Application Response:

The pre-app response stated opportunities existed on the site to make a positive contribution to the Borough's Housing need and provide a high-quality heritage focused development that could enhance the setting of the heritage assets in and adjoining the site.

It set out the areas which a full planning application would need to consider including:

- Flood risk/ consultation with the Environment Agency
- HCC Highways/ sustainable transport assessment
- Viability assessments
- Loss of employment use
- Heritage Statement

It was noted the site offers opportunities to sustainably regenerate the town centre and provide additional housing to support the Borough's housing need. The pre-app proposals showed the retention of commercial retail units to the street frontage of South Street, and this was welcomed in providing a mixed-use development.

The principal of a perimeter block around a central landscaped courtyard/ parking area was seen as a sensible approach, although the height and bulk as proposed needed consideration in respect to its context and neighbouring properties. It was accepted that expected separation distances for new dwellings were less applicable in a town centre location where precedent densities and separation distances vary.

The new development to the north of East Street was referenced as an example of a dense new build town centre development that could be referenced, and it was suggested accurate sections through the proposals could help explain and justify the design approach.

Separate vehicle and pedestrian access was encouraged as well as applying the demands of the fire service and Building Regulations in respect of how the site is serviced including refuse and cycle storage strategies.

Concerns were raised over the scale and massing of the new build elements along Twittens Way and the loss of number 15 South Street was required for the development to be in character with the location.

In Conclusion the pre-app response stated that subject to overcoming these issues, opportunities exist to make a positive contribution to the Borough's Housing need and provide a high-quality heritage focused development that could enhance the setting of the heritage assets in and adjoining the site.

4.3 Matters to address for Pre-App Response:

- Site access for vehicles and pedestrians
- Justify transport strategy for servicing the site (fire brigade, refuse, sustainable transport)
- Justify mixed use of site and introduction of residential
- Retain 15 South Street building
- Use Heritage Statement to justify scale, massing and materiality in relation to context and history

5.0 PROPOSAL - MASSING & LAYOUT

5.1 Strategy for Massing & Layout:

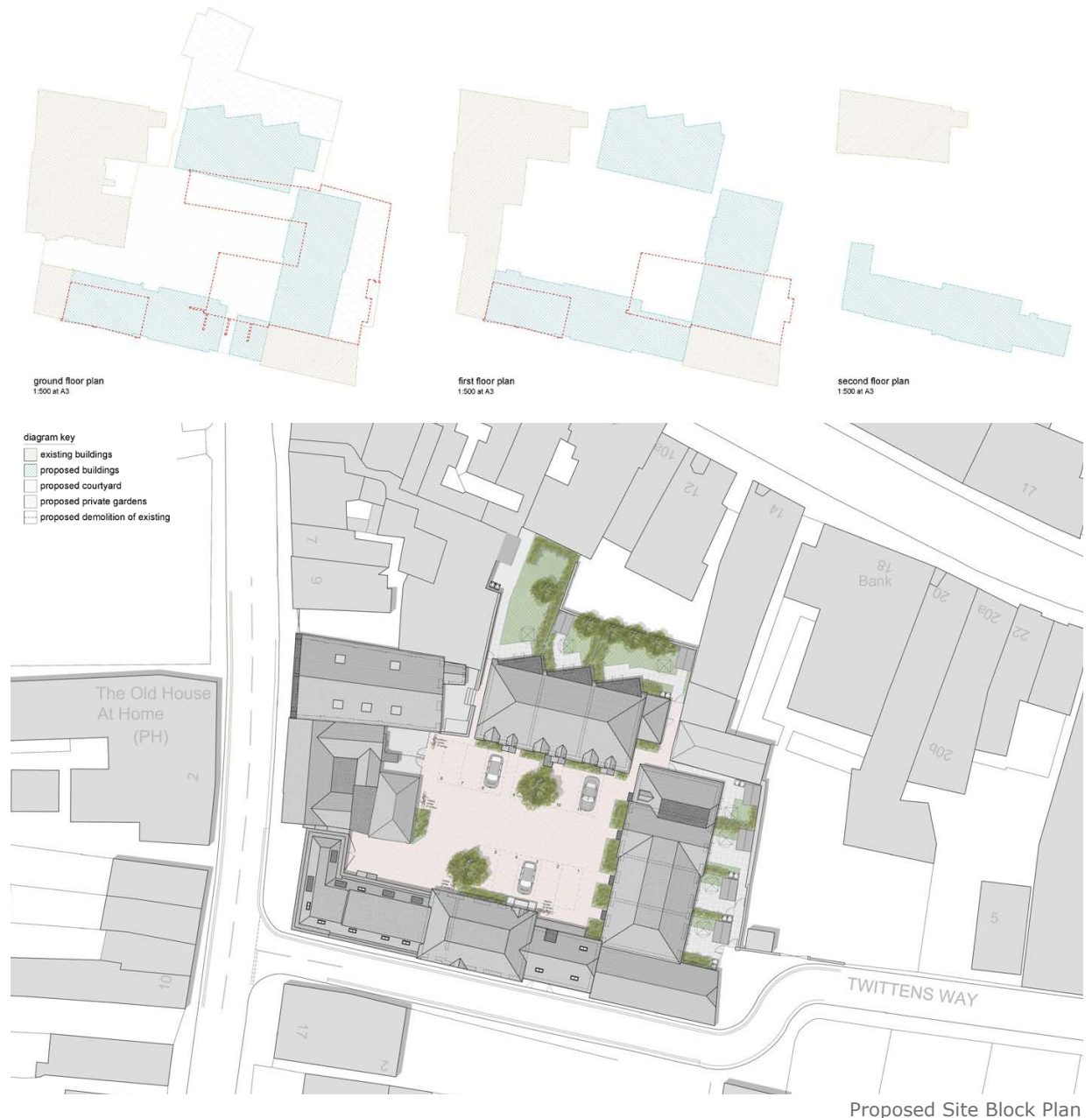
The strategy for this proposed development for this town centre site is to fulfil its potential as a predominantly residential scheme on a highly accessible and sustainable site in the centre of Havant in an area already identified in the (currently withdrawn) emerging local plan as reverting to a more residential use (East Street) as the commercial centre of the town has shifted westwards away from the historic crossroads.

The land at South Street is currently a mix of buildings and uses, with small retail shops, a service garage, printers, architects, and joinery workshop. The most architecturally important buildings are 11 and 13 South Street, the latter of which is a Grade II listed building.

It is proposed that both 11 and 13 South Street are to remain in-situ, with no alterations or development work to take place on them. The red line boundary does not include these within the application. Also retained, are the front half of 15 South Street, and the 2-storey building on the bend in Twittens Way in the southeast corner of the application site.

The rear section of 15 South Street (much altered and refaced in modern brick forming a blank elevation to Twittens Way) and the internal workshop building and lock up garages are to be demolished (please refer to the Heritage Statement as to how they are not architecturally or historically significant and much altered from their original form).

It is then proposed to develop a series of buildings arranged around a central courtyard, accessed via the existing underpass access road from South Street, accompanied by a second pedestrian underpass on Twittens Way. These two access points allow the development to integrate into the existing streets and provide locations for refuse collections and access for fire services to be able to access the entire site within 45m of the highway.



5.0 PROPOSAL - MASSING & LAYOUT

5.1 Strategy for Massing & Layout Continued:

The proposed buildings that front Twittens Way will reinstate the former three storey 'malthouse' building, with architectural detailing and materials reflecting the former character of the brewery site.

Two terraces of dwelling cottages form the north and east sides of the courtyard with their own rear amenity gardens beyond with the collection of buildings forming a serviceable courtyard space reflecting the historic grain of the site.

The articulation and materials used reads as a collection of buildings, in keeping with the contextual evolution of the site to provide a high-quality development that provides a varied footprint and skyline, which respects and compliments its location.

In such a town centre location where higher density and reduced separation distances are reduced, care has been taken to address issues of overlooking and right to light of neighbouring buildings in the form of the proposals such as angled rear elevations/ fenestration to the northern block and reduced massing in the proximity of neighbouring windows.

A mix of 1, 2 and 3 storey buildings are proposed to maintain a varied roof scape breaking down the massing of the proposals, so they are more in keeping with the eclectic piecemeal development that has historically developed around the area of the site.

Proposed Elevations



6.0 PROPOSAL - USE, SCALE & AMOUNT

6.1 Use, Scale and Amount:

The emerging Havant Borough Council Local Plan (2036) acknowledges the shift in the commercial town centre of Havant westwards with East Street reverting back to a residential aspect as a result. Therefore the use of this site for residential dwellings is in keeping with that ethos and such a development would provide 7 new dwelling houses and 10 new apartments, to provide 17 much needed residential units in a highly accessible and sustainable location with access to local amenities and transport hubs.

The existing 130sqm of commercial unit space split over three units is retained on the ground floor of the buildings facing South Street thus retaining an active frontage, as is the character of the street and the location around St Faith's church and is in keeping with planning policy.

The proposed site itself would be residential accommodation including:

- 1nr 1-bed (2 person) dwelling house
- 2nr 2-bed (4 person) dwelling houses
- 4nr 3-bed (5 person) dwelling houses
- 6nr 2-bed (3 person) apartments
- 4nr 2-bed (3 person) apartments

Total 17 units

The scale of the buildings is a mix of 1.5, 2, 2.5 storey and 3 storey structures with pitched roofs. The 2.5 storeys utilise pitched roof space to maximise accommodation whilst reducing height to maintain a varied roofline on the skyline.

The proposed development includes:

Gross Internal Area of existing buildings being redeveloped:
219.0m²

Gross Internal Area of new buildings being constructed:
1,158.3m²

Proposed Ground, First & Second Floor Plans



7.0 PROPOSAL - APPEARANCE

7.1 Design Concept:

The design concept is to part replicate the former buildings on the site and the spaces created when the site operated as a brewery. This includes replicating the malthouse building and creating the internal courtyard space framed by a mix of buildings in both height and materiality, so the development becomes a seamlessly integral part of Havant town centre.

7.2 Elevation Design:

The elevations have referenced local architectural styles and materials as well as historic photographs of the site to repair lost urban grain and create a courtyard space that has a traditional domestic feel whilst being informed by the site's past. The traditional style of architecture is in keeping with the conservation area and adds to; but does not detract from the wider built form. Elevations are broken up by differing materials and details and fenestration styles provide a variety of typologies to read as a site that evolved through the ages as opposed a single 21st century development. A mix of storey, ridge and eaves heights breaks up the massing of the overall composition. The use of dormers, balconies (designed to reflect the loading balcony on the old malthouse building) and entrance porches, along with material changes will add interest to the elevations.

7.3 Building Materials:

The predominant proposed material is red (warm orange or brown) facing brick (to match that of the local area) with simple detailing to reflect the simple cottages and dwellings in the conservation area. Elevations are broken up with the use of upper floor tile hanging, hand cleft horizontal timber cladding (to reflect the simple industrial buildings seen in the historic photographs of the site) and render to add contrast. The roofs are pitched with slate and clay tile roofs to match in with the surrounding buildings. All articulated in a traditional style of architecture to add to the eclectic typology around the site (please refer to the Heritage Statement for more analysis).

Traditional fenestration design in painted timber and a mix of soffits/ fascia's/ corbelled brick detailing and brick headers can add interest and detail to the elevation materiality. The malthouse building has metal balconies with roof gables to reflect the upper floor loading doors and winches which can be seen in the historic photos.

The courtyard will be predominantly block paved with the use of stone sets to reference the historic stable yard appearance. Whilst most this area is hard landscaped, there are opportunities for soft landscaping interventions around the perimeter to add defensible space to the dwellings as well opportunities for some tree planting to soften the space.



Proposed Elevations

8.0 PROPOSAL - 3D VISUALISATION



Proposed 3D Visualisation

8.0 PROPOSAL - 3D VISUALISATION



Proposed 3D Visualisation

8.0 PROPOSAL - 3D VISUALISATION



Proposed 3D Visualisation

9.0 PROPOSAL - 3D SITE MODEL



Birds eye view, looking north east at South Street & Twittens Way.



Birds eye view, looking south west at the rear gardens of the 7 houses.



Birds eye view, looking west down Twittens Way.



Street front view from South Street looking to the existing buildings.

Proposed 3D Site Model Images

9.0 PROPOSAL - 3D SITE MODEL



Street scene view looking from the underpass to the proposed 7 houses.



Street scene view from the courtyard looking to the pedestrian underpass.



Birds eye view, looking south east into the proposed courtyard.



Birds eye view looking to the rear elevations of the proposed houses.

9.0 PROPOSAL - 3D SITE MODEL



Ariel view, looking down over the proposed site and development.



Birds eye view, looking south to the rear facing elevations.



Birds eye view, looking north along the Twittens Way elevations.



Street front view from South Street looking to the existing buildings.

10.0 PROPOSAL - LANDSCAPE

10.1 Landscaping:

The application site is currently almost 100% hard landscaping and built form. The proposal would provide opportunity for soft landscaping to rear amenity gardens for the dwelling houses and a hard and soft landscaped courtyard space.

This would be the focal point for the semi-public realm of the development with most of the dwellings and apartments accessed from this central communal space.

10.2 Environment & Sustainability:

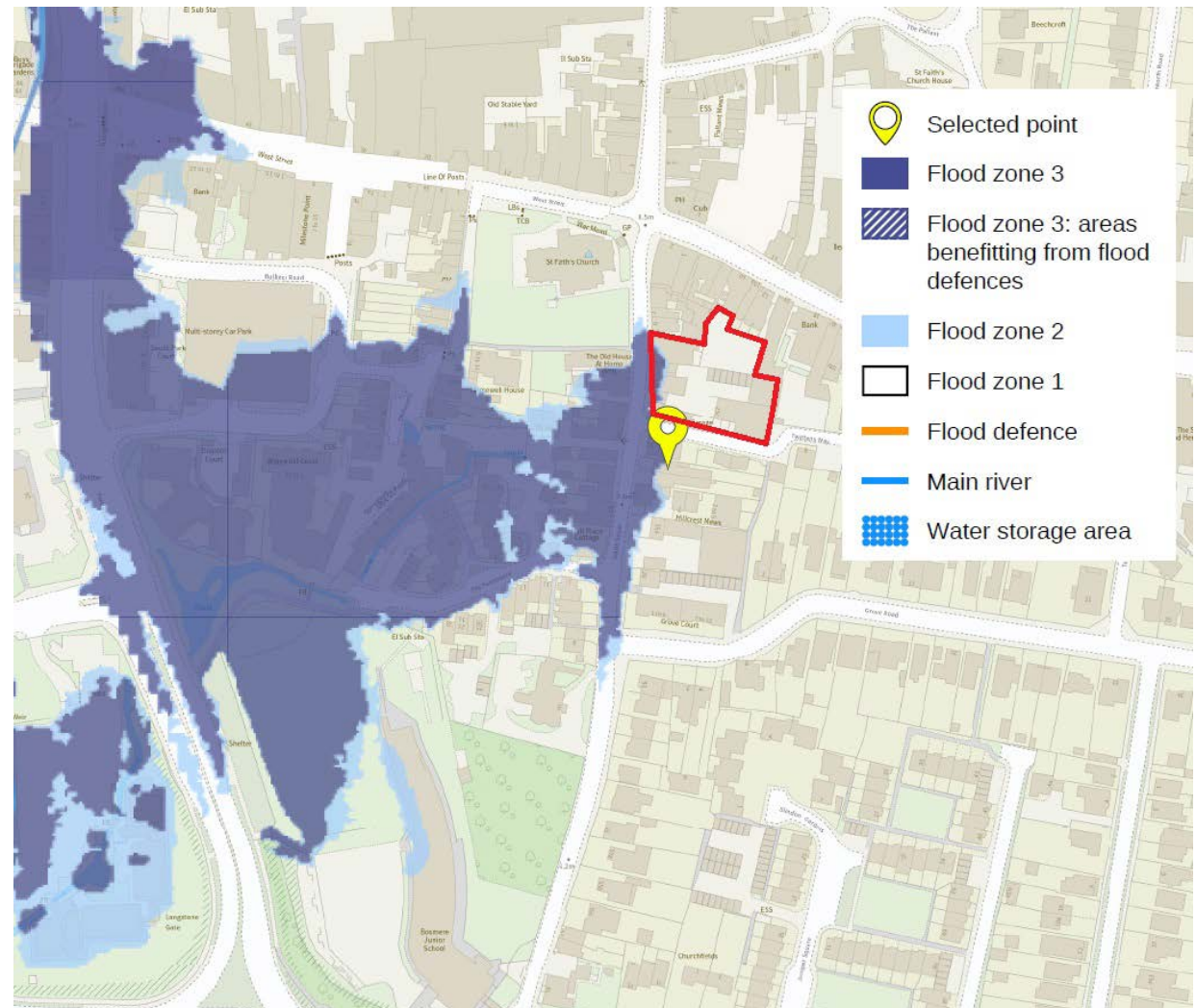
The proposed new build dwellings would be built with sustainable energy saving features built in as a 'fabric first' approach to energy conservation. This would include highly insulated walls, use of renewable heating and energy such as air source heat pumps, PV cells to the roofs and water harvesting.

10.3 Ecology:

The site has no trees within the site of adjacent. There may be potential for bat roosts within the existing buildings and an assessment of this would be made if deemed required by an ecologist.

10.4 Flood Risk:

The Environment Agency Flood Risk Map (right) shows that the site largely in Flood Zone 1 with the South Street boundary being in Flood Zone 3. The area along this boundary is existing retail accommodation and not residential accommodation although a more detailed Flood Risk Assessment accompanies this Design & Access Statement and full planning application to justify the proposals.



Environment Agency Flood Risk Map of the site

11.0 PROPOSAL - ACCESS

11.1 Vehicular and Sustainable Transport Strategy:

The proposal is to retain the existing access underpass on South Street and repurpose it as the vehicle access to the central courtyard. This strategy is covered in more detail in the Transport report which accompanies this application.

A second underpass for pedestrian access is proposed to the northern side of Twittens Way where the existing dropped kerb will be amended and upgraded to suit. Both access points are proposed to have gated access to improve security.

The site is highly accessible being in the town centre location. Havant town centre shopping precinct as well as Waitrose, Tesco, The Meridian Centre, and Solent Retail Park are all within a few minutes' walk. Havant Train station is a 5-minute walk and is on the line that connects Portsmouth to London and Brighton to Southampton and beyond. Havant Bus Station which connects local services to Portsmouth and Brighton also only a few minutes' walk from the site. The site is close to Havant Park and Havant Leisure Centre and is highly accessible to a full range of local amenities.

As a result of the high accessibility, car parking provision provided on site is for 11 cars within the courtyard space. Cycle storage is provided to each dwelling house within each rear garden amenity shed except for plot 7 which has no rear access and is therefore provided with 2 cycle spaces within the communal cycle stores.

The 10 apartments also have 2 spaces each within the communal stores, totalling 22 spaces (10 spaces in store 1 and 12 spaces in store 2). The dwelling houses (plots 2, 3, 4, 5, 6 & 8) have 2 spaces each in their rear garden shed. In line with HBC cycle provision, 20% of the long-term provision (34 spaces) equates to 7 visitor spaces and 4 hoops providing space for 8 cycles is provided within the courtyard space.

11.2 Refuse Collection Strategy:

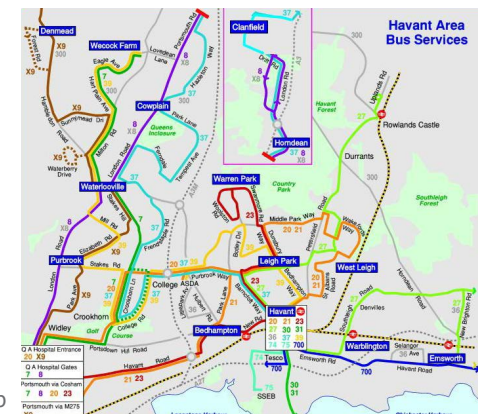
The communal refuse store for all the apartments (plots 1, 9 to 17) is located within the pedestrian access underpass. Refuse from plots 5, 6, 7 and 8 would also be collected from this access point with the refuse vehicle remaining on the Twittens Way highway. Plots 2, 3 and 4 have rear access directly onto Twittens Way where their refuse bins would also be collected from the highway. Therefore, all refuse can be collected from the highway on Twittens Way which is a low trafficked service road, so will cause minimal disruption to the highway.

11.3 Building Control Compliance Part B Fire:

In accordance with Part B of the Building Regulations all buildings to their furthest point can be accessed from a fire tender within 45m. Access can be gained from either South Street or Twittens Way with the fire appliance parked on the highway and hose lengths of no more than 45m required to reach all parts of the development.

11.4 Building Control Compliance Part M Inclusive Access:

The topography of the application site is relatively flat. The access to the proposed new build dwellings would have level access and comply with the requirements of Approved Document M of the building regulations in terms of access and entry level WC facility. The existing buildings which are being converted will comply with Building Regulations requirements and its dispensations when dealing with existing structures (plots 1, 11 & 12), with every endeavour made to provide inclusive access to all dwellings.



Havant Bus Services Map

12.0 SUMMARY

12.1 Summary:

This Design & Access Statement by PDP Architecture is in support of the full planning application to for 7 new dwelling houses and 10 new apartments, to provide a total of 17 much needed residential units on the site to the rear of numbers 11, 13 and 15 South Street, on the edge of the historic core of Havant town centre.

The (now withdrawn) emerging Havant Borough Council Local Plan (2036) acknowledged the shift in the commercial town centre of Havant westwards with East Street reverting back to a residential street as a result. This proposal is in keeping with that strategy to reintroduce residential accommodation into the heart of the town centre whilst maintaining the ground floor commercial accommodation and active street frontage of South Street.

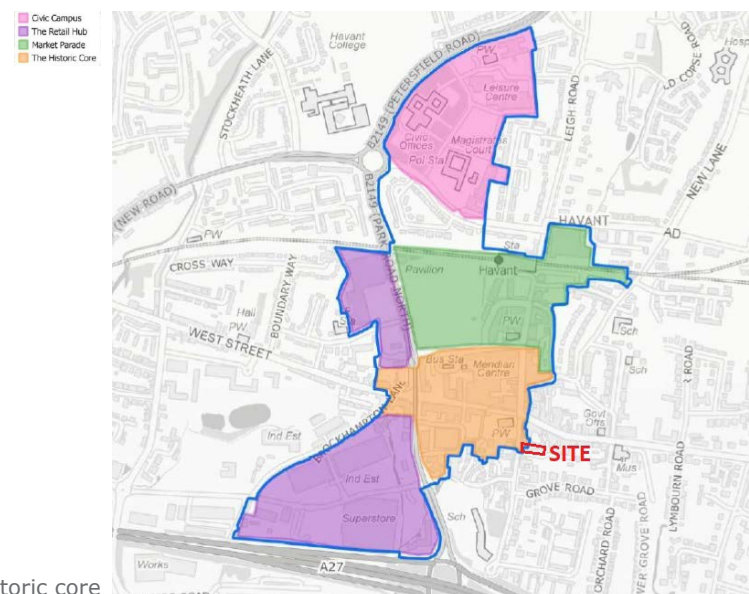
The current appearance and uses of the site are at odds with the predominantly residential conservation area. The demolition of the former malthouse building (used as a garage prior to demolition) around 5 years ago (due to dilapidation) has left a scar on the street scene and unsightly block buttresses retaining the dilapidated structures around it. Whilst some historic cores of the former brewery buildings are retained, most have been unsympathetically adapted through the years or are much later poor additions to the site.

The proposal is to demolish the functional lock up garages and joiners workshop building as well as the rear section of 15 South Street (again much altered and refaced with modern bricks to the twittens Way exterior, forming a stark blank elevation) whilst retaining the front section of 15 South Street (corner of Twittens Way), the two storey pitched roof building in the southeast corner of the application site (the only remaining building from the brewery days whose form is still recognisable) and retaining with no development works the large 3 storey building at 11 South Street and the Grade II listed building at 13 South Street.

The new build designs seek to draw inspiration from the sites former use and historic context by replicating aspects of the urban grain the former brewery brought to the site. A mix of buildings are located around a central courtyard space accessed via the existing under pass access from South Street and a proposed pedestrian underpass from Twittens Way. Both gated these access routes lead to a semi-private communal space for residents of the development to interact whilst being separated from the wider public realm.

Form the context of South Street the only visual difference id the addition of a mansard roof to the currently flat roof 15 South Street building. The flat roof is out of keeping with the roofscapes within the street and the roof has been designed to be set back to allow the existing building to form a parapet with the slate roof behind. A single dormer and conservation roof lights break the roof which is otherwise kept simple and incidental to the wider development.

The Twittens Way elevation rebuilds the rear of 15 South Street, but with far more visual interest. The brick ground floor gives way to tile hanging at 1st floor. The introduction of fenestration brings activity to what is currently a blank modern brick elevation. As with the front section of 15 South Street, the roof line is provided by the parapet wall and set back slate mansard roof with conservation roof lights.



Local Plan - Identifies site on edge of historic core

12.0 SUMMARY

On the site of the former three storey malthouse, a replica 3-storey building heavily referencing the former building provides a focal point within the development. Finished in dark red facing brick with roof gables and references to the former upper floor loading doors, this building contains 3 apartments and a stair core and has more vertical emphasis within the fenestration.

Besides this is a 2-storey linking block (with the roof space utilised) which on the ground floor houses the pedestrian access under pass and the cycle and refuse stores, with a duplex apartment above.

Again, the ground floor is locally red facing brick with the upper floor being clad in dark hand cleft timber boarding to mimic the structures seen in the 1890s photos of the site.

The step up of the roof line to the malthouse building is stepped down with the adjacent blocks allowing the existing block on the bend in Twittens Way to be retained in its current form, reinstating the previously bricked up ground floor fenestration. On the courtyard elevations of these blocks the architectural language is repeated.

The blocks to the north and eastern sides of the courtyard are rows of terraced cottages. Treated in different architectural styles and materials and kept unfussy, they are of two storeys with pitched roofs.

The roofline of plot 5 and the cycle store adjacent to plot 6 being lowered to 1.5 and 1-storey respectively to acknowledge the proximity of the existing dwelling building in the northeast corner of the site. Likewise, the rear of the block of the north of the courtyard has angled elevations to negate direct overlooking of the buildings to the north.

The scale and massing of the development has been carefully considered to be sympathetic to its neighbours and respects, considers and addresses the possible constraints of overlooking and right to light through articulated design and considered massing.

It is the applicant's desire to develop high quality residential accommodation in a highly accessible and sustainable location which would add to the regeneration of the eastern end of Havant town centre, in what we believe would enhance and compliment this edge of Havant's historic core site.



Proposed 3D Visualisation Image