

## CASE STUDY 1



### CHAPEL

**Chapel is a brownfield development in St Mary's, a five minute drive south west of Southampton city centre. The area is part of a Southampton City Council regeneration programme.**

The site, a former lorry depot, sits between a main road, a new low-rise office park and a freight rail line. Chapel is less than 10 minutes walk from Ocean Village, a successful mixed-use development on the waterfront. It is hoped that Chapel will provide a safe pedestrian link from Ocean Village through to the city centre.

The scheme comprises apartments and townhouses, which form three blocks, each with an internal private courtyard. An underground car park is beneath block A1, (on the right of the siteplan) block A2 is in the centre and block A3 is yet to be built. The design of Chapel is a contemporary fusion of brick, white render, wood cladding and grey steel cladding. The detailing of brick walls and steel railings presents a strong frontage to the street, with buffer zones created by small gardens, bin stores and front patios between the pavement and front doors. Streets between the blocks have on street parking but also wide pavements which are well lit and include high quality landscaped gardens and public seating. Affordable and private units are mixed within each block.

Every unit in the scheme has an outdoor space, whether balcony or garden, which is orientated to provide maximum sunshine. In block A1, solar photo-voltaic panels provide electricity to power the lighting for communal Corridors

### CABE Evaluation

#### *Character*

Chapel is a distinctive mix of dark brown brick, white render, wood panelling, polyester powder coated aluminium cladding and aluminium standing seam roofing.

The scheme is entirely residential. The clear public routes through Chapel are well landscaped with robust seating, creating a feeling that it is a pleasant place to live or pass through at a leisurely pace. The scheme adds to the public realm rather than closing itself off, as would be the case with a cul-de-sac.

The layout creates new streets in a simple grid format that is easy to navigate. Balconies and front gardens overlook all the public spaces, which are well lit and feel safe to walk through.

Part of the 106 agreement with the developer will pay for the refurbishment of an old pedestrian bridge over the railway track.

### ***Roads, parking and pedestrianisation***

The block form of the development creates a clear streetscape. Car parking is provided in the underground car park beneath block A1 and there is limited on street parking. This is provided in strips of five or six spaces parallel to the pavement along the linear park to the north and between the blocks. The car parking avoids overpowering the street scene as these spaces are broken up by landscaping. Parking spaces are on the street, rather than in rear courtyards, so those using cars stimulate the street scene by using front doors when going to and from their homes.

The scheme integrates with surrounding roads and the refurbished footbridge will create a new through route to neighbouring developments and the town centre. The route to the bridge runs through a park beside the railway line that is well lit and overlooked by balconies and windows from the development.

### ***Design and construction***

The block layout at Chapel was designed in detail by Chetwood Associates to respond to the need to create a secure development. The layout allows for a high-density development with safe internal and external spaces. Public space is enhanced by seating, landscaped gardens and the nearby linear park.

Chapel is expected to achieve 'very good' on building regulations standards. The scheme has made limited use of construction technology by using timber TGI joists, which provide strong load bearing, allowing for spanning of large areas. The internal areas become more flexible as a result allowing residents to alter layouts over time to suit their changing space requirements.

### ***Environment and community***

The development is well located for public transport, with bus stops 50m from the development. From Chapel, it is a five minute walk to the nearest shops.

Chapel has some features to reduce its environmental impact. South East England Development Agency part funded a demonstration project of photo-voltaic panels on block A1 which power lighting in the internal public areas. Timber used for the development was recycled. Heavy insulation and standing seam aluminium roofing help retain heat to keep heating bills low. There are 174 covered bicycle stores at Chapel, one for each resident. An additional 38 visitor cycle lock-stands are distributed across the site to help encourage use of sustainable transport.

The scheme provides a good range of tenure with 37% of the units being affordable, and a good range of unit sizes. Two bed apartments are currently on the market for £147,000 (2005).

Chapel has several features to help bind the community. Private landscaped internal courtyards provide an opportunity for residents within blocks to socialise. Open-ended balconies provide similar opportunities. In addition the Housing Corporation has providing funding for a dedicated Community Officer whose role is to help integrate the new community with the existing community by, for example, arranging events and settling disputes.



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