



Design and Access Statement

Backland Development of 4 No. Single Bedroom Cottages

Land Rear of 70-76 West Street, Havant

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1.0 Generally

- 1.1 This Design Report forms part of an Outline Application to Havant Borough Council for 4 No. new 1 bedroom cottages and associated land at the rear of 70-72 West Street, Havant, PO9 1LN.
- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture and Design Ltd.
- 1.3 Reference should be made to the planning submission drawings for details of the proposals, re:

17023 -	141	Location and Block Plan
	150	Approved Site Plan
	151	Proposed Site Plan
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	601	Proposed Section A-A
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- 1.4 The subject proposals were prepared under the objectives of the **National Planning Policy Framework** of February 2019. Of the policies, we were mindful of the following:

Paragraph 11:

“Plans and decisions should apply a presumption in favour of sustainable development.”

Section 5: Delivering a sufficient supply of homes

“59. To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.”

Section 11: Making effective use of land

“117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment

and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that as much use as possible of previously-developed or 'brownfield' land."

1.5 **Havant Borough Core Strategy, March 2011**

Policy CS9: Housing

Planning permission will be granted for housing proposals that will:

1. Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.....
3. Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.
4. Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.
5. Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.

1.6 **Havant Borough Draft Local Plan 2036**

DR1: Delivery of Regeneration and Regeneration

- a. The Council will plan positively and collaboratively to achieve high quality, sustainable development in Havant Borough;
- b. The Council has a clear 'open for business' approach and supports sustainable growth in homes, jobs and services in principle. Planning applications that accord with the policies in the

Development Plan will be approved without delay, unless material considerations indicate otherwise;

- c. The Council is committed to working proactively with applicants to jointly find solutions which mean that proposals for sustainable development are approved, particularly where they address the development needs of the Borough. The Council supports innovative design and development solutions in principle which will help to meet the Borough's development needs;
- d. The Council expects applicants to be similarly proactive towards development proposals in Havant Borough. This will involve working collaboratively with the Council, infrastructure providers, regulators and communities to achieve high quality development. Such collaborative working should begin at an early stage, well before the submission of a planning application;

Coordination of development

- e. Development proposals will only be permitted where they do not undermine the future development potential of adjacent sites;

Innovation and the acceleration of housing delivery

- f. The principal of using modern methods of construction, which accelerate the delivery of new homes, will be supported in principle;
- g. The Council is supportive in principle of schemes which will provide a diverse mix of housing and cater for new and emerging areas of housing need through innovative products.

1.7 Department for Communities and Local Government White Paper Feb 2017

Fixing our Broken Housing Market

The Council of Mortgage Lenders predicts that by 2020 only a quarter of 30-year-olds will own their own home. In contrast, more than half the generation currently approaching retirement were homeowners by their 30th birthday. This is not because young people are not trying hard enough, it's because it is much harder for them to get a foot on the property ladder than their parents and grandparents.

As recently as the 1990s, a first-time buyer couple on a low-to-middle income saving five per cent of their wages each month would have enough for an average-sized deposit after just three years. Today it would take them 24 years. It's no surprise that home ownership among 25- to 34-year-olds has fallen from 59 per cent just over a decade ago to just 37 per cent today.

Without help from the "Bank of Mum and Dad", many young people will struggle to get on the housing ladder. As demand for homes outstrips supply, they're faced with ever-increasing rents – the average couple in the private rented sector now send roughly half their salary to their landlord each month making it nigh on impossible to save for a deposit.

In areas where the housing shortage is most acute, high demand and low supply is creating opportunities for exploitation and abuse: unreasonable letting agents' fees, unfair terms in leases, landlords letting out dangerous, overcrowded properties. In short, it's becoming harder to rent a safe, secure property. And more and more people can't find a place to rent at all: the loss of a private sector tenancy is now the most common cause of homelessness.

For **private developers**, the Government is offering a planning framework that is more supportive of higher levels of development, with quicker and more effective processing and determination of planning applications, and is exploring an improved approach to developer contributions. In line with the industrial strategy, we will boost productivity, innovation, sustainability and skills by encouraging modern methods of construction in house building. We will encourage greater diversity of homebuilders, by partnering with smaller and medium-sized builders and contractors in the Accelerated Construction programme, and helping small and medium-sized builders access the loan finance they need. In return, the Government expects developers to build more homes, to engage with communities and promote the benefits of development, to focus on design and quality, and to build homes swiftly where permission is granted. Critically, we also expect them to take responsibility for investing in their research and skills base to create more sustainable career paths and genuinely bring forward thousands of new skilled roles.

- 2.5 The site is currently a vacant brownfield plot of land. Until recent development of Nos. 70-76 there were a number of outbuildings used for storage on the site.
- 2.6 The site is generally flat and level.
- 2.7 The buildings to the south of the site are all residential. Park Way Industrial Estate lies to the north. The building immediately to the north of the site is a single storey flat roofed commercial unit.
- 2.8 There are mature trees in the Boys Brigade Gardens between the site and Park Road to the east.
- 2.9 The site is within a Main River buffer zone, as it lies between Lavant Stream to the east and Brockhampton Stream to the north.
- 2.10 The general character of West Street to the west of Park Road is residential, although a number of commercial premises remain. There are recently opened retail parks 50 M to the north and 100 M to the south. The pedestrianised shopping precinct of West Street (East of Park Road) is 100 M to the east.
- 2.11 At entrance to the site, West Street is a single carriageway urban street with footpaths both sides. There is full street lighting. There is a 30 mph speed limit. There are parking restrictions.
- 2.12 The site is within the 'Black Dog' Conservation Area.

3.0 Historic and Economic Context

- 3.1 The current location of Havant Town Centre was originally a junction of ancient thoroughfares dating back from Roman times, which is reflected in modern street names. By the Middle Ages Havant, or Havenhunte, was listed in the Domesday Book, and the village later grew to form a small market town around the Parish Church of St. Faith's. Havant was granted a charter allowing it the right to hold a weekly market in 1200. The area continued to grow, with the population growing in proportion to the success of local industry and the first train station opening in 1847. Havant expanded substantially following the bombing of Portsmouth during WWII and subsequent need to re-house the displaced population in new developments at Leigh Park and Waterlooville. Havant continues to form a hub of administration, transport links, commerce, and job opportunities for the local area. In particular, Havant has proved a popular location for modern industries and manufacturing.
- 3.2 Housing availability and affordability is a significant issue within the borough, particularly for younger people looking to enter the housing market. There is a particular need to increase the supply of one and two bedroom homes appropriate for first-time buyers or older people looking to downsize.

- 3.4 West Street, west of Park Road, has become increasingly residential in recent year as the small Georgian and Victorian shops have closed in reaction to the new retail parks nearby and the prevalence of online shopping.
- 3.5 The proposed development is relatively small scale, and unlikely to place significant extra burdens on public transport systems or highways. To reduce pressure on public parking, 1 No. private parking space per new unit is proposed as part of the development.
- 3.6 The development is unlikely to have a significant impact on existing communities.
- 3.7 Within 1000 metres of the site there are:
- Bus Links
 - Train Links
 - Outdoor and Indoor Sport/Recreation Areas
 - Educational Facilities
 - High Street Shops
 - Supermarkets
 - Health and Medical Practices

Noting all of the above the site is considered to be highly sustainable in that all of the facilities listed (and more not listed) are available within easy walking distance.

- 3.8 There is a proven and actual demand for rented, residential accommodation in Havant, as 3.2 above, based on the variety of local facilities and good local employment opportunities. All of the local Estate agents have strong and active letting departments
- 3.9 Current government directives encourage the use of existing brownfield sites for new residential development, particularly within urban areas.
- 3.10 **Department for Communities and Local Government White Paper Feb 2017**

Fixing our Broken Housing Market

Bringing brownfield land back into use:

(1.24) We must make as much use as possible of previously-developed ('brownfield') land for homes – so that this resource is put to productive use, to support the regeneration of our cities, towns and villages, to support economic growth and to limit the pressure on the countryside. The Government is already pursuing a number of reforms to make this happen, as set out in the annex.

(1.25) Going further, the presumption should be that brownfield land is suitable for housing unless there are clear and specific reasons to the contrary (such as high flood risk). To make this clear, we will **amend the National Planning Policy Framework to**

indicate that great weight should be attached to the value of using suitable brownfield land within settlements for homes, following the broad support for this proposal in our consultation in December 2015.

4.0 Heritage Statement

4.1 Havant Borough Draft Local Plan 2036

E9: Historic Environment and Heritage Assets

Development proposals will be permitted which:

- a. Protect, conserve and enhance the historic environment and the contribution it makes to local distinctiveness and sense of place; and
- b. Make sensitive use of historic assets through regeneration and re-use, particularly where redundant or underused buildings are brought into an appropriate use.

Heritage Statements

c. A proposal that affects or has the potential to affect a heritage asset is required to provide a Heritage Statement that:

- i. Describes the significance of the asset and its setting, using appropriate expertise and where necessary a site specific survey, at a level of detail proportionate to the significance of the heritage asset and sufficient to understand the potential impact of the proposal; and
- ii. Sets out the impact of the development on the heritage assets and mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy the heritage asset. Any identified necessary mitigation measures should be fully incorporated into the development proposals...”

4.2 The Black Dog Conservation Area lies immediately to the west of Park Road North and Park Road South and follows the old Roman Road between Chichester and Wickham. The subject lies to the rear of Nos. 70-76 and does not affect the street scene.

4.3 Nos. 70-76 are not Listed. Visually, they are divided into two distinct entities; the former Richard Cobden Public House (now Cobden Homes) at Nos. 74-76 and the former furnishing shop at Nos. 70-72.

4.4 Maps from the 1860s and 1930s show that the area behind Nos. 70-76 historically contained large outbuildings. This is further supported by Havant Borough Council’s own Black Dog Conservation Area Map.

4.5 According to Havant Borough Council’s Conservation Area Character Appraisal, “Despite the mixture of residential and commercial uses on the north side of West Street many of the gardens behind these properties survive.” As per the modern aerial view of West Street in 2.2 above, this statement is now out of date.

- 4.6 Prior to falling vacant, the subject site was used as a builder's yard.
- 4.7 The proposals recognise the importance of retaining trees and vegetation around the site in maintaining a visual separation between West Street and The Industrial Estate to the north and in creating a pleasant living environment.
- 4.8 According to the Havant Interactive Policies Map, the site does not fall within an area of Archaeological Importance.

5.0 Involvement of Local Interests

- 5.1 Pre-application advice for a development of five two-bedroom cottages was sought on 6th March 2018. Feedback from the case officer, Mr. David Eaves, was received on 18th June 2018.
- 5.2 The main issues in relation to the proposal identified at pre-application stage were:
- Principle of Development
 - Impact on the Character and Appearance of the Conservation Area
 - Access/parking
 - Residential Amenities and Neighbour Impacts
 - Flood Risk/Source Protection
 - Impact on Trees
 - Contamination
 - Ecology
 - Archaeology
 - Developer Contributions
- 5.3 The summary of advice received was as follows:
- "In my view if a residential development were to be submitted a much lower density development of two units based on a 'subservient outbuilding to the main frontage building' and incorporating traditional design and materials would offer the most appropriate approach although it would need to be demonstrated that the concerns raised above and in the consultation responses could be successfully addressed."
- 5.4 Proposals for 2 No. two-bedroom cottages in a subservient outbuilding style with greater scope for boundary planting and amenity space were approved on 24th December 2018. In considering appropriate density and design we were mindful of the **Department for Communities and Local Government White Paper, Feb 2017, *Fixing our Broken Housing Market*** which states:
- "(1.30) Reflecting proposals set out in the Government's previous consultation on changes to the National Planning Policy Framework, we will:

- amend national policy to **expect local planning authorities to have policies that support the development of small ‘windfall’ sites** (those not allocated in plans, but which come forward on an ad hoc basis); and

- **indicate that great weight should be given to using small undeveloped sites within settlements for homes**, where they are suitable for residential development.

(1.53) To help ensure that effective use is made of land, and building on its previous consultations, **the Government proposes to amend the National Planning Policy Framework to make it clear that plans and individual development proposals should:**

- **make efficient use of land and avoid building homes at low densities** where there is a shortage of land for meeting identified housing requirements;

- **address the particular scope for higher-density housing in urban locations** that are well served by public transport (such as around many railway stations); that provide scope to replace or build over low-density uses (such as retail warehouses, lock-ups and car parks⁴²); or where buildings can be extended upwards by using the ‘airspace’ above them.”

5.5 The proposed scheme is almost identical to the approved scheme in appearance. Minor changes to the fenestration are proposed to accommodate the redivision of internal space.

6.0 Design Principles

6.1 In light of the above pre-application advice and government directives, we believe the proposals to be proportionate and appropriate to the site.

6.2 The design of the proposed works should make a positive contribution to the community and visually enhance the character of the area.

6.3 The overall design should provide an environment appropriate for amenable residential use within the Town Centre.

6.4 The aim is to create buildings that have a positive future. The site is currently a partially wasting asset, without benefit to the applicants or the community. The proposals will bring the site back into beneficial and active use.

6.5 The design should make best use of the available site and building assets.

6.6 **Havant Borough Draft Local Plan 2036**

E6: High Quality Design

Planning permission will be granted for development that:

- a. Is designed to a high standard, which helps to create places where people want to live, work, visit and enjoy;
- b. Demonstrates that account has been taken of local design statements, neighbourhood plans and the design elements of conservation area appraisals which identify local character and distinctiveness;
- c. Demonstrates that it:
 - i. Responds to, and draws inspiration from its local context and where appropriate, forge a new sense of place through design;
 - ii. Considers characteristics such as heights, massing, existing building lines, plot widths and depths and proportions of building features such as windows and doors;
 - iii. Identifies and positively responds to existing natural and built features including listed buildings, conservation areas and other heritage assets within or close to the development;
 - iv. Makes a positive contribution to the overall appearance of the street scene and wider area by use of good quality materials of appropriate scale, profile, finish, colour and proven weathering ability;
 - v. Produces a positive relationship with and between existing and proposed buildings, streets and spaces;
 - vi. Avoids over-dominance and not cause unacceptable harm to the amenity of neighbours through overshadowing, massing, the loss of privacy, outlook, overlooking, and through odour, noise or disturbance; and
 - vii. Plans for adverts, signage, lighting and other security features to be fit for purpose, fully integrated with the design, and do not adversely affect the visual amenity of the street scene or the amenity of neighbours.
- d. In addition, all non-householder development which will create new floorspace is expected to:
 - i. Ensure the layout is appropriate in density, scale, and appearance and sufficiently flexible to respond to changing uses, lifestyles and demography;
 - ii. A setting for any new buildings is provided which is in keeping with the surrounding area
 - iii. Reduce opportunities for crime and anti-social behaviour and contribute to the creation of safe and inclusive communities;
 - iv. Consider new technologies and construction methods as part of building design, taking into account sustainability and resource efficiency;
 - v. Integrate with existing local landscape features and characteristics of the area protecting and enhancing local wildlife, biodiversity and ecology;
 - vi. Be well connected to and integrate with the local area by linking to existing pedestrian and cycle routes and encourages people to use public transport where possible;
 - vii. Ensure that it does not undermine the development potential of adjacent sites.
 - viii. Maximise opportunities for mixed uses and the co-location of facilities, particularly in town and district centres in accordance with the design principles set out by Policies KS4 and KS5;
 - ix. Promote and encourage healthy lifestyles and neighbourhoods in line with Policy E1.
 - x. Incorporate safe, secure and convenient provision for cycle storage and refuse and recycling facilities which is integrated within the overall design in line with Policy IN3;

- xi. Ensure safe and convenient access for all in the public realm, including the elderly, the disabled and less able; and
- xii. Integrate and design affordable housing in a way that is indistinguishable from market housing.

6.7 Havant Borough Draft Local Plan 2036

E7: High Quality New Homes

Planning permission will be granted for new homes that meet the following criteria:

- a. Sufficient private and/or communal outdoor amenity space is provided proportionate to the number of bedrooms;
- b. New homes are designed to meet appropriate internal space standards in order to provide sufficient private and/or communal space for basic daily activities and needs;
- c. Developments of 10 houses or more (gross) meet enhanced accessibility and adaptability standards on 30% of the proposed dwellings across all tenure types to ensure that new homes are suitable for a wide range of occupants²⁹; and
- d. Developments of 50 homes or more (gross) meet wheelchair accessibility standards³⁰ on 2% of the total proposed dwellings as part of the affordable housing provision.”

6.8 Department for Communities and Local Government White Paper, Feb 2017

Fixing our Broken Housing Market

New players: a diverse and vibrant group of housebuilders

Small and medium-sized builders

(3.5) Small builders have been declining and were hit hard by the recession. The number of homes registered by small builders is down from 44,000 in 2007 to 18,000 in 2015 demonstrating the potential for growth.

(3.6) The Government will help this sector to grow and develop again. Small and medium-sized house-builders regularly cite land, planning and finance as the major barriers to expansion.

7.0 Appearance

- 7.1 The proposals have been divided in to two blocks, with two units in the backland of Nos. 74-76 and one unit in the backland of Nos. 70-72.
- 7.2 The intention is that the proposed cottages resemble outbuildings, such as workshops or storage facilities, subservient to the street front properties.

- 7.3 The materials suggested for the proposed units are plain clay tile roofs and brick walls with traditional fenestration.

8.0 Layout

- 8.1 The site is restricted by existing tree roots to the east, overlooking windows to the south, and Brockhampton Stream to the north.
- 8.2 Access to the site will be via an existing tunnel between Nos. 70 and 72.
- 8.3 Parking is proposed to the east of the site, allowing for at least a 6m turning area and a traffic light system to control access to the site.
- 8.4 Each unit will have cycle storage in addition to parking, and access to a large shared garden area.

9.0 Amount

- 9.1 The site in the ownership of the applicants is approximately 756 m². Nos.70-76 West Street are also under the control of the applicants.
- 9.2 Outbuildings with a footprint of approximately 134 m² have previously been demolished on the site.
- 9.3 Four new one-bedroom cottages are proposed with a floor area of 45 m² each. The total proposed footprint is approximately 145 m², an increase of 11 m² when compared to the previous outbuildings.
- 9.3 Three new parking spaces are proposed as part of the development.
- 9.4 **Havant Borough Draft Local Plan 2036**

H3: Housing Density and Mix

- a. In order to deliver sustainable, mixed and balanced communities, all sites providing three or more (gross) new residential dwellings are expected to secure a net density of at least 35 dwellings per hectare across the Borough, and at least 75 dwellings per hectare in Havant and Waterlooville town centres (as defined by Policies KS1 and KS2).
- b. In addition, development proposals of 10 or more new homes (gross) are expected to provide a range of dwelling types and/or sizes to meet the identified local housing need. 35% of the overall housing mix (both market and affordable) should be two bedroom homes.

10.0 Scale

- 10.1 The proposed houses are designed in line with National Space Standards. To reduce overall mass and bulk the first floor is partially within the eaves of a steeply pitched roof.
- 10.2 The overall ridge height of the proposals is approximately 5.8 m 6.4 m, at least 3.7 m lower than the primary roof of the terraces to the south and 1.1 m lower than the secondary gabled roofs.
- 10.3 Proposed fenestration is modest in proportion and simple in form.

11.0 Landscaping

- 11.1 There is a mature Eucalyptus tree to the east of the site. This will be retained as part of the proposals.
- 11.2 Smaller trees to the north east of the site will be removed, although elsewhere along the boundary existing planting will be retained where possible. New planting, including replacement trees, is proposed to the north west of the site.
- 11.3 Boundary hedging is proposed to the north and west; this will partially screen the new development and will also assist in improving air quality for future residents. A mix of indigenous hedgerow species is recommended, i.e.
 - Hawthorn (*Crataegus monogyna*) 50%
 - Dog Rose (*Rosa canina*) 10%
 - Field Maple (*Acer campestre*) 10%
 - Guelder Rose (*Viburnum opulus*) 10%
 - Hornbeam (*Carpinus betulus*) 10%
 - Wild Privet (*Ligustrum vulgare*) 10%
- 11.4 Planting in private gardens will otherwise be at the discretion of the residents.
- 11.5 Low level shrub planting around the parking area is proposed.
- 11.6 A separate in-depth landscape assessment is provided as part of this application.

12.0 Access

- 12.1 It is the applicant's intention to meet the requirements of the Disability Discrimination Act 1995 (amended 2006).
- 12.2 It is the applicant's intention to meet the requirements of the Disability Discrimination (Employment) Regulations 1996.

- 12.3 It is the applicant's intention that where applicable, provisions are made in accordance with Approval Document M of the Building Regulations (current edition published January 2013).
- 12.4 It is the applicant's intention that, with regard to personnel access, inclusivity is achieved wherever reasonably possible.
- 12.5 Pedestrian access to the site is available from West Street.
- 12.6 A bin area is proposed within 25 metres of West Street.
- 12.7 Due to the relatively narrow width of the existing access tunnel, traffic lights are proposed as per drawing 17023-133.
- 12.8 As the site is within the town centre, with excellent access to public transport, a limited number of parking spaces are proposed. Secure cycle facilities for each property will be provided. As per Policy IN3 below, it is the applicants' intention to "promote travel by non-motorised modes and by public transport".
- 12.9 **Havant Borough Draft Local Plan 2036**

IN3: Transport and Parking in New Development

Development proposals will be permitted, provided that the site is designed so that:

- a. The traffic generated by the development, taking into account any proposed avoidance and mitigation measures, would not result in severe cumulative impacts on the transport network or the environment;
- b. Safe and suitable access to the site is provided for all people and modes of transport;
- c. Provision is made for the parking of cars, motor cycles and cycles in line with Council standards;
- d. On and/or off-site measures commensurate with the nature and scale of the scheme are provided, which promote travel by non-motorised modes and by public transport, including, where appropriate, provision for bus access with suitably located bus stops;
- e. Adequate provision is made for varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and conveniently;
- f. The streets and public and private parking areas contribute positively to the design of the development and deliver a high quality public realm, including through the use of high quality materials;
- g. The site layout encourages lower vehicle speeds, and promotes the safe and convenient movement of pedestrians and cyclists within the site;
- h. Pedestrian and cycle routes are provided which conveniently reach all parts of the site, and link with the wider network beyond the site;
- i. Any existing public rights of way are safeguarded and new routes provided where appropriate;

- j. Sufficient visibility and lighting is provided for the safe and convenient use of the roads, cycle routes, walking routes and parking places;
 - k. Electric Vehicle charging infrastructure is provided for
 - i. each new residential unit with private off-street parking;
 - ii. an appropriate number of spaces in shared parking at residential and commercial development with the remainder providing infrastructure to allow easy installation of charging points in the future;
 - l. A satisfactory Transport Statement or Transport Assessment is submitted in support of the planning application to evaluate transport impacts, and to demonstrate that proposed transport improvements will meet the needs of the development and mitigate adverse impacts;
 - m. A Travel Plan is provided in support of a planning application where appropriate in relation to the scale and type of development.
- 12.10 It is recognised that Emergency access is limited due to site constraints. Fire hydrants will be provided as recommended by Building Control.

13.0 Flood Risk

- 13.1 The Environment Agency Flood Map indicates that the majority of the site lies within Flood Zone 1. A small area to the north boundary lies within Flood Zone 3 and will not be built over. This does not affect access and escape routes.
- 13.2 A separate, detailed flood risk assessment is provided as part of this application.

14.0 Sustainable Homes

- 14.1 Based on BRE Home Quality Mark Guidelines. These also address new policies E8 and E20.

14.2 Site Context

Site Survey

- *Assess the condition of the land, including contamination, flood risk, security, privacy and nuisance.*
- *Have an awareness of infrastructure including water and electrical supplies.*
- *Have an awareness of drainage and sewage arrangements.*

Residential use is already well established at the front of the site. Potential overlooking issues have been addressed.

14.3 Design & Character

- *Engage with the community and other local bodies through consultation and discussion around design decisions.*
- *Design homes that fit in with the local character and for larger developments create public spaces associated with your home.*

The proposals are on a modest scale and the purpose of this application is to form a basis of discussion with the Local Planning Authority.

14.4 **Building Footprint and Layout**

- *Encourage the efficient use of a home's footprint, maximising quality external space for occupants without compromising internal space.*

The proposed design was prepared with reference to the National Space Standards and seeks to make best use of the available land by providing public amenity space in addition to private gardens and parking.

14.5 **Service Provisions**

- *Ensure access to secure and fast internet supplies.*
- *Provide access to support and enable efficient and easy maintenance of key utilities.*

This should be a given within a town centre location.

14.6 **Movement & Connectivity**

Transport Provision

- *Ensure good public transport connections are available and accessible.*
- *Encourage the provision of adequate and safe cycling and pedestrian facilities.*
- *Encourage the provision of car parking /electric charging and or sharing facilities appropriate to the location and local community.*
- *Ensure practical and up to date transport information is available to home owners.*

As above, the site is in a town centre location, with excellent access to public transport. Provision for the charging of electric vehicles will be made.

14.7 **Local Amenities**

- *Basic services such as retail and banking*
- *Local parks and places of leisure*
- *Healthcare and education facilities*

A variety of local amenities are available.

14.8 Performance Outcomes

Air Quality

- *Provide adequate ventilation that does not compromise thermal efficiency.*

14.9 Lighting

- *Provide adequate access to natural light and controllable artificial lighting where necessary.*
- *Suitably locate controls that are accessible and easy to use.*

14.10 Noise

- *Utilise insulation and treatment that creates the right acoustic environment.*
- *Consider internal sound insulation.*
- *Design the layout and construction of new houses to minimise the impacts of noise from the local area.*

14.11 Temperature

- *Avoid the risk of overheating whilst ensuring well insulated new homes.*
- *Provide adequate and controllable ventilation capable of meeting the varying demands of the seasons.*

14.12 Predicted In Use Energy

Cost

- *Ensure that cost efficiency is central to the design of your home*
- *Provide access to the relevant information and controls to understand how to optimise the efficiency of your home and how your behaviour influences this.*

14.13 Energy Footprint

- *Promote measures to reduce the use of energy that produces CO2 emissions and other pollutants through reduced energy demand.*
- *Investigate the use of appropriate and cost effective renewable energy sources.*
- *Encourage systems that reduce local pollutants.*