

Planning Statement

North Street Arcade, North Street, Havant, Hants, PO9 1PX

Construction of 21 No. One and Two Bedroom Apartments in a 2 ½ Storey Extension Fronting onto Prince George Street together with the Provision of Infill Flexible Use (Classes A1/A2/A3) Commercial Floorspace to North Street Frontage Following the Demolition of Existing 1 and 2 Storey Retail Development to Rear



Figure 1

The Development Site Viewed from Prince George Street to the North-East

1.0 Background & Introduction

1.1 This application seeks a grant of planning permission for the redevelopment of the rear element of the North Street Arcade which is in Havant's Town Centre just to the south of the railway station.

1.2 The site currently comprises a two/three-storey high mixed-use commercial / residential development fronting onto the east side of North Street. The frontage units comprise the unoccupied Grastar Restaurant (Unit 1) and Dominos Pizza's (Unit 9). Above these are two storeys of residential apartments. A centrally located pedestrian 'undercroft' leads from North Street to an 'arcade' of 7 commercial units to the rear. Two of the seven part single/part two storey units are currently being marketed - all of the other units are on very short leases. The applicants own the two ground floor units and the 'undercroft' which front onto North Street, together with the arcade of retail and business units to the east.

1.3 The proposals would involve the demolition of the existing rear units and the construction of a two and a half storey development which would accommodate 21 one (x 16) and two (x 5) bedroom flats. The existing undercroft from North Street would be partially filled in with the provision of two new retail units. The interior of the development would sit around a central courtyard area which would be accessible by foot and bicycle from both North Street and Prince George Street to the east. Given that the site is in a highly accessible town centre location the development is proposed to be 'car-free'.

1.4 The application proposal has been the subject of a lengthy pre-application enquiry which has examined a range of different design solutions and residential densities. This statement describes our Client's proposal and places it in context with relevant national and development plan policy, guidance and advice. It will be concluded that our Client's application proposal should receive support and be granted planning permission.

2.0 Application Site and Surroundings

2.1 The site is located on the corner formed by the east side of North Street and the south side of Prince George Street, within the defined Havant Town Centre. The site is approximately 100m to the south of Havant Railway Station and 50m to the east of the Market Parade shopping centre. The site is also within a 4-minute walk of both the covered Meridian Shopping Centre and Havant's Bus Station which are both on Elm Lane. Beyond the Meridian Centre is the town's main pedestrianised shopping thoroughfare, West Street.

2.2 The northern and eastern boundaries of the site run parallel to Prince George Street which curves around the site from its junction with North Street, to the west, and The Pallant, which is to the south. On the opposite side of Prince George Street, to the east, are the rear entrances and gardens of houses which front onto Manor Close. Properties within Manor Close fall within St Faiths Conservation Area.



Figure 2 **Approximate Boundaries of the Development Site**

2.3 As is stated at Section 1 of this statement the application site comprises two distinct elements. Firstly, the three-storey high mixed-use commercial / residential part of the site which has a prominent frontage onto North Street. The two frontage units, comprise the now vacant Grastar Restaurant unit (Unit 1) together with a Dominos Pizza's (Unit 9) which are located either side of a centrally located pedestrian 'undercroft' leading to 'North Street Arcade'. Our Client's own the ground floor of this frontage block. Above the frontage units and undercroft are two floors of residential flats which are in separate ownership. To the rear of the site are 7 small retail units which sit around a central courtyard which also provides pedestrian access through to Prince George Street to the east. The seven retail units are of a part single/part two storey scale. Some of these units are currently empty or about to be vacated and placed back on the market. The remaining occupied units are on very short term leases.



Figure 3 View of North Street Arcade from West side of North Street



Figure 4 View East Through Undercroft from North Street



Figure 5 View North into Arcade from Footpath Link



Figure 6 View from Prince George Street to the East

2.4 As can be seen from the above photographs many of the existing units are currently vacant. The arcade does not fall within areas designated as either Primary or Secondary Shopping frontage and is 'off the beaten track' to many shoppers. It is apparent that in recent years shoppers have been attracted to the retail offer within the Meridian Centre, West Street and the new Solent Road Retail Park.

3.0 The Pre-Application Process

3.1 A pre-application enquiry concerning the redevelopment of the rear element of North Street Arcade was submitted to Havant Borough Council on 15th March 2017. The pre-app proposal sought the views of Officers in respect of the demolition of the existing rear units and the construction of a part two, part three storey development which would accommodate 24 one and two bedroom flats. The enquiry explained that the existing undercroft from North Street would be filled in with the provision of three new retail units. The development would sit around a central courtyard area which would be accessible by foot and bicycle via Prince George Street to the east. Given that the site is in a highly accessible town centre location the development was proposed to be 'car-free'.

3.2 The flats would be constructed with elevations of facing brickwork (to match existing adjacent finishes) beneath an artificial slate roof. The frontage onto Prince George Street would appear as a 'mews' style development; the eaves and ridge lines of the proposed development would tie in, and align approximately, with the development at No.8 Prince George Street to the south. The roof would be complemented by dormer windows which would be faced in materials to match the appearance of the roof (see **Image 1** overpage).

3.3 A meeting was held with Principal Planning Officer Lewis Oliver on 27th April 2017. In summary, we were advised that: the principle of development on this site was acceptable; in this very sustainable location, we should look into the possibility of increasing the residential density of the site; the increased density may be achieved by providing a statement building on the corner of North Street and Prince George Street.

3.4 Feedback from a number of consultees was also received which indicated that the County Archaeologist, and HBC's Economic Development Service had no objections to the proposals. The Planning Policy Team were of the view that the development "...is supported by the majority of policies; nevertheless, further clarification is required for Policies DM2, CS9 and DM13 at the full application stage..." With regards to a "car free" development the Council's Traffic Management Team (TMT) noted that whilst parking provision was below the levels stated in the Parking SPD that "...due to the site being located within a high accessibility area, the level of parking is in line with HBC's car parking policies and is considered appropriate & acceptable..." The TMT advised, furthermore, that "...As there is no off street parking being considered for either the residential or commercial development, we would request that mechanisms are put in place to allow the Traffic Management Team to request funds (£3000 per TRO), in order to implement a new TRO or amend any existing TRO should this be required, within a period not exceeding 5 years from the completion of the development." Further comments were forwarded on 9th May 2017 from Pip Marshall, the Council's Highway Engineer. These commented that "...The problem with no parking is that the site will be serviced from the service area or by stopping on street..." Mr Marshall commented on the need for "living servicing" whilst also acknowledging that "loading and



Image 1 Pre-App Submission – 15/03/2017



Image 2 3/5/6/8 Storey Feasibility following Meeting of 27/04/2017 (Not Previously seen by LPA)

Image 3 Maximum 10 Storey Pre-App Scheme sent to the LPA on 16/05/2017 for Further Consideration

Image 4 3/4 Storey Building forward to the LPA 05/06/2017



unloading is not illegal” on Prince George Street. He concluded by stating “In general a development with no parking but a controlled service area is better than a small parking area which will be used by the residents to jam in as many cars as possible.”

3.5 Following the meeting of 27th April 2017 the Development Team considered the various comments of Officers and Consultees. In particular the design emphasis was placed on comments that the site’s density could be increased given its highly accessible and sustainable location. Additionally, much consideration was given to highways matters and the need for improvements to the convenience of ‘living servicing’, refuse storage and secure cycle storage facilities. An initial feasibility scheme was discussed by the Development Team which proposed a 3/5/6/8 storey building which turned the north-east corner of Prince George Street (see **Image 2** on previous page). This included an extended lay-by length with shared surface and dropped kerb (at the North Street end of Prince George Street) with different surface demarcation for deliveries. Following comments that there should be a ‘landmark’ building close to the North Street / Prince George Street junction it was felt that a more ambitious scale of building be sought – which reflected the scale of the recently permitted 13 storey building at Market Parade. Consequently, the pre-application submission was revised to indicate a building rising to a maximum 10 storeys in height. This was forwarded to Officers on 16th May 2017 (see **Image 3** on previous page).

3.6 A response was received from Officers on 24th May 2017 which made the following comments. Firstly, with regards to siting “...In terms of the discussion at our meeting, I did highlight that there would be room for a more dense scheme, given its highly sustainable location. This could involve increasing the density/height on the junction with North Street and Prince George Street to provide a landmark building, which would then drop down along Prince George Street, in order to consider the impact on the amenities of neighbouring properties and address the neighbouring conservation area...” Secondly, with regards to scale and context Mr Oliver stated “...I do not think that a 10 storey building in this proposed location is appropriate in this location. I am of the view that you could go higher than the originally proposed 2.5 storey pre-application submission, given that the neighbouring property opposite is a 3 storey higher. For a development to go higher than 3 storeys it would need to be a high quality innovative, with high quality materials, which would help it contrast and yet integrate with the surrounding building form and form a landmark building in its own right...”

3.7 Given that the applicant does not control all of the land on the corner of the junction of North Street and Prince George Street it was not possible to site a ‘Landmark’ building on this corner. Consequently, the evolving pre-app development sited its 10 storey element on the Prince George Street frontage.

3.8 Having received these further comments the Development Team sought to address the LPAs stated concerns. A fourth pre-app scheme was forwarded to the Case officer on 5th June 2017 (see **Image 4** on previous page). This indicated a part 3, part 4 storey building constructed with elevations comprising a variety of external finishes and materials. Mr Oliver responded to the revised proposals in an email of 29th June 2017 in which he made the following observations.

“... Turning now to your revised perspective drawings, it is good to see that the size and scale of the proposal has been reduced, for which a scale of this nature could provide a balance between your first proposal and the request from us for a higher density of development in this sustainable location, however the overall impact is considered in more detail below.

With regard to the design, it is noted that it appears to comprises 3 different blocks of development. The first element on the corner of North Street and Prince George Street, does appear to be awkward, by virtue of its juxtaposition with the existing building, it appears to provide no natural progression from the existing building and would appear also appear at odds with the other sectors of the proposal wrapping round the corner. This element of the proposal could, by virtue of its visual prominence, be an opportunity to provide an innovative building, which enhances this corner part of the site. It is felt that at this point given the design concerns and scale of this building it would not be appropriately integrate with the character and appearance of the area.

Moving to the other part of the development, which would have a pent house style of living, with the mansard roof. Our thoughts on these parts of the scheme, is concern as to how it works and integrates with the overall scheme and its impact on the area. At the moment it appears to be 3 different design ethos's, which seem to be at odds with each other. From my understanding of these elements, it is that you are having the varying design elements to address the different characteristics of the area, as it moves round to a less visible/edge of town centre location. On these points we have noted the introduction of balconies, I do have concerns with regard to overlooking on the neighbouring properties at these points, It is my view that on the final sector (lowest part of the building) that the roof terraces could introduces a significant element of overlooking and this needs to be addressed..."

3.9 Following receipt of these comments the Development Team arranged a further meeting with Mr Oliver which took place on Tuesday 4th July. A further feasibility drawing was tabled at the meeting. An email dated 10th July 2017 from Mr Oliver clarified the LPAs position. This stated:

"...The four-storey clad element would address the matter of providing more density/units on this highly sustainable site and would be appropriate at that point. As the site moves around the corner it is visually sensitive and the set close to the pavement and where the road begins to narrow. Having understood this point the visuals in the last set of drawings for the 4-storey element with balconies, would result in a significant vertical element at this point, and would not provide an effective transition between the characteristics of the site highlighted above. As such the original 2.5 storey recessive form of development in the original drawings would be appropriate in this context, as it wraps around the corner and its scale would be reflective of the less dense residential properties to the south and east. ... Given the subsequent understanding and context of the site, and the limited developable area in your clients control, we are of the view that a mixture of the first set of drawings 2.5stories and the four-storey clad element on the corner, in the latest set of drawing, as highlighted above would provide an

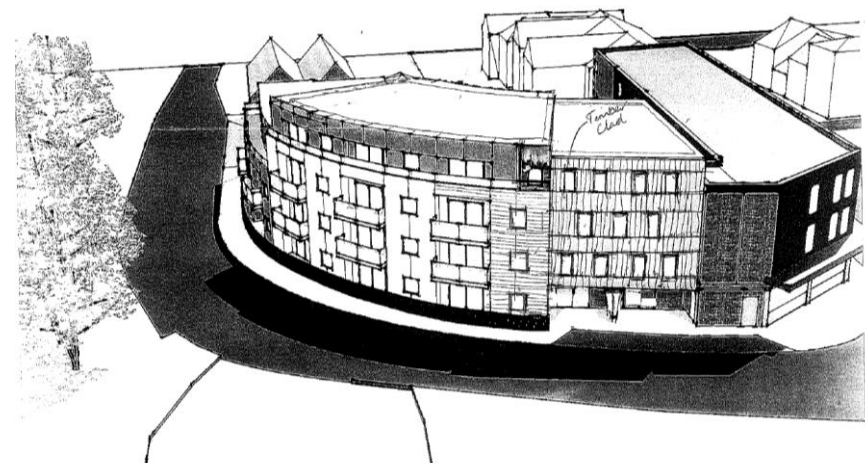


Image 5

Tabled at Meeting of 10/07/2017

appropriate balance for this site. We continue to want to work with you on this site, so that we can achieve a high-quality development, that would improve this existing dilapidated state of the site, and provide an appropriate level of housing that works with the character of this transition area.

3.10 Following receipt of Mr Oliver's email on 10th July 2017 the scheme was revised further. The final feasibility proposal represents a fusion of the original pre-application proposal made in March 2017 and sketch scheme tabled at the meeting of 4th July 2017. A transitional, contemporary styled element would adjoin the rear of the existing 3 storey building that fronts onto North Street; attached to this, turning the corner along the Prince George Street frontage would be a 2 ½ storey building. The proposals would deliver 28 apartments – 25 x one-bedroom units; 3 x 2 bedroom units, together with secure cycle parking and refuse storage facilities. A new 'living servicing' lay-by would also be provided for residents and service vehicles.

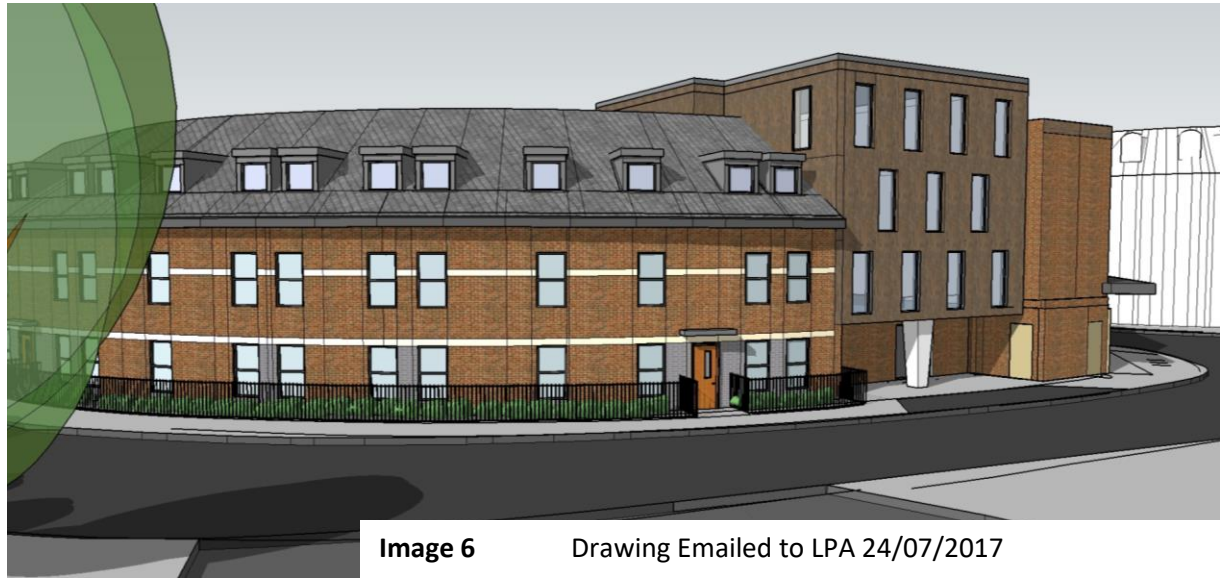


Image 6

Drawing Emailed to LPA 24/07/2017

3.11 These drawings were forwarded to Mr Oliver on 24th July 2017. A response was received from Mr Oliver the following day which commented "...I am pleased to see the alterations in these plans, which would in my view, strike the right balance of development on this unique site..."

3.12 Since the pre-application discussions took place in 2017 circumstances have changed. Consequently, the part of the site close to the corner of Prince George Street and North Street, where the 4-storey element was previously proposed, no longer forms part of the redevelopment proposals and, other than 'cosmetic' changes to its external elevation, would remain as existing.

4.0 Development Proposal

4.1 A grant of planning permission is sought for the demolition of the rear part of the site and the construction of a new 2.5 storey 'horseshoe' of development that would enclose a central courtyard area. Two thirds of the existing undercroft would be 'filled in' with the provision of new commercial floorspace. The northern most undercroft 'cell', to the south of Grastar (Unit 1), would remain open - allowing pedestrian access through to the residential development to the rear. The other two commercial 'cells' would be occupied either individually or as two separate units, falling within use classes A1 (shopping), A2 (financial and professional services) or A3 (café/restaurant). Each of these two commercial 'cells' would have a floor area of 57.2sq.m and 45sq.m respectively. To the rear of the smaller proposed retail unit R2 would be a cycle storage building (capacity 24 bikes).

4.2 The proposals would result in the provision of 21 new dwellings – 16 x one-bedroom flats and 5 x two-bedroom flats. These flats would be constructed following the demolition of the existing 1-2 storey high arcade development which backs onto Prince George Street. The replacement development would consist of a 2 ½ storey high 'Mews' styled building that would turn the corner on Prince George Street. The building, which currently has a very poor aspect onto the Prince George Street, would be replaced by a new high quality, active residential façade. The elevations of the 'mews' styled façade would be finished in a combination of contrasting buff / grey coloured facing bricks, together with grey windows and doors beneath an artificial slate roof with GRP dormers. Spurring west, from the southern end of 2 ½ storey part of the building would be a two-storey high element – this would incorporate an undercroft access for residents and visitors which would lead to a central courtyard area. The eaves and ridge lines of this development would tie in, and align approximately, with the development at No.8 Prince George Street to the south.



Figure 7 Photographs of Existing Frontage Above; Computer Generated Images of Proposed Prince George Street Streetscene Below

4.3 The recessed section of building between Unit 1 (Grastar) and existing Unit 2 no longer forms part of the redevelopment proposals for the site and, other than 'cosmetic' changes to its external elevation, would remain as existing. It should also be noted that Unit 1, Grastar, would also remain unchanged and would be retained as existing. The ground floor area of what is currently Unit 2 would accommodate refuse and recyclable storage area. This would also allow access through to an interior stair well, permitting access to the upper floors, and to the internal court yard. Immediately adjacent the recessed frontage on to Prince George Street would be a 7.2m-13.5m x 2.0m 'living servicing' lay-by.

4.4 The ground floor accommodation within the site would comprise 7 flats (5 x 1 bed; 2 x 2 bed units) together with cycle storage and refuse and recyclable storage facilities. The first floor of the proposed development would accommodate 9 flats (all 1 bed units). A second floor, formed in the Mansard styled roof, would accommodate a further 5 flats (2 x 1 bed; 3 x 2 bed units). Two of the flats would be provided with front doors, set within front forecourts (Apts 3 and 5), allowing access onto Prince George Street. Apartments 1, 2 & 7 would have an individual front door with access into the courtyard across 1.5m deep amenity forecourts. The remaining flats would be accessed via two entrances (and stair cores) from the central courtyard area.

5.0 Relevant Policies

National Planning Policy

5.1 The National Planning Policy Framework (NPPF) was published by the Government on 27th March 2012. The NPPF cancels and replaces all earlier Planning Policy Guidance Notes and Statements.

5.2 Paragraph 13 of the Framework sets out the presumption in favour of sustainable development. The Government states that *'At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking....'* The document promotes planning principles which include making effective use of land, promoting mixed use developments that create more vibrant places, and encouraging multiple benefits from the use of land in urban and rural areas. Furthermore, the document requires Local Planning Authorities to approach development management decisions positively (i.e. to look for solutions rather than problems so that applications can be approved wherever it is practical to do so).

5.3 The NPPF states (at para.7) that there are *'... three dimensions to sustainable development: economic, social and environmental.'* The social dimension of sustainable development is described in the NPPF as *'supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being'.*

5.4 Amongst the Core Planning Principles described at paragraph 17 the NPPF states that planning should *'proactively drive and support sustainable economic development to deliver the homes... that the country needs. Every effort should be made objectively to identify and then meet the housing... development needs of an area, and respond positively to wider opportunities for growth.'* Two further planning principles are to *'... take account of and*

support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs...’ and ‘.....conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations...’ With regards to flooding this paragraph states that the planning system should take ‘...full account of flood risk and coastal change...’

5.5 With regards to residential development, at para. 49 the NPPF states that ‘*Housing applications should be considered in the context of the presumption in favour of sustainable development*’. Furthermore paragraph 50 comments ‘*To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should ... plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community...*’

5.6 With regards to design the NPPF states at par. 57 ‘*...It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings...*’ In respect of architectural design the statement comments (para. 60) that ‘*...Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles...*’

5.7 Paragraph 61 refers to the connection between people and places. It states ‘*Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment....*’

5.8 At paragraph 94 the NPPF states ‘*...Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations...*’ Paragraph 100 of the NPPF identifies that where development is necessary it should be ‘safe without increasing flood risk elsewhere’. This is supported by NPPF paragraph 99 ‘when development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaption measures’.

5.9 The NPPF states at paragraph 129 that LPAs are required to ‘*...identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise...*’ When determining applications, NPPF paragraph 131 states that LPAs should take account of ‘*...the desirability of new development making a positive contribution to local character and distinctiveness...*’ Paragraph 134 advises on the assessment of development that is considered to cause ‘less than substantial harm’ to a heritage asset. It is stated that ‘*...Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use....*’

5.10 Paragraph 196 of the Framework confirms that the NPPF is a material consideration in planning decisions. Paragraph 197 states, furthermore, that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

Havant Borough Local Development Framework

5.11 The Havant Borough Core Strategy was formerly adopted on 1st March 2011. It is the principal document in the Council's Development Plan and sets out the spatial planning strategy for the area up to 2026. The relevant policies are as follows:

CS6 *Regeneration of the Borough*

"...Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough; particularly when it is focused in the following places as shown on the Proposals Map:

1. Havant Town Centre, with particular focus on:
 - a. Market Parade.
 - b. Havant Railway Station..."

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.
2. Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments between 5 and 14 dwellings (gross), unless a lesser requirement has been transparently justified on viability grounds.
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.
6. Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.
7. Contribute to achieving 450 extra-care dwellings between 2006 and 2026.
8. Ensure housing development is delivered in a phased manner with an appropriate proportion of previously developed land so as to avoid unnecessary development on greenfield urban extension sites."

CS16 ***High Quality Design***

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. Responds to, draws inspiration from and respects local context and:
 - a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
 - b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
 - c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
 - d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
 - e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
 - a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - b) New streets are not dominated by vehicular traffic;
 - c) The layout of the development is legible, meaning it is easy to orientate oneself and move through.
3. Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.
4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.

5. Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.
6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.
7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.

CS17 *Concentration and Distribution of Development within the Urban Areas*

“Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

1. Concentrates new housing... within the five urban areas of Havant..
2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.
3. Broadly distributes the new housing and employment development in the five areas of the borough...”

CS20 *Transport and Access Strategy*

DM2 *Protection of Existing Community Facilities and Shops*

“Development proposing the change of use or loss of any premises or land currently or last used as community services and facilities, including local shops, will only be permitted where both the following criteria can be met:

1. It has been demonstrated, through an active marketing process that the premises or land are no longer viable for their authorised use or any other use which would provide a beneficial facility to the local community.
2. The facility is no longer required for a community use or that there is an easily accessible existing or new facility for the community it is intended to serve.”

DM12 *Mitigating the Impacts of Travel*

DM13 *Car and Cycle Parking on Residential Development*

5.12 The above policies are considered to be in general conformity with the NPPF and are, therefore, relevant to the determination of this application.

Havant Borough Local Plan (Allocations), Adopted 23rd July 2014

Policy AL1 *Presumption in Favour of Sustainable Development*

“...the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)...”

Policy AL2 *Urban Area Boundaries and Undeveloped Gaps between Settlements*

“...The urban area boundaries for Emsworth, Havant and Bedhampton, Hayling Island, Leigh Park and Waterlooville are defined on the Policies Map...”

Policy AL3 *Town, District and Local Centres*

“Planning permission will be granted for development proposals that:

1. *Provide main town centre uses in the town, district and local centres as defined on the Policies Map, and so contribute to their vitality and viability...”*

Policy DM21 *Shopfronts, Signs, Security Shutters and Advertisements***Policy DM24 *Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development***

5.13 Havant Borough Council has also produced a number of Supplementary Planning Documents. Those relevant to this application are: - Borough Design Guide – Adopted 14th December 2011 (This provides guidance on building design); Havant Town Centre Urban

5.14 Design Framework (May 2006), and; Parking Supplementary Planning Document (SPD) (27th July 2016) - This document sets out guidelines for the number of on-site car parking, short stay and long stay cycle parking spaces per dwelling, according to the number of bedrooms.

6.0 Planning Consideration

6.1 This application seeks the redevelopment of land and buildings at North Street Arcade. The proposed development would involve the demolition of the existing rear units and the construction of a two and a half storey development which would accommodate 21 one (x 16) and two (x 5) bedroom flats. Additionally, the existing undercroft from North Street would be partially filled in with the provision of two new, flexible use (Classes A1, A2 & A3) commercial units. The development would sit around a central courtyard area which would be accessible by foot and bicycle via both North Street to the west and Prince George Street to the east. Since the site is in a highly accessible town centre location the development is proposed to be ‘car-free’.

6.2 The proposed development, as submitted, has evolved during the past year. The various stages of the pre-app process are explained in detail in section 3 of this Statement. In short, the pre-app process established that Officers were of the view that:

- the principle of redevelopment for a mixed-use development was acceptable;
- a higher density of residential development was desirable bearing in mind the highly accessible and sustainable location of the site within a town centre;
- given the site's high level of accessibility a car-free development would be appropriate (providing adequate levels of cycle parking and servicing facilities were provide;
- the scale of development at 2.5 storeys on the Prince George Street frontage would respect the character of development within the surrounding area;
- the proposed scale and siting of development would not result in development that would adversely affect the residential amenities of the occupiers of nearby homes.

General Commentary

6.3 It is considered that the site is well placed to provide a relatively high density, car free, residential development. The site is in a town centre location close to both a mainline railway station as well as the town's bus station. The site is also within a 5 to 10-minute walk of a wide range of shops, services and areas of public open space.

Principle of Development

6.4 With regards to the principle of development it is considered that the proposal should be assessed in relation to Development Plan policies CS6, CS9, CS16 and CS17 in particular. Policy CS6 states that "...Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough..." Whilst not within the identified sites of Market Parade or Havant Railway Station the site is within 50m of both. As such, it is considered that this proposed mixed use development, which would aid the social, economic and/or physical regeneration of the borough, would be consistent with this policy.

Housing Provision

6.5 With regards to policies CS9 and CS17 the proposals would result in the provision of 21 well designed new dwellings, within the centre of Havant on brownfield land, which would contribute towards the identified need of 6,300 new homes within the Borough by 2026. The delivery of proposed 21 dwellings within the Havant Town Centre is considered to be in compliance with these policies. It is noted that policy CS9 states "Planning permission will be granted for housing proposals that will ... deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more ... unless a lesser requirement has been transparently justified on viability grounds..." This application is submitted with a financial viability appraisal undertaken by S106 Affordable Housing Limited. This report reviews the costs related to the development and concludes at paragraph 2.13 that "the viability appraisal with no affordable housing shows a negative viability position and therefore no surplus is generated to support any affordable housing provision on the site." Consequently, the development will not be able to fund the provision of affordable housing.

Design

6.6 Policy CS16 requires new development within the Borough to be of a high-quality design; responding to the local context; producing a positive relationship between building; improving the public realm and; providing the opportunity for a mixed-use development in a town centre where higher densities (50+ dwellings per hectare) are considered appropriate. The pre-application process considered and assessed a variety of designs and forms of development on this site. It is considered that the 'traditional' 2.5 storey, mews style terrace along its principal Prince George Street frontage, represents a high-quality design solution. The applicant is aware that the application site is surrounded by a conservation area and that the proposed development would have to respect the setting of this heritage asset. It is our view that the application proposal will significantly enhance views into and out of the conservation area and would, therefore, be compliant with policy CS16.

Highways Matters

6.7 The proposed development is also considered to be in compliance with the other Development Plan policies in relation to sustainability, transportation and travel which are referred to in Section 4 of this Statement. Matters concerning highways and transportation are referred to specifically in the Transport Statement which has been prepared by Paul Basham Associates Limited which accompanies this submission. In summary, this report concludes that:

- "The development site is within a highly accessible location within Havant Town Centre with excellent connections to both pedestrian and public transport infrastructure. For this reason the development is proposed to provide no onsite parking. The principle of car-free development in this location has previously been agreed with Havant Borough Council highways as part of pre-application discussions.
- A number of public car parks have been identified within close proximity to the site which could be used for parking for visitors to the development, most notably the Prince George Street car park located directly outside the proposed residential element of the scheme. Any increase in parking demand is considered to be minimal and outside of the peak shopping times and will therefore not have an impact on the vitality of the town centre.
- Servicing of the proposed residential scheme would take place from two separate points on the Prince George Street roadside in keeping with the existing refuse arrangements. Servicing for the retail units fronting onto North Street will be carried out from the North Street roadside in keeping with the arrangements for a number of other units of a similar nature and size along this road. A layby will be provided to the north of the residential building on Prince George Street to accommodate 'Living Servicing' trips such as pick up/ drop off trips and deliveries.
- The proposed development is considered to provide a high quality mixed use scheme in the centre of Havant. The site is of a highly accessible nature and there represents a good opportunity to provide sustainable development within the area, we would therefore encourage Havant Borough Council to look favourably on this application from a highways perspective..."

6.8 The applicants are aware that the development needs to also be considered in relation to policy DM2 (Protection of Existing Community Facilities and Shops) of the Local Plan. This policy requires it to be demonstrated that there is little commercial need or demand for the continued use of, in this instance, 'local shops' via the provision of suitable marketing evidence.

Marketing

6.9 A Marketing Report by Agents Holloway, Illife and Mitchell accompanies this application submission. This report makes the following points: -

- "...Over the past 5 years instructions have been on a regular basis, with tenants not committing to new leases and vacating the site by executing their break notices. This has resulted in low occupancy rates and regular void periods....(para.1.3)."
- Interest... HIM have been marketing Units 8-9 (shown as Retail Unit 6 on the Existing Plans drawing) since 2016 and Unit 10 (Retail Unit 7) since March 2018;
- The history relating to 16 enquiries for Unit 8-9 is provided on a table at page 9 of the report. This describes several outcomes to the enquiries with potential occupiers describing the units as being - unconvinced about the location; discounted / not suitable due to the premises visibility and; lack of footfall. Many other follow ups from HIM received no further response;
- "... where buildings are not in good condition or need substantial fit out, they tend to struggle to attract tenants. This is reduced further in premises which are off pitch positions with limited visibility..." (para. 11.1);
- "Through the marketing of 8-9 and 10 North Street Arcade, as well as North Street Arcade as a whole we feel that levels of interest in this area of Havant for retail and other commercial users is at an extremely low level and that other locations appear to be more desirable... we feel an alternative use such as a mixed use site, more prominent retail units located to the front would be much more complementary to the surroundings..." (para.14.1);
- "...We feel there is no scope at this moment to let either units as a retail property..." (para.14.2).

6.10 It is hoped that the LPA will agree that the loss of these rear units will also be partly compensated by the provision of additional A1/A2/A3 flexible use floorspace within the 2, visually prominent, commercial units which would be provided with frontages onto North Street. It is considered that the active marketing of the site has demonstrated that the existing rear retail units are very difficult to let. Whilst some of the units are occupied, the leases are very short term. As such, the applicants do not feel confident that they would ever secure full occupancy of the arcade. This is proving to be financially unsustainable situation and has prompted the need to reconsider a mixed-use redevelopment of the site. Given the foregoing it is considered that the loss of the rear units, which would be partly compensated for by the provision of two new frontage units, is justified and that the development is compliant with policy DM2.

Local Context

6.11 The applicants are aware that Outline Planning permission was issued by the LPA in August 2016 for the erection of a 5 to 13 storey building accommodating 130 residential flats as well as 1126sqm of ground floor commercial/retail space (Use Classes A1-A5 and B1(a)) (LPA reference APP/14/01225) on the corner site immediately opposite North Street Arcade to the north-west. As such, it is apparent that a precedent for sustainable, high density development within this part of Havant Town centre has been established. The proposed development would reflect the changing local context of this part of Havant town Centre therefore.

Residential Amenity

6.12 The application proposal has been very carefully considered by both the Development team as well as by Officers of the LPA during the course of the pre-application enquiry. The proposed development seeks permission for a 2.5 storey development which turns the north-east corner of Prince George Street. Some of the pre-application iterations of the proposed development sought Officers views on higher density development. Officers felt that a development in excess of three storeys height, on the eastern side of the site, may have led to a 'perception' of overlooking by residents occupying houses in Manor Close. Consequently, the scale of development on this side of the site has been designed to respect the amenities of the occupiers of houses in Manor Close. Previously, suggested roof terraces and balconies have been deleted and a height of 2.5 storeys being retained. It is also considered that existing landscape features, together with a separation distance of some 35m (between the eastern edge of the site and the rear elevation of the nearest house in Manor Close) would mitigate against any overlooking of adjacent property.

6.0 Conclusions

6.1 The applicants are of the view that this proposed development would result in the provision of a high-quality redevelopment of this existing Town centre on a brownfield site. The scheme now submitted for the consideration of the LPA has been through a very rigorous and extensive pre-application enquiry process. The scale, density and form of the proposed development have, therefore, been discussed and agreed with Officers prior to the submission of the application.

6.2 The proposed development would rationalise the existing commercial content of the site with the provision of an extended trading within two new units, with prominent frontages directly onto North Street. The marketing exercise undertaken by Holloway, Illife and Mitchell demonstrates that there is little demand for the existing arcade of commercial units to the rear which are considered to be in a 'backwater' location. Additionally, the provision of 21 new one and two-bedroom flats to the rear of the site would improve, significantly, the streetscene of this part of Prince George Street which is located adjacent to the western boundary of the St Faiths Conservation area. It is noted that policy CS9 of the Council's Core strategy would normally expect between 30 and 40% of the housing element to be provided as affordable units. However, having had the development assessed by appraisal by S106 Affordable Housing Limited it has been demonstrated that the provision of affordable housing would make the scheme financially unviable. Consequently, the application proposal is considered to be compliant with policy CS9. The Transport Statement by Paul Basham Associates Limited concludes that this would be a highly sustainable and accessible site that would be close to both railway and bus stations as well as a wide range of shops and services within Havant town centre. As such, the development would be justifiably car-free.

6.3 It is concluded that, in terms of current planning policy, the proposed development would be an example of 'sustainable development' and would, as such, be compliant with both the NPPF and the Havant Borough Core Strategy and the Havant Borough Local Plan (Allocations) document.

6.4 The applicant respectfully requests that Officers and Councillors look favourably on this proposed development and grant planning permission.

22nd May 2018