



Colt International, New Lane, Havant

Design & Access Statement

March 2018



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1. Introduction



An introduction to the project including background information and details about the applicant and application site.

1.1. Document Purpose

1.1.1. This Design and Access Statement (DAS) has been prepared to support an outline application for the redevelopment of the former Colt International site at New Lane, Havant, for a mix of residential and employment uses.

1.2. Background

1.2.1. The site is previously developed land, formerly occupied by Colt International. The buildings comprised offices, laboratories and warehouses but are in the process of being demolished. Colt has since relocated within the area, with premises in both Havant and Petersfield. As a result, there is now an opportunity to redevelop the site for both residential and employment purposes, providing much needed homes and job opportunities for the borough.

1.3. The Applicant

1.3.1. Homes England

1.4. The Application

Description of the Development

1.4.1. The outline planning application proposes the development of:

- up to 100 new dwellings;
- 2860 sq. m of employment floor space;
- parking to adopted standards; and
- opportunities for naturalisation of the watercourse and landscaping (details to be admitted at a later stage).

Application Site

1.4.2. Area for the whole site comprises 3.1 hectares



2. Appraisal (Site & Context)



An assessment of the site and its context, site history and adjoining land uses including appraisal of the character of the site and surrounding area as well as addressing the physical, social and economic nature of the locality.

2.1. Location

2.1.1. The site is located to the east of Martin Road, south of Bartons Road and west of New Lane on the former Colt International site. The site is surrounded by a mix of houses and flats to the north, with industrial and commercial uses to the south and south-east.

2.2. History

Site Development History

2.2.1. The site is previously developed land and was occupied by Colt International since 1963 until demolition commenced in February 2018. Historic OS maps dating back to 1867 indicate limited residential development on the site prior to the development by Colt International.

Planning History

2.2.2. The following list shows previous planning applications.

01/50098/016 - Renewal of Temporary Permission 99/50098/15 for retention of research test rig for environmental monitoring located on roof on east side of building, TPP, 12/07/2001

99/50098/015 - Research test rig for environmental monitoring located on roof on east side of building, TPP, 16/03/2000

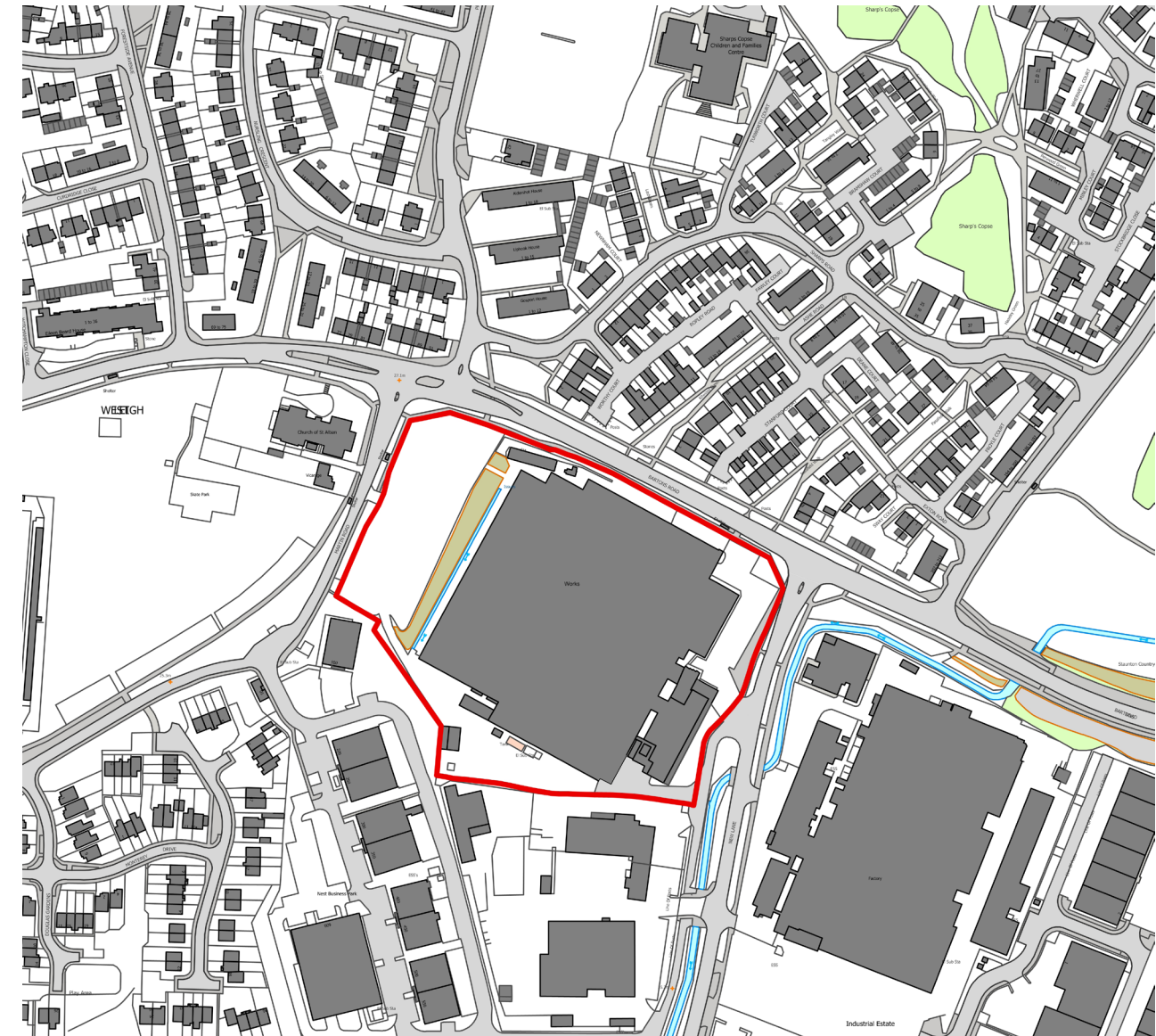
93/50098/006 - Raising roof on existing store on north elevation to form test house, PERM,

93/50098/009 - Two internally illuminated box signs to replace existing applied neon signs, PERM,

04/50098/017 - To replace wooden perimeter fence along Bartons Road and Martin Road boundaries with galvanised steel palisade fence to a height of 2 metres, PERM, 20/12/2004

Designations

2.2.3. The proposal is for up to 100 dwellings and 2860 sq. m of employment floorspace, comprising 10 units which can be occupied singularly or connected together to provide larger units.



Site Location Plan

2.3. Access

Private Transport

2.3.1. There are existing vehicular accesses off New Lane and Martin Road, which will serve the proposed development.

Public Transport

2.3.2. BUS

There are 4 bus stops surrounding the site. The 2 bus stops to the west of the site feature:

- Route 20, 2-way movement, every 30 minutes,
- Route 21, 2-way movement, every 30 minutes,
- Route 641, 2-way movement. Infrequent service,

and 2 towards the north of the site featuring the same 3 routes, with 2 additional routes:

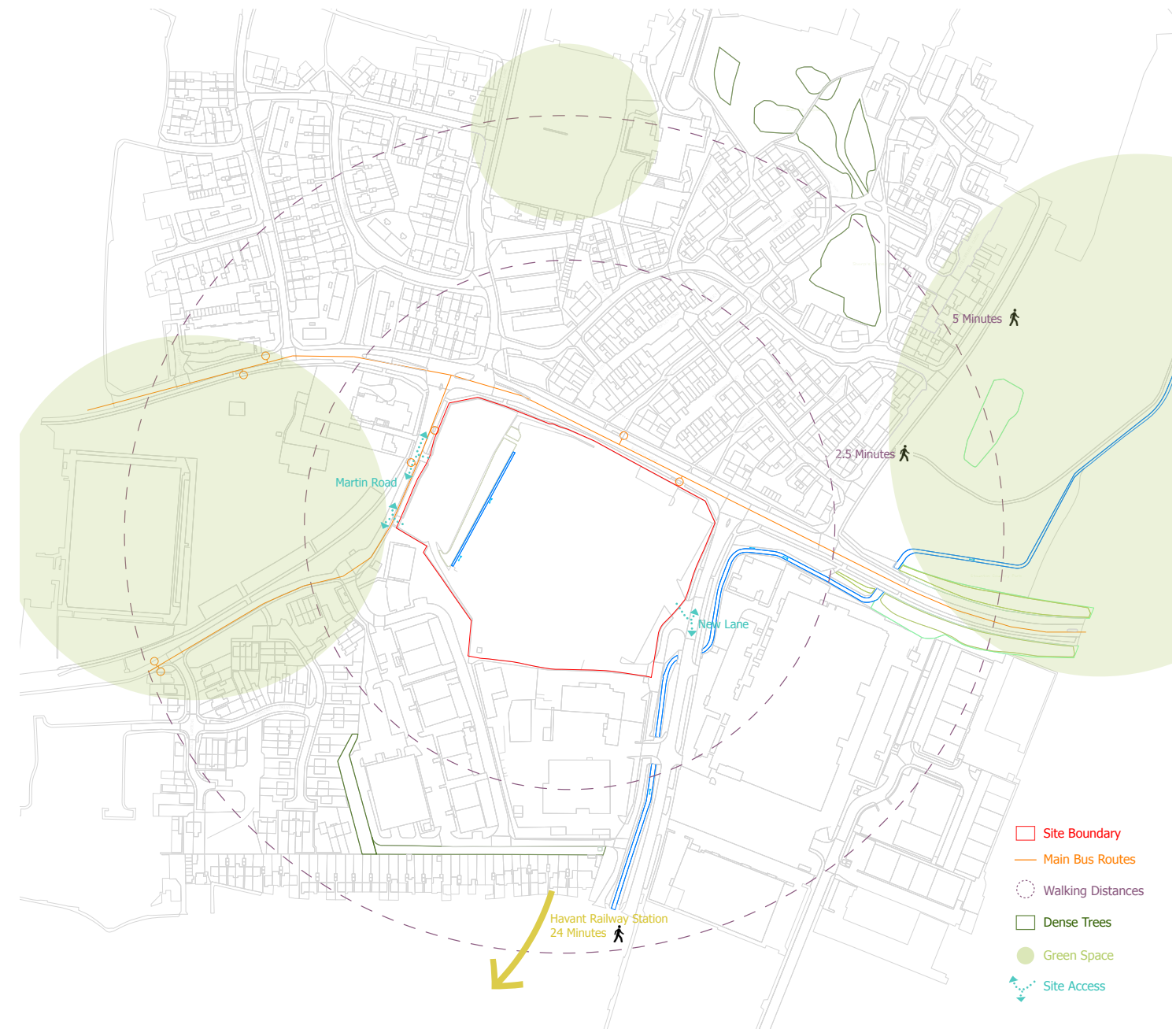
- Route 20, 2-way movement, every 30 minutes,
- Route 21, 2-way movement, every 30 minutes,
- Route 641, 2-way movement. Infrequent service
- Route 621, 2-way movement. Infrequent service
- Route 727 heading west. Infrequently.

2.3.3. RAIL

- The nearest train station is Havant railway station located 1.3 miles south of the site.

Pedestrian & Cyclists Access

2.3.4. There are existing footpaths along New Lane, Bartons Road and Martin Road, which provide pedestrian access to the site. A new footpath will run through the site, providing access for existing and future residents in the area.



Circulation diagram

2.4. Physical & Environmental Features

Land Use

2.4.1. The site previously contained former Colt International buildings which included offices, laboratories and, warehousing and also contained a large car park to the north-west of the site. The demolition of these buildings commenced in February 2018.

Topography

2.4.2. There is a slope from the north-west of the site, toward the south-east. The land level reduces from approx. 26 m AOD to 16 m AOD. This change in level sets the north part of the site lower than the road at the north of the site, Bartons Road.

Ecology

2.4.3. An extended Phase 1 habitat survey and subsequent protected species surveys were completed on the site between January – July 2017. The results of these surveys confirmed that the site is of limited biodiversity value due to it being dominated by hard standing and in commercial operation. Measures were established to protect foxes found on the site. Despite the condition of the site, the potential for enhancement for wildlife was identified and will be completed through the creation of green areas incorporating species-rich native planting and through the naturalisation of the concrete-lined watercourse running through the site. It is considered that these enhancements as illustrated in the layout plan will increase the suitability of the site for a range of wildlife in comparison to its current condition.

Hydrology

2.4.4. The Monsoon Drain runs along the west side of the main building and the River Lavant flows to the south/south-east of the site. The site lies predominantly within Flood Zone 1, where the proposed development is appropriate, in accordance with the National Planning Policy Framework and Planning Policy Guidance. However, given that a small proportion of the site lies within Flood Zones 2 and 3, a Flood Risk and Drainage Strategy for the site was produced in July 2017, which demonstrates that the site will not increase the risk of flooding elsewhere.

Arboriculture

2.4.5. There are 2 mature oak trees in the north-eastern corner of the site. The southern and western border of the site contains a number of mature trees such as ash (*fraxinus excelsior*), sycamore (*acer pseudoplatanus*), silver birch (*betula pendula*), oak (*quercus robur*), conifer (*pinophyta* sp.) and poplar (*populus* sp.). An Arboricultural Impact Assessment and Method Statement are being submitted to support the planning application and set out the proposals for the retention, removal and protection of trees on and around the site.



An image of the culvert in it's current undeveloped state.

2.5. Character Appraisal

Landscape

2.5.1. There are trees surrounding the perimeter of the site, some of which are mature and which will be retained as part of the proposal. The densest part covers the south-western corner of the site, along the boundary of Martin Road. A green bank sits on the western part of the site which features a culvert at the lower level. Surrounding the site, the land is mostly industrial. There are residential areas to the north, which are surrounded by areas of green landscaping

Context Appraisal

2.5.2. To the south and south-east of the site, along New Lane, are a number of industrial buildings. The rest of the site is surrounded by 2 main roads: Bartons Road to the north, and New Lane to the east. The site has no immediate residential neighbours but across these roads is residential development comprising two storey houses with pitched roofs and 3 story blocks of flats. The houses are predominantly red brick, with private gardens to the rear.

2.5.3. The blocks of flats, which are located opposite the site on the northern side of Bartons Road are 3 storeys tall, with flat roofs. They are of little architectural quality but do provide a reference for the proposed flats to the south of Bartons Road, in terms of height and scale.



The housing directly opposite the site along Bartons Road.



The flats to the north of the site, visible from Bartons Road.

3. Planning Policy Framework



An outline of relevant planning policy at the local and national levels.

3.1. Planning Policy Context

3.1.1. The site lies within Havant Borough where the Development Plan comprises the Local Plan (Core Strategy) 2011 and Local Plan (Allocations) 2014. The Council is currently producing a new Local Plan which will cover the period to 2036. The Draft Plan was consulted on during January and February 2018. In addition, the National Planning Policy Framework (NPPF) and Planning Practice Guidance form material considerations in the determination of the application, as well as various Supplementary Planning Documents (SPDs) which have been adopted by the council.

3.2. National Planning Policy Framework

3.2.1. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. The most relevant sections of the NPPF are noted below:

3.2.2. The "golden thread" running through the NPPF is the presumption in favour of sustainable development. Paragraph 12 confirms that the starting point for decision making is the development plan and that development which accords with an up-to-date local plan should be approved.

3.2.3. The core planning principles set out in paragraph 17 provide a set of criteria which underpin plan-making and decision-making. Of particular note, these principles consider that planning should:

- not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- pro-actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- always seek to secure high-quality design and a good standard of amenity for future occupants of land and buildings; and
- promote mixed-use developments, and encourage multiple benefits from the use of land in urban and rural areas.

3.2.4. Paragraph 19 advises that significant weight should be placed on the need to support economic growth through the planning system.

3.2.5. Section 6 (Delivering High-Quality Homes) seeks to significantly boost the supply of housing by delivering a wide choice of high-quality homes in order to meet local need.

3.2.6. Section 7 (Requiring Good Design) attaches great importance to the design of the built environment and advises that good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.

3.2.7. Paragraph 65 encourages developers to engage with those directly affected by proposals to ensure that designs take into account the views of the local community.

3.2.8. Paragraph 131 advises that in determining planning applications, local planning authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.

3.3. National Planning Guidance

3.3.1. Planning Practice Guidance (PPG) was published online in March 2014. It provides relevant advice on a range of matters including Design, the Community Infrastructure Levy, Contaminated Land, and Trees.

3.4. Local Planning Policy

Adopted Local Development Plan

3.4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The relevant Development Plan policies are considered below, together with an explanation of the way in which the proposal responds to each of these.

3.4.2. The statutory Development Plan for Havant Borough Council currently comprises the Local Plan (Core Strategy) which was adopted in March 2011 and the Local Plan (Allocations) which was adopted in July 2014. The current Development Plan contains the key policies relevant to the assessment of planning applications in the Borough.

3.4.3. The Council is currently preparing a new local plan which will cover the period to 2036. Although limited weight can be attributed to the draft policies listed within the emerging Local Plan in the determination of planning applications, they provide valuable guidance in the development of proposals and indicate the likely future direction of the Local Plan 2036, once adopted.

Local Plan (Core Strategy) 2011

3.4.4. Policy CS17 (Concentration and Distribution of Development within the Urban Areas) supports the principal of development on previously developed land within the five urban areas, including Havant. More detailed design guidance is provided at Policy CS16 (High-quality Design).

3.4.5. Policies CS2 (Employment) and CS3 (Skills and Employability) support a flexible approach to employment provision in the borough which prioritises the use of previously developed land, provides jobs, raises skill levels and promotes exiting business clusters.

3.4.6. Policy CS6 (Regeneration of the Borough) supports development which seeks to contribute towards the social, economic and physical regeneration of the Borough by way of its proposed type of use and design.

3.4.7. Policy CS9 (Housing) sets housing targets for the borough, including the provision of between 30 and 40% affordable and a mix of dwellings types, sizes and tenures.

3.4.8. Policy CS21 sets out requirements for developer contributions.

3.4.9. Of particular relevance to this proposal is policy DM3 which seeks to control the loss of sites previously used for B use class employment purposes, through a marketing exercise to demonstrate that the premises are no longer required.

3.4.10. Policies DM11 – 14 (Transport) promote the use of sustainable methods of transport, the siting of new development close to existing facilities and the provision of appropriate car and cycle parking.

Local Plan (Allocations)

3.4.11. Policy AL1 (Presumption of Sustainable Development) establishes the Council's presumption in favour of sustainable development when determining development proposals in accordance with the NPPF. The council will work pro-actively with applicants to find solutions where possible to secure development which seeks to improve the economic, social and environmental conditions of the Borough. Policy AL2 complements CS17 by supporting development within the urban areas.

3.4.12. Policy DM24 (Recreational Disturbance to Special Protection Areas (SPAs) from Residential Development) determines that planning applications will be deemed appropriate where they avoid or mitigate the likely significant effects on SPAs cause by additional recreational pressures as a result of residential development. This may take the form of a financial developer contribution.

Draft Havant Borough Local Plan 2036

3.4.13. Strategic Policy H35 of the Draft Havant Borough Local Plan 2036 consultation document allocates the Former Colt Site, New Lane, for mixed-use development consisting of approximately 90 dwellings and 5,900 sq. m of employment floor space. Applications for the site will be permitted where the employment uses complement the function and operation of the New Lane established employment area.

3.5. Local Planning Guidance

3.5.1. The **Havant Borough Council Design Guide Supplementary Planning Document SPD (2011)** provides detailed council expectations, information and guidance to support Policy CS16 (High-quality Design) to increase the delivery of high-quality design standards across the Borough. The Design Guide SPD was adopted by Havant Borough Council as a material planning consideration in December 2011.

3.5.2. The **Havant Borough Council Housing SPD (2011)** provides additional information and guidance to support the requirements of Policy CS9 and other policies of the Local Development Plan. The Housing SPD forms a material planning consideration in the determination of planning applications by Havant Borough Council and was adopted in July 2011.

3.5.3. The **Havant Borough Council Parking SPD (2016)** details cycle and parking standards for new residential and non-residential development throughout the borough in accordance with Policies DM11, DM13 and DM14 of the Core Strategy 2011 and replaces the Havant Borough Council Parking and Cycle Provision SPD 2010. The Parking SPD forms a material planning consideration in the determination of planning applications and was formally adopted by Havant Borough Council in July 2016.

4. Design



An overview of the general design principles and vision that underpin the proposed development, including evolution of the design through understanding of the opportunities and constraints associated with the site.

4.1. Brief

4.1.1. The applicant has identified that the vacant Colt International site should be redeveloped for mixed-uses. The residential part of the site will include a mixture of private and affordable homes/apartments with up to 40% affordable.

4.1.2. Employment uses should be in line with the local needs of the current market in respect of terms, size and specification.

4.2. Vision

4.2.1. The applicant is seeking to create a new development which will respond positively to the existing character of the area, while creating a distinctive, high-quality development which creates its own sense of place. Indicative images show that a contemporary development would be appropriate in this location.

4.2.2. The site is identified for commercial development and the proposal will aim to achieve its full potential in economic and social terms.

4.3. Design Philosophy

4.3.1. Consideration must be given to the ease and cost of maintenance throughout the housing and industrial unit's life-cycle. This has to work in tandem with the functionality and ease of operation of the buildings and its services by users. Affordable elements of the scheme will comply with the following standards:

- **Housing Quality Indicators;**
- **Lifetime Homes;**
- **Design and Quality Standards 2007.**

4.3.2. The key principles behind the design centre on promoting a sustainable development. This should be done with a conscious effort to incorporate opportunities for future interconnectivity as well as having a positive relationship with the wider master plan, as it develops.

4.3.3. Given the visibility of the site by both nearby residents and areas from where the site is visible, the design responds to the surroundings. This includes the ability to retain as much native vegetation as possible whilst providing a soft landscaping scheme which will enhance the development both visually and ecologically.

4.4. Design Development

Preliminary Designs

4.4.1. The project team developed a concept framework which was influenced by the identified site constraints, opportunities and surrounding context analysis. The general layout and scale of the 2 areas has been guided by the form and characteristics of nearby developments.

4.4.2. The residential area shown on the concept plan has been positioned and scaled to reflect the pattern of residential development to the north and south-west of the application site.

4.4.3. An employment development area has been incorporated on the east of the site to maintain the industrial character of New Lane.

4.4.4. A landscape buffer is incorporated on the northern boundary, and in the western part of the application site to follow the existing watercourse and provide open space. At an early stage, it was acknowledged that an opportunity existed for the naturalisation of the existing watercourse and accompanying buffer, which would help provide an enhanced landscape feature as well as a Sustainable Drainage System (SuDS) and access for future maintenance.

Developed Designs

4.4.5. A pre-application enquiry was submitted to Havant Borough Council for the redevelopment of the site in June 2017. A draft development framework plan, informed by the development concept plan, was submitted for the Council's consideration.

4.4.6. The key issues raised by the Council were:

- the importance to retain industrial units fronting New Lane, that are of a size and form to meet current demand;
- they suggested that the single block fronting Bartons Road should be split into two buildings;
- incorporation of increased landscaping especially, around the site's boundaries;
- the drainage feature crossing the site could be used to provide an attractive landscape feature and ecological asset;
- the relationship between the existing and proposed business uses and the residential area requires very careful consideration;
- importance to provide pedestrian and cycle links from the site that are usable by all residents; and
- the requirement for the provision of 40% affordable accommodation (based on 100 unit scheme a minimum of 40 units). They should consist of a variety of unit sizes and provide a tenure split of 70/30 Affordable Rented to Shared Ownership.

5. Development Proposals



Details of the proposed design including: access, form; scale; appearance and landscape design. As well as how the scheme aims to provide an environmentally sustainable development.

5.1. Design Principles

5.1.1. A revised development framework plan was produced which followed the recommendations made by the Council, including a greater separation between the residential and employment areas. In response to the points raised during the pre-application process by the Council, the following design elements have been incorporated:

- re-designed housing layout separated from the employment area by a planted bund; a break in the building line along Bartons Road and a focal building on the corner of Martin Road and Bartons Road;
- re-orientation of the southern-most employment building to face New Lane, with vehicular access to the front only;
- vegetation, banking and acoustic fencing to provide a buffer between the residential and employment areas;
- increased opportunities landscaping and planting across the site, and the addition of a “pocket park” open space on the southern boundary;
- landscaping and naturalisation of the existing drainage feature to provide ecological and visual benefits;
- improved cycle and pedestrian links across the site providing access to footpaths on New Lane, Bartons Road and Martin Road; and
- ten new employment units of 286 sq. m each fronting New Lane, responding to local demand for units of this size.

Density & Quantum

5.1.2. The master plan framework provides 2.28 ha of land for housing development, equivalent to around 99 units at 43 dph. 0.82 ha is available for employment uses.

5.1.3. The design provides a total of 99 dwellings comprising of:

- 29 one-bedroom apartments
- 30 two-bedroom apartments
- 17 two-bedroom houses
- 19 three-bedroom houses
- 4 four-bedroom houses

5.1.4. The employment area provides a total of 10 employment units of 286 sq. m.



The site plan shows the final employment design and the residential layout. It also includes the landscaping, both proposed and existing, and also features the design of the culvert.

Urban Form & Layout

5.1.5. The urban form will respond to the topography and physical context of the site with a relatively regular disposition of development. The network of streets, home zones and spaces will be designed to provide a clear distinction between public and private areas and therefore, a clear sense of ownership.

5.1.6. The form and structure of the design is intended to work with the natural constraints of the site. Respect to the local character and distinctiveness of surrounding development will help to promote a locally distinctive and high-quality sustainable design.

5.1.7. Buildings, wherever possible, front on to streets or are orientated to create a positive relationship with public space, provide visual interest, promote street activity and encourage natural surveillance. Within the development, houses front onto streets and public spaces, aid crime prevention and create a 'sense of place'.

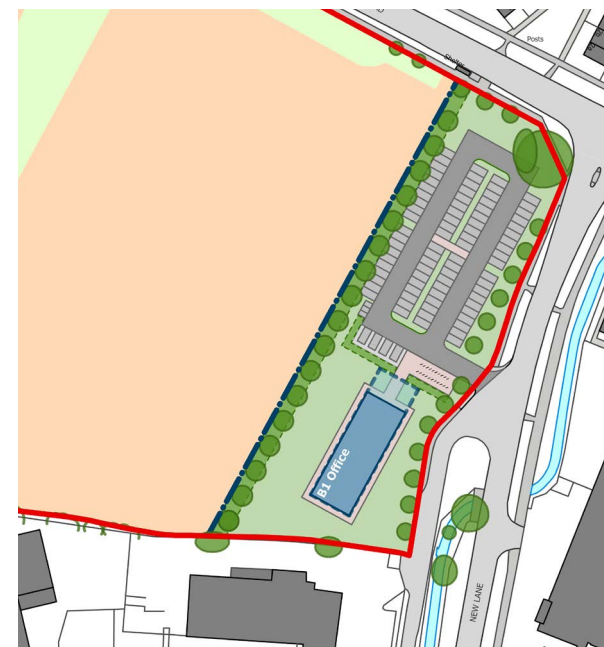
5.1.8. The use of set-backs in particular locations allow for front gardens and semi-private spaces, enclosed by walls are to be introduced. Front boundary walls should not act as a barrier to the surveillance of the street.

5.1.9. The master plan for the site has been carefully designed to deter criminal activity and anti-social behaviour by minimising opportunities to commit crime or to impact negatively on the quality of life of those using the development. The following principles have been adopted:

- the creation of a high-quality public realm;
- the provision of routes that are fit for purpose and provide opportunities for safe physical activity and recreation that meet the needs of all members of society; and
- the promotion of a sense of ownership and responsibility throughout the development.

5.1.10. Havant Council initially aspired for an employment area of 45,000 sq. ft as it was seen as an investment opportunity. Sketches were developed and the requirements for the site to be 1/3 employment and 2/3 residential was still applicable. The adjacent sketches show various iterations of the employment area throughout the development of the master plan. A combination of a unit of 45,000 sq. ft. of floor space, manoeuvring for artic lorries and parking provisions for the employment proved to be very difficult to accommodate within allocated area.

5.1.11. The final design incorporates a route for artic lorries deliveries, ample parking for vans, cars and cycles whilst maximising employment space to satisfy the council's needs. Careful consideration was given to the separation distance between the industrial units and the proposed residential area with appropriate noise reduction measures which includes an acoustic bund and fence.



Four sketch options for the employment part of the site.

Scale & Massing

5.1.12. The development proposed on the site will comprise of a mixture of two, three and four bedroom detached, semi-detached, terraced houses and 3 apartment blocks.

5.1.13. Building heights are generally proposed to be 2 storey houses, and 3 storey town houses in keeping with those in the surrounding area. The blocks range between 3 to 5 storeys. Development has been designed and positioned so that the 4 and 5 storey apartment blocks are on the north-east boundary of the site which is at a lower level than the road. This makes the apartments less visually prominent and less imposing on the adjacent existing housing.

Appearance & Materials

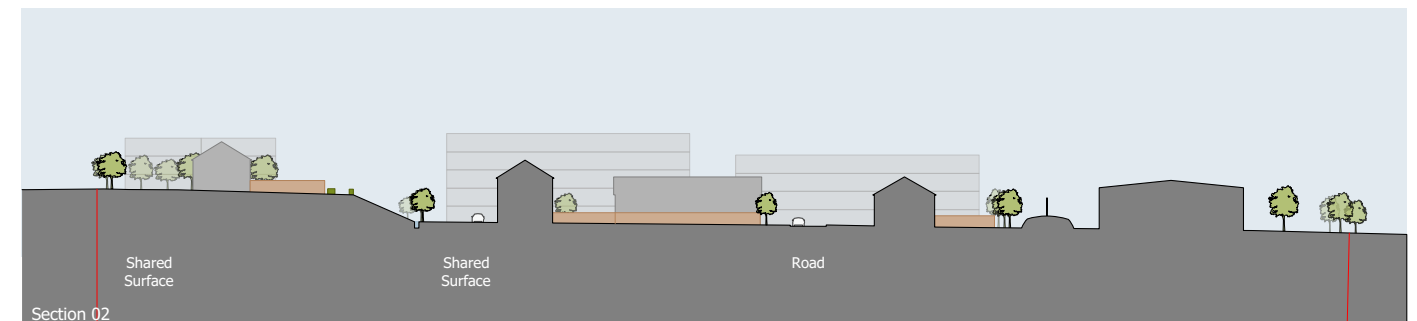
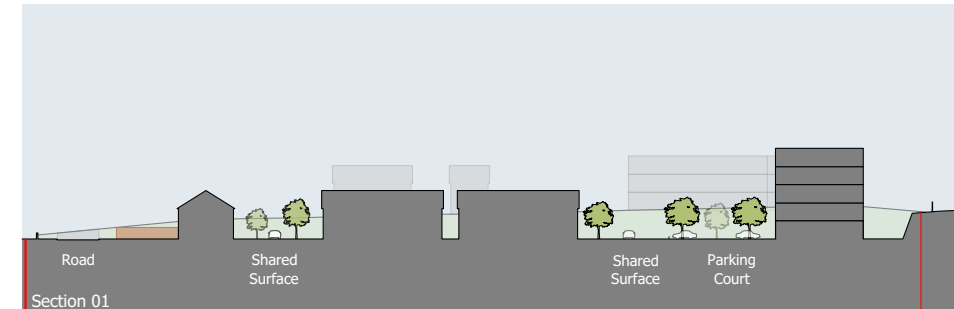
5.1.14. The surrounding area of Bondfields is of little architectural value and is not considered to provide an example of the design quality sought for the development. Dwellings such as those found on Bartons Road should provide a reference point for scale, massing and architectural appearance. However, it is intended that the new development would have a restrained, contemporary appearance, distinctive to the locality, and provide a high-quality, sustainable living environment for its occupants.

5.1.15. The selection and use of materials will make reference to those already found in the surroundings and will seek to create the appearance of a unified area both within the development site and also with other development on its boundary, complementing, rather than detracting from the qualities of the area. The aim will be to use a limited palette of materials, to create an area with an identifiable character.

5.1.16. Colour, along with scale, form and texture play a crucial role in making a development locally distinctive and determining how successfully it integrates with its surroundings. Colour can aid integration, provide accent and emphasis and aid legibility. Inappropriate use can result in a development that adversely affects the integrity of the wider landscape and built environment. The materials and colours selected for buildings with a large mass such as the employment units will require a highly sensitive use of texture and colour.

Landscape Strategy

5.1.17. Permission is not being sought for Landscaping as part of the outline application. However, opportunities to enhance the existing watercourse, retain trees and provide new planting have been designed into the proposal at this stage. A full landscaping proposal will be submitted as part of the Reserved Matters application.



Site sections showing the scale and massing of the site, and the relationship between the low rise residential, and housing. This section also shows the change in level of the site, and the separation between employment and residential.



Render image showing the material used on the employment area of the site which is red brick and slate grey panels. This blends in with the existing surrounding buildings, and also the rest of the development.

5.2. Environmental Sustainability

Biodiversity

5.2.1. An extended Phase 1 habitat survey and subsequent protected species surveys were completed on the site between January – July 2017. The results of these surveys confirmed that the site is of limited biodiversity value due to it being dominated by hard standing and in commercial operation. Measures were established to protect foxes found on the site.

5.2.2. Despite the condition of the site, the potential for enhancement for wildlife was identified and will be completed through the creation of green areas incorporating species-rich native planting and through the naturalisation of the concrete-lined watercourse running through the site. It is considered that these enhancements as illustrated in the layout plan will increase the suitability of the site for a range of wildlife in comparison to its current condition.

Drainage & Flood Risk

5.2.3. The application is supported by a Flood Risk Assessment and proposed Drainage Strategy, which demonstrate that the site can be drained appropriately. There is no increased risk of flooding due to the proposal.

Energy

5.2.4. The development would be of high-quality and sustainable design through its construction and future occupation, facilitating reductions in carbon emissions as well as delivering new opportunities for sustainable travel within and around the area.

5.2.5. At the building level, highly-insulated, weather-tight construction techniques using locally-sourced and/or recycled materials wherever possible, would aim to minimise heat loss, increase the longevity of buildings and reduce the environmental impact over the lifetime of the buildings.

5.2.6. The orientation of buildings to optimise solar gains and the use of low-energy light fittings could reduce energy consumption further.

Waste Management

5.2.7. The proposal will follow the guidance for waste management set out by **Approved Document H , Drainage and waste disposal of The Building Regulations 2010.**

5.3. Access & Movement

Site Access

5.3.1. There is no intention to alter the access points for the new development, with the access off New Lane proposed to serve the new employment uses and the two existing access points off Martin Road serving the residential element. Widening of the southern access off Martin Road will be required.

5.3.2. New internal roads will lead off the access points and are shown on the submitted layout plan. There will be no through road connecting the residential area to the employment area, resulting in good separation between the uses, reinforced with new planting, an acoustic bund and an acoustic fence

Vehicular Movement

5.3.3. The street network will be designed to provide natural traffic calming and a variety of street-edge treatments will be used to create different street characters. Shared surfaces would be designed with a single material covering both the foot-way and carriageway. The entrance to these areas will be marked by transition strips in a different colour and texture in order to signal the change in status. The use of materials would be carefully chosen to be appropriate to the site’s suburban setting.

Pedestrian & Cycle Movement

5.3.4. East-west permeability through the site is primarily through a path to the south which provides a new link between New Lane and Martin Road. The main road into the residential development area will have a design speed of 20 mph or less, obviating the need for designated cycle lanes by providing streets that can be safely shared by pedestrians, cyclists and cars.

Car Parking

5.3.5. The master plan follows the car parking guidance from **Havant Borough Council’s Parking Supplementary Planning Document, July 2016** which states the following requirements:

B2 General Industrial - 1 space per 45 sq. m of which 5% (4 no.) are large enough for a disabled persons car.

C3 Dwelling Houses

2 Bed units - 2 spaces (minimum)

3 Bed units - 2 spaces (minimum)

4 Bed units - 3 spaces (minimum)

C3 Dwelling Houses - Shared/Communal Parking (unallocated)

1 Bed units – 0.9 spaces (minimum)

2 Bed units – 1.3 spaces (minimum)

Cycle Parking & Storage

5.3.6. Cycle provision for the houses will be provided in cycle storage sheds in back gardens and within the garages. The apartment blocks are designed with bike stores at ground level. Provisions for the employment area will be on the hardstanding to the south (next to the ancillary building). This space will be allocated for Sheffield stands – 8 long stay and 6 short stay. Alternatively, if the ancillary building isn’t used as an electrical sub-station then a secure bike storage building can be provided.

Inclusive Access

5.3.7. Access to and within the buildings is provided in accordance with the **2013 edition of Approved Document M: Access and use of buildings, Building Regulations 2010** and is guided by **BS 8300:2009**.

5.3.8. The Disability Discrimination Act (DDA) is understood and has been taken on board throughout the different stages of the scheme, and the aims of the Act have been fulfilled where we feel it has been viable to do so. The DDA aims to end the discrimination which many disabled people face. The act gives people rights in the areas of:

- employment;
- access to goods, facilities and services; and
- buying or renting land or property.

5.3.9. The principles of inclusive access for the development are set out below. The term walking distance is taken to also include the use of wheelchairs and motorised buggies. As noted above there is a choice of public transport modes available. Bus stops are readily available adjacent to the site, and a major train station is within a 17 minutes walk.

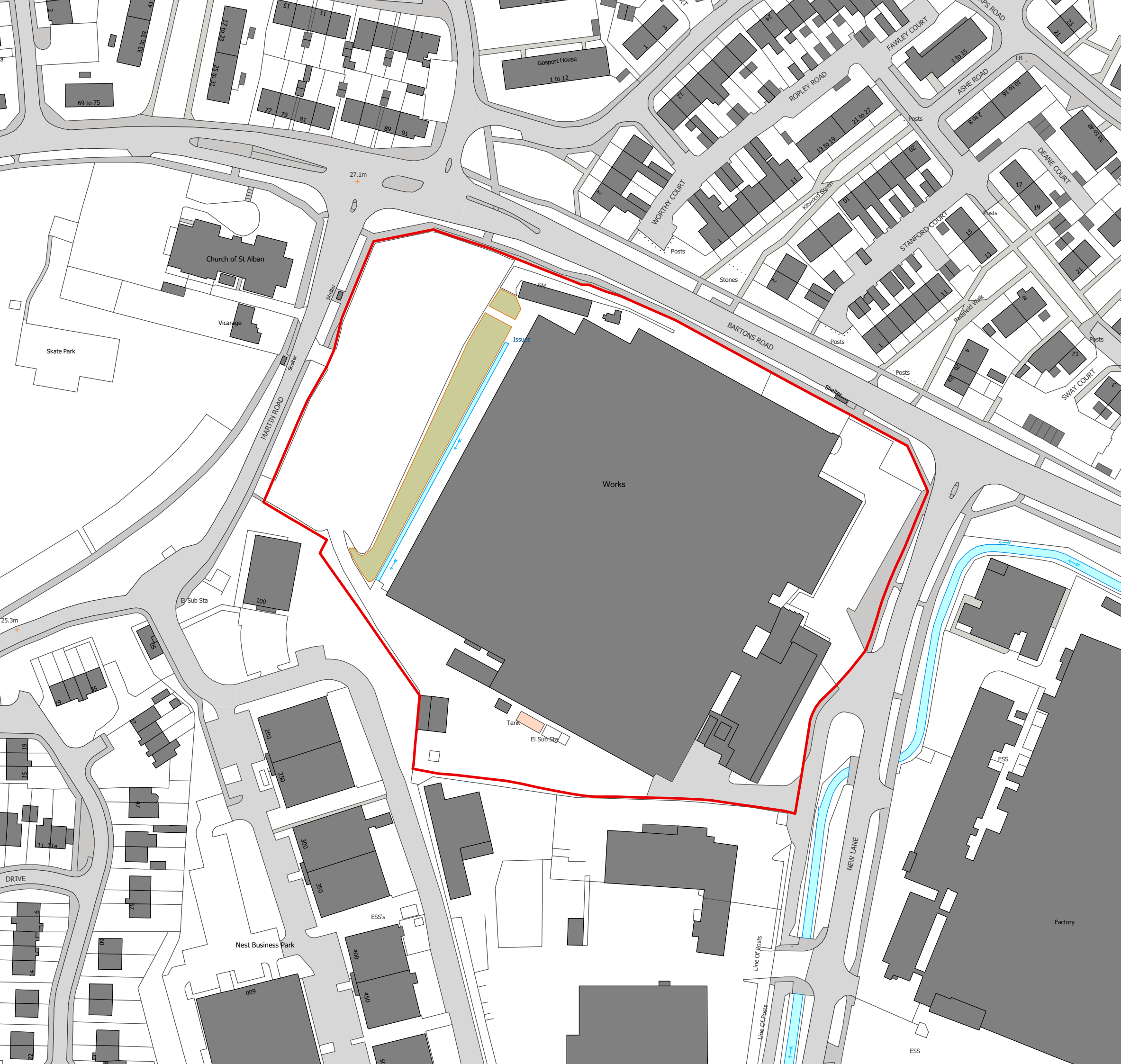
5.3.10. All dwellings within apartment blocks can be accessed by wheelchair occupants and visitors via a 13 person lift designed to accommodate wheelchairs as section 9 of the **2013 edition of the Approved Document M**. The lift will be compliant with Approved Document M.

5.3.11. In addition, provision has been made for disabled people to visit occupants on any storey of the development, via a staircase suitable for use by ambulant disabled people or the lift. The staircase that access all floors shall be designed to accord with the common staircase in section 9 of the **2013 edition of the Approved Document M and Lifetime Homes**:

- all step nosings are distinguishable through contrasting brightness;
- each step has a maximum tread nosing of between 15-25 mm. This minimises obstruction caused by the overhang to a visually impaired person, or a person with limited movement;
- for the same reason, all risers to the common stair are closed risers;
- the risers and going of each step on every common stair are constant, and satisfy the criteria regarding dimensions set out in Approved Document M;
- a suitable continuous handrail is provided on each side of the flights and landings; and
- a refuge is provided in every staircase to allow occupants who cannot escape on their own sanctuary until rescue. The refuges are at least to the minimum standards.

6. Appendices





WYG



Colt International,
New Lane, Havant
Site boundary

02



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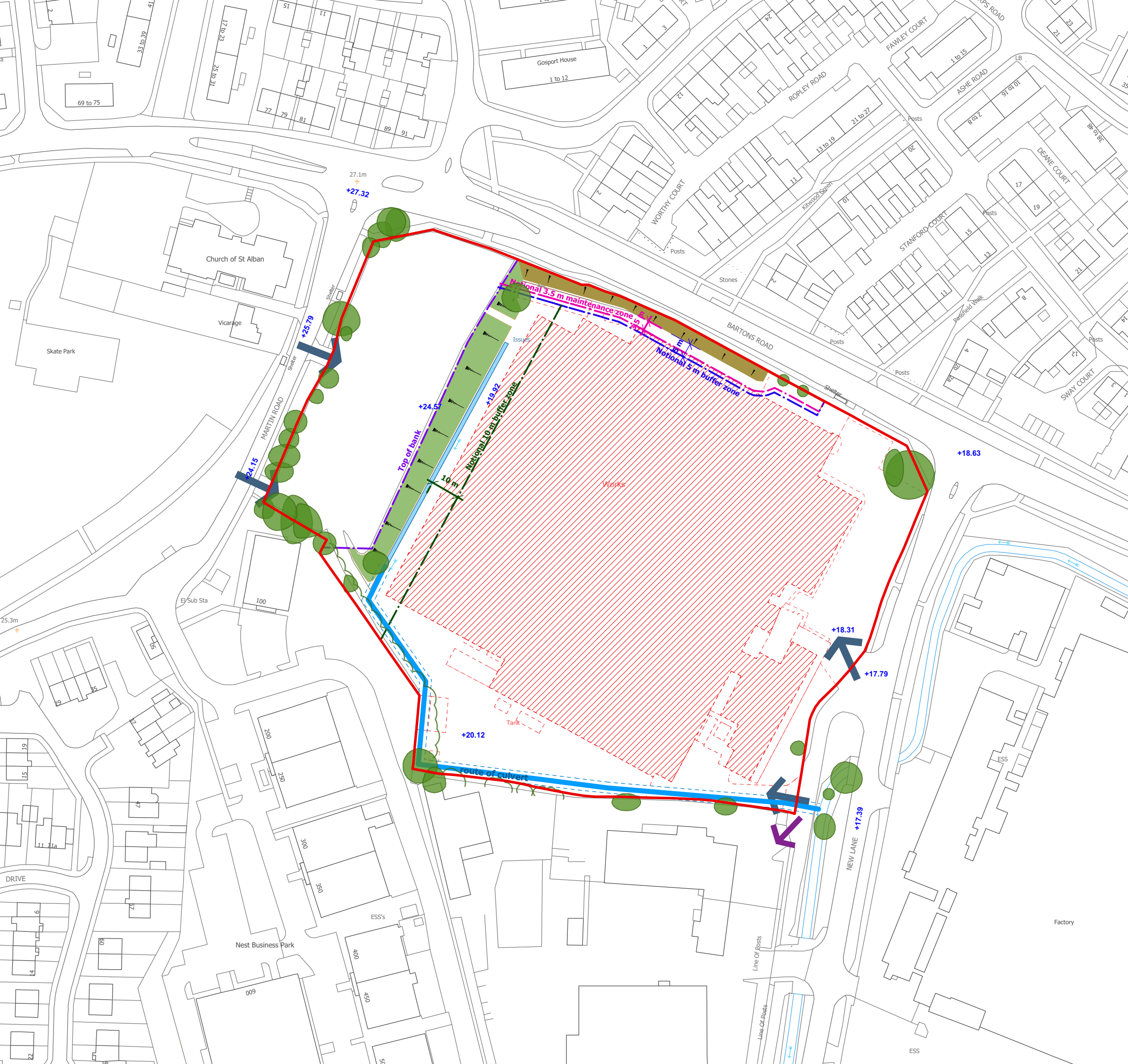
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Colt International, New Lane, Havant Constraints

03

Key

- Site boundary
- Existing access into site
- Access to be maintained
- Existing trees
- Root protection areas for existing trees
- Grass bank - considerable change in level
- Retaining structure to highway
- Existing water course to be maintained
- Existing building to be demolished
- Most likely route of existing culvert - tbc
- 3 m easement zone to existing culvert
- Notional 5 m easement zone to retaining structure. No proposed buildings to be placed closer than this to allow for maintenance area around building.
- Notional 3.5 m maintenance zone to retaining structure. To be kept free of any obstructions including vegetation.
- Notional 10 m easement zone from water course.
- Top of bank.



North

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Scale 1:1250 @ A3

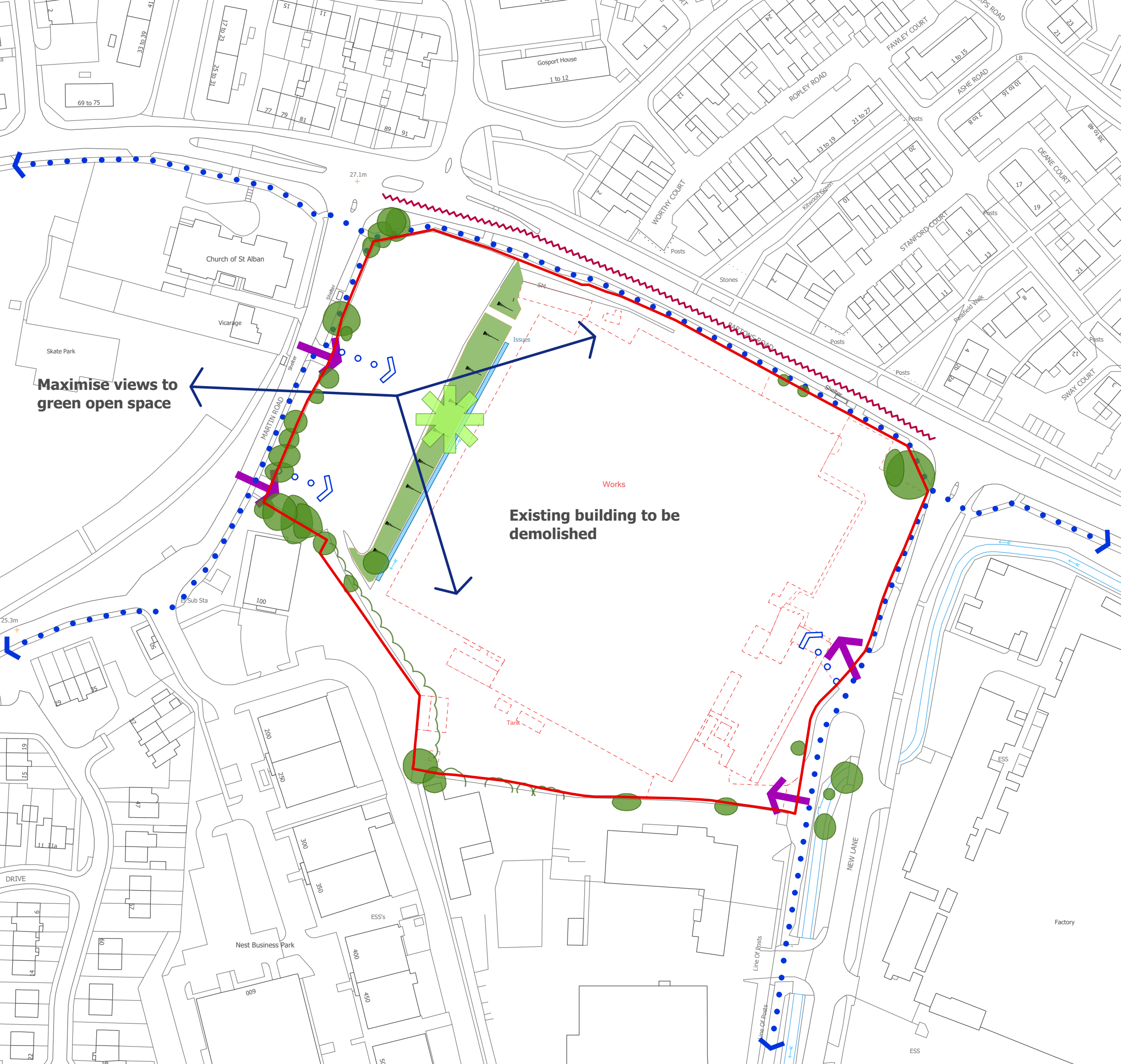
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Colt International, New Lane, Havant Opportunities

04

Key

- Site boundary
- Utilise existing access into site
- Existing pedestrian routes
- Encourage new footpath and cycle links
- Existing trees
- Grass bank
- Existing water course
- Opportunity to enhance and naturalise existing watercourse
- Opportunity to utilise views from site
- Traffic noise from Bartons Road



North

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**Colt International,
New Lane, Havant
Development area**

05

Key

-  Site boundary (3.1 hectares)
-  Employment development area (0.81 Hectares)
-  Residential development area (2.02 Hectares)
- Total developable area - 2.83 Hectares**
-  Landscape buffer/easement zone (0.27 Hectares)

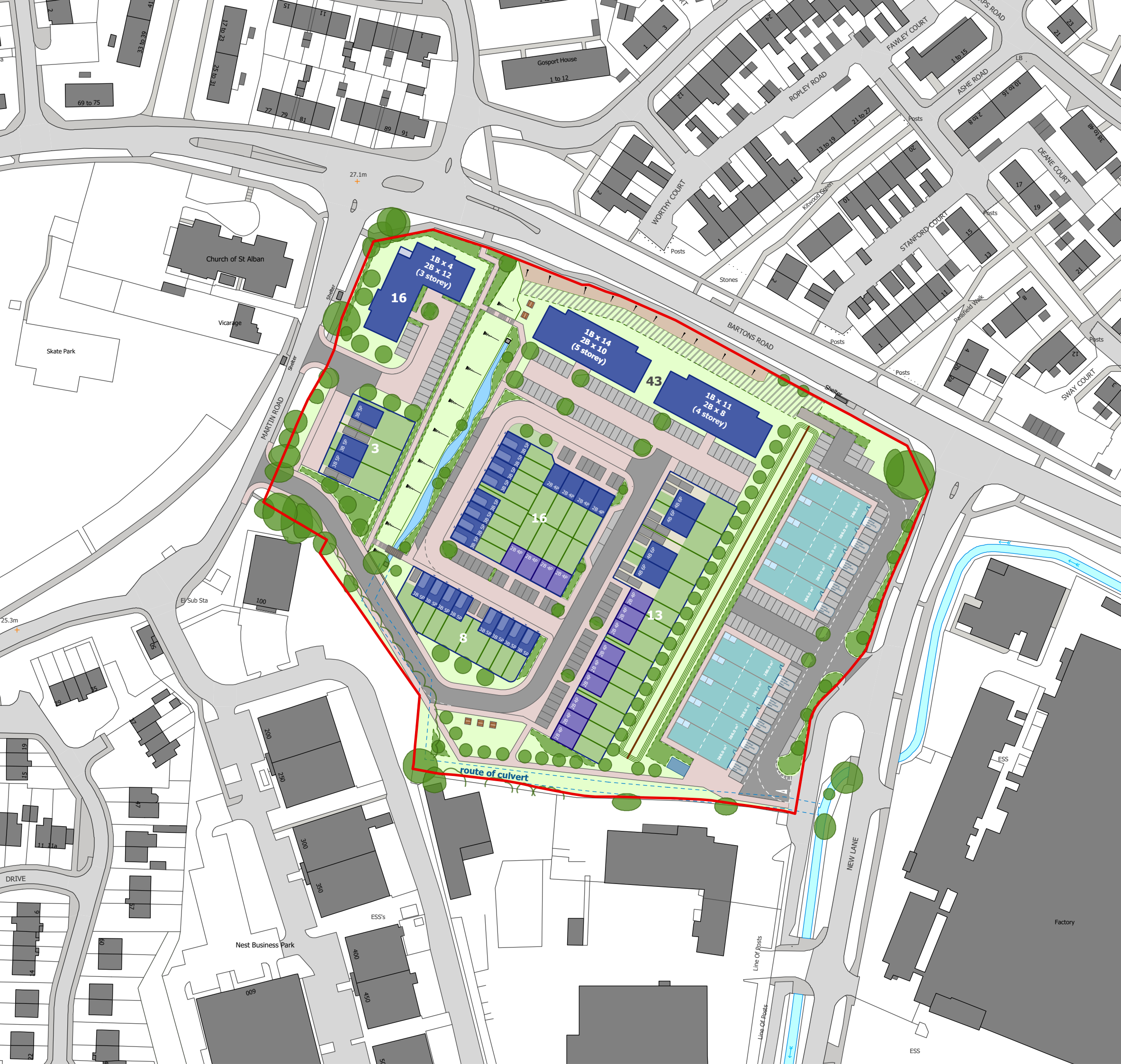


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**Colt International,
New Lane, Havant
Residential option 17**

31

Land use

- Employment (0.82 Hectares)
- Residential (2.28 Hectares)
Private / Starter Homes

Total no. of dwellings - 99

Quantum

1 bed (apt)	29	29.3 %
2 bed (apt)	30	30.3 %
2 bed (house)	17	17.2 %
3 bed	19	19.2 %
4 bed	4	4 %
Total	99	

Total employment space provided - 30,784 ft²

Total full-time employment provided - 120

Key:

- Maintenance access to highway retaining wall
- Acoustic fence
- Street furniture
- Route of underground culvert
- Acoustic bund
- Ancillary building (potential sub-station)



North

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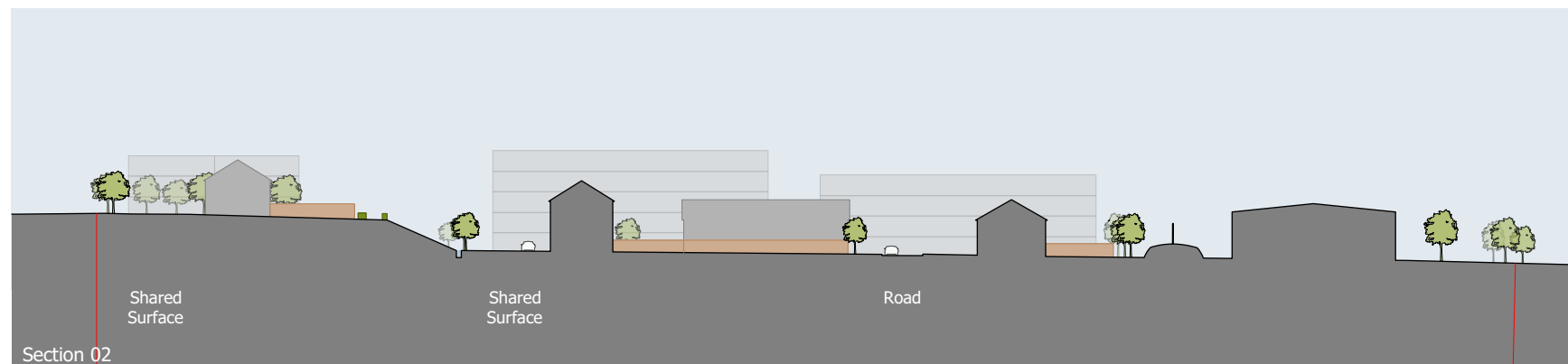
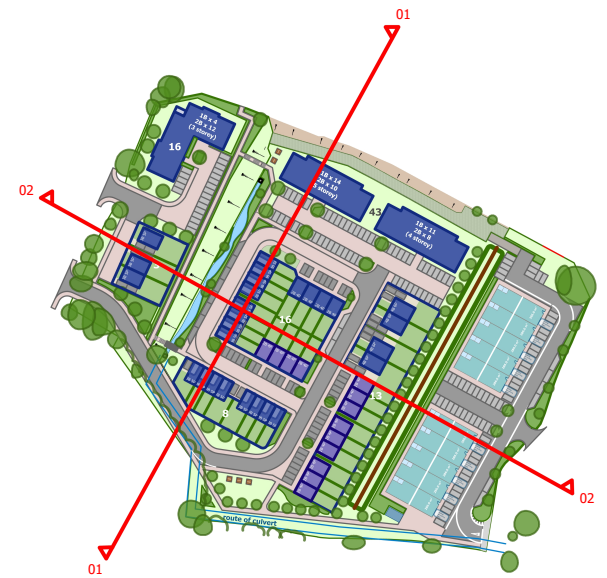
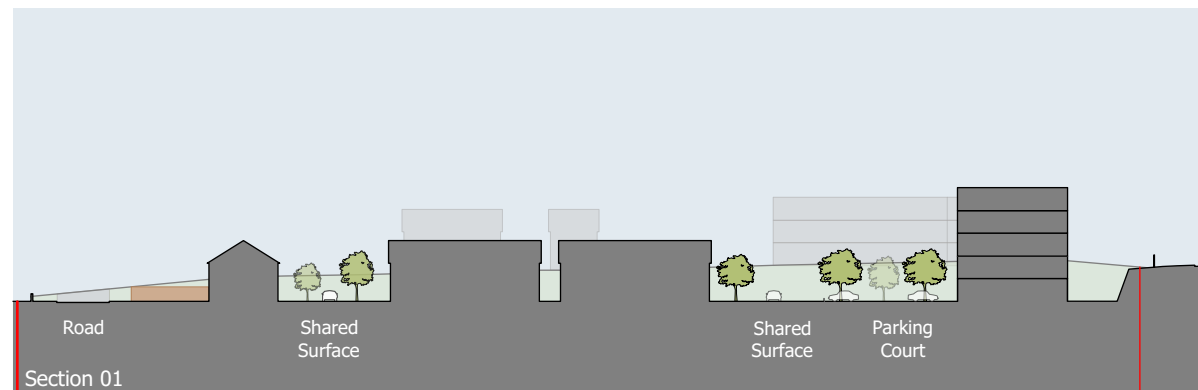
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North

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WYG



**Colt International,
New Lane, Havant
Site Development Plan**

51

Key:

-  Application boundary
-  Employmeny/Residential divide
-  Employment zone (0.82 hectares)
-  Residential zone (2.28 hecatares)



North

A090070-182[ST1]51

Scale 1:1250 @ A3

File: A090070-182[ST1]drf01_v16.vwx

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Illustrative scene: New Lane / Bartons Road Junction



North

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Illustrative scene: New Lane



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Illustrative scene: Bartons Road / Martin Road Junction



North

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