

Planning Statement

Including Affordable Housing Statement and Statement of Community Involvement

Former Colt International Site, New Lane, Havant

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HP16070 - A090070

Homes England

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Prepared by WYG Environment Planning Transport Limited.



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1.0 Introduction

- 1.1 This Planning Statement has been prepared in support of an outline planning application for the mixed-use re-development of the site formerly occupied by Colt International, New Lane, Havant.
- 1.2 The application is for the redevelopment of the site to include a mix of residential and employment uses. The proposal is described in more detail in section 4 below.
- 1.3 Colt international has now relocated its business to sites elsewhere in Havant and Petersfield. The existing buildings are outdated and no longer fit for purpose; asbestos has been detected within the buildings and in their current condition, the buildings were vulnerable to vandalism and theft and caused Homes England to incur significant security costs during 2017. In recognition of this, prior approval for the demolition of all buildings down to slab level, under Class B, Schedule 2, Part 11 of the Town and Country Planning (General Permitted Development) (England) Order 2015, was granted on the 11th October 2017. Internal material removal commenced in February 2018, with building demolition starting in February 2018.



Figure 1: Former Colt International Building, New Lane, Havant

2.0 Site and Surroundings

- 2.1 The site lies to the north of Havant town centre, to the south of Bartons Road, east of New Lane and west of Martin Road and stands in an area generally surrounded to the north and west by residential development and to the east and south by industrial and commercial development. Havant and Waterlooville Football Club occupy grounds to west. The site is within Bondfields Ward.



Figure 2: Aerial Location Plan

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- 2.2 The site measures 3.1 hectares in total. There are established vehicular accesses into the site from the east (New Lane) and the west (Martin Road). Previous arrangements included a primary access for staff off Martin Road, with an entrance off New Lane for commercial vehicles to access delivery and servicing in the southern part of the site. There is a secondary car park for visitors in the north-east corner of the site, which also utilises the eastern access off New Lane.
- 2.3 The former Colt International building was located closer to the eastern boundary than the west and measured 142m east to west and 136m north to south. The building was industrial in appearance with a mix of 1960's glazing and concrete, serving what appeared to be ancillary offices (of 5 storey height) in the eastern part of the building. The eastern elevation of the building was staggered, with the southernmost part projecting beyond the northernmost section and therefore, standing closer to New Lane. This provided the main entrance into the building, which extended to three storeys in height. The manufacturing element of the building was to the west. There was a staff car park on the western part of the site, which sits at street level with Martin Road but the site then steps down by 5-6m to the level site of the previous industrial buildings. There is currently a metal, palisade fence around the perimeter of the site and a limited amount of low level landscaping, together with more mature trees just outside the site boundary.
- 2.4 The site levels vary considerably across the site itself and with surrounding ground levels. The site slopes from the north-west towards the south-east. The land level reduces from approx. 26 m AOD to 16 m AOD. This also results in the site being set lower than Bartons Road. As a result, there is a sloped bank along the northern boundary, separating the site from the road. The section drawings being submitted with this application show the level changes and how this impacts the appearance of the proposed building heights.
- 2.5 The site is well connected to the public transport network, with two bus stops to the north and west of the site on Bartons Road and Martin Road respectively. Havant railway station is approximately 1.7km to the south. The Leigh Park Centre is just over 1km to the east, with more extensive shopping facilities located in Havant Town Centre, approximately 2km to the south. Havant also offers cultural, sporting and leisure facilities, including the Spring Arts and Heritage Centre and Havant Leisure Centre.

3.0 Planning History

- 3.1 There are a number of planning applications relating to the former Colt International building, including applications to raise the roof to accommodate testing equipment, signage and fencing. However, it is not considered that any of these applications have a material impact on the current application for the re-development of the site for residential and employment purposes.
- 3.2 On 11th October 2017, Prior Notification approval was granted for the demolition of the existing buildings to slab level. Conditions were attached to ensure appropriate management of dust and demolition material, as well as the protection of trees on the boundary. Demolition pursuant to this approval (ref: APP/17/01001) begun in February 2018.

4.0 The Proposal

- 4.1 The proposal the subject of this application is for the redevelopment of the site, comprising 2860 sqm of new employment space fronting New Lane and up to 100 new dwellings fronting Bartons Road and Martin Road. The residential part of the site will include both flats and houses, up to 40% of which will be affordable, in accordance with Havant Borough Council's adopted Core Strategy Policy CS9.
- 4.2 The application is in outline, with layout, scale, appearance and landscaping reserved for determination through a future reserved matters application. Access is for consideration as part of this current application. The accompanying application drawings and reports describe the proposals and its design rationale. Particular reference should be made to the Design and Access Statement which explains the proposal in more detail as well as the site characteristics and design considerations which have helped inform the current scheme.
- 4.3 In summary, the proposal seeks approval for:
- Retention of one existing accesses onto New Lane and two onto Martin Road
 - 2860 sqm of employment floorspace comprising 10 new units of 286sqm (Use Class B1/B2) fronting New Lane, with associated access from New Lane. The units can be occupied individually or they can be connected to make fewer, larger units.
 - Up to 100 new residential units comprising one and two bedroom apartments and two, three and four bedroom houses with rear gardens.
 - A mix of in-curtilage and communal car parking and cycle storage
 - Vegetation, bunding and acoustic fencing to provide a buffer between the residential and employment areas
 - Improved cycle and pedestrian links across the site providing access to footpaths on New Lane, Bartons Road and Martin Road
- 4.4 Whilst not part of this application, the scheme also proposes the following enhancements to the site (more detail will be provided as part of a future reserved matters application):
- Naturalisation of the existing open culvert to provide ecological and amenity benefits;
 - Landscaping across the site incorporating new tree/shrub planting, retention of important trees on site boundary and a pocket park on the southern boundary

5.0 Planning Policy

Policy Context

- 5.1 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.

Havant Borough Local Plan (Core Strategy)

- 5.2 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.
- 5.3 Policy CS9 (Housing) sets housing targets for the borough, including between 30 and 40% on-site affordable provision and a mix of dwellings types, sizes and tenures.
- 5.4 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.
- 5.5 Policy CS16 (High Quality Design) provides more detailed design guidance setting out criteria to ensure that development is designed to a high standard to create places where people want to live, work and relax.
- 5.6 Policy CS21 (Developer Requirements) sets out requirements for developer contributions, where on or off-site infrastructure is required.
- 5.7 Policy DM3 (Protection of Existing Employment Sites) seeks to control the loss of sites previously used for B use class employment purposes. The policy requires an active marketing exercise to demonstrate that the site is no longer required for either B use classes or any other types of economic development.
- 5.8 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.

Havant Borough Local Plan (Allocations)

- 5.9 Policy AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements) compliments Core Strategy Policy CS17 by directing development towards existing urban areas. The policy sets out which types of development are appropriate outside the urban areas, but does not include housing or employment.

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- 5.10 Policy DM17 (Contaminated Land) states that planning permission will be granted for development where an appropriate investigation of potential risks is undertaken and any risks are mitigated.
- 5.11 Policy DM18 (Protecting New Development from Pollution) seeks to protect future residents from the significant negative effects of air, noise, vibration, light, water or other pollutants.
- 5.12 Policy DM24 (Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development) states that planning permission will be granted for residential developments which avoid or mitigate significant effects on the SPAs, caused by recreational disturbance.

Draft Havant Borough Local Plan 2036

- 5.13 The Draft Local Plan was published for public consultation between the 8th January and the 16th February 2018. Policy H35 allocates the former Colt site for a mixed-use development, as follows:

H35 – The Former Colt Site, New Lane

Mixed use development of about 90 dwellings and about 5,900 sqm of employment floorspace (classes B1, B2 and B8) will be permitted where:

a. The following assessments are submitted to support a planning application:

- i. Contamination Risk Assessment**
- ii. Transport Assessment**
- iii. Travel Plan**
- iv. Ecological Assessment**
- v. Noise Assessment**
- vi. Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan**
- vii. Flood Risk Assessment**
- viii. Drainage Strategy**
- ix. Heritage Statement**

b. The employment uses complement the function and operation of the New Lane established employment area;

c. The size, format and layout of the employment units proposed are attractive to prospective occupiers in the locality and the wider Havant area;

d. There is no overall net loss in the number of jobs when compared to the last occupation of the site for employment purposes; and

e. The design and layout:

- i. Retains appropriate employment use(s) on north-west corner of New Lane and Bartons Road to act as a gateway to the wider New Lane established employment area**

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- ii. Ensures the residential uses are located within the western part of the site fronting onto Martins Road and Bartons Road**
- iii. Secures an acceptable relationship between the new dwellings and existing industrial uses through separation and/or other appropriate mitigation measures**
- iv. Locates class B2 uses so as to minimise noise and disturbance to residential properties**
- v. Locates the residential uses in areas least at risk of flooding in line with Policy E12**
- vi. Considers the site levels and the potential for overlooking from higher storeys of residential development**
- vii. Provides appropriate easement and related safeguarding measures to ensure any significant negative effect on the drainage ditch running through the site is limited to an acceptable level**
- viii. Provides pedestrian and cycle routes across the site having regard to the variation in site levels**
- ix. Maintains the open sections of watercourse on site and seeks opportunities to daylight the remainder.**

- 5.14 The text which supports Policy H35 recognises that the historic use of the site will result in the need for extensive remediation. The supporting text also recognises the importance of this site as a gateway to the New Lane employment area and that to maintain an employment frontage onto New Lane, there is a justification for allocating part of the site for residential development. Such a higher land value will help to offset any abnormal costs associated with the redevelopment of the site.
- 5.15 The supporting text also confirms that the new employment floorspace is expected to support at least the equivalent number of jobs to that previously provided by Colt.

National Planning Policy Framework

- 5.16 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:
- 5.17 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. Together with the other documents submitted in support of this application, this Planning Statement demonstrates how the proposal provides sustainable development and should therefore be permitted in accordance with the NPPF.
- 5.18 Paragraph 7 outlines the 3 dimensions to sustainable development as Economic, Social and Environmental. These roles are mutually dependent and should not be taken in isolation of each other.
- 5.19 The core planning principles set out at paragraph 17 provide a set of criteria which underpin plan-making and decision-taking. 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;
 - Proactively 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;
 - Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas;
 - Conserve heritage assets in a manner appropriate to their significance;
 - Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
 - 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.
- 5.20 Paragraph 19 advises that significant weight should be placed on the need to support economic growth through the planning system.

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- 5.21 Section 6 (Delivering High Quality Homes) of the NPPF seeks to significantly boost the supply of housing by delivering a wide choice of high quality homes in order to meet local need.
- 5.22 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. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 5.23 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.
- 5.24 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.
- 5.25 Local planning authorities are advised to approach decision taking in a positive way to foster the delivery of sustainable development (paragraph 186). They are encouraged to look for solutions rather than problems and seek to approve applications for sustainable development where possible (paragraph 187). In relation to decision making, paragraph 196 and 197 re-affirm that the Framework is a material consideration in planning decisions and that LPAs should apply the 'presumption of favourable development'.
- 5.26 The Framework reiterates the role of the plan-led system, but also the need to have regard to the content of the Framework in decision making. Paragraph 214 advises that full weight should be given to adopted local plan policies since 2004, but only for a 12-month period (i.e. up to 27th March 2013). Thereafter, and in all cases, paragraph 215 advises of the increasing weight to be given to the policies of the NPPF.

Supplementary Planning Guidance

- 5.27 The Havant Borough Design Guide SPD supplements Policy CS16 of the Core Strategy and aims to raise the standard of design across the borough. Of particular relevance to this proposal is section 3 which sets out the seven key principles of good design. These are:

1. Distinctive Character
2. Ease of Movement
3. Good Legibility
4. Good Continuity and Enclosure
5. Good Quality Public Realm
6. Diversity and Detailing
7. Adaptability and Sustainability

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- 5.28 Housing Supplementary Planning Document supports Policy CS9 and reinforces the requirements for affordable housing through 6 principles. Table 3 provides an indication of dwelling size and mix. The SPD was adopted in 2011 and while the contents are noted for the purposes of this application, it is also noted that more recent studies relating to mix and tenure are available and may provide a more current assessment of need.
- 5.29 The Havant Borough Parking SPD was adopted in July 2016 and sets out the borough's parking standards. Table 2 sets out the relevant standards for the proposed employment area and Table 4A sets out residential parking standards. These are produced below for reference:

TABLE 2			
Land Use	Car parking standard	Cycle standard (minimum)	
	Minimum parking standard	Long stay	Short stay
B1(a) office	1 space per 30 sqm Refer to note 1	1 stand per 150 sqm GEA note	1 stand per 500 sqm GEA
B1 (b)(c) high tech/light industry	1 space per 45 sqm	1 stand per 250 sqm GEA note	1 stand per 500 sqm GEA
B2 general industrial	1 space per 45 sqm	1 stand per 350 sqm GEA note	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm	1 stand per 500 sqm GEA note	1 stand per 1000 sqm GEA

TABLE 4A			
C3 Dwelling Houses – Vehicle Parking			
Zone Size of dwelling	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
1 Bed Unit	1 space	Max 1 space	Max 1 space
2 Bed Unit	2 spaces	Max 1 space	Max 1 space
3 Bed Unit	2 spaces	Max 1 space	Max 2 spaces
4+ Bed Unit	3 spaces	Max 2 spaces	Max 2 spaces

Community Infrastructure Levy

- 5.30 Havant Borough Council adopted the Community Infrastructure Levy (CIL) in August 2013. CIL is payable on all new residential development, as set out in the Council's CIL Charging Schedule. The rate for new development in Havant is £80.00/sqm. The total residential floorspace, based on the submitted layout, is calculated at 10,896 sqm, comprised of the following:

2B 4P (84 sqm x 17)	1428 sqm
3B 5P (97.5 sqm x 3)	292.5 sqm
3B 5P (integral garage area included) (112.1 x 16)	1793.6 sqm
4B 6P (113.5 sqm x 4)	454sqm
Apartment blocks (includes all circulation and core)	6927.8 sqm
Total area	10895.9 sqm

- 5.31 The total employment floorspace is 2860 sqm. A CIL questionnaire is being submitted with the planning application and CIL Form 2 will be submitted in due course to claim relief for the social housing element.

Solent Recreation Mitigation Project

- 5.32 The Solent Recreation Mitigation Project (SRMP) was established to raise awareness of over-wintering birds in the Solent and to provide rangers to help residents understand the impacts of bird disturbance. Each new residential dwelling is expected to pay a financial contribution towards the ranger programme, to help mitigate the effects of recreational disturbance on the Solent Special Protection Area (SPA). From 1st April 2018, the contributions are as follows:

No of Bedrooms	Amount	5% Monitoring Fee	Administration Fee	Total
1	£337	£16.85	£20	£374.85
2	£487	£24.35	£20	£533.35
3	£637	£31.85	£20	£691.85
4	£749	£37.45	£20	£810.45
5+	£880	£44.00	£20	£944.00

6.0 Planning Considerations

- 6.1 The purpose of this application is to establish the principle of a redevelopment on this site, comprising both residential and employment uses. The outline application seeks approval for the proposed access, with all other matters reserved for determination at a later date.

The Principle of Development

- 6.2 The site is located within the urban area where the principle of development on previously developed land is supported and encouraged. Policies regarding employment provision and residential development are supportive of the proposal although it is noted that as a former employment site, Policy DM3 applies. The policy seeks to resist the loss of sites to alternative uses unless an appropriate justification can be made. Emerging Policy H35 is a material consideration, which is assessed alongside DM3 below.

Employment

- 6.3 The proposal retains an employment frontage along New Lane, which is in keeping with the established industrial character in this location. The proposed units will provide 2860 sqm of flexible employment space, capable of providing in the region of 120 full time jobs. The employment buildings are designed as individual units, which can be connected to make larger units if required.
- 6.4 The use of the Colt building gradually declined over the years, meaning that before it was vacated, only one third of the building was occupied. As previously noted, the buildings were no longer considered fit for purpose, with the internal space and configuration inappropriate for current requirements. This led to a relocation by the company to offices elsewhere in Havant and Petersfield and the buildings have remained vacant since. At the time the buildings were vacated, there were approximately 100 staff employed at the site.
- 6.5 The site was acquired by Homes England (formerly the Homes and Communities Agency) in Spring 2017. Recognising that the offices had limited commercial appeal due to their outdated configuration, Homes England began early dialogue with Havant Borough Council, to ascertain the site's suitability for a mixed-use development. Preliminary discussions with senior officers established the principle, acknowledging that the remedial costs of a redevelopment would be higher due to the presence of asbestos and other potential pollutants. In viability terms, a purely commercial re-development would not be feasible.

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- 6.6 Core Strategy Policy DM3 sets out requirements for a marketing exercise where a proposal involves the loss of employment floorspace, to demonstrate that the premises are no longer required for employment or economic development purposes. Marketing of the premises is required for a period of at least 18 months. However, early discussions with Havant Borough Council identified the outdated nature of the former Colt buildings, the fact that they could not be let or re-occupied in their current condition and that a redevelopment of the site entirely for employment purposes would be unviable. The Council provided the following consideration of Policy DM3, following a meeting between the HCA and Council officers in early 2017:

'The site is an important gateway employment site, as such proposals that reduce the employment offer would normally be required under Policy DM3 of the Local Plan to market the site for employment uses. I appreciate that there are exceptional circumstances on this site with the high asbestos content, demolition and remediation works meaning that the site is not likely to be viable for a whole site employment reuse. The current user of the site has a relatively low employment density on this 3 hectare site and so if the level of employment could be replicated on a smaller area that would be a positive. The Council would also be supportive of retaining a local employer within the borough and are working to facilitate that. I consider that these are demonstrable reasons that should be articulated in any planning proposal as evidence of the exceptional circumstances of this case.'

- 6.7 These conclusions have formed the basis for emerging local plan policy H35, which sets out the expectation that the western part of the site will be developed for residential purposes, with the remaining part of the site allocated for employment, which will support at least the equivalent number of jobs (as Colt). On this basis, it was agreed that while Policy DM3 applies, a marketing exercise as outlined in the policy will not be required.

- 6.8 Having established the principle of a mixed-use development on the site, studies were carried out to inform an appropriate split. A Market Assessment Report carried out by Thomas Lister in February 2017 recommended that one-third of the site should be for employment purposes and two-thirds for residential. These findings informed discussions between Homes England, Havant Borough Council and WYG Planning Consultants, where a one third employment and two thirds residential mix was agreed.

- 6.9 Of particular significance is the finding at paragraph 5.66 which states that:

Smaller businesses who require industrial space are struggling to find good quality space that meets their needs. There is a stated demand for B2 units between 929 sqm and 2,787 sqm (10,000 sq.ft and 30,000 sq.ft) and this sector of the market has the most market imbalance between demand and supply.

- 6.10 Chapter 9 of the assessment concludes that:

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Industrial Provision

- i. Due to the secondary location of the site and market demand, an office led scheme would not be advised.
- ii. A B8 logistics / distribution development is also not advised as it would then place the site in direct competition with the Dunsbury Hill Gateway development which provides much larger plots in a prime location.
- iii. It is therefore recommended that the site be marketed to local manufacturing businesses who are looking to expand into modern accommodation, but have been unable to do so in recent years due to the lack of supply.
- iv. It is recommended that planning permission be sought for a building that maximises the site density (which is considered to be circa. 4,181 sq.m (45,000 sq.ft)) as it is evident that there is a lack of space available at this size following discussions with local agents.
- v. It is also noted that HBC have provided a recommendation for units between 465 sq.m and 1,858 sq.m (5,000 sq.ft and 20,000 sq.ft). Therefore, it is considered that the most flexible solution would be to build a unit to the maximum size that can be delivered to satisfy the employment density requirements and demand for units of this size, but to ensure that the building has the ability to be subdivided into smaller units to satisfy demand for smaller units.
- vi. It is recommended that as much flexibility in terms of usage be sought. B1/B2 use with ancillary B8 space is considered to be the most appropriate with regard to the location and the nature of the site and would also satisfy the needs of the market.
- vii. The LPA's requirement to maintain employment levels as part of any redevelopment limits the options for B8 use. It is understood that the site currently supports 100 to 120 jobs, and by applying the recommended site density of 70 sq.m per employee for B8 use to the mid-range number of jobs (110), a building measuring 7,700 sq.m (82,882 sq.ft) would be required.
- viii. The recommendation of 37.8 sq.m per employee for B2 use would require a building that measures 4,158 sq.m (44,756 sq.ft) to support 110 jobs, which is the approximate size of what the site is considered to be able to accommodate.
- ix. It is considered that there would potentially be interest from occupiers who would be interested in purchasing the site on a freehold basis, due to the complete lack of modern accommodation in the area and rising rental values.
- x. If the site is used for manufacturing purposes, the nature of this use would be constricted by the fact that the site adjoins a proposed residential site.
- xi. Therefore there may be restrictions placed on the site (such as noise level restrictions and hours of work restrictions) which would affect the site's marketability.
- xii. To alleviate any issues regarding the sites close proximity to proposed residential development, a buffering zone with the use of screening and/or landscaping should be included as part of any design considerations.
- xiii. There is a lack of Grade A space and so it is recommended that any proposed industrial units have the following specification:

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- Environmentally compliant and energy efficient buildings.
- Minimum eaves height for units up to 1,858 sq.m (20,000 sq.ft) of 6.5 metres, rising to 7.5 metres for buildings between 1,858 sq.m and 4,645 sq.m (20,000 sq.ft and 50,000 sq.ft).
- Typical office content of 10% to 15% with raised floors and air conditioning.
- Secure site.
- Adequate dock and/or grade level loading with larger occupiers requiring separate office parking to yard and loading areas.
- Attractive and modern design.
- Defined service capabilities including sufficient kVA power supply

- 6.11 Given the findings of this assessment and subsequent discussions with Havant Borough Council, the proposal which provides for 2860 sqm of employment floorspace fronting New Lane, is compliant with both market requirements and the expectations of the Council. The number of jobs to be provided is consistent with both emerging policy requirements and the number of jobs last provided at the site.

Housing

- 6.13 Up to 100 new homes are proposed on the western part of the site, with up to 40% of these affordable. As an outline application, the precise mix of dwelling type and tenure is not proposed at this stage and will be determined through subsequent reserved matters planning applications.
- 6.12 The Site Layout Plan (ref: A090070-182[ST1]31) shows the proposed layout which provides 99 dwellings. These are arranged to provide three apartment blocks fronting Bartons Road and the corner of Martin Road and 2, 3 and 4 bedroom houses towards the centre of the site and alongside the southern part of Martin Road. Each house has a private garden (east, south or west facing) with communal open space around each apartment block. Indicative landscaping is shown although a detailed landscaping strategy will be submitted as part of future reserved matters applications.
- 6.13 The indicative layout, as submitted, has been designed to take account of the notable fall in the site from west to east. The flatted units along the northern boundary will be set lower than the adjoining highway to the north however, due to their height and size will create a presence and interest along Bartons Road and enhance enclosure of the streetscene. This will reinforce the residential use of this western half of the site as an extension to the existing residential area beyond Bartons Road to the north. A maintenance track has been retained to the north of the flats to allow for access to the retaining structure along the southern edge of the highway.
- 6.14 On the corner of Bartons Road and Martin Road, a flatted development is proposed, which turns the corner and is of a scale appropriate to the adjacent flats and the prominent corner location. Beyond to the south is a detached and semi-detached properties, which is reflective of the arrangement of the properties in the existing residential area north of the site and

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along Martin Road. Each property will be provided with private amenity space and easily accessible car parking. The layout has been designed to accommodate service vehicles and to facilitate easy collection of refuse. A continuous pedestrian route will be provided around the site linking each dwelling with Bartons Road and Martin Road to the west.

- 6.15 A separate vehicular access has been provided to units fronting Martin Road to create interest in the streetscene and provide a more distinctive setting for these units at the top of the slope on the site. The access arrangements have also been designed to take account in the fall in the site from west to east; it is not possible to provide a single access at the southern end of the western part of the site due the separation needed between the point of access from Martin Road and the point of any turn north, and the axis necessary for turning on the slope. The proposed arrangement allows a separate access along the southern boundary of the site to be created and appropriately graded to serve the larger area of development at the bottom of the slope.
- 6.16 The proposed mix reflects the findings of the Market Assessment, which indicate that demand is highest for 2 and 3 bedroom dwellings, with growing demand for 4 bedroom dwellings. Local agents stated that terraced or semi-detached dwellings are best suited to the West Leigh area. Chapter 9 of the assessment concludes that:

Residential Provision

i. Based on an estimated site area and assumed site density, we recommend a scheme of 100 dwellings for the residential portion of the site. This is in accordance with the LPA's recommendations regarding site density and is supported by high levels of demand for smaller units in the area.

ii. In accordance with the recommendations from the SHMA and transactional evidence as detailed previously in this report, we recommend the following mix of market units and starter home units;

	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Market	2	15	23	10
Affordable	15	23	10	2
Total	17	38	33	12

iii. The highest demand is for 2-bedroom and 3 bedroom units and so therefore 2 bedroom dwellings and 3 bedroom dwellings comprise the highest proportions of the proposed scheme.

iv. Due to the location of the site, the proposed high site density and the demand for 2-bedroom and 3 bedroom properties in the area, it is recommended that the scheme comprise of mainly terraced and semi-detached style properties.

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- v. The housing market is highly active and so it is considered that a phased development would not be necessary and many units may be sold off plan.

Access

- 6.17 The site has existing access points onto New Lane and Martin Road. The New Lane access serves the former Colt premises while the Martin Road access points served the staff car park to the rear of the offices.
- 6.18 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 with the two existing access points off Martin Road serving the residential element. 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 bunding, new planting and an acoustic fence.
- 6.19 Access arrangements for the employment units have been the subject of much discussion with officers at Havant Borough Council. Previous iterations of the layout provided access to the rear of the units, which would allow larger vehicles to enter the site. However, potential conflicts between this arrangement and future residents were noted and it was suggested by officers that there should only be vehicular access to the front of the employment units.
- 6.20 The revised layout has been tracked to demonstrate that a 16.5 metre artic lorry can enter and exit the southern part of the employment area.
- 6.21 An area adjacent to the retaining walling along Bartons Road is required for maintenance. To serve this, an access alongside the northernmost employment unit has been retained and kept clear of any vehicle parking spaces. The maintenance area is shown hatched on the layout plan.

Layout

- 6.22 Although planning permission is not being sought for layout at this stage, it is useful to consider how the scheme has evolved to provide a layout which is capable of delivering a viable scheme which meets both Havant Borough Council's and Homes England's' requirements. A preliminary Opportunities and Constraints Plan was produced, identifying the location of existing features on and around the site, including natural features, water courses and importantly the bus stops on Bartons Road providing public transport to a range of facilities and services.
- 6.23 This work, together with the findings of the Market Assessment (February 2017), informed a split on the site broadly comprising 1/3 employment and 2/3 residential. Having regard to the existing characteristics of the area, the employment area is concentrated along New Lane and the residential area along Bartons Road and Martin Road.

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- 6.24 A pre-application enquiry was submitted to Havant Borough Council for the re-development of the site in June 2017. A draft development framework plan, informed by the recommendation for employment/residential mix and the site constraints and opportunities, was submitted for the Council's consideration, as shown below:



Figure 3: Pre-application Development Framework Concept

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6.25 While supportive of the scheme in principle, the council identified key issues which would need to be addressed as the scheme progressed:

- The importance of retaining industrial units fronting New Lane of a size and form to meet current demand
- Consider splitting the single block fronting Bartons Road into two buildings to reduce the visual impact
- Incorporate increased landscaping especially around the site's boundaries
- Consider using the drainage feature crossing the site to provide an attractive landscape feature and ecological asset
- The relationship between the existing and proposed business uses and the residential uses requires very careful consideration
- Important to provide pedestrian and cycle links from the site that are usable by all residents
- 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.

6.26 In response to these comments, the layout was revised and a new layout was developed. The key changes include:

- A reconfiguration of the employment units fronting New Lane, with the removal of the vehicular access to the rear. This provides a commercial frontage in keeping with New Lane while reducing potential disturbance to properties at the rear. Parking for each unit is provided to the front and side.
- The block of flats fronting Bartons Road has been split into two, reducing the visual impact and allowing for an area of landscaping between the two. To reflect the change in levels along Bartons Road, the eastern block is 4-storey and the western block is 5-storey.
- The building on the corner of Bartons Road and Martin Road has been changed from a 4-bedroom dwelling to a block of flats. This provides a focal building on the junction, which turns the corner and which provides a greater development density helping to maximise the efficient use of the site.
- Areas of landscaping and a "pocket park" are incorporated into the layout, including an area around the existing drainage culvert which will become more naturalised as part of the proposal. While the approval of landscaping is being reserved, the proposed layout shows that there is sufficient space for enhanced landscaping across the site as well as the retention of key trees on the boundary.
- Due to the reconfiguration of the employment units, the revised layout incorporates a greater separation between the employment and residential use. The potential impact

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of noise from the employment units is further reduced through the introduction of a landscaped bund, an acoustic fence and tree planting.

- A footpath is proposed along the southern boundary of the site, providing an opportunity for pedestrians to avoid the junction of New Lane and Bartons Road when travelling east-west. The route incorporates the “pocket park” and the tree lined boundary, creating a pleasant route through the site.
- The proposal makes provision for 40% affordable housing, although the precise details of the mix will be determined through future discussions between the applicant, registered provider and the council.



Figure 4: Residential Option 17 to address Pre-Application Comments

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Scale

- 6.27 As with layout, planning permission is not being sought at this stage for the scale of the proposed development. However, 3D images were produced for the public exhibition (details below at Section 8) which provide an indicative illustration of how the development could look, if built as shown on the submitted layout.
- 6.28 Single story employment units front New Lane and are much less imposing than the former Colt building due to the reduced height. The proposed scale would be in keeping with other employment units along this part of New Lane and modern materials, as illustrated, would improve the appearance of the units when compared with the outdated appearance of the former Colt buildings. Indicative image 2 looks towards the junction of New Lane and Bartons Road, with the oak trees on the corner retained. The change in building heights along Bartons Road is partly due to the building types proposed and partly due to the change in ground levels on and around the site. This image shows the flats appearing to increase in height further east. However, the building furthest to the east is only 3 storeys, to take into account rising ground levels. This is also mirrored on the opposite side of Bartons Road, where the properties at the top of the hill appear taller, but are in fact simply on higher ground.
- 6.29 In addition, although the central block of the flats are shown as 5-story, the ground level of the site itself is lower than on Bartons Road, reducing the scale of the building when viewed from Bartons Road. Lower floors will be below the level of Bartons Road, meaning that the flats will appear as 3 storeys from Bartons Road, comparable with the 3 storey flats on the northern side of Bartons Road (Sharps Road).

Other Considerations

- 6.30 In addition to the above, there are a number of other considerations which impact on the proposal and are considered individually below:

Landscaping

- 6.31 Across the site, existing vegetation will be retained as far as possible including the retention of existing tree planting around the sites perimeters (RPA's around those trees are shown by the dashed red line on the site layout plan). It is proposed to provide supplementary vegetation across the site with a focus on the division between the commercial and residential elements of the site layout. The existing drainage culvert travelling north to south through the western part of the site is proposed to be retained and has been incorporated into the layout as an enhanced, visible feature delineating the division between the higher western portion of the residential element and lower eastern portion. Although landscaping is reserved for determination at a later date, it should be noted that the measures outlined provide the opportunity to create a development which retains existing and incorporates new landscape features to help deliver a high-quality development where people will want to live and work.

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Trees

- 6.32 The Tree Constraints Plan produced by Technical Arboriculture and dated January 2017, shows the location of all trees on the site, which are identified as either unsuitable for retention or suitable and further categorised according to their quality.
- 6.33 Only one tree close to the northern boundary was considered unsuitable for retention, the remaining trees are considered either category B (moderate quality with an estimated life expectancy of at least 20 years) or C. There are no category A trees. Root protection areas (RPAs) are shown on the constraints plan and protective measures in accordance with the appropriate specification contained in British Standard 5837:2012 - Trees in relation to design, demolition and construction, will be implemented. The application is also supported by an Arboricultural Impact Assessment and Method Statement, dated March 2018 and which sets out the proposals for the retained trees and the way in which they will be protected during development.
- 6.34 The southern access off Martin Road requires widening to facilitate access to the main part of the residential development. The widening will encroach on the RPA of T29, a Category B tree. It is recommended in the Arboricultural Impact Assessment (AIA) that this tree is removed. While retention would be preferable, the site is constrained, particularly in terms of levels, and options for accessing the centre of the site are limited because of this and because of the requirement to retain an employment frontage on New Lane. The loss of T29 has to be weighed against the benefits to be gained from the development of the site, providing up to 100 new homes and 2860 square metres of employment floorspace. There are opportunities for new and replacement planting as part of a comprehensive landscaping plan (to be agreed at Reserved Matters stage), including new trees along the frontage of Martin Lane, particularly in the area around the northern access.

Ecology

- 6.35 The application is supported by an Extended Phase 1 Habitat Survey, the purpose of which is to classify habitats and identify evidence or potential for protected and notable species or habitats. The appraisal makes three recommendations for further survey:
- Supervised hand excavation of the confirmed fox den on the grass bank towards the west of the site
 - One dusk emergence and one dawn return survey of Building 2
 - Pre-commencement survey for nesting birds if the beginning of works coincides with the breeding bird season which runs from March - September inclusive

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- 6.36 Since this recommendation was made, a bat emergence survey has been undertaken (24 May and 15 June 2017) which concluded that no bats were observed emerging from building 2. The other two recommendations can be secured through conditions attached to any future planning permissions.

Archaeology

- 6.37 The Archaeological Desk-Based Assessment (June 2017) confirms that no known heritage assets have been recorded within the development site. However, there is medium potential for previously unrecorded archaeological remains to be preserved where the ground level has not been truncated.
- 6.38 Section 10 concludes that archaeological monitoring should be undertaken during intrusive works to investigate the layout of underground services in the western car park, on the western perimeter of the proposed development area. The results of this investigation will further assist in determining the extent and character of potential archaeological features in relation to potential made ground and potential reduction of former ground levels. It is considered likely that further archaeological mitigation will be required post-consent in this area; further mitigation could range from preserving archaeological remains in situ, targeted open area excavation, strip map and record and, potentially, archaeological monitoring during construction groundworks: a range of mitigation options may be required across the application site. To the east of the western car park, much of the remainder of the site has been significantly re-profiled in order to provide a level area for the Colt factory. It is highly unlikely that archaeological remains have been preserved in this area of the site. Less re-profiling is apparent at the eastern perimeter of the site though it remains unlikely that an archaeological monitoring condition will be attached to works in this area.
- 6.39 It is considered that any future archaeological requirements can be satisfactorily addressed through planning conditions.

Flood Risk

- 6.40 The site lies predominantly within Flood Zone 1, where residential and commercial 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. This work was updated in February 2018, to take into account the final layout, but it has not resulted in any notable changes.

Parking

- 6.41 Proposed parking is shown on the masterplan. Parking has been provided following guidance in the Havant Borough Council's Parking Supplementary Planning Document, July 2016, which sets out the following requirements:

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B1(b)(c) high tech/light industry and B2 General Industrial

1 space per 45 sqm

C3 Dwelling Houses – Vehicle Parking

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)

- 6.42 Cycle provision for the houses will be provided in cycle storage sheds in back gardens and within garages. The apartment blocks have sufficient space for bin stores and bike stores at ground level. Provision for the employment units will be on the hardstanding to the south of the buildings, next to the ancillary building. There is sufficient space for Sheffield stands, in accordance with adopted standards. Alternatively, if the ancillary building is not required as an electrical sub-station in the final layout, a secure bike storage building could be provided.

Source Protection Zone

- 6.43 The site lies within the Environment Agency's SPZ1c designation, where deep drilling activities may affect groundwater. The current application is in outline only and does not provide detail in respect of construction methods at this stage.
- 6.44 The Environment Agency has been contacted in respect of the proposal, with only high level standing advice received in response. As more detailed proposals progress, Homes England will work with partners to ensure the risks associated with the designation are fully considered.

7.0 Affordable Housing Statement

- 7.1 Adopted Core Strategy Policy CS9 specifies an on-site affordable housing requirement of between 30 and 40%. The Council's pre-application response dated 8 September 2017 specified a requirement for a minimum of 30 affordable dwellings, based on a 100-unit scheme. The proposal is currently in outline and it is expected that the detailed tenure mix will be established through future reserved matters applications. However, the current application applies for up to 40% affordable housing, to provide the flexibility for future schemes to respond appropriately to current market conditions.
- 7.2 For the purposes of this application, an affordable housing provision of 35% has been assumed. This has enabled the planning application forms and Community Infrastructure Levy (CIL) forms to be completed. However, it is acknowledged that the final mix will be determined through further discussions between Havant Borough Council and the developer. Amended CIL forms will be submitted to reflect the final mix.

8.0 Statement of Community Involvement

- 8.1 A public exhibition to explain the proposals to the local community was held at St Albans Church, Martin Road on the 11th December 2017. The event was advertised locally, with letters sent to approximately 315 residential addresses as well as local businesses, councillors and officers at Havant Borough Council. Leaflets were posted along New Lane and Bartons Road, a copy of which can be found at Appendix A. The exhibition was open between 3.30 and 7.30pm. Approximately 50 people attended the event, including local residents, ward councillors and local businesses.
- 8.2 Visitors were given the opportunity to leave comments on the day or write in afterwards. In total, three comment forms were received and one letter. The main comments are summarised below:
- Access should be via Martin Road
 - Concern regarding parking for new industrial units
 - Volume of traffic at junction between New Lane and Bartons Road should not be increased
 - Colt buildings were constructed on running sand, therefore likely that Colt was constructed using piling
 - General infrastructure concerns
 - Concern regarding the height of the 5 storey flats which would overlook existing property and reduce light
 - Welcome new homes for young families and positive impact on local school
 - Request for copy of exhibition boards to be emailed
- 8.3 Concerns were raised regarding the volume of traffic using the New Lane access, the impact this could have on neighbouring businesses and on the junction with Bartons Road. In response, it is worth noting that only the employment units will be accessed via New Lane and this will be via the existing access. Although future occupants are not yet known, it is anticipated that patterns and levels of usage will not vary significantly from that previously noted. The residential part of the site will be accessed via Martin Road, which was the preferred option at the exhibition.
- 8.4 Residents of properties on the northern side of Bartons Road expressed concern about the impact of a 5-storey property on their view and levels of light. As proposed, there is approximately 37 metres between the properties. The properties to the north of Bartons Road are orientated east west, which means that the proposed flats will face end elevations with minimal fenestration. The outlook from existing properties may be affected by oblique views of the development rather than direct, face to face relationships. The exception to this is with Gosport House, however, there is a minimum of 60 metres between properties at this point, meaning impacts on outlook and light are minimal.

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- 8.5 Representatives from the local school noted the positive impact more family homes can have for schools, as increased numbers attract higher levels of funding and resources, supporting both existing and future pupils.
- 8.6 A copy of the exhibition has been emailed to all those who requested it.

9.0 CONCLUSION

- 9.1 This Planning Statement sets out a detailed analysis of the environmental, economic and design considerations which have informed the submission this planning application for the re-development of the former Colt International site, New Lane, Havant.
- 9.2 Together the residential and commercial elements of the site have been designed to create a clear delineation between the respective parts of the site to clearly define the residential element as part of the existing development to the north and south-west and likewise, for the commercial element to be part of New Lane industrial area to the east and south. The demolition of the existing, outdated and poor quality buildings on the site and their replacement with interesting, modern buildings will enhance the overall visual qualities of the area and improve the street-scenes in New Lane, Bartons Road and Martin Road. Existing features, such as trees and the central drainage channel will be retained where possible and enhanced to provide high quality living and working environments.
- 9.3 Early and detailed dialogue has taken place between Homes England, WYG Planning Consultants and both Planning and Economic Development Officers at Havant Borough Council. Such discussions have resulted in a scheme which meets the aspirations of the Council to deliver more homes in the borough and to retain an employment frontage on New Lane, consistent with the character of New Lane and which will provide an equivalent number of jobs as they previous use. The proposal therefore promotes the efficient use of land.
- 9.4 In addition, the proposal has been the subject of public consultation, with local residents and councillors largely in favour of the proposals. Concerns were primarily associated with traffic generation and parking, which have been addressed in the Transport Assessment and Travel Plan, submitted as part of this planning application. Concerns were also raised about building heights along Bartons Road. Indicative street-scene images show that with the natural rise in road level along Bartons Road, the scale of the buildings as proposed is not out of keeping with surrounding development.
- 9.5 In conclusion, the proposal presents the opportunity to deliver much needed housing and employment premises for Havant Borough. The proposed development responds to recent evidence which demonstrates a need for two and three bedroom dwellings and B1/B2 employment premises. It has been demonstrated that the scheme represents sustainable development, responds to the key objectives of the NPPF and there is planning policy support for the development at the national planning policy and emerging local development plan level. These considerations, together with the technical reports submitted in support of the application, confirm that there are no matters that would prevent the approval of this application.

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APPENDIX A

Notice of Public Consultation Event



**St Albans Church,
Martin Road, PO9 5TE**

11th December 2017

(3:30pm-7:30pm)

Re-development of Vacant Industrial Site
New Lane, Havant

To all residents and interested parties,

The Homes and Communities Agency (HCA) has acquired the vacant industrial site on the corner of New Lane and Bartons Road. The HCA is proposing to bring forward the site's redevelopment with up to 100 new homes, including 40% affordable units and new employment uses fronting New Lane.

We invite you to attend a public consultation event which is being held at St Albans Church, Martin Road, on the 11th of December so that you can view the draft proposals for the site's redevelopment. Members of the project team will be available to answer any questions that you may have.

A comments box will be available at the venue and we would welcome your feedback on the draft proposals. In advance of the event, should you have any queries, or if you are unable to attend and would like further information, please feel free to contact the planning team at WYG Southampton, and ask for Jeremy Gardiner or Sarah Hains.

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