

Planning Statement

Redevelopment of Land at Market Parade
Market Parade, Havant
PO9 1PT

April 2015 (Updated September 2015)

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1 INTRODUCTION

- 1.1. This Planning Statement is made in support of the Outline Planning Application submitted on behalf of landowner Gary Sheath and Hampshire & Regional Property Group for the redevelopment of Market Parade, Havant. The application site is within the administrative boundary of Havant Borough.
- 1.2. As the Design & Access Statement explains, this Outline Planning Application proposes the demolition of the existing buildings and proposed development of 130 new build apartments with 1,170 sq m of ground floor commercial space (Classes A1 to A5 and B1a) and associated services, access and 58 basement parking spaces.
- 1.3. This outline planning application has all matters reserved. The details outside the principle of development are to be reserved and dealt with by the submission of a Reserved Matters application following the receipt of outline consent.
- 1.4. This Planning Statement forms part of a suite of documents in support of the planning application. The design rationale is set out in the Design & Access Statement which accompanies this application.
- 1.5. This statement should be read in conjunction with all associated documents but in particular, the application form and Design & Access Statement.

2 SITE AND SURROUNDINGS

- 2.1. The site (figure 1) measuring 0.23 hectares is located within Havant town centre just south of Havant railway station. The site currently comprises a three storey terraced building which forms the existing shopping parade and Market Parade frontages with active street frontage on the ground floor comprising primarily retail units. The first and second floors are residential use. On the North Street frontages to the east and north is the cleared site of the now demolished The Star Public House and associated outbuildings. In the centre of the site is the parking provision for the residential use.



Figure 1 – Aerial image of Market Parade, Havant (Courtesy of Google). Site circled in red.

- 2.2. To the north of the site is Havant railway station which is 1-1.5 storeys in height and the railway line runs east to west. To the east of the site are 2-3 storey buildings providing ground floor retail frontage with office/residential use above. To the west of the site is the Market Parade pedestrianised shopping parade flanked by a three storey terraced building providing ground floor retail frontage with office/residential use above. Beyond

the terraced buildings to the west is the public open green space known as 'Havant Park'. To the south of the site are three storey terraced buildings providing ground floor retail frontage with office/residential use above.

- 2.3. The site contains minimal vegetation in the form of amenity space for the now demolished The Star public house. The Council, following communication with Ecosupport, consider that the site offers no obvious habitat/protected species impact. The site is also not within any ecological designations.
- 2.4. According to the Environment Agency flood risk map the site is not at risk of flooding (Figure 2). However the site is identified in the Partnership for Urban South Hampshire Strategic Flood Risk Assessment as being located in the future Fluvial Flood Zone 3. In light of this a Flood Risk Assessment accompanies this planning application.

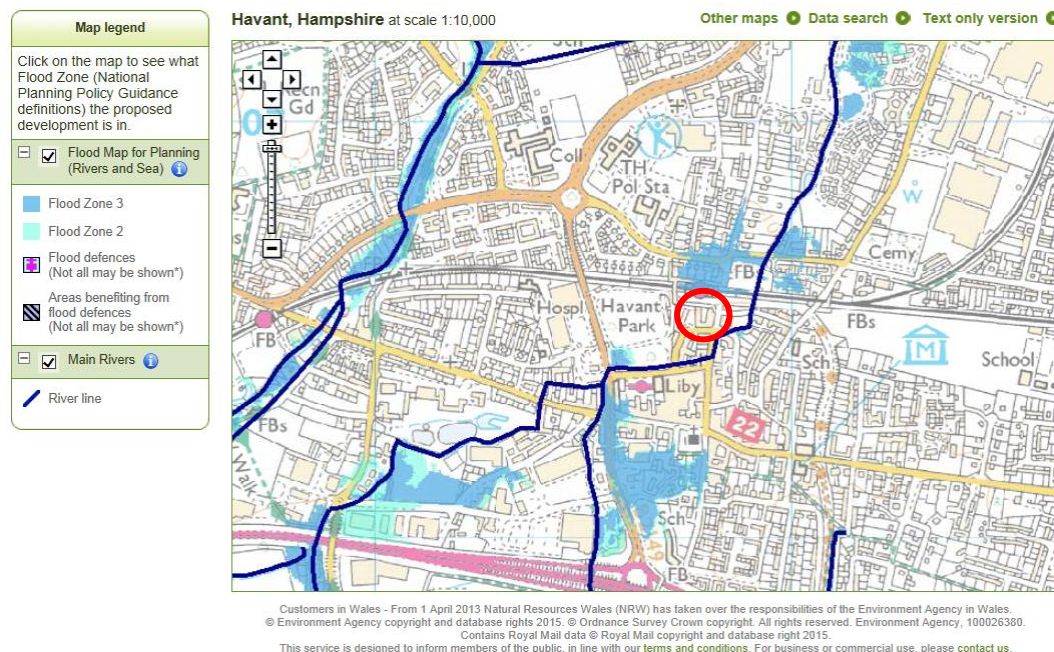


Figure 2 – Environment Agency Flood Risk Map. Site circled in red.

- 2.5. There are no listed buildings on or adjacent to the site. The site is, however, partly located in the St Faith's Conservation Area. The Conservation Area covers the North Street part of the site (figure 3).
- 2.6. Existing access to the site is achieved via street frontage on all elevations and from Market Parade (south site elevation) for the courtyard car parking in the centre of the site.
- 2.7. Car parking (circa 30 spaces) is currently provided in the centre of the site and by on street parking (Market Parade and North Street). The site is also served by Havant Railway Station to the north and Havant Bus Station to the south west on Elm Lane.

3 PROPOSED DEVELOPMENT

- 3.1. The proposed development comprises 130 residential units and 6 commercial (A1-A5 and B1a uses) units on the ground floor. The commercial units total 1,170 sq m of floor space. The 130 residential units are divided into 36 one bed units and 94 two bed units.
- 3.2. The building will be between five and thirteen stories in height with the highest part of the proposed development on the north west corner.

- 3.3. Parking for 58 cars will be provided at basement level accessed from North Street via the eastern elevation of the proposed development.
- 3.4. Residential cycle storage and residential and commercial bin storage is provided on the ground floor in the centre of the site. A landscaped amenity deck is provided above on the first floor. Additional cycle storage is also provided in the basement.
- 3.5. Pedestrian access to the site for the commercial units is achieved on every elevation for each individual unit to allow active street frontage. Pedestrian access to the residential units is achieved via four cores, one in each corner of the site, and accessed via the pedestrianised shopping parade (west elevation), Market Parade (south elevation) and North Street (east elevation).
- 3.6. The design rationale behind the buildings, the scale and the proposed finish is contained within the Design & Access Statement.

4 PRE-APPLICATION DISCUSSIONS

- 4.1. A pre-application request was submitted to the Council in spring 2014. A meeting was held with Chris Murray, Steve Weaver and Robyn Lyons.
- 4.2. The pre-application meeting confirmed the acceptability of a mixed use residential led development in this location with active street frontage in the form of commercial space on the ground floor. The matter regarding development height was discussed and it was suggested by Chris Murray that the proposed development at the time of circa 9 storeys could be increased in height.

5 SUMMARY OF COMMUNITY INVOLVEMENT

- 5.1. Following initial pre-application discussions with the Council, Hampshire & Regional Property Group undertook two forms of public consultation. The first being the Havant Borough Council Development Consultation Forum (DCF). The development was presented to Havant Borough Council at the DCF on 4th July 2014 where 30+ members were in attendance. Feedback at the DCF highlighted the importance of the site and that a taller building could be designed to create a sense of place and provide a landmark feature for the town. The members did raise concerns regarding the materials and proximity of the tower feature to the lower residential dwellings close-by. The feedback was generally positive as the scheme seeks to assist with the aspirations of Havant Borough Council to achieve its ambition of prosperity Havant.
- 5.2. Following the DCF, Hampshire & Regional Property Group undertook a Public Consultation exercise through a public exhibition on 17th September 2014, where the public were invited to see the plans for the Market Parade scheme from 2:00 – 7:00pm. Council members, the Member of Parliament for Havant (David L Willetts MP) and 207 neighbouring properties were invited to the public exhibition.
- 5.3. 31 local residents and councillors attended the public exhibition to view the proposals and 18 comment forms were completed. 89% of the comment forms received were in support of the regeneration of the site and responses included points such as “Market Parade has long needed redevelopment”, “Dialogue with the Havant Core Strategy and residents has resulted in great design improvements” and concerns were raised over the height of the building but it was appreciated that this building would create a well needed sense of place and provide a landmark feature in the town. The overriding view was that this development must be managed carefully.
- 5.4. Further information on community involvement can be found within the Vue Point Consulting Statement of Community Involvement dated October 2014 which accompanies this Planning Application.

6 PLANNING HISTORY

- 6.1. From a review of the Planning History records on Havant Borough Council's website for North Street and Market Parade the following applications are relevant:
- Application Reference Number: APP/13/00555 is the demolition of public house and change of use to temporary car park (accompanied by application reference number: APP/13/00725 which is the Conservation Area Consent and two Discharge of Conditions Applications, APP/14/00252 and APP/14/00059). The application is for The Star Public House, 59 North Street, Havant and was granted permission with conditions in September 2013.
 - Application Reference Number: 00/58298/001 is to block up the existing entrance door on the North Street frontage and to construct a similar storey entrance porch extension to the north elevation with associated wall railings of up to 1.2m high and freestanding 3.1m high x 2.5m wide wall for signage. The application is for 59 North Street, Havant, PO9 1PP and was granted consent with conditions in June 2000.
 - Application Reference Number: 97/58298/000 is for the single storey rear infill extension and external alterations of 59 North Street, Havant, PO9 1PP. The application was granted consent with no conditions in April 1997.
- 6.2. There are a number of further planning applications which relate to the site but not considered relevant as they are for minor applications including change of use, advertisements, new shop fronts and changes of operating hours.

7 PLANNING POLICY CONTEXT

Relevant Policy Documents

- 7.1. The relevant Planning Policy Context to the site is formed by a National Planning Policy Framework (NPPF) 2012 and the Local Planning Policy including the Havant Borough Local Plan (Core Strategy) and Havant Borough Local Plan (Allocations).
- 7.2. The National Planning Policy Framework (NPPF) was adopted as planning guidance in March 2012. The NPPF is the over-arching planning document. The main theme of the document is to achieve sustainable development. Maintaining and sustaining the economy is a key requirement to this hence why one of the core principles is to pro-actively drive and support sustainable economic development (paragraph 17). This is achieved through delivering homes, businesses and industrial units that the economy needs.

National Planning Policy Framework (NPPF) (2012)

- 7.3. The proposed development would contribute towards sustainable economic development, as required by NPPF paragraphs 17 and 20, by delivering high quality residential and retail use in a sustainable and accessible location.
- 7.4. According to paragraph 19 of the NPPF, the Government is committed to ensuring the planning system does everything it can to support sustainable economic growth and therefore significant weight should be placed on the need to support economic growth through the planning system. One such way to achieve economic growth is through the re-use of previously developed land such as sites to which this application relates.
- 7.5. Paragraph 34 of the NPPF encourages local government to locate development in areas that maximise the use of sustainable transport modes. The application site is in close proximity to a variety of transport hubs.

- 7.6. Paragraph 50 of the NPPF encourages residential development in order to widen opportunities for home ownership and provide a wide choice of high quality homes. It states that the Local Planning Authority should plan for a mix of housing by identifying the size, type and tenure and a range of housing land that is required to meet the housing need.
- 7.7. Under paragraph 56 of the NPPF, the Government attaches great importance to good design and believes that this is a key aspect to sustainable development as raised at the Development Consultation Forum with Havant Borough Council and mentioned in the Statement of Community Involvement. It is noteworthy to mention here that the application is for Outline Planning Permission but the matters relating to layouts should be considered good design as they take into consideration optimal use of the site, appropriate access and a density which is appropriate for this location.
- 7.8. Planning policies and decisions made by local authorities should not seek to impose their own architectural styles or tastes in order that originality and innovation is not stifled (NPPF paragraph 60).
- 7.9. Paragraphs 128 and 129 of the NPPF relate to enhancing an historic environment, the proposed development should take on board the constraint of being located within a conservation area and therefore designing a scheme that respects its setting.
- 7.10. In accordance with paragraphs 190 and 191, pre-application discussions have taken place with the Local Planning Authority in order that the fundamental issues of the site have been identified and considered.

Havant Borough Local Planning Policy Context

- 7.11. The local planning context is formed of the Havant Borough Local Plan (Core Strategy), the Havant Borough Local Plan (Allocations) and supporting documents including Supplementary Planning Documents (SPD).
- 7.12. The application site is an allocated site within the allocations document. The allocations document has been created based on the policies within the Core Strategy document and therefore the principle of development at the application site is considered acceptable in terms of local policy.

Havant Borough Local Plan (Allocations) Adopted Version (July 2014)

- 7.13. The site to which this application relates is part of an allocated site within this document known as H10/BD30 (Market Parade) which has a site area of 1.55 hectares and is allocated for 225 residential dwellings, 1,500 sq m of office space and main town centre uses. Further detail is provided in the Havant Town Centre Urban Design Framework SPD discussed later in this section.
- 7.14. The allocation identifies a number of known constraints including the site being within the future Fluvial Flood Zone 3, part of the site being located in St. Faiths Conservation Area and the potential for underground constraints including unidentified archaeological deposits, existing sewage infrastructure and Southern Water's identified need that the sewage capacity in the network is limited.
- 7.15. The allocation identifies that this is a key gateway location and landmark building due to its location close to the railway and bus station and its town centre location.
- 7.16. The allocation identifies the need for a Archaeological Desk Based Assessment in respect of the Conservation Area, the need for active ground floor frontage for this town centre location, the need for a Flood Risk Assessment, the need for an Employment Skills Plan and the need for a Utility Assessment. These documents will accompany the planning application or be delivered under the Section 106 Agreement.

Havant Borough Local Plan Proposals Map

- 7.17. The proposals map associated with the Havant Borough Local Plan Core Strategy and Allocations documents shows the site to be allocated for mixed use development and being part located within the St Faith's Conservation Area. The site is also located within the 'Regeneration of the Borough' area (see Policy CS6 below) and the Havant town centre boundary.

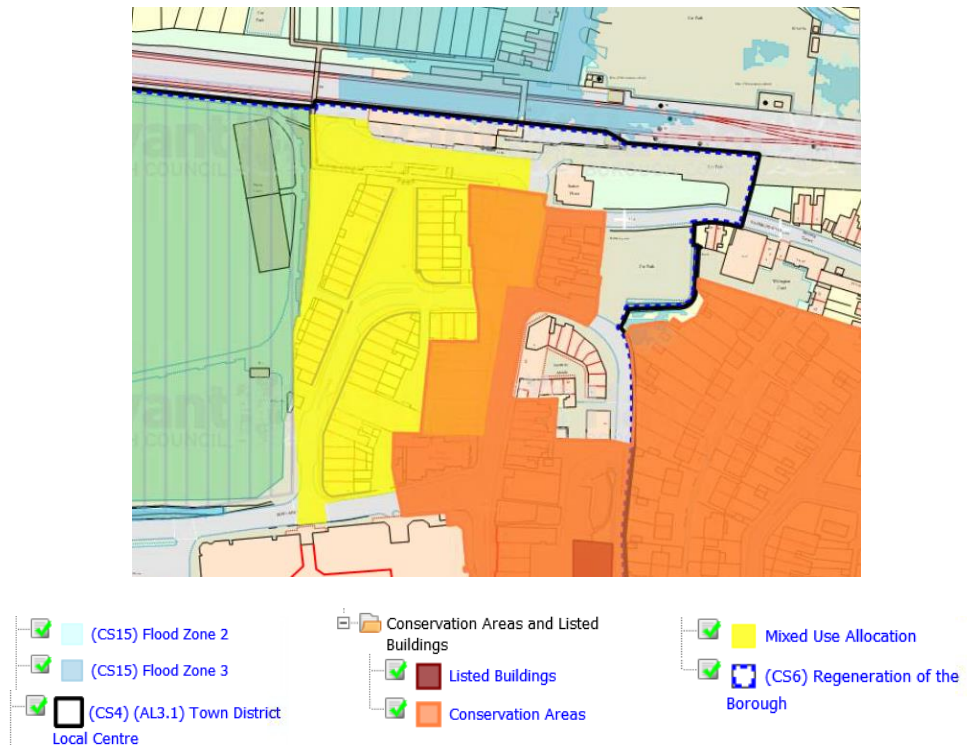


Figure 3 – Local Borough Council Local Plan Proposals Map.

Havant Borough Council Local Plan Core Strategy March 2011.

- 7.18. Policy CS2 (Employment) seeks to accommodate a total of 162,000sqm of new employment floor space within the Borough between 2006 and 2026, comprising B1 (office) use, B2 (manufacturing) use and B8 (warehousing) use. The policy favours the use of previously developed land for this new employment space and favours town centre locations for office and other town centre uses. The proposed development seeks to include office use within its range of flexible commercial uses for the ground floor frontage.
- 7.19. Policy CS4 (Town District & Local Centres) – details that the Council will seek to accommodate approximately 13,000 sq m of new retail floor space within town and district centres up to 2016. The site is located within Havant town centre and therefore is considered appropriate for retail use. The scheme will provide 1,166 sq m of retail floor space on the ground floor which will be through the uses of A1 to A5 thus enhancing the economy of the town centre as required under this policy. The provision of retail units will also enhance and retain local markets and activity to the town centre. The policy also requires the encouragement of high quality mixed use development in designated centres that retain active ground floor frontages. This scheme fully accords with this element of the policy as it is a residential and commercial mixed use scheme providing active street frontage in the town centre.
- 7.20. Policy CS6 (Regeneration of the Borough) – supports development which positively contributes by type of use and design and by its comprehensive approach to the social economic or physical regeneration of a number of areas including Market Parade within the Havant town centre. It is considered that this scheme achieves this through providing active street frontage, a modern high quality building and the provision of well needed residential units.

- 7.21. Although the scheme is in Outline form, it has been designed to ensure community safety under Policy CS8 by providing well lit footpaths and natural surveillance by the good design to prevent overlooking from residential units and the use of retail ground floor frontage on all elevations.
- 7.22. Policy CS9 (Housing) – details that Planning Permission will be granted for housing proposals that contribute to the net total of 6,300 new dwellings between 2006 and 2026 for the Borough, provides 30-40% affordable housing and is a suitable density of development for the location.
- 7.23. The proposed development will deliver residential dwellings towards the Council's housing target in accordance with Policy CS9 and provide a density considered appropriate to this town centre location (565 dwellings per hectare) due to the accessibility to public transport, shops and amenities.
- 7.24. The proposed development will also provide a mix of dwelling types and is the use of previously developed land thus contributing to a sustainable development.
- 7.25. The supporting text for Policy CS9 details that in certain situations there is a need to validate the viability of developments to provide the necessary levels of affordable housing. Where this is the case independent third party valuation expertise will be requested at the developer's cost. The viability of the proposed development has an impact on the level of affordable housing that can be provided and is outlined in more detail within Section 8 of this document.
- 7.26. The proposed development is not in or adjacent to any ecological designations. The proposed development provides an area of private open space for the enjoyment of residents within the centre of the site and will contribute to the protection of Special Protection Areas through the Natural England Solent Disturbance and Mitigation Project. This ensures that Policy CS11 (protecting and enhancing the special environment and heritage of Havant Borough) is complied with. This is also achieved through the design of a modern attractive building that will respect the setting of the Conservation Area by providing a high quality environment for which heritage assets may sit and be enhanced.
- 7.27. In accordance with Policy CS14 (Efficient Use of Resources), the proposed development will provide residential development to the standard of level 3 of the Code for Sustainable Homes. The commercial floor space is under 500sqm per unit and therefore not required to demonstrate meeting the required BREEAM standard. However it is worth noting that the commercial floor space will be of modern design that significantly enhances the efficiency of built form on this site.
- 7.28. The site is located within fluvial flood zone 3 according to the PUSH Strategic Flood Risk Assessment. Policy CS15 (Flood and Coastal Erosion Risk) details that development located in areas of current or future flood risk (as identified by the Environmental Agency and PUSH Strategic Flood Risk Assessment maps) will only be permitted where it meets sequential and exception tests, is located in a low hazard area and is accompanied by a site-specific flood risk assessment. Development will also only be permitted where appropriate mitigation measures have been incorporated including flood protection, warning systems and appropriate site drainage schemes including Sustainable Urban Drainage Systems.
- 7.29. The proposed development is considered a high standard of design which creates a place where people want to live, work and relax thus in accordance with Policy CS16 (High Quality Design). The proposed development draws inspiration from the local context of sweeping frontages along Market Parade that are characteristic of this area and by the location of the railway station in this area, the proposed development will create a landmark feature and a sense of place that draws people to the railway station, thus encouraging the use of sustainable transport. The scheme is also the redevelopment of a derelict site that currently is considered an eye sore by residents through its years of neglect.

- 7.30. The proposal will encourage people to visit the area and enhance the active street frontage through the provision of high quality commercial units fronting onto all elevations that could provide night time activity in the form of restaurants, cafes and food outlets. Active street frontage on all elevations reduces the opportunities for crime and anti-social behavior thus enhancing community safety. The proposed development maximises the opportunities for a mixed use development in this town centre location by providing ground floor active street frontage and a high density of residential development which provides 565 dwellings per hectare. Further detail relating to design is provided within the accompanying Design and Access Statement.
- 7.31. Policy CS17 (Concentration and Distribution of Development within Urban Areas) ensures the efficient use of land within the Borough by concentrating on new housing employment, retail, leisure and other developments within five main urban areas including Havant. The effective use of land is also achieved through prioritising development on previously developed land on which this site is located and the efficient use is further achieved through the contribution towards the plan development indicative numbers of 1,944 new dwellings and 9,000 sq ft of floor space for the Havant urban area based on Figure 8.1 of the Core Strategy.
- 7.32. Policy CS19 (Efficient Provision of Infrastructure) details that development will be permitted where it makes the most effective use of existing infrastructure and does not impede or damage the provision of existing infrastructure including flood protection, education and social services. The proposed development will make effective use of the existing infrastructure particularly in the form of transport and town centre location. Impact on the existing infrastructure will be mitigated through developer contributions.
- 7.33. The proposed development will enhance the public transport modes by providing a landmark feature that attracts people to the area and thus to use the public transport facilities. The building will also act as a landmark feature for railway commuters who will see the building and see Havant as an opportunity for employment or a visit. This enables the development to accord with Policy CS20 (Transport & Access Strategy).
- 7.34. Policy CS21 (Developer Requirements) details the requirement of a developer to provide on or off site infrastructure requirements to ensure the development is acceptable in planning terms. These contributions will be agreed through the life of the planning application but will be under the headings of Transport, Housing, Education, Health, Social Infrastructure Agreement for Structured Public Services, Utility Services, Flood Defense and Public Realm. A number of these are provided by the scheme and the very nature of the development but others may be required as a financial contribution.
- 7.35. Policy DM5 (Control of Class A3, A4 and A5, Food, Drink and Entertainment Uses) details that new entertainment and hot food uses will only be granted planning permission where measures are incorporated to mitigate the effect of hot food preparation on nearby properties, provision of disposal storage and collection of refuse, appropriate parking provision and the development would not cause unacceptable disturbance to occupiers of nearby residential properties. It is considered that these measures can be conditioned to be discharged if an A3-A5 use is to occupy a commercial unit.
- 7.36. Policy DM6 (Co-ordination of Development) details that proposals would only be permitted where they do not undermine the future development potential of adjacent sites. It is considered that this development would enhance the local area and thus encourage the future development of adjacent sites.
- 7.37. Policy DM12 (Mitigating the Impacts of Travel) details that new development will be required to mitigate travel impact through the submission of a Transport Assessment and, where appropriate, a Travel Plan that will give an indication as to the proposed transport impact of a development. This proposed development is well serviced by bus and railway links and therefore will minimise its impact on the network, particularly through a minimised use of a car.
- 7.38. Policies DM13 and DM14 require residential and non-residential development to accord with car and cycle parking standards under the Resident Car Parking & Cycle Provision

Supplementary Planning document and the Hampshire parking standards. Accordance with these policies is outlined in Section 8 below.

Supplementary Planning Documents and Associated Policy Documentation

St Faith's Conservation Area Appraisal and Management Plan (July 2007)

- 7.39. As previously mentioned, part of the site is within the St. Faith's Conservation Area and details that the local building line is consistent with the back of the pavement and that the Market Parade area is out of scale with the rest of the street.
- 7.40. The proposed development will seek to retain the front building lines at the back of the pavement and re-identify the identification of Market Parade being an anomaly to the two storey nature of North Street. It is considered in the Appraisal that this site, previously The Star Public House, terminates North Street successfully at the station forecourt. Therefore Market Parade as a landmark feature should be considered acceptable as it identifies the end of the Conservation Area to the north and the location of the railway station forecourt.
- 7.41. The accompanying Archaeological Desk Based Assessment will go into further detail as to the relationship of the proposed development within the Conservation Area.

Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document (Adopted March 2010)

- 7.42. Residential parking standards are set by Havant Borough Council and 1 and 2 bedroom residential dwellings are set at a maximum of one space in the Havant town centre for allocated parking and for shared communal parking at 0.5 spaces for a one bed unit and 0.8 spaces for a 2 bed unit in Havant town centre.
- 7.43. The cycle parking standards set by Havant Borough Council for a one bed residential dwelling is 1 long stay space per unit and 1 short stay hoop unit for a two bed residential unit, 2 long stay spaces per unit and 1 short stay hoop per unit.

Non residential parking requirements (Hampshire County Council)

- 7.44. Non residential parking standards are determined by Hampshire County Council and their requirements are as follows:
 - B1a (Office) use is required to be accompanied by one space per 100sqm in highly accessible locations and one long stay cycle stand per 150sqm and one short stay cycle stand per 500sqm.
 - Non food retail uses are required to be accompanied by one and a half spaces per 40sqm in highly accessible locations and one long stay cycle stand per 6 staff or 300sqm and one short stay cycle stand per 200sqm.
 - Food retail uses are required to be accompanied by one and a half spaces per 28sqm in highly accessible locations and one long stay cycle stand per 6 staff or 300sqm and one short stay cycle stand per 200sqm.
- 7.45. Although the above parking standards are noted the proposed scheme does not seek to provide any car parking for the commercial units given the town centre location close to a large supply of public transport facilities. The Transport Assessment accompanying this planning application provides further detail.

Havant Borough Council Housing Supplementary Document (SPD) (July 2011)

- 7.46. The SPD identifies the need for affordable housing particularly in the form of one and two bedroom homes (paragraph 120).
- 7.47. This SPD reiterates the Core Strategy Policy CS9 which requires the 30-40% affordable housing provision which goes some way towards meeting the need for affordable

housing in the borough. The Havant and Bedhampton area takes up 27% of the demand for affordable housing which by 2026 is only set to increase to 28%. Currently the Havant and Bedhampton area has the highest demand for affordable housing.

Negotiating Affordable Housing

- 7.48. The Council adopts a flexible approach to negotiating affordable housing delivery and each site is considered on its own specific circumstances and the Council will consider innovative solutions to the provision of affordable housing within the borough be it through on or off site provision or in the form of a financial contribution.
- 7.49. This SPD identifies the space standards for affordable dwellings which is 50 sq m for a 1 bedroom flat and 67 sq m for a 2 bedroom flat.
- 7.50. The SPD identifies that some sites can incur abnormal developments costs which might affect the provision of affordable housing which can include the costs of development and therefore its viability and also the constraints imposed by other planning objectives. This is particularly relevant for the site which is to provide a landmark feature in a town centre location where land prices are high.

Havant Town Centre Urban Design Framework Supplementary Planning Document (SPD) (May 2006)

- 7.51. This SPD looks at particular character areas of Havant town centre one of which being Market Parade. The dominant building height is 3 storeys and the buildings in this location are direct onto the street and are dominated by the retail land use on the ground floor.
- 7.52. This SPD sets out a framework plan which identifies Market Parade as a key redevelopment area to provide a landmark mixed residential/leisure development which addresses the park and station through creating new strong links between the station, park and the retailing core.
- 7.53. This framework includes an illustrative Master Plan which identifies the redevelopment of Market Parade with a new active tree lined frontage to the park and station and a landmark tower that can be seen from Park Road, Elm Lane and the railway line.
- 7.54. To facilitate the Master Plan, key development areas have been established, the first of which is Market Parade which has the key objectives of creating a landmark development visible from the railway and town centre creating a development which enlivens the link between the station and town centre and introduces a quality café or leisure activity. It is considered that the development has the capacity to facilitate 1,600 sq m of retail/café use and approximately 63 flats. The proposed development, which only forms part of the key development area, would be able to provide above the targets for the area. The storey heights considered for the key development area of Market Parade are up to 4 storeys with a landmark tower of 8 storeys and mentions that the height of the building is subject to planning approval.
- 7.55. Following pre-application discussions, as previously mentioned, the proposed development will reach 13 stories in height and therefore provide a larger amount of housing as required for viability to create a landmark building.

Community Infrastructure Levy

- 7.56. The Havant Borough Council adopted its charging schedule which took effect in August 2013 and allocated £80 per sqm for residential development in this location and £0 per sqm for retail development in this location. Therefore the Community Infrastructure Levy is only required on the residential element of the scheme. The proposed quantum of Community Infrastructure Levy required will have to take into consideration the existing floor space and discount this from the total. The Community Infrastructure Levy charge will be payable on a timescale agreed with the Council.

Additional Policy Guidance in Connection with Heritage Assets

- 7.57 Through pre-application discussions with Steve Weaver at Havant Borough Council it was highlighted that a number of design guidance documents focusing on heritage should be reviewed. Comment is provided as follows:

Planning Practice Guide to PPS5

- 7.58 This guidance recommends that proper recognition is given to heritage assets, including listed buildings and conservation areas. The Heritage documents accompanying this planning application, particularly the Heritage Statement Addendum, assess the main issues of height, massing, bulk, alignment and treatment of setting as the site is located within the St Faiths Conservation Area.

The Setting of Heritage Assets: Historic Environment: Good Practice Advice in Planning: 3

- 7.59 As outlined within 'The Setting of Heritage Assets' document it is noted that as this is a tall building the extent of its impact on heritage assets can be far reaching. The assessment of the proposed developments impact on heritage assets some distance from the site is addressed through the Heritage Statement Addendum which assesses the buildings setting. This document includes how the proposed building promotes long views and attracts people to travel through Havant thus enabling them to enjoy the assets offered by the town including those of an historic nature.

Retail Development in Historic Areas (English Heritage 2005)

- 7.60 This guidance has now been superseded by 'The changing face of the High Street – Decline and Revival'. This considers emerging trends and their effect on historic high streets and town centres. It also identifies and analyses a series of case studies in different contexts, where local authorities and others have sought to renew and revive their high streets and town centres. It considers that recent changes to high street trends are in all likelihood permanent and therefore how to preserve the best of what is left whilst ensuring high quality renewal schemes.

Guidance on Tall Buildings (2007) English Heritage/CABE

- 7.61 This guidance is helpful in terms of how to assess outline applications for tall buildings. Design and Access statements with outline applications are required to explain the process and principles that will be followed at reserved matters stage and provide a comprehensive assessment of site context. 11 principles for evaluation are set out within this guidance, all of which are discussed in the DAS:

1. Relationship to site context
2. The effect on the historic context
3. The effect on world heritage sites
4. The relationship to transport infrastructure
5. The architectural quality of the building
6. Sustainable design and construction
7. Credibility of the design
8. The Contribution to public space
9. The effect on the local environment
10. The contribution to permeability
11. The provision of a well-planned environment

Valuing Places (English Heritage) 2011

- 7.62 This guidance looks at eighteen case studies with examples of how the care of our built inheritance is carefully balanced with the economic and social imperatives of the present. Local engagement is considered key.

Constructive Conservation in Practice (English Heritage 2008)

- 7.63 This guidance explains the principle of Constructive Conservation as a positive, well-informed and collaborative approach to conservation. It is a flexible process of helping people understand their historic environment and using that understanding to manage change. Innovative schemes that protect and enhance the significance of buildings and historic places are encouraged along with collaboration between owners, architects and developers to help achieve the most appropriate and creative uses for historic places.

Building in Context (English Heritage/CABE) - 2001

- 7.64 This guidance was commissioned by CABE and English Heritage with the purpose of stimulating a high standard of design when development takes place in historically sensitive contexts. Examples are given through a series of case studies with much emphasis, again, on collaboration between clients, architects, planning officers and politicians.

8 DEVELOPMENT CONSIDERATIONS

Principle of Development

- 8.1. The principle of the redevelopment of this previously developed site with a mixed use scheme is established through the allocation of the site within the Havant Borough Local Plan Allocations adopted version July 2014, as detailed in Section 7 of this document.
- 8.2. The redevelopment of this site with a mixed use development is also supported through pre-application discussions with the Council and the public consultation exercises undertaken by the Hampshire & Regional Property Group.
- 8.3. The proposed development would provide 130 residential dwellings contributing towards the Council's housing target (Policy CS9) and the provision of the ground floor retail frontage creating an active street frontage as required in the aforementioned allocations document also contributes to the Council's target of providing 13,000 sq m of new retail floor space within the town and district centres up to 2016 (Policy CS4).
- 8.4. The proposed development proposes a mix of 1 and 2 bedroom apartments together with a mix of commercial uses on the ground floor fronting onto the two elevations of North Street and the two elevations of Market Parade. The mix of uses currently proposed is to enable flexibility when letting the units to ensure that the space is as attractive as possible to the market which will enable quick occupation of the units and therefore achieving the active street frontage required by the Council.
- 8.5. In accordance with the National Planning Policy Framework (NPPF) the site is located in a highly sustainable town centre location and is classified as previously developed land. As such the presumption in favour of development (set out in the NPPF) is satisfied.
- 8.6. The nature of the site by its proximity to the railway and bus stations and close proximity to the town centre leads itself to a high density development to ensure that the site is efficiently used. This high level of support infrastructure particularly through sustainable transport modes and the need in this location for revitalisation and a landmark feature enables the site to facilitate a multi-storey building of the nature proposed. Once the development is constructed it will bring life to the area attracting people who are travelling down the rail lines and also from those travelling close to Havant. The locality is in desperate need of revitalisation and the injection of monies that are associated with those attracted by a landmark feature.

Layout

- 8.7. The layout of the site has been carefully considered to make the most efficient use of the previously developed land but also to respect its constraints. The proposed development achieves active street frontage on all elevations through the appropriate location of commercial units around the edge of the site. The centre of the site is efficiently used for the servicing space through provision of cycle and refuse storage and access cores for the residential above. To ensure the flow of residents and to reduce criminal activity the residential accommodation is accessed via three elevations.
- 8.8. First floor residential accommodation is located at the edges of the site enabling the opportunity for a landscaped amenity deck to be located in the centre of the site thus providing an area of open space to be enjoyed by future residents.
- 8.9. Above the first floor residential accommodation rises to varying heights but reaching a maximum of 13 storeys in the north west corner of the site close to the railway station thus creating a landmark feature visible from the railway in the intention of attracting investment to the area.

Scale and Design

- 8.10. A detailed analysis of the scale and design of the appraised development has been provided in the accompanying Design and Access Statement which takes into account the design guidance documents mentioned above. The proposed development has been refined through several meetings with the Council including pre-application discussions and the Development Consultation Forum (as detailed in Sections 4 and 5 of this report and the accompanying Statement of Community Involvement).
- 8.11. In response to the planning officer's comments the proposed development has been increased in height to 13 storeys on the north eastern corner which also assists in the viability of the development. The use of the north eastern corner of the site for the highest part of the scheme is considered the best location as it minimises overshadowing of nearby buildings and therefore the impact of scale on the neighbouring developments is minimised.
- 8.12. As previously mentioned the scale of the building is up to a maximum of 13 storeys in height to create a landmark feature and thus respect the wishes of the Havant Borough Local Plan Allocations document which identifies the site as a key gateway location and landmark building due to its close proximity to the rail and bus stations and its town centre location.
- 8.13. The design is contemporary with a mix of materials designed for longevity and to ensure a varied architectural palette that respects the local setting. The design also reflects the current built form along Market Parade which is that of sweeping elevations in the form of terrace units.
- 8.14. It is considered that the proposed development has been designed to a high quality thus according with Policy CS16 of the Havant Borough Local Plan Core Strategy.

Mix and Amount

- 8.15. The proposed development includes 130 residential dwellings and 6 retail/commercial units totalling 1,170 sqm of floor space.
- 8.16. In residential terms the 130 dwellings contributes to the Market Parade allocation of 225 dwellings per 1.55 hectares.
- 8.17. In commercial floor space terms the uses and amount proposed contributes to the Havant Borough Local Plan allocations requirement for Market Parade of 1,500 sq m of office space and main town centre uses.
- 8.18. A mix of 1 and 2 bedroom apartments is proposed which reflects the town centre location and urban nature of the site. It is not considered an appropriate or efficient use of land to

schedule 3 bedroom family dwellings within the site. Given the urban location and limited space on the site it is not considered that the character or density of the neighbourhood is suitable for family housing.

- 8.19. A private landscaped amenity deck is provided within the site for the enjoyment of residents of the proposed development. This is further complimented by the existing Havant Park located close to the site. This provides sufficient amenity space for the enjoyment of future residents appropriate to an urban location.

Affordable Housing

- 8.20. Policy CS9 as previously mentioned requires contribution of affordable housing. However the supporting text for policy CS9 details that *'in certain situations there is a need to validate the viability of developments to provide the necessary levels of affordable housing, independent third party valuation expertise will be requested at the developer's cost'*. The viability of the proposed development, to which this document relates, has an impact on the level of affordable housing that can be provided and is outlined in more detail within the Affordable Housing Statement which accompanies this planning application.
- 8.21. The viability report, submitted privately to the Council, has demonstrated that due to land prices, build costs and other factors of bringing forward this key gateway development that forms a landmark feature building for Havant it is not possible to viably provide affordable housing.

Amenity

- 8.22. Given the site's town centre location there is potential for amenity impacts to result from vehicular noise from the local roads and neighbouring uses.
- 8.23. The amenity impact on the proposed development has been assessed through a noise assessment which accompanies this planning application.
- 8.24. The noise assessment details that the railway line is the main source of noise impacting on this proposed development. The noise consultant is of the opinion that this can successfully be mitigated through standard construction methods and the inclusion of double glazing to the specification outlined with the noise assessment. Appropriate ventilation can be achieved through a variety of methods subject the comment of the Council. Appropriate ventilation options are outlined within section 10.3 of the noise assessment.
- 8.25. The proposed development has been sited in accordance with high quality design, as required by Policy CS16, to minimise potential impact on amenity through overlooking both outside and within the site.

Heritage

- 8.26. A detailed desk based Heritage Statement (2014) and an addendum (2015) going into further detail on the development setting have been produced by Wessex Archaeology and accompany this application.
- 8.27. Wessex Archaeology detail that although heritage will be a material consideration in the determination of a planning application for this site, no overriding cultural heritage constraints have been identified that would prohibit the development. Potential for buried heritage assets is identified and additional archaeological field work is recommended. The form and extent of this fieldwork is to be agreed with the Council during the life of the application.
- 8.28. The site is located part within the St Faith's Conservation Area and this has been considered in the proposed scheme. To respect the Conservation Area characteristics, as outlined in section 7 of this report, the proposed development seeks to retain the front building lines at the back of the pavement and re-identify the identification of Market

Parade being an anomaly to the two storey nature of North Street. Planning policy and the Conservation Area appraisal identifies Market Parade as being out of scale with the rest of the conservation area due to its proximity to the station forecourt and the need for a landmark feature as per the sites allocation.

- 8.29. Wessex Archaeology detail within the addendum that the Conservation Area was extended to include part of the proposed development site for a number of reasons including the protection of The Star public house and the preservation of long views between the station and the town centre. The latter reason only remains a valid concern following the demolition of the public house. It is considered however that the height of the proposed development will act to channel sightlines along roads and spaces aligned north-south. This will promote views between the station and town centre.
- 8.30. Within the local area of the site are located a number of listed building. No street level inter-visibility between the site and these heritage assets is established.
- 8.31. It is considered that the proposed development will bring regeneration to the area in which this conservation area partly sits and will therefore create a modern healthy town centre location in which heritage assets can sit in pride of place.

Highways and Access

- 8.32. A Transport Assessment has been produced by Odyssey Markides in support of this planning application. As detailed previously and in the transport assessment the site is in a sustainable highly accessible location being in close proximity to public transport links and in a town centre location enabling the provision of shops and facilities within a walking distance. The travel plan accompanying this planning application seeks to encourage future residential occupiers to utilize sustainable transport modes.
- 8.33. Although access is a matter to be dealt with under a reserved matters application the transport assessment provides information on the potential access points for vehicles and pedestrians. Pedestrian access is achieved via multiple points along the site boundary which maximizes the permeability of the proposed development. Vehicular access and egress to/from the basement car park is achieved via a give way junction with North Street. The transport assessment proposes the removal of three on street car parking spaces adjacent to the eastern elevation of the proposed development site. The removal of these on street spaces ensures the required visibility splays can be achieved for the vehicular access (paragraphs 5.4-5.6 of the Transport Assessment).
- 8.34. The transport assessment confirms that all vehicular parking requirements set by Havant Borough Council can be achieved. As this is an outline application the details of parking provision will be provided through reserved matters submission. The proposed development is accompanied by 58 car parking spaces within the basement (10% of which are suitable for disabled users) and cycle parking storage spaces on the ground floor and basement levels. This parking provision facilitates the residential accommodation only. Cycle parking for the commercial element of the scheme could be provided through on-street short stay cycle hoops. This should be agreed through reserved matters discussions.
- 8.35. The proposed parking provision is below the maximum residential parking standards set out by Havant Borough Council because of the sustainable location close to the railway and bus stations and within walking distance of shops and amenities in Havant town centre.
- 8.36. It is proposed to provide zero vehicular parking provision for the ground floor commercial units given their sustainable location by proximity to public transport facilities and in a town centre location.
- 8.37. Overall this proposed development is in a highly sustainable location with respect to local facilities and public transport. The impact on the local highway network is anticipated to be minimal the transport assessment accompanying this application concludes that the

site will not result in a 'material increase' or a 'material change in the character of traffic in the vicinity of the site'.

Refuse

- 8.38. Space for refuse storage is provided within the central core of the proposed development at ground floor. This is an illustrative provision and the exact detail will be agreed during a reserved matters submission.

Biodiversity BREEAM and Code for Sustainable Homes

- 8.39. The proposed apartments have been designed to meet Code for Sustainable Homes Level 3 as required by policy CS14.
- 8.40. As previously mentioned in Section 7 of this report, the commercial floor space is under 500sqm per unit and therefore not required to demonstrate meeting the required BREEAM standard. However the commercial floor space will be of modern design that significantly enhances the efficiency of built form currently on this site.

Ecology

- 8.41. A Phase I and II Ecological Appraisal has been produced by Ecosupport and accompanies this planning application. It details that the site has minimal ecological value due to the site being covered by built form. The Phase I Survey indicated the potential for roosting bats in the existing built form and the potential for nesting birds.
- 8.42. The Phase II ecological work found that the only protected species found on site was in the form of a number of bird nests. No bat roosts were identified within the surveyed buildings.
- 8.43. A number of measures are identified within the Ecological Appraisal to protect existing ecology and enhance the ecology presence on the future site. These include:
- Use of low level/downward facing lighting design
 - Provision of two artificial bat roost features (options are provided within the report)
 - Work in the bird nesting season should be outside a buffer around any active nests until they become inactive.
 - Native landscape planting
 - Provision of a financial contribution of £172 per dwelling to mitigate against the recreational disturbances on the Solent Special Protection Areas.
- 8.44. By providing the landscaped amenity deck the proposed development will improve the biodiversity of the site in accordance with Policy CS11 of the Havant Borough Local Plan Core Strategy.

Flood Risk

- 8.45. As previously mentioned, according to the Environment Agency flood risk map the site is not at risk of flooding (Figure 2). However the site is identified in the Partnership for Urban South Hampshire Strategic Flood Risk Assessment as being located in the future Fluvial Flood Zone 3. In light of this a Flood Risk Assessment accompanies this planning application.
- 8.46. The Flood Risk Assessment details that the proposed development results in a slight increase in the impermeable area. The additional surface water run-off will be discharged from the site using the existing sewer (600mm diameter), as existing, and through Sustainable Urban Drainage Systems including cellular attenuation tank with flow control. Further detail is provided within the Flood Risk Assessment.

- 8.47. The proposed foul water drainage strategy and connection are presented on drawing no.14-006-003 (Appendix K of the Flood Risk Assessment).
- 8.48. The Flood Risk Assessment has demonstrated that the proposed development is fully compliant with the requirements of NPPF and therefore should not hinder an approval for outline planning permission of the proposed development.

Contamination

- 8.49. A Phase I Contamination Assessment accompanies this planning application and highlights the potential sources of contamination as being the railway line and the demolition material. The report recommends that additional surveys are required in the form of a Phase II Intrusive Site Investigation and a Geotechnical Site Investigation. We request that this requirement for surveys be conditioned.

Planning Obligations

- 8.50. It is understood that Section 106 and Community Infrastructure Levy requirements will be required for the proposed development and will be discussed during the life of the planning application.
- 8.51. As previously mentioned Community Infrastructure Levy is only required for the residential element of this scheme at £80 per sqm in this location and should take into consideration the existing residential accommodation on site.
- 8.52. In terms of Section 106, contributions will be sought towards various fields to be agreed during the life of the application including education, open space, highways and the Solent Disturbance and Mitigation Project. As mentioned under the ecology section above, the Solent Disturbance and Mitigation Project is a Natural England scheme to manage and protect the Solent Special Protection Area Ecological designations. The payment required is £172 per residential dwelling to mitigate against recreational disturbance.

9 CONCLUSIONS

- 9.1. The principle of the redevelopment/regeneration of the application site is considered acceptable given that the site is allocated within the Havant Borough Council Local Plan Allocations document for mixed use development and the creation of a gateway landmark feature. The proposals of a tall building reaching up to 13 stories in height is considered acceptable given the close proximity to sustainable transport modes and the town centre location. The proposals therefore accord with planning policy which promotes the presumption in favour of sustainable development.
- 9.2. The Havant Borough Council Local Plan Core Strategy and National Planning Policy Framework also look favourably upon this form of development which will contribute towards a sustainable economy for Havant thus helping Havant on its way towards achieving the Council's aim of prosperity Havant.
- 9.3. The proposed development contributes towards Havant Borough Council's housing and commercial development targets and seeks to regenerate a dilapidated site and bring investment and rejuvenation to an area of Havant where it is well needed.
- 9.4. Pre-application discussions, public consultation events and the development consultation forum have taken place to help shape the proposed development as further detailed in the Statement of Community Involvement which accompanies this application.
- 9.5. It has been demonstrated that the proposed redevelopment of the site with a mix of uses is in accordance with local and national policy. We consider that we have demonstrated that the proposed development accords with the policies set out by Havant Borough Council and National Government and therefore the proposed scheme should be granted outline planning permission.

VAIL WILLIAMS LLP
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