



Design, Access and Flood Risk Statement

As Built Amendments to Approved Application
APP/19/01260

44-54 West Street, Havant, PO9 1PG

F & F Developments (Southern) Ltd.

January 2022

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1.0 Generally

- 1.1 This Design Report forms part of a Full Planning Application to Havant Council for As Built Amendments to APP/19/01260 at 44-54 West Street, Havant, PO9 1PG.
- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture And Design Ltd.
- 1.3 Reference should be made to the planning submission drawings for details of the proposals, re:

19055 -	150	Location Plan
	151	Block Plan
	420A	Approved Plan
	450	As Built Plan
	550	As Built South Elevation
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	554	As Built Bin Store

- 1.4 The subject proposals were prepared under the objectives of the **National Planning Policy Framework** of February 2019. Of the policies, we were mindful of the following:

Paragraph 11:

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

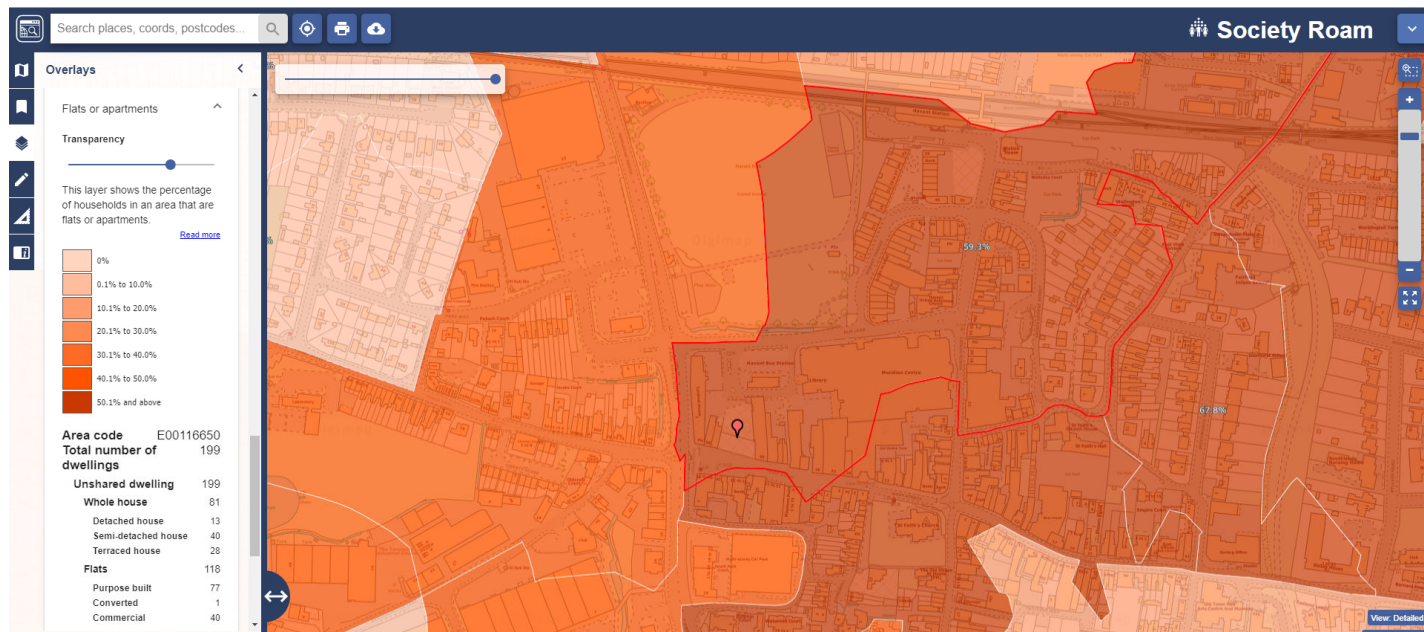
2.0 Physical Context

- 2.1 West Street is within the town centre of Havant. It is one of the principal shopping streets, running east- west. The site is on the north side of the street, such that the principal elevation faces south.
- 2.2 The street was pedestrianised in the 1980s, with no vehicle access. There is a street market in West Street on Tuesdays and Saturdays. Plane trees have been planted along the former carriageway.
- 2.3 The rear boundary of the site extends through to a service road adjacent to the Havant Bus Station. There is vehicular access to the rear of the site.

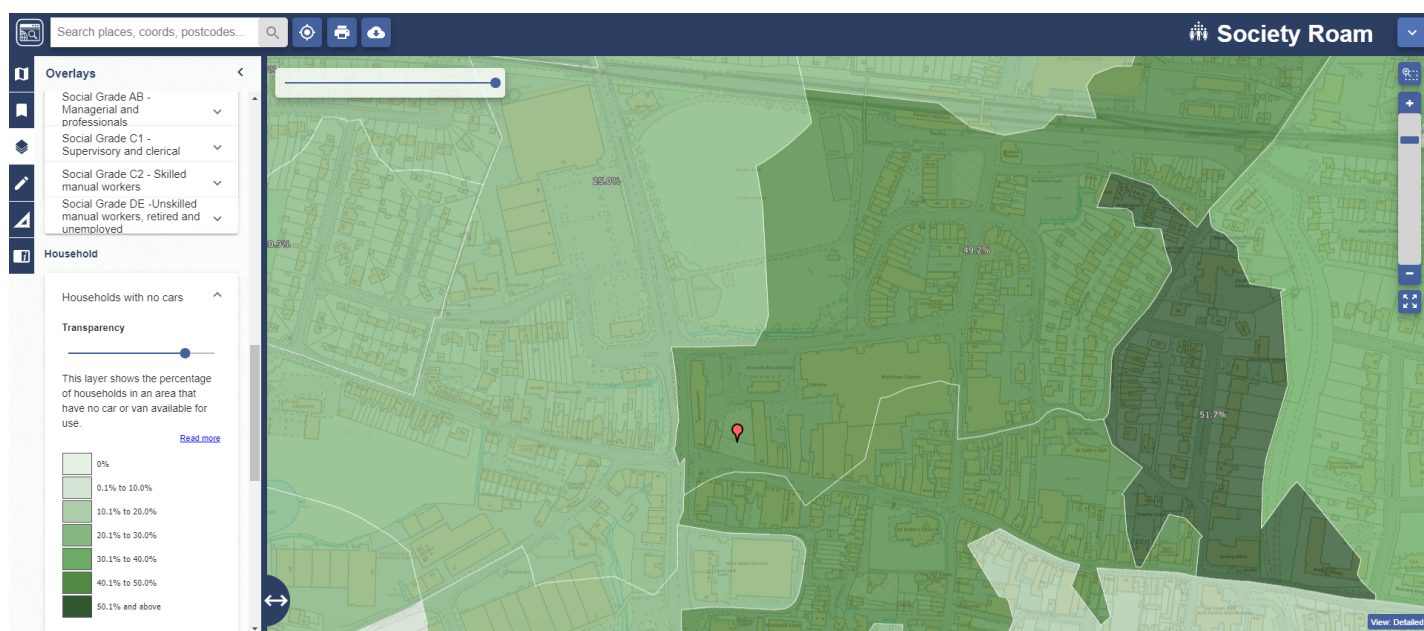
- 2.4 The site was formerly a 1960's built, concrete framed building with 588M² of ground floor retail space, and with 5 flats and a store room on the first floor. Of the retail space, approximately 175 M² was a bank, and 90 M² was an Indian Restaurant. Nos 56 and 58, part of the same original building, remain but are not in the applicants' ownership.
- 2.5 The site is generally flat and level. There are no trees on the development site. The frontage is on the 'back of pavement' line.
- 2.6 The adjacent premises remain in use with ground floor retail and residential uses above.
- 2.7 West Street is a busy shopping street. All the premises in the vicinity have retail use at ground floor level. Havant Bus Station is the second busiest in the county (after Portsmouth). Many of the shops are national chains e.g. Boots Chemists and Specsavers.
- 2.8 The surrounding streets are a mix of Georgian, Victorian, Edwardian, post-war and late 20C developments, mostly of two and three stories. There are some four storey buildings, mostly with the top storey within the roof space.
- 2.9 The site is not within a Conservation Area.

3.0 Social and Economic Context

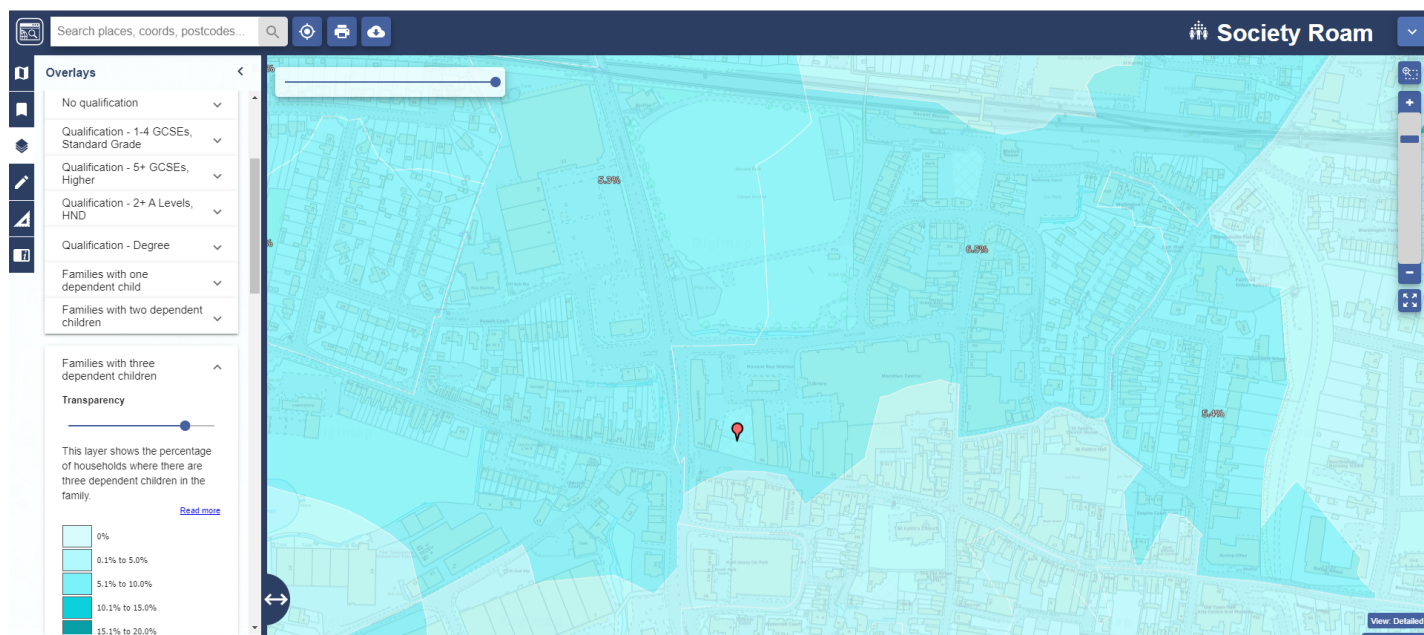
- 3.1 The current location of Havant Town Centre was originally a junction of ancient thoroughfares dating back from Roman times, which is reflected in modern street names. By the Middle Ages Havant, or Havenhunte, was listed in the Domesday Book, and the village later grew to form a small market town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



Demographic #1: 59.3% of people in this area live in flats/apartments.



3.3 The site has been in retail use for at least 150 years, in something like the present



Demographic #3: only 6.2% of people in this area live with 3 or more children. This shows a bias towards the need for smaller one and two bedroom dwellings.

3.7 Within 750 metres of the site there are:

- Public Houses
- Health Centre
- Library
- Town Park - Recreation Ground
- Havant Railway Station
- Bus Station
- Primary and Secondary Schools
- Churches
- Super Stores

3.8 Public Car Parking is available in the Meridian Centre Multi Storey car park immediately to the east and in the Bulbeck Road Multi Storey car park 100 metres to the south. 30 minutes free parking is available in the adjacent streets during working hours, and free overnight.

3.9 The site is considered highly sustainable for residential use, in that the services and facilities for modern life are all available within walking distance. The local streets are all paved, with footpaths and with effective street lighting

4.0 Involvement of Local Interests

- 4.1 A planning application for 1,025 M² of retail space and 14 flats, reference **05/53643/007** was approved on 1st February 2006, and expired three years later. The proposal was in a 'modern' style, and with a complex plan form, involving first floor retail storage and attenuated access corridors to the flats above. High construction costs rendered the scheme non viable, and the works did not proceed.

- 4.3 A new planning application for 650 M² of retail space and 14 flats, reference **APP/10/00992** was approved on 25th February 2011. This scheme was viable in construction terms and talks with construction companies were held. Conditions 2,4,5,6,7,8,10, and 15 of application APP/10/00992 were approved on 23rd January 2014.

- 4.4 The owner of the site at that time then chose to sell the plot with permission. Whilst the plot was up for sale, Havant Borough Council's Regeneration Team looked at the possibility of buying it with the intention of developing a landmark building for Havant Town Centre. The plot was then bought by established local building company F & F Developments (Southern) Ltd with the intention of immediately developing it as per application APP/10/00992. However, recognizing the potential of the site, the new owners wish to work with Havant Borough Council to achieve a building that is more in line with the Regeneration Team's vision.

- 4.5 A Pre Application Enquiry was submitted (GEN/19/00761) and the conclusion was that the proposal was not out of place with the emerging strategy, but that was not yet in place so the building would not be in line with Planning Policies for several years and therefore unable to be Approved. The Applicant made the decision to proceed with constructing the building that was already Approved on the site.

- 4.6 CAAD Ltd then submitted a Variation of Condition Application (APP/19/01260) to slightly amend the Approved design, which by this time was now almost 10 years outdated. This Application was Approved on 24th March 2020.

- 4.7 Construction works began on site on April 2020 and were completed in February 2021. All of the fourteen flats have been leased to the Investco Properties who provide Crisis/Emergency Housing to Local Authorities and the Government. They required an onsite office space which was formed to the rear of the building with access from the car park service entrance. This Application seeks retrospective Permission for this use and the formation of windows which were required so the office space meets current Building Regulations (natural light and ventilation).

5.0 Amount

Site

5.1 The subject site is 0.13 Ha in area.

Flats

5.2 There are 14 flats built, as Approved as part of APP/19/00761.

Bins

5.3 The as built bin store requires retrospective approval (the building itself). However, still provides the same amount of bins as Approved as part of APP/19/00761.

Approved Residential	4 x 1100L Refuse Bins
As Built Residential	5 x 1100L Refuse Bins
Approved Commercial	4 x 1100L Refuse Bins
As Built Commercial	5 x 1100L Refuse Bins

Bikes

5.4 The as built bike store varies slightly to APP/19/00761, however, the alterations are all internal and provides more bicycle spaces than Approved as part of APP/19/00761.

Approved	17 x bicycle spaces
As Built	18 x bicycle spaces

A1 Use

5.5 Given the amendments required to the internal layout, as 4.7 above, this required the retail space to also be altered internally. During the pandemic in late 2020, it proved difficult to find tenants for two large A1 spaces and there were local businesses who were interested in renting smaller spaces. Therefore, 4 x A1 units were constructed as per plan 19055_450.

Unit A - Approved	350m ²
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Unit B - Approved	300m ²
Unit A - As Built	93m ²
Unit B – As Built	113.5m ²
Unit C – As Built	65.5m ²
Unit D – As Built	172m ²

Parking

- 5.6 Further to Investco Properties occupying the majority of the building, the requirement for parking was different to that which was Approved. As the two large retail units were no longer required, the large delivery space was also not required.

Residential - Approved	3 x Delivery Spaces
Commercial – Approved	3 x Allocated Car Parking Spaces
Residential – As Built	3 x Allocated Car Parking Spaces
Commercial – As Built	3 x Delivery Spaces

6.0 Design

- 6.1 Generally, the design is as Approved as part of APP/19/00761. There are a few minor as built amendments, as follows:

North Elevation

- 3 No. additional windows to the North elevation.
- Revised door configuration (same overall opening size).
- Brick and iron railing to first floor terrace instead of the glass balustrade.

- Revised planting bed locations.

South Elevation

- Revised fenestration design to allow for the revised ground floor layout.

8.0 Flood Risk

- 8.1. The site is within Flood Zone 1, 2 and 3. However, the as built amendments do not increase the risk as the use of the ground floor space is 'Less Vulnerable' which is the same as the Approved retain space.