

FORMER DAIRY CREST DEPOT, DUNSBURY WAY, HAVANT



1. Introduction

- 1.1 This Planning Statement has been prepared on behalf of Dunsbury Way Ltd and is submitted in support of an outline planning application for the redevelopment of the former Dairy Crest site, Dunsbury Way, Havant through the construction of 12x flats (2 bedrooms) and 19x houses with associated access, parking and landscaping. The development is to be accessed via Dunsbury Way. All detailed matters are reserved except for access.
- 1.2 This statement aims to explain the design rationale for the proposed development. The intention is that the proposed development is designed in compliance with the Havant Borough Core Strategy and the emerging Havant Local Plan Policies CS16 and E1 in that it positively contributes to the local identity and distinctiveness of the site and surrounding area by virtue of each new dwellings' siting, alignment, design, scale, mass and the materials used. The site is currently a combination of disused light industrial buildings, a commercial building and a bungalow, and an opportunity has arisen to redevelop the site as housing to make more efficient use of the land.
- 1.3 The application comprises:
- Completed application form
 - Plans and drawings
 - This Planning Statement
 - Flood Risk Assessment and Drainage Strategy
 - Highways Statement
 - Ecology Report
 - CIL liability form

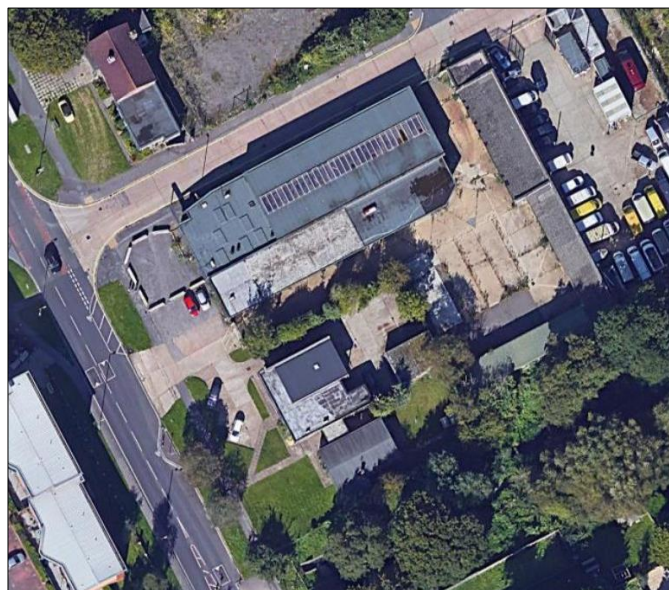
2. Site context

- 2.1 The application site is located within the defined settlement boundary of Leigh Park in Havant, approximately 2km north of Havant town centre. Leigh Park is a residential area with its own shops and local services. There is a community centre and shopping area located at the junction of Dunsbury Way and Stockheath Road to the south of the application site. The site lies to the east of the Dunsbury Road, adjacent to the junction with Fulflood Road.



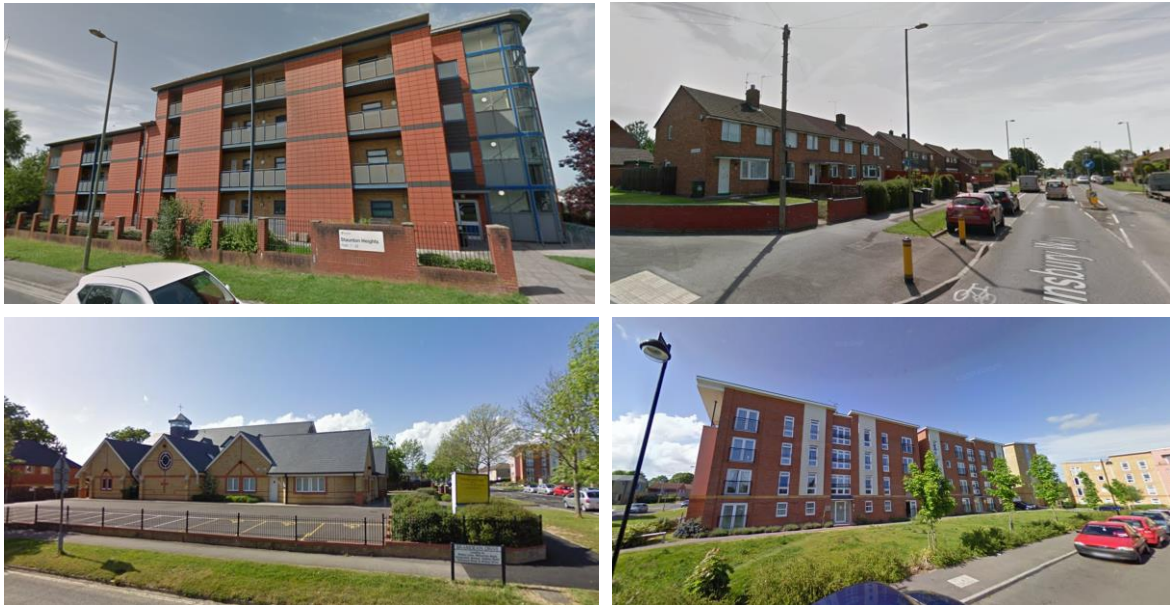
Aerial view of the proposed development site (www.google.co.uk)

- 2.2 The application site is a broadly square plot of land that currently consists of a disused warehouse and outbuildings formerly occupied by Dairy Crest, a commercial building occupied by The Co-operative Funeralcare (which has planning permission to relocate to another location on Dunsbury Way APP/18/00764) and an occupied residential bungalow. All the buildings are single storey and set back from the road, with a shared main access point onto Dunsbury Way.



Aerial view of the application site (www.google.co.uk)

- 2.3 On the southern boundary of the site there are established trees following the line of Riders Creek. To the north and east of the site along Fulflood Road is a site designated for housing development and a selection of light industrial units. The western boundary fronts onto Dunsbury Way, with an existing access point onto the main highway.
- 2.4 Residential development in the area primarily consists of twentieth century two storey houses set back from the road, with the more recent introduction of four storey blocks of apartments.



Photographs of existing buildings nearby the site (www.google.co.uk)

- 2.5 The site is relatively level with some areas of soft landscaping largely associated with the residential bungalow and grass areas to the front of the site. A large proportion is hard standing related to the light industrial and commercial nature of the former Dairy Crest depot.
- 2.6 The site is not in a conservation area, there are no protected trees on site and there are no designated heritage assets on or adjacent to the proposed site. The site falls within Flood Zone 1, with the land immediately adjacent to Riders Creek falling in Zone 2 and 3.

3. Relevant Planning History

- 3.1 It has already been demonstrated that redevelopment of the site as residential dwellings is appropriate by way of the extant outline planning permission for the site. Outline planning permission for the redevelopment of Former Dairy Crest site for up to 74 dwellings with access off Fulflood Road was granted 31 March 2021, with all matters reserved except access (reference APP/18/01109). Extracts of the approved plans are shown below for reference. The approved

plans showed a single block of apartments with an 'L' shaped footprint wrapping around the site's north and western boundaries. The building was shown to be between four and five storeys in height.



Extracts of the approved plans from application ref. APP/18/01109 (PWP Architects)

- 3.2 Land on the opposite side of Fulflood Road is allocated in the Havant Site Allocations Plan (2014) for development with around 72 homes. Whilst a planning application has yet to be submitted, nevertheless the allocation confirms a residential use to be acceptable in principle for that site.

4. The proposed development

- 4.1 The application proposes to demolish the existing buildings and to construct a residential development of 31 dwellings with associated access, parking and landscaping. The proposed access will be at the west of the site, utilising the existing vehicle and pedestrian access onto Dunsbury Way. An additional pedestrian access onto Fulflood Road will be created. The

application is submitted as an alternative scheme to the previous approval for 71 flats, and although proposing a lower number of units is considered to constitute a more viable and deliverable option for the development of the site.



Extract from the proposed site plan (Aspire Architects Ltd)

- 4.2 The proposed unit mix will consist of a four-storey block of apartments, all with 2 bedrooms (units 1-12), and a mixture of 2, 3 and 4 bedroom houses set out along the north, south and western boundaries. Proposed parking will be located in the centre of the development and can be provided in accordance with the council's standards at the detailed design stage.
- 4.3 The houses have been designed to be of a similar character and appearance to the modern developments on the surrounding streets. Each new house will have a traditional layout with living accommodation to the ground floor and bedrooms on the upper floors. The apartments will have 2 bedrooms with separate kitchen, lounge and bathroom. Each house will have a private garden.
- 4.4 The proposed development will make a more efficient use of the site by providing 30 additional homes (net) within the defined built-up area. The Havant Borough Core Strategy and Havant Borough Local Plan (Allocations) aims to deliver 6,300 new homes in the plan area between 2006 and 2026, of which 561-695 dwellings to be delivered in the Leigh Park area between 2013 and 2026, and the proposals will contribute towards that aim. The density of housing on the site is considered to strike an appropriate balance between making a more efficient use of the land whilst also ensuring that the character of the area is preserved.

5. Relevant planning policies

National Planning Policy: The National Planning Policy Framework

- 5.1 The National Planning Policy Framework (NPPF) confirms that the purpose of the planning system is to contribute to the achievement of sustainable development.
- 5.2 The NPPF confirms that there is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 5.3 Paragraph 38 requires councils to *'approach decisions on proposed development in a positive and creative way... and work proactively with applicants to secure development that will improve the economic, social and environmental conditions of the area. Decision makers at every level should seek to approve applications for sustainable development where possible'*.
- 5.4 The NPPF promotes the delivery of a wide choice of high-quality homes and widening the opportunity for home ownership and the creation of sustainable, inclusive and mixed communities. Paragraph 59 of the NPPF supports the Government's objective of *'significantly boosting the supply of housing'*, stating that *'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay'*.
- 5.5 Paragraph 68 promotes the development of small and medium-sized sites, which *'can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly'*.
- 5.6 The NPPF makes clear that planning decisions should promote an effective use of land, encouraging multiple benefits, where possible. Development should take place at appropriate densities, making *'as much use as possible of... brownfield land'* (paragraph 117) and making *'optimal use of the potential of each site'* (paragraph 123).

- 5.7 Paragraph 124 places great importance of good design, which is a key aspect of sustainable development. Paragraph 127 sets out that decisions should ensure developments:
- Will function well and add to the overall quality of the area;
 - Are visually attractive;
 - Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
 - Establish or maintain a strong sense of place;
 - Optimise the potential of the site; and
 - Create places that are safe, inclusive and accessible.
- 5.8 Paragraph 130 goes on to state that ‘permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision maker as a valid reason to object to development’.

The Local Development Plan

- 5.9 In this instance, the Local Development Plan for Havant comprises the Havant Borough Core Strategy (March 2011), Havant Borough Local Plan (Allocations) (July 2014), the emerging Havant Borough Local Plan and various supplementary planning documents; Borough Design Guide SPD (2011), Housing SPD (2011) and the Parking SPD (2016).
- 5.10 Policy AL1 states that the Council will apply the presumption in favour of sustainable development when determining planning applications.
- 5.11 Policy CS9 ‘Housing’ aims to deliver 6,300 new dwellings between 2006 and 2026 and an average of 30-40% affordable housing on sites of 15 dwellings or more. Density of housing should be suitable for the location and take into account access to public transport and local services, respecting local character and built form.
- 5.12 Policy CS16 ‘High Quality Design’ expects development to be designed to a high standard, creating places where people want to live and work. Developments must respond positively to and integrate with existing local character, landscape and buildings. It must be well connected, encouraging the use of public transport, protect the amenity of neighbours and contribute to improving community safety.

- 5.13 Policy CS17 'Concentration and Distribution of Development within the Urban Areas' identifies Leigh Park as a preferred area for new housing, and prioritises development on previously developed land.
- 5.14 Policy DM11 'Planning for More Sustainable Travel' states that the council wants *"to increase the integration of sustainable travel modes and available of non-motorised modes"*.
- 5.15 Policy DM13 requires that parking and cycle storage is provided inline with the supplementary parking standard.
- 5.16 The Parking SPD (2016, updated 2019) sets out the amount of allocated or communal (unallocated) parking levels per dwelling. Table 5.1 of the Parking SPD indicates that a transport assessment is not required for residential developments below 50 units. The emerging Local Plan section 3.9 and 3.91 indicates that Leigh Park is well serviced by community buildings, local services and sustainable transport option such as cycling and bus routes.
- 5.17 Relevant emerging Local Plan policies include DR1 'Delivery of Sustainable Development', DR2 'Regeneration', IN3 'Transport and Parking in new development', E1 'High Quality Design', E3 'Landscape and Settlement Boundaries', E16 'Recreation Impact on the Solent European Sites', H1 'High Quality Homes', H2 'Affordable Housing', H3 'Housing Density', H4 'Housing Mix'.
- 5.18 The adopted CIL Charging Schedule came into effect on 1 August 2013 and applies to planning applications determined on or after this date, with new residential floorspace in Havant liable for payment of CIL at a rate of £118.93 per square metre for 2021 (see section 7 below).

FIVE YEAR HOUSING LAND SUPPLY

- 5.19 As required by the NPPF, Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements. On top of that an additional allowance of 5% should be included to allow for choice and competition for land, increased to 20% where there has historically been an under delivery of housing in the authority area concerned.
- 5.20 The most recent annual monitoring report for Havant published by Havant Borough Council in December 2020 covers the period 1st April 2019 to 31st March 2020 (accessed at [Five Year Housing Land Supply Update December 2020.pdf \(havant.gov.uk\)](#)) Paragraph 2.9 of that report concludes for the period 2020 to 2025 the council can only demonstrate a supply of deliverable sites equivalent to 4.8 years (including a 5% buffer).

- 5.21 The 2019 Housing Delivery Test results published by Government identified that housing delivery in Havant in the preceding 3 years had been 101% of the Development Plan requirements overall. However the 2020 Housing Delivery Test results published in January 2021 indicate that housing delivery in the preceding 3 years has dropped to 72%, with a shortfall of 357 dwellings, therefore the council will still have a shortfall and 20% buffer to include in the supply requirement calculation, which contributes to a five-year supply shortfall.

6. Design and Policy Assessment

Use

- 6.1 The current use of the site is mixed in that it is part residential use class C3, part disused warehouse and commercial use class E. By contrast the surrounding area is more residential in character and comprised of a mix of residential houses and apartment blocks, as well as some commercial units. Therefore the proposal to redevelop the site as residential units is consistent with the existing character and pattern of development for the area. It is also pertinent that planning permission has already been given for the redevelopment of this site for residential purposes, and therefore the principle of that use already accepted.



Front view of application site (www.google.co.uk)

- 6.2 Leigh Park is identified as one of the highest priority locations for new development according to Policy CS17 of the Local Plan. The proposed development and net gain of 30 residential dwellings aligns with the strategic aims of the Local Plan and will aid the delivery of housing supply against the 5-year target. As noted above, whilst this amended scheme proposes a lesser number of units than the extant approval, this scheme is also considered to be more financially viable, thus representing a more deliverable approach to the site's redevelopment and one that can make a timelier contribution to the Council's housing supply position.

Amount

- 6.3 Only the Coop funeral care building and residential bungalow are currently occupied and therefore the application site in its current configuration is largely underutilised. It is considered that scope exists to redevelop the site and construct a variety of sized dwellings in keeping with the existing character of the area, thus improving the site's appearance.
- 6.4 It is notable that the proposed density of housing is 62 dwellings per hectare, which is less than the approved scheme under application APP/18/01109, but will still provide an appropriate unit mix of size and type that will contribute towards developing a mixed and sustainable community in accordance with Policy CS9 and the aims of paragraph 59 of the NPPF.
- 6.5 The proposed plans will move the building line on the western boundary closer to the highway, at the same time maintaining a sufficient separation distance between the private and public realm in order to preserve the privacy of the future occupants. As such, the proposals will appear appropriately spacious for the locality, and houses set back from the highway similar to other houses further north along Dunsbury Way.
- 6.6 In terms of the amount of buildings and hard surfacing on the site, the aerial view of the application site above shows that a considerable proportion of the site is already developed. The proposals will include the introduction of a significant amount of soft landscaping by way of private gardens and public areas which will enhance biodiversity on the site and improve its appearance.
- 6.7 It can be seen from the proposed plans that units 1-12 meet or exceed the minimum space standards for a two-bedroom three person flats. The houses layouts will be confirmed at the design stage, but it is considered that the proposed living accommodation provided both in terms of internal and external space is sufficient to offer the properties a high standard of residential amenity, and this further endorses the amount of development proposed as being appropriate.

Layout

- 6.8 The proposed layout of development on the site has been informed by the location of the existing site access and the need to create appropriate residential amenity space. To that end the development has been arranged with the buildings set around the perimeter of the site, with a central parking zone. The building opposite the application site, Staunton Heights, is also laid out with the building adjacent to highway and parking set behind, and this also reflects the layout of the extant approval for flats on this site.



Extract from the proposed site plan with colour (Aspire Architects Ltd)

- 6.9 The proposed mix of unit types and sizes will create a unique sense of place and distinctiveness in accordance with Policy CS16. They will meet a range of accommodation needs.
- 6.10 Each house will be sited to the front of its plot, behind a front garden area and with private amenity space to the rear. The parking provision has been laid out centrally and kept to a minimum in order to avoid dominating the street scene. The proposals will include soft landscaping within the site that will offer an appropriate outlook for the proposed homes and soften the setting of the parking courtyard.

Scale

- 6.11 In terms of scale the proposed block of flats will be four storeys and the proposed houses will be of two storeys in height. The prevailing character of Dunsbury Way and the surrounding residential development is of two storey houses and four storey blocks of flats and the proposals are therefore consistent with the scale of other buildings in the vicinity.
- 6.12 The proposed block of flats incorporates large amounts of glazing to the main living areas, which will create interest and break up the mass of the building and maximise daylight and solar gain inside the flats.



Proposed elevation facing Dunsbury Way units 1-12 (Aspire Architects Ltd)

Appearance

- 6.13 The proposed block of flats will complement other four storey developments nearby. The appearance of the proposed houses will be confirmed at the design stage, but will be designed to take the form of traditionally proportioned, modest properties, with an appearance in keeping with the prevailing character of Leigh Park. All of the materials proposed to be used are also found elsewhere in the surrounding streets.



**Examples of houses and apartments found on Dunsbury Way, Billys Copse
and Little Hackets (images from www.google.co.uk)**

Landscaping

- 6.14 The land is relatively level and does not presently contain any substantial landscaping of note. The proposed plans will preserve the soft landscaping along the frontage of Dunsbury Way and will introduce soft landscaping across the site by way of private gardens and the landscaped parking zone. Therefore, the proposals will increase the overall amount of landscaping to the site, and which will be of benefit to both its appearance and its biodiversity.

Access

- 6.15 The parking arrangements will be provided in accordance with the council's standards at the detailed design stage. The proposed plans will also have regard to encouraging the use of public transport and other non-motorised modes as per Policy DM11. The proposed site plan shows a proposed layout of parking that maximises the space available whilst preventing parking from dominating the development.
- 6.16 Vehicular and pedestrian access will be created off Dunsbury Way, making use of the existing access onto the highway. New pedestrian access will be created onto Fulflood Road in order to ensure multiple access routes.
- 6.17 Good visibility exists from the site entrance onto Dunsbury Way. Additionally, the new road into the site will be wide enough for two cars to pass and pedestrian footpath with dropped curbs will be constructed. These factors ensure vehicular and pedestrian safety are provided for in the new proposed development.
- 6.18 It is not anticipated that there will be significant additional traffic generated by the proposed development that will adversely affect road safety or the ability of the transport infrastructure to accommodate the additional traffic. The site has previously had planning permission granted for a higher number of units and therefore the traffic generation should be less than has already been accepted.
- 6.18 The private gardens provide spaces for sheds to store bikes if needed. The flats include two secure cycle storage areas. Leigh Park is considered a highly accessible location with regards to pedestrian and cycle routes. The site is also located on a main bus route that can take residents to the centre of Havant and beyond, providing multiple transport options.

7. Planning Obligations

- 7.1 The proposal to create new residential floor space creates a need for the development to pay the Community Infrastructure Levy upon the commencement of works. The Applicants are aware of that requirement and an assumption of liability form accompanies the planning application.
- 7.2 Subject to viability, the proposals will provide for affordable housing in accordance with the Council's adopted policies.

8. Conclusion

- 8.1 In accordance with the NPPF consideration needs to be given as to whether the proposal constitutes sustainable development. In this case the new homes are sustainable for the following reasons:
- The proposal will provide 30 (net) new dwellings which are of an appropriate design and will respond well to the character of the area, and
 - The proposed dwellings provide a unit mix that meets the aspirations of CS9 of the Local Plan. The houses and flats all meet or exceed, have private gardens and therefore provide a high standard of amenity for residents,
 - The development of 31 new homes makes a contribution towards the housing needs in Havant, and a contribution towards addressing the local housing supply shortfall, and
 - The proposal preserves the setting of the local area and neighbouring residential properties, and
 - The proposal will make better use of this highly accessible site.
- 8.2 It is therefore considered that the planning justifications and design rationale identified in this Planning Statement demonstrate that the development is acceptable.