



51 no. dwellings. blendworth crescent .
leigh park . havant .
design and access statement
april 2016

planning application . design and access statement
blendworth crescent . leigh park . havant

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index

1.0	introduction	page 4
2.0	appraising the context	page 4
3.0	relevant planning policy	page 5
4.0	involving the community	page 15
5.0	evaluation	page 17
6.0	design principles	page 21
7.0	access principles	page 21
8.0	the design solution and proposal	page 21
9.0	the access solution	page 28
10.0	conclusion	page 29

1.0 Introduction

- 1.1 This statement accompanies and supports a planning application submitted by Portsmouth City Council for the development of an area of land located on the south side of Blendworth Crescent and to the north of Trosnant Infant and Junior Schools. The proposed development comprises a mix of semi-detached and terraced housing together with a block of flats, 89 parking spaces and landscaped grounds. Additionally, the proposal would result in the realignment of the footpath crossing through the site from Blendworth Crescent to the Schools.
- 1.2 The scheme will deliver 100% of the new homes as affordable housing, 35% of which would be advertised by Havant Borough Council through Hampshire Home Choice to comply with the locally agreed process.
- 1.3 The site is included as an identified development site within the Havant Borough Local Plan (Allocations), Adopted 23 July 2014. Following the “allocation” of the site for housing the applicant has engaged with both the Council and the Local Community ahead of submitting a formal planning application. A pre-application meeting was held with the Local Planning Authority on Monday 26 October 2015 which was followed by a public consultation event at the Trosnant Schools on Tuesday 23 February 2016. Having taken into account the comments of interested parties, the proposals were then presented to a Development Consultation Forum event on 31 March 2016.
- 1.4 This statement describes our Client's proposal and places it in context with relevant national and development plan

policy, guidance and advice. It also explains the design and access principles and approach taken in the formulation of the scheme. It will be concluded that our Client's application proposal should receive support and be granted planning permission.

2.0 Appraising the Context

Assessment of the Site

- 2.1 The application site comprises an irregularly shaped area of informal open space located to the south of residential property on Blendworth Crescent; to the east of housing on Stockheath Lane; and to the north of the Trosnant Schools.



Fig.1 Application Site and Surrounding Area

- 2.2 The site, which has an area of some 1.17 hectares, is well located in relation to shops and services being approximately 600m south of the Greywell Shopping Centre in Leigh Park and 1km north of Havant Town Centre. Regular bus and rail services are also found within Havant.
- 2.3 Access to the site is currently gained via a footpath from Blendworth Crescent located between two end of terrace two storey houses (ie Nos 20 and 22). The footpath leads to an area of grassland which is used for informal recreation - mostly dog walkers. Within the centre of the site is an area previously used as a playground. The main body of the site (excluding the access from Blendworth Crescent) has a maximum width (west to east) of some 190m and depth (north to south) of around 90m. A footpath leads through the site to allow access to the Trosnant Schools. The boundaries of the site are mainly defined by hedgerows interspersed with the occasional tree. Additionally, some property boundaries are demarcated by fences and walls.
- 2.4 The site can be described as being set within a predominantly residential area. It has easy and convenient access to other areas of informal open space located to the west running alongside the Hermitage Stream and to the north of Stockheath Common.
- 2.5 Residential development in the area is mainly of a two storey scale, however, there are a number of three storey blocks of flats located nearby on the corner of Blendworth Crescent and Stockheath Road.

- 2.6 The site is an allocated housing site having been identified in the Havant Borough Local Plan (Allocations) document as "L86".

3.0 Relevant Planning Policy

National Planning Policy

- 3.1 The National Planning Policy Framework (NPPF) was published by the Government on 27 March 2012. The NPPF cancels and replaces all earlier Planning Policy Guidance Notes and Statements.

Paragraph 13 of the Framework sets out the presumption in favour of sustainable development. The Government states that 'At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking....' The document promotes planning principles which include making effective use of land, promoting mixed use developments that create more vibrant places, and encouraging multiple benefits from the use of land in urban and rural areas. Furthermore, the document requires Local Planning Authorities to approach development management decisions positively (ie to look for solutions rather than problems so that applications can be approved wherever it is practical to do so).

- 3.2 The NPPF states (at paragraph 7) that there are '... three dimensions to sustainable development: economic, social and environmental.' The social dimension of sustainable development is described in the NPPF as 'supporting strong, vibrant and healthy communities, by providing the

supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being'.

- 3.3 Amongst the Core Planning Principles described at paragraph 17 the NPPF states that planning should 'proactively drive and support sustainable economic development to deliver the homes... that the country needs. Every effort should be made objectively to identify and then meet the housing... development needs of an area, and respond positively to wider opportunities for growth.' Two further planning principles are to '... take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs...' and '.....conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations...' With regard to flooding, this paragraph states that the planning system should take '...full account of flood risk and coastal change...'.
- 3.4 With regard to residential development, at paragraph 49 the NPPF states that 'Housing applications should be considered in the context of the presumption in favour of sustainable development'. Furthermore, paragraph 50 comments 'To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should ... plan for a mix of housing based on current and future demographic

trends, market trends and the needs of different groups in the community...'.

- 3.5 With regard to design, the NPPF states at paragraph 57, '...It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings...'. In respect of architectural design, the statement comments (paragraph 60) that '...Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles...'.
- 3.6 Paragraph 61 refers to the connection between people and places. It states 'Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment....'.
- 3.7 At paragraph 94, the NPPF states '...Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations...'. Paragraph 100 of the NPPF identifies that where development is necessary it should be 'safe without increasing flood risk elsewhere'. This is supported by NPPF paragraph 99 'when development is brought forward in areas which are vulnerable, care should be

taken to ensure that risks can be managed through suitable adaption measures'.

- 3.8 Paragraph 196 of the Framework confirms that the NPPF is a material consideration in planning decisions. Paragraph 197 states, furthermore, that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

Local Plan Policy Context

Havant Borough Local Development Framework

The Havant Borough Core Strategy was formally adopted on 1st March 2011. It is the principal document in the Council's Development Plan and sets out the spatial planning strategy for the area up to 2026. The relevant policies are as follows:-

3.9 **CS6 Regeneration of the Borough**

"...Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough...

3. Leigh Park with particular focus on:

- a. Leigh Park Centre, improved car and cycle parking, public realm, and a
- b. Sustainable mix of uses
- c. A balanced housing market
- d. Supporting healthy lifestyles

- e. Community safety
- f. Connectivity with the rest of the borough
- g. Training and employment opportunities."

Proposed development in relation to this policy:-

The proposal would result in the development of an area of underused open land within a sustainably located part of Havant. The proposals have been very carefully considered in order to both minimise the impact of the development upon surrounding existing housing and to ensure that pedestrian linkages to the schools are maintained from Blendworth Crescent. The scheme will provide a mix of 51 dwellings to meet the identified housing need of the Borough. It is intended that all of the proposed dwellings would be provided as affordable housing. The proposal respects policy CS6 ensuring the regeneration of this part of Leigh Park with the delivery of a high quality housing development.

3.10 **Policy CS8 Community Safety**

Planning permission will be granted for development proposals that:

1. Engrain community safety into the development process from the beginning.
2. Provide well-lit footpaths, cycle ways and roads providing that this does not
3. adversely affect designated habitats or the landscape.

4. Maximise opportunities for natural surveillance through good design.
5. Maximise the amount of 'defensible space' that is controlled or perceived to be controlled by residents.

Proposed development in relation to this policy:-

The proposed development has been designed and laid out in order to ensure public spaces, footpaths and parking areas are overlooked by the proposed dwellings which would offer a high level of natural surveillance. Additionally, the rerouted footpath between Blendworth Crescent and the schools would be well-lit. This proposal is therefore, considered to be compliant with policy CS8.

3.11 CS9 Housing

"Planning permission will be granted for housing proposals that will: -

1. Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.
2. Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments between 5 and 14 dwellings (gross), unless a lesser requirement has been transparently justified on viability grounds.
3. Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.

4. Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.
5. Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.
6. Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.
7. Contribute to achieving 450 extra-care dwellings between 2006 and 2026.
8. Ensure housing development is delivered in a phased manner with an appropriate proportion of previously developed land to avoid unnecessary development on greenfield urban extension sites."

Proposed development in relation to this policy:-

The proposed development would result in the provision of 51 new housing units. The development would deliver a mix of different sized housing units to meet the Borough's identified housing need. All of these dwellings would be delivered as affordable housing with 35% of the units being advertised by Havant Borough Council through Hampshire Home Choice to comply with the

locally agreed process. As such, the application proposal is considered to be compliant with policy CS9.

3,12 **CS16 High Quality Design**

“Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. Responds to, draws inspiration from and respects local context and:
 - a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
 - b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
 - c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
 - d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and

- e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
 - a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - b) New streets are not dominated by vehicular traffic;
 - c) The layout of the development is legible, meaning it is easy to orientate oneself and move through.
3. Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.
4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind

design to minimise social exclusion and promote social integration.

5. Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.
6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.
7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building."

Proposed development in relation to this policy:-

It is considered that the proposed development is of a form and layout that has responded, and been informed by, the character of the surrounding urban landscape. The proposals have evolved, carefully, in order to ensure no harm would come to existing landscape features or local ecology. Furthermore, the design of the housing components has been carefully considered in order to ensure future residents are provided with a high quality living environment in a sustainable location. These have been designed in accordance with standards and guidance provided by the Borough Design Guide SPD, Adopted 14 December 2011. The proposals also recognise the need to retain and enhance existing pedestrian linkages through the site to the junior school to the south and would provide good levels of surveillance over car parks and public spaces. The housing provided

would also include 4 ground floor accessible/mobility units. It is considered, therefore, that the proposed development is compliant with policy CS16.

3.13 CS17 Concentration and Distribution of Development within the Urban Areas

"Development will be permitted that makes the most effective use of land in the Borough by granting planning permission that:

1. Concentrates new housing... within the five urban areas of ...Leigh Park...
2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.
3. Broadly distributes the new housing and employment development in the five areas of the Borough..."

Proposed development in relation to this policy:-

This site is identified by the LPA as site L86 in the Havant Borough Local Plan (Allocations), Adopted 23 July 2014, as a housing site. This application proposal will enable the provision of 51 affordable housing units (of which 35% would be advertised by Havant Borough Council through Hampshire Home Choice to comply with the locally agreed process) on an underused piece of land in Leigh Park. This proposal will, therefore, facilitate the concentration and distribution of housing across the Borough and is considered to be compliant with policy CS17.

3.14 **CS19 Effective Provision of Infrastructure**

This policy requires new development to make the most effective use of/or provide local infrastructure as may be necessary.

Proposed development in relation to this policy:-

The proposed development would result in the improvement of a local footpath through the site from Blendworth Crescent to the Trosnant Infant and Junior Schools to the south.

Additionally, the proposed development would ensure that the public sewer running through the site, north to south, would be provided with an 8m wide easement (4m either side of the centre of the sewer pipe) to enable for unobstructed maintenance.

The proposed housing would be within a convenient walking distance of several bus stops. As such it is likely that the development would result in increased use of these services which would help secure their long term future and financial viability. The proposed development is considered, therefore, to be compliant with Policy CS19.

3.15 **CS20 Transport and Access Strategy**

This policy states that development will be permitted that "...is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy... does not increase congestion and promotes better use of existing transport networks..."

Proposed development in relation to this policy:-

The proposed development would result in the provision of an appropriate number of on-site parking spaces in accordance with the Council's Draft Residential Parking and Cycling SPD. Additionally, the site is considered to be conveniently located to bus stops on both Bedhampton Way and Barncroft Way. The frequent and regular services from these stops would provide future residents with an accessible and realistic alternative means of transport to the private motor car. Given the foregoing the proposed development is considered to be compliant with policy CS20 of the Core Strategy.

3.16 **CS21 Developer Requirements**

Development will be permitted if on-site and/or off-site infrastructure requirements are met.

Where new or improved infrastructure is essential for planning permission to be granted, the Council will require the on-site or off site provision and/or contributions through planning obligations, agreements or tariffs in accordance with the relevant legislation for off-site provision. The need for contributions will depend on information and advice from infrastructure providers on the expected impacts of the development on all the infrastructure types...

Proposed development in relation to this policy:-

The need for many forms of infrastructure contributions made by developers has now been superseded by the Community Infrastructure Levy (CIL). Given that this is a wholly affordable housing development CIL will not be

payable by the applicant on many of the different forms of local provision. However, the applicant will have to make a contribution of £176 per dwelling in respect of Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development. The reasoning for this is provided at paragraph 3.22. Given the foregoing the proposed development is considered to be compliant with policy CS21 of the Core Strategy.

Havant Borough Local Plan (Allocations), Adopted 23 July 2014

The Allocations Plan replaces the remaining saved policies for the Havant Borough District-Wide Local Plan and includes a number of policies in addition to those in the Core Strategy. Of relevance to this application are the following policies: -

3.17 Policy AL1 Presumption in Favour of Sustainable Development

"...the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)..."

3.18 Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements

"...The urban area boundaries for Emsworth, Havant and Bedhampton, Hayling Island, Leigh Park and Waterlooville are defined on the Policies Map..."

3.19 "Policy LP1 Leigh Park Housing Allocations (Sites)

The following sites are allocated for residential development:

... L86 Blendworth Crescent Open Space - 1.19 ha - 48 dwellings...

The number of dwellings shown for each site is indicative, based on known site characteristics and density considerations. Planning permission will be granted provided that detailed proposals:

1. Are broadly consistent with the indicative figure for the number of dwellings.
2. Take account of all site specific development requirements set out in the relevant site profile."

Site Name:	Site Ref/Policy Number:
Blendworth Crescent Open Space	L86
Description of Site: An area of open land to the rear of properties in Blendworth Crescent and Stockheath Lane. To the south are the Trosnant Infant and Junior Schools.	
Known Constraints: • The existing access is likely to require widening • Surface water sewer affecting part of site • Potential ecological impacts • Low to moderate potential for previously unidentified archaeological deposits • Southern Water have advised that sewerage capacity in network closest to site is limited	
Existing Transport Provision: • Bus routes within walking distance of the site	
Existing Accessibility to Local Services/Facilities: • Within walking distance of district centre with shops and services • Bus routes available to large centres with further shops and services	
Site Opportunities: • Potential to regularise and make a more appropriate access to the school to the south (helping ease of access to the school) • To retain and integrate some of the existing open space and improve its value • Housing including affordable housing	
Policy L86 - Site Specific Development Requirements: • Heritage Statement, of an appropriate level of detail, to support planning application • Access to be provided from Blendworth Crescent • Ecological survey prior to development of detailed plans • Pedestrian access to school to be retained/maintained/improved • Southern Water request connection to the sewerage system at the nearest point of adequate capacity • Appropriate easement from existing sewage/waste infrastructure	

3.20 **DM12 Mitigating the Impacts of Travel**

"New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change..."

With regard to policy DM12 of the Core Strategy, it is considered, given that the site has only a minimal road frontage, that future residents would not experience high levels of noise, air and visual pollution from road traffic. The proximity of the site to convenient public bus services would also offer residents a realistic alternative to use of the private motor car, therefore, reducing exhaust emissions. Consequently, the proposal is considered to be compliant with policy DM12 of the Core Strategy.

3.21 **DM13 Car and Cycle Parking on Residential Development**

This policy states that:- "Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document Supplementary Planning Guidance/Documents."

Proposed development in relation to this policy:-

The proposed development would result in the provision of an appropriate number of on-site parking spaces in accordance with the Council's Draft Residential Parking and Cycling SPD. Additionally, the site is considered to be conveniently located to bus stops on both Bedhampton Way and Barncroft Way. The frequent and regular services from these stops would provide future residents

with an accessible and realistic alternative means of transport to the private motor car. Given the foregoing the proposed development is considered to be compliant with policy DM13 of the Core Strategy.

3.22 **Policy DM24 Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development**

Planning permission will be granted for residential developments that avoid or mitigate a likely significant effect on the SPAs, caused by recreational disturbance through the incombination effect of net additional dwellings. This mitigation can be provided through:

- a) A financial contribution.
- b) A developer provided package of measures associated with the proposed development designed to avoid or mitigate any significant effect on the SPAs subject to meeting the tests of the Habitats Regulations.
- c) A combination of measures in (a) and (b) above.

Where these measures cannot be provided development proposals will be refused, unless the applicant can show, subject to meeting the tests of the Habitats Regulations, that there would not be an adverse effect on the integrity of the SPAs.

The provisions of this policy do not exclude the possibility that some residential schemes, due to their size/and or location, may require individual assessment under the

Habitats Regulations on advice from Natural England and additional site specific avoidance or mitigation measures.

Proposed development in relation to this policy:-

As from the 30 June 2014, the Council has sought financial contributions towards the Solent Disturbance Mitigation Project (SDMP). Natural England has advised the Council that a contribution of £176 per dwelling is required to mitigate against the effects of recreational disturbance on the Solent Special Protection Area (SPA). The LPA seeks to secure such contributions, for development of 1 or more dwellings, via Policy CS21 of the Local Plan (Core Strategy) 2011 and Policy DM24 of the Local Plan (Allocations), 23 July 2014.

3.23 Residential Parking and Cycle Provision SPD (Draft)

This document sets out Havant Borough Council's off-street parking standards relating to new development in the Borough. Applications for planning permission will be assessed against the guidance set out in this document.

It is understood that this draft SPD is to be presented to the Council's cabinet in July 2016 where it will be adopted by the Borough Council.

The vehicle and cycle parking requirements for this application have been calculated in compliance with this draft SPD.

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

Notes

1. With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated.
2. It is widely accepted that single on-plot garages are often unavailable for cars because they are being used for storage. Given the extent of this practice, whether or not garages will be counted towards parking provision will be determined on a case by case basis.
3. Tenure can influence car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner occupied households of a similar size and type. However there is the potential for tenure to change over the life of most dwellings to owner occupied status. Reductions will only be considered for rented properties where there is evidence that the tenure is unlikely to change or the developers can demonstrate that lower standards would be appropriate.
4. Within a two storey property bedrooms include all those rooms at first floor or above (assuming a conventional layout) where the size of room can accommodate a single sized bed and a small amount of furniture (for example approximately 5 square metres in area). Within other properties such as flats or bungalows a common sense approach will be adopted. Simply labelling rooms as reception rooms or studies will not mean that they won't be considered as potential bedrooms. The most likely and typical use of the property will be considered.

TABLE 4B			
C3 Dwelling Houses – Shared/Communal Parking (unallocated)			
Zone	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
Size of dwelling			
1 Bed Unit	0.9 spaces	Max 0.5 spaces	0.6 spaces
2 Bed Unit	1.3 spaces	Max 0.8 spaces	1 space
3 Bed Unit	1.9 spaces	Max 1 spaces	1.4 spaces
4+ Bed Unit	2.4 spaces	Max 1.2 spaces	1.8 spaces

Notes

1. With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated.
2. Tenure can influence car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner occupied households of a similar size and type. However there is the potential for tenure to change over the life of most dwellings to owner occupied status. Reductions will only be considered for rented properties where there is evidence that the tenure is unlikely to change or the developers can demonstrate that lower standards would be appropriate.
3. Within a two storey property bedrooms include all those rooms at first floor or above (assuming a conventional layout) where the size of room can accommodate a single sized bed and a small amount of furniture (for example approximately 5 square metres in area). Within other properties such as flats or bungalows a common sense approach will be adopted. Simply labelling rooms as reception rooms or studies will not mean that they won't be considered as potential bedrooms. The most likely and typical use of the property will be considered.

TABLE 4D		
C3 Dwelling Houses – Cycle Parking/Storage Provision		
Size of Dwelling	Long stay	Short Stay
1 Bed Unit	1 space per unit	1 loop/hoop per unit
2 Bed Unit	2 spaces per unit	1 loop/hoop per unit
3 Bed Unit	2 spaces per unit	1 loop/hoop per unit
4+ Bed Unit	2 spaces per unit	1 loop/hoop per unit

3.24 Borough Design Guide SPD, Adopted 14 December 2011

The Borough Council adopted its “Borough Design Guide Supplementary Planning Document” on 14 December 2011.

The aim of the Havant Borough Council Design Guide Supplementary Planning Document (SPD) is to provide detailed information that supplements Policy CS16 of the Havant Borough Core Strategy, to raise the standard of design across the Borough and set out what the Council expects developers to deliver in terms of the design of new developments and how the distinctive character and qualities of the Borough should be respectfully improved and enhanced through development.

This document provides detailed guidance concerning Character, Movement, Legibility, Continuity and Enclosure, Public Realm, Diversity and Detailing and Adaptability and Sustainability. It also provides “Specific Guidance on Residential Developments.”

4.0 Involving the Community

- 4.1 As has been stated, the application site is one that is “allocated” for residential development within the Havant Borough Local Plan (Allocations), Adopted 23 July 2014. This document was the subject of a public consultation exercise and a local plan Examination prior to it being adopted in July 2014.
- 4.2 With specific regard to the current proposal a pre-app meeting with the LPA was held on Monday 26 October 2015. Comments from this meeting have been addressed as best as possible. A Public consultation event was also held at Trosnant School on Tuesday 23 February 2016 for both development sites at Blendworth Crescent and Holybourne Road. Approximately 55 people attended with 18 feedback forms being completed and returned. Concerns raised by residents related to flooding, parking, height of the flats and loss of open space.
- 4.3 Additionally, a Development Consultation Forum (DCF) was held at Havant Borough Council's offices on 31 March 2016. The site was one of three considered by the Forum, the others being at Holybourne Road and Kingsclere Avenue. All three developments are proposed to be delivered by Portsmouth City Council who is the land owner.
- 4.4 Prior to the meeting Officers had consulted departments within the authority, statutory consultees as well as other third parties and residents who may have an interest in the sites development.

Consultee Feedback Prior to the DCF

- 4.5 The **Borough's Housing Service** commented that they would support the proposal in principle, however, stated "...agreement MUST be reached regarding the allocation of the policy compliant affordable housing obligation to ensure that Hampshire Home Choice applicants receive priority"

They also noted: -

"...This proposal would need to comply with Core Strategy policy CS9.2 and provide 30-40% affordable housing on-site...

...Demand for affordable housing remains high in the Havant Borough; currently there are 2025 households registered on Hampshire Home Choice seeking accommodation in our area. Of these over half are waiting for a one bedroom home whilst a further 640 are waiting for two bedrooms, 195 for 3 bedrooms and 67 for a 4 bedroom home. Many of these are looking to downsize which would in turn free up larger affordable homes that can be used more effectively by providing accommodation for families.

Should this application proceed to final development it will help to improve the supply of this very limited resource and, at the same time, help towards the overall housing numbers required by the Borough Council.

The homes will provide much needed accommodation in a popular location with good

links to transport, health, education and amenity facilities..."

- 4.6 The Council's **Engineering & Landscape Team** had "No landscape objection to the proposal", however, provided feedback upon the open space between the apartments block and the houses and provided advice in relation to the pedestrian route (shared cycleway) through the site to the school and tree planting. Observations were also made regarding surveillance of the parking area to the east of the apartment building.
- 4.7 The **Highway Authority** stated that the application should be submitted with a "...Transport Assessment along with Travel Plan..."
- 4.8 The Council's **Environmental Health Service** had no objection to the proposals, however, recommended "... a robust watching brief be put in place to cover groundwork on that site; to include provisions for picking/local removal of suspicious materials, tool-box talks to flag the H&S issues, and enhanced stockpile management/dust controls. ...". Officers concluded "...It doesn't look like any additional intrusive investigation will be required. I will respond to the planning applications in line with the above when I am consulted..."
- 4.9 At the time of writing this report, the applicant was still awaiting the formal response and feedback from the Local Planning Authority following the DCF.

5.0 Evaluation

5.1 The identified opportunities for the redevelopment of this site are highlighted below:

- To deliver much needed housing in a range of sizes, forms and tenure;
- The site is in an accessible location being close to frequent bus services;
- The site is within easy walking distance of several extensive areas of public open space that would serve the needs of future occupiers;
- The proposal would provide a high quality development that would serve as a link between residential development to the north and the local infant and junior schools to the south;
- To integrate modern building technology and improved design features to create a sustainable development.

Summary of Principal Reports

Sustainability Statement - SRE - 19.04.2016

5.2 This report makes the following observations: -

...will provide resource efficient, sustainable development which meets the needs of the local community in terms of high quality housing...

High efficiency heating systems and improved insulation levels...

Provides significant community and aesthetic enhancement to the area, utilising a disconnected site which is currently underused...

...the proposed development has sought to exceed current Building Regulations by utilising a fabric first approach ... achieving a 19% improvement over building regulations 2013...

...water consumption sought at 110 litres per day per person...the buildings will be future proofed allowing for the utilisation of renewable technologies should they be required at a later date...

Arboricultural Development Statement - CBA - April 2016

5.3 In summary this report advises:

- A total of 9 (nine) individual trees and 5 (five) groups of trees and 1 hedge can be retained within and adjacent to the development.
- There are 2 (two) individual trees and 2 (two) groups of trees that will be removed to facilitate the proposed development.
- The loss of these trees will not have a detrimental effect on the local visual amenity or significantly alter the visual treed character of the local area, once a landscaping scheme that includes quality trees, selected to suit the site conditions and the space available, has been implemented.

Garden House Design - Outline Planting Plan - 22 April 2016

- 5.4 This document provides a planting schedule and plan for the development site. This includes the provision of a small wildflower meadow. It also recommends a works schedule and a maintenance plan if any of the plants should die, be seriously damaged or removed within the first five years. Additional features such as wild bird nest boxes are also proposed as part of the scheme.

Transport Statement - Connect Consultants - 18 April 2016

- 5.5 This report comments that:
- The proposal is for the construction of 20 houses and 31 flats.
 - The proposal site is within walking distance of a wide range of facilities including food stores, schools, leisure destinations and Havant Town Centre.
 - There are further facilities within the cycle catchment, including opportunities in terms of education and employment, as well as further choice in terms of leisure, shopping and transport.
 - The site is accessible by public transport with bus stops within walking distance of the site.
 - The proposed on-site parking provision has been assessed as being suitable for the proposed development.
 - An assessment of the net development traffic effect has identified it is likely to be negligible.

Ecological Survey - ecosupport limited - August 2015

- 5.6 The main body of the site is considered to be of negligible to low ecological value. The scrub and mature trees around the boundary of the site possess the highest levels of diversity and general ecological value. Because of this the majority of this scrub area and all trees are set to be retained.
- 5.7 The site supports a low population of slow worms but is of County and Local value for commuting and foraging bats. In order to ensure there is no impact on this population, mitigation measures have been proposed.
- 5.8 In addition a significant Serotine bat roost has been noted offsite. A separate Mitigation Strategy has been developed to ensure that proposals do not indirectly impact the bats within this roost.
- 5.9 Finally, a number of ecological features have been recommended to enhance the development so that it will positively contribute towards local biodiversity and conservation of protected species.
- 5.10 An initial walk over survey and visual assessment took place on 12 March 2015 which was followed up on 8 June by a more detailed survey of the site's vegetation. Additionally, a Phase II Bat Survey together with a Reptile survey were undertaken.

Phase II Bat Survey

- 5.11 Two Phase II bat surveys were carried out. Activity was concentrated within the eastern extent of the site particularly the south-eastern corner where high levels of

foraging from both Common and Soprano Pipistrelles (*Pipistrellus pipistrellus* and *pygmaeus*) was recorded.

6 July 2015 Survey

- 5.12 The majority of activity recorded was that of Common and Soprano Pipistrelles as they utilised the site for both foraging and commuting. Activity where the location of the bat could not be identified was referred to as heard but not seen (HNS). In these instances it was considered likely the bats were offsite and within neighbouring land. Nathusius' Pipistrelle (*Pipistrellus nathusii*) bats were recorded within the grounds of Trosnant Junior School directly adjacent to the site to the south. However, they were not recorded within the site boundary itself. Similarly, a Noctule (*Nyctalus noctula*) and Serotine (*Eptesicus serotinus*) bat was recorded within the nearby vicinity. They were not seen over the proposed development site but their exact location offsite was unable to be confirmed due to the lack of a visual sighting.

18 August 2015 Survey

- 5.13 The same assemblage of bat species was recorded on site on this occasion as during the first survey with the addition of two Serotine bats recorded in pursuit of each other on two instances. Again bat activity was focused along the edges of the site. As they utilised the linear scrub feature as commuting routes and fed of the insects that the vegetation attracted.
- 5.14 Common and Soprano Pipistrelle and Serotine bats were recorded on site with Noctule and Nathusius' Pipistrelles recorded in the nearby vicinity. Common and Soprano Pipistrelle bats fall within the 'common' category of bats

with Serotine falling within the 'rarer' category. Similarly, Nathusius' Pipistrelle and Noctule are also considered to be example of 'rarer' bats. No roosts were identified on site, however, due to the relatively early registration of a Common Pipistrelle during the second survey (20:38 with sunset at 20:19), it is considered likely a Common Pipistrelle roost may be located adjacent to, or within close proximity of, the site. The site is classified as being of 'country value' for commuting bats and 'local value' for foraging. With regard to impacts the survey concluded that, due to the increase in street lighting and external lights of the proposed development, it was likely to have an adverse impact on bats.

- 5.15 The reptile survey recorded slow worms around the buffer areas of the site. The site is considered to be of 'local value' for reptiles. With regard to reptiles, the survey considers that the proposed development would have a low negative impact.

Bat Mitigation Strategy - ecosupport limited - February 2016

- 5.16 A full Mitigation Strategy has been produced due to the close proximity of the Serotine roost. The layout of the site has been altered since the location of the bat roost has come to light. As a result, a Bat Corridor is to be retained along the western extent of the site. Within this area all vegetation will be retained, no development will take place and no lighting will be introduced.
- 5.17 In the interest of promoting ecology and to keep in line with National and Local Policy, it is recommended that a

number of bat boxes are integrated within several dwellings on the site.

Ground Condition Assessment - Ridge - July 2015

- 5.18 No significant on or off site sources of contamination have been identified by this assessment. Therefore, no viable pollutant linkages are considered to be present. The report goes on to recommend mitigation for generic risks associated with development.

Flood Risk Assessment - Rushby Brewster

- 5.19 The site lies within Flood Zone 1 with a low risk of flooding.

Drainage Strategy - Rushby Brewster - March 2016

- 5.20 The site has a relatively flat topography with a gradual fall from east to west with the lowest levels being at the south-west corner.
- 5.21 A 525mm diameter storm sewer crosses the site north to south from Blendworth Crescent to the Trosnant Infant and Junior Schools.
- 5.22 It is proposed that foul water is discharged to the existing public sewer in Blendworth Crescent.
- 5.23 With regard to surface water drainage, it has been established that the use of infiltration systems to dispose of water would not be feasible. The report sets out a number of methods for reception, storage and attenuation of surface water run-off from the site. The surface water drainage system would require maintenance which will be the responsibility of the building management company.

Affordable Housing Statement - Portsmouth City Council

- 5.24 This statement advises that all of the dwellings proposed would be provided as affordable housing. It is proposed that they would be let at affordable rent levels (ie 80% of open market rent). 35% of these dwellings would be advertised through Hampshire Home Choice which will be used to generate a shortlist of applicants from within the Havant and Leigh Park areas. Havant Borough Council will then provide these nominations to Portsmouth City Council to let the properties, subject to any checking procedures that Portsmouth City Council may need to satisfy.

The affordable housing would be secured via an S106 agreement.

5.25 Heritage Statement - Wessex Archaeology

This statement advises that "despite the limited nature of the recorded historic environment resource within the Study Area", the consultants have established there is an archaeological interest within the site. However, no designated heritage assets would be physically affected by the proposed development.

6.0 Design Principles

- To provide a comprehensive redevelopment of the site including well-designed and distinctive buildings which will provide a high quality environment for future residents;
- To maintain and improve the pedestrian/cycle link between Blendworth Crescent and Trosnant Junior and Infant Schools;
- To provide appropriate levels of vehicle parking within the site;
- To provide future residents with a high quality external amenity space;
- To provide a secure environment for future residents with open spaces and car parking areas being overlooked by dwellings;
- To design and provide a residential development that is sustainable by integrating renewable and low carbon technology.
- To provide appropriate servicing and refuse/recyclable storage facilities.

7.0 Access Principles

- To provide safe and convenient access to and from the application site area for residents, visitors and service and emergency vehicles;
- To provide 4 fully accessible dwellings;

- To design well thought out and safe parking areas;
- To provide safe pedestrian and vehicular linkages between existing and new development;
- To provide adequate parking provision for residents;
- To provide new parking provision and turning facilities to meet current highway standards.
- To ensure the development is fully accessible to both service and emergency vehicles.
- To ensure that the proposed development is constructed in a manner that is inclusive making it accessible to all.

8.0 The Design Solution and Proposal

- 8.1 Planning permission is sought for the construction of 51 dwellings which would comprise 20 houses and 31 flats (4 of which would be accessible units). The development would be enhanced by the provision of 89 vehicle parking spaces and attractive landscaped areas. The proposals would retain pedestrian access through the site from Blendworth Crescent to the Trosnant Infant and Junior Schools to the south.



- 8.2 The site can be described as 'wedge' shaped being wider at its western end and narrowing almost to a point at its eastern extremity. To the west and north is two storey housing fronting onto Stockheath Road and Blendworth Crescent respectively. Only a pedestrian access serves the site currently from Blendworth Crescent. This passes north-south through the site allowing pedestrian access to the Trosnant Schools.
- 8.3 The proposed development would result in the provision of a new vehicular access and footpath from Blendworth Crescent. This would pass between Nos.20 and 22 and continue for some 60m to the south where it would meet a "raised table" junction with accesses spurring off to the west and east. The footpath and cycle route would follow a meandering line adjacent to the west side of the

access road and would continue through the site to the south to provide access to the schools.

- 8.4 The western portion of the site would accommodate 15 houses arranged as two pairs of semi-detached houses and two terraces of houses to the north and south of the road. The eastern section of the site would comprise a further terrace of 5 houses to the north together with a three, four and five storey apartment block to the south which would contain 31 flats. Beyond the apartment block to the east would be two parking courts. The boundaries of the site would be the subject of a comprehensive landscape scheme that would ensure the retention of the site's most important tree specimens.

Western Section

- 8.5 **Plots 1 to 6** would comprise a terrace of 6 two storey, 3 bedroom dwellings located to the south of the access road and to the north of the site's southern boundary. The dwellings would measure some 5.3m and 9.4m above ground level to their eaves and ridge respectively.
- 8.6 The footprint of this terrace has been pushed to the north of a substantial tree allowing for its retention and the provision of long rear gardens.



- 8.7 At ground floor level these dwellings would accommodate a kitchen, lounge/diner and wc with stairs leading to the first floor comprising two bedrooms and a family bathroom. Externally, these houses would appear as two storey in height, however, would utilise the roof space to provide a third bedroom and separate storage area.
- 8.8 The 6 dwellings would be arranged in pairs, with each pair sharing one half of a steeply pitched gabled front extension. This would have its eaves set at 5.3m and ridge 8.8m. The east and west elevations of the terrace would have windows at both ground and first floor level. The windows in the east flank wall of Unit 1 would overlook the adjacent footpath and public open space. The windows in the west elevation of Unit 6 would overlook the parking and turning area in front of the two semi-detached houses at Plots 7 and 8.
- 8.9 Plots 1-6 would be set behind a short landscaped forecourt. Directly to the north of the terrace of 6 houses

would be 14 on-street parking spaces (12 allocated; 2 unallocated).



- 8.10 **Plots 7 and 8**, which are to the west of Plots 1-6 would accommodate a pair of 4 bedroom semi-detached houses. These houses step further south into the site such that their north elevations would align with the south elevations of the terrace to the east. Each of these dwellings would have an 'L' shaped footprint.
- 8.11 At ground floor level the houses would accommodate a kitchen, lounge/diningroom, study and wc with stairs leading to the first floor comprising four bedrooms, a shower room and a family bathroom.
- 8.12 Each dwelling would have an 'L' shaped footprint with a two storey gabled extension projecting from the front façade of each of the two dwellings. This would be at a height of 5.1m and 8.0m to the eaves and ridges respectively. The main body of the two dwellings would

have eaves and ridge set slightly lower at 4.1m and 7.6m. Rooms at first floor level, within the main body of the house, would be lit by half and half flat roofed dormer windows. The rear facade of each of the semi-detached houses would also accommodate a gable feature enabling the provision of 'traditional' first floor windows as well as a flat roofed, half and half dormer.

- 8.13 Externally, each of the semi-detached houses would have a 13m long, 9-10m wide back garden. To the front of each dwelling would be 3 allocated in-curtilage car parking spaces.
- 8.14 **Plots 9 and 10**, immediately to the north of Plots 7 and 8, would also accommodate a pair of 4 bedroom semi-detached houses. These would be identical to the dwellings described at paragraphs 5.10-5.13.
- 8.15 Immediately opposite Plots 1-6 would be **Plots 11-15**, a terrace of 5, two storey, 3 bedroom dwellings. At ground floor level the houses would accommodate a kitchen, living/diningroom and wc with stairs leading to the first floor comprising three bedrooms and a family bathroom.



- 8.16 Externally, the houses would have eaves and ridge set at 5.1m and 8.8m respectively. The front (south) facing elevation of each dwelling would accommodate a distinctive 'rectangular' two storey, flat roof, bay window. The houses would have rear gardens of between 11m and 12m and would also sit behind landscaped forecourts. To the south of this terrace would be 12 on-street vehicle parking spaces (10 allocated; 2 unallocated).
- 8.17 The east flank wall of the dwelling within Plot 15 would accommodate ground and first floor windows which would overlook the site access and footpath from Blendworth Crescent.

Eastern Section

- 8.18 **Plots 16 to 20** would be located adjacent to the northern boundary of the site which is to the east of the site's access road from Blendworth Crescent.
- 8.19 This terrace of 5 two storey houses would be almost identical to the terrace at Plots 11-15 described at paragraphs 5.15 and 5.16 of this statement. However, rather than on-street parking, these dwellings would be provided with a side parking court to the east. This parking area would accommodate 10 spaces, all of which would be allocated to the occupiers of these dwellings. The east elevation of the dwelling within Plot 20 would have ground and first floor windows which would overlook the parking court.
- 8.20 All of the houses within Plots 1 to 20 would be provided with a shed within the rear gardens for the secure storage of bicycles.

- 8.21 **Units 21 to 51** would be accommodated within a three to five storey high apartment building.



- 8.22 The ground floor of the building would accommodate 6 flats, the main entrance, a secondary entrance, a buggy store, a plant room, water storage plant room and refuse store. From the main entrance access would be gained to two stair cores together with one mechanical lift. Each of the 4 ground floor 'corner' flats would be provided as accessible units. The first and second floors would comprise 8 flats each, the fourth floor 6 flats and the fifth floor 3 flats.
- 8.23 Each of the 13 one bedroom units would accommodate a kitchen, lounge/dining room, bathroom and bedroom. An internal space is provided to store two bicycles and two other internal cupboards would provide additional storage space. Each of these flats would have access to either a ground floor patio or balcony space.
- 8.24 Similarly, each of the two bedroom flats (14 in all) would comprise a kitchen, lounge/dining room, bathroom and two bedrooms. Again, an internal space is provided to store two bicycles and two other internal cupboards

providing additional storage space. Each of these flats would have access to either a ground floor patio or balcony space.

- 8.25 The 4 accessible units would all be located on the ground floor of the building. These would have a similar layout to the other two bedroom flats, however, would have shower rooms in place of bathrooms and would provide internal space for the storage of a wheelchair. Each of these units would have access to a private patio area.



- 8.26 The proposed apartment block steps down from a height of 15m (5 storeys) at its western elevation to 9.2m at its eastern façade. Fenestration within the building's west

elevation overlooks the adjacent public open space and footpath giving pedestrians and cyclists access to the Infant and Junior Schools to the south. Similarly, the three storey high east elevation of the building overlooks an adjacent parking court of 33 unallocated parking spaces (2 for disabled drivers).

- 8.27 Flats with windows and balconies on the south side of the building would overlook the main entrance and staff and visitor parking areas of the Infant and Junior Schools. The flats would not overlook the school playground which is on the south side of the school building.

Amount, Layout, Scale, Landscaping and Appearance

Amount

Housing

- 8.28 51 Dwellings would be provided as follows: -

Houses

4 x Four Bed, 7 Person Houses: 126.6m²;

6 x Three Bed, 6 Person Houses: 108m²;

10 x Three Bed, 5 Person Houses: 95.6m²

Flats

13 x One Bed, 2 Person Flats: 52-53m²;

14 x Two Bed, 4 Person Flats: 72.6-74m²;

4 x Two Bed, 4 Person Accessible Units: 74m²

8.29 **Parking**

89 vehicle parking spaces would be provided within areas of on-street parking, curtilage parking and two parking courts. 44 spaces would be 'allocated'; 40 would be unallocated. Two of the parking spaces would be for disabled drivers. The development would also make provision for three pick-up/drop-off spaces at the entrance to the site from Blendworth Crescent.

Layout

- 8.30 The layout of the site is determined to a large extent by the position and location of the site's existing access from Blendworth Crescent and the need to maintain and improve the footpath which serves the schools to the south.
- 8.31 Some 30m south of its junction with Blendworth Crescent, the site widens significantly. It was decided that the most appropriate way of securing the efficient and effective use of the land was to introduce an access which crossed the site west to east creating 4 'quadrants'. This layout has enabled the provision of two storey housing adjacent existing two storey housing which fronts onto Stockheath Road to the west and Blendworth Crescent to the north. To the south of the site are the infant and junior schools with the space between the site's southern boundary and the schools' northern elevations taken up by a road and parking facilities. This open area has provided the opportunity of delivering a three to five storey apartment building at this location on the development site without crowding upon the school buildings.

- 8.32 The apartment building is some distance away from any adjacent residential garden land and, therefore, would not overlook the private amenity space of any adjacent dwellings. The proximity of this building to the site's southern boundary is considered to be beneficial because it would result in increased natural surveillance of the school car park.

- 8.33 The carefully considered design layout of the site provides each dwelling with an external amenity space in accordance with the Council's adopted Design Guide SPD. It has also ensured that all parking areas (ie curtilage, on-street and court) are overlooked by the proposed dwellings' habitable room windows.

- 8.34 The layout maintains and improves pedestrian and cycle access through the site from Blendworth Crescent. Additionally, the proposed layout would enable service, delivery and emergency vehicles to enter and leave the site in forward gear with only limited manoeuvring necessary.

Scale

- 8.35 Buildings within the south-west, north-west and north-east quadrants of the site are all of a two storey scale. The apartment building rises from 3 storeys at its eastern extremity to 5 storeys at its western elevation.

Landscaping

- 8.36 The proposed landscaping of the site would incorporate low maintenance shrubbery and planting to beds located around the periphery of the buildings and within the parking areas. The planting scheme specification is

set out in the planting plan devised by consultants Garden House Design. The car parking spaces within the site would be surfaced with permeable block pavements.

- 8.37 The amenity space located between the dwelling within Plot 1 and the apartment building is to be agreed with the Local Planning Authority at a later stage and would be the subject of a planning condition.

Appearance

- 8.38 The elevational treatment of the proposed Houses and Flats has been designed to create an individual character to the area. Using red brick contrasted with different coloured cladding panels, the proposal adds personality within an area which predominantly lacks identity. Varying façade styles using the same pallet of materials adds variation and interest without it becoming a mismatch of buildings. A connection will be formed within Leigh Park to the nearby proposed scheme on Holybourne Road by this distinct architectural design and use of materials.

9.0 The Access Solution

- 9.1 The site is located within an easy walking distance (ie 500 metres) of bus stops located on Bedhampton Way to the north-east (service No.39) and Barncroft Way to the south-west (services Nos. 23, 27, 28A and 37) which provide regular access to Havant, the local Leisure Centre, Bedhampton, as well as to Havant Town centre, Cosham and Portsmouth City Centre (Stagecoach No.23).

- 9.2 The site is also within a 20 minute walking distance of Havant Train Station which offers services to London, Portsmouth, Southampton, Brighton, and the wider rail network.

- 9.3 For vehicle users Blendworth Crescent is also conveniently located to the A27 and, in turn, the A3(M), M27, M3 and wider Motorway network

Inclusive Access

- 9.4 The proposed scheme would ensure the provision of an inclusive development which would be accessible to all.
- 9.5 The development is on a relatively flat site enabling safe and convenient access with all external footways and amenity areas being level.
- 9.6 A mechanical lift within the apartment building would allow easy and convenient access to upper floors, with all external doorways and entrances having either level access or ramps, and being of sufficient width to enable easy access for persons with disabilities. Entrances would be surfaced in a slip resistant material and in a contrasting colour.
- 9.7 The development would be constructed to be compliant with Part M of the Building Regulations.

10.0 Conclusions

- 10.1 This planning application proposes the residential development of an under used area of open space to the south of Blendworth Crescent. The principle of development of this site for housing is established by Policy LP1 "Leigh Park Housing Allocations (Sites)" within the adopted Havant Borough Local Plan (Allocations) document.
- 10.2 As a part of the allocation process the proposed use of the site for housing has been the subject of an in-depth and robust public consultation exercise. Additionally, the detailed proposals for the redevelopment of this site were the subject of a pre-application enquiry culminating in the Development Consultation Forum held at Havant Borough Council's offices on 31 March 2016.
- 10.3 The proposal has been designed with a layout reflecting and responding to particular and specific on-site and off-site constraints. The layout and design of the proposed development has been guided by the need to address these constraints in a manner that would ensure future residents are provided with a high quality living environment.
- 10.4 The application proposal represents a sustainable form of development within an accessible location. Externally the design of the development is deemed to be of a high quality responding to and complementing existing adjacent development and land uses. It is considered that the proposal would be appropriate when viewed in context with surrounding development and, as such, is of a design, scale and massing that obeys the urban design

principles advocated by both the National Planning Policy Framework and Development Plan policy guidance.

- 10.5 Officers and Members of the Borough Council are, therefore, respectfully requested to look favourably on this scheme and grant planning permission.