

HERITAGE STATEMENT

8 NEW LANE, (FORMER WESSEX PLANT SITE), HAVANT, PO9 2JH

Proposed residential development comprising 39, one and two bed apartments with associated car parking, cycle and refuse storage, following demolition of existing buildings.



Fig 1: Havant Signal Box to south west of site

1.0 INTRODUCTION

This Heritage Statement has been produced on behalf of the applicant REL Winchester Ltd, in support of a Full Planning Application in relation to the proposed development at the former Wessex Plant Site, New Lane, Havant. This application follows a Pre App enquiry to the Local Planning Authority dated 20/07/15. Subsequent discussions including a meeting with Case Officer Daphney Haywood (27/08/15), have culminated in formal responses upon which the resultant scheme has been based. The site lies near to a Grade 2 Listed Signal Box.

- 1.01 The National Planning Policy Framework (27 March 2012), Planning Practice Guidance (6 March 2014), Havant Borough Core Strategy March 2011, Havant Borough Design Guide SPD (December 2011) and Havant Borough Local Plan (Allocations) Adopted version July 2014, have all been key in the design of the site, development and the production of this statement. **Policy H07** - Site Specific Development Requirements confirms that a **Heritage Statement**, of an appropriate level of detail is

required to support the planning application. This statement is written with advice taken from the Planning Policy Statement 5: Planning for the Historic Environment. Additionally it is to be read in conjunction with the following drawings/supporting information:

- PLC drawings.
- Design & Access Statement

The purpose of this statement is to illustrate the relationship between the development site, Conservation Area and the nearby listed building and the impact that the proposed development would have.

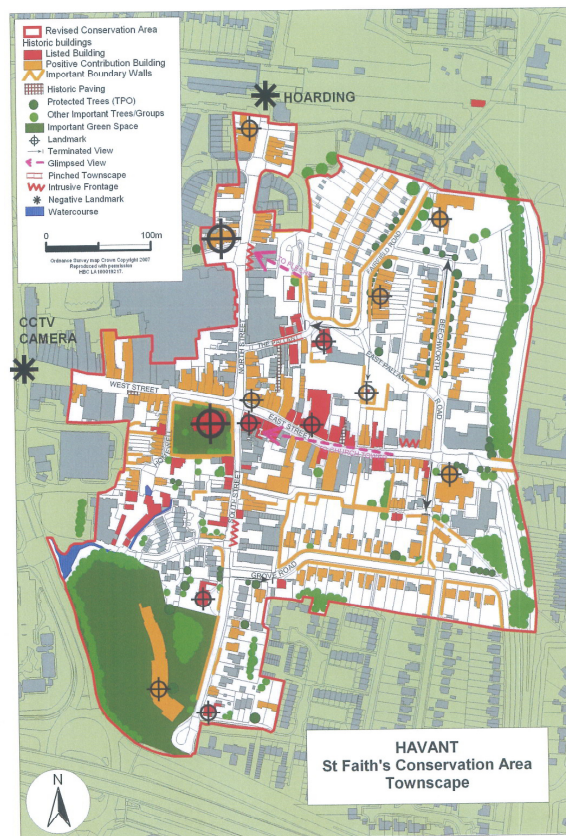


Fig 2: St Faiths Conservation Area

Conservation Areas

The site is not located within a Conservation area although St Faiths Conservation Area is located 150m to the South.

Scheduled Monuments:

There are no scheduled monuments identified as being within close proximity of the development site and therefore no further details are required.

Listed Buildings:

The Conservation Area includes several listed buildings which are identified in the Havant Conservation area Appraisal and Management Plan (July 2007) These are however located some distance away from the application site towards the Town centre.

The following building which falls outside of the Conservation Area has a designated listed status and is in the immediate vicinity (within 100m) of the development site:

A grade 2 listed signal box is located to the south west of the railway line. The English Heritage register description is provided in Appendix A.

Locally listed Buildings

The Havant Borough Council Local List 2012 confirms that there are no locally listed buildings in proximity of the application site.

2.0 THE SITE



Figs 3 & 4 Views towards site at Signal Box location

- 2.01 The site is located on the edge of Havant Town Centre, occupying a plot on the corner of New Lane and Eastern Road and totalling 0.33ha. The

immediate locality includes two and three storey housing of varying sizes, styles and ages, an Air Training Corps and Builders yard to the east and a cemetery to the north. The grade 2 listed railway signal box lies to the south west. The site's most southerly edge borders Network Rail land beyond which is the railway line.



Figs 5-6 Views towards south western corner of site



Fig 7: Coopers Grange residential development opposite Signal Box

- 2.02 The site includes a small number of industrial buildings along with workshop premises for a vehicle repairs company. The setting of the Signal Box is compromised. The site currently contains no landscaping or trees. Network Rail land lies to the South of the site.
- 2.03 The application site (which formerly included Network Rail land to the south) has previously been subject to a planning application (ref 08/50472) for a residential development comprising 44 x one and two bed apartments and in January 2010 a resolution to grant planning permission was reached. This application differs in that the Network Rail land and buildings do not form part of the application site and are retained on the southern part of the site. The distance from the site to the Signal Box is approximately 45m, located on the opposite side of the road, to the south of the rail line.

- 2.04 The application site was formerly used as a Gas Works and more recently, Fuel Storage and Waste Transfer operation. Subsequent to the cessation of the latter, the land has been in use for storage of materials relating to the building trade and in use for the service and repair of motor vehicles.
- 2.05 The immediate locality characteristically includes two and three storey housing of varying sizes. Coopers Grange, a large residential development is currently under construction opposite the site. The existing buildings on site include industrial buildings of similar scale. The application proposes 3 x three storey apartment blocks located at site perimeter designed in similar style to the earlier proposal (above). The frontage will contain soft landscaping and tree planting. This proposal will therefore improve the setting of the listed building.
- 2.06 The proposals will not affect the significance of the heritage asset and will preserve and enhance the setting.



3.0 CONCLUSION

It is considered that the proposed residential development would neither compromise the views of the nearby Conservation Area or listed building. Indeed it is considered that the proposed development will enhance the setting of the Listed Signal Box building itself and thus the locality.

Appendix A

(Taken from the English Heritage Building Register)

Havant Station Signal Box Grade II Listed

Railway signal box. Built c1890 for the London, Brighton and South Coast Railway and extended in c1938 for the Southern Railway. Large Type 5 Saxby and Farmer signal box. Brick frame floor with timber framed upper floor and hipped Welsh slate roof. Five bays, of which the two furthest from the crossing (ie. the west end) were added in c1938. The trackside elevation has blocked arched openings to the locking room, the stone cills are still evident. Balcony at first floor level running in front of three light windows, each light is cross framed, which appear to be plastic replacements, but reproducing the previous timber design except that they are now pivoted; they probably slid horizontally before. Deep eaves brackets top each bay post, the fascia above the windows is divided to match each pane width. The hipped roof has lost its ventilators. Two bay end walls. Rear elevation has corner windows for viewing the crossing and the Hayling Island branch. The external stack has been removed. Ground floor extension probably dates from c1938. Interior : not available for inspection but is said to contain a Westinghouse 70 lever frame dating probably from c1938 when the box was extended. History : This box controls the very important and busy junction between the Portsmouth Direct line of 1859 of the London and South Western railway, and the Brighton to Portsmouth line of the LBSCR of 1847. It also controlled the large joint goods yard at Havant station and the Hayling Island branch opened in 1867. The pattern of box used, a large type 5 Saxby and Farmer was current between 1876 and 1898, but it is said that this one was erected between 1888 and 1897. The dualling of the line from London, completed in 1878, will have led to more traffic on the LSWR line. The box was extended in c1938 when the Southern Railway rebuilt Havant station and it was refitted with a 70 lever frame by the Westinghouse Brake and Signal Company of Chippenham. This company had taken over the Saxby and Farmer works in 1903. References : Peter Kay, The Signal Box, OPC, 1986, p.86. Reasons for listing : This is a very good example of a Type 5 Saxby and Farmer signal box which has additional interest from its extension and refitting by the Southern Railway in c1938. It controls an important junction between what were the lines of two important railway companies and which are now once again carrying the trains of competing companies.