

Planning Statement

**Former Wessex Construction and Plant Hire Site, 8
New Lane, Havant, Hampshire, PO9 2JH**

**Following Demolition of Existing Buildings Redevelopment
of Land with the Construction of Three Apartment Buildings
comprising 28 x One Bedroom and 11 x Two Bedroom
Flats together with Associated Car & Cycle Parking, Refuse
Storage Facilities and Landscaping**

By REL Winchester Ltd



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1.0 Introduction and Background

1.1 Planning permission is sought for the redevelopment of part of the former Wessex Construction and Plant Hire site at No.8 New Lane, Havant with a new residential development. This site has been the subject of a previous planning application in 2009 (where it was resolved that planning permission be granted) and also forms part of a larger piece of land allocated in the Havant Borough Local Plan (Allocations) document for development.

1.2 Prior to submitting this proposal the applicants undertook a pre-application enquiry with the Borough Council. The response of Officers was very supportive of the proposal, subject to a few revisions.

1.3 This statement describes our Client's proposal and places it in context with relevant national and development plan policy, guidance and advice. It will be concluded that our Client's application proposal should receive support and be granted planning permission.

2.0 The Application Site and Surroundings

2.1 The application site comprises a former gas works located on the south-east corner of the New Lane and Eastern Road junction in Havant. At the southern end of the site are a number of one and two storey buildings; the northern section comprises a number of temporary buildings and external storage racks.

2.2 The site, which is flat and has an area of approximately 0.33 hectares, has a concrete surface which is devoid of any soft landscaping. The site is bounded to the south by a strip of railway land which accommodates a corrugated iron clad building (believed to be used for storage purposes by Network Rail). On the south side of the South Coast to London Waterloo railway line is the "Cooper's Grange" residential development which is currently nearing completion. To the south-west, is the New Lane level crossing beyond which is a Grade II listed signal box. Further to the west is the Havant Railway Station.

2.3 On the opposite side of New Lane, to the west, is residential development on Centenary Gardens. On the north side of Eastern Road (to the west of New Lane) is further residential development; on the east side of northern leg of New Lane is a cemetery. Directly east of the application site is other land which falls within the Havant Borough Local Plan (Allocations) policy allocation DB3 (H07) for mixed use development. This is currently occupied by building contractors (Gregory Havant Ltd).



Above: View towards the Application Site from the Corner of Eastern Road and New lane

2.4 The application site was originally part of a Gas Works and more recently has been used as a Fuel Storage and Waste Transfer operation. The northern end of the site is currently occupied by a scaffolding supply business whilst the southern section is in use as a motor vehicle recovery, service and repair business.

2.5 The site is within close proximity of Havant Railway Station and is well located in relation to the many shops and services within Havant Town Centre, which is beyond the railway line to the south-west.

3.0 Relevant Planning History

3.1 The application site has been the subject a number of relevant planning applications. Most notable are 07/50472/006 and 08/50472/007. The first application sought consent for “49 No. 1 and 2 bedroom apartments”, however, was withdrawn. The second application sought planning permission for the “Construction of 44No. 1 and 2 bed. flats in 3No. 3 storey blocks, associated car parking, cycle and bin stores, new access to New Lane, following demolition of existing buildings.”

3.2 Whilst the Local Planning Authority resolved to grant planning permission for 08/50472/007 it is understood that a S106 planning obligation was not completed and, as such, no decision notice was ever issued.

3.3 The development proposed under 08/50472/007 was on a slightly larger site which included the land and storage building located immediately to the south of the current application site. The proposed layout is, otherwise, very similar to this earlier proposal.

4.0 Pre-Application Enquiry

4.1 The applicants made a pre-application enquiry to the Local Planning Authority in July 2015 with regards to the redevelopment of this site for housing. Following a meeting with the case officer in August 2015 a formal response was received from Mrs Daphney Haywood on 9th September 2015.

4.2 In her response Mrs Hayward made the following comments: -

- The principal of a residential development on this site has been established through Policy H07;
- The site is also within the urban area of Havant and so is supported by policies CS17 of the Core Strategy and AL2 of the Allocations Plan;
- Given that the site is adjacent to Havant station, with very frequent services as well as to Havant Town Centre and potential employment opportunities immediately to the north, it is considered that 118dph is entirely appropriate for the site (in compliance with policy CS9).
- Policy DM11 supports the development of sites close to amenities and services such as this.
- As such, the development of the site for a high density residential schemes is supported in principal.

4.3 In addition to the above comments Mrs Hayward also offered guidance with regards to both general points and specific detail as to how the scheme could be improved. These are summarised below: -

Housing Type

- 30% to 40% of the dwellings should be affordable housing;
- At least 2 of the units should be suitable for disabled persons. Highways
- 41 parking spaces for 39 flats is acceptable however two of the spaces should be for disabled drivers;
- The long term cycle stay facilities are acceptable however the proposal for short term cycles is substandard and one space per unit is required;
- The transport assessment should set out in more detail the rationale behind the level of parking proposed, given the sites inherent accessibility to the town centre as well as Havant Station

Layout & Detailing

- Confirm the number and type of bins to be provided within the central area near the highway;
- Block C should be set further back to align with Block B;
- Balconies should be provided for upper flats; ground floor flats should have some enclosed private amenity space directly adjacent the units;
- Lack of windows on eastern façade of Block A;
- Provision of some windows on the elevations of the buildings separated by narrow access routes;
- Hedging along with low brick boundary walls and railings along frontage boundaries is very appropriate;
- Incorporate 2No. narrow form columnar street trees to the front of Block B.

General Comment

- Contamination, Noise and Vibration reports are required;
- A heritage Statement is required;
- CIL is payable at a rate of £80 per square metre of floor space for market housing;
- A payment of £174 per dwelling would be required in relation to the Solent Recreation Mitigation Partnership scheme.

5.0 Proposed Development

5.1 The application seeks a grant of planning permission for the demolition of the sites existing buildings and the construction of three, 3 storey high, apartment blocks which together would comprise 28 x one bedroom and 11 x two bedroom flats. Additionally, the development would provide 41 car parking spaces (2 of which would be for disabled drivers) with associated cycle parking, refuse storage facilities and landscaping.

5.2 The Design and Access Statement submitted with the application explains in detail the rationale behind the layout, design and appearance of the proposed development. In short, the proposal would result in the provision of three, 3 storey apartment buildings, which would sit adjacent to the sites western and northern boundaries. Access into the site would be from Eastern Road via an undercroft entrance within Block C on the sites northern boundary. This would lead to a

landscaped surface level parking court for 41 vehicles – two of the spaces would be for disabled drivers.

5.3 The three blocks have been designed with highly articulated elevations together with a complementary mix of facing materials. The front facades comprise elevations of facing brick with white painted render panels which benefit from contrasting brick banding details. The building would sit beneath a slate effect roof. The second floor flats are contained within the roof space; light into these units would be via arched, lead cheeked dormer windows. As such, whilst providing accommodation over three floors the proposed housing would have the appearance of a two storey development.

6.0 Planning Policy

National Planning Policy

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

6.2 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 (i.e. to look for solutions rather than problems so that applications can be approved wherever it is practical to do so).

6.3 The NPPF states (at para.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'.*

6.4 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 regards to flooding this paragraph states that the planning system should take *'...full account of flood risk and coastal change...'*

6.5 With regards to residential development, at para. 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...'*

6.6 With regards to design the NPPF states at par. 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 (para. 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...’*

6.7 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....’*

6.8 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’*.

6.9 Paragraph 132 of the NPPF advises that *‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. ... Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification...’*

6.10 Paragraph 134 advises on the assessment of development that is considered to cause *‘less than substantial harm’* to a heritage asset. It is stated that *‘...Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use....’*

6.11 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.

Havant Borough Local Development Framework

6.12 The Havant Borough Core Strategy was formerly 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:

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...”

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 so as to avoid unnecessary development on greenfield urban extension sites."

CS11 *Protecting and Enhancing the Special Environment and Heritage of Havant Borough*

This policy seeks to protect and where appropriate enhance the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings.

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

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- 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.

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 Havant..
- 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...”

CS20 *Transport and Access Strategy*

DM12 *Mitigating the Impacts of Travel*

DM13 *Car and Cycle Parking on Residential Development*

6.13 The above policies are considered to be in general conformity with the NPPF and are, therefore, relevant to the determination of this application.

Havant Borough Local Plan (Allocations), Adopted 23rd July 2014**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)...”

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...”

Policy HB3 *Havant and Bedhampton Mixed Use Allocations*

Site Ref: “...H07 Wessex & Network Rail, 0.96 ha - Housing (30 dwellings) - New Lane - Employment

Planning permission will be granted provided that detailed proposals:

1. Are broadly consistent with the indicative provision for the number of dwellings and/or floorspace.
2. Take account of all site specific development requirements set out in the relevant site profile...”

Site Name: Wessex & Network Rail, New Lane	Site Ref/Policy Number: H07
Description of Site: The former Wessex Construction Site and buildings owned by Network Rail. The railway lies to the south of the site, a graveyard to the north and residential properties to the west. The site has previously been subject to a planning application for residential development and in 2009 a resolution to grant planning permission was reached. Some commercial activity continues on site.	
Known Constraints: • Potential ground quality issues associated with previous and/or current use of site • Amenity issues associated with the proximity of the site to the railway, noise and vibration • Southern Water has advised that sewerage capacity in network closest to site is limited • Potential for previously unidentified archaeological remains • Adjacent to Grade II Listed Signal Box	
Existing Transport Provision: • Next to Havant Train Station and walking distance of bus station	
Existing Accessibility to Local Services/Facilities: • Within walking distance of Havant Town Centre and local schools	
Site Opportunities: • Development in a highly sustainable location • New homes including affordable housing • Preserve or enhance the setting of the adjacent listed feature • Reprovide some business premises in an accessible location	
Policy H07 - Site Specific Development Requirements: • Heritage Statement, of an appropriate level of detail, to support planning application • Plan of access arrangements on to New Lane and Eastern Road required together with a Safety Audit to support planning application • Assess the impact of possible increase in pedestrian and/or vehicular usage on the level crossing • Investigate ground quality conditions, as part of a planning application, and address any matters arising as relevant • Southern Water request connection to the sewerage system at the nearest point of adequate capacity	

6.14 Havant Borough Council has also produced a number of Supplementary Planning Documents. Those relevant to this application are: - Borough Design Guide – Adopted 14th December 2011 (This provides guidance on building design); and Residential Parking and Cycling Provision – Adopted 22nd March 2010 (This document sets out guidelines for the number of on-site car parking, short stay and long stay cycle parking spaces per dwelling, according to the number of bedrooms).

7.0 Planning Considerations

7.1 Planning permission is sought for the redevelopment of this site for a housing development that would comprise 39 one and two bedroom flats.

Pre-Application Enquiry

7.2 The proposal has been the subject of a pre-application enquiry, the response to which was received by the applicants on 9th September 2015. The advice received from the LPA was largely positive and confirmed that the principal of a residential development on this site has been established through Policy H07 and, being in the urban area, was also supported by policies CS17 of the Core Strategy and AL2 of the Allocations Plan. The response of the LPA identified that the site was in an extremely sustainable location and that a density of 118 dwellings per hectare “is entirely appropriate for the site” and in compliance with policy CS9. Being close to a wide range of amenities and services the proposal was also considered to be compliant with policy DM11. The general conclusion reached by Officers at the pre-application stage was that “... the development of the site for a high density residential schemes is supported in principal...”

7.4 In addition to the comments summarised at 7.2 above the pre-application response required: - (a) additional information; (b) the confirmation or justification of a number of points regarding the development, and (c) a number of revisions.

Specialist Consultants Reports

7.5 Prior to submitting the pre-application enquiry the applicants had appointed pdt(Hampshire) to provide a **Transport Statement** for the proposed development. This report concludes that the application site is in a sustainable location and that the number of car and cycle parking spaces are appropriate for the development and that the number of multi-modal trips generated from the site would not have a significant impact on the local transport networks.

7.6 The draft Transport Statement submitted with the pre-application enquiry has now been updated to clarify a number of points. Firstly, the statement confirms that two parking spaces will be provided for use by disabled drivers' vehicles. Secondly, whilst understanding the query regarding the provision of 40 short term cycle parking spaces the statement clarifies that the provision of 16 spaces would be sufficient for the proposed development. The statement comments “The applicant believes that this level of provision is appropriate without over-providing and through this contributing to street clutter and an unnecessary use of resources. For car parking common guidance is that where more than 50% of car parking is allocated additional unallocated spaces should be provided for visitors at up to 0.2 space/dwelling. Adopting the same principle as minimum provision for short stay cycle parking would give a requirement for 39*0.2 short stay cycle parking or 8 spaces/4 Sheffield racks. The provision of 16 spaces/8 racks is therefore generous and expected to meet all but exceptional demands, at which times multiple cycles can be secured to some or all of the racks either individually or, for families or groups, "daisy chained", as can be seen to occur at popular cycling events.” Thirdly, the report confirms that the “applicant will reinstate the kerb and footway to the standards of the highway authority in accordance with the highway engineer's requirements.” This would be expected to be required by the imposition of a condition. Finally, it is inferred that 41 car parking spaces would represent an over provision of parking facilities. The Transport consultants comment “Whilst the SPD allows flexibility to argue a case for reduced car parking on this site there is no mandatory requirement for this, the council has not indicated what level of reduction it would consider acceptable or desirable and applicant sees no compelling reason to provide a restricted level of car parking which foreseeably might result in unnecessary overspill of parking to Eastern Road.”

7.7 The pre-application response also confirmed that the application would need to be accompanied by Land Contamination, Noise and Vibration Reports. Additionally, the pre-application response requested a Heritage Statement.

7.8 With regards to **Land Contamination** a **Phase I Desk Study** was undertaken by Soils Limited. This recommends that further investigations would need to be undertaken in relation to possible ground water contamination. In this respect the report states that "Prior to any development, an intrusive ground investigation is recommended in order to characterise the site conditions and refine the conceptual site model for further actions. This should include a detailed groundwater investigation penetrating into the aquifer, together with sampling and monitoring along the eastern boundary of the site in an attempt to identify whether contaminant migration (liquid, gas or vapour) onto the site is occurring from the adjacent infilled gravel pit." Additionally it is recommended that a site specific radon and UXO risk assessment is also undertaken prior to construction activities. It is suggested that this additional information, along with future mitigation proposals, would be the subject of a planning condition.

7.9 A **Noise Impact Assessment** was undertaken by Airtight and Noisecheck Limited. It is stated in this report that "Based on the measured noise levels and calculated levels there is no reason to suggest that the future residents will be adversely affected by the noise levels. The noise levels have been measured at the approximate facade of block C that will be facing the railway line which is the only noise source apparent in the immediate vicinity and providing the necessary mitigation measures are implemented to this façade (other facades will be protected & screened) then there is no reason to suggest that the residents will be adversely affected by the noise emissions produced by vehicular traffic..."

7.10 A **Rail Vibration Impact Assessment** was undertaken by Sound Planning Ltd. This assessment was carried out in accordance with BS 6472: 2008. The report states at paragraph 8.2 that "The current passenger train activity results in combined vibration levels to which 'Adverse comment is not expected' in accordance with assessment criteria within BS 6472: 2008." The assessment concludes at paragraph 8.3 by stating "No vibration mitigation measures are currently required." However, the statement does note that "... if freight activity is to recommence vibration levels should be re-assessed or appropriate foundation isolation should be constructed in order to prevent future vibration problems."

7.11 The **Heritage Statement** by PLC Architects sets the proposed development into a context with surrounding development as well as the current use and appearance of the site together with its recent planning history. The Statement concludes by stating "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."

7.12 Additionally, the planning application is accompanied by a **Phase I & II Bat Report** undertaken by ecosupport. The survey identified that the "Phase II Surveys did not identify any roosting bats. The site does however support a low number of common species exhibiting both commuting and foraging behaviour." The report recommends that a number of enhancements are made to improve the ecological value of the site.

Confirmation/Justification of Certain Aspects of the Development Proposal

7.13 The pre-application enquiry response requested that additional points were clarified, and if possible that further amendments to the scheme should be sought. Those that have not already been covered in the preceding paragraphs will now be addressed: -

- **Affordable Housing:** Between 30% and 40% of units within the site should be provided as affordable housing unless there are any site specific circumstances that would affect the viability of the development.

It was anticipated that the proposed development would deliver between 30% and 40% of units as affordable housing. However, in this instance, the costs borne by the developer to deliver the proposed housing, would result in an estimated profit margin of between 15% and 20%. This is before the expense of land contamination remediation works are factored into the costings of the scheme.

Given the nature and extent of the land contamination across the site, caused by its earlier use as a Gas Depot and for other commercial purposes, it is considered that remediation costs would eat further into the developers estimated profit.

A financial viability assessment of the proposed development has been undertaken by s106 Affordable Housing Ltd. The report demonstrates, even before remediation expenses are factored into the costings, that the development would not be financially viable unless all of the dwellings were sold as open market housing.

Criterion 2 of policy CS9 states that housing developments of 15 dwellings (gross) or more will “Deliver on average 30-40% affordable housing ... unless a lesser requirement has been transparently justified on viability grounds.” The report by s106 Affordable Housing Ltd sets out the development costs involved with the application proposals and concludes that the development would not be financially viable unless all the housing was disposed of as open market dwellings. On this basis it is considered that the proposed development is compliant with policy CS9;

- **On-site Household Waste Storage:** With regards to household waste and recyclable storage facilities it is confirmed that 24No. 1100 litre Euro bins would be provided within the ground floor of Block A for refuse and recyclables storage;
- **Alignment of Apartment Blocks:** The pre-application suggested that Block C should be set further back to align with proposed Block B. Block C has been deliberately designed with a chamfered west facing elevation which is angled in order to address the road frontage. As such the buildings west facade would be set away from the back edge of the adjacent pavement by between 2.0m and 7.2m, behind a triangular block of landscaping. The layout of the scheme has been changed very slightly with Block B being pushed slightly west enabling the provision of areas of external amenity space for the rear ground floor flats. Consequently, the front elevations of Blocks B and C are in a “rough” alignment. All of the three buildings would incorporate projecting two storey bay elements which provide the sites western frontage with a high degree of visual articulation. As such, the slight “staggering” of the layout of the three blocks, together with the high degree of articulation of the buildings facades, is considered provide the development with a high quality appearance when viewed within the context of the existing streetscene.
- **Windows:** Officers requested additional fenestration in the east facing elevation of Block A. A first floor window, together with roof lights, have now been incorporated into this façade.



Above: Left - Pre-Application CGI; Right – Application CGI of Rear Facades

Officers also requested that windows should overlook the access routes into the site from New Lane. The submitted scheme would ensure that ground floor kitchen windows would be provided to overlook these access routes and provide natural surveillance.

- **Balconies and Private Amenity Space:** Balconies and enclosed private space are provided for rear facing flats; Ground floor frontage flats would have sliding patio doors allowing access onto the landscape strips; 1st floor frontage flats are provided with Juliette Balconies; The occupiers of the 1st and 2nd floor apartments and the ground floor frontage flats would have access to communal open space to the rear of the building.
- **Landscaping:** With regards to landscaping, and views into the site from the public realm, Officers commented that hedging together with low brick boundary walls and railings along frontage boundaries would be “very appropriate”. Additionally, Officers advised that the scheme should incorporate 2No. narrow form columnar street trees to the front of Block B. Both of these landscape elements are incorporated into the submitted scheme.
- **Community Infrastructure Levy and Solent Recreation Mitigation Partnership scheme:** The applicants are aware that CIL is payable at a rate of £80 per square metre of floor space for market housing and that a payment of £174 per dwelling would be required in relation to the SRMP scheme.

Recent Planning History

7.14 Also material to the consideration of this application is the recent planning history of the site. In 2009 the LPA resolved to permit a proposal for “49 No. 1 and 2 bedroom apartments”(LPA Ref: 08/50472/007). This proposal was on a slightly larger site which included the land and storage building located immediately to the south of the current application site. The proposed layout is, otherwise, very similar to this earlier proposal. It is understood that a S106 planning obligation was not completed due to concerns with regards to land contamination and financial viability. As such, no decision notice was ever issued for this development.

Other Matters

7.15 Of particular note is Policy CS16, seeking a ‘High Quality of Design’ in all development proposals. This policy requires development to be “... *designed to a high standard, which helps to create places where people want to live, work and relax...*” The appearance, design rationale and materials are described in the accompanying Design and Access Statement. It is our view that the form, layout of the proposed scheme would complement the appearance and layout of development within the surrounding area as well as the setting of the adjacent listed building. As such, it is considered that the proposal would respond to, reflect and complement existing development in the area and would be compliant with Policy CS16, ‘High Quality of Design’ of the Core Strategy.

7.16 Furthermore, it is considered that the proposed layout of the site would not conflict with or prejudice the future redevelopment of the remaining land to the east which also falls within land allocated for regeneration under Havant Borough Local Plan (Allocations) policy HB3.

7.17 Policies CS20, 'Transport and Access Strategy', DM12, 'Mitigating the Impacts of Travel' and DM13, 'Car and Cycle Parking on Residential Development' are of relevance to the determination of this application. These policies should be read alongside a Supplementary Planning Document (SPD) on Residential Parking and Cycle Provision which was adopted by the Borough Council in March 2010 (and as proposed to be amended). As is explained in the Transport Statement by pdt(Hampshire) the proposed development is considered to be compliant with these policies of the Development Plan.

8.0 Conclusions

8.1 This application proposes the redevelopment of part of the land allocated by policy HB3 for mixed use development. The proposal would provide a high quality residential development within the western portion of the land allocated by Havant Borough Local Plan (Allocations) policy HB3; the eastern part of the site, which falls outside the control of the applicant, would continue to provide employment uses in compliance with this policy.

8.2 The application proposal has been the subject of a pre-application consultation with the Local Planning Authority. The response received from the LPA was considered to be very positive. The pre-application response sought further information, and clarification in relation to several issues regarding the design, layout and landscape of the proposed scheme. It is considered that the submitted scheme has both provided the additional information requested and also responded positively to the pre-application advice offered by the LPA.

8.3 It is concluded that, in terms of current planning policy, the proposed development would be an example of 'sustainable development' and would, as such, be compliant with both the NPPF and the Havant Borough Core Strategy and the Havant Borough Local Plan (Allocations) document.