

Consultee Comments for Planning Application APP/15/01425

Application Summary

Application Number: APP/15/01425

Address: Former Wessex Site, 8 New Lane, Havant

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

Case Officer: Daphney Haywood

Consultee Details

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On Behalf Of: Planning Policy

Comments

POLICY

Policy HB3 (site H07) allocates the site for 30 residential units and employment subject to a number of constraints being addressed and the provision of the following information with the planning application:

- Heritage statement

- Plan of access arrangements to New Lane and Eastern Road together with a safety audit

- Assessment of the impact of possible increases in pedestrian and/or vehicular use of the nearby level crossing

- Investigation of ground quality conditions

- Southern Water request for connection to the sewerage system

There is more information on page 56 of the Havant Borough Allocations Plan.

COMMENTS

Two applications have previously been submitted on this site, the first was refused and the second was withdrawn prior to determination. This scheme is for 30 units, representing a reduction compared to the previous schemes (49 units and 44 units respectively).

The principal of a residential development on this site has been established through Policy H07, although only part of the site is coming forward for development through this application. 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. The 39 units would represent a density of 118dph based on the previous schemes. Policy CS9 of the Core Strategy states that planning permission will be granted for housing proposals that will achieve a suitable density of development for the location, taking

into account accessibility to public transport and proximity to employment, shops and services. 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. Furthermore, 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.

With regards to parking, a total of 41 unallocated car parking spaces are proposed for vehicles. Under the adopted Residential Parking and Cycle Provision SPD, the site would need to provide 40 spaces and so is marginally overproviding parking. However it is pertinent to note that the council is preparing a new SPD which was consulted on in the summer of 2015 and will likely be adopted prior to the determination of this application (available on the website at <http://www.havant.gov.uk/supplementary-planning-documents-and-other-material-considerations/draft-parking-supplementary>). This sets a number of different standards, however the standard for this scheme would remain the same (39.5 spaces).

However both SPDs include specific flexibility for more accessible locations. I would specifically draw attention to paragraph 3.05 of the draft SPD which sets out that A reduced standard (of parking) can also apply in instances where a site is located less than 800 metres from the centre of the town (when measured as an on the ground walking distance, not as the crow flies). This should be demonstrated in the design and access statement accompanying an application. Given that the site is approximately 650m to the centre of Havant Town Centre (the northern entrance to the Meridian Centre), the transport assessment should set out in more detail the rationale behind the level of car parking proposed, given the sites inherent accessibility to the town centre as well as Havant Station.

Given the accessibility of the site and the fact that it is overproviding parking, albeit only marginally, there is clearly scope for increased and higher quality landscaping, an improved public realm or larger apartments. This should have been considered as the design is finalised. However, whilst disappointing, the scheme will still deliver a high density scheme on a sustainable housing site. As such, it is supported in policy terms.