

DESIGN & ACCESS 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.



Figs 1 & 2: The Site

1.0 INTRODUCTION

- 1.01 This Design & Access 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. It seeks to explain the design process, design principles and access issues that have informed the scheme.
- 1.02 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, (Appendix A) have all been key in the design of the site, development and the production of this Design and Access Statement.
- 1.03 This Design statement should be read in conjunction with PLC Architect's drawings, Transport Statement by pdt Hampshire, Phase 1 and 2 Bat Report, Noise & Vibration Assessments by Airtight & Noisecheck Ltd, Contamination Desk Top Study by Soils Ltd, Viability report by S.106

Affordable Housing Ltd, Heritage Statement and Planning Statement by Pickup Town Planning.

- 1.04 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. (emails 9/09/15) Please refer to Appendix B for details.

2.0 THE SITE



Figs 3-6 Site photos

- 3.0 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. A 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 7-8 Site photos



Figs 9 & 10 Adjacent site uses

- 2.02 The site is located within close proximity to Havant Town Centre, providing a range of services, including bus and train links locally and nationally. Havant Town Centre also has links to the A27. The site's main route of access is via Eastern Road, linking to a main arterial route through Havant. National Cycle Route 2 runs to the south of the rail line.
- 2.03 Havant Town Centre and its surrounding area offers desirable facilities such as good access links; retail including supermarkets, convenience stores, pharmacies, banks and other shops; takeaways, restaurants and pubs; leisure facilities such as the leisure centre with gym and swimming pool, and the local park with playground, cricket pitch and tennis courts;

and a Health Centre with Doctors Surgery, Dental facilities and other healthcare resources.

- 2.04 The site includes a small number of industrial buildings along with workshop premises for a vehicle repairs company. The site currently contains no landscaping or trees. Network Rail land lies to the South of the site.
- 2.05 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.
- 2.06 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.

3.0 PLANNING POLICY

- 3.01 Policies contained within The National Planning Policy Framework (27 March 2012), Planning Practice Guidance (6 March 2014), Havant Borough Core Strategy March 2011 and Havant Borough Local Plan (Allocations) (Adopted version July 2014) will apply.
- 3.02 The application site (0.33ha) forms part of a larger overall site area (0.96ha) referred to under Policy HO7/ BD27 of The Havant Borough Local Plan (Allocations) adopted version July 2014. This designates the total site (0.96ha) for a mixed use comprising housing and some business.
- 3.03 Please refer to Planning Statement by PTP Pickup Town Planning for further details

4.0 PLANNING HISTORY.

- 4.01 In January 2010, a resolution to grant planning permission was reached (Ref 08/50472) for a residential development comprising 44 x one and two bed apartments.

5.0 SCALE

- 5.01 The immediate locality characteristically includes two and three storey housing of varying sizes. 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).

6.0 AMOUNT AND USE

6.01 The application proposes 39 No. one and two bed apartments having the following areas:

APARTMENT	BEDS	M ²	Ft ²	Block
1	1	50.65	545.2	C
2	1	54.77	589.54	C
3	2	68	731.95	C
4	1	60.6	652.29	C
5	1	54.77	589.54	C
6	2	68	731.95	C
7	1	62.85	676.5	C
8	1	62	667.36	C
9	2	65.44	704.4	B
10	2	65.65	706.65	B
11	2	67.9	730.8	B
12	1	50.2	540.35	B
13	2	72.83	783.9	B
14	2	72.83	783.9	B
15	2	67.9	730.8	B
16	2	72.8	783.6	B
17	1	56	602.8	B
18	2	67.8	729.8	B
19	2	71.3	767.5	A
20	1	58.2	656.45	A
21	1	50	538.2	A
22	1	51.4	553.2	A
23	1	51.5	554.3	A
24	1	50	538.2	A
25	1	56	602.78	A
26	1	53.3	573.7	A
27	1	51.3	552.2	A
28	1	50.7	545.7	A
29	1	50.4	542.5	A
30	1	52.5	565.1	A
31	1	50.7	545.7	A
32	1	56	602.78	A
33	1	60.3	649	A
34	1	57.2	615.7	A
35	1	53.16	572.64	A
36	1	50.4	542.5	A
37	1	56	602.78	A
38	1	60.5	651.2	A
39	1	54.2	583.4	A

The above includes associated bin and cycle stores along with 41 No. car spaces.

- 6.02 This amounts to a density of approximately 118 dwellings per hectare. All units are designed in excess of current Havant and National residential space standards.
- 6.03 The amount of accommodation proposed is a direct result of the analysis of the site, recognising the adjacent building lines and scale, amenity space and associated amount of required car parking. The scale of the area and previous discussions with Planning Officers have informed the height of the proposed development.

7.0 DESIGN AND APPEARANCE

- 7.01 The immediate locality characteristically includes two and three storey housing of varying sizes. The existing buildings on site include industrial buildings of similar scale.
- 7.02 Situated in a highly sustainable location, the site presents a good opportunity for the creation of a residential development, designed on a similar basis to the 2010 scheme (Ref 08/ 50472).
- 7.03 The application proposes a residential development comprising 3 x three storey apartment blocks of mixed tenure (affordable and market). The Network Rail land to the south does not form part of the application site and is to be retained.
- 7.04 The Havant Borough Design Guide SPD (December 2011) outlines key principles of good design, including the following:
- a) Distinctive character
 - b) Ease of movement
 - c) Good legibility
 - d) Good continuity and enclosure
 - e) Good quality Public Realm
 - f) Diversity and detailing
 - g) Adaptability and sustainability.
- 7.05 The development proposals have been designed in accordance with the above where possible. In addition, the design seeks to address transport related matters and potential impact upon the heritage asset.
- 7.06 The configuration of the proposed development seeks to reinforce the street frontages along New Lane and Eastern Road whilst ensuring that the corner location is addressed in a strong, positive manner.

- 7.07 The frontage buildings are to be separated into three blocks, articulated in order to break up the mass and add interest. The parking court and amenity space are to be located to the rear within a landscaped environment, sited away from the public realm.
- 7.08 Each block is to be served by one main core. Entrances to the larger blocks A and B, are given architectural legibility by the incorporation of central frontage features.
- 7.09 Fenestration, materiality and balcony features provide architectural legibility and interest to the outer elevations. The proposed palette of external materials is restrained, comprising red facing brickwork, through colour rendered panels and slate roofing, all ensuring that a high quality finish is achieved.
- 7.10 Low level brick walls with railings and hedging are proposed along New Lane and Eastern Road frontages in order to demarcate private space. All apartments have access to the rear communal amenity area. The ground floor apartments also have access to outside amenity area. The rear car park landscaping is limited to simple tree planting and low maintenance shrubs only, in order to ensure that future upkeep of this area is minimised. A large amenity area will include new tree planting at strategic points.

8.0 TRANSPORT & ACCESS

- 8.01 Vehicular entry to the site will be via Eastern Road only enabling access to a communal car parking court for 41 cars.
- 8.02 Appropriate levels of secure cycle and refuse storage facilities for each block are distributed around the site in accessible locations. A communal refuse and recyclable storage area is located in close proximity to Eastern Road entrance providing easy access for LPA collection.
- 8.03 Refer to Transport Statement prepared by pdt Hampshire Ltd for further details.

9.0 HERITAGE

- 9.01 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 B.
- 9.02 The application site is located over 45m away from the signal box which lies to the south of the railway line.

- 9.03 The application site currently comprises several industrial buildings. The application proposes a 3 storey residential development of traditional character. Coopers Grange, a large residential development is currently under construction opposite the site.

The proposals will not affect the significance of the heritage asset and will preserve and enhance the setting. (Refer to Heritage Statement for further details)



Fig 11: Grade 2 listed Signal Box to the South west of site

10.0 GROUND CONTAMINATION

- 10.01 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. These uses are potentially contaminative. In recognition of this a Phase 1 Desk Study has been commissioned by the client and undertaken by Soils Ltd. Please refer to DTS for further details.

11.0 LOCAL AIR QUALITY

- 11.01 Environmental Health have been consulted in regard to potential local Air Quality issues. The EHO has confirmed that; *it is reasonable to conclude that the development is not of sufficient scale (as a generator of road traffic) as to be likely to have a material impact upon the local air quality*.

In regard to the future residents as receptors however, due to the proximity of southbound traffic queuing to the north of the adjacent railway line, this situation *is considered to have the potential to create poor air quality over*

a highly localised area of influence along the western boundary. Block C has therefore been set back from the road as far as reasonably possible and the use of an MVHR system is included for each of those units aspecting directly towards the main road. Inlet locations for these units are located away from queuing traffic.

12.0 AFFORDABLE HOUSING

- 12.01 Havant Local Plan policy requires that 30-40% of the proposed units should be affordable with the split reflecting the general site provision. 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. This application does not therefore include any Affordable Housing.

13.0 NOISE AND VIBRATION

- 13.01 The site is located in proximity to New Lane and the adjacent railway line. As such the applicant has commissioned Noise Impact and Vibration Assessments which propose mitigation measures in respect of the safeguarding of residential amenity. Please refer to reports prepared by Airtight & Soundcheck Ltd for further details.

14.0 CIL & CONTRIBUTIONS

- 14.01 A Community Infrastructure Levy payment (based upon £80.00 per square metre will be required should Planning Permission be granted. In addition a contribution of £174.00 per dwelling will be required to mitigate against the effects of recreational disturbance on the Solent Special Protection Area (SPA)

15.0 SOUTHERN WATER

- 15.01 Foul sewerage is to be provided using a gravity fed drainage system, to be built in accordance with 'Sewers for Adoption' 7th Edition, to connect into the existing public sewerage system.

A section 106 agreement will be entered into with Southern Water to allow discharge of the foul flows from the development to the adjacent public sewer system. A foul pumping station will be located on the site should levels of the existing and proposed sewers dictate.

16.0 SUSTAINABILITY

The scheme seeks to mitigate negative environmental impacts through sustainable design and construction methods, resource efficiencies and provision for waste recycling. The apartments will be designed to meet current Building Regulations standards

The following measures are to be incorporated within the scheme:

It is proposed that the new development will generate at least 10% of energy requirement from on- site renewable energy equipment.

1) Water efficiency:

- Low flush toilets, flow regulated spray taps and shower heads
- Water efficient appliances

2 i) Sustainable Construction measures proposed, include:

- Locally sourced materials where possible
- Use of recyclable and natural materials where possible
- Use of non-toxic materials and paints
- Use of low maintenance materials

2 ii) Energy efficiency measures include:

- High insulation values
- Draught proofed windows and doors/for maximum air tightness
- Double glazed windows with low –E glass
- Insulated hot water tanks and pipes
- Light sensors/movement sensors for outdoor or communal area
- Energy efficient white goods

2 iii) Sustainable heating systems/measures to include:

- Energy efficient condensing boilers
- Low energy light fittings

Each apartment has access to secure cycle storage, thus encouraging residents to choose this alternative means of transport.

3) Adaptation measures:

Surface water: measures to prevent increases in surface water runoff include:

- Minimising the amount of non-porous hard standing areas in favour of grass, planting beds or permeable paving

4) Layout and Design

- The design proposals are of low environmental impact
- All proposed construction materials are to be resilient
- All windows are to be openable to allow natural ventilation
- Low maintenance materials are proposed
- The simple, contemporary detailing of the building ensures ease of construction – buildability

5) Landscaping and planting

- Drought tolerant, low maintenance, native planting is proposed

6) Wildlife considerations

- If a requirement is established, both bird and bat boxes can be strategically located.
-

17.0 CONCLUSION

The proposed development has been designed in accordance with the National Planning Policy Framework and relevant policies contained within the Havant Borough Core Strategy and SPD. The application proposes a sustainable solution which seeks to respect and improve the character and appearance of the local area. It will provide much needed investment and confidence to the area.

The proposed provision of 39 No. apartments with appropriate levels of car parking and cycle storage will contribute to the supply of homes and thus meet local needs as part of the Havant Housing Development Action Plan.

Appendix A

Havant Borough Local Plan (Allocations). Adopted version July 2014

Policy H07

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

Appendix B

Formal responses to Pre App from Havant Borough Council:

- 1) Environmental Health Memo 9/09/15
- 2) D Haywood letter ref GEN/15/00741 dated 9/09/15.

HAVANT BOROUGH COUNCIL
Town & Country Planning Act 1990
Consultation on Planning Application

MEMORANDUM

From:	Environmental Health	To:	Development Control
Our Ref:	CONS/15/01143	Your Ref:	GEN/15/00741
EH Case Officer Extn:	44 6677	Date:	09 September 2015
DC Case Officer:	Daphney Haywood		
DC Case Officer Extn:	44 6513		
Application Number:	GEN/15/00741		
Site Address:	Wessex, 8 New Lane, Havant, PO9 2JH		
Proposed Development:	Proposed residential development comprising 39 one and two bed apartments, cycle, refuse storage and car parking.		

Observations / Comments:

I have reviewed the submitted transport statement, example & revised layouts, traffic & transportation assessments for sites in the immediate vicinity (inc. Warblington Playing Fields), and subsequent applicant emails, responded to informally.

This response addresses the principle issues, and will to some extent re-cover / summarise responses provided previously by email, serving as a more formal record.

Ground Contamination

Resource & Environmental Consultants (REC Ltd.) produced an environmental desk study (Ref: 20023), in May 2006. this identified former gas works use at 8 New Lane, alongside potential filled ground in the vicinity of the site, and fuel storage & waste transfer operations at the site.

Subsequent to that initial report, and the cessation of waste transfer / processing activities at the site, the application land has been in use for storage of materials related to the building trade, and in use for the service & repair of motor vehicles. These are also potentially contaminative uses.

Heavy hydrocarbon contamination has been noted in the vicinity of the site during civil engineering works, and it is considered possible that the source of that contamination could be associated with the subject site. The development is of a relatively sensitive type (residential), and comprises a comprehensive redevelopment of the site. It is therefore considered that it would be appropriate to require that the nature & extent of any contamination associated with the site is characterised, and that an appropriate assessment of the risks posed to receptors on & off site is undertaken. Where that assessment identifies unacceptable risks, the site should be remediated to an appropriate standard, and verification sampling should be undertaken to demonstrate that remediation objectives have been met.

A standard suite of planning conditions would be appropriate, such as that outlined below:

Contamination [1]

Prior to the commencement of any specific phase of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with the possible contamination shall be submitted to and approved in writing by the Local Planning Authority. That scheme shall include all of the following elements unless specifically excluded, in writing, by the Local Planning Authority.

1. A desk study &/or site walkover survey identifying:
 - All previous uses,
 - potential contaminants associated with those uses,
 - a conceptual model of the site indicating sources, pathways and receptors, and;
 - a summary of potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme based on (1), to provide sufficient information for an appropriate assessment of the risks to all receptors that may be affected, including those off site.
3. The results of the site investigation and risk assessment (2) and if appropriate, an options appraisal and remediation strategy based on these results giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete, identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

All elements shall be adhered to unless agreed in writing by the Local Planning Authority.

Reason: Having due regard to policies DM10 of the Havant Borough Adopted Core Strategy [2011] and DM17 of the Havant Borough Local Plan (Allocations) [2014], Contamination may be present at the site as a result of both previous & current land uses (&/or activities) that could pose a risk to future site occupiers, and to sensitive receptors located off-site.

Verification [2]

No occupation of any part of the permitted development shall take place until a verification report has been submitted to and approved in writing by the Local Planning Authority.

*The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan (if required in accordance with **condition [X]**), and must demonstrate that site remediation criteria have been met. It shall also include any plan identified as being necessary for longer-term monitoring of pollutant linkages (a "long-term monitoring and maintenance plan"), including provision for maintenance and contingency action. The long-term monitoring and maintenance plan shall be implemented as approved.*

Reason: Having due regard to policies DM10 of the Havant Borough Adopted Core Strategy [2011] and DM17 of the Havant Borough Local Plan (Allocations) [2014], Contamination may be present at the site as a result of both previous & current land uses (&/or activities) that could pose a risk to future site occupiers, and to sensitive receptors located off-site.

Unexpected Contamination [3]

"If, during development, contamination not previously identified on site is found to be present, works in the affected area must cease, and no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be undertaken until a report has been submitted to and approved by the Local Planning Authority that details how that contamination is to be dealt with. Unless otherwise agreed in writing with the Local Planning Authority, all works outlined in the submitted report shall be adhered to."

Reason: Having due regard to policies DM10 of the Havant Borough Adopted Core Strategy [2011] and DM17 of the Havant Borough Local Plan (Allocations) [2014], Contamination may be present at the site as a result of both previous & current land uses (&/or activities) that could pose a risk to future site occupiers, and to sensitive receptors located off-site.

Local Air Quality

I have reviewed the PDT Hampshire Ltd. Transport Statement submitted with this application, and note that it refers to carriage widening work on New Lane south of the Railway line. This work was undertaken to remove an existing bottleneck, but in mitigation of an increase in vehicular traffic south of the railway line connected with a substantial new residential development. The alleviation of queuing northbound traffic is expected to be achieved by permitting U-turns & return travel (i.e. seeking of alternative routes during periods of crossing closure) - in this way, the work is of little material relevance to the Southbound traffic located north of the rail line (i.e. the proposed site), and is not likely to represent a significant net benefit to local traffic flows, rather a neutral or moderate positive impact on congestion is considered to be more likely south of the crossing, with neutral impact north of the crossing.

I do agree with comments relating to the accessibility of the site, and its proximity to local services, public transport, NCN routes, retail facilities & other amenities - encouraging non-vehicle trips. It is noted that no associated reduction in parking allocation has been made, where the context of the site arguably could have accommodated it. I would not necessarily push for a reduction in standard, as this rarely discourages car ownership, and could instead lead to local parking issues. The limited visitor space allocation is however agreed to be appropriate given both the accessibility of the site, and the availability / use of parking spaces on Eastern Road.

The vehicle trip rate estimates are considered to be reasonable, and when account is taken of the anticipated local traffic flows in this area, it is reasonable to conclude that the development is not of sufficient scale (as a generator of road traffic) as to be likely to have a material impact upon the local air quality. Indeed, the proposal to close the New Lane site access is likely to have a positive impact on New Lane northbound traffic flows following opening of the crossing gates, by eliminating the right hand turn impedence. In turn, this is expected to have a small net-positive impact upon the aggregate / average kerbside air quality in the immediate vicinity.

When considering the future residents of the proposed development as the receptors however, it was noted that the original outline layout placed residential building facades close to (within 5m of-) the carriageway. Southbound traffic (queuing north of the rail line) could potentially have a disproportionate impact upon local air quality, as idling engines burn far less efficiently and produce an elevated proportion of pollutants in exhaust. The crossing is used frequently, on occasion remaining closed for periods of upto 15 minutes. Southbound queuing traffic is located adjacent to the development site (no empty carriageway buffer), and this is considered to have the *potential* to create poor air quality over a highly localised area of influence, which could include the Western boundary of the property.

In previous emails, I had indicated that it was not considered likely that local air quality in this area would be sufficiently poor as to require specific assessment or mitigation, but indicated that it may be appropriate to consider air quality further if living accommodation were located very close the Western Boundary, as was proposed in the draft/outline plans. I suggested that the inclusion of appropriate baseline air quality monitoring with any full plans application should be both informative, and definitive (e.g. diffusion tube 3-6 months, or continuous NOx/PM10, 1 month)

The applicant subsequently made some suggestions that could be materially relevant to the exposure of future residents of the proposed development (particularly those adjacent to the New Lane Carriageway, close to the rail crossing) to potentially poor local air quality, specifically;

- Specification of heat-recovery ventilation to residential units
- Set-back of block C with some plated, defensible space fronting New Lane

I agree that effective mitigation of an assumed risk would represent a conservative approach and would negate any need to quantify the degree of risk. This could represent an over-specification / overly cautious approach, but might achieve other benefits for the scheme that would justify the approach.

I would be entirely comfortable with any of the above approaches to local air quality (use of MVHR, Accommodation Set Back, or Air Quality survey/monitoring), but would expect the applicant to submit with the application (as appropriate to support the applicants preferred design solution / approach), either:

- Inlet locations for MVHR systems for each unit (demonstrating an inlet location that is non-proximal to queuing traffic), or
- Typical southbound queue lengths <30m (on the basis of the block C set-back, or other distance appropriate to the submitted layout), or;
- Results of a basic Nitrogen Dioxide (or NO₂ + Particulate) survey as previously suggested

Best Regards



Mr. Jonathan Driver
Environmental Control Officer



Havant
BOROUGH COUNCIL

Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

T 023 9247 4174
F 023 9248 0263

www.havant.gov.uk

Mr Rick Carter
PLC Architects
25/26 Hampshire Terrace
Portsmouth
PO1 2QF

Our Ref: GEN/15/00741
Direct Line: (023) 9244 6513
Ask For: Mrs D Haywood
Email: planning.development@havant.gov.uk

9 September 2015

Dear Sir

Site Location: Former Wessex site, 8 New Lane, Havant PO9 2JH

Re: Proposed residential development comprising 39 one and two bed apartments, cycle, refuse storage and car parking.

I am writing to you further to your enquiry received on the 20 July 2015 and our recent meeting regarding the above address.

Principle

The site lies within the built up area and is allocated for development under Policy HB3 (site H07) comprising 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

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, and the omission of part of the allocation site will need to be addressed in the submission. 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. 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.

Affordable Housing

30% to 40% of the units should be affordable. Details of location and tenure will be required, however the split should reflect the general site provision. At least 2 of the units should be suitable for disabled persons.

Parking

The Highway Officer has advised that he has no adverse comment on the principle of development. The parking standard of 41 car parking spaces for 39 flats is acceptable in this location but at least two of the spaces to be disabled.

The long term cycle facilities are acceptable, however, the proposal for short term cycles is substandard and one space per unit is required.

The Transport Statement makes reference to the closing of the existing access to New Lane and reinstating this as footway. The reinstatement should include the continuation of the existing footway along the frontage of New Lane to include a kerb and footway edging.

The site is contaminated so a Construction and Environmental Management Plan that will include lorry routing and points of access

The council has recently finished consultation on a new SPD (available on the website at <http://www.havant.gov.uk/supplementary-planning-documents-and-other-material-considerations/draft-parking-supplementary>), which 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 site's inherent accessibility to the town centre as well as Havant Station.

Environmental Considerations

Owing to the proximity of the site to the railway Reports in respect to Contamination, and Noise and vibration will be required.

A draft heritage statement was submitted with the application, and whilst this is brief and gives no detail as to how the design of the proposed development has responded to the presence of the listed signal box nearby, the Conservation Officer has advised that he has no objection to the proposal. However, a more detailed statement should be provided to support this aspect of the application.

I note that it is proposed to include whole house ventilation with heat recovery and I have re-consulted the Environmental Health Officer and will update you when I have his comments.

CIL and contributions

A Community Infrastructure Levy payment would be required in accordance national and local policy. Details of the requirements which is £80 a square metre for Havant can be found at; <http://www.havant.gov.uk/community-infrastructure-levy/community-infrastructure-levy-processes-including-relevant-forms>.

Furthermore, from the 30th June 2014, the Council introduced the Solent Recreation Mitigation Partnership (SRMP). The SRMP was introduced with the advice of Natural England and they have advised that a contribution of £174 per dwelling will be required to mitigate against the effects of recreational disturbance on the Solent Special Protection

Area (SPA).

The contribution will be applied to all new development of one or more dwellings. The Council has agreed two ways of securing the contribution:

- 1) Up front payment prior to commencement of development - this can only be used for development of 1 to 4 dwellings
- 2) Section 106 legal obligation (this must be used for applications of 5 or more dwellings, where there will be additional contributions payable)

For both options, administration and monitoring fees will be added. Further details can be provided on request.

Layout

I note that the amended plan removes the satellite bin stores, and bin provision would be in a central area near the highway. Can you please confirm the number and type of bins to be provided within this area.

Additionally the amended plans set block C back from New Lane, however, I would advise that the Block C should be further set back to align with the front of Block B.

As discussed at our meeting balconies should be provided for upper flats, and ground floor flats should have some enclosed private amenity space directly adjacent the units.

The lack of windows are noted to eastern façade of Block A – which leaves a narrow landscape margin to the north-eastern boundary without any natural surveillance. Is there scope to incorporate stair core windows for ground / first floor?

I'm concerned how the above NE façade will look since visuals are both from the opposite direction.

Is there further scope for review of window placement / numbers overlooking the narrower access routes between the Blocks for personal safety benefit e.g. Ground floor kitchen windows to end of Block A are almost facing those of Block B across the narrow walkway. Perhaps a window could be added to the Block C stair core for natural surveillance benefit?

Access door detail / type for the Block cycle stores requires careful consideration for ease of cycle manoeuvring

The continuous parking bay rows in excess of 5 spaces should be interspersed with tree planting. A more substantial landscape margin against the Southern / Eastern perimeter is also recommended to accommodate sufficient topsoil volume for shrub / climber establishment.

Hedging (with low level brick walls and railings) proposed along the site frontage for private space demarcation is very appropriate to the local landscape character. There may also be scope to incorporate 2no narrow-form columnar street trees to the front of Block B.

I hope the above is of assistance, but should you require further clarification then please let me know.

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.

Yours faithfully

Mrs D Haywood
Principal Planner
Our Ref: GEN/15/00741