

PLANNING STATEMENT including DESIGN & ACCESS STATEMENT

Proposed construction of a building comprising 11 new apartments, 10 car parking spaces, a ground floor office, secure cycle store and secure accessible refuse stores following the demolition of No's 9 and 11 St Georges Walk, Waterlooville, PO7 7TU



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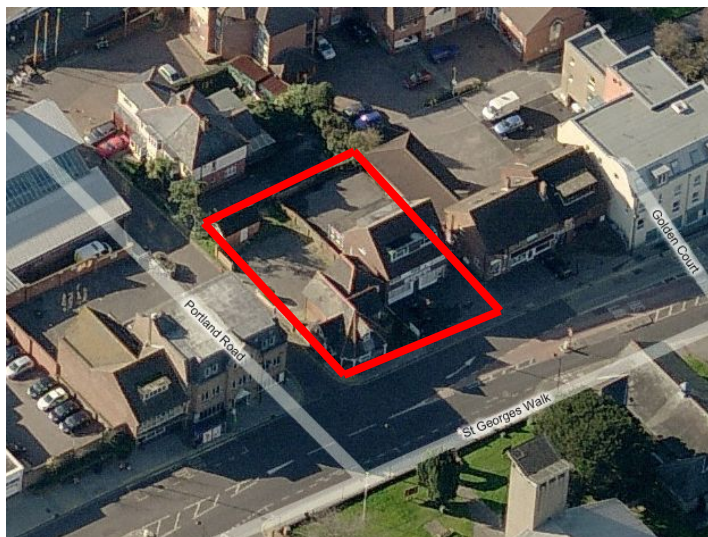
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Prepared in consultation with Les Weymes Planning Consultancy Ltd

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AERIAL VIEW FROM WINDOWS LIVE SHOWING EXISTING BUILDINGS

1. Introduction

This Statement supports a revised concept of development considered by the Local Planning Authority under Planning Application APP/12/00958 seeking outline planning permission which was refused by the LPA on 19 December 2012. Following the refusal a meeting was arranged with the Case Officer for 8 March 2013 to discuss the detailed background to the wording of the reasons for refusal including a discussion on a preliminary illustration of an alternative concept of redevelopment supported by street view 3D perspectives. The Case Officer confirmed that it would be helpful to present the amended proposal to the LPA Design Surgery and subject to what seem to be minor questions and points of detail the contemporary concept is not opposed. The Case Officer emphasized the requirement of a Marketing History Report for the selling or renting of 9 St Georges Way (now prepared by Holloway Iliffe and Mitchell) and written confirmation by the Citizens Advice Bureau (CAB) that they would wish to occupy the proposed ground floor office unit (which has been confirmed).

1.1 The owners of 9 St Georges Walk endeavoured to secure a redevelopment of their own building in 2008 – (08/56791/000) which was dismissed on appeal on 22 June 2009 following initial refusal by Havant Borough Council.

1.2 The owners of 11 St Georges Walk have since 2008 been actively marketing these former Class B1 offices for sale or rent but no offers have been made to re-occupy the building or to undertake a redevelopment.

1.3 Both owners have decided that redevelopment of each site in isolation will not secure a suitable urban solution and have therefore re-appointed HRP Architects and Les Weymes Planning Consultancy Ltd to present an amended comprehensive development which responds to the Local Plan policies and characteristics of the combined site and its prominent town centre position as

described in the reasons for refusal of the recent traditional concept of comprehensive redevelopment under application APP/12/00958 dated 19 December 2012..

1.4 This revised Planning Statement including Design & Access Statement sets out the design and townscape considerations which have influenced the contemporary concept now proposed for the redevelopment of this important site in Waterlooville town centre namely 9 -11 St. Georges Walk, Waterlooville, PO7 7TU.

1.5 The proposal comprises the combined demolition of No's 9 & 11 St. Georges Walk with a development comprising 11 new apartments (8 x 2 bed and 3 x 1 bed), 10 car parking spaces with associated access and refuse/cycle storage.

1.6 The location of the site, it's relationship to existing buildings including a design analysis and respecting the reasons for refusal by the LPA of application APP/12/00958 have guided the proposals – contemporary concept, content, scale, layout, appearance, access, parking & sustainability.

2. THE SITE BACKGROUND & CURRENT USE.

The site is located at a mid-position on the west side of St. Georges Walk in Waterlooville, Hampshire, and is sited between Portland Road and existing buildings on the corner with Golden Court. As can be seen from the photographs below, the site is very prominent so a 'landmark' building solution is, we believe, essential. The site offers an opportunity for a distinctive building to occupy this prominent and busy town centre position.

The main frontage of the development site fronts onto St. Georges Walk, and looks across Hambledon Road towards an existing church, bus stops and commercial buildings. The site is in a highly accessible position with many town centre shops and amenities within a short walk. The development site benefits from its proximity to major bus routes both in and out of the town.

South of the site the character is predominantly a mixture retail/service uses with residential above although just a few metres away there is a block of existing apartments at Clockhouse on the corner of St Georges Walk. To the west in Portland Road there are some existing dwellings and a main supermarket beyond. On the east side, there is a church, and to the north a mix of retail with residential above, and a main by-pass road linking the town to the A3M.

Currently No. 9 St Georges Walk is occupied by the Citizens Advice Bureau on a short term lease which is currently held over. The occupants are aware of the proposed redevelopment and expect to find temporary relocation offices in the town centre area during the redevelopment and returning to the new when completed. The existing buildings occupy a prominent corner site and in both scale and design appears are out of keeping with the characteristics of surrounding environment and buildings.

Below are photographs of the existing Buildings.



Site looking South towards no. 11 & 9 St. Georges Walk



Site looking North towards no. 9 & 11 St. Georges Walk, with the turning for Portland Road just visible.



View from the West looking to the rear of site from Portland Road

This statement should be read in conjunction with HRP Architects drawing numbers 8290 – 10, 11A, 12A and 13.

3. THE NATIONAL PLANNING POLICY FRAMEWORK – NPPF

The NPPF was introduced in March 2012 and sets out the Governments planning policies and guidance for local communities and LPA's in making planning decisions. The NPPF is particularly strong in wishing to ensure that the planning system achieves sustainable development. Taking account of the Core Planning Principles the status of the Development Plan is a priority with the need to support sustainable economic development in order to enhance and improve living environments, town centres through brown field development with the introduction of residential development and to secure high quality design.

The amended planning application is respectful of the NPPF and is considered to be a sustainable redevelopment which will enhance the town centre of Waterloooville.

4. HAVANT BOROUGH COUNCIL CORE STRATEGY AND SUPPLEMENTARY PLANNING DOCUMENTS

An examination of the Core Strategy Interactive Proposals Map identifies the application sites as being within a town centre development site as part of the strategy for development of Waterloooville Town Centre. The application site falls outside of the Core Strategy proposals for the control of changes of use which are directed to the primary and secondary retail frontages.

The Waterloooville Urban Design Framework prepared by David Lock Associates on behalf of the Councils of Hampshire, Havant and Winchester set out design principles for the preferred approach to the development of the town centre. Although first approved in October 2004 since the adoption of the Core Strategy in March 2011 the SPG supplements Policy CS6.2 on Regeneration of the Borough focusing on Waterloooville Town Centre and Policy CS18.4 on the MDA and Waterloooville Town Centre Integration. The framework proposals for comprehensive development which mainly concentrated on the Asda site did not include development of the application site.

The Report “Waterloooville – Integration of The MDA and the Town Centre” in Para 1.1.9 and 1.1.15 acknowledges that Hambledon Road is an important location for people arriving at the main bus stops but because of the domination of vehicular traffic the environment is particularly difficult for pedestrians. In commenting on the new Police Station in para 1.1.17 the report states:-

“The recently built police station makes a strong statement about future design standards in the town centre than much of the low rise development around it, presents a contemporary design character and contributes to improved public space around the entrance to Asda. It should be a positive anchor to new higher quality development in the south-west quarter of the town centre”. The Report suggests that the suggested redevelopment framework could well accommodate the principle of 3 – 4 storey development.

The Borough Design Guide SPD which supplements Policy CS16 of the Core Strategy adopted by the Council in December 2011 aims to raise the standard of design across the LPA area. The urban context study for Waterloooville includes Cowplain, Purbrook, Waterloooville, Wecock and Widley. The application site is clearly within the inner area of Waterloooville Town Centre the character of which is respected in this amended scheme forming the submitted planning application for mixed employment and residential use which will introduce activity and illumination at all times of the day.

The applicants and their advisers are alert to the need to provide a sustainable level of car parking and cycle storage provisions to support the development and have taken note of the LPA – Residential Parking and Cycle Provision SPD which was adopted by the LPA in March 2010. The SPD acknowledges that Havant Borough is largely suburban in character with the town centres of Havant and Waterloooville providing a more developed urban structure where combinations of uses co-exist. The application site (see para 5.6 and 5.7 of the SPD) is very much part of the built up town centre where it

is impractical to expect full on-site car parking provision if an appropriate townscape is a pre-requisite of any redevelopment. In a sustainable context many town centre residents have no desire to need or own a car and being adjacent to the major bus route of Hambledon Road there is justification to accept a lower on-site provision. The submitted planning application provides 10 parking spaces and 15 secure cycle spaces to support the proposed 11 flats and the daytime needs of the ground floor Class A1 or A2 unit.

In connection with the applicants understanding that the proposed development may introduce the payment of financial contributions an examination has been undertaken of the Core Strategy – Local Development Framework adopted by the LPA on 1 March 2011 where Policy CS21 provides a list of land use considerations where the LPA will seek on-site provision or financial contributions to ensure timely off-site delivery. **The applicants have been informed by the LPA that the amended planning application will generate a requirement in respect of Transport of £22,551 and an off-site Affordable Housing Contribution of £138,312.**

The applicants understand that the LPA may require that an appropriate Section 106 Agreement to be negotiated between the LPA and the applicants expect guidance on this matter as they are anxious to remove any repeat of the previous Refusal reasons 5 and 6 of APP/12/00958. The applicants are aware that the Government has on 17 March 2010 introduced the Community Infrastructure Levy Regulations 2010 which will become operational in Havant on all decisions taken on and after 1 August 2013. It is understood that this application will be determined in advance of that date.

Core Strategy Policy CS9 provides guidance on the provision of an expected 30–40% of affordable housing on developments of 15 dwellings or 30-40% on-site or by suitable contribution in developments of 5 to 14 dwellings. The submitted application seeks outline planning permission for 11 dwellings. The applicants anticipate that the development once granted may well appeal to a RSL – Registered Social Landlord but these remains uncertain at the time of making the submission.

5. SITE PLANNING HISTORY

In 2008, a full application was submitted on the site for the demolition of the existing building on the site of **number 9 only**, which proposed the construction of 11 new flats and ground floor retail space. (Ref: 08/56791/000). The application was refused by the LPA and an appeal was dismissed with the main reason being over development and poor design. Appeal Reference – APP/X1735/A/09/2096566/NWF dated 22 June 2009.

Following this refusal a subsequent scheme for the re-development of both numbers 9 & 11 was submitted to the LPA for a pre-application assessment which was commented on in a letter dated 1 December 2010 under Ref: GEN/10/00852. The proposed scheme comprised a total of 20 units with retail space on the corner ground floor. Again the main points raised by the LPA were the relationship within the street scene and the unduly bulky nature of the proposal. In addition, there were concerns with regard the number of units and massing.

6. ASSESSMENT

The combined sites of both 9 and 11 St Georges Walk is regular in shape and bounded to the North-West & South-West. To the North-East is the principal frontage of the redevelopment site.

The existing buildings on the site sit parallel to the main highway with existing hard landscaping and parking to the frontage. To the rear there is more hard landscaping and parking with the boundary to the rear formed of fencing and existing vegetation. The built form is generally 2-3 storeys as existing with a site area of approx 765 sq. m (0.07 hectares).

7. THE LAYOUT, CONCEPT & AMOUNT

The amended concept of the proposed development is to provide a scheme comprising a ground floor employment office and high quality residential accommodation within the heart of Waterloooville, to make the most efficient and effective use of the land whilst preserving the character of the area and respecting the amenities of existing property occupiers. Any redevelopment proposal would in terms of the external appearance also benefit from the creation of a 'landmark' building by introducing a more interestingly aesthetic proposal than that previously presented to the Local Planning Authority.

The outline planning application presented for approval has been reached after Design Team discussion, consultation with the client and recent constructive feedback from the Local Planning Authority (e-mail dated 15 April 2013).

The design focuses on removing the existing forecourt parking in front of 11 St Georges Walk with a new building line being established closer to St Georges Walk but maintaining a set back from the proposed prominent stair and lift entrance feature. The proposed footprint layout of the substantially revised redevelopment is 'L' shaped with a variety of visual steps in the building line fronting St Georges Walk which can be assessed by reference to submitted Drawing 8290 – 10. The site layout maximizes the effective use of the rear yard area which accommodates a total of 10 parking spaces – 3 of which take advantage of a car port style recess in the Portland Road wing. The proposed building has in contrast to the previous scheme APP/12/00958, been set away from Portland Road which has allowed for the provision of soft landscaping protected by metal railings. The forecourt areas located between the St Georges Walk public footway are proposed to be finished in blockwork allowing for easy public access to the ground floor commercial unit and entrance to the flats. To safeguard the private forecourt areas the developer will be advised to insert appropriate metal plate signs on the union between public and private areas.

The existing access to Portland Road is to be retained as that most appropriate for access to the development site and rear car park.

Following the previous refusal of planning permission and through a thorough assessment of the existing topography and contours of the site a completely different concept of redevelopment of a modern contemporary form has evolved which following referral to the Council's Design Surgery has been supported and has been further refined to take note of comments made.

Street modeling of the proposed scheme confirms that in streetscape terms the St Georges Walk elevation provides a successful street frontage with a strong landmark stair tower yet stepping down to respond to the height of 13 St Georges Walk with the roof level accommodation being visually stepped away from the oversailing flat roof.

In respect of the proposed modern design solution and the prominent position of the redevelopment site it is considered that the revised scheme will provide a strong focal point and landmark building while introducing a positive design solution to this prominent part of the town centre. The site offers an excellent opportunity for a unique building providing high quality residential living accommodation and employment accommodation close to existing town centre facilities including the easy access to public transport.

The proposed layout provides 11 residential flats as follows:-

Ground floor – entrance and lift, 1 x one bed flat, a commercial unit which has been identified as being suitable as a relocation opportunity for the Citizens Advice Bureau, secure refuse store and secure cycle store.

First floor – 4 flats (1 x one bed and 3 x two bed)

Second floor – 4 flats (1 x one bed and 3 x two bed)

Third floor – 2 flats (2 x two bed)

Green sedum roof areas are shown on Drawing 8290 – 11A

8. SCALE

The revised proposal provides a new landmark building with a street/pavement height of three storeys with the roof level accommodation being discretely set back from the main front elevation and access stair tower. Throughout the evolution of the submitted design the views of the Local Planning Authority and topography of the site have been a major influence on the external appearance of the new building.

With the benefit of the LPA's design observations careful consideration has been given to the scale of the proposed development in terms of height, massing and distances to neighbouring properties. The proposed building avoids overlooking and now integrates with adjacent buildings and their street character.

9. THE SOLUTION & APPEARANCE

The development has sought to provide a high quality, modern yet simple design which whilst economic to build, would achieve a Code Level 3 minimum construction.

The siting of the proposed development allows for a much more efficient and effective use of the site than that which has previously been considered by the LPA whilst respecting the building line of neighbouring buildings and having regard for the issues raised by the LPA on the schemes previously considered.

The visual success and aesthetics of the submitted redevelopment scheme have strongly influenced the introduction of simplified elevation solution using modern materials of through colour renders, brickwork at ground level in part and composite timber boarding.

Boundary treatment to the site will take the form of existing and proposed metal railings protecting new soft landscaping on the Portland Road frontage and retention of existing vegetation to ensure a private and secure environment for the occupants, but equally an attractive proposal.

10. MATERIALS

The proposal will be undertaken with the use of high quality materials befitting of this landmark scheme using modern methods of construction.

The design aims to be a bold expression of modern materials to give a clean elegant style to the building's contemporary facade.

It is expected that the final choice of external materials will be agreed in consultation with the LPA.

11. ACCESS & UTILITIES

Being close to the town centre, the site is well served by public transport, with buses frequently passing the site. The application site can be described as being highly sustainable and integral to Waterloooville town centre which offers all services and needs for the local community.

Pedestrian access is directed to the main front entrance with a secondary entrance to the rear with hard surfaced paths to the rear, front and side (where soft landscaping is proposed). Cycle storage is provided for each flat and the vehicle access to the rear parking is on the position of the existing entrance to a single garage which is to be demolished.

All vehicle parking is provided at the rear of the proposed development with the layout allowing for all vehicles to turn within the car park and therefore to leave in a forward gear significantly improving road safety.

Utilities and foul sewage for the proposed development will be connected to the main drainage system with soakaways being provided if required to accommodate surface water discharge.

The proposal benefits from good natural surveillance within the site and surrounding retail and residential areas. The single point of vehicle access all as existing means the site is well enclosed to its boundaries and will provide a safe and secure environment.

12 SUSTAINABILITY

The development will seek to promote sustainability and high quality design by complying with the minimum government guidance on design principles. There is also a balanced environment between open space and buildings with a re-use of previously developed land. Where possible the use of local materials will be provided and there is excellent access to local amenities and public transport.

13 CONCLUSION

This planning statement, together with accompanying drawings explains the amendments which have been made to the proposed development and provides details of the design process and how a high quality development will be achieved.

The scheme responds to three previous proposals within the site and will result in the re-use of previously developed land in a more efficient and effective way. The development respects the adjacent buildings and the materials have been chosen to compliment the design solution whilst paying attention to the surrounding character. CAB has confirmed their wish to occupy the proposed ground floor office once the development is completed. The proposed flats provide an excellent level of space for future occupants within an extremely accessible location with rear vehicle access from Portland Road. We believe that proposed scheme will make a positive contribution to the area.

As a direct result of the previous planning application history and particularly the refusal of outline planning permission for application APP/12/00958, the joint applicants wish to seek outline planning permission with all but hard and soft landscaping (reserved matter) being submitted for approval..