



Construction of 3 Dwellings

Former Bedhampton Arts Centre

Planning, Design and Access and Heritage Statement

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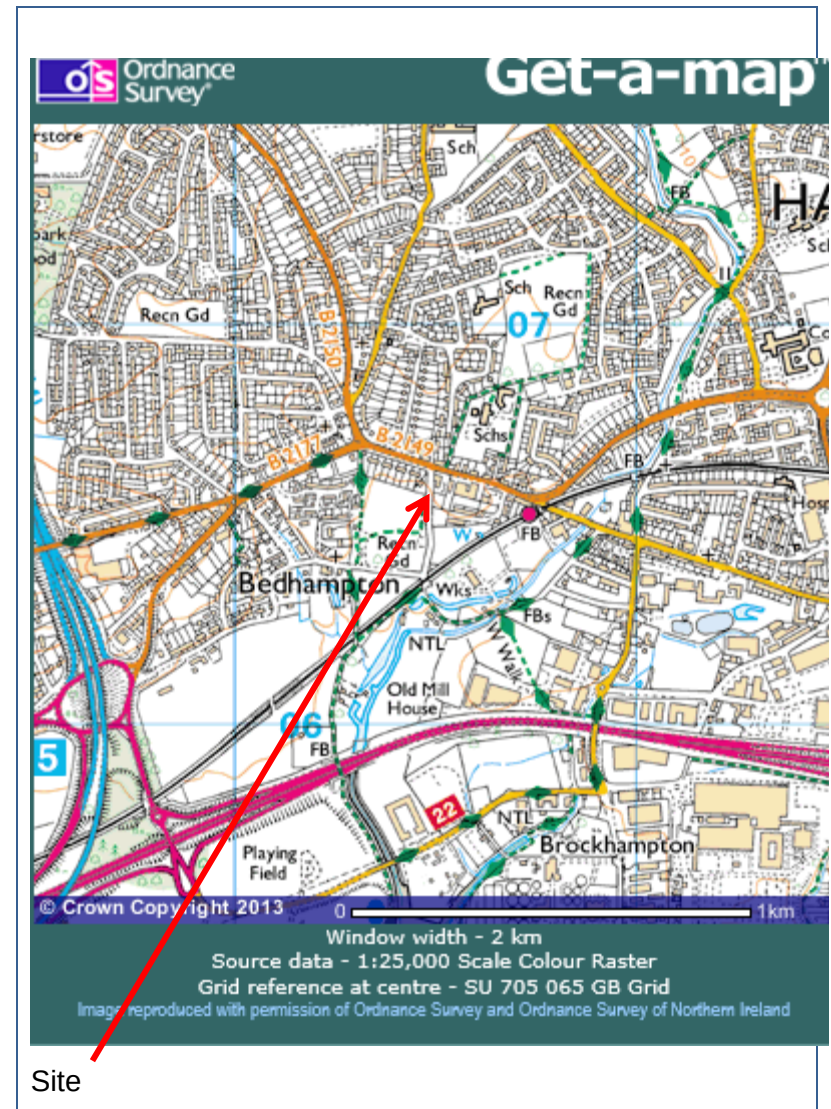
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APPENDICES:

- 1. Noise assessment**
- 2. Viability report**

1.0 INTRODUCTION

- 1.1 This draft design and access statement has been prepared to support a proposal for the erection of three dwellings on the car park area of the former Bedhampton Arts Centre (now in the process of being converted to four houses)
- 1.2 The new houses would be located adjacent to the existing former arts building.
- 1.3 This Planning, Design and Access Statement has been prepared with regard to guidance prepared by Havant Borough Council and advice contained within Government Circular 01/2006, 'Guidance on Changes to the Development Control System.



2.0 SITE

- 2.1 The site is on Bedhampton Road, just to the west of Havant Town Centre.
- 2.2 The development site is on a rectangular plot of land which is the front part of the former car park on the east side of the building. Access would be from Kings Croft Lane



on the south side from the junction with Kings Croft Lane the character changes both in terms of building type and use. The recently converted Arts centre would be the only residential property between Kings Croft Lane and Brunswick Gardens and there is a whole variety of building types which provide no particular street scene. This is in contrast to the north side where there is a strong residential/terrace appearance



- 2.3 The former arts centre is a grade II listed building.
- 2.4 The western end of Bedhampton Road from the junction with Hulbert Road to the site is predominantly residential, however

3.0 PLANNING HISTORY

- 3.1 The property was originally a school and subsequently an arts centre until it closed.
- 3.2 Hampshire County Council marketed the property and the purchaser submitted an application in 2012 to convert the main building to form 4 self contained flats (APP/12/01105) with a linked listed building consent (APP/12/01104).
- 3.3 The council granted permission early in 2013 and following the discharge of the relevant conditions work has now commenced on site.



- 3.4 A pre application enquiry was undertaken with the council to ascertain whether the principle of three units would be considered acceptable. The main points were as follows:-

- The principle of three dwellings is acceptable
- Regard needs to be had to the impact on the setting of the listed building together with justification for the design
- The relationship with the tyre depot immediately to the east of the site.
- Impact on the amenities of the occupiers of the new development need to be considered
- Affordable housing is required
- Access from Kings Croft Lane would be acceptable though any shortfall in parking needs to be justified.
- CIL would be required

4.0 **PLANNING POLICY**

National Policy

4.1 The National Planning Policy Framework (NPPF) became the primary national planning policy guidance on 27 March 2012. It replaced the previous PPS/PPG system of guidance documents and deleted a significant proportion of planning policy including the Regional Spatial Strategies (RSS).

4.2 Paragraphs 6 and 7 of the NPPF sets out the Governments overriding objectives of securing sustainable development. Para 7 of the NPPF identifies the roles of the planning system in achieving sustainable development.

4.3 Paragraph 23 states that local planning authorities should 'recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites.'

4.4 Section 6 states:

50. 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 (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);*

4.5 Section 7 of the NPPF sets out the governments aspirations for requiring good design.

4.6 Section 12 Paragraph 131 of the NPPF refers to planning applications for heritage assets. Paragraph 131 states that: - *In determining planning applications, local planning authorities should take account of:*

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality;*
- the desirability of new development making a positive contribution to local character and distinctiveness.*

Local Policy

- 4.7 Relevant policies from the Havant Core Strategy include DM2, CS4, CS9 CS11 and CS16 and CS17.
- 4.8 Policy CS9 (Housing) states the desire for affordable and accessible housing, and contributing to the net total of housing stock. The development should also '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.'
- 4.9 CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) states that permission will be granted for development that 'protects and where appropriate enhances the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, et al.' It also states that 'the council will seek ways of ensuring that new development not only protects the borough's environmental assets but uses them to generate higher quality development.'
- 4.10 CS16 (High Quality Design) seeks development that 'identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site' and '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.'
- 4.11 Policy CS17 (Concentration and Distribution of Development within the Urban Areas) states that using 'redundant, derelict or underused land and buildings within the urban areas should be the priority for new development.
- 4.12 The Borough Design Guide SPD identifies Bedhampton and Brockhampton as a residential suburb. They have typical suburban development with two-storey buildings, small gardens with low boundary walls or hedges. The Old School is identified as a notable building within the townscape.
- 4.13 The Havant Borough Townscape, Landscape and Seascape Character Assessment (HBTLSA) identifies the development site as being within the Historic Landscape 9.6.1- early-mid Victorian and in the Landscape Character Area 13- Historic Bedhampton. It mentions that the status of many of the historic buildings in Bedhampton caused them to be architect

designed and therefore 'individually reflect the differing fashions of their time.'

4.14 Havant Borough Council Borough Design Guide Supplementary Planning Document December 2011. This document provides greater detail in relation to policy CS16.



5.0 **DEVELOPMENT PRINCIPLES**

5.1 This proposal incorporates the following elements:

- a) Construction of 3x 2bed residential properties
- b) Provision of rear gardens
- c) Provision of car parking to the rear with access from Kings Croft Lane

5.2 The site is within the built up urban area, so sustainable redevelopment of the site should be supported in principle.

5.3 In this case as the site is adjacent to a listed building a significant part of the acceptability of any proposal would be the impact on the setting of the listed building which is considered in the Heritage Statement (see section 6).

5.4 The development of the three houses has regard to the following:-

- setting and the detailing and design of the listed building and nearby properties.
- the relationship to the converted property; and
- the proximity of the tyre fitting business.

5.5 In addition to the detailing and design of the listed building elements of local buildings were also considered in terms of

the design. For example there is a small terrace of two storey properties on the north side of Bedhampton Road just to the east of the site.



5.6 The property opposite the site has good detailing on the elevation fronting onto Bedhampton Road



5.7 These buildings together with the former arts school have influenced the style and design of the three new dwellings.

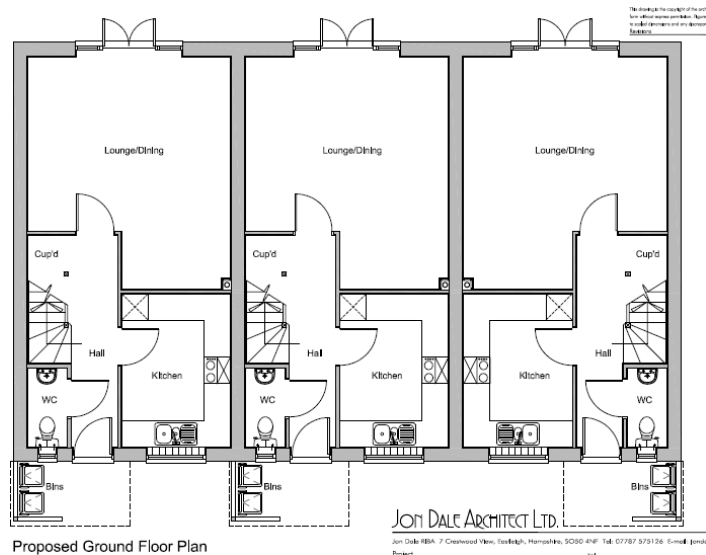
6.0 DESIGN AND ACCESS

Use

- 6.1 The current use of the site is a vacant car park previously the car park to the former arts centre building.

Amount

- 6.2 Each of the three residential units will have 2 bedrooms, a living room, kitchen and bathrooms and a rear garden.

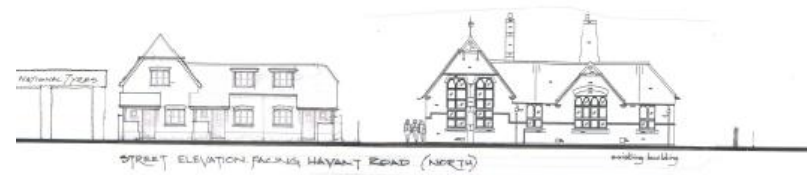


Layout

- 6.3 The layout allows for three units fronting Bedhampton Road with rear gardens and on site car parking

Scale

- 6.4 The buildings will be in the form of a terrace with a maximum height of 7.4mts and an eaves height of 3.4mts. Width would be 15 metres with a depth of 9mts.
- 6.5 The scale of the building has been reduced adjacent to the listed building to reduce the impact



Landscaping

- 6.6 Planting will be made around the parking area to enhance the appearance of the site.

Appearance

6.7 The external appearance will pick up features and materials of the main arts building. In particular: -

- The building follows a traditional double pitched roof form
- Two small flat roof dormers are located on front and the rear to retain the neat lines of the front elevation. This also reduces the potential for noise.
- Materials will be of a high standard, utilising brick, slates, and painted timber windows.



Access

6.8 The parking on site would provide 5 spaces, including two visitor which amounts to 1 space per dwelling. This is the

maximum limit allowed as per the Hampshire County Council residential parking standards. There would be bike shed per unit and bin storage.

6.9 The existing access off of Bedhampton Road would be removed and access would be provided from Kings Croft Lane. This access was approved under the previous conversion scheme.

6.10 There is a regular bus route along Bedhampton Road and the Bedhampton Train Station and Havant Town Centre are within walking distance.

7.0 HERITAGE STATEMENT

History

- 7.1 The site comprises a former school building dating back to 1868 to the design of Richard William Drew. It was extended in 1873 and 1895. There are some more recent flat-roofed extensions.

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- 7.2 It is brick built with red brick laid in Flemish bond with some contrasting blue and black brickwork. There are stone cills and clay tile roofs.

- 7.3 The listing text provides the following description for the building: -

EXTERIOR: The school and house form an irregular, picturesque composition combining the Gothic and domestic revival styles, with steep pitched roofs, some half-hipped, deep overhanging eaves. Tall stepped stacks to school with tumbled-in brickwork; stacks to house are moulded. Moulded brick string-courses and window surrounds. Gothic hopper heads.

SCHOOL: N elevation: Gable end of hall has tall paired

windows with moulded brick surrounds and canted arches, separated by stepped buttress. 10-light casement windows with paired lights. The top lights are canted (this detail is repeated on most windows to school). Upper part of gable has string course, above which there is blue-brick diapering; bracketed hipped bellcote surmounted by metal cross. Lower classroom has broad cross gable, also with bellcote feature, and 12-light window with segmental relieving arch above; 4-light windows to either side.

W elevation is flanked by the half-hipped gable ends of the two classrooms, the N classroom with 9-light window, that to S classroom with 12 lights. The entrance area between has been infilled with a modern block. S elevation of N classroom has tall windows breaking through eaves with tile-hung gables. E elevation of hall has three 12-light windows, the top lights with shouldered arches, with stepped buttresses between; central window modified to form a door.

- 7.4 In terms of history the building was used as a school until 1985 when it was converted into an arts centre. Recently the Arts centre closed and planning permission was granted to convert the building into 4 dwellings.

Heritage assets

- 7.5 The site is not located within a conservation area but the property is listed.
- 7.6 This application relates to the area immediately to the east of the building. Prior to the recent residential conversion the area was used for car parking for the Arts Centre. With the recent planning application this area did not form part of the application and is subsequently in the process of being sold.
- 7.7 The listing does not mention this open area as being important to the setting of the building and concentrates on the design. In addition the key view is from the west and the retention of the forecourt area at the junction of Kings Croft Lane.
- 7.8 In addition, with the recent planning permission this car park area there was no requirement for it to be kept open or undeveloped.
- 7.9 With regard to this the former car parking area is considered to have a low level of significance both in itself and as part of the setting of the listed building.

Impact of proposed development

- 7.10 It is not considered that the loss of this open area to the side of the former school house would have a significant impact on the character, appearance or setting of the designated asset subject to an appropriate design.
- 7.11 The key view of the school is from the west at the junction with Kings Croft Lane. From the east longer views are obscured by the tyre fitting building. The proposed development will not significantly alter this.



- 7.12 The main driver of the design was to reflect the style and form of the former school building but not to dominate it. Hence the main features are of the proposed design are:
- steep roofs,

- tall stepped chimneys,
- deep eaves,
- half hips,

7.13 The scale is also subservient so as not to detract from the principle building. The new terrace could almost be read as an annexe to the original school.

7.14 The loss of this former car parking area, which is not mentioned in the listing, would not detract from the character or appearance of the designated heritage asset that is the Bedhampton School listed building.

7.15 Consequently the proposed development would not be at variance with Policy CS11 in the Core Strategy.

7.16 Paragraph 134 of the National Planning Policy Framework refers to designated heritage assets. It suggests 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.

7.17 The car parking area is not mentioned in the listing and not considered to be of significance in relation to the setting of the building.

7.18 The recent conversion has ensured the long term survival of the building.

7.19 The provision of three small dwellings on the site will provide for much needed housing and also secures the optimum viable use. This is without a detrimental impact on the setting and appearance of the listed building

8.0 JUSTIFICATION

8.1 The key issues in relation to this application are as follows: -

- The principle of residential development
- The impact on the setting of the Listed Building
- The impact on the character and appearance of the area
- The residential amenities for future occupiers
- Impact on neighbouring properties
- Affordable Housing
- Highways
- Community Infrastructure Levy requirements

The principle of residential development

8.2 The site is within the urban boundary therefore the principle of development

The impact on the setting of the Listed Building

8.3 This has been addressed within the Heritage Statement

The impact on the character and appearance of the area

8.4 The style of the building proposed reflects the Victorian appearance of the former school building and also the building opposite. The provision of the terrace will re-introduce an element of terracing onto the south side of the road to reintroduce a more traditional street scene as evidenced on the northern side of Bedhampton Road.

8.5 It is not the intention that the rear car parking area will be dominated by hard landscaping. Suitable materials will be used and soft landscaping including tree/hedge planting. Indicative materials and landscaping have been suggested but final details can be agreed through a condition.

The residential amenities for future occupiers

8.6 It is considered that the proposal complies with the SPD in terms of amenity space and garden length. The proposals appear to provide a reasonable area of external amenity

8.7 A noise impact statement has been submitted to take account of the traffic noise and the potential noise from the adjacent tyre fitting use.

- 8.8 The conclusion to the noise report is that noise from the road will exceed that from the tyre fitting building and subject to suitable conditions the scheme will be acceptable.

Impact on residential amenities

- 8.9 In designing the three dwellings regard was had to the layout and relationship with the four new units proposed for the former school. This was particularly in relation to impact on light to the existing building and overlooking of the rear garden of the western most.

Impact on light

- 8.10 There are windows at ground and first floor in unit 2 that would face the flank wall of the western most unit. However there would be nearly 7 mts between the windows and the flank wall. In addition there are also windows on the front elevation of the unit which provides additional light.

Overlooking

- 8.11 There would be one secondary and one main bedroom window that would look towards the site. This would provide

some overlooking but not sufficient to result in refusing the application

Affordable Housing

- 8.12 Policy H9 requires that where sites are split and the total number of units would exceed the threshold then a contribution to affordable housing will be required (in this case as a contribution). However it is only payable for the new site not the whole scheme.

- 8.13 A viability report has been submitted with the application which proves that the scheme will not be viable if there is a requirement for both affordable housing and CIL.

Highway requirements

- 8.14 The Development Engineer on the pre-app commented that in principle of additional use of the new access onto is acceptable.

- 8.15 In relation to car and cycle parking, this Council provides standards within the document Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document March 2010. This requires 2 car parking spaces

per 2 bed unit and 2 long stay and 1 short spaces (loop/hoop)
per 2 bed unit.

8.16 In terms of the parking there is only one space per unit. For a unit of 75 sq. mts it is considered that one space is sufficient. In addition the site is in a sustainable location in close proximity to shop and bus and train service.

8.17 There would be provision for cycle parking within a shed within the gardens of each unit.

9.0 CONCLUSION

9.1 The development has had regard to the setting of the listed building and the character of the area.

9.2 There would be no detrimental impact on either existing neighbours or future occupiers.

9.3 It is considered that the development would comply with local and national policies regarding housing and development.