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**PLANNING, DESIGN & ACCESS
STATEMENT**

for

**DEMOLITION OF 2 EXISTING HOUSES AND ERECTION OF
26 CATEGORY II SHELTERED APARTMENTS WITH 6 PARKING SPACES**

at

**127A & 127B LONDON ROAD,
WATERLOOVILLE, PO8 7SH**

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1.0 Introduction

This planning, design and access statement has been prepared in support of a revised planning application for demolition of the 2 existing houses and erection of a part two, part three-storey building comprising 26 category II sheltered apartments at 127a & 127b London Road, Waterloooville. The revised application has been resubmitted following the withdrawal of an earlier application under Planning Ref: APP/12/00430 to address concerns raised by the Council's highway officer regarding the proposed site access. The statement should be read in conjunction with the following drawings and reports;

- Site Survey Drawings by SRC Surveys:
 - SRC/2012/07/1 Topographical Survey
 - SRC/2012/07/Sec1 Elevations 127a London Road
 - SRC/2012/07/Sec2 Elevations 127b London Road
- Architectural Plans by PAC Design:
 - LRW/P12/01 Location Plan (1: 1250 @ A3)
 - LRW/P12/02 Proposed Context Plan (1: 500 @ A3)
 - LRW/P12/03 Proposed Site Layout (1:200 @ A3)
 - LRW/P12/04 Proposed Ground Floor Plan (1:200 @ A3)
 - LRW/P12/05 Proposed First Floor Plan (1:200 @ A3)
 - LRW/P12/06 Proposed Second Floor Plan (1:200 @ A3)
 - LRW/P12/07 Proposed Roof Plan (1:200 @ A3)
 - LRW/P12/08 Proposed East Elevation (to London Road) (1:200 @ A3)
 - LRW/P12/09 Proposed South Elevation (1:200 @ A3)
 - LRW/P12/10 Proposed West Elevation (1:200 @ A3)
 - LRW/P12/11 Proposed North Elevation (1:200 @ A3)
 - LRW/P12/12 Perspective Sketch
 - LRW/P12/20 Topographic Survey (1:200 @ A3)
- Engineering Drawings by Robert West Consulting Engineers:
 - SK-001A Outline Design for New Access Into Site
- Drainage Assessment by Robert West Consulting Engineers;
- Transport Statement by Dermot McCaffery Highway and Transportation Consultant;
- Travel Plan by Dermot McCaffery Highway and Transportation Consultant;
- Energy Strategy by Maven Sustainability;
- Arboricultural Report by AP Arboriculture.

2.0 Site Description

The application site is roughly rectangular in shape, located on the western side of the London Road/Hulbert Road roundabout immediately to the north of Waterloooville Town Centre. It contains 2 chalet style bungalows sited close to the front boundary with large mature gardens to the rear. Although typical of their period neither of the houses is of particular historic or architectural merit. The site is generally flat before falling away quite sharply at the southern and western boundaries. The adjoining slopes are well vegetated and compliment the boundary treatment on the application site, giving a verdant local character. The property is surrounded by:

- A terrace of two-storey houses to the north, the rear gardens of which back onto the application site;
- The London Road/Hubert Road roundabout to the east, beyond which is a three-storey block of flats;
- A landscaped verge and park to the south which contains a pedestrian footway and underpass linking the site to the town centre;
- A landscaped verge to the west, beyond which is an industrial estate sited some 5m below the level of the application site.

The site adjoins the northern boundary of Waterloo Town Centre which contains a wide range of shops and community facilities. Bus services run on London Road and there are also a number of bus stops within the town centre serving several routes. The site therefore has excellent access to the shops and services within the town centre and local public transport, making it an excellent location for the elderly.

3.0 Planning History

07/72522/000

In November 2007, planning permission was refused for demolition of the existing two dwellings and erection of the part two, part three-storey building comprising 28 Category II sheltered apartments with associated parking and amenity space. The application was refused for the following reasons:

1. *The proposed development would result in an excessive building bulk and height adjacent and poorly orientated to existing residential properties to the north, detrimental to the visual outlook and amenities of the occupiers of those properties. The proposal is therefore contrary to Policy D1 of the Havant Borough District Wide Local Plan 1996-2011.*
2. *The proposed design and external appearance of the building is unsuitable for the locality due to the prominent location. This is a landmark/gateway site that requires an alternative stronger treatment and greater architectural presence as discussed in the Council's letter of 12th September 2007 and summarised in the agent's meeting notes of 2nd October 2007. The proposal is therefore contrary to Policy D1 of the Havant Borough District Wide Local Plan 1996-2011.*
3. *The increased number of traffic movements, some of which would be expected to involve larger vehicles using the proposed replacement access to the development, in excess of those presently generated by the existing residential access, would be likely to cause undue interference with the safety and convenience of users of the roundabout at the junction of Hulbert Road, Maurepas Way and the A3. The proposal as submitted is therefore contrary to Policies T5 of the Hampshire County Structure Plan 1996-2011 (review) and the T7 of the Havant Borough District Wide Local Plan 1996-2011.*
4. *The proposal without completion of the appropriate binding agreements, is contrary to the Council's approved A3 Bus Corridor and Green Transport Infrastructure policies, which in accordance with PPG13, seeks to secure an appropriate balance between the individual use of the motor car and a more sustainable transportation system. The development proposed would continue to place unfettered reliance upon the use of the private motor vehicle without contributing to local improvements, which will promote alternative modes of travel. The proposal is therefore contrary to Policies T5 of the Hampshire County Structure Plan 1996-2011 (review) and the T11 and IMP1 of the Havant Borough District Wide Local Plan 1996-2011.*
5. *The layout and siting of the proposed development would be liable to result in trees important to the local landscape, all providing worthwhile screening and habitat, being located such as to have a significant impact on amenities otherwise enjoyed by occupiers of the development, thereby putting at undue risk of the long-term conservation of the trees. The proposal as submitted is therefore considered to be contrary to Policies D1, L6 and potentially NC1 of the Havant Borough District Wide Local Plan 1996-2011.*

08/72522/001

A revised application was then submitted for demolition of the two existing dwellings and erection of the part two, part three-storey building comprising 26 Category II sheltered apartments with 7 parking spaces. On the 30th April 2008, the Council refused the application for the following reasons:

1. *The proposed development by virtue of its excessive building mass and height and its poor design and external appearance represents an unacceptable form of development on this prominent corner site*

that will be detrimental to the character and appearance of the area. The proposal is therefore contrary to the Policy D1 of the Havant Borough District Wide Local Plan 1996-2011.

2. *The layout and siting of the proposed development would be liable to result in trees important to the local landscape, being located such as to have a significant impact on amenities otherwise enjoyed by future occupiers of the development, thereby putting at undue risk of the long-term conservation of the trees. The proposal as submitted is, therefore, considered to be contrary to Policies D1, L6 and potentially NC1 of the Havant Borough District Wide Local Plan 1996-2011.*
3. *Insufficient information has been provided within the Green Travel Plan to justify that the increased number of traffic movements, some of which could be expected to involve larger delivery vehicles, using the proposed replacement access to the development, in excess of those presently generated by the existing residential access, would not cause undue interference with the safety and convenience of users of the roundabout at the junction of Hulbert Road, Maurepas Way and the A3. The proposal as submitted is, therefore contrary to Policies T5 of the Hampshire County Structure Plan 1996-2011 (review) and T7 of the Havant Borough District Wide Local Plan 1996-2011.*
4. *The proposal, without completion of the appropriate binding arrangements, is contrary to the council's approved A3 Bus Corridor Policy and Green Transport Infrastructure Policies, which in accordance with PPG13, seek to secure an appropriate balance between the individual use of the motor car and a more sustainable transportation system. The proposed development would continue to place unfettered reliance upon the use of the private motor vehicle without contributing to local improvement, which will promote alternative modes of travel. The proposal is therefore contrary to Policy T5 of the Hampshire County Structure Plan 1996-2011 (review) and Policies T11 and IMP1 of the Havant Borough District Wide Local Plan 1996-2011.*

APP/12/00430

In April 2012, planning permission was sought for demolition of the 2 existing houses and erection of a part two, part three-storey building comprising 26 category II sheltered apartments. The application was withdrawn at the request of officer's to address concerns regarding the proposed access into the site.

Prior to withdrawing the application, a revised access arrangement was agreed with the Council and now forms part of this application. The changes necessitated a shift in the building by 1m to the west, together with a revised parking forecourt which resulted in the loss of 1 parking space from 7 down to 6. However a dedicated service/delivery vehicle lay-by has now been created, thereby removing any potential for vehicle or pedestrian conflict at the entrance to the site or within the proposed front parking court. The changes also enabled the in-filling of the former undercroft parking area, resulting in an improvement to the front elevation of the building and a minor change to the unit mix (from 16 x 1 bed and 10 x 2 bed to 15 x 1 bed and 11 x 2 bed).

4.0 Description of Proposal

The development proposes demolition of the existing 2 dwellings and erection of a part two, part three-storey building comprising 26 Category II sheltered apartments (15 x 1 bed and 11 x 2 bed) with 6 parking spaces and a dedicated service/delivery vehicle lay-by. A visitors suite, communal lounge, estate managers office and communal laundry would also form part of the scheme. The one bed apartments would range in size from 50sqm to 57sqm and the two-bed apartments from 60sqm to 68sqm.

Category II sheltered accommodation is aimed at elderly occupants who seek an independent lifestyle but do not require full time care. Full time care accommodation is usually provided in the form of a care or nursing homes and is generally referred to as Category III accommodation. Category I accommodation is bungalows for the active retired. The principle features of Category II accommodation is as follows:

- Self contained one and two bed apartments, generally designed to be single aspect, linked by a communal heated corridor;
- Wider door openings than conventional housing together with high electrical sockets and switches to allow for ease of use by the elderly;
- A central heated corridor which acts as an 'internal street' providing heated access between apartments and communal facilities;
- Lift access between all floors;
- Communal visitors suite for use by relatives and guests, particularly useful to residents with one bed apartments;
- Communal lounge and kitchen facilities with direct access and outlook onto a landscaped garden. This provides an opportunity for residents to socialise, read and/or meet with relatives and guests;
- Communal laundry facilities with washing machines and dryers;
- Security controlled entrance system with electronic entry and visitor surveillance;
- Estate managers office an on-site estate management;
- Emergency call system throughout the building;

Covenants are imposed on purchasers to restrict occupation to persons aged 60 years or over with spouses or partners being over the age of 55. This is usually secured by way of a S106 legal agreement or condition, an example of which is provided below:

"The development hereby permitted shall only be occupied by persons of 60 years of age or over, together with a spouse of 55 years or older if applicable or other persons as may be agreed in writing by the Local Planning Authority.

REASON: Permission has only been granted on the basis that a sheltered housing scheme results in lower traffic generation and thereby requires less parking. As a sheltered housing scheme the level of amenity space is also lower than would normally be required."

5.0 Key Differences Between the Refused Scheme and the Current Proposal

The key differences between the scheme refused in 2008 and the current application are as follows:

- The building has been set further back from the southern boundary to protect the existing trees and ensure the amenities of the south facing units are not compromised;
- The overall height and mass of the building has been reduced, save for the turret which provides an attractive focal point at the corner;
- The building has been set further back from the corner, thereby provide greater setting space to the building;
- The front parking court has been redesigned to provide a turning head and standing area for delivery vehicles, thereby ensuring all vehicles can enter and exit the site in forward gear;
- The front parking court has also been rationalised to ensure more landscaping within the front setback area;
- The design of the building has been improved to provide a clear transition in scale from a 3-storey corner feature with turret down to a 2 ½ -storey central element and a two-story end;
- The fenestration pattern and detailing has been improved, particularly along the southern and eastern elevations where they are visible from the roundabout and pedestrian underpass;
- A more robust travel plan has been submitted with the application, including provision for cycle and scooter parking;
- A detailed tree survey and arboricultural method statement has been undertaken to guide the location of the proposed building and parking areas;
- A revised access arrangement is now proposed comprising an in/out system which removes the need to access the site from the roundabout;

As such, the scheme currently before the Council is considered to have comprehensively overcome the Council's 2008 reasons for refusal and the more recent access related concerns on the 2012 withdrawn application.

6.0 Relevant Planning Policies

National Planning Policy Framework

Policy 1	Building a Strong, Competitive Economy
Policy 4	Promoting Sustainable Transport
Policy 6	Delivering a Wide Choice of High Quality Homes
Policy 7	Requiring Good Design
Policy 8	Promoting Health Communities
Policy 11	Conserving and Enhancing the Natural Environment

Havant Borough Core Strategy (2011)

CS8	Community Safety
CS9	Housing
CS16	High Quality Design
CS17	Concentration and Distribution of Development within the Urban Areas
CS20	Transport and Access Strategy
CS21	Developer Requirements
DM7	Elderly and Specialist Housing Provision
DM8	Conservation, Protection and Enhancement of Existing Natural Features
DM11	Planning for More Sustainable Travel
DM12	Mitigating the Impacts of Travel
DM13	Car and Cycle Parking on Residential Development

Supplementary Planning Documents

Borough Design Guide SPD
Housing SPD
Developer Contributions SPD
Residential Parking and Cycle Provision

6.0 Planning Considerations

6.1 Principle

Policy CS 9 of the Council's core strategy states that planning permission will be granted for housing proposals that 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 different requires of ageing care. Policy CS17 states that development will be permitted that makes the most effective use of land in the borough by granting planning permission that concentrates new housing within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth, and Hayling Island, and which prioritises development on previously developed land within the urban area. Policy DM7 states that within the defined urban areas, developments specific to the requirements of the elderly will be permitted provided the following criteria are met:

- 1. It is demonstrated that appropriate levels of onsite amenity space is accessible for resident's use, which provides a satisfactory outlook for all residents;*
- 2. A setting for the building is provided which is in keeping with the surrounding area;*
- 3. Sufficient space for servicing is provided;*

4. *Services that may generate noise and disturbance (such as laundry rooms, kitchens and refuse storage are located and designed to avoid undue disturbance to neighbouring properties);*
5. *The development would not result in an over concentration of uses within areas.*

The site is located on previously developed land within an urban area immediately adjacent to Waterlooville Town Centre. It's currently underutilised, particularly when viewed in the context of its corner location and character of surrounding development, which includes large industrial buildings, terrace houses, apartment blocks and town centre uses. It's proximity to the town centre and spacious verdant character also make it an ideal location for elderly housing. As such the principle of an aged care facility is considered to be acceptable and would accord with the relevant policies of the Havant Core Strategy.

6.2 Design & Appearance

The site is located on a prominent and elevated corner at the junction of London Road and Maurepas Way, immediately to the north of Waterlooville Town Centre. To the north of the site is a terrace of two-storey houses extending the full depth of the application site. To the south is a sloping bank, which leads to an area of open space comprising a pedestrian footway and underpass which leads to Waterlooville Town Centre. To the west of the site is another sloping bank which falls away to the industrial estate to the north, set some 5 metres below the level of the application site. To the east is the London Road/Maurepas Way roundabout, beyond which is a block of three-storey flats.

The proposal would respond to the corner by providing a three-storey element with turret, dropping down to 2 ½ storeys and then 2-storeys as the building moves away from the corner. In order to respond to the concerns on the previous application, the building would be set further back from the corner and southern boundary of the site, thereby providing greater separation to the street and the existing trees along the boundary. The scale and mass of the building would also be reduced with the southern elevation broken down into three distinct elements which reduce in scale as the buildings moves away from the corner. The previous proposal was heavily fenestrated along this elevation with the Council's design office stating:

"Although this elevation would be screened by trees on and off site, there would still be important views through into the site. It is considered that the building is overly fenestrated and is too dominant. There is insufficient step down in height from the corner element which results in a large mass of building on this prominent and elevated parcel of land. The rest of the building also comprises a mixture of styles and materials that produces a rather weak pastiche design. The architect's panel considers that the development seems to try too hard to be varied and interesting.....The development is therefore considered to be unacceptable in terms of its height, mass and over complicated design and would be detrimental to the character and appearance of the area."

The fenestration along the southern elevation has been reduced from 42 windows on the previous application to 31 windows on the current application. The materials have also been simplified comprising an interesting palette of brick and render to reflect the predominant use of materials in the area. The overall height of the building has also been reduced, save for the turret at the corner, thereby reducing the overall scale and mass of the building. It has also been set further away from the southern boundary to ensure it falls outside the root protection area of the existing trees, while also providing usable south facing gardens for the units along this side of the building.

At its northern end, the building would be broadly in line with the scale and mass of the previous proposal, noting that the planning officer stated that "the small section of the building that does project towards the northern boundary shared with Freshfield Gardens had been substantially reduced in height and mass. This part of the building would be over 17 metres from the neighbouring properties and this is sufficient distance away so as to not be overbearing."

Furthermore care has been taken to retain the existing 4-5m high hedge along this boundary so as to help screen and soften the flank wall when viewed from these properties. Importantly, the building would present

much the same as the previous proposal, with the inward facing units overlooking the landscaped garden, set some 26 metres away from the properties in Freshfield Garden so as to not cause any undue loss of privacy.

At ground floor level a projecting communal lounge would can be located at the northwest corner to provide an open outlook into the rear garden. Along the front elevation where the building would be most prominent in views from the roundabout, the tower would make a striking feature at the corner, balanced by a projecting gable with dormer windows either side before the building steps down in scale to respond to properties further to the north.

The proposed parking arrangement has also be rationalised to minimise the amount of hard paving at the front of the site while also providing space for the manoeuvring of delivery and refuse vehicles, not adequately provided for on the previous application. The design of this area would also enable the retention of the existing 3m high hedge along part of the western boundary, thereby screening views into the site and providing an attractive landscape setting to the building when viewed from the roundabout. Consequently, the design of the building is considered to have addressed the previous concerns of the Council and would now make a positive contribution to this important junction and wider character and appearance of the area.

6.3 Access and Parking

The 2008 proposal provided 7 parking spaces for 26 flats at a ratio of 0.27 spaces per unit. The Council's officer noted that although the site is outside the defined town centre boundary and is not therefore defined as an accessible location under the former Havant Borough District-Wide Local Plan, the Council would nevertheless accept the reduced level of parking due to the proposed use of the building and its proximity to Waterlooville Town Centre. He went on to state that this reduced provision would be subject to receipt of a satisfactory Green Travel Plan. The Green Travel Plan should demonstrate that if cars were not being used, then there is sufficient space within the site to allow visiting vehicles to be able to turn and emerge from the site in forward gear. The town centre is near but only small amounts of shopping would be able to be carried by residents. Therefore such visiting vehicles would include taxis, post or delivery vehicles, private courier deliveries and online shopping deliveries. The highway engineer concluded that the proposed onsite manoeuvring arrangements and details within the Green Travel Plan were therefore insufficient to demonstrate how the development would function without causing danger to a highway safety.

The proposal has sought to address these issues by improving the onsite manoeuvring arrangements such that delivery and refuse vehicles can adequately enter the site, stand and exit in forward gear. In addition, motorised scooter parking and cycle parking has been incorporated into the scheme and a robust Green Travel Plan has been submitted outlining how residents would be encouraged to utilise more sustainable modes of travel, including walking, cycling and the use of public transport. As such the proposal is considered to have overcome the previous reasons for refusal and the more recent concerns on the 2012 withdrawn application and would now provide appropriate parking, manoeuvring and Green Travel Plan arrangements to underpin the sites accessible location close to the town centre and public transport.

6.4 Trees

There are a number of trees along the southwest and northwest boundaries of the site and within the adjoining verges which help to screen the development site and contribute to the character and appearance of the area. It was noted on the previous applications that the proposals were sited too close to these trees and would result in future pressure to loft or prune given they may overshadow the building and amenity areas. An arboricultural report has therefore been carried out on the site to determine the size and category of the trees and guide the location of the proposed new building. The report notes that there are 45 trees on the site, including groups, all of which are either category C trees or are of a condition that required removal. In addition, there are a number of hedges and/or groups of trees around the perimeter of the site which make a valuable contribution to its landscape setting. The proposal has been designed to retain these trees and hedges by ensuring the building sits outside their root protection areas. Where some incursion does exist (Trees 7, 8, 10, 12, 13, 14, 19, and 20 Group 9, and 11) this would be within the guidelines recommended by the British Standard as detailed in the accompanying Arboricultural Report.

Other significant but less high-quality trees would also be retained while the hedges along the northern and eastern (front) boundary would also be retained. These provide an important form of existing screening which the proposal seeks to retain and complement with new tree and shrub planting. As such the repositioning of the building to fall outside the root protection areas of the existing significant trees together with the retention of other trees and landscape features would ensure the development sits comfortably within its existing landscape setting and provides an appropriate balance between the retention of existing trees and the need to make the best and most efficient use of an underdeveloped site in close proximity to the town centre.

6.5 Amenity Space

The Council's policies encourage developments for the elderly to provide good access and outlook onto communal amenity areas, including being directly linked to the indoor communal areas. The proposal would provide a rectangular area of amenity space directly accessible from the communal lounge, enabling residence to enjoy the garden from inside and outside the building. The amenity space would be well screened from the adjoining properties and the noise from the street by the existing and proposed landscaping around the boundaries and the building itself. Resident's on the southern side of the building would also benefit from access and outlook to a garden along this boundary. As such the proposed amenity space is considered to provide an excellent level of amenity for future residents of the development.

6.6 Impact on Neighbouring Properties

The proposed building would be L-shaped such that the bulk of the building would be located along the southern and eastern boundaries, well away from the adjoining residential properties. The inward facing elevation would be set back some 24 metres from the houses fronting Freshfield Gardens and will therefore be set back a similar distance as the previous application (which was deemed to be acceptable). The northern flank elevation would be set back 17 metres from these properties which were also deemed to be acceptable on the previous application. In this regard the scale and mass of the building at this end has been carefully designed to fall broadly within the envelope of the previous scheme as shown on drawing LRW/P12/11. Furthermore care has been taken to retain the existing 4-5m high hedge along this boundary so as to screen and soften the new built form. The proposal is therefore considered to provide an acceptable relationship to the houses in Freshfield Gardens.

6.7 Renewable Energy

Policy CS14 of the Council's Core Strategy requires new developments to achieve a Level 3 Code for Sustainable Homes rating and for on-site renewable energy production to be maximised. An Energy Strategy has therefore been prepared by Maven Sustainability which sets out the measures being undertaken to meet these requirements and achieve a reduction in total energy demand of 12,510 kWh per year. These include a single evacuated tube solar hot water heating panel into each unit. In addition, the proposal will also achieve a Level 3 Code for Sustainable Homes rating and is therefore fully compliant with Policy CS14 of the Core Strategy.

6.8 Planning Obligations

Policy CS21 of the Council's Core Strategy sets out a range of planning obligations required by new developments. The applicant is currently reviewing these requirements and will, in conjunction with the Council, agree the level of contributions required, secured by way of a section 106 agreement. The applicant would be happy to commence early negotiations on these heads of terms in order to allow the Council to achieve their statutory 13-week processing time.

7.0 Conclusion

Planning permission is sought for demolition of the existing dwellings and erection of a part one, part two storey building comprising 26 Category II retirement apartments with associated landscaping and parking. The proposal has been designed to respond to the concerns raised by the Council on the 2008 application and the more recent 2012 application which was withdrawn. The building has been sited to provide a greater setback to the corner and along the southern boundary than the 2008 scheme, while the scale, mass and design of the building has been amended to provide a more attractive focal point at and a transition in scale as the building moves away from the corner. The fenestration pattern, detailing and materials have been amended, particularly along the southern and eastern elevations to provide a more attractive design to these two important street frontages. The parking area at the front of the site has also been amended to provide adequate space for the turning and standing of delivery and refuse vehicles while the Green Travel Plan has been improved to make it more robust and encourage the use of more sustainable modes of travel. As a result, the proposal is considered to have comprehensively addressed the previous reasons for refusal and it is therefore respectfully requested that the application be approved subject to suitable conditions.