

Proposed Development: Land East of New Lane and West of Warblington School Havant



Planning, Design & Access Statement

Bloor Homes Southern Ltd

April 2012

CONTENTS

Introduction	3
Site Context and Character	3
Planning History	5
Planning Guidance and Policy	5
Statement of Community Involvement	16
Design & Access Considerations	18
Other Planning Considerations	33
Conclusions	38
Appendices:	See separate attachments
1	Landscape Concept Plan
2	Proposed Access Arrangements
3	Archaeological Information

INTRODUCTION

This is a full application relating to the development of land to the west of Warblington School Playing Field, New Lane, Havant. The proposal is for 79 houses, comprising:

Open market:	12 x 2-bed flats, 2 x 2-bed houses and 41 x 3 bed houses Total: 55
Affordable:	3 x 1-bed flats, 6 x 2-bed flats, 3 x 2 bed coach houses, 3 x 2-bed houses 6 x 3-bed houses and 3 x 4-bed houses Total: 24

The application is made on behalf of Bloor Homes Southern Ltd. The development proposals have been designed and prepared by Bloor Homes and the planning application is prepared and submitted by Luken Beck Ltd, with supporting information from technical consultants.

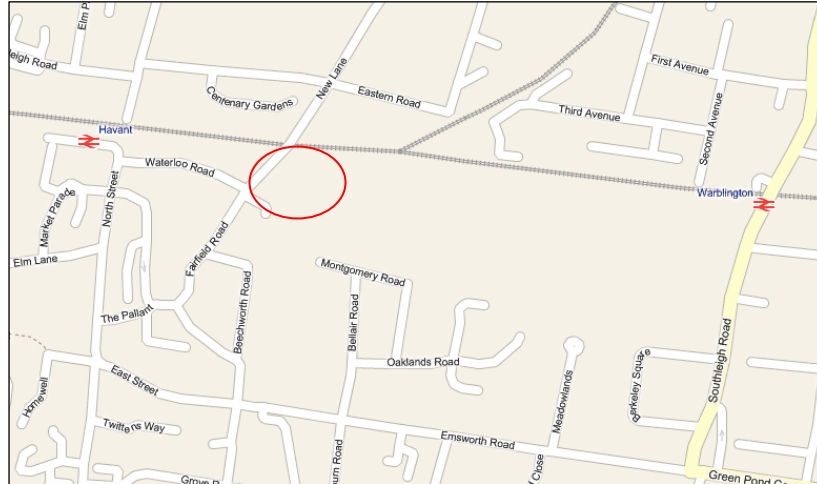
This Planning, Design & Access statement describes the site and its surroundings and sets out government guidance and Havant Borough Council's policies against which the application will be considered. The application thus provides information in accordance with Article 4C of the T&CP (GPDO) (England) Order 2006 in terms of design principles - amount, layout, scale, landscaping, appearance and context, together with access issues.

SITE CONTEXT & CHARACTER

The site is owned by Hampshire County Council and comprises a former playing field and an area of land associated with the Hayling Billy Line, formerly used as an ecological teaching area by Fairfield School and which formed the western part of a larger area of playing fields. This area is no longer needed to meet the current area guidelines for playing field provision and the retained area still allows sufficient scope for the school to be expanded should the need arise.

The site is bounded on its northern side by the south coast railway line between Southampton and Brighton, to the west by New Lane and the Hayling Billy Line (a disused railway, now a pedestrian and cycleway), to the south by residential properties in Montgomery Road and to the east by the remaining Warblington School playing fields and the school. The surrounding area is predominantly residential comprising a mix of flats and houses and new and traditional dwellings.

The map overleaf shows the approximate location of the site in relation to its surroundings and the local road network.



*Fig 1: Location map (nts) courtesy of bing maps.com;
approximate location of site indicated in red.*

Levels change across the site via a gentle slope on the eastern boundary. Trees and vegetation form the southern boundary on a bank, while the northern boundary is enclosed by a fence. To the west of the site, currently the environmental teaching area there are a number of trees and shrubs and a small artificial pond.

The aerial photograph below shows the context of the site. Further photographs are included later in this statement:



*Photograph 1: aerial photograph courtesy of google mapping.
The site is indicated by a red arrow*

PLANNING HISTORY

The site was allocated for the development of 85 residential dwellings in the Havant Borough District-Wide Local Plan (Sept.'05) (HBDWLP) and forms part of the Borough Council's identified five year land supply as identified in HBC's SHLAA (Dec. '11).

Section 77 Consent for the release of the site for alternative use was granted by the Department for Children, Schools and Families (DCFS) in Sept 2007, after the statutory consultation process. As part of the Section 77 approval, a package of improved sports facilities will be provided at Warblington School

PLANNING GUIDANCE & POLICY

National Planning Guidance

National Planning Policy Framework (March 2012) (NPPF)

This up to date guidance sets out the government's approach to economic, environmental and social planning policies and the achievement of sustainable development:

'14. At the heart of the planning system is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking.

Local planning authorities should:

- approve development proposals that accord with statutory plans without delay'*
- grant permission where the plan is absent, silent, indeterminate or where relevant policies are out of date.*

17. A set of core land-use planning principles should underpin both plan-making and development, including:

- planning should be genuinely plan led*
- should not be simply about scrutiny but be a creative exercise in finding ways to enhance and improve places where people live their lives*
- proactively drive and support sustainable economic development to deliver homes that the country needs*
- seek to secure high quality good design*
- actively manage growth to make the fullest possible use of public transport and focus significant development in locations which are or could be made sustainable*

49. Housing applications should be considered in the context of the presumption in favour of sustainable development

173. Ensuring viability and deliverability Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing,

standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

186. Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development.

196. The planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Framework is a material planning consideration in planning decisions.

197. In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

The National Planning Policy Framework supersedes the former Planning Policy Statements and Planning Policy Guidance although their content is generally carried forward in the new Framework for example, it is still required to identify and update a 5-year land supply of deliverable housing site against their housing targets, as established in the former PPS3.

The principles of PPG 17 (Planning for Open Space, Sport and Recreation) are similarly carried forward. Para 74 requires that existing sports and recreational buildings and land, including playing fields will not be built on unless it has been clearly shown to be surplus to requirements.

Comment: This application is part of a wider scheme promoted by Hampshire County Council to improve the provision of sporting facilities at Warblington School. The land is part of a former playing field and an 'ecological area' used by Fairfield School. This proposed development will fund improved sports facilities at Warblington School, together with an enhanced replacement environmental teaching area for Fairfield School in a more convenient location within the Fairfield School site. The Section 77 consent granted by the DCSF considered that this wider package of improved recreational facilities, funded by the proceeds of sale from the redevelopment of the site for alternative uses would adequately compensate for the loss of the existing sports pitch. This complies with the requirements of the former PPG 17 and the new NPPF

South East Plan (SEP)

The South East Plan was adopted in May 2009. The Borough of Havant forms part of the South Hampshire sub-region which is identified as a growth area in the South East Plan. As part of this, it forms one of the eleven local authorities which make up the Partnership for Urban South Hampshire (PUSH). The sub-regional strategy proposes 80,000 homes across South Hampshire until 2026 which is linked to a projection in economic growth.

Since its adoption, the South East Plan has been revoked (6/7/10) and reinstated (10/11/10). The Localism Act has now been passed by Parliament and is expected to be implemented in stages commencing April 2012. One area of the Act will be again to abolish Regional Spatial Strategies, however, at the current point in time it remains a

material planning consideration. The Council's adopted Core Strategy continues to use the SE Plan housing targets as a basis for growth within the Borough:

POLICY SH5 :SCALE AND LOCATION OF HOUSING DEVELOPMENT 2006-2026
identified that 6,300 houses are required to be provided in the borough until 2026 equating to an annual average of 315 dpa. Although some of the requirements have been met through completions since 2006, additional land will still be needed to meet the South East Plan housing requirement for the borough.

POLICY SH6: AFFORDABLE HOUSING

As a general guideline, 40% of new housing development should be affordable housing.

Core Regional Policies

POLICY SP3: URBAN FOCUS AND URBAN RENAISSANCE

The prime focus for development in the South East should be urban areas, in order to foster accessibility to employment, housing, retail and other services, and avoid unnecessary travel.

Local planning authorities will formulate policies to:

- i. concentrate development within or adjacent to the region's urban areas
- ii. seek to achieve at least 60% of all new development across the South East on previously developed land and through conversions of existing buildings
- iii. ensure that developments in and around urban areas, including urban infill/intensification and new urban extensions are well designed and consistent with the principles of urban renaissance and sustainable development
- iv. use strategic land availability assessments to identify the scope for redevelopment and intensification of urban areas, seeking opportunities for intensification around transport hubs and interchanges.

POLICY CC1: SUSTAINABLE DEVELOPMENT

The principal objective of the Plan is to achieve and to maintain sustainable development in the region.

POLICY CC2: CLIMATE CHANGE

Measures to mitigate and adapt to current and forecast effects of climate change will be implemented through application of local planning policy and other mechanisms. Mitigation, through reducing greenhouse gas emissions, will primarily be addressed through greater resource efficiency including:

- i. improving the energy efficiency and carbon performance of new and existing buildings
- ii. reducing the need to travel and ensuring good accessibility to public and other sustainable modes of transport
- iii. promoting land use that acts as carbon sinks
- iv. encouraging development and use of renewable energy
- v. reducing the amount of biodegradable waste landfilled.

Comment: The proposed dwellings are designed to achieve Code Level 3 to maximise energy efficiency. The site is located in the built up area and is close to public transport route, reducing the need to travel, and is therefore in a sustainable location, thus taking into consideration the effects of climate change.

Sub-Regional policies

POLICY SH5: SCALE AND LOCATION OF HOUSING DEVELOPMENT 2006-2026. This sets out a requirement for 6,300 additional dwellings in Havant between 2006 and 2026, giving an annual requirement of 315 dwellings.

Comment: The housing target set in the Borough's adopted Core Strategy is the same as the SE Plan. The proposed development is for a site identified in the SHLAA as part of the 5-year housing land supply.

Other relevant policies include:

POLICY SH6: AFFORDABLE HOUSING

On average, 30-40% of housing on new development sites should be affordable housing.

Comment: The planning application proposes 30.4 % affordable housing.

POLICY SH8: ENVIRONMENTAL SUSTAINABILITY

The South Hampshire authorities will:

- i. produce a common framework, for incorporation into development plan documents, that establishes density ranges for development related to accessibility to services and public transport, that favours development around transport hubs and community infrastructure within a reasonable radius to encourage pedestrian and bicycle movement, and where possible joins development to the natural environment through linked and accessible open spaces that promote both recreational opportunities and high biodiversity
- iv. achieve a decrease of between 8% and 20% in water use (compared to the national average in 2005) for all new development, help promote more efficient water use in existing developments and require implementation of sustainable urban drainage systems where feasible in all new developments

POLICY CC4: SUSTAINABLE DESIGN AND CONSTRUCTION

The design and construction of all new development, and the redevelopment and refurbishment of existing building stock will be expected to adopt and incorporate sustainable construction standards and techniques.

POLICY CC6: SUSTAINABLE COMMUNITIES AND CHARACTER OF THE ENVIRONMENT

Actions and decisions associated with the development and use of land will actively promote the creation of sustainable and distinctive communities. This will be achieved by developing and implementing a local shared vision which:

- i. respects, and where appropriate enhances, the character and distinctiveness of settlements and landscapes throughout the region
- ii. uses innovative design processes to create a high quality built environment which promotes a sense of place. This will include consideration of accessibility, social inclusion, the need for environmentally sensitive development and crime reduction

Comment: The layout of the site and design of the proposed scheme has been carefully considered in respect of housing mix, types and styles, relationship with adjoining properties, secure by design principles and accessibility, including ongoing advice from planning and urban design officers at the Council. High quality materials and specifications will ensure that the dwellings exceed current Building Regulation requirements for energy and resource efficiency.

Local Development Framework (LDF)

In accordance with section 38(6) of the Planning and Compulsory Purchase Act (2004), the South East Plan and all the policies of the Core Strategy (including the proposals map and saved policies) will form the Statutory Development Plan against which all planning applications will be determined.

Core Strategy

Havant Borough Council adopted its Core Strategy in March 2011 which identifies strategic sites and policies and work is now ongoing to produce the Development Delivery (Allocations) Plan which will distribute development appropriately. This is currently timetabled as follows:

Reg 25 Consultation – July 2012

Submission to S o S – Aug 2013

Hearing – March 2014

Adoption – June 2014

Of direct relevance to this application are the following core strategy and development management policies which reflect those contained in the adopted Local Plan and government guidance:

Policy CS1 Health and Wellbeing

Planning permission will be granted for development which creates, where necessary, new open spaces that are located within or close to housing developments, that is safe and accessible for children to play and contributes to the borough's green infrastructure

Comment: Proceeds from the development of this site will be reinvested to improve existing educational and recreational facilities for local schools.

Policy CS9 Housing

Planning permission will be granted for housing proposals that will:

- Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.
- Deliver on average 30-40% affordable housing on sites of 15 dwellings or more unless a lesser requirement has been transparently justified on viability grounds.
- Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.
- 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.
- Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.

Comment: The Havant Viability Assessment (produced for HBC by DTZ) suggests that a 30% affordable housing requirement across the borough is achievable. The tenure split should be in the region of 65-70% of social rented with the remaining 30-35% for intermediate housing but that it is important to allow for flexibility as increasing intermediate housing can slightly improve viability on marginal schemes. 30.4% affordable housing is provided.

Policy CS14 Efficient Use of Resources:

Development will be permitted provided that adequate land for funding has been provided for waste management infrastructure, and, it locally contributes to the delivery of the PUSH target of 100MW of renewable energy by 2020. Major areas of development must ensure that their on-site renewable energy production is maximised and resource efficiency is maximised. It also says that, on completion, development should meet Level 3 of the Code for Sustainable Homes with particular attention paid to water efficiency measures.

Comment: Construction specifications for the new dwellings will ensure a high level of efficiency in terms of their consumption of energy, water and resources. As a consequence, Level 3 of the Code for Sustainable Homes will be achieved across the site.

Policy CS16 High Quality Design

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design responds to and respects local context; produces a positive relationship between buildings, streets and spaces both existing and proposed; contributes to the improvement of the public realm close to the development; is inclusive by considering the needs of those with disabilities and integrating affordable and supported housing with market housing; mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies and the provision of facilities for waste recycling and adapts to the changing needs of the users and the changing climate over the lifespan of the building.

Comment: The planning application has evolved over several months, following liaison with planning officers and the public. These issues have been addressed by this supporting planning, design and access statement where appropriate.

Policy CS17 Concentration and Distribution of Development within the Urban Areas

Development will be permitted that makes the most effective use of land in the borough by granting planning permission that concentrates new housing, employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island, as shown on the Havant Borough Urban Areas Map and Non-urban Areas Map.

Comment: The Housing Land Supply Section below sets out the justification for this application at this time in relation to the requirements of PPS 3 and the Council's housing land supply targets. The proposals relate to a site that is considered in the SHLAA to be suitable for development and is available and achievable for residential development within the next 5 years. This proposal complies with the Distribution Strategy as set out in the Core Strategy.

Policy CS20 Transport and Access Strategy

Development will be permitted that is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy i.e. it does not increase congestion and promotes better use of existing transport networks; improves accessibility to goods, services and employment; provides transport management measures to ensure the safe and efficient operation of the strategic and local road network; ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users; maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, and improves highway, cycling and pedestrian links between the western and eastern built up areas of the borough.

Comment: The principle access point to the site from New Lane was approved by the Inspector and Highway Authority at the HBDWLP Inquiry, on the basis of a detailed highways access design, prepared by HCC's Engineering Consultancy, supported by an accompanying Stage 1 and 2 Safety Audits. A Transport Assessment has subsequently been prepared by Banners Gate and is submitted with the application. This demonstrates that the detailed design of the access and the wider road network are capable of accommodating the level of traffic generated by the proposed development.

Policy CS21 Developer Requirements

Development will be permitted if on-site and/or off-site infrastructure requirements are met. Where appropriate the council will seek on-site provision or financial contributions to ensure the timely off-site or on-site delivery of all types of infrastructure under the following headings: Transport / Housing / Education / Health / Social Infrastructure / Green Infrastructure / Public Services / Utility Services / Flood Defences / Public Realm. Where the necessary contributions are not agreed by the developer, planning permission will be refused.

Comment: Heads of Terms for an appropriate Planning Agreement are discussed later in this report.

DM8 Conservation, Protection and Enhancement of Existing Natural Features:

Development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria, namely: Protects natural features of nature conservation and/or amenity importance on the site; Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival; Provides new landscape works that integrate successfully with the local environment and existing natural features and making provision for future maintenance of new landscape works.

Comment: Ecological studies have been undertaken, to include trees and landscape impact. The reports accompany this application.

DM1 Recreation and Open Space

Development of existing open space, including play spaces, playing fields, pitches, courts and allotments, for alternative uses will only be permitted where it has been demonstrated that there is a surplus of provision according to the local standards; it has been demonstrated that the land cannot reasonably be converted to another type of open space for which there is an identified deficit, or, where there is no identified surplus of the original type of open space, contributions to new provision of an equivalent or

improved standard, will be required. The supporting text of the Policy states that, in accordance with the requirements of S.77 of the School Standards and Framework Act 1998, Hampshire County Council may seek the development of playing fields to rationalise its land holdings as a means of financing recreational and educational improvements. Where such compensatory proposals come forward to offset the loss, the council expects the new or enhanced sports or recreational facilities to be made available for public use provided this does not prejudice the educational efficiency of the school.

Comment: Section 77 consent for the release of the site for alternative use was granted by the DCSF in Sept. 2007 after a statutory consultation process.

DM13 Car and Cycle Parking on Residential Development

Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the SPD.

Comment: These policies are considered and addressed in the accompanying Transport Assessment.

Local Plan

The Havant Borough District-Wide Local Plan (HBDWLP) was adopted in September 2005 and from 1st October 2008 only certain policies from this were 'saved' for continued use. Most of these formerly relevant saved policies have now been superseded by the adoption of the Core Strategy but other saved policies from the HBDWLP will continue to form part of the LDF until they are superseded or replaced by LDF documents. Work is progressing on the Development Delivery (Allocations) Plan DPD and this site is being promoted through that process, however the following policies are currently of continued relevance:

H3 Baseline Housing Sites:

Saved as a stand alone policy, although some sites have been deleted:

The following sites are proposed for housing development to meet the residual Baseline housing requirement for the Borough:

H3.31: Warblington School Playing Field.

1.89 ha. Warblington School playing field is well-located close to the centre of Havant. It is intended to invest the proceeds from the sale of the site to upgrade existing recreational facilities at Warblington School and to create a new and improved environmental teaching resource at Fairfield School. Access to the housing development is required from New Lane. The inclusion of the land to the west of the playing field up to this frontage is therefore needed although the nature conservation value of this area should be effectively safeguarded. To minimise the effect of noise from the railway a landscaped space will be required although the number of dwellings should not be reduced below a minimum of 85.

Comment: It should be noted that, due to the need to retain additional trees, the provision of increased levels of family housing (as opposed to flats) and the need to

accord with parking standards has led to the proposed number of units being fewer than the 85 stated in the policy.

R17 Play Space related to New Housing Development:

Housing developments for more than 5 dwellings will only be permitted provided they make provision for children's play space and playing fields in accordance with national standards. This can be part of the development or in the form of appropriate contributions.

To be read in tandem with CS1 and CS21 above

SHLAA (2009 amended Sept 2010)

The SHLAA has assessed potential land within the borough which could deliver housing over the plan period including specific sites of 5 or more dwellings, outstanding planning permissions and an allowance for unidentified small sites. An assessment of the deliverability/developability of the specific sites was also made. An indicative housing trajectory was then produced which identified sufficient housing supply from specific sites, existing commitments and other planned development to meet the South East Plan housing requirement until 2026.

The adopted Local Plan identified 31 Baseline Housing Sites, of which the application site is one. 15 of these have since been developed, and the remainder re-examined as part of the SHLAA assessment in terms of their developability and deliverability and re-assessed in terms of potential yield based on changing government guidelines. This Local Plan policy remains 'saved' and the site continues to be part of the housing land supply. It is listed as Site H6 Warblington School, for 85 dwellings in the period 2011-2013 and is considered to be available, suitable, achievable and developable. The SHLAA is being used to inform the Development Allocations Document.

Annual Monitoring Report 2010:

The latest AMR demonstrates that the net additional dwelling requirement of 315 dwellings for the borough for the year April 2009 to March 2010 has not been achieved, with only 145 dwellings being completed during this period.

There is currently a significant shortfall on the annualised target for 2006 - 2010 (237 dwellings below target) which is likely to worsen. There is currently therefore a shortage in the available 5 year land supply set in the SE Plan. It considers however that this shortfall will be overcome in the coming years with development progressing on the Major Development Area to the West of Waterlooville and also the advance of two reserve housing sites identified in Policy H4 of the HBDWLP and remains confident that there will be an identifiable 5 year housing land supply during the Plan Period. It is important to note that the core strategy includes an overall housing target but not an annualised requirement.

The source of housing sites and the likely yield is taken from the council's SHLAA. The DDAP will eventually allocate sites for development and SHLAA sites will be needed to create and maintain the supply. A current 5-year land supply is difficult to substantiate and because the allocations document will not be adopted until Dec 2013, there will clearly remain a shortfall in the deliverable 5 year housing land supply in the short term.

PPS3 states that prematurity is not a reason for refusal and that in the absence of a 5 year supply, applications should be considered favourably.

Comment: This site has been allocated as a baseline housing site in the adopted Local Plan and continues to be included in the SHLAA and as part of the 5 year land supply. This information is reiterated in the AMR. Although the DPD is not likely to be published for another 2 years, prematurity is not a reason for refusal. Development of the site would not be contrary to the adopted Core Strategy or the emerging DPD. The development of this site, at this time would contribute to the current 5 year land supply targets in accordance with policy and comply with adopted saved local plan policies.

Development Brief 2008

Development Guidelines for the site have been produced by HCC in consultation with HBC (2008) as part of their sales documentation, although they have not been adopted by HBC. These set out in detail the context of the proposals and the requirements. In brief:

- Approximately 45 dpha, strong urban form to reinforce the character of the area as an edge of town centre residential district
- Respect and enhance the existing landscape structure with additional boundary planting to mitigate impacts from the railway and preserve amenity of local residents
- Permeable layout for pedestrians and cyclists with direct access to Hayling Billy route through to the school as part of a future wider network
- Provide a safe and secure residential environment with overlooking of streets and open spaces
- Incorporate 'homezone' style shared surface areas between pedestrians and vehicles
- Provide a range of dwellings with 60% of 3+ bed family homes the remainder being 1 and 2 bed units . 30% affordable
- Provide a landscape buffer between the housing site and the school
- Aim to achieve Building for Life Standards and Level 3 of the Code for Sustainable Homes.

Housing SPD. July 2011

This document has been produced to support Core Strategy Policy CS 9 with regard to the provision of affordable housing. The Council's housing strategy has 3 essential principles; providing the homes needed, providing a suitable home for everyone and building stronger communities.

A Strategic Housing Market assessment identified a significant and unmet need for both open market and affordable housing, whilst the greatest need, across all tenure types, is for 3 bed units, with 1 and 2 bed homes also in high demand for affordable. To meet the current affordable housing need through building new homes it would be necessary nearly $\frac{3}{4}$ of the projected 6,300 new homes in the plan period to be affordable. Whilst this level of affordable housing is clearly unrealistic the Core Strategy Policy CS9 requires an average of 30-40% of new homes to be affordable, which goes some way to meeting this need.

Developments will be expected to provide a range of housing sizes and/or types including a significant proportion of affordable family homes. The mix of affordable

housing sizes and types required on individual sites should reflect the mix of the open market housing on the site. Exact proportions of housing size will vary from site to site but generally the aim will always be to increase the amount and proportion of dwellings with two or more bedrooms.

Where affordable housing is provided, a mix of dwelling tenures, types and sizes must be incorporated which reflect the site's characteristics and those of the surrounding area - the council will negotiate the exact tenure, type and size split on each site throughout the application process.

Intermediate affordable housing will normally take the form of shared ownership, shared equity homes, intermediate rent or alternative emerging flexible tenures.

The council will expect on-site provision of affordable housing for schemes of 15 or more units.

Affordable housing will be secured through planning obligations. Where the affordable percentage sought would result in a part of a dwelling being required then a financial contribution will be sought in lieu of that part, also where on-site provision is only 30%, the council may seek a further 10% (to be provided through a financial contribution by the developer) to close the gap to 40%.

Residential Parking & Cycle Provision (SPD adopted March 2010)

This document sets out parking standards for the District. This concludes that only Havant and Waterlooville Town Centres can be considered as high accessibility areas, all others have to make parking provision according with the standard of 1 space per 1-bed dwelling, 2 spaces for 2 and 3-bed dwellings and 3 spaces for 4+ -bed dwellings, together with visitor and cycle parking which are also set out.

Comment: In the course of discussions with the officers at HBC, appropriate parking standards have been agreed which take account of the comparatively close proximity of the site to the town centre. Overall parking provision is referred to in the submitted TA.

Summary – Planning Policy

PPS 3 required Local Authorities to demonstrate a 5 year land supply of deliverable housing and this is carried forward in the NPPF. The requirement for 6,300 new homes in the Plan Period came from work produced by PUSH, and this figure has been committed to by the council and will not be affected now by the status of the SE Plan. It is a key objective of the Core Strategy which has undergone examination. Saved Policy H 3 of the Havant Local Plan allocates Warblington School Playing Field as a Baseline Housing Site to meet housing targets. Housing delivery has been shown as 2006/07 = 236, 2007/08 = 390, 2008/09 = 252; 2009/10 = 145 dwellings. This means that there will be a significant shortfall on the annualised target for 2006 - 2010 (237 dwellings below target).

It is believed that the Council has a pressing 5 year land supply shortage but more recently the officers have suggested there is a current 5 year supply. However, this site remains allocated within the saved policies and identified within the SHLAA 5-year land supply, for which reason there should be no justification for any refusal.

STATEMENT OF COMMUNITY INVOLVEMENT

In accordance with the Council's Statement of Community Involvement (Oct 2006) developers are encouraged to undertake wider community involvement for applications which it considers are likely to have a significant impact on the local community, the aim of which is to encourage discussion before a formal application is made and therefore to avoid unnecessary objections being made at a later stage. The Council has determined thresholds for what is considered to be a 'significant' application and for residential, this is considered to be 50 units or more. This application is for 75 dwellings therefore the applicants have been through the process of informing the public of the application.

October 2010: Initial schemes were presented to the Development Control Forum and to the Havant & Bedhampton Community Board and planning officers.

16.3.11: Presentation of Revised proposals and technical documents to the Havant & Bedhampton Community Board.

The chairman summed up the meeting by saying that there was general support in principle for this development although there were detailed issues to be addressed, particularly with regard to highways and traffic.

29.3.11: Public Exhibition at St. Faith's Church Hall, 2 – 7 pm.

This event was publicised via a leaflet drop to 115 dwellings in the immediate vicinity of the site, posters at the Church Hall and Fairfield Infant School, letters to all three Ward Councillors and additional leaflets to the Residents Association.

No. of Completed Response forms 18 [30%]

Positive Comments	Number
Content with proposals, as was assured there would be adequate access to the cycle path south of the railway	1
Negative Comments	
Increase volume of traffic	8
New Lane very narrow / not suitable/already very congested/ cars on pavement to pass	11
Already problems turning out from Waterloo Rd / Beechworth Rd	3
Danger due to additional access so close to railway crossing	5
Great concern: Crossing makes traffic problems worse, even more so with additional traffic	9
Safety concerns with school drop off /high footfall/ proximity to schools	5
Proximity to crossing / only limited time for traffic to go through, will get worse	8
Increase traffic towards Havant town centre. Already often gridlocked	2
Existing dangerous driving to get through crossing- will only get worse	4
Existing infrastructure is inflexible (been there 100 yrs). No possibility of alleviating this	2
Potential problems with emergency vehicles to site in view of existing traffic congestion	1
As above, with delivery of materials / workforce	1

A new recovery business has recently opened in vicinity –additional vehicles	1
Havant planners don't care about all the traffic problems anyway	1
New Lane could be blocked even more by cars turning in and out of the new access road	5
At least 150 extra cars or more will be generated, using this very narrow road. Suggested 75 is naïve / misleading	1
Access is UNTENABLE	2
Requires further thought to make the access work and have a smooth flow of traffic	1
Traffic from the site cannot turn right and to the left is often congested	1
A number of suggested alternatives have been made: • when crossing is closed, only room for 1 car leaving the site northbound without blocking southbound traffic, therefore widen access road for 30-50m to allow northbound traffic to queue without southbound traffic going over footway • traffic management will be required e.g. no right turn out of the access road • move access to Hayling Billy Trail • Close level crossing and make a dead end/ widen New Lane • Has anyone asked about closing the crossing – many would prefer this	1 1 2 7 1
The site is prone to flooding	1
Development will add to noise and inconvenience already anticipated by recently approved hockey pitches	1
Trees on Montgomery Road boundary should be protected. These are generally 25'to 30' tall and make a perfect screen and must be protected by an Order / Covenant	2
There should be no attic development on 2storey houses backing onto Montgomery Road	1
Would prefer no development at all (but understands that it is already allocated)	1
Social housing could cause some problems for existing house owners who have struggled to buy their houses in a nice area	1
No services are sorted as yet	1

The majority of the matters raised through these comments relate to the existing traffic and congestion problems mostly caused by the narrow width of New Lane together with the length of time the crossing gates are down, causing queuing in all directions. The additional 79 dwellings with access at this point is of most concern. The access has been fully addressed by the proposals, including proper consideration of all the alternatives both in terms of the access point itself and the benefits that could arise to ease congestion and potential traffic management solutions.

There does not appear to be a problem in principle with residential development provided that the amenities of adjoining residents are considered. Flooding/drainage, trees and noise issues are addressed in the planning application. Affordable housing can raise some objections but provision will be in accordance with policy and will be fully integrated into the overall layout.

DESIGN & ACCESS CONSIDERATIONS

DESIGN

Location: The site measures approximately 1.9 hectares and comprises an area of open grassland within the eastern part, with a wooded copse to the West. The open area is a redundant playing field formerly serving Warblington School, and is bounded on the south side by a bank of established trees and vegetation, which form a natural buffer to the houses located in Montgomery Road. To the north there is a metal palisade fence defining the boundary with the railway line.

The wooded copse on the western side fronts onto New Lane. This part of the site is fenced-off from public access and includes a small environmental teaching area serving the adjacent Fairfield School. To facilitate redevelopment, the environmental teaching area has been transferred into the grounds of Fairfield School. This, together with improved sports facilities at Warblington School, will be funded from the proceeds of the sale of the site.

The site is located in a highly accessible position on the northern edge of Havant Town Centre, close to shops, schools and services. It is approximately five minutes walk to the railway station and ten minutes to the bus station.

Site Analysis:

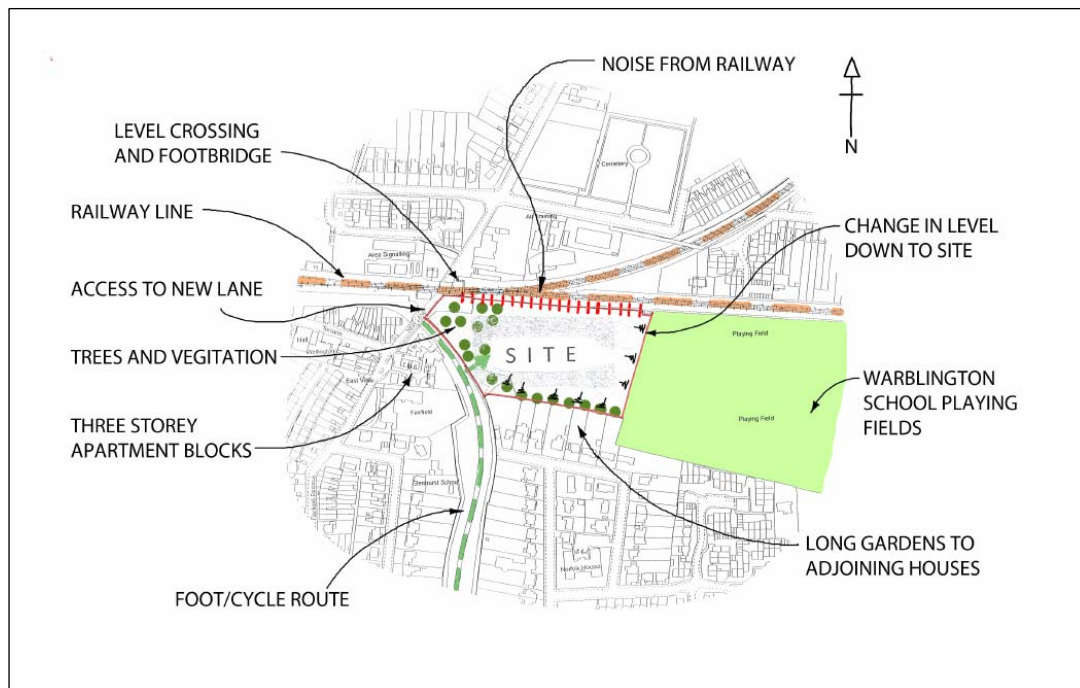


Fig 3: Constraints and Opportunities Plan

Context:

The Havant to Brighton railway line forms the northern boundary and represents a potential source of noise and vibration. A specialist noise survey report accompanies the application and indicates how the impact of the railway is to be mitigated within the residential proposals. Tree planting is required in order to soften this area.

Along the eastern boundary with Warblington School sports grounds, suitable screening and landscaping is required, in order to achieve an acceptable level of privacy and security.

The southern boundary against the gardens of houses in Montgomery Road benefits from substantial vegetation on a sloping bank. Retention of a significant amount of this vegetation will help provide a buffer to the existing houses. The south western edge of the site is characterised by vegetation fronting onto the Hayling Billy foot/cycle path and New Lane.

A route from the Hayling Billy path leading to the north east corner of the site is required to be retained as part of a long-distance foot/cycle path.

An automated level crossing and pedestrian rail bridge are situated at the north-west corner of the site. A mains gas pipe crosses from north to south beneath the woodland copse near to the environmental teaching area, and will be diverted to accommodate the development proposal.

In addition to the noise investigation, ecological and arboricultural survey reports accompany the application.

Concept and Design Progression:

A comprehensive Development Guidelines document, prepared by Hampshire County Council in collaboration with Havant Borough Council, was issued in November 2008.

The design principles set out in this document were followed during the preparation of a series of sketch proposals, which were discussed in detail with the planning officers of Havant Borough Council. As the scheme developed, a formal process of consultation was initiated by the planning authority. Resultant feedback from stakeholders and interested parties was incorporated into the proposals as appropriate.

The following photographs show the site in its context, followed by figs. 4 & 5 which show the earlier scheme layouts as discussed with planning officers during preparation of this planning application.



Photograph 2: looking east across the site from the western boundary, towards the school and playing fields

Photograph 3: Looking south towards properties in Montgomery Road, from eastern edge of site

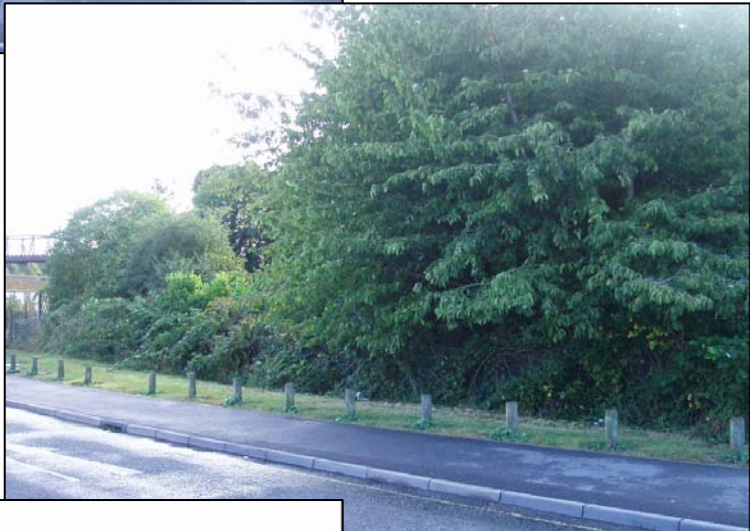


Photograph 4: From New Lane railway crossing, looking east towards school and playing fields. The site is centre right.

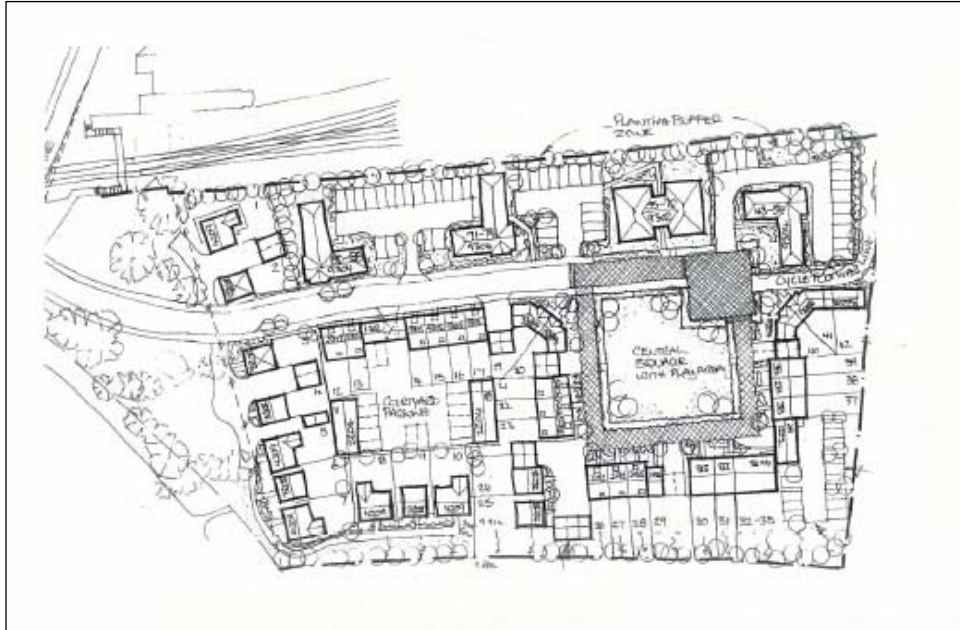


Photograph 5: Looking east from New Lane along the entrance to the Hayling Billy track at the south-western edge of the site, showing trees and vegetation that will be retained

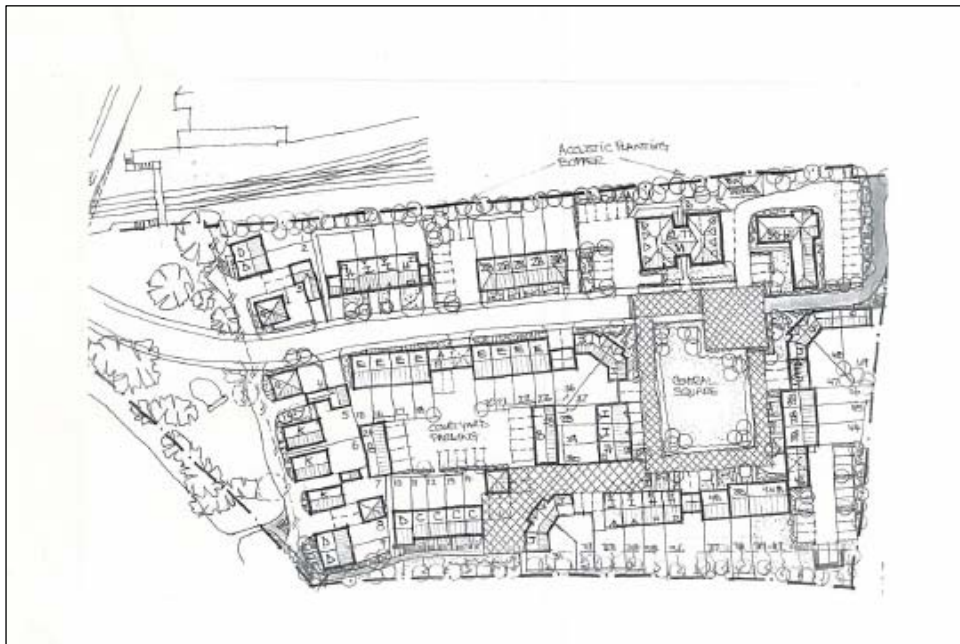
Photograph 6: Again from New Lane, but looking north east towards the railway line, close to the new entrance to the site



Photograph 7: Taken from within the site from the opposite side of the vegetation to the previous photograph, i.e. from the centre western edge of the site looking north towards the railway



Figs 4 & 5: early sketch layouts subject of consultations.





Figs 6 and 7: early sketch street scenes

Detailed Design Proposals:

Variety and individuality is achieved within the overall scheme through the creation of four character areas with their own identity:

1. At the site entrance a strong built-up frontage faces onto the retained vegetation and New Lane, forming a continuation of the semi-urban character of Havant town in this location.
2. On entering the development the main street running eastwards is defined and enclosed by houses set close to the highway, with small landscaped front gardens. This street provides a vista and a clear, well-overlooked foot and cycle route through to the playing fields of Warblington School and beyond.
3. A break in the built-up frontage on the southern side of the street provides access into a paved and landscaped housing court within a walled enclosure. Car parking is accommodated between trees and areas of planting.
4. Further east the main street leads into a semi formal, landscaped square. The square is set out in front of the three storey symmetrical apartment block located on its north side. Two and a half storey housing defines the east and west sides, and two storey houses are positioned along the Southern edge. Some on-curtilage parking is provided within the square, with additional parking space being located in small courtyards accessed through arched coach-house dwellings at the corners.

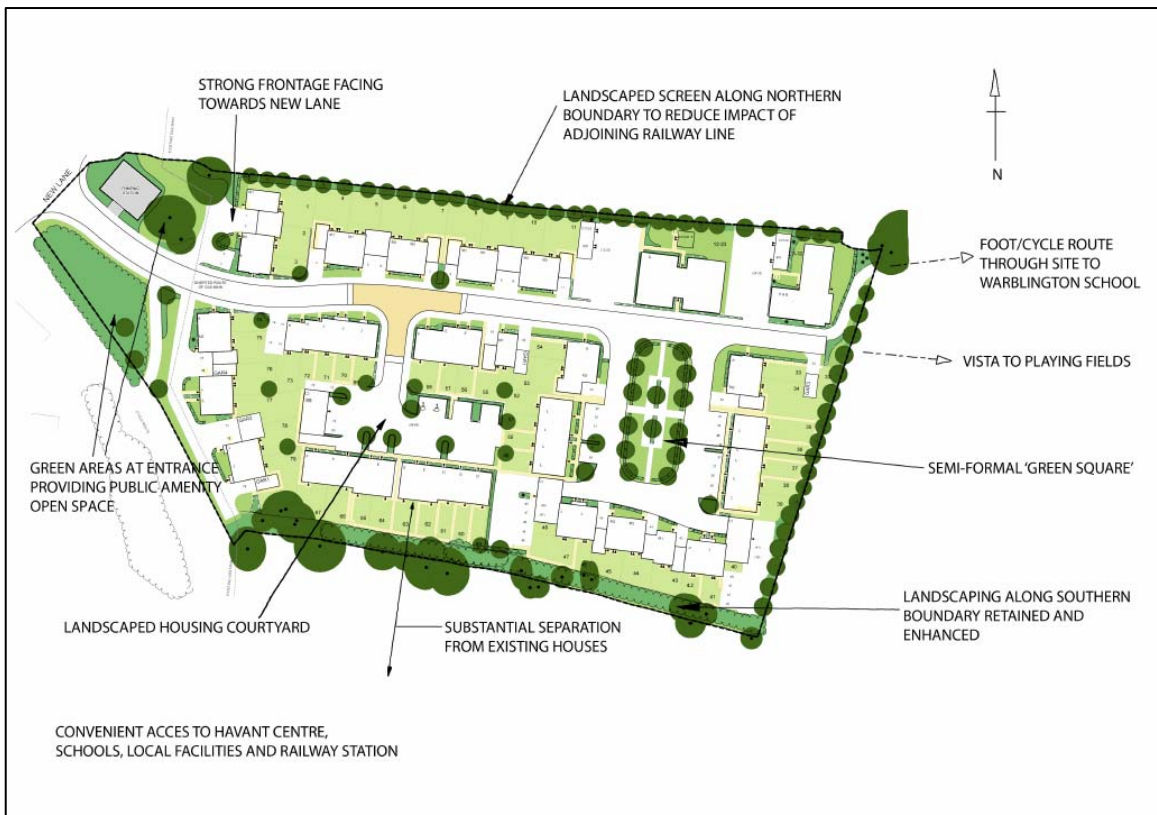


Fig 8: Urban Design Principles Plan



Fig 9: Final layout as submitted



Fig 10: Building Heights Diagram

Design Character, Materials and Finishes



Photographs 8 & 9: showing details and finishes typical of the area



Detailed study of the roads and streets near to the site shows that local residential architecture is predominantly Victorian and Edwardian in character.

Roofs are generally finished in red or brown roof tiles, with some occurrence of grey slates. White barge boards, fascias and porches are extensively seen.

External wall finishes include red and orange brickwork, some half-timbering, and frequent use of white or cream render.

Windows are generally white-framed sash or casement, some with small panes to all or part of the window. Stonework surrounds to windows are commonly utilised.

The palette of materials, finishes and design details of the proposed housing reflects the character of the locality, as described above. Street scenes and 3D images are provided with the application.



Fig 11: Artists impression of main road looking towards plots 9 - 23



Fig 12: Artists impression looking towards plots 43 to 54

Amount

The proposal is for a residential scheme comprising 79 dwelling units. The mix is as follows:

Affordable dwellings – total 24

One bedroom	Apartment	3
Two bedroom	Apartment	6
Two bedroom	Coach - House	3
Two bedroom	House	3
Three bedroom	House	6
Four bedroom	House	3

Open Market Dwellings – total 55

Two bedroom	Apartment	12
Two bedroom	House	2
Three bedroom	House	9
Three bedroom	House	2
Three bedroom	House	11
Three bedroom	House	15
Four bedroom	House	4

Layout

As demonstrated above, the layout for the scheme has been informed by a number of factors. These include the required (and only) vehicular access position, the railway and adjoining school, topography, trees and boundary screening and the nature and form of existing surrounding development. The original local authority Development Guidelines have also been taken into consideration.

Scale

The majority of the proposed houses are 2 storeys with some at 2.5 storeys in height. Three- storey apartment blocks are located in the north east corner where they create a focal point. The development will therefore be appropriate to and in keeping with the scale and context of existing adjoining development.

The scale and massing of the proposed development, together with its layout has been carefully considered so as to have minimum impact on existing adjoining properties whilst providing a varied and visually interesting mix and has been informed by the Guidelines and public consultation.

Appearance

As demonstrated in the design section above, the development as proposed will create an attractive environment that has its own identity but will also enhance the existing area and local character. The proposals are well enclosed by existing and proposed boundary

landscaping in accordance with the requirements of the Brief. The design also ensures the efficient use of land, which accords with guidance within the Local Plan

Trees

A full Tree Report has been prepared by James Blake Associates which identifies the quality and value of trees on the site and this is submitted with the application. This concludes that the majority of vegetation is categorised as category C and should not pose a constraint to construction. A number of trees need to be removed to incorporate development, the majority of these are also category C and are not of particular significance. Category R trees are to be removed for arboricultural reasons. The loss of some category B trees will be mitigated by specimen planting within the landscape proposals. A visually important group of trees require partial removal but trees nearest the roadside will be retained to maintain the benefit of the tree group to the wider area. Tree protection and specialist construction methods are specified where necessary.

Landscaping

A Landscape Concept sketch, prepared by JBA Ltd is attached as Appendix 1 of this report.

Design objectives

The key objectives underpinning the design are as follows:

- To create a high quality public realm giving equal priority to the pedestrian, cyclist and motor vehicle alike and one that delineates the private from the public realm.
- To create a sympathetic setting for the built form, whilst respecting the character of the surrounding area.
- To preserve the maturity of the existing landscape by retaining trees along the western boundary to the site, retaining and enhancing the green buffer along the southern boundary, providing a screening buffer to the northern boundary of the site along the railway line and a landscape buffer along the eastern boundary with the school.
- To maximise the ecological potential of the site whilst fulfilling the urban design objectives for this development.
- To provide a strategic proposal of new tree planting to define the identity of the space, frame the built structure and reinforce the urban square.
- To maximise the softening of the car parking areas by providing shrub planting to break up the surface, climbers to soften the boundary walls and tree planting to provide vertical accent.

Soft Landscape Principles

The choice and arrangement of soft landscape materials will be critical in defining the structure, aesthetic quality and biodiversity of the site:

- Native and ornamental tree and hedge planting will define the site boundary, create a buffer zone and will provide areas of shade and enclosure within the site.
- Braking up parking areas with soft landscape elements including:

- o Shrub beds to split the parking spaces and soften the rear boundary walls enclosing the space.
- o Trees planted within the car park to provide vertical elements and trees planted within the adjoining rear gardens with canopies that overhang the boundary walls.
- o Climbers to “green up” the boundary walls of the adjoining properties.
- The planting palette will enhance the biodiversity of the development site through:
 - o Semi-native buffer planting to the north of the site.
 - o Planting ornamental species within the site development that are attractive to wildlife.
 - o Specification of a variety of evergreen and herbaceous species in both private and public areas.
 - o The creation of wildflower areas with a high variety of species sensitive to the location.
 - o The planting of native trees and hedges.

Hard Landscape Principles

The choice of surface materials will provide a number of practical considerations appropriate for the development and include:

- Durability to ensure a sustainable design.
- The use of permeable block paving as part of the SUDS strategy.
- Inclusive design ensuring access for people with limited mobility.
- Ease of maintenance and on-going management.

In paved areas, front boundaries should be delineated by the use of surface materials and edgings defining private areas from the public street. The surface materials for all paved frontages should either be a contrasting surface material or colour from the adjacent highway.

Delineation can comprise a single string or soldier course of concrete blocks to match the adjacent paving.

ACCESS

A full Transport Assessment for this proposal has been prepared by the Banners Gate Transportation Ltd and accompanies this application.

The new development will maintain the foot/cycle link from the Hayling Billy route located to the south west through to the path along the northern edge of Warblington School grounds. This is an important route for daily access to the school. A comparatively straight main street accommodates this route in a direct and visually secure manner. Changes of level and width along the street provide traffic-calming in order to keep vehicle speeds low.

Parking will be provided in accordance with the following schedule:

PLOT NO	DWELLING TYPE	PARKING PROVISION SPACES PER DWELLING
24, 27, 30	1 Bedroom Apartment (Affordable)	1 Communal
25, 26, 28, 29, 31, 32	2 Bedroom Apartment (Affordable)	1 Communal
40, 48, 68	2 Bedroom Coach House Apartment (Affordable)	1 Allocated
56 – 67	2, 3, & 4 Bedroom Houses (Affordable)	1. 5 Communal
12 – 23	2 Bedroom Apartments	1 Communal
72 – 73	2 Bedroom House	2 Allocated
3, 35 – 38, 41, 50 – 52 69 – 71, 74	3 Bedroom House	2 Allocated
1, 2, 4 – 11, 39, 42 – 47, 49, 55, 75 – 79	3 Bedroom House	1 Allocated 1 Garage
33, 34, 53, 54	3 Bedroom House	1 Allocated 1 Garage

Kerb radii and road geometry have been designed to allow emergency and refuse vehicles to achieve sufficiently close access to all locations within the scheme and for car turning and parking space requirements to be accommodated. The site is relatively level which will allow for disabled visitor access to the dwellings in accordance with Building Regulations Part M.

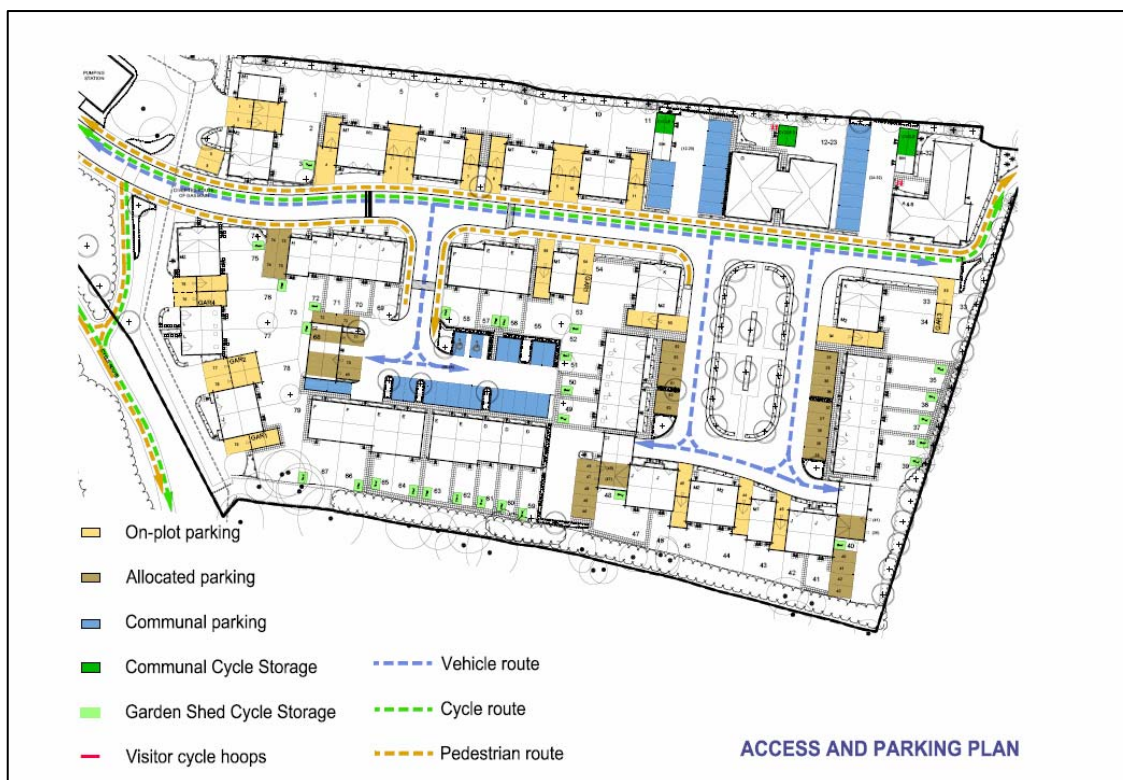


Fig 13: Access and parking plan

Access to Local Amenities:

Better Places to Live, By Design states that typically a 10-minute walk or 800 metres represents a good starting point to define whether or not a site has adequate access to local facilities. The site is conveniently located to all the facilities of the town of Havant. Numerous shops are available throughout the area, food retailers, non food retail, clothes and comparison shopping as well as convenience stores, chemists and post office. A ten minute walk from the site allows access to this shopping area of Havant. In addition, schools, employment opportunities and a leisure centre are all located within a 10-15 minute walk of the site. The location of the site would reduce the reliance on the use of the private car for routine needs.

Rights of Way

The site lies adjacent to a disused railway that now acts as a shared footway / cycleway route. The cycleway links Havant with Hayling Island and provides connectivity throughout the area. Also the site in Havant lies close to the connection between National Cycle Route 22 and Route 2 thereby providing travel options.

Local Road network

The development site has frontage onto the route of New Lane which provides access to the extensive residential area on the eastern side of the settlement of Havant. In addition, the route provides access to the industrial estates to the north of the railway. The movement of heavy goods vehicles is controlled by weight restrictions (7.5 tonnes) which apply from the junction of New Lane and Eastern Road throughout the area of New Lane and Fairfield Road. The restriction applies from the A27 junction with East

Street such that all heavy goods vehicles (except for access) would use the route of the B2149 Park Road South and Park Road North. The average daily weekday flow on New Lane through the crossing is 2,200 vehicles. Hourly flows are of the order of 180 vehicles two-way throughout the day on a typical weekday.

The route of New Lane and most surrounding streets such as Waterloo Road are subject to a speed limit of 20mph. The 20mph starts, at its northern boundary at the junction with Eastern Road. The zone includes New Lane, Fairfield Road, Beechworth Road, Prince George's Street and East Pallant. The area does not include traffic calming but congestion created by the level crossing and the geometry of the road network has the affect of reducing average speeds

Safety: The operation and safety of the surrounding road network has been studied by obtaining details of personal injury accident statistics from the Hampshire Constabulary for a five year period to the end of December 2010. Three accidents have occurred in this period including an incident where a vehicle travelling southbound attempted to negotiate through the closing barriers at the level crossing and lost control. However, no accidents have occurred at the cross-roads junction of New Lane and Eastern Road in five years or at the priority junction of Waterloo Road and New Lane. It may be perceived that this section of road has a poor safety record but it is apparent that this is not the case.

Public Transport: *Bus services* in the Havant area are generally provided by Stagecoach. Bus services do not use the route of New Lane but the central bus station on Elm Lane is located within an acceptable walking distance of 560 metres from the entrance to the site. Therefore new residents have the options for travel across the region on numerous services provided by Stagecoach. Frequent services are available to all parts of southeast Hampshire. The number 23 service connects Havant with Portsmouth with services every 10 minutes. Services such as the number 30 and 31 operate every 30 minutes on clockwise and anticlockwise routes on Havant Island.

Rail travel is highly plausible using services at Havant Station. This station is located only 200 metres from the site and provides travel options to Portsmouth, Brighton, Woking and London (Waterloo) without the need to change trains. It is estimated that 15 trains stop at the station in a typical peak hour. Trains with a frequency of approximately 10-15 minutes, are provided to the Portsmouth stations with a journey time of 17 minutes.

Movement and Access:

The primary consideration in the development of this site includes the construction of a vehicular access. The site does not benefit from a vehicular access and therefore, land adjacent to the playing fields with frontage onto New Lane is included within the development site. New Lane is a conventional residential distributor road roughly 4.8 to 5.0 metres wide with a footway to the east side on the carriageway only.

A new access would be constructed onto New Lane to serve the development. In normal circumstances a new simple priority junction onto New Lane would not cause difficulty. The site frontage is located on the outside of a slight bend in the alignment of New Lane and therefore adequate visibility can be provided. The traffic flows would not justify the introduction of a right turning lane to serve the site.

The potential concern with a residential development at this location is seen to be the proximity of the level crossing and road widths. The existing road is construed to be too narrow to accommodate two-way traffic and there could be occasions when southbound

traffic bumps onto the footway, or, there could be occasions when residents, wishing to turn right towards the north, will be unable to do so if the crossing is closed. By definition the driver will need to wait and therefore there is the risk that a car or two may block others leaving the site or southbound vehicles wishing to turn left into the site, and, in addition, northbound traffic travelling towards the site would, on occasions, be delayed due to the level crossing. In such circumstances residents might be tempted to drive northbound on the wrong side of the road of New Lane to gain access to the site.

Details of this access are included as Appendix 2 of this statement. This plan shows that the access has been designed to include manoeuvring space to ease these concerns.

OTHER PLANNING CONSIDERATIONS

FRA / Drainage

A full FRA and Drainage Statement has been prepared by Banners Gate (Civil, Structural and Transportation Engineers) and accompanies this application. An indicative drainage layout is included with the planning application – ref HAV-110A Engineering Layout

Flood Zone:

The Environment Agency flood map show the nearest significant water feature to the proposed development to be a small watercourse which runs north to south approximately 0.15km west of the site boundary. The map shows some flooding associated with this watercourse but no flooding from this or any other source which affects the proposed development.

Ground Conditions:

A ground investigation report prepared by Ashdown Site Investigation Ltd, in Nov. 2009, indicated that soil within the site boundary generally comprised topsoil over made ground consisting of grey silty clayey fine to coarse gravel of flint. Below this stratum the ground generally comprises stiff gravelly clay or clayey sandy gravel.

Drainage – Surface Water Soakaways

Part H of the Building Regulations sets out a hierarchy for the disposal of surface water from a development. The preferred option is 'an adequate soakaway or some other adequate infiltration system'.

Soakaway tests carried out at various locations within the site boundary yielded infiltration rates varying from 7.2×10^{-6} m/s in made ground in the north part of the site, to 4.12×10^{-4} m/s in the south part, and confirmed that the disposal of surface water by infiltration was practical.

A high water table with standing water levels of 0.81 and 1.17 m below existing ground level were recorded at various locations throughout the site. The high water table

precluded the use of conventional deep trench soakaways but allowed the use of shallow soakaway blankets.

The EA, in their letter of 3rd May 2011, confirmed that the use of soakaway blankets was acceptable provided that it could be demonstrated that soils were not contaminated and that a margin of at least 500mm could be maintained between the underside of the soakaway blanket and the water table at its highest recorded level.

Hydrock Consulting Engineers in their e-mail of 6th April 2011 confirmed that soils within the site boundary were not contaminated and were therefore suitable for infiltration.

In view of this, and in order to comply with the preferred option for the disposal of surface water from the development, it was decided to utilise soakaway blankets in the form of either modular storage units or the porous sub-base of permeable paved areas in suitable locations throughout the development. In all cases a margin of at least 500mm was maintained between the underside of the drainage blanket and the water table at its highest level.

Where water is passed through the porous sub-base of permeable blockwork it is known that water quality will be improved by an increased rate of ingestion of hydrocarbons by naturally occurring microbes as well as by filtration through granular material. A degree of additional attenuation is also achieved by an increased rate of evaporation.

Drainage – Foul Water / Sewer

In view of the relatively high level of the existing public foul sewer in Fairfield Road, it is proposed to construct an adoptable foul pumping station rather than build up the site to the extent necessary to enable foul flows to gravitate to the existing sewerage system.

Contamination

A detailed desk study and ground investigation report has been prepared by Hydrock Consulting Engineers and accompanies the application. The Report details the findings of work carried out during Feb / Mar 2011. With the limitations set out in the report, it finds that the soils at the site do not present a risk to human health and shallow soils can be re-used on site. Soils do not present a risk to controlled waters or to plant life. It recommends that site-specific approval of the materials for underground pipes for the water supply be obtained from the supplying water company.

Noise

A Noise and Vibration Assessment has been undertaken by Ian Sharland Ltd and is submitted with this application. It details planning policy guidance with regard to noise and details the prevailing noise levels of the site. The surveys were undertaken earlier this year and the report refers to a scheme of 73 dwellings. The proposals are now for 79 dwellings but in terms of noise and vibration this marginal increase in numbers does not impact on the assessment and mitigation proposed.

The report assesses and quantifies existing noise levels throughout the site, and confirms that the railway to the north is the main noise source for this site. It provides technical information and concludes that, with appropriate mitigation in the form of

glazing and attenuated ventilation to the most sensitive rooms (to the north of the site) it is quite possible to ensure that the internal environment is well within normal design standards for residential purposes and will comply with guidance set out in PPG24. Vibration levels have also been measured and concluded that there is a low probability of adverse comment. Whilst monitoring is ongoing, the site is in a green area for landfill gases, i.e. no special precautions are required, nor will development pose a risk to adjacent sites with regards to ground gas. Basic radon protection will be required for new dwellings. Any material excavated from the site may be classified as waste, and the handling, re-use or disposal of waste is handled by the EA.

Ecology

An Ecological Assessment Report, prepared by Peter Brett Associates accompanies this application. A desk study and phase 1 Habitat Survey has been undertaken (by BSG Environmental Consultants) details of which are also submitted. This Ecological Report finds that the proposed works will result in the loss of the playing field and surrounding ruderal vegetation, some of the planted woodland, including trees, scrub, grassland and possibly the pond, and the grassland adjacent to New Lane. The woodland south of the playing field is unaffected directly, but may be impacted by the introduction of new lighting, increased noise disturbance and the introduction of predators.

New areas of planting are proposed along the railway track on the northern border of the site and a new environmental teaching area is to be created off-site.

Direct and indirect impacts on nearby sites designated for conservation interest are considered unlikely.

It goes on to detail the potential impacts on protected species from the development if found to be present, species including amphibians (great crested newts), badgers, bats, birds, reptiles, invertebrates and hedgehogs. Finally it sets out a number of recommendations for mitigation and habitat enhancement. NB. The additional surveys for great crested newts and bats recommended in this report have been undertaken and the survey reports accompany the application.

Archaeology

In April 2011 the applicant's archaeological consultants (Archaeological Services Ltd) wrote to Hampshire County Council with regard to the archaeological potential of the site and whether any sub-surface archaeological deposits are likely to be disturbed by the development of the land. This letter described the history of the site and provided historical maps and a topographical survey. By way of an email response dated 21st April 2011, the senior archaeologist confirmed that the submitted information demonstrated that there is little archaeological potential on the site and that therefore no further archaeological work would be required. This letter and supporting information will be provided as Appendix 4 of this statement.

Affordable Housing

From the commencement of design work the provision of affordable housing has been incorporated into the proposals. Details of mix, dwelling size and location have been

discussed with the housing and planning offices at Havant Borough Council and with an appropriate registered state landlord.

The council's space standards for affordable dwellings have been met within the floor plans of the individual units. Compliance with Level 3 of the code for Sustainable Homes will be achieved through the design and specification of the buildings.

24 affordable dwellings are proposed, representing a 30.4% provision overall. These dwellings are incorporated into the site plan in the locations shown on the Affordable Housing Layout below.

The affordable accommodation comprises:-

- 3 x one bedroom flats
- 6x two bedroom flats
- 3x two bedroom coach houses
- 3x two bedroom houses
- 6x three bedroom houses
- 3x four bedroom houses

Parking is provided as follows:-

- 1 Bedroom Flats – 1 car space and 1 cycle space (in cycle store)
- 2 Bedroom Flats – 1 car space and 2 cycle spaces (in cycle store)
- Houses – 1.54 car spaces (in shared parking courtyards) and 2-4 cycle spaces (in garden sheds)



Figure 14: Affordable Housing Location Diagram

Planning Obligations

Adopted planning policy CS21 requires financial contributions for appropriate on and off-site contributions to necessary infrastructure. This will include open space and 30.4% affordable housing in perpetuity. The location of open space provision on the site is shown below (fig. 15)

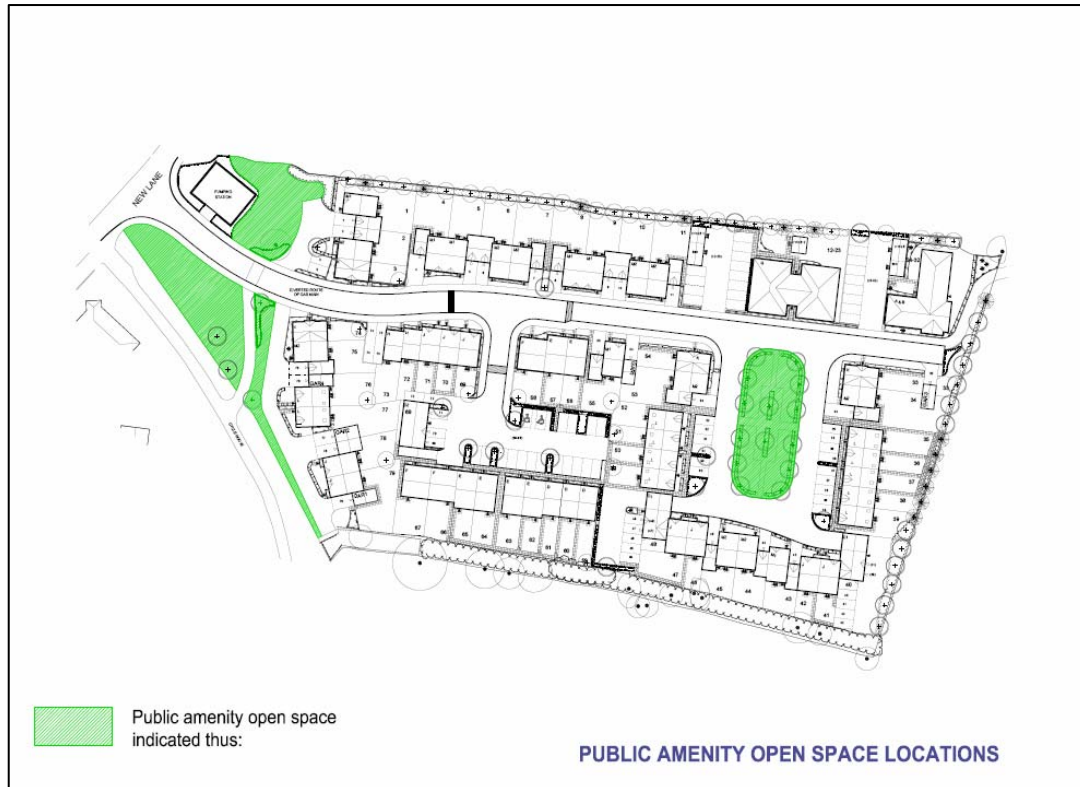


Fig. 15: Public open space provision

Waste Management

It is a legal requirement under the provisions of the Site Waste Management Plans Regulations 2008 to have a site waste management plan prior to construction on all new projects worth more than £300,000. It is not therefore necessary to submit a detailed statement at this stage. This statement briefly addresses the issues to be covered by a more detailed submission prior to construction, should planning permission be granted.

No demolition is involved with this proposal therefore there are no demolition materials to be removed, re-used or recycled.

The site layout has been submitted with the application (plan no NE-0002-09-PL-01). The proposed road layout has been designed to allow the turning and manoeuvring of refuse vehicles in accordance with Hampshire County Council standards. Bin storage space is available in the private rear gardens of all the properties, each of which has

direct access to the roadside, for collection purposes. There is space available for separate bins, provided by the Council, for household and recyclable waste. This is collected on alternate weeks by the Council. This bin storage and collection arrangement is typical of all new residential development in the county.

A full Waste Site Management Plan will be prepared prior to construction in accordance with legislation. The provisions for the collection of domestic waste will comply with County requirements in terms of accessibility by refuse vehicles, and space for bin storage and collection of household and recyclable waste.

CONCLUSIONS

This application is for 79 dwelling units, including 30.4% affordable housing, with associated access and parking.

The site has been identified as surplus to Warblington School's requirements. By virtue of its allocation it has in principle been considered appropriate for residential development. This will not only improve housing supply, including affordable, but will make effective use of under-used land. Proceeds from the sale will be reinvested to upgrade existing recreational facilities at Warblington School and to create a new and improved environmental teaching resource at Fairfield School. Development of the site will therefore directly support improvement of education and recreation facilities.

The scheme represents a balanced housing provision that includes a mix of size and affordability within a carefully designed overall proposal. It complies with the original design brief for the site and it has evolved through a process of consultation and collaboration with Havant Council and local people.

Full consideration has been given to technical issues, including arboriculture, ecology, noise, access and drainage. The character of the locality has been taken into account to ensure that the new housing will enhance the area and create a valuable asset for the town.

APPENDICES

1. Landscape Concept sketch (A2)
2. Proposed Access Arrangements (A1)
3. Archaeology information

