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Ref: 1048
(Rev. A)

HAVANT BOROUGH COUNCIL
07 MAR 2011
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DESIGN AND ACCESS STATEMENT
FOR THE ALTERATION AND EXTENSION TO
PARKWAY DENTAL CLINIC
100 BEDHAMPTON ROAD, HAVANT, HAMPSHIRE

This Statement accompanies a Planning Application *Consultation* in respect of the above.

Introduction

This Design and Access Statement is intended to address the issues relevant to the proposed development of the above site and is accompanied by Ayles & Associates Drawing No.1048/02 & 03 with photographs (see Appendix A) of the site and adjacent area.

Location/Context

100 Bedhampton Road sits on the western corner of Lester Avenue and Bedhampton Road, to the west of Havant. Bedhampton Road being a main road to/from Havant. To the west of the site for approximately 400 metres on both sides of the main road lie large, mainly detached but some semi-detached properties all set reasonably well back from Bedhampton Road. These properties are interrupted by a number of road junctions/roundabouts to deal with the large volume of traffic along this stretch of road which is principally fed from the A3(M)/A27 junction which lies further to the west. Lester Avenue is a quiet residential cul-de-sac of 1930s mixed housing. This housing has been recently added to at its southern end on both the east and west sides of the road.

To the immediate east along the north side of Bedhampton Road there is a parade of commercial properties comprising a Convenience Store, Fast Food Outlet, Funeral Directors etc with residential Flats over. Beyond the parade are residential properties which eventually give way to wholly commercial properties on both sides of Bedhampton Road as it progresses to Bedhampton Railway Station and crossing.

To the rear of the parade of shops is a school and to the south beyond the residential properties lies Bedbury Recreation Ground.

The Site

The site is approximately 15 metres in width by 47 metres deep and rectangular in shape sitting on the corner of Bedhampton Road and Lester Avenue. It has a very shallow fall from north to south. The site has two points of vehicular access both onto Lester Avenue and serving front and rear car parking areas providing spaces for some 12 No. cars.

The building is two-storey with painted render under a pitched plain tiled roof. The building appears to have been substantially extended in the past to provide a double bow windowed south elevation. The building currently has a "T" ground plan. It was a former residential property but gained a change of use status in 2006 for a Dental Practice. It is limited to opening six days a week from 8.00 a.m. to 7.00 p.m. The car park is divided between front and rear with an area of landscaping between the building and rear car parking.

The Proposals

The proposals are to expand the Dental Practice from 2 to 4 Surgeries and a Hygienist. In doing so it is proposed to modernise the Practice by providing improved Reception, Disabled WC, enlarged Waiting Area and Decontamination Facilities all to be accessible on the ground floor and to comply with incoming Regulations.

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Planning Policies

Havant Borough District Working Local Plan

D1	High Quality Design
CF2	Comunity Health Facilities
Appendix 1	(Hampshire Parking Strategy and Standards – 2002)

Evaluation

The Practice has proved itself to be accessible and popular to the point of requiring improved facilities to cope with demand.

The plan layout has been studied and provides little opportunity for economy of space to provide the desired accommodation without extension. The existing central entry point/Reception/Waiting Area provides opportunity to extend around this core of the building. The current "T" form can facilitate such with minimal alteration to the existing structure and disturbance of existing Surgeries. The ground floor Extension proposed can provide the size/range of accommodation and facilities without the need for access lifts (for patients) to first floor. A single storey Extension as proposed would have minimal impact by way of overshadowing/visual intrusion on the adjacent residential properties or the street scene.

Design/Layout/Appearance

The proposals are to wrap round the existing two storey rear Extension with a pitched roof and provide an opportunity to introduce an increased height dimension and make best use of natural light as a feature to the majority of new internal spaces as well as some existing.

External materials will match existing with the exception of the roof covering due to the low pitch proposed and limitations of the existing plain tiles. The single storey Extension will not impact on adjacent neighbours. The ground floor area will increase from approximately 80 m.sq. to 140 m.sq.

Lists of Consultations/Reports

Consultations

Pre-Application consultations have been undertaken with the Local Planning Authority and neighbours.

Developer Contributions

Item 5 of Havant Borough Council's letter dated 13th December 2010, in response to the Applicants Pre-Application enquiry, sets out the Local Authority's intention to seek a substantial and disproportional financial contribution towards highway improvements by way of a Section 106 legal Agreement. Following receipt of this response justification of such was requested and received. However, this appeared to be a general response directed toward residential developers and considered inadequate when considering the referred planning policies particularly "Transport Contribution Policy". A new approach to calculating Transport Contributions in Hampshire dated September 2007. In view of this intended levy the Applicant has sought the advice and support of their professional body, their response is enclosed (Appendix C), which succinctly argues the case against any contributions being made in this instance.

Biodiversity

With virtually 90% site coverage in either building or car park hardstanding there is no significant fauna or flora on site.

Trees

There are no trees on site or sufficiently close to the boundaries to be affected by the proposals.

Flood Risk Assessment

The attached extract (see Appendix B) from the Environment Agency Website indicates the site to be within Flood Zone 1 with no known previous history of flooding in the immediate area.

Noise Impact

It is considered that the nature of the business will have no detrimental impact on adjoining neighbours as is the current situation. It is acknowledged there may be an increase in vehicular movements to and from site during normal opening hours. But in consideration of the noise generated from the existing main road this is not likely to be of any greater impact.

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Waste Management Plan

Waste Management can be considered in four stages :-

1. The Partial Demolition of Existing Extensions
   Salvageable materials will be removed for recycling by a reputable local Company. The remaining structure, principally masonry, would be removed from site for crushing/recycling.

2. Foundation Excavation
   The proposals are designed for minimal excavation. Excavated material would be temporarily stored on site for removal by high capacity grab lorry to minimise the vehicular movements on and off site.

3. Construction Waste
The limited site area available during construction would necessitate a single container storage (skip) for waste materials for periodic collection.

4. Commercial Waste
Commercial waste bins will be as existing, 1100 litre Euro-bins, placed in designated areas for collection by specialist Contractor.

All demolition and construction waste will be minimised and collected by a Local Licensed Contractor with Waste Transfer/Sorting Facilities for onwards recycling. Optimum size vehicles, storage containers and procedures will be utilised to minimise waste produced and subsequent vehicle movements.

Access

The existing location is eminently accessible by public transport, private car, by cycle and by foot. Bedhampton Road is on a main bus route and Bedhampton Railway Station is approximately 400 metres away. It is close to local shops, schools, places of employment and residential areas. The approach to the site for pedestrians is currently level via public footpath with dropped curbs and pedestrian refuge/crossings in close proximity for main road crossing.

Within the site surfaces are level and well defined. Access into and around the building for both public and staff will be in accordance with current Building Regulations and Guidance.

The car parking provision of some 12 spaces will not be increased as it is currently considered underutilised and should be adequate for the proposed Extension and in accordance with Hampshire Parking Standards. 10 No. cycle racks for staff and public will be provided to encourage the use of non-polluting forms of transport.

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APPENDIX A

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Proposed Extension to Parkway Dental Clinic
100 Bedhampton Road Havant Hants

Photographs of the site and surroundings.



Fig 1 South Elevation



Fig 2 North Elevation

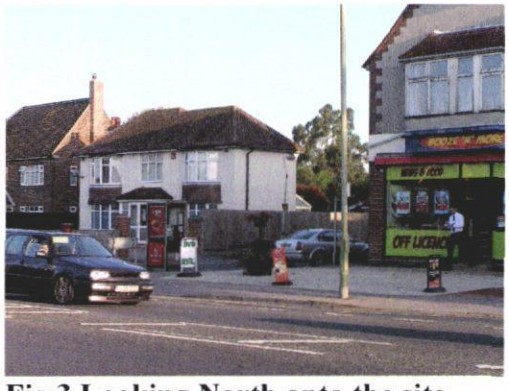

Fig 3 Looking North onto the site



Fig 4 Looking South from adjacent to site



Fig 5 Looking North up Lester Road



Fig 6 Looking onto rear of Site

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APPENDIX B

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Risk of Flooding from Rivers and Sea

Enter postcode or place name:

PO9 3EZ

Search

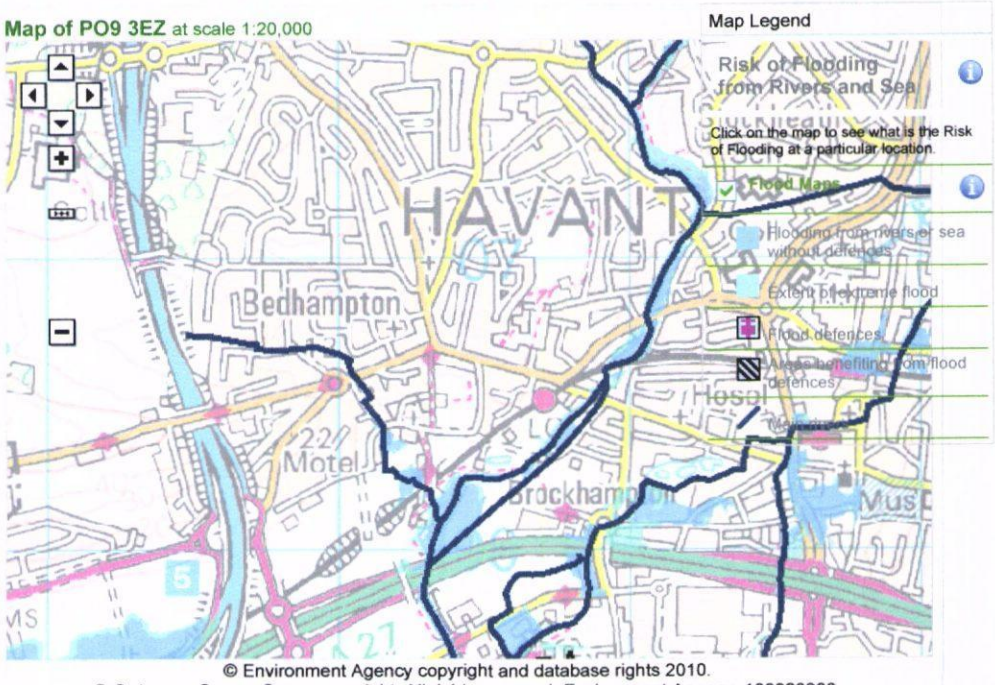
Overview map:



Other topics for this area...

- Risk of Flooding from Rivers and Sea
- Risk of Flooding from Reservoirs
- Flood Warning Areas
- Landfill
- Pollution
- Air Pollution
- Rivers
- Bathing Water Quality
- Groundwater
- Environment Agency Offices
- River Basin Management Plans - Rivers
- River Basin Management Plans - Lakes
- River Basin Management Plans - Coastal Waters
- River Basin Management Plans - Estuarine
- River Basin Management Plans - Groundwater

Map of PO9 3EZ at scale 1:20,000



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view text version of all results

Flood Mapping of the Manchester Ship Canal in Trafford, Salford and Warrington may be subject to revision in our May 2011 update as a result of representations.

For further information please contact us on 08708 506 506.

Users of the Flood Zone Map should be aware that we have received a judicial review challenge to the mapping of the Manchester Ship Canal at Trafford, Salford and Warrington on the ground that the preparation of the map is flawed in respect of our consideration of the role of the sluice gates in preventing flooding.

We are defending the challenge and believe and are advised that it is ill-founded. Nevertheless, pending determination of the challenge, users of the map need to consider whether the existence of the challenge, and the basis of it, affects the weight they judge may be given to the zoning of the Manchester Ship Canal within the Flood Map.

More about flooding:

Understanding the flood map
A more detailed explanation to help you understand the flood map shown above.

Current flood warnings
We provide flood warnings online 24 hours a day. Find out the current flood warning status in your local area.

Flood map - your questions answered
Answers to commonly asked questions about the flood map.

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Author: The Environment Agency | enquiries@environment-agency.gov.uk
Last updated: 20 January 2009

APPENDIX C

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INVESTOR IN PEOPLE

BDA

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64 Wimpole Street
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W1G 8YS
Tel (switchboard): 020 7935 0875
Tel (direct line):
Fax:
www.bda.org

Steve Weaver
Interim Development Services Manager
Planning Department
Havant Borough Council
Civic Offices
Havant
Hampshire P09 2AX

12th January 2011

Dear Mr Weaver

Our reference: Dr Cottrell, 100 Bedhampton Road, Havant P09 3EZ
Your reference: GEN/10/00900

I write on behalf of our members, Dr K and Dr M Cottrell.

As you will be aware our members have recently submitted an application, via their architects, Ayles & Associates, for pre-application advice in respect of the development of their dental practice which is located at the above address.

I have been provided with a copy of your letter dated 13th December 2010 outlining your view of the main issues to be taken into consideration in respect of a prospective planning application, and am writing to request that consideration be given to a review of the requirement for the proposed "developer contribution."

Our members have contacted me to raise concerns about the suggestion, set out in paragraph number 6 of your letter, that approval of an application for planning permission for the prospective development would be subject to a requirement to pay a contribution of £8,625 in respect of transport costs.

I have read the standard information that you provided on transport contributions with your letter, which I note appears to be relevant to housing development. I have also reviewed some of the planning policies that are referred to in that document, including the *Transport Contributions Policy: A New Approach to Calculating Transport Contributions in Hampshire* document dated September 2007.

I have set out below some comments on the application of the planning policy referred to in those documents, together with some further information about the practice and the reasons for the proposed development. I would be grateful if this would be taken into account when further considering our members' application.

1. Policy documents

As you will be aware the Council's *Transport Contributions Policy: A New Approach to*

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Calculating Transport Contributions in Hampshire dated September 2007 sets out guidance for the negotiation and securing of financial contributions from developers, the purpose of which is stated to be to ensure that contributions are made to "infrastructure or services to mitigate for the additional transport needs and burden imposed on the existing network."

The policy goes on to refer to the Circular 05/2005, which states that "Planning obligations are 'intended to make development acceptable which would otherwise be unacceptable in planning terms'" and that "Contributions are secured in order to militate against a development's impact or to encourage more sustainable transport practices."

The document then refers to five Policy Tests that planning obligations must meet, including the requirement that they are:

- Relevant to planning;
- Necessary to make the proposed development acceptable in planning terms;
- Directly related to the proposed development;
- Fairly and reasonably related in scale and kind to the proposed development; and
- Reasonable in all other respects.

You state in your letter of 13th December that you consider that "overall the scheme is acceptable." It is therefore difficult to see how a developer contribution could be seen to be necessary in order to make the proposed development acceptable in planning terms. In view of the existing transport infrastructure serving the practice which I will outline further below, it is also difficult to see how a developer contribution towards the council's transport policy could be deemed to be directly related to the proposed development.

The policy goes on to state that: "standard charges and formulae applied to each development should reflect the actual impacts of the development and should comply with the Policy Tests."

Whilst on the basis of the issues mentioned above it seems that it would be inappropriate to raise a charge for any developer contribution, the level of contribution you suggest also seems disproportionate to the development. Whilst commercial use within use class D is not referred to in the appendices to the policy that set out the expected levels of contribution for different types of development, the commercial developments that are referred to in appendix 3 on page 15 of the policy do appear to give an indication of the anticipated cost of smaller commercial developments per 100sqm. The sums indicated are significantly lower than the contribution that you have suggested would be required for Dr Cottrell's development, for which you refer to an increased floor area of only 50.42 sqm.

2. Further issues

As you may be aware dentists in England run independent small businesses, with practice owners being entirely responsible for meeting the costs and overheads of their business and bearing all associated business risks.

The British Dental Association's recently published 2010 Business Trends Survey identified problems of decreasing morale, particularly within the NHS dental sector, as a result of excessive administrative requirements and rising expenses. In the survey 89% of practices reported an increase in practice expenses over the past year, attributable to the effects of the economic downturn, rising staff costs in a more competitive market place, increasing decontamination and administrative requirements including the requirement for registration with the Care Quality Commission and escalating materials and laboratory costs. Two thirds of practices also reported decreased profits.

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Dr Cottrell has confirmed that the Bedhampton Road practice has been similarly detrimentally affected by increasing costs. However, a decision was taken to make a long term investment in the development of the practice in order to address the continuing unmet demand for NHS services in the Havant area. That said, the decision to proceed with the development of the practice was not taken lightly and Dr Cottrell has confirmed that as a small business struggling to survive in a difficult economic climate, the development would not be able to proceed if the Council were to enforce the requirement for a significant developer contribution to be paid.

It is of course important to take into account the fact that an increase in capacity at the practice would not only benefit the local community by facilitating access to NHS services for patients currently struggling to access services, but would also improve employment prospects within the local economy. Dr Cottrell has confirmed that the practice has traditionally employed staff from the younger generation who have been put through dental nurse training at the practice's expense.

It is also crucial to bear in mind that the development of the practice would not put unnecessary or unbearable strain on existing transport infrastructure. Indeed, the practice is already very well serviced in terms of car parking facilities and public transport links. Dr Cottrell has confirmed that the practice has adequate car parking facilities with 14 spaces available, something which is also acknowledged in your letter of 13th December. She has also confirmed that the practice is well connected to public transport links, with 2 bus stops within 100 metres of the practice and a train station within 5 minutes' walk.

In view of the issues raised above, it is therefore difficult to see how a requirement for a contribution to transport services can be justified in the case of this particular development.

If you do not feel that it is possible for the proposed developer contribution to be waived, I would be grateful if you would confirm details of prospective transport improvements directly relating to the proposed development that would be implemented using the sum that you suggest is likely to be required.

If you would like to discuss further please do not hesitate to contact me either on my direct telephone number: 020 7563 4167 or on the email address below.

Yours sincerely

HOLLIE DE LA FUENTE
Senior Business Adviser
Email h.delafuente@bda.org

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