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Our Reference: 897-BS

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Dear Mr Eaves

Planning application ref: APP/17/00369: Curlew, Petersfield Road, Havant

Thank you for your time on Tuesday 11th July; Our meeting proved constructive and your follow up letter dated 12th July 2017 was gratefully received. Pursuant to the actions set out therein; I herewith attach further information in relation to marketing, design, option of a public footpath and drainage (albeit more to follow on this).

Marketing

I herewith attach an updated marketing report from Savills (confidential), which should be read in conjunction with their original report dated April 2017, their supplementary letter of 16th June 2017 and my letter to you dated 27th June 2017. You will recall that Cllr Pike or Cllr Guest (Wards Councillors) placed importance upon community facilities. However, neither were aware of any community groups looking for premises and, in any event, suggested that there are likely to be 'more appropriate' facilities available elsewhere.

Design

I herewith attach amended plans and drawings; as follows:

- Site location, block and proposed site layout plan at scale of 1:1250/1:500/1:250@ A1 (ref: FB5728/100 rev.K)
- Proposed floor plans and roof plan at a scale of 1:100 @ A1 (ref: FB5728/101-102 rev.E)
- Proposed elevation drawings at a scale of 1:100 @ A1 (ref: FB5728/103 rev.D)
- Proposed street scene at a scale of 1:100, cycle store and bin store floor plans and elevation drawings at scale of 1:100 @ A1 (ref: FB5728/106 Rev.D)

For the avoidance of doubt the amended plans and drawings address the following points, as raised in your letter dated 12th July 2017, notably:

1. Tracking added to space 33 on attached plan;
2. The footpath pinch point between the cycle store and parking space 33 has been widened;
3. The separation distances between the houses in Havant Farm Close have been slightly increased by the proposed building being pivoted away from the 3.5m easement to the sewer that recently came to light;
4. Full footprint of 49 Leigh Road has been added to the site plan;
5. East facing balconies along the south-east elevation have been removed as requested; and
6. Full height windows reduced to normal sill heights of 0.75m above finished floor level as requested to reduce the extent of glazing on the on the south-east elevation to address the purported perception of overlooking.
7. Enlarge the secure cycle store to provide sufficient resident parking and provide external visitor parking.



Image courtesy of **Anders Roberts Cheer**

Public footpath

At the Ward Councillors request, the applicant has considered the possibility of incorporating a public footpath through the application site to connect Petersfield Road and Leigh Road. As you will recall the suggested rationale for the footpath was to provide a more direct route from the bus stops on Petersfield Road to the new Oak Park Community Clinic off Lavant Drive. It was suggested that the footpath could be aligned to north-eastern boundary of the application site. I would add that that there is no policy basis for requiring a new footpath through what is otherwise self-



contained private land, so this possibility has been explored in a spirit of co-operation and in the interest of better planning.

I am mindful of the advice set out in Secure by Design (extract attached); which would advocate a straight footpath of sufficient width to prove attractive. In line with the landscape officers previous comments, we would take this to mean a minimum width of 2m. Notwithstanding this, it is considered that such an enclosed arrangement (with sections of blank building façade and kinks creating hiding places) would fail to deliver a suitable safe environment for pedestrians and encourage anti-social behaviour. It would also compromise the amenity of future occupiers of the ground floor apartments. To address this the building footprint would also need to be set back, creating a more open environment with passive surveillance and clearly defined private and public realm. I would respectfully suggest that a corridor of c.4+m would need to be provided. This would necessitate pushing the footprint of the building further west, bringing it back into conflict with the 3.5m easement to the sewer (addressed in the amended plans) and closer to the dwellings fronting Havant Farm Close. The incorporation of the footpath would also lead to a significant reduction in car parking spaces across the site.

I would not advocate switching the proposed resident access into a public footpath for two reasons:

- Directing pedestrians through a private car park would be undesirable on safety grounds and security grounds;
- The private amenity space would be compromised – even more important to retain this given that we are losing balconies from the south-east elevation.

I have reviewed the relative location of the bus stops and have illustrated the relationship on the inset plans below. In doing so I have been mindful of the fact that those using the northbound services along Petersfield Road (B2149) will need to use the established crossing points to safely converse the dual carriageway.

The civic centre bus stop on the north bound carriage way of Petersfield Road is located to the west of the site. Pedestrians would need to walk some c.315m to the start of the possible footpath through the site and a further c.233m to the Oak Park Community Clinic. This is shown in orange on the inset plan below. Thus, the total distance is c.548m in total.

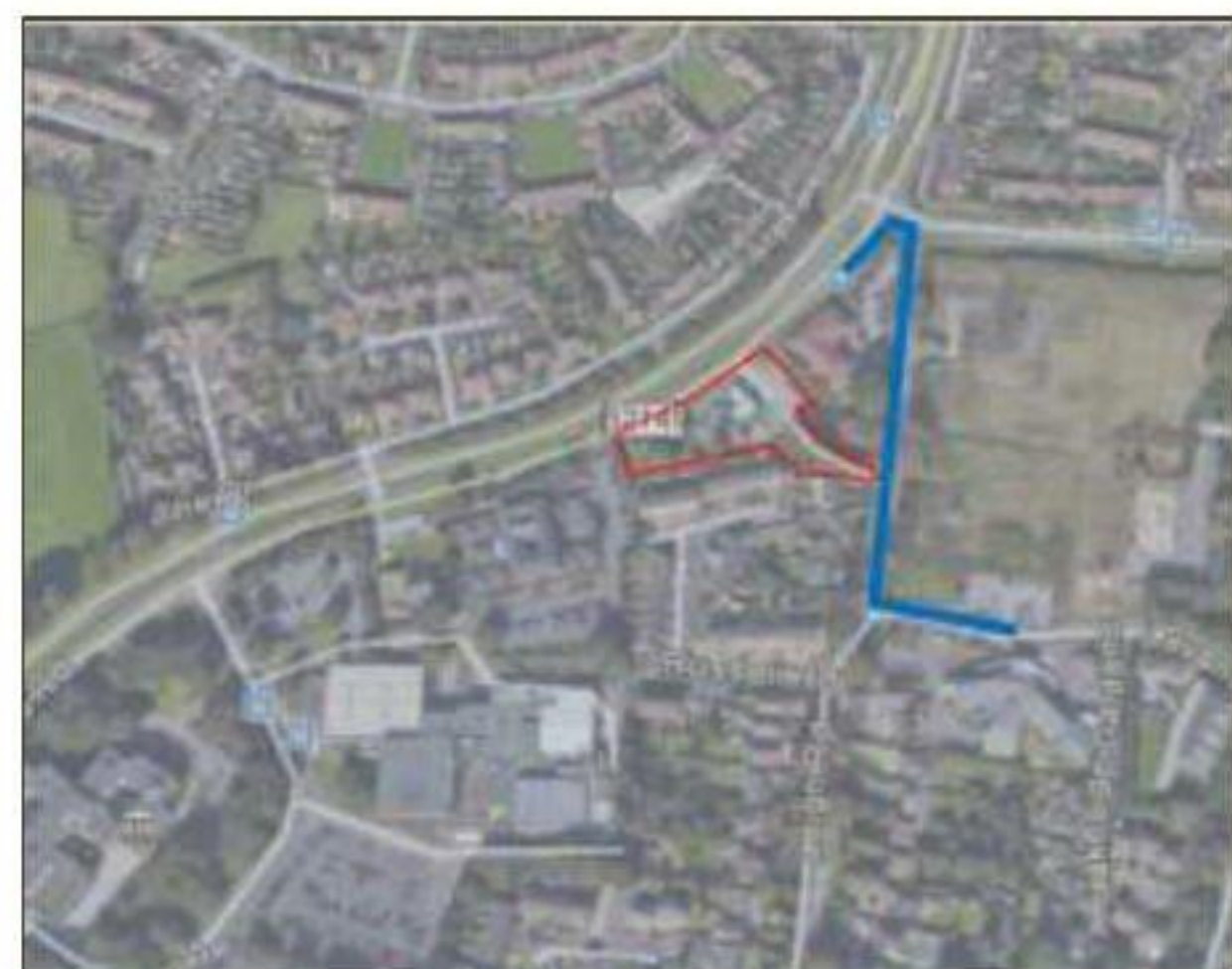
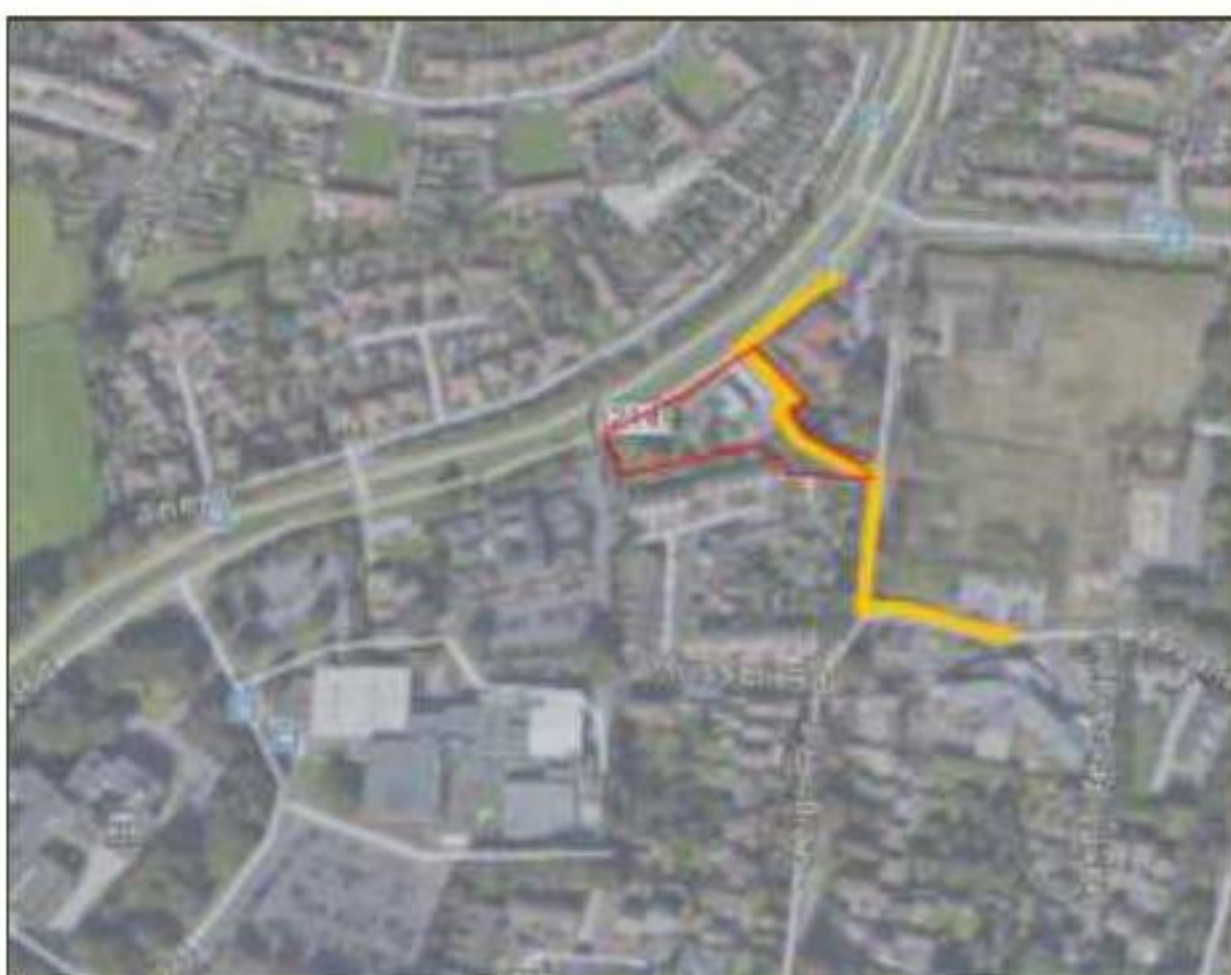
As you will no doubt be aware there is already a dedicated cycle / footpath in place between Havant Leisure Centre and Russel Road. This facilitates a shorter more direct route measuring c.485m. This is shown in dark blue on the inset plan below. It is my opinion that the existing route is far more attractive as it negates the walk alongside the dual carriageway. There is little difference in legibility.



The Leigh Park / Crossland Drive bus stop on the north bound carriage way of Petersfield Road is located to the north of the site. Pedestrians would need to walk some c.333m to the start of the possible footpath through the site (shown in yellow on the inset plan) and a further c.233m to the Oak Park Community Clinic. Thus c.566m in total. This compares to the existing route along Leigh Road, which is shown in light blue on the above inset plans. The existing route presents a shorter more direct route of c.496m, is well sign posted and therefore more legible.



The Leigh Park / Crossland Drive bus stop on the south bound carriage way of Petersfield Road is located to the north of the site. Pedestrians would need to walk some c.51m to the start of the possible footpath through the site and a further c.233m to the Oak Park Community Clinic. This is shown in orange on the inset plan below. Thus c.284m in total. This compares to the existing route along Leigh Road, which is shown in dark blue on the inset plans below. Whilst the existing route is slightly longer at c.284m, it is well signed and in my opinion, is far more attractive as it negates the walk alongside the dual carriageway. The existing route is well sign posted and very legible on the ground.



Overall, I contend that the footpath would be of little benefit and would not, without derailing the residential scheme, deliver a safe, attractive route.

Drainage

Our drainage consultant has advised that previous attempts to speak directly to HCC (as Lead Local Flood Authority) have been met with a rebuffed on the basis that they are a statutory consultee and any queries should be directed to yourself. As discussed at our meeting, my client is amenable to progressing the further drainage surveys, but this will take a little extra time. Thus, I would ask for your patience whilst these are advanced and the drainage report updated.

Obligations

I understand that the applicant has transferred funds pursuant to underwriting Dixon Searles appraisal of the viability assessment and I note that the Council's legal services section has been in touch pursuant to drafting the S106 agreement.

Yours sincerely

A black rectangular box redacting the signature of Brett Spiller.

Brett Spiller MRTPI MCIWM BTP BA

Director

Encl.