



Proposed Development,
Land at 'The Coal Yard'

178A West Street,

Havant, PO9 1LR

Design & Access Statement

28065-PD600A

April 2020



pdp architecture llp



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1.0 INTRODUCTION:

1.1 Introduction:

This planning Design & Access Statement has been prepared by pdp architecture llp on behalf of the applicant Havant Housing Association in support of a full Planning Application submission for the development of 20nr 1-bed 1 person specialist apartments on land at 178a West Street, Havant PO9 1LR.

2.0 SITE ANALYSIS:

2.1 Site Description:

The site is approx. 0.291ha and located to the west of Havant Town Centre on the northern side of West Street just east of the Bedhampton railway level crossing.

The site consists of a single storey property fronting onto West Street (number 178a) with open land behind partly used as allotments and ad-hoc garden space. The rest is overgrown in scrub and foliage.

Historic OS maps show the site has remained undeveloped since the gradual development of the area over the last 150 years. A Laundry is shown on the adjacent site and the site is historically known as The Coal Yard, although the OS maps record no structures worthy of such operation within the proposed site. The centre of the site has been used as allotments, but has become overgrown in recent years. The front of the site has had various uses including a car wash and a builder's yard.

A planning application on the site for 9 dwelling houses (APP/16/00418) was refused on appeal in 2016 on the grounds of flood risk, access and traffic movements associated with such a development.



1897 OS map of site

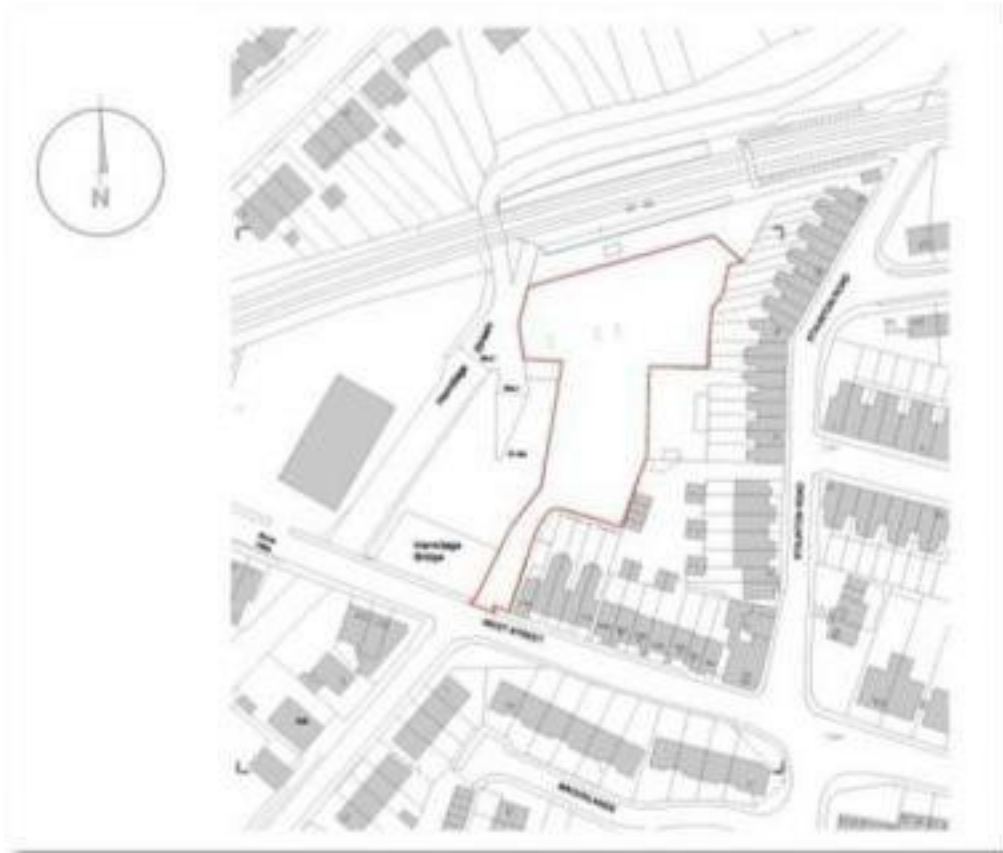


1960 OS map of site

2.2 Site Context:

The site has two-storey pitched roofed Victorian terraced housing to its eastern and southern boundaries with the notable 'Prince of Wales' public house with green glazed ground floor tiles (in the house style of the former Portsmouth and Brighton United Brewery) on the corner of Staunton Road and West Street.

To the north of the site is the south coast mainline railway line between Havant and Bedhampton stations. To the western boundary is the Hermitage stream beyond which is a car showroom and car parking area for the Seward Garage. The rest of the area is made up of residential buildings from the late Victorian period up until the present day. The area to the east is covered by the Brockhampton Conservation Area although the proposed site sits outside this area.



Site Location Plan

2.3 Site Context Photos



Google Streetview photo of West Street showing the mix of architectural styles and forms in the area



Google Streetview photo of the site entrance

2.4 Site Constraints and Opportunities:

The location has a real mix of architectural forms and styles from the last 150 years. Whilst there are defined Victorian terraces and grander semi-detached and detached villas from that period along West Street, there are also utilitarian residential dwellings from the 1970s to the south of West Street.

Key features of some of the better architectural examples in the area are stand-alone buildings, such as the Portsmouth Water Company pump building in Brockhampton Lane dating from 1925.

The proposed site offers the opportunity to have a stand-alone structure set back from West Street within its own landscaped grounds which affords it a design separation from the Victorian terraces to the east and south. Such an opportunity allows for a building which can respect the form of the surrounding pitched roofed buildings but can be detailed in a contemporary way to suit 21st century living.

The main constraints to the site as established in the planning appeal refusal in 2016 are the flood risk, ecology and access to the site. There is also a mains sewer running along the western boundary of the site whose easements impact on the site.

Given the applicant, Havant Housing Association is looking to develop the site for 20nr 1-bed specialist apartments for people who require low level supported living, who are encouraged to live independent lives, but have support available when required, the use and requirement of onsite cars parking is very low. Therefore car movements to and from the site will be at a minimum and there would be no impact on car parking on the public highways adjacent to the site.

The opportunity to raise the finished floor level of the building to match the existing levels of the southern end of the site where the access/ car park and building would be located, allows the northern end of the site to remain as open garden land and amenity space to the residents of the proposal, but sacrificial in flood events.



Aerial view of the site (Bing Maps)

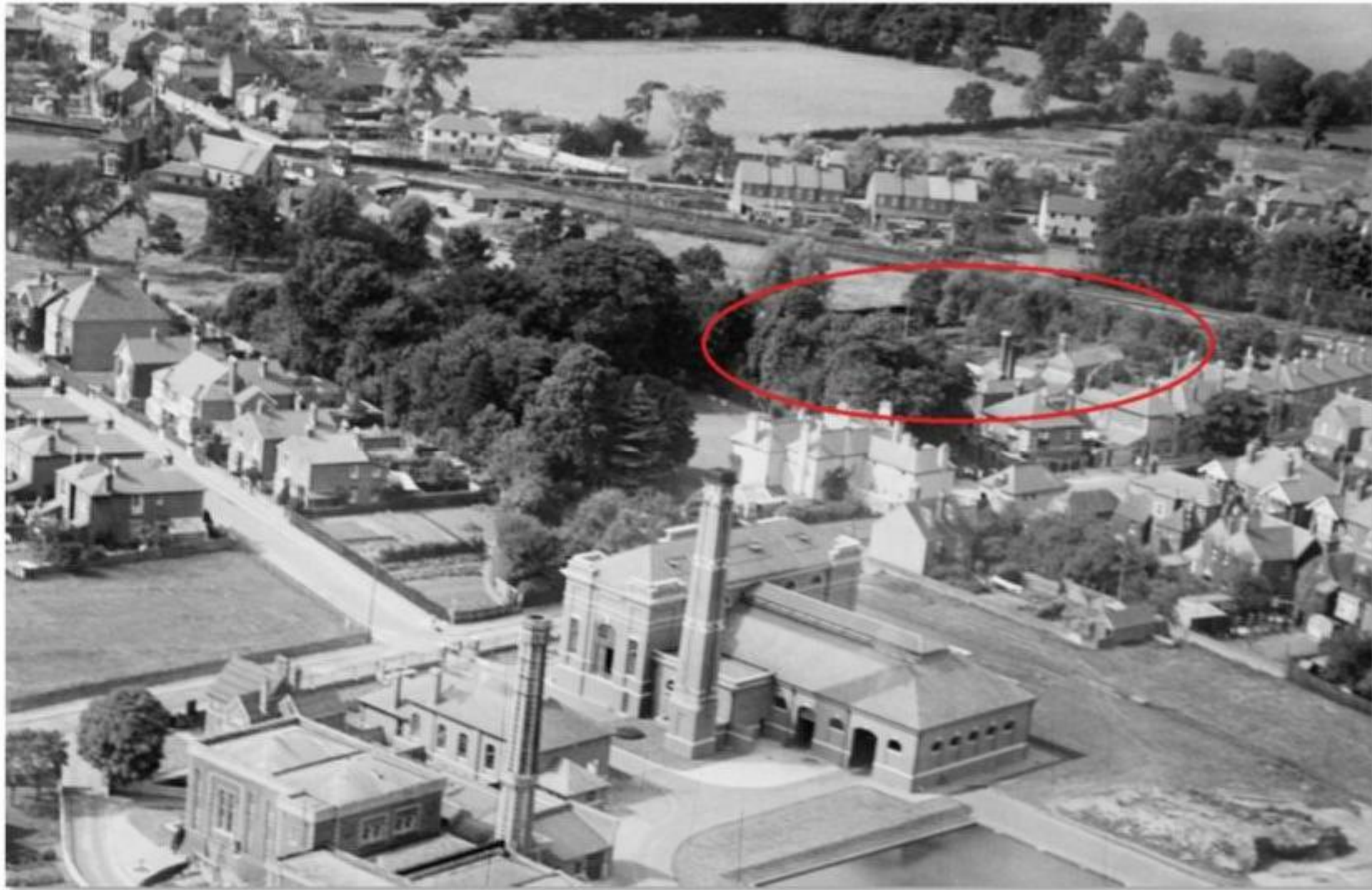


Photo of the site and surrounding area dating from 1928 showing site undeveloped (Source: Britain from Above)

3.0 PRE-APPLICATION ADVICE:

3.1 Pre-App Submission:

A Pre-Application submission was made in July 2018 to Havant Borough Council for a proposal of 20nr 1-bedroom specialist apartments for Havant Housing Association. The principles of the pre-app were to site the building in a similar location to that proposed now, with a 3 storey building dropping to two storeys on the eastern side of the building.



Pre-app site plan



Pre-app 3D visual

3.2 Pre-App Response:

A Pre-App response was received on 18th Sept 2018 and re-affirmed the issues with being in Flood Zone's 2 and 3 and the vehicle access to the site. The pre-app response stated the access to the site would need consideration with regards the site entrance and visibility splays and the number of car parking spaces provided. The traffic management Team requested that provision is made of £5,000 towards cost of a Traffic Regulation Order.

Regarding the flood zone issues, the response noted that site levels were proposed to be increased and requested sections be provided to show how this could be implemented. It also requested a Sequential Test to be provided to confirm all other suitable sites in the area had been explored and were not viable.

In terms of the design and layout of the building there were no objections and it was felt to be an appropriate design for the site.

4.0 POST PRE-APP AMENDMENTS:

4.1 Mains Sewer:

Following the pre-app response, further work on the site revealed the western boundary of the site has a 600mm Triple Syphon Sewer located under it. To date scan surveys of the site have been unable to accurately locate this sewer due to its depth, although a large access chamber located just inside Meyrick Road and another chamber on the northern boundary of the site locate the chambers shown on the Southern Water sewer records, and so it has been assumed that the sewer runs in a straight line between these two chambers and this is what is shown on drawing PD110.

The requirement from Southern Water is an easement of 3.5m either side of the sewer. The proposals show this easement and that the proposed built form is beyond the line and easement of the sewer by at least a couple of metres.

As a result of the knowledge of the sewer, the proposed building had to be reconfigured from the original pre-app proposals, to accommodate the sewer and its easements and as a result the footprint was amended and the building moved slightly eastwards although the design principles and massing of the building was maintained as much as possible.

4.2 Pre-App Meeting:

These amendments and the reasons behind them were discussed at a follow-up pre-app meeting held at Havant Borough Council's offices on 10th Oct 2019.

The planners had no issue with the design changes in principle, with the focus on the meeting being the requirement of the Sequential Test, Transport, Public Consultation and other reports to be considered as part of the application.



Site layout Plan showing the 600mm sewer (thick brown dashed line)

5.0 MASSING & LAYOUT:

5.1 Strategy for Massing:

The proposal is to provide 20nr 1-bedroom specialist apartments for Havant Housing Association to house local people who require low level supported living. People who want to live independent lives but require a low level of support to be able to do so.

The dwellings are arranged over three floors although the top floor is partly in the roof space to reduce the massing and height of the roof and also to add interest to the eaves line due to the need for dormers. Cycle and refuse stores are located on the southern elevation with access to the vehicle hard standing and located adjacent to an underpass which accesses the main entrance and vertical circulation core.

The building is placed centrally on the site with the finished floor level of the ground floor set at 7.1m which sets it at a similar height as the existing levels of the access road from West Street. This enables the building to be raised out of Flood Zone 2. The site around the building slopes downwards as it heads northwards so that the ground level is 850mm below the internal FFL at the northern end of the building. The rest of the northernmost end of the site will remain undeveloped and sacrificial to flood events as per the Sequential Test Mitigation Report accompanying this application by Aqua Callidus Consulting. This has the added benefit of placing the building away from the railway line and provides the opportunity for an amenity space which maintains an ecological habitat on the site.

5.2 Strategy for Building and Internal Layout:

All apartments face northwards, southwards or westwards, predominantly away from existing residential dwellings and taking advantage of the more open views across the rear amenity/ flood zone garden, the Hermitage Stream and

the wider views of the location. Each floor is accessed via the stair/ entrance core on the east elevation which itself is accessed via the undercroft entrance way.

There are 6 apartments on the ground floor with 7 apartments on both the 1st and 2nd floors, all accessed via communal corridors which run along the east elevation linking to the stair core.



Proposed Site Block Plan

5.3 Separation Distances:

The proposed building has been located on the site not only to respect the easements of the adjacent underground sewers and the location of the Flood Zones, but also to have the least amount of impact on neighbouring properties.

The building layout has been arranged so that no habitable rooms have main windows facing eastwards. This means there will be no direct overlooking towards the houses and gardens on Staunton Road. The separation distances between the proposed building and the main building line at first floor of the houses on Staunton Road ranges from 30-34.5m way above the minimum standard of 24m.

The houses to the south of the site on West Street are set between 29.5m and 33.5m from the nearest first floor windows to the proposed building, again well over the minimum 24m.

On this south elevation there are a number of habitable rooms and to so mitigate overlooking between the proposed development and the existing houses and their amenity, it is proposed to plant trees on the southern kerb of the proposed car park, thus forming a natural privacy screen, which whilst not required in terms of the separation distances applied, would assist the general amenity and privacy to both residents of the existing houses, and the tenants of the proposed development.



5.4 Use, Scale and Amount:

The 20nr 1-bedroom apartments are specially designed to meet the needs of Havant Housing Association's tenant's requirements. They are fully independent self-contained apartments with lounge/ diner linked to a kitchen with separate bedroom and shower room. The model for such a development is taken from a similar provision of accommodation at Homewell House in the centre of Havant and allows Havant Housing Association to free up more conventional dwellings to families.

Whilst part three storey, care has been taken to reduce the massing of the building by dropping the eaves line to the top floor and introducing dormers/ skilling within the top floor apartments. It is also located approx. 26m from the existing dwellings to the south and 30m from the existing dwellings to the east at their nearest points.

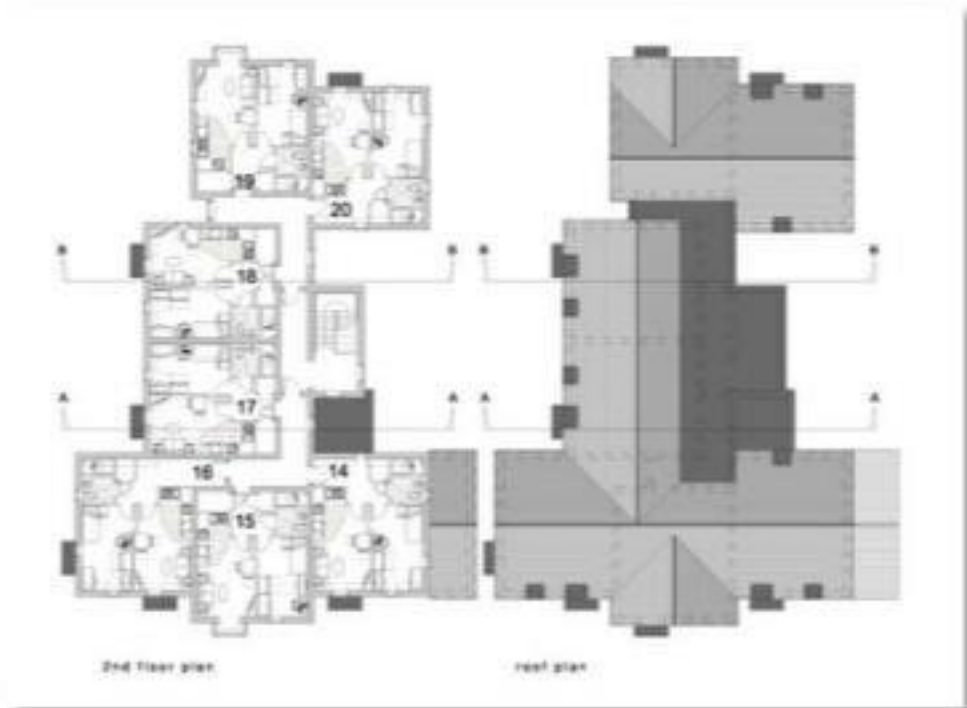
There are 7 car parking spaces provided. Given the user group, it is unlikely residents would have their own cars. The car parking allows provision for 0.25 spaces per apartment for visitors (a total of 5 spaces) and two spaces for Havant HA support staff, all in accordance with the Havant Borough Parking SPD (July 2016).

Refuse storage is located in the refuse store located on the eastern end of the southern elevation. The access road to the development is 4.8m wide shared surface with a turning head for refuse vehicles to manoeuvre on site. Cycle and wheelchair/ buggy storage is also located close to the main entrance.

The 1-bedroom apartments range from 43-47m² with the GIA of the building being 1130m². The site area is 0.291ha.



Ground & 1st Floor Plans



2nd Floor & Roof Plans

6.0 APPEARANCE:

6.1 Design Concept:

The design concept is to provide the 20nr 1-bed apartments in a single block articulated to provide every habitable room with the good lighting and views which don't overlook the neighbouring residential properties.

The footprint is essentially a 'C' shape with projections enabling strong pitched roof and gable end features as an elevational design theme. The building is three storey although the top floor is partly within the pitched roof lowering the building's height and allowing dormers to project above the roof eaves. There is a small element of single storey pitched roof building on the southern elevation which houses some of the ancillary facilities such as cycle and refuse stores. An undercroft walkway leads from the car parking area to the entrance/stair core set within a courtyard garden space on the east elevation. Beyond is the less formal landscaping of the flood zone area, the proposed building with its finished floor level set by the height of the existing land at the south of the site, so that the building is raised 850mm on its northern elevation, the land naturally dropping as per the existing levels, maintaining the existing levels so as to maintain the flood zone.

6.2 Elevation Design:

The proposed design is viewed as 2.5-storey in height with the pitched roof eaves line set 2/3rds up the full height windows of the 2nd floor. This creates dormers to the top floor fenestration adding to the pitched roof gables to projecting elements.

The external walls are predominantly brick with coloured fibre cement clad detailing. Projecting bays and full height slot windows add a contemporary style to what is otherwise a traditional pitched roof form.

The east elevation houses the horizontal and vertical circulation and the stair core is similarly brick with cladding details and topped with a flat roof form as is the corridor beyond to reduce massing.



Proposed Elevations



CGI image of West Elevation

6.3 Building Materials:

The proposed building is to be constructed in a mix of grey and brown bricks with cladding panels in fibre cement of a similar colouring as per the precedent image below. The roof is to be a grey double pan tile pitched roof in keeping with the buildings which surround the site. The projecting feature bays would be clad in contemporary aluminium metal cladding to add a contemporary feature and afford as much light into the lounges of the apartments and offer the best views.

Windows are proposed to be grey PVCu with doors being grey aluminium. Rainwater goods are to be black PVCu. It is the applicants desire to deliver a quality development using quality materials



Precedent of materials



CGi of Proposed South Elevation



Sketch CGi of Proposed East Elevation

7.0 LANDSCAPE & ENVIRONMENTAL CONSIDERATIONS:

7.1 Existing Trees and Vegetation, Ecology & Biodiversity

Much of the proposed site is currently overgrown vegetation and as such there was the possibility of some protected species on site. An Ecological Impact Assessment (EIA) (dated July 2019) has been carried out by Ecosa and forms part of this application.

Most identified species were either not present or were low in number and the assessment proposes appropriate mitigation measures to enable the site to be developed.

7.2 Landscaping

The proposal would be to remove the vegetation where the access/ car parking and the proposed building would be sited, but this would allow for the rest of the site to be amenity space for use by the residents but also as a preservation of the natural habitats of existing onsite species.

As per the EIA proposals, additional tree and hedgerow planting will comprise native tree and shrub species with new areas of grassland comprising a native wildflower lawn and wetlands. Also that external lighting will be hooded luminaires with LED bulbs to reduce their impact on wildlife.

The access road and car parking will be constructed of block paving with paving slabs for the footpaths around the building's east facing courtyard. A hoggin path will run along the western side of the building to give access to the amenity space to the north.

The northern part of the site will locate the wetlands and be an amenity space for tenants to use, but will ultimately be a sacrificial space in the event of a flood event.



Ecological Impact Assessment by Ecosa

7.3 Flood Risk

The Environment Agency Flood Risk Map (see below and opposite) shows the site is mostly in Flood Zones 2 & 3. As such, the proposal is to maintain the existing levels where the access road is located so that the road has a finished level of 6.7m rising to 6.95m where the car park is located (approximately the same levels as existing)

The finished floor level of the ground floor is set at 7.1m allowing level access from the car park with a slight ramped access to the main entrance. The courtyard garden to the east of the building is set at 6.95m, again similar to the existing level.

To the western side of the building the land is allowed to slope naturally as is the existing condition. Therefore its height is c6.8m at the southern end of the building and c6.25 at the northern end. The proposed building therefore rises out the ground with a difference of 850mm from ground floor finished floor level to the external ground level. The difference in level is made on the eastern side of the building via a flight of steps allowing the courtyard to remain at the higher level.

The remaining land to the north of the site is left undeveloped and landscaped as per the principles of the Ecosa report and section 7.2 of this DAS. It is therefore sacrificial to any flood event, with this area not being developed but remaining amenity space and ecological garden with some slight adjustments to the levels to maintain the same capacity of flood basin as the existing condition.

Unlike the 2016 refused application, the layout of this proposal aims to work with and adapt the site topography to enable development of part of the site and allow access, enabling almost half the site to remain undeveloped (particularly the area deemed to be in Flood Zone 3) and allowed to flood in such a flood event.



Environment Agency Flood Risk Map showing the site and proposed building of which part would be within Flood Zone 2, but would be raised above the ground level



A series of site sections showing the subtle changes in levels allowing the proposal to remain out of Flood Zone 2

8.0 SEQUENTIAL TEST:

8.1 Site Requirement for a Sequential Test:

The site is a windfall and situated within Flood Zones 1, 2 and 3. The southern part of the site including the access road is within Flood Zone 1, with Flood Zone 2 in the centre of the site and Flood Zone 3 the northern part of the site. The proposal is to build within Flood Zone 1 and 2, with the finished floor level of the building raised so as to be totally within Flood Zone 1. All access to the building would be in Flood Zone 1, taking advantage of the existing levels which show the southern part of the existing site to be in Flood Zone 1.

Given parts of the site are in Flood Zones 2 and 3, the Environment Agency classifies the land as a More Venerable use and the National Planning Policy Framework requires the LPA to undertake a Sequential Test to establish why this site can be developed on and why other sites not within Flood Zone's 2 and 3 are not an alternative.

8.2 Havant Housing Association Requirements:

Havant Housing Association (HHA), based in East Street, Havant, has been providing supported accommodation to tenants with specialist supported living needs across the Borough of Havant for 30 years. HHA's aim is to provide discreet, high quality accommodation within the Havant community.

Currently HHA has around 150 tenants with a variety of support needs including learning disability, mental health problems and physical disability. HHA is the largest provider of supported housing in Havant and only house single adults.

HHA's model is to have a mix of properties which support independent living for people who require a low level of support, which enables them to live full lives as members of the Havant community.

Support comes from a team of HHA staff who visit the various schemes to address tenant's requirements, generally between 9am-5pm Monday to Friday, although this may vary depending on the requirement of the tenant as for example some have work commitments or go to college and can receive support outside the usual working hours.

HHA's housing stock is located throughout the Borough, but HHA has been active in replacing older housing stock (often converted family homes) with more suitable purpose built accommodation which offers tenants 1-bed 1-person apartments with their own kitchen and bathrooms, promoting independent living.

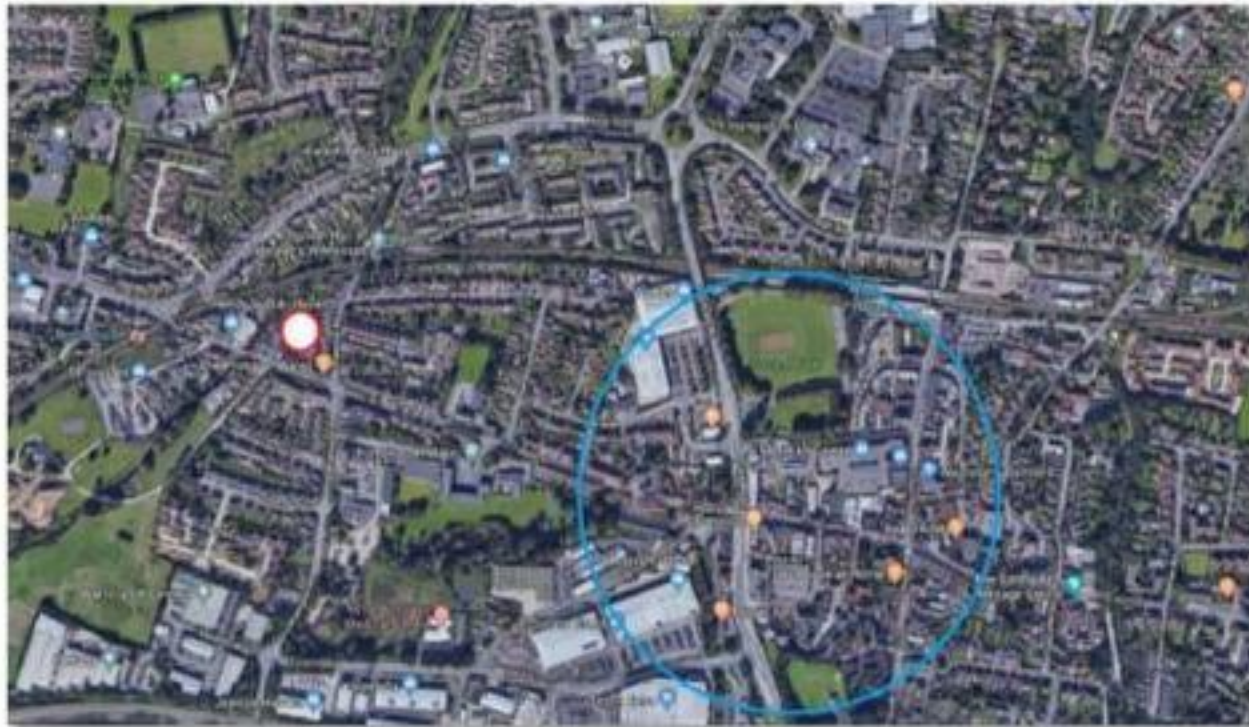
Within this programme, it is necessary for such scheme's to be located close to the amenities central Havant has to offer. For tenants to be truly integrated into the community whilst retaining their independence, they require access to shops, transport hubs and leisure/ entertainment amenities, that in the Havant area, only the town centre can fully offer.

A good example of such a scheme and location is Homewell House, located adjacent to St Faith's Church, where 14 number 1-person flats were developed partly within a listed building. With HHA's tenant's not having cars (only 1% of HHA's current tenants drive), having all the amenities close by has enabled the tenants the independence they deserve, building confidence and making them feel truly part of the local community. HHA also have a scheme at Maple House, Fairfield Road, Havant which is a 5 minute walk from the town centre.

Therefore suitable sites which meet HHA's requirements need to be within a mile radius of Havant town centre to make its amenities accessible to HHA's tenants to meet their aspirations of independent supported living and being part of the Havant community.

8.3 The Proposed Site:

The proposed site is in West Street Bedhampton and is located a 3 minute walk from Bedhampton railway station. Havant town centre, which offers a local shopping hub, bus station, Havant Park, civic centre, leisure centre and Havant railway station is a 10 minute walk from the site. Such accessibility is ideal for the placement of a scheme which meets Havant Housing Association's requirements and aspirations for its tenants as set out in section 8.2 of this statement.



*Aerial view of the site (red circle) and Havant town centre (blue circle)
The distance between the two is about half a mile (10 minute walk)*

8.4 Havant Town Centre Candidate Sites HHA Have Investigated:

Given such a defined requirement for suitable sites to meet HHA's requirements, the availability of sites is limited in being close to the town centre amenities of Havant. The opportunity to develop the Homewell House site was successful and the site was purchased, received planning approval and completed on site in December 2014.

HHA has within the last year investigated the former Street's Ironmongers site at 5-11 East Street, Havant, which is a collection of properties which was put on the market with the benefit of planning approvals for general needs housing. The number of different land owners and separate planning approvals complicated the site's potential to produce a comprehensive design which would have been able to provide enough site area to meet the requirements of 20 1-bed apartments. As an example, part of the site, 5-7 East Street was offered for sale via public auction by Nesbits in May 2019 with the benefit of a planning approval (APP/17/00061) for 6nr 2-bed and 3nr 1-bed apartments, however the site failed to sell at this auction due to the seller's unrealistic reserve price. The rest of the site is currently being demolished prior to development.



5-11 East St, Havant

HHA has also looked at purchasing the site at 44-54 West Street, Havant, situated on the precinct which had a planning approval (APP/10/00992) for retail on the ground floor and 14nr 2-bed apartments above. The land owner initially was looking for offers of circa £1m, however the site went to auction in April 2019 by McHugh & Co. Estate Agents and Auctioneers with a reserve price of £750,000, which was still considered to be above market value for the site. As a result the site did not sell at auction on the day. Reports from the auctioneer subsequently stated on their website that the site sold post-auction for a price in the region of £850,000, again a sum which would not have made a development viable for HHA's needs.



44-54 West St, Havant

A search of real estate agents websites reveals only one other site within walking distance of Havant town centre which is currently on the market which is proposing residential use and is sufficiently large enough for the proposed development. That site is Kingscroft Farm, Bedhampton. This site is being marketed for residential use referencing the emerging local Plan's 90 dwellings potential. As such this site is being marketed towards the private housing developer of which Havant HA cannot compete financially given the type of accommodation being specialist and not for profit.



Kingscroft Farm, Bedhampton



Location Plan of Candidate Sites

8.5 Why HHA requires Havant town centre sites:

Havant Housing Association (HHA) has property across the borough of Havant but is consolidating existing housing stock, often converted from residential homes, to purpose built accommodation located close to highly accessible public amenities such as shops, transport hubs and leisure and entertainment facilities.

Havant is the only town centre hub in the Havant Borough which has:

- Shops (both local and national chains)
- Bus Station
- Main Line Railway Station
- Public Parks
- Entertainment and Leisure Centres

Havant town centre also has the main offices of Havant Housing Association where residents can drop in as part of their support, so being within walking distance of HHA's offices is a huge advantage to the support HHA can provide.

This proposal is also designed to house people local to the Havant area, so their friends and families will be in close proximity as an extra level of support in their ability to live independently. To house these people in other parts of the borough would remove them from such a support network.

8.6 Aqua Callidus Report:

A report on the Flood Risk Mitigation Strategy for the site to show how it can be developed by raising the floor levels of the proposed building and re-sculpting the northern area of the site to enable a more purposeful sacrificial flood plain can be found accompanying this planning application.

8.7 Sequential Test Conclusion:

For any other type of development, the proposed site would most likely fail a sequential test as it could be proven there were other sites available within the Borough which could meet the requirements of the applicant. However the applicant for this application, Havant Housing Association has, by the very nature of the people it supports and their needs and requirements in enabling them to have supported living by to live independent lives within the wider community, specific requirements which means the development site has to be within a short walking distance from Havant town centre.

Given the limited opportunities for such sites in the built up area around the town centre, suitable sites are hard to come by and those which do occasionally come on to the market can often prove financially unviable given their prime location or sellers high expectation of land value.

The proposed site obviously has its difficulties, which have probably why it has remained undeveloped, and why its land value makes development by HHA viable given they are a not for profit housing provider who are funded by central government grants.

However, as this application shows, there are mitigation strategies which enable it to be safely developed and provide much needed specialist housing for people who require low level support and access to local amenities to enable them to live normal lives and for this reason the applicant believes such specialist requirements mean there are no other suitable sites close to Havant town centre currently available and therefore this site with this evidence passes a sequential test.

9.0 ACCESS:

9.1 Vehicular Access:

The site is accessed by pedestrians and cars via West Street and proposes 7 car parking spaces for resident's visitors and support staff. The access road would be a 'shared surface' private road linking to West Street via an existing dropped kerb crossover. Given the use of the building and the tenants who will be most unlikely to have their own cars there will be relatively few vehicle movements expected and less than recent uses of the site such as a builders compound and a car wash.

Visibility for vehicles exiting the site is clear looking westwards where there are no obstructions and double yellow lines on the north side of West Street up to the railway level crossing. To the east the double yellow lines currently terminate outside the site boundary with 178 West Street and as per the pre-app the applicant is welcoming to work with Havant BC's Transport Team in facilitating works to improve sightlines looking eastwards, although vehicle movements are likely to be no worse than the existing condition.

9.2 Transport Links:

In terms of public transport access, Bedhampton Railway station is approximately a 3 minute walk from the site along West Street and is on the main line to Portsmouth and London Waterloo. A similar distance is New Road which is a bus route for the number 21 and 23 bus routes connecting to Havant and Portsmouth. Havant town centre is a 10 minute walk from the site and has a large variety of shops and public amenities. Therefore the site is well located for sustainable transport connections and amenity facilities and ideal for Havant Housing Association's tenants.

9.3 Refuse and Cycle Storage:

Refuse storage would be contained in the integral refuse store accessed from the southern elevation with a turning head onsite within the shared access for refuse vehicle access. Cycle storage would be within the cycle store located adjacent to the building's principal entrance.

9.4 Inclusive Access:

The existing topography means that a level of 7.1m for FFL can be accessed via level access thresholds to every external door complying with Part M of the Building Regulations and the Equality Act (2010). Whilst there is the needs for steps to the rear land on the eastern side of the proposed building, to the western side is proposed a path which will fall with the existing topography allowing level access to this part of the site.



Havant Area Bus Map

10.0 AFFORDABLE HOUSING STATEMENT:

10.1 Havant Housing Association:



Havant Housing Association (HHA) was set up by local people in 1987 and is registered with the Regulator of Social Housing, the Financial Services Authority, National Housing Federation and the Friendly Society.

In 1993 Havant Housing Association joined the Portsmouth Housing Association Group structure. Up until 1997 it was part of the Portsmouth Housing Association Group structure when the Board decided to de-merge, with the move being completed early in 1998.

This created Havant Housing Association's special identity as a specialist supported housing provider.

HHA's registered office is based at 25 East Street, Havant, with the aim to provide discreet, high quality accommodation within the Havant community. HHA is unique in offering accommodation to such a specific tenant group.

HHA has a variety of accommodation, which ranges from shared accommodation, to 1 bedroom studio flats, 1 & 2 bedroom self-contained flats and 1 & 2 bedroom houses. All of HHA's accommodation is situated in and around the Borough of Havant.

10.2 Affordable Housing Registered Provider:

Registered with the Regulator of Social Housing, Havant Housing Association is a registered provider of social housing. This application is to provide 20nr 1-bed 1 person apartments for the social housing market. As such the development will be 100% social affordable housing.

All 20 apartments have been specially designed to meet with HHA's tenant user group requirements for supported living. All apartments are 1-bedroom 1 person dwellings and meet and exceed the minimum spaces standards required by the Technical Housing Standards - Nationally Described Space Standards.

10.3 Policy and Need

Policy H5 of Havant's Pre-submission Local Plan 2036, at para 6.48, states that all specialist housing provision within the built-up area should meet an identified unmet need in the local area proposed for development, and the location must be appropriate having regard to access to facilities, services and public transport.

Analysis of homelessness data since April 2018 shows that approximately 14% of homelessness applicants report having mental health and /or learning disabilities. In addition, 18% of applicants to Hampshire Home Choice, the council's waiting list state that they need support for mental health and /or learning disabilities.

In the pre-app response received from Havant Borough Council's Housing Officer Julie Clarke on 31st Oct 2019, it was stated that this proposal for 20 specialist, affordable rent, apartments providing modern high-quality living conditions for people who have learning or mental health issues, is a form of development that Havant Borough Council's Housing Department would certainly support.

West Street Bedhampton - Accommodation Schedule

Plot No.	Unit Type	No. Persons	No. Hab Rooms	No. Bedrooms	GIA (sqm)	Minimum* GIA (sqm)						
	1-Bed 1 Person						Liv/ Kit	Shower	Wetroom	Bed 1	Store	Min* Store
1	x	1	2	1	43	39	16.5		4.4	12.6	2.9	1
2	x	1	2	1	47.7	39	16.8		4.4	13.5	1.1	1
3	x	1	2	1	43	39	16.5		4.4	12.6	2.9	1
4	x	1	2	1	43	39	16.5		4.4	12.6	2.9	1
5	x	1	2	1	42.9	39	16.5		4.4	12.6	2.9	1
6	x	1	2	1	44.9	39	17		4.4	13.5	1.1	1
7	x	1	2	1	45.8	39	17.7	4.4		13.5	1.1	1
8	x	1	2	1	43.9	39	17.4	4.4		12.6	2.9	1
9	x	1	2	1	49.5	39	17.7	4.4		14.5	1.1	1
10	x	1	2	1	43.9	39	17.4	4.4		12.6	2.9	1
11	x	1	2	1	43.9	39	17.4	4.4		12.6	2.9	1
12	x	1	2	1	43.8	39	17.4	4.4		12.6	2.9	1
13	x	1	2	1	45.8	39	17.9	4.4		13.5	1.1	1
14	x	1	2	1	44.9	39	16.8	4.4		13.5	1.1	1
15	x	1	2	1	43.9	39	17.4	4.4		12.6	2.9	1
16	x	1	2	1	47.7	39	16.8	4.4		13.5	1.1	1
17	x	1	2	1	43	39	16.5	4.4		12.6	2.9	1
18	x	1	2	1	43	39	16.5	4.4		12.6	2.9	1
19	x	1	2	1	43.8	39	17.4	4.4		12.6	2.9	1
20	x	1	2	1	44.9	39	17	4.4		13.5	1.1	1
* Minimum standards as per the Technical Housing Standards - Nationally Described Space Standards												

Accommodation Schedule

11.0 PUBLIC CONSULTATION:

11.1 A Public Consultation displaying the proposals was held at Bedhampton Community Centre 21 Bedhampton Road, Havant PO9 3ES between 4.30pm & 8.00pm on Tuesday 4th February 2020. Notification letters were sent to approximately 50 properties located in Staunton Road, West Street, Brocklands and Meyrick Road, all with close proximity to the proposed development site. Approximately 20 residents attended the consultation.

Presenting the scheme to residents were Raife West (Havant Housing Association), Mike Willenbruch (PDP Architecture LLP) and Michael Saunders (PDP Architecture LLP). Residents attending were encouraged to sign in and leave feedback and contact details of which 7 residents left such details and comment.

11.2 Comments received included:

- Concerns regarding security to gardens backing onto the site if it was opened up.
- Use more trees to screen the impact of overlooking to the rear of properties on West Street and the scale of the building.
- Concerns about the impact of the proposal on flooding and there had previously been raw sewerage on the site.
- Concerns with the type of tenants that would live there.
- Impact to wildlife on the site.
- Car parking and vehicle movements
- Neighbouring land owner claimed to have access rights over the land.



A board from the public consultation

11.3 Responses:

- The proposals will provide security and surveillance where currently there is none
- Landscaping can be utilised to create screening and additional trees have been shown to the southern boundary of the site.
- A full flood risk assessment and mitigation strategy by AquaCallidus forms part of this application.
- The residents living at the scheme are local people who need low level support in living independent lives. They would need to have been with HHA for at least two years before being offered this accommodation.
- A full ecological survey and report has been carried out by Ecosa and forms part of the application.
- Only 1% of HHA residents drive, so vehicle movements will be very low. A Transport Assessment by Paul Basham forms part of the application.
- The issue of right of way over the site is being dealt with via solicitors.

11.4 Public Consultation Summary:

The Public Consultation was largely positive where residents' concerns regarding traffic/ car parking were addressed. Likewise the nature of the residents proposed to live in the scheme was explained and most attendees seems content with the explanations given and were informed of HHA's work in the local community in helping people with low level supported living requirements. Only two residents felt the need to leave written comments and one of those stated the scheme was "well thought out".

Most attendees liked the design and understood the requirement of Havant Housing Association and what was being proposed. For a site which has remained undeveloped in a built up area, it was understandable some residents would prefer to retain an open space, but the Public Consultation was able to address the questions asked, resulting in a positive consultation exercise.



A board from the public consultation



A board from the public consultation



A board from the public consultation

12.0 CONCLUSION:

12.1 Conclusion:

This Planning Application submission proposes a development that would provide 20nr 1-bedroom specialist apartments for Havant Housing Association to provide modern high quality living conditions for people who require low level supported living and deserve the ability to be independent but know support is to hand if required. The location is ideal for such a development having public transport links close by and only a short walk from Havant town centre's local district shopping area, all factors which meet Havant Housing Associations unique tenant requirement criteria.

The development is proposed to be set back from the highway and set within its own landscaped grounds which provides 7 car parking spaces for visitors and support staff to the tenants. The proposal acknowledges the site constraints and uses these to its advantage by retaining as much amenity space to the northern end of the site, providing a diverse amenity area for garden space, ecology habitats and allowing the Flood Zone 3 area to be more purposeful and sacrificial to flooding in the event of a flood event.

The site constraints also inform how the proposed building is articulated ensuring all residential aspects face north, west and south, as much as possible negating overlooking of existing residential properties, and maintaining beyond the minimum separation distances.

The east elevation houses the entrance core and circulation cores.

The form reflects the local vernacular of pitched roofs and traditional materials in the form of brick, but with a contemporary slant in the colour and application of a tri-colour brick pattern, set alongside similarly coloured cladding panels and zinc projecting bays and dormers set within a half storey roof scape.

The proposal is seen as a contemporary addition to the area, providing much needed housing for a specialist user group of local people, utilising an underused site, which would have minimal impact on the local residents, in particularly the existing highways car parking given the low use of car and vehicle movements for the site.

Whilst recognising and respecting the flood risk element of the site, the proposal is enhanced by only developing half the site and retaining an open feel to the northern end of the site where the current bio-diversity and ecology can continue to thrive and by not developing the Flood Zone 3 area and instead enhancing this area not only as a flood plain, but as an opportunity for local wildlife to thrive.

Therefore this proposal provides high quality living in a high quality building to benefit local people with specialist living requirements and provide a quality addition to the Bedhampton area and Havant community beyond.

pdp architecture February 2020