



**CONSTRUCTION OF 20No. DWELLINGS OF 2, 3 & 4 BED  
APARTMENTS AND HOUSES**

**at**

**Former St Michaels Lodge**

**for**

**Yeoman Property Developments Ltd**

**Job. No. 5293**



**Planning, Design and Access statement**

**8<sup>th</sup> December 2020**

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## **Prologue**

This Planning, Design and Access statement accompanies a full planning application for the development on the site of the Former St Michaels Lodge bounded by Silver Street, Stone Street and Gold Street.

This application follows a pre-app enquiry made to Portsmouth City Council in 2016 and the response received from the LPA dated 17<sup>th</sup> February 2017.

## **1.0 Introduction**

### **1.1 Background to the Planning Application**

This document has been prepared for the purpose of supporting a full planning application for 20 No. Dwellings of 2, 3 & 4 bed apartments and Houses on the vacant site of the former St Michaels Lodge. Stone/ Silver Street Southsea.

The site already has an enacted planning permission for the construction of a 90 bed 4 storey care home under planning permission No. 10/00939/FUL. The care home's footprint developed much of the site with a small landscaped edge which respected the surrounding TPO trees. Access to the site was using the widened existing access off Silver Street to the north, which led onto a modest car park. All other existing access points were stopped up.

Although a material start was made on the care home, the changes to the care home market and lack of enthusiasm of lending organisations to get involved in the project has led to a 'rethink' of potential uses for the vacant site.

This Planning, Design and Access Statement (PDA) justifies the design principles and concepts that are illustrated in the plans submitted.

In this regard the site is highly accessible and suited to encouraging non-car modes of travel. This is covered in more detail later in this document. Other critical issues are tree conservation and flood risk, which is also covered.

There are two key objectives.

They are to:

Optimise the use of previously developed brown field land by developing a residential scheme, which will put the land to the most efficient use, and.

Provide a sustainable project, where the layout, scale, form and appearance of the proposed development is attractive, is designed in harmony with the surrounding area and conserves the existing trees; and be in keeping with the interests of key stakeholders, including the local community.

### **1.2 Purpose of the Planning, Design and Access Statement**

The purpose of this PDA Statement is to explain and justify the design principles and concepts for the residential scheme.

To this extent the D/A Statement consists of the following key sections:

Assessment, including:

- (i) a description of the site and its surroundings;
- (ii) accessibility of the site;
- (iii) social and economic factors affecting the site;
- (iv) technical issues affecting site development; and
- (v) (v) planning and other policies relevant to site;

Design including:

- (i) land use;
- (ii) design approach;
- (iii) detailed design;
- (iv) landscaping and tree conservation;
- (v) appearance; and
- (vi) security;

and

Access including:

- (i) transport and accessibility;
- (ii) highways/pedestrian and cycle access;
- (iii) parking provision; and
- (iv) refuse collection and operational servicing.

## **2.0 Assessment**

### **2.1 Site and Surroundings**

The site is located off Kings Terrace in Southsea, and is approximately 1.3kms from the city centre. It was formerly occupied by St Michaels Lodge, a local authority managed nursing and care home for the elderly, which was demolished in 2002.

The site consists of 0.28 ha of vacant land, bounded to the north, east and south by Silver Street, Stone Street and Gold Street respectively. These streets have on-street parking along one-side. Built properties form the western boundary of the site. The site is a mixture of former garden areas and hard surfaces from the previous building and its associated access/parking. Largely at the site perimeter are a variety of trees, the most significant of which has Tree Preservation Order (TPO – No 221) status.

The majority of the site is surrounded by 3 storey apartment blocks, constructed by the local authority in the post-war period. The properties are not architecturally significant, but the exteriors are well maintained and some of the frontages contain a variety of mature trees and vegetation.

Overall the streets are visually pleasant. At the north-western corner of the site is a former warehouse, which has been converted into a home.

Immediately to the west of the former warehouse is the St Judes Youth Centre, which incorporates a kindergarten.

The character of the area further beyond the immediate site surroundings is also dominated by multi-storey and mainly residential blocks. To the south of the site land uses include the University of Portsmouth halls of residence and some 3 storey private apartments.

The arrangement of the residential multi-storey blocks is such that the site is visually secluded from the Terraces Conservation Area (CA 12) to the west and from the Castle Road Conservation Area (CA 6) to the east.

## **2.2 Accessibility**

Accessibility is a significant factor for the operation of the proposed residential development. Fortunately the site is located close to frequent bus routes and walking distance to the railway station at Portsmouth and Southsea. However there are many local facilities within easy walking distance making the development more sustainable.

The site is within walking distance of a range of local facilities and services, including convenience and non-convenience stores and a variety of restaurants/bars. The closest facilities and services are generally within 300-350 metres of the proposed development site. They are located mainly on Castle Road, where the facilities include a Cooperative supermarket and a stationers/convenience store. Other local facilities are located along Kings Road (eastern portion) and Elm Grove.

Significantly the site is within 500 metres of Southsea Common and 800 metres of the seafront, which provides an excellent recreation opportunity for the future residents of the development.

Major facilities and services are relatively close to the site in the main centres at Commercial Road, approximately 1.3kms north of the site and Palmerston Road, which is approximately 1.1kms south – east of the site.

The site is within 150 metres of the nearest bus stops on Kings Terrace and Kings Road. Regular bus services are available from these stops to most parts of Portsmouth and the surrounding suburbs.

The bus services also link with other key public transport nodes, including the railway stations (Portsmouth and Southsea and Portsmouth Harbour) and the ferry links to the Isle of Wight (Hovertravel and Wight Link) and Gosport.

### **2.3 Social and Economic Factors**

#### **A – Social Benefits**

The good quality housing efficiently re-employing underused brown field land in the city of Portsmouth offers an obvious social benefit. Housing need within the city remains high and developments of this scale 20 plus units should have an impact on figures the local authority are required to provide.

#### **B – Employment Opportunity**

The development will create construction jobs. The developer is committed to building the development in house using local contractors and this is a commitment they have shown in other developments in the city.

### **2.4 Site Development Issues**

A significant body of information has been prepared by the consultants commissioned by the client for the previous proposals and where this information no longer current, such reports have been updated. This has included detailed technical studies related to three key site development issues:

- (i) Tree conservation; and
- (ii) Drainage and flood risk. The flood risk data will be updated to reflect recent changes made by the environment agency. However, although the site's South Eastern corner was considered to be in flood risk zone 2 at the time of previous applications it appears that the flood maps now take the whole site out of the risk area.
- (iii) Ecology

## A – Tree Conservation

Alderwood Consulting prepared an Arboricultural Implications Assessment for the original application in 2008. The trees are all still present and this study has been used to inform the current proposals. An updated reports is submitted with this application.

## B – Drainage and Flood Risk

As previously stated the site is no longer considered within the flood risk zone.

See appendix A Flood risk map.

It is the intension of the proposals to retain a tree belt on the tree road frontages. This area will be retained as unmetaled except for the occasional paths to front doors and therefore this area will act as a rain water collection area. Furthermore the courtyard carpark will be designed with permeable paving to further reduce outfall to the existing surface water system in high rainfall events.

External levels will also be designed such that surface water run-off is directed away from the proposed building. Permeable paving will be provided in the external hard surface areas, including the proposed vehicular parking areas to reduce surface water runoff.

## 2.5 Pre-APP

The pre-app submitted in 2016 was for a scheme for 20 town houses with access coming off an extension to Diamond Street to the west.



The pre-app response See appendix B drew the following comments:

*Illustration from 2017 pre-app submission*

*Garages at ground floor level would provide the base for external amenity space at first floor level which is considered to be an efficient use of the space.*

*The site is not the subject of any site specific planning policy constraints and as such, the principle of such a development would appear to be acceptable subject to the points below.*

*The principle of a four-storey building at the site has been established by the previous permission for a nursing home (Class C2) (ref. 08/02362/FUL). It is however, noted that the proposed building footprint has been pushed significantly closer to the boundaries with Stone Street and Silver Street when compared to the previously approved building. Consideration should be given to some form of break within the built form to better reflect the pattern of development within the area and provide some visual relief.*

**Trees** - *The application site contains a number of trees protected by Tree Preservation Order No.221. Therefore, any application should demonstrate that the development could take place without any harm to the protected trees both through the construction process and through increased pressure to maintain the trees due to their proximity to the building's facades. Should the loss of any features be unavoidable, the application should provide clear justification and indicate what mitigation would be provided.*

**Internal living conditions/Amenity** - *All new residential dwellings would need to meet the minimum size standards set out within Technical housing standards - nationally described space standards which replace the local standards set out within the Housing Standards SPD.*

**Parking and Access** - *Any development will need to make provision for off-road parking in accordance with the Parking Standards and Transport Assessments SPD unless suitable justification is given for a reduced provision.*

**Affordable Housing** - *In line with policy PCS19 of the Portsmouth Plan all proposals for additional housing which would create a net increase of eight dwellings or more must make a provision for affordable housing which will contribute to meeting the identified need in the city.*

**Land Contamination** - *Any potential future development is likely to incorporate similar conditions to establish the extent of land contamination, if any, and possible remediation. Whilst this is not necessarily required at application stage, the need for site*

**Archaeology** - *Records held by the City Council suggest the possibility of archaeological interest in the area. As such, the Council's Archaeologist will be consulted as part of any planning application to establish the need for further investigation/watching brief.*

**Flood Risk** - *The site is not located within a Flood Zone. As such, there would be no requirement for a Flood Risk Assessment to be provided.*

We have aimed to deal with all these issues in the full planning application submission.

## **2.6 Planning Policy**

We believe that a development of 20 plus units on the site is supported within current planning policy.

We would expect that the draft scheme will be judged against the following areas of planning policy:

Design Principles, Including Local Context: (i) urban 'grain' and plot sizes; (ii) the scale, massing, height and bulk of adjacent or surrounding buildings; (iii) the building



line, roofline and rhythm of existing buildings; (iv) legibility; and (v) existing mature trees and planting and the natural environment. Detailing (external appearance): (vi) materials; (vii) architectural detailing; (viii) fenestration; (ix) floorspace; (x) relationship to recipient building; and (xi) landscaping. Layout: (xii) permeability; (xiii) activity; (xiv) views and landmarks; (xv) safety and security; (xvi) accessibility; (xvii) energy efficiency; and (xviii) microclimate.



Aerial View of Proposed Scheme

Landscaping

Access For All

Amenity and Pollution

Flood Protection

Provision of Infrastructure

Storage of Refuse

Trees

Transport Issues in New Development

Parking Standards

## **3.0 Involvement**

### **3.1 Approach**

Due to the current Pandemic situation we do not feel that there has been an opportunity for an exhibition for local residents. However we are aware that due to changes in standing orders PCC planners have extended the consultation period for public comments and it is felt that this should allow the public enough time to give their views on the proposals to the LPA.

## 4.0 Design

**Table 4.1 Land Use Accommodation Schedule**

	Dwellings No.	Bedroom No.			Garage (single)	Parking spaces	Cycles within garages store	Cycles within store	Visitors cycle spaces
		2	3	4					
Total	20	7	4	9	14	4	28	8	4

### 4.1 Objectives

In considering the above sections as a baseline in preparing this Full Planning Application, three primary objectives have been pursued in shaping the proposed development of a residential at Silver Street. They are to:

Optimise the use of previously developed brown field land by developing a well-designed residential development.

Provide a sustainable project, where the layout, scale, form and appearance of the proposed development is attractive and is designed in harmony with the surrounding area; and

Be in keeping with the interests of key stakeholders, including the local community.

### 4.2 Land Use

The site is proposed for the residential scheme has for many years been undeveloped since the demolition of St Michaels Lodge as far back as 2004. Since then this site in the centre of the city has for too long been left un-developed and while some local wildlife may have benefitted from the whole site there have been consequences such as the finding of Japanese Knotweed. The Knotweed has been treated and removed however this and thick brambles are not a suitable use.

In line with the previous permissions in parts the residential development has gone up to match the 4 storeys already permitted. However the floor to floor heights of the residential scheme are less than the care home. It was also felt that in places the

storeys should be reduced to give the elevations articulation. Both these points we see as a benefit over the previous permissions.

As the site is already surrounded by residential development it would seem appropriate for the site to also be used for this purpose.

### 4.3 The Design Approach



The design and layout for the proposed residential scheme optimises the potential with a new well designed development.

Priority has been given to ensuring that the layout, scale and appearance of the residential scheme compliments the surrounding area and retains the tranquil atmosphere which pervades. The tree belt around the edge of the site is retained and is indeed heavily incorporated into the scheme. Through these trees the frontage of the town houses are seen. This softens the development.

Access to the previously approved scheme was off Silver Street. The existing site also has a vehicular access off Gold Street. While initial draft schemes were carried out utilising either and both of these accesses, a further option of an access off the stub road access off Flint Street. This is the only remaining part of Diamond Street that used to bisect the site until the end of WW2 after significant bombing damage.

As Flint Street addresses no other residential frontages there is a true advantage for the new development to be accessed off here. This means that both the existing accesses off Silver Street and Gold Street will be stopped up. Neither of these roads are particularly wide and the residents parking they afford could even be extended.

The town houses have been designed to formally address the surrounding streets beyond the mature tree belt. Access footpaths to front doors will meander through under the trees, allowing residents to exit the site at a number of key pedestrian points to access local amenities. The ground floor of the houses has some accommodation and most have an integral garage to the rear accessed off the

parking court. The roof of the garage forms a raised area of private outside space for the town houses to the rear of each property. As a raised viewpoint this allows some view of the parking court area but this is not the key focus and allows the surrounding fences to be less than a standard 1.8m high.



In response to the pre-app comments we have introduced visual breaks in the built form on the north and south street elevations. We have also retained the varying building heights which the pre-app supported. With the access off Diamond street we have taken the opportunity of adding a mews house which ‘watches’ over the vehicular entrance to the site. This is helpful in terms of ‘Secured by Design’.

There is a strong visual break between the surrounding residential blocks/streets and the new houses. The existing mature trees and the proposed landscape treatment of the site perimeter will help provide a landscape blend. In the north-western portion of the site the building is set close to its boundary, which is compatible with the nature of the existing land uses (ie St Judes Youth Centre, and the end walls of residential property).

The building is also designed such that through the use of variations in building form and detailing of the facades and through the use of materials and colour, the overriding visual and emotional feel will be domestic and residential. In particular the proposed design of the building facades breaks up the elevations to avoid the building being monolithic.

#### **4.4 Appearance**



Top left is the 1<sup>st</sup> Edition 1:2500 Ordnance Survey, top right an aerial photograph taken in the late 1940s, bottom left is the 1948 1:1250 Ordnance Survey map and bottom right is the 1955-60 1:2500 Ordnance Survey.

The materials used are a brick that will be different to the brick colour and texture of the adjacent residential blocks. We believe this site is large enough to merit its own look and is not seen as a continuation of the existing. However in terms of massing and scale it is complimentary to the existing surroundings.

The design of the building floor plate creates a strong relationship with the green surrounding zone with the need to react to the 'fence lines' established by the perimeter trees the building form has a natural dynamic modelling.

In summary the range of principle materials to be used on the facades of the town houses could include: (i) Facing Brick – to differ from surrounding buildings; (ii) Powder Coated vertical seam panned on bays and upper storeys ; (iii) Windows – Grey – High Efficiency Double Glazed Windows - (iv) Roof – single ply membrane colour grey

#### 4.6 Landscaping and Tree Conservation

The key purposes of the proposed landscaping for the site are to:

Form an attractive visual context for the users of the proposed landscape garden areas and for the main entrance to the nursing home and the associated vehicular parking areas;

Conserve the majority of the trees at the perimeter of the site, which are the subject of a TPO and enhance their setting; and provide a landscape blend and soften the visual impact of the proposed new town houses on the surrounding residential area.

#### A – The Landscape Gardens

As mentioned above, the principal function of the landscape gardens is to provide a recreational resource for the benefit of the town house residents while continuing to be a benefit to the wide local residents. They will also form a strong visual break between the surrounding residential blocks and the new building.

The landscape gardens will be visually and functionally integrated into the design of the home. All the residents will have direct views into the garden areas. The strong landscape dominated site perimeter will provide front garden environment adding to the spirit of residential qualities of the new development. The front gardens will be primarily grassed areas, with paths and seating for the enjoyment of residents.

The vehicular parking area will wholly masked from the surrounding roads creating the look of a ‘no car development’



#### B – Tree Conservation

The previous tree report was accepted by Portsmouth City Council for the previous application but no felling of the highlighted trees has taken place. We remain of the view that the trees previously marked for removal should still be cut out. Full countenance is taken of the existing trees. Totally there are four trees proposed to

be felled. Three of these (ie T418 - laurel, T419- rowan and T424 - purple plum) are in poor structural and physiological condition, such that removal is appropriate for good management, irrespective of the proposed town houses. It has therefore been agreed in discussions with representatives of Portsmouth City Council that felling is acceptable, subject to agreed replacement planting. This will be further considered as part of a full proposed Landscape Scheme and Management Plan for the whole site, which will include a strong new planting component to supplement the existing trees.

#### C- Landscape Management

A proposed detailed Landscape Scheme and Management Plan will ensure the proper management and protection of the existing trees and the new planting in the short and long-term. During the construction phase the trees to be retained, will be protected through appropriate tree protection measures. Other vegetation, which has become established as result of the site being vacant, will generally be cleared to facilitate implementation of the comprehensive planting scheme.

#### **4.7 Security**

Security is important for any new residential development and this has been carefully considered as part of the design for this scheme. Secured by Design suggest that overlooking of residential properties over shared parking courts is a benefit. There is a secure nature to the front gardens in the green tree zone through gates. Again this area is overlooked by all nearby townhouses.

Site access by vehicle is from one place off Flint Street. We have placed the mews house at this entrance to help to deter people who do not have a right to access. Bicycle and pedestrian access will be controlled simply by gates.

#### **4.8 Archaeology**

As part of the material start on site the archaeological condition was satisfied with a suitable submission. We have attached this as Appendix C.

#### **4.9 Affordable Housing**

Unlike the recently approved Portsmouth City Council site at the Brewery House (18 - 20 Hambrook Street, Southsea, PO5 3BE - 19/01910/CS3) we are proposing to accommodate affordable housing within the proposed site. The affordable housing element is 6No. 2 bed apartments which are on the attractive south side of the site. The character of the affordable housing matches that of the rest of the development.

## 5.0 Access

### 5.1 Transport and Accessibility

As stated above (section 2.2 refers) accessibility is a factor.

The proposed residential development is within easy walking distance of a range of local facilities and services, on Castle Road, together with further facilities along Kings Road/Elm Grove. Primary facilities and services are available in the Commercial Road and Palmerston Road centres only 1.3 and 1.1kms away. There is easy access to bus stops on Kings Terrace and Kings Road, where there are regular services to most parts of the city and the surrounding suburbs. Bus services also provide links with the railway stations and the ferry links to the Isle of Wight and Gosport.

To this extent the site is situated in a convenient location, where there are opportunities to encourage sustainable forms of transport, including:

Opportunities to use non-car travel modes for residents, particularly public buses;

Opportunities for access by cycle and by foot from the surrounding residential areas;

Opportunities for the incorporation of facilities for non-car travel modes, particularly cycles within the site; and

Opportunities for residents to enter into a car sharing scheme(s), from destinations where public transport is not attractive and/or reasonable.



### 5.2 Highways, Pedestrian and Cycle Access



The roads in the vicinity of the site (ie Silver Street, Stone Street, Gold Street, Copper Street, Steel Street, Flint Street and Hambrook Street) are lightly trafficked and primarily serve only the immediate residential area.

The layout of the roads is such that the area does not attract through traffic. The existing road system will have the capacity to accommodate the expected traffic generation levels from the proposed residential scheme. As some of the roads are not particularly wide enough to allow motor vehicles to freely pass the 'off Flint Street' for vehicles is preferred.

The "residents parking" is permitted along one side of the roads and this has the effect of keeping traffic speeds low. With the stopping up of the existing site vehicle entrances to the site further residents parking on Gold Street and Silver Street may be available.

Cycle access will like vehicles use the Diamond Street Access, into the secure parking court area.

Pedestrian access will be available at a number of pedestrian gates into the green zone. These gates will be sited to avoid the existing trees.

### **5.3 Parking Provision**

Vehicular parking provision will be in accordance Portsmouth City Councils Parking Standards and Transport Assessments Supplementary Planning Document - July 2014. Which states that in normal circumstances a 2 or 3 bedroom C3 Dwelling house should have 1.5 spaces per dwelling, while a 4+ bedroom C3 Dwelling house should have 2 spaces per dwelling.

There are also indications that some reduction in parking may be acceptable in sustainable areas, as follows:

Where the location and accessibility of a site are cited as reasons for a reduced standard, this should be done by reference to the proximity of defined town centres, bus corridors and train stations in relation to the site. A plan showing what areas the council considers this applies to is shown in Appendix 2. The mapping does not take account of the quality of routes, nor the fact that the position regarding bus routes will change over time (the plan in Appendix 2 was created in 2013). The map should therefore not be taken as a definitive guide to accessibility, and applicants should explore this issue in more detail in their assessments.

The associated map indicates that the site is on the edge of the city centre and the zone defined as 400m from high frequency bus corridor. It is with the zone of 400m from Town and district centres.

The proposed cycle and car parking provision is as follows:

	<b>Car spaces</b>	<b>Garage (single)</b>	<b>Cycle Store</b>
<b>Total</b>	4	14	36 (in garages/ secure stores)

Cycle parking and storage is within the curtilage of the individual townhouses.

#### **5.4 Refuse Collection and Operational Servicing**

Refuse collection will be from the surrounding Silver Street, Stone Street and Gold Street. Refuse and recycling bins will be moved by residents to a collection point at the boundary by their entrance path and returned by the residents to their normal position within the curtilage of the townhouses. A separate bin store off diamond street has been provided for the apartments.

Appendix A

Flood Risk Assessment

# Flood map for planning

Your reference  
**stone street**

Location (easting/northing)  
**463914/99332**

Created  
**3 Dec 2020 16:12**

**Your selected location is in flood zone 1, an area with a low probability of flooding.**

## **This means:**

- you don't need to do a flood risk assessment if your development is smaller than 1 hectare and not affected by other sources of flooding
- you may need to do a flood risk assessment if your development is larger than 1 hectare or affected by other sources of flooding or in an area with critical drainage problems

## **Notes**

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

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<https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>











**Flood map for planning**

Your reference  
**stone street**

Location (easting/northing)  
**463914/99332**

Scale  
**1:2500**

Created  
**3 Dec 2020 16:12**

-  Selected point
-  Flood zone 3
-  Flood zone 3: areas benefiting from flood defences
-  Flood zone 2
-  Flood zone 1
-  Flood defence
-  Main river
-  Flood storage area



## Appendix B

Pre-app response from Portsmouth City Council Dated 17<sup>th</sup> February 2017

**City Development and  
Cultural Services**

Mr. S. Bone  
61 South Street  
Havant  
Hampshire  
PO1 9BZ

Civic Offices  
Guildhall Square  
Portsmouth  
PO1 2AU

Phone: 023 9268 8592

Our Ref: 17/00036/PAPA05  
Your Ref:

17th February 2017

Dear Mr Bone

LOCATION: Silver Street, Southsea.

PROPOSAL: Construction of 20 3/4 storey town houses (17/00036/PAPA05)

I write further to your enquiry at the above address. Following our telephone conversation I understand that initial views on the concept would be helpful at this stage with further details drawn out within later meeting/s as the proposal develops. Therefore, my comments will focus on the principle and the key matters that will require further attention. I have not offered any view on the specific design of the proposed dwellings.

Should you wish to progress the scheme, I would encourage you to attend a Design Review Panel meeting to present your proposals prior to the submission of a formal planning application. The available dates are as follows: 24<sup>th</sup> March 2017, 28<sup>th</sup> April 2017 and 2<sup>nd</sup> June 2017.

**Principle** - The submitted drawings indicate a perimeter type development set back from the highway by open front gardens, continuing the pattern of development established by the existing small blocks of flats within the area. The 20 dwellings would be served by pedestrian entrances on their frontages with additional access to the rear via a parking court from Flint Street. Garages at ground floor level would provide the base for external amenity space at first floor level which is considered to be an efficient use of the space.

The site is not the subject of any site specific planning policy constraints and as such, the principle of such a development would appear to be acceptable subject to the points below.

**Scale/Layout** - The principle of a four-storey building at the site has been established by the previous permission for a nursing home (Class C2) (ref. 08/02362/FUL). It is however, noted that the proposed building footprint has been pushed significantly closer to the boundaries with Stone Street and Silver Street when compared to the previously approved building. This has been mitigated in part by the inclusion of slightly shorter buildings to sections of these frontages, although

as a whole, the proposed development would have a much more solid and prominent appearance within the street scene, particularly to the north and east.

The surrounding area is characterised by small blocks of flats and whilst forming fairly continuous runs, are broken at regular intervals and stepped to provide greater articulation within the street scene. Consideration should be given to some form of break within the built form to better reflect the pattern of development within the area and provide some visual relief.

That said, having regard to the blank elevation of 15-19 Silver Street, consideration should be given to the possibility of setting the first buildings to the northern side of the site further forward, which would have the added benefit of providing greater manoeuvring space within the parking court. This will of course be dictated by the presence of the trees (detailed below).

The proposed pattern of development and incorporation of first floor amenity space will result in potential conflict with block 4-20 Flint Street. Rather than including some form of privacy screening at first floor level, consideration should be given to incorporating more traditional amenity space to the first building/s or providing a greater degree of separation.

The chamfered corners will result in a number of awkward shaped properties/amenity spaces. Whilst the principle of turning the corners would not be inappropriate, a redesign of these elements could also address the points above in respect of visual breaks.

**Trees** - The application site contains a number of trees protected by Tree Preservation Order No.221. Policy PCS13 states that: *'The city council will work collaboratively to protect, enhance and develop the green infrastructure by ensuring that development is informed and influenced by the presence of trees on site, particularly those protected by a TPO or within a conservation area. If the removal of any tree is unavoidable because it would be in best arboricultural practice a replacement tree of at least equal value to that lost should be planted on site unless it is shown to be impractical to do so'*

Therefore, any application should demonstrate that the development could take place without any harm to the protected trees both through the construction process and through increased pressure to maintain the trees due to their proximity to the building's facades. Should the loss of any features be unavoidable, the application should provide clear justification and indicate what mitigation would be provided.

**Internal living conditions/Amenity** - All new residential dwellings would need to meet the minimum size standards set out within Technical housing standards - nationally described space standards which replace the local standards set out within the Housing Standards SPD.

Technical housing standards - nationally described space standards - [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/421515/150324 -  
\\_Nationally Described Space Standard Final Web version.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/421515/150324_-_Nationally_Described_Space_Standard_Final_Web_version.pdf).

In addition to the physical floorspace requirements, all new residential accommodation should provide an acceptable standard of living condition for



future residents including access to natural light, the provision of a good degree of natural outlook and appropriate floor to ceiling heights.

**Parking and Access** - Any development will need to make provision for off-road parking in accordance with the Parking Standards and Transport Assessments SPD unless suitable justification is given for a reduced provision. The submitted drawings indicate the creation of a parking court to the rear accessed from Flint Street with additional parking within integral garages.

The Highways Authority/LPA raise no objection to this approach on the basis the access would provide a secondary route (separate pedestrian entrances to the front). The following points are raised:

The access from Flint Street would involve the loss of parking spaces on the existing highway which will need to be taken into consideration as part of the justification for parking numbers. You will also note that in addition to meeting the demand for the proposed occupiers, an additional 10% of the total number of parking spaces should be provided for visitors.

It is not clear whether the garages meet the size standards set out within the SPD, particularly if they are to also incorporate individual bike and bins storage space.

The access to the garages, particularly to the northern properties, appears rather tight when considering the position of the external parking spaces. Any application should demonstrate that vehicles can manoeuvre safely within this area. Consideration should be given to alternative parking layouts, echelon parking perhaps?

The rear amenity spaces would look out onto the parking court which will be dominated by hard surfacing and parked vehicles. Consideration should be given to inclusion of landscaping enhancements within any alternative layout.

Bicycle storage facilities will need to be provided in accordance with Parking Standards. Full requirements for vehicle and bicycle parking can be found within the Parking Standards and Transport Assessments Supplementary Planning Document - <https://www.portsmouth.gov.uk/ext/development-and-planning/planning/parking-standards-and-transport-assessments.aspx>

**Affordable Housing** - In line with policy PCS19 of the Portsmouth Plan all proposals for additional housing which would create a net increase of eight dwellings or more must make a provision for affordable housing which will contribute to meeting the identified need in the city.

**Land Contamination** - The previous permission (ref.08/02362/FUL) includes conditions relating to land contamination at the site. Any potential future development is likely to incorporate similar conditions to establish the extent of land contamination, if any, and possible remediation. Whilst this is not necessarily required at application stage, the need for site

investigation/remediation could be required through planning condition should the Contaminated Land Team feel it to be necessary.

**Archaeology** - Records held by the City Council suggest the possibility of archaeological interest in the area. As such, the Council's Archaeologist will be consulted as part of any planning application to establish the need for further investigation/watching brief.

**Flood Risk** - The site is not located within a Flood Zone. As such, there would be no requirement for a Flood Risk Assessment to be provided.

**Sustainable Design and Construction** - The Ministerial Statement of 25th March 2015 set out that Local Planning Authorities should no longer require compliance with specific levels of the Code for Sustainable Homes (the Code) or to require a certain proportion of the Dwelling Emission Rate (DER) to be offset through Low or Zero Carbon (LZC) Energy. Policy PCS15 has required both of these in all new dwellings since its adoption in 2012. However, the Statement does set out that a standard of energy and water efficiency above building regulations can still be required from new development in a way that is consistent with the Government's proposed approach to zero carbon homes. As such, the standards of energy and water efficiency that will be required from new residential development are as follows:

- Energy efficiency - a 19% improvement in the DER over the Target Emission Rate as defined in Part L1A of the 2013 Building Regulations
- Water efficiency - 110 litres per person per day (this includes a 5 litre allowance for external water use).

**Special Protection Areas** - The Conservation of Habitats and Species Regulations 2010 [as amended] and the Wildlife and Countryside Act 1981 place duties on the Council to ensure that the proposed development would not have a significant effect on the interest features for which Portsmouth Harbour is designated as a Special Protection Area, or otherwise affect protected habitats or species. The Portsmouth Plan's Greener Portsmouth policy (PCS13) sets out how the Council will ensure that the European designated nature conservation sites along the Solent coast will continue to be protected.

The Solent Special Protection Areas Supplementary Planning Document (SPD) was adopted in April 2014. It has been identified that any development in the city which is residential in nature will result in a significant effect on the Special Protection Areas (SPAs) along the Solent coast. The development proposed is not necessary for the management of the SPA.

The proposal would lead to a net increase in population, which in all likelihood would lead to a significant effect, as described in Regulation 61 of the Habitats Regulations, on the Portsmouth Harbour and the Chichester and Langstone Harbours Special Protection Areas (the SPAs). The Solent Special Protection Areas SPD sets out how the significant affect which this scheme would otherwise cause, could be overcome. Based on the methodology in the SPD, an appropriate scale of mitigation could be calculated as £3520 (i.e. 20 x £176

- correct at the time of writing). Further details can be found at:  
<https://www.portsmouth.gov.uk/ext/development-and-planning/planning/solent-special-protection-areas.aspx>

**Community Infrastructure Levy** - The development will be liable for the Community Infrastructure Levy (CIL). Further details can be found at -  
[https://www.portsmouth.gov.uk/ext/development-and-planning/planning/community-infrastructure-levy-\(cil\).aspx](https://www.portsmouth.gov.uk/ext/development-and-planning/planning/community-infrastructure-levy-(cil).aspx)

Please accept these comments without prejudice to any future decision of the Local Planning Authority on any submitted planning application.

Yours sincerely

Mr Gary Christie  
Senior Planning Officer

Appendix C

Archaeology report December 2009



**Report on a Programme of Archaeological Works  
At the former St Michael's Lodge, Stone Street, Southsea,  
Hampshire**

December 2009

**NON-TECHNICAL SUMMARY**

***This document sets out the results from a programme of archaeological works carried out by West Sussex Archaeology Ltd. on behalf of Yeoman Property Developments Ltd. The works were carried out on 15<sup>th</sup> & 16<sup>th</sup> September 2009 at the former St Michael's Lodge, Stone Street, Southsea, Hampshire (NGR SZ 63909930 & Planning Application No. 08/00644/FUL). The only significant archaeological features noted were the foundations of the terraced houses built in 1809, as part of the Croxton Town development, subsequently demolished during and shortly after the Second World War.***

## BACKGROUND

### Topographical Background



**Figure 1** Site location. North is to the top of both images. © Crown copyright. All rights reserved. License number: AL100036068

1. The development site lies in the Southsea area of modern Portsmouth. It is bounded on the east side by Stone Street, to the north by Silver Street and to the south by Gold Street. (NGR SZ 63909930 and 7m aOD). The underlying geology of the site consists of Brickearth over London clay / Bracklesham Beds.

### Project Background

1. Yeoman Property Developments Ltd. received planning permission (08/00644/FUL) for the construction of a four storey building to form an 87 bed-space nursing home on the site. Condition 4 of this planning permission required that an archaeologist be appointed to carry out a watching brief on all stages of the development involving ground disturbance and submit a subsequent report to the planning authority.
2. West Sussex Archaeology Ltd. (WSA) was appointed by Yeoman Property Developments Ltd. to carry out the archaeological fieldwork in order to meet this condition. A Method Statement drawn up by WSA, together with Portsmouth City Council's Specification for an Archaeological Evaluation (Russel 2008), set out the methodology used in order to fulfil the terms of this condition. As that document stated, an archaeological evaluation of the site was undertaken in advance of ground-works in order to determine whether a subsequent watching brief would be necessary. In the event the remains exposed in the evaluation were of insufficient importance and no watching brief was required.

3. This report details the results of that archaeological evaluation, which was carried out on the 15<sup>th</sup> & 16<sup>th</sup> September 2009 by George Anelay of West Sussex Archaeology Ltd.

## Historical Background

1. The development site lies immediately to the east of the area of the “old town” of Portsmouth, which has its origins in the 12<sup>th</sup> century. However there is no evidence for any land-use of the site until the early 19<sup>th</sup> century, when buildings and streets appear on historic mapping.



**Figure 2** On the left is the 1716 Talbot Edwards map and on the right the Ordnance Survey 1<sup>st</sup> Edition Old Series 1”.

2. The earliest map of the area, that drawn up in 1716 by Talbot Edwards, suggests that the site is empty at this date and lies just to the west of fields in an area of rough ground on the edges of the Little Morass. The 1759 Taylor and 1791 Milne maps reveal a similar picture, but the 1810 Ordnance Survey shows buildings and streets in the area of the site. The more detailed 1835 Maynard map indicates that these buildings and streets are the same as those that appear on the large scale 1868-1881 Ordnance Survey which shows terraced housing fronting onto Gold Street, Diamond Street and Silver Street.
3. This part of Portsmouth was initially called Croxtown, named after Thomas Croxtown who developed the area from 1809 onwards. The so-called “mineral” streets were built for skilled workers and formed the beginnings of what was to become Southsea (Pounds 2009). Nothing now remains of the original “mineral” street houses, which were heavily damaged during the war, before being completely pulled down in the 1950’s and 1960’s. Post-war aerial photographs and Ordnance Survey editions show that enemy bombing had destroyed c.75% of the housing. The area of the site then remained largely empty until the final demolition of the surviving buildings and the construction of replacement buildings, including St. Michael’s Lodge, sometime between 1955 and 1960. The Lodge has now been demolished leaving the current empty plot.



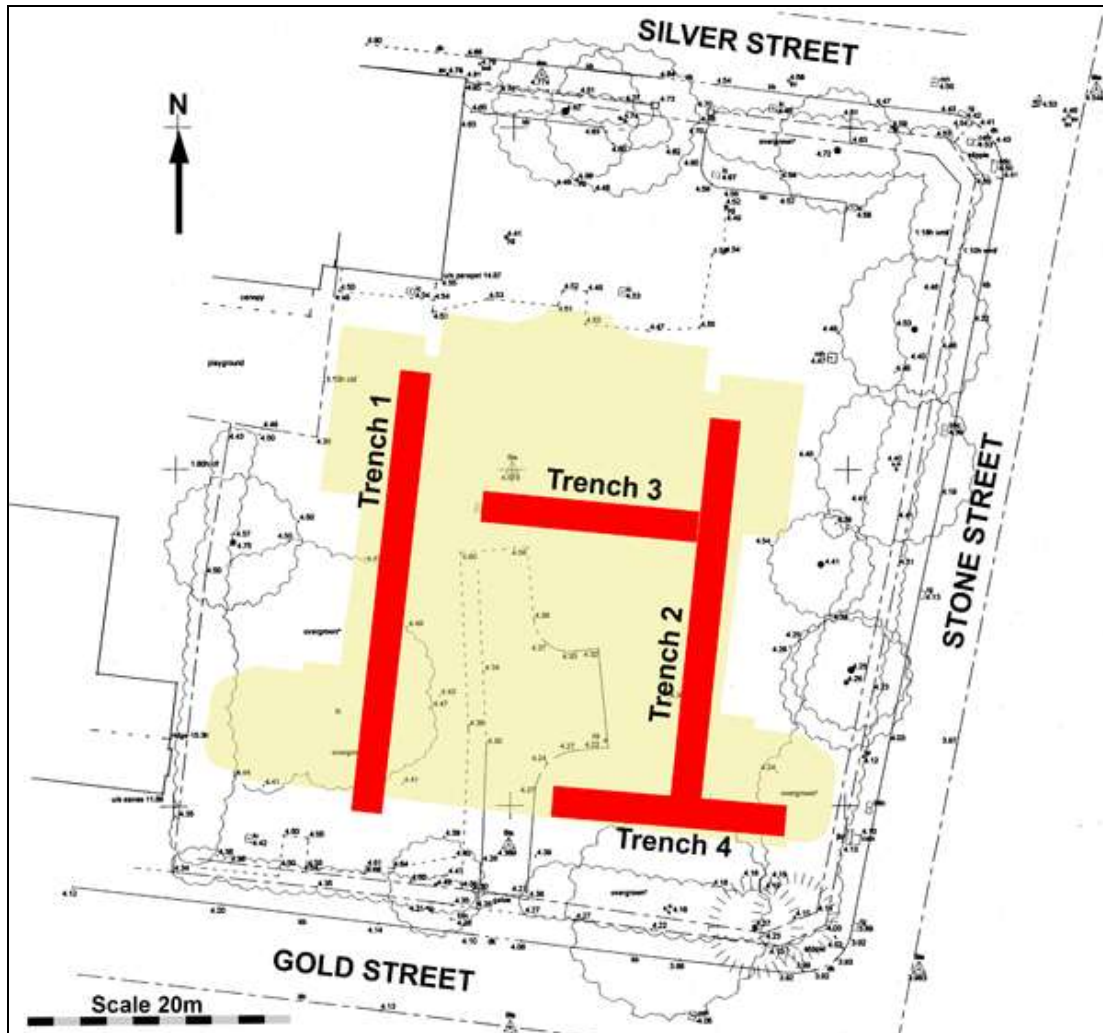


**Figure 3** Top left is the 1<sup>st</sup> Edition 1:2500 Ordnance Survey, top right an aerial photograph taken in the late 1940s, bottom left is the 1948 1:1250 Ordnance Survey map and bottom right is the 1955-60 1:2500 Ordnance Survey.

4. Portsmouth City Council's Sites & Monuments Record holds no records of any known archaeological deposits in the vicinity of Stone Street.

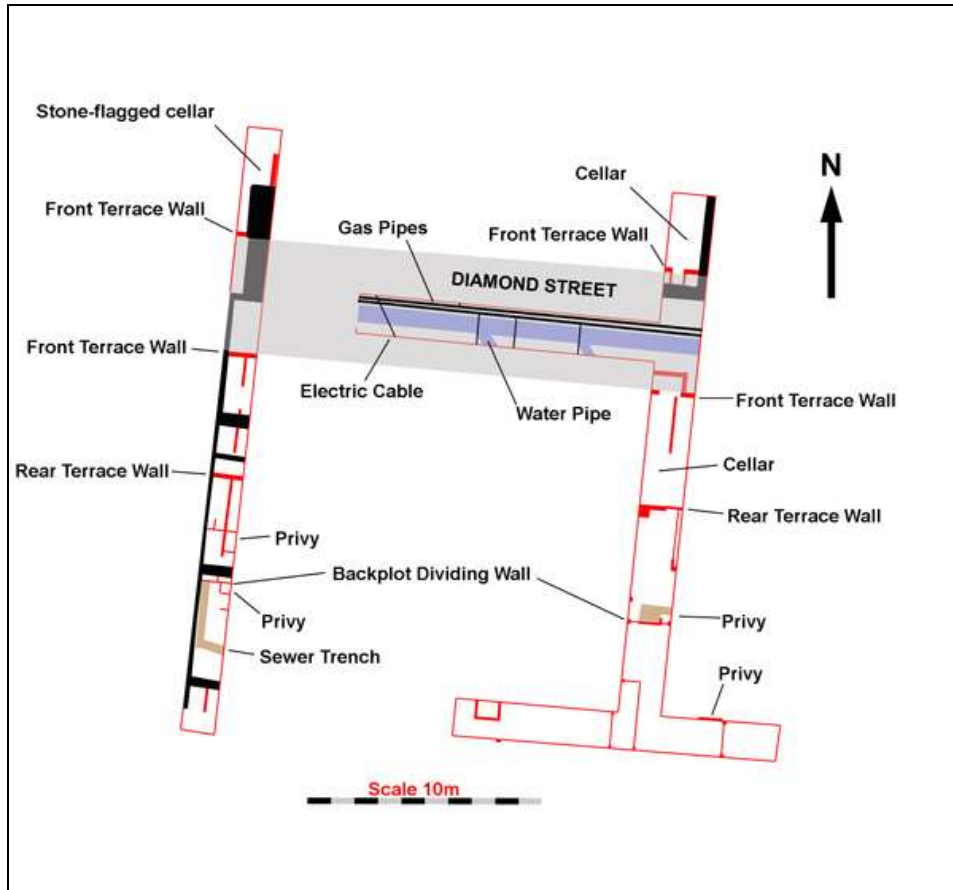
## RESULTS

1. Four trenches were excavated, all of which were 2m wide. Trench 1 extended along the western side of the proposed new building for 32m; Trench 2 ran parallel, along the eastern side, for 29m; Trench 3 was intended to link Trenches 1 & 2, but in the event stopped 5m short of Trench 1, with a total length of 16m; Trench 4 was 15m long and ran at right angles to Trench 2 at its southern end.
2. No archaeological remains or artefacts which pre-date the construction of the terraced housing were revealed in the trenches. This confirms the evidence of the historic mapping which indicated that before the construction of Croxton Town the area comprised uncultivated waste surrounding the Little Morass.



**Figure 4** Plan of the evaluation trenches. The outline of the new building is indicated in beige.

3. The brick foundations to the houses of Croxton Town were revealed in Trenches 1, 2 & 4, while the remains of what was Diamond Street were excavated in Trench 3. The foundations were constructed of uniformly sized bricks of 23cm x 11cm x 6.5cm set in a white mortar. Occasional later alterations had been made using a yellow mortar. The principal external walls of the houses were constructed of a double skin of these bricks laid parallel to the terrace with a 1cm cavity. Internal walls, boundary walls and out-building walls were all of a single brick width sitting, where visible, upon a single course of bricks set at right angles.



**Figure 5** Plan of the archaeological features. The Croxton Town terraced house foundations are indicated in red. St. Michael's Lodge foundations are in black.



**Figure 6** The southern terrace in Trench 2, looking north-west. The rubble filling the half-cellar is clearly visible in the side of the trench. The back wall is to the left of the image, while the front wall and associated coal-hole extending under Diamond Street are to the right.

4. Trenches 1 & 2 crossed Diamond Street and contained the remains of houses which had once fronted onto its north and south sides. Three of the four houses revealed had once had cellars beneath them, but only apparently to a half depth of about 1 metre, unless the floor of the room above was raised above ground level, which seems unlikely. The use of these half-cellars was hinted at by the coal dust still surviving in places within them and the brick built coal-holes extending into the road in front. It is uncertain whether these half-cellars originally stretched to the full width of each house or less, if the latter then it might explain why one was not found in the section of the southern terrace excavated in Trench 1. The depth of the terraces appears to have been c.6m, not including any out-shots, which some houses appear to have had.

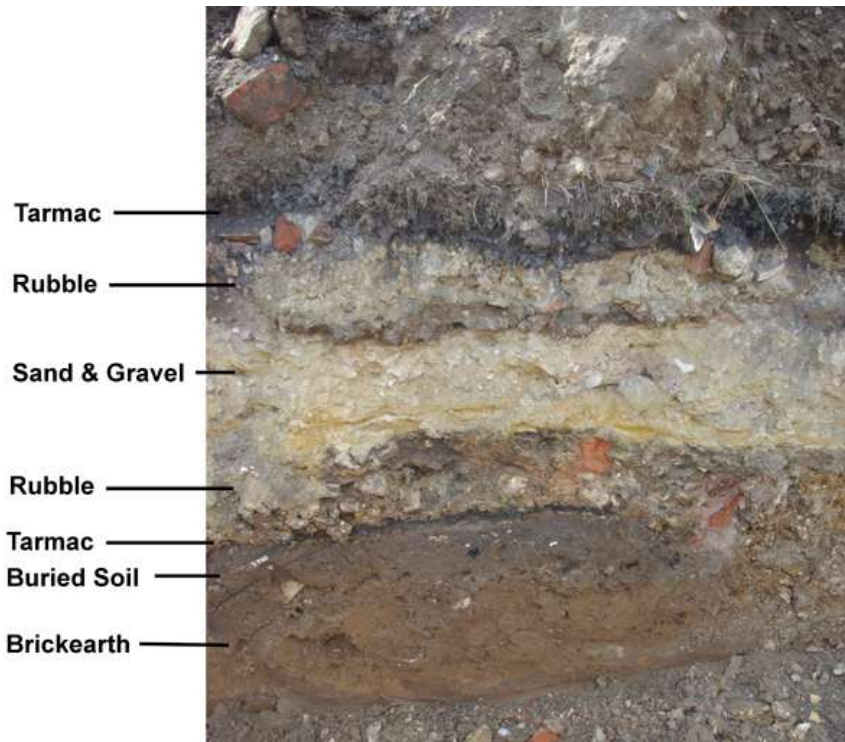


**Figure 7** Stone-flagged floor of cellar in Trench 1, looking east. None of the other cellars had a surviving floor.

5. Diamond Street itself was composed of a number of succeeding layers of make-up and surfacing. The fact that the lowest layer present appears to be a thin skim of tarmac suggests that either the roads were un-surfaced for much of the nineteenth century or that whatever surface treatment there had been was later replaced. Above this lowest layer of tarmac were layers of gravel, rubble, sand/gravel and a second layer of tarmac. The upper layers of rubble and tarmac may be associated with St. Michael's Lodge, rather than Diamond Street, which would suggest that the pre-war surface of Diamond Street was of gravel and sand.



**Figure 8** The excavated trenches overlain upon the 2<sup>nd</sup> Edition Ordnance Survey 1:2500 1898 map.



**Figure 9** Section through Diamond Street. The yellow sand & gravel layer was probably the later street surface.

6. Beneath Diamond Street a number of service trenches were visible. A deep trench down the centre of the street was probably the water main, but this was not proven since at 1.75m deep an attempt to reach the pipe in Trench 2 was abandoned. Above this, at a depth of c.0.75m, two gas pipes running parallel to each other and the road were revealed in the northern half of Trench 3. A single electricity cable was also excavated running obliquely across Trench 3 at its western end. Interestingly the supply of water, gas and electricity to each house is patchy. It is hard to be certain as to how many homes faced onto Diamond Street within Trench 3, but it is probably between 8 and 10. However only two water spurs, four gas spurs and one electricity cable were recorded, some houses apparently having none of the three, while two houses had both water and gas (one of these may also have had electricity). This suggests that by the 20<sup>th</sup> century some considerable disparity in living conditions had grown up between the different terraced houses.



**Figure 10** The foundations of a brick privy in Trench 2, looking east.

7. The southern halves of Trenches 1 & 2, together with all of Trench 4, were located within the back-plots of terraces fronting onto Diamond Street and Gold Street. The back-plots of the housing fronting onto Diamond Street appear to have been c.6m deep, giving an overall plot depth of 12m. The historic mapping indicates that the plots fronting onto Gold Street and Silver Street were deeper at approximately 16m. This same mapping indicates that the back-plots were occupied by a variety of outbuildings, some of which were outdoor privies, since a number of square foundations were revealed in the excavations with soil pipes exiting from them. Each plot was separated from its neighbour by single width brick walls. A number of the houses had rear

extensions, the foundations for at least two of which were found within the excavated trenches. It was not clear within the limited area exposed whether these extensions were original or added later, but there was at least one clear case of an alteration: within Trench 2 the rear of the house fronting Diamond Street from the south had originally had a set of external steps entering the basement, but these had been blocked at a later period by bricks set in a different mortar than the original.

8. The destruction brought about by the Second World War was evidenced by a layer of black soil overlying the back-plots, presumably reflecting the burning of the buildings. This was overlain everywhere by rubble, which had also been used to infill the cellars of the houses, presumably as a preparation for the re-building that was to follow in the 1950's. The foundations of St. Michael's Lodge were found in Trenches 1 & 2, those in the former being all internal walls, while in the latter the southern exterior wall foundation was found. The Lodge was demolished only a short time before this project was undertaken.

### **SURVIVAL OF DEPOSITS**

1. No archaeological deposits were found which pre-date the construction of Croxton Town in 1809. This was not unexpected since the close proximity of the low lying marshy ground of the Little Morass would have made it an unattractive site for earlier habitation. The underlying undisturbed brickearth lay at a depth of between 0.6m - 0.9m below the modern surface, where it had not been removed by cellars.
2. The foundations of the terraced housing which fronted Diamond Street within Croxton Town were revealed and were recorded, since nothing now remains above ground of these buildings, which at one time composed the earliest part of Southsea. The construction of St. Michael's Lodge had partially destroyed these remains, but much will survive elsewhere since the post-war reconstruction of this area involved placing new buildings setback from the roads, rather than fronting onto them, thereby unwittingly preserving the foundations of the Croxton town terraces.

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