

Surefix, 175/177 London Road, Waterlooville, Hampshire, PO7 7RJ

Site and surroundings

Comprises a two-storey dwelling (No.177) and a large single storey commercial building and curtilage currently used as a builder's yard, showroom and office. The site is located on the west side of London Road, just to the south of the junction with Rowlands Avenue. Immediately to the north of the application site is a two-storey building that is a convenience store. To the south and west is two-storey housing and opposite on the east side of London Road the Waterlooville Baptist Church.



Figure 1. The frontage of the site to London Road, No.177 on right hand side.

Relevant planning history

There do not appear to be any recent planning applications relating to this site.

Designations

The application site does not include any buildings that are either statutory or locally listed. The location is not a conservation area and there are no tree preservation orders covering the site.

Pre-application

Following a submission earlier this year for residential development a response was received on 20 June 2019 (LPA Ref: GEN/19/00321). The conclusion was that the principle of residential development within the built-up area of Waterloooville was acceptable but there was some concern about whether the scheme would be harmful to the character of the area, although at the pre-application stage no detailed elevation drawings had been provided. Revisions to the scheme have taken place following these comments including detailed elevation drawings.

The proposal

To retain No.177 as a dwelling and construct a pair of two-storey dwellings just to the north of No.173 and fronting London Road and a pair of semi-detached bungalows to the rear of the site with a vehicular access just to the south of No.177.

The proposed dwellings would be as follows:-

Plot 1 – 3 bedroom dwelling fronting London Road, floor area of 104 square metres;

Plot 2 – 3 bedroom dwelling fronting London Road, floor area of 104 square metres;

Plot 3 – 2 bedroom bungalow to rear of site, floor area 66 square metres, and

Plot 4 – 1 bedroom bungalow to rear of site, floor area 51 square metres.

Car parking and secure cycle storage would be provided to the Council's standards.

Amount

Without compromising the amenities of nearby dwellings it is considered there is adequate space to construct four additional dwellings, of differing sizes, as proposed.

Scale

Most buildings in the locality are two-storey in height, with pitched roofs, although there is some more recent three-storey development further to the south along London Road. Consequently two and single storey dwellings would appear contextually appropriate in this location. The two-storey dwellings fronting London Road and the bungalows set back into the site would form a neighbourly relationship with existing dwellings, both in London Road and the south side of Rowlands Avenue. As such the scale proposed is considered entirely appropriate for this situation.

Layout

The proposed dwellings would be positioned on the site to allow good levels of light penetration through the main front and rear elevations which include large areas of glazing, particularly at ground floor level. The gardens would all be of a good size in relation to the dwellings proposed. The existing dwelling (No.177) would retain its existing curtilage. The rear wall of the proposed two-storey dwellings would roughly align with Nos. 173 and 177, this would ensure a neighbourly relationship. Convenient car parking would be arranged for each of the dwellings proposed, as well as the existing dwelling, which would retain car parking similar to the present arrangement. The existing building line to London Road would be respected.

Appearance

There is no established design precedent to follow in this part of London Road, except perhaps a preponderance of pitched roofed dwellings, bay windows and gables. Red brick and render appear to be the dominant external materials. The proposed elevations show a palette of external materials and architectural features that echo those found nearby, and in particular No.177 London Road.



Figure 2. 177 London Road and convenience store.

Landscaping

There are no significant trees on the application site. There is potential for new tree planting in the gardens of the dwellings proposed. In respect of the London Road frontage good quality surfacing materials for the parking bays would be utilised. It would be possible to plant shrubs within planters in front of Plot 2 and No.177 to soften the street appearance, but only at low level to ensure adequate sight lines.

Access

There are two existing vehicular access points from London Road. These would be utilised for the proposed development. All vehicles would be able to enter and leave the application site in a forward gear, the exception being Plot 1. There are many situations nearby in London Road where vehicles cannot leave sites in a forward gear. Consequently allowing one dwelling in this situation would not be unreasonable and should be considered alongside the existing use where commercial vehicles, staff and customers' cars are generating considerably more traffic movements than the proposed four dwellings. Good and safe sight lines could

be provided and there is a wide footway which should ensure safe manouvering of vehicles in and out of the application site. Two car parking spaces for each dwelling are proposed together with secure and convenient cycle storage.



Figure 3. Existing vehicular access to London Road.

Residential amenity

The proposed two-storey dwellings, due to their siting, should not impact on the amenities of the neighbouring dwelling, No.173. The single-storey height of the proposed bungalows would ensure no adverse effect on the amenities currently enjoyed by the first dwelling in Rowlands Avenue. It should also be taken into consideration that the existing use of the site for commercial purposes (builder's yard, showroom and office) is a potentially unneighbourly use and therefore the proposed residential use would be much more compatible with the locality.

Flood risk

The application site falls within Flood Zone 1 and therefore is considered to be at low risk of flooding

Planning policy

The Council's adopted Core Strategy includes a number of policies that are relevant to this application, as follows:-

CS9 supports housing in sustainable locations and sets out a target figure for new homes during the plan period.

Policy CS16 refers to high quality design. It requires development to respond positively to historic and local character and to use characteristics of the locality to help inform the design of new development. Height, massing, materials and proportions of windows and doors are referred to in Paragraph 1.

Policy CS17 is about concentrating development in urban areas and CS20 sets out the transport and access strategy for the borough.

Policy DM13 concerns car parking and cycle storage for residential development.

Policy DM10 covers all situations where pollution may occur in respect of new development.

The Pre-Submission Havant Local Plan 2036 was approved by the Council in January 2019 and has some relevance to the application proposals but must be given limited weight as it is not yet an adopted plan. The following policies are pertinent:-

E1 – High Quality Design

Requires all aspects that contribute to design quality to be included in new development and in particular the existing character of the area should be taken into consideration.

E12 – Low Carbon Design

The need to reduce carbon emissions is at the heart of this policy. Furthermore, re-using existing building materials is encouraged.

E14 - Local Ecological Network

Biodiversity should be a key driver of new development in terms of protecting existing protected species and encouraging enhanced biodiversity by means of new habitats.

E20 – Drainage Infrastructure and New Development

Re-using rainwater through a SUDS system can help to reduce water usage and consequently demand.

E22 – Amenity and Pollution

The need to reduce pollution and improve amenity for residents is a key part of this policy.

H1 – High Quality Homes

Well-designed homes with natural ventilation, adequate rooms sizes and proportionate gardens are encouraged in this policy.

H3 – Housing Density

As the proposed development proposes fewer than 5 new homes this policy is not applicable. However, the density proposed is considered suitable for this location.

It is considered that the proposed development would be fully in line with the relevant policies in the Adopted Core Strategy and the Pre-Submission Local Plan. The application site is within the urban area, car parking and cycle storage would be provided to the council's standards and the design of the proposed dwellings would be compatible with the surrounding context. Furthermore, there would be a positive impact for neighbouring dwellings by removing the existing commercial use and poor quality buildings.

It is considered the proposed development would be compliant with relevant advice in the NPPF which confirms a presumption in favour of sustainable development. The three dimensions to sustainable development are economic, social and environmental. The economic role should ensure there is sufficient land of the right

type and in the right places to support growth and innovation. The social role supports strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations. It should also involve creating a high quality built environment with accessible local services to meet the community's needs. The environmental role should contribute to protecting and enhancing the natural, built and historic environment. Furthermore, natural resources should be used prudently, waste and pollution minimized and climate change given a high priority by moving towards a low carbon economy. It is considered that the proposed development accords with this advice. Chapter 5 relates to housing and it is considered that the development proposed would be in accordance with guidance in this chapter. Chapter 11 is about making effective use of land and Paragraph 118 promotes development of under-used land and suitable brownfield land which is of poor quality. Chapter 12 is about good design. Paragraph 127 is most relevant to the application proposal as it requires development to optimise the potential of sites and create visually attractive development. It is considered that the application proposals would result in a good quality development delivering a range of dwellings for which there is a need and demand in the Borough.

Planning obligations

The Solent Recreation Mitigation Partnership would require a financial contribution based on the increase in the number of bedrooms proposed. Furthermore, a community infrastructure payment may be applicable if there is an increase in floor area compared to the existing buildings on the site.

Water quality

In respect of this issue, and specifically the European Site Avoidance and Mitigation Strategy, the applicant would be willing to accept a *Grampian* style planning condition to provide the necessary mitigation through a financial contribution.



Figure 4. Existing unattractive building on site.

Assessment

The proposed development would be sustainable as defined in the NPPF and would result in a good quality dwellings making more effective use of the application site than the existing use and buildings.

The scale, design, layout and external materials would be appropriate for this location.

The proposed dwellings would provide good sized units with acceptable levels of light, ventilation and outlook.

The application proposals would not cause any significant amenity issues for nearby residents, except to improve the situation compared to the existing use of the application site.

Car parking and cycle storage would be provided to the Council's standards and potentially safe vehicular access from London Road.

Conclusion

It is respectfully requested that planning permission should be granted for this sustainable and appropriate development.