



PLANNING AND **DESIGN AND ACCESS STATEMENT**

SITE: LAND ADJACENT

143 BLENDWORTH CRESCENT, HAVANT, PO9 2BD



Planning permission for the erection of a two-bedroom end of terraced dwelling with associated parking and access.

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CONTENTS

1.0	INTRODUCTION.....	P.3
2.0	ASSESSMENT.....	P.3
	Site Description.....	P.3
3.0	RELEVANT PLANNING HISTORY.....	P.4
4.0	PRE-APPLICATION ADVICE.....	P.4
5.0	PLANNING POLICY.....	P.5
	National Planning Policy Framework, 2012.....	P.5
	Havant Borough Core Strategy 2011.....	P.7
6.0	PROPOSAL.....	P.8
	Development Objectives.....	P.9
7.0	EVALUATION.....	P.9
	Character and Appearance.....	P.9
	Residential Amenity.....	P.10
	Highway Safety.....	P.10
	Layout.....	P.10
	Scale.....	P.11
	Access.....	P.11
8.0	SUSTAINABILITY.....	P.11
9.0	CONCLUSION.....	P.11

1.0 INTRODUCTION

- 1.1 This Planning and Design and Access Statement is prepared on behalf of Mr Pearce in support of an application for full planning permission for the erection of a two-bedroom end of terraced dwelling with associated parking and access.
- 1.2 The Statement incorporates all the required elements of a Design and Access Statement in accordance with the National Planning Policy Guidance, 2014. The Guidance allows the Local Planning Authority (LPA) to require submission of further details if it is considered necessary.
- 1.3 This document has been prepared to assist the Council's officers and members in determining the appropriateness of the development. The applicants are confident that this is the case and that planning permission should be granted subject to conditions where appropriate and necessary.

2.0 ASSESSMENT

2.1 Site Description

The application site is located within the urban area of Havant on land to the side of 143 Blendworth Crescent. The application site is currently made up of the side garden of 143 Blendworth Crescent, which is enclosed by close boarded fencing.

- 2.2 The site is made up of a two storey, two-bedroom end of terrace dwelling located close to the junction of Blendworth Crescent and Bedhampton Way. The dwelling benefits from on-site parking to the front with vehicular access onto Blendworth Crescent.
- 2.3 The immediate and wider area is residential in nature comprising of predominantly two storey terraced dwellings, although it was noted on site that there are a small number of detached bungalows on the opposite side of Bedhampton Way. The terraced dwellings largely consist of similar brick and pitched tiled roofs with gable ends.

3.0 RELEVANT PLANNING HISTORY

- 3.1 07/72297/000 - Erection of 1No. 2-bedroom house with associated car parking. Erection of a new wall 2m to part of front (east) and whole of north elevation. Refused – 30/01/2008.
Appeal Allowed – 10/10/2008.

4.0 PRE-APPLICATION ADVICE

- 4.1 *“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community” (Paragraph 39 NPPF, 2019).*
- 4.2 Paragraph 41 states: *“The more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits.”* Paragraph 42 goes on to encourage *“The participation of other consenting bodies in pre-application discussions should enable early consideration of all the fundamental issues relating to whether a particular development will be acceptable in principle...”*
- 4.3 The applicant has had full regard to the guidance contained within paragraphs 39-46 of the National Planning Policy Framework, 2019 and as such took the opportunity to approach Havant Borough Council for preliminary planning advice for the development of the site.
- 4.4 **GEN/19/00359** - Erection of a two-bedroom end of terraced dwelling with associated parking.
- 4.5 **Summary of Advice:**
“Planning permission was refused under ref 07/72297/000 for the erection of 1 No 2-bedroom house with associated car parking with erection of new 2m high wall to front (east) and side (north) elevation. The subsequent Appeal was Allowed by the Inspector in October 2008. It was noted that the site did not form a symmetrical junction and hence the openness of the site was not considered to positively contribute to the spacious character and was not significant to the

locality. The appeal decision is considered to form a material consideration in the determination of any future application.”

4.6 *“I would concur that a proposal of similar footprint, height and mass as previously considered, would be consistent with the character of the area, and although will project in front of building lines would appear as a common feature in the area. Accordingly any future application for an end of terrace house that respects the height, alignment, proportion, fenestration etc of the host terrace is likely to be considered to have an acceptable impact on the character of the area, meeting the requirements of the adopted Core Strategy policy CS16 (design).”*

4.7 *“It is considered that the proposal will not appear overbearing or lead to overlooking and would have limited and acceptable impact on the properties immediately adjacent to the site, compliant with policy CS16 of the HBLP (Core Strategy). In terms of suitable levels of amenity for future occupiers it is noted that the proposal complies with the Borough Design Guide SPD recommended minimum of 10m rear garden to provide adequate useable, private amenity space for future occupiers.”*

4.8 *“Given the planning history of the site and the allowed appeal, then I am of the opinion that a further application for an end of terrace dwelling would be supported in principle. This would be subject to compliance with detailed design considerations, parking layout, materials and both hard and soft landscaping to ensure appropriate visual impact on the streetscene. It would however be subject to compliance with the Habitats Regulations and in particular would need to achieve Nitrogen Neutrality; comply with the Solent Recreational Mitigation Strategy and CIL.”*

5.0 PLANNING POLICY

5.1 National Planning Policy Framework 2019

The National Planning Policy Framework (NPPF) was introduced on 27 March 2012 and was updated in February 2019. It continues to establish a presumption in favour of sustainable.

- 5.2 The NPPF makes clear that regard must be had to the document as a whole in determining what the Government's view of sustainable development means in practice. It promotes the effective use of land through the re-use of previously developed land.
- 5.3 There are three overarching dimensions to sustainable development: economic, social and environmental which are interdependent and need to be pursued in mutually supportive ways.
- 5.4 *"a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy"* (Para.8 NPPF, 2019).
- 5.5 Paragraph 9 goes on to say:
- "These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area."*

- 5.6 Paragraph 38 makes clear that *“Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.”*
- 5.7 Para. 59 states: *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”* Para. 61 goes on to state *“Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).”*
- 5.8 The site is sustainably located which allows access to public transport and access to local facilities by foot or cycle, thus reducing the reliance for car ownership. This is a key aim of the National Planning Policy Framework which states that there *“is a presumption in favour of sustainable development”* (NPPF, 2019, paragraph 11). The proposal would therefore accord with the objectives of the NPPF, 2019 in that it provides essential accommodation in an accessible location in an innovative way without compromising residential amenity of the character and appearance of the area.
- 5.9 **Havant Borough Core Strategy 2011**
- The following policies of the adopted Havant Borough Core Strategy 2011 are relevant to this proposed development:
- Policy CS9 – Housing, in particular points 4, 5 and 6
- Policy CS16 – High Quality Design
- Policy DM8 - Conservation, Protection and Enhancement of Existing Natural Features
- Policy DM13 – Car and Cycle Parking on Residential Development

5.10 Also of relevance is the guidance set out in the following Supplementary Planning Documents (SPDs) – Borough Design Guide, Housing and Residential Car Parking and Cycle Provision.

5.11 The development as proposed has had specific regard to the policy requirements, both locally and nationally. The revised development has proper regard to the character and appearance of the area, the residential amenities of adjoining properties and those of future occupants and the landscape characteristics of the site.

5.12 The development therefore would make efficient use of a sustainable site within the urban edge, close to public transport links and Havant town centre, providing smaller affordable market housing commensurate with that already found in the area. It is therefore contended that there is no policy objection to the development as proposed.

6.0 PROPOSAL

6.1 Planning permission is sought for the erection of a two-storey end of terrace two-bedroom dwellinghouse with associated parking and access for two vehicles. The proposal would also include a secure cycle and bin storage.

6.2 The existing dwelling of 143 Blendworth Crescent would be retained on a reduced curtilage and would also benefit from two on-site parking spaces with access onto Blendworth Crescent.

6.3 The new dwelling would benefit from two on-site parking space and secure cycle storage for up to two cycles. The amenity space provided for the new dwelling and retained for the existing dwelling is considered to be more than sufficient for the passive recreational requirements of a two-bedroom dwelling and would accord with the requirements specified in the residential design guide.

6.4 Development Objectives

- Provide a high quality two-bedroom market dwelling that is sympathetic and reflective of the existing built form and character of the area.
- To provide much needed smaller accommodation in a sustainable location to meet social and economic objectives.
- To provide a more efficient use of the site without causing unacceptable harm to the residential amenities of neighbouring dwellings, future occupants or the character and appearance of the area.

7.0 EVALUATION

7.1 Character and Appearance:

The site is located within the settlement area of Havant, an established residential area characterised predominantly by similar style two storey terraced dwellings.

7.2 The proposed dwelling has been carefully designed to respect the local vernacular, including layout, scale, architectural style and the pallet of materials found in the immediate vicinity.

7.3 The proposal would see the erection of a small affordable market dwelling, appropriate to its plot size, and comparable in size and layout to those of the immediate area. In effect the dwelling would extend the existing terrace, whilst still retaining a gap to the side boundary along Bedhampton Way. This approach ensures the development sits comfortably within the street scene as well as alongside neighbouring dwellings in an accepted and traditional manner.

7.4 In respect of the above information it is considered that every regard has been given to the existing character and appearance of the area. The development would result in a development that would make a positive contribution to the area, whilst retaining the important qualities of the site and built form found within the locality.

7.5 **Residential Amenity:**

The dwelling has been positioned so as to sit alongside the existing dwelling 143 Blendworth Crescent (effectively a continuation of the existing terrace). The continuance of the terrace ensures that the site is maximised whilst ensuring that separation distances from neighbours, built relationship and positions of new habitable windows are consistent with that of the existing estate without being damaging to neighbour amenity. It is therefore considered that the layout, height and scale of the proposed dwelling would not be of a scale that would result in unacceptable harm to residential amenity.

- 7.6 The built relationship, separation distances, positioning of windows, boundary screening and existing boundary treatment all combine to suitably protect existing neighbour amenity and the amenities of future occupants. It is therefore considered that the development would not result in unacceptable harm by reason of overshadowing, loss of light, overbearing effect, loss of privacy or overlooking.

7.7 **Highway Safety:**

The development would extend and utilise the existing vehicular access to the front of the application site, onto Blendworth Crescent, and provide two parking spaces for the proposed two-bedroom dwelling and two spaces for the retained two bed dwelling.

- 7.8 Blendworth Crescent is an unclassified residential road it is therefore considered that the amendment to the existing access arrangements to allow for the additional on-site parking for the two- bed dwelling would be consistent with the existing arrangement and would not be prejudicial to highway safety. It was noted that there is the ability to park on street however the development makes adequate provision for on-site parking for the existing and retained dwelling. It is therefore considered that the development accords with the Council's parking standards and would not result in issues prejudicial to highway safety.

7.9 **Layout:**

The layout of the proposed dwelling seeks to replicate the general built form within the area, providing small scale market accommodation in an appropriately sized plot. The development makes appropriate amenity provision

for the dwelling and is fully usable and appropriate in scale as well as on-site parking and secure cycle storage in accordance with the Council's standards, for both the new dwelling and retained dwelling.

7.10 Scale:

The height, massing and proportions of the proposed two storey end of terrace dwelling are in keeping with the context of those within the existing housing estate. The scale and design of the development therefore provides a clear contextual link to its surroundings.

7.11 Access:

The design and layout of the building allows for free and easy access at ground floor level throughout the site and to external facilities such as refuse points and car parking. There would also be level thresholds to further improve access in and out of the dwelling. The internal arrangements for disabled access are covered by Part M of the Building Regulations.

8.0 SUSTAINABILITY

- 8.1 National and local planning policies encourage new development to be sustainable. This includes matters of location, sustainable methods of construction and ecology. As a matter of principle, the proposed development would be sustainable, because it would utilise an existing site within an established residential area, providing a more appropriate and sustainable form of dwelling. However, this is aided further by the site's proximity to recreational facilities, bus and rail links, school and college facilities and Havant town centre.

9.0 CONCLUSION

- 9.1 Having regard to relevant development plan policy it is contended that the proposed development would represent an efficient use of the site, in a sustainable location and in a sustainable form, whilst paying due regard to existing development densities, prevailing character, residential amenity and highway safety. The Council is therefore respectfully requested to approve this planning application.