

IA St James Road, Emsworth, PO10 7DN

Design and Access Statement

on behalf of

Mr. James Luckas

Detailed Planning Permission is sought for the erection of 2no. new build dwellings with altered vehicular access at IA St James Road, Emsworth, PO10 7DN.

fiftpointeight
ARCHITECTURE+INTERIORS

Stocklund House, East Street, Chichester, West Sussex, PO19 1JE
www.fiftpointeight.co.uk angus@fiftpointeight.co.uk 01243323009

IA St James Road, Emsworth, PO10 7DN

December 2019 Rev B

Design & Access Statement

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This Design & Access Statement has been prepared in support of a detailed planning application by James Luckas for 2no. new dwellings at 1A St James Road, Emsworth, Hampshire, PO10 7DN.

This Design & Access Statement is submitted in support of the application, pursuant to Article 8 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, and should be read in conjunction with the submitted application forms, certificates, plans and supporting documents. The application seeks detailed approval for the erection of two dwellings.

The Application Site and its relationship with the land owned by the applicant is identified on the adjacent aerial photograph.

The purpose of this statement is to assess the site, identify the site context and establish the design principles and influences which inform the proposals.

The approximate area of the Application Site is 0.056 hectares (559 sqm).



Aerial Photograph of the Application Site

Application Site Boundary

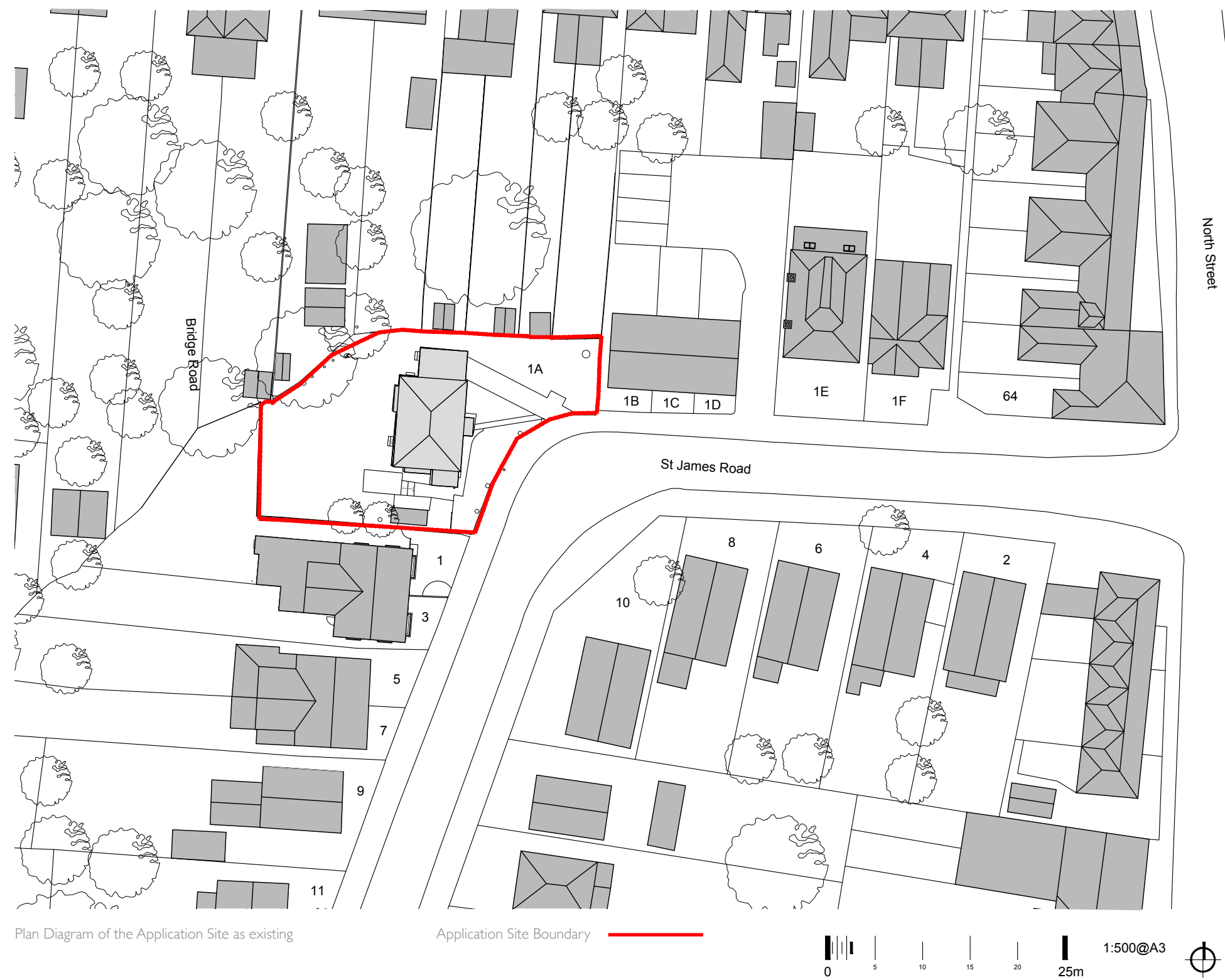


The Application Site

The Application Site is approximately 0.056 hectares (559 sqm) and constitutes of hardstanding & lawn. The site can be directly accessed off St James Road. The site noticeably slopes down from East to West.

There is an existing 1970's single storey brick & render bungalow with an attached garage, front porch, bay windows and a uPVC side extension. The bungalow is small in size with an overgrown and uneven front & rear garden. The bungalow is to be demolished and replaced with two new two storey detached houses.

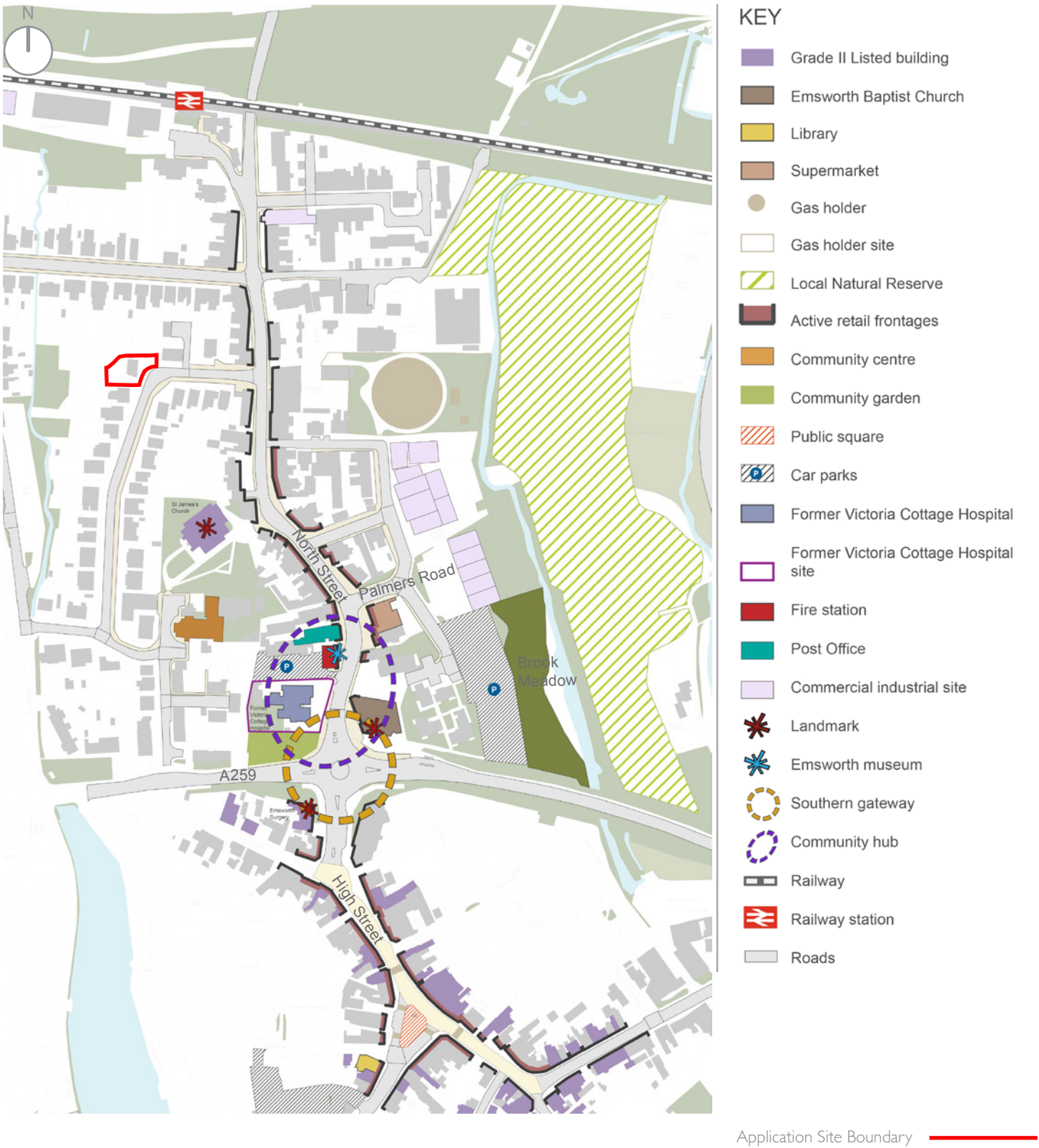
The proposed location of the two new two storey detached houses are officially classed by the Environment Agency (EA) as being in Flood Zone 1 (no flood risk).



Emsworth - North Street Urban Design Considerations (2015)

The Application Site and its relationship with North Street is identified on the adjacent diagram.

As mentioned within 'Emsworth - North Street Urban Design Considerations 2015' document, North Street has a strong mixed-use character accommodating a variety of shops, services and community uses. The document also mentions that North Street has a changing built character throughout its length.





1A St James Road - View from East



1A St James Road - Rear garden



1A St James Road - Rear garden



1A St James Road - West elevation



1A St James Road - Rear garden



1 St James Road - Neighbouring two storey property with a single storey rear extension

Character of the Surrounding Area

The application site is on St James Road, directly accessed off North Street. The site is a 5 minute walk from Emsworth town centre. The site is located along a built-up residential street that comprises a mixture of bungalows, two storey semi-detached & detached 1970's brick houses. Plots sizes are of a similar size along St James Road.

Site Location

The Application Site is located on the west side of St James Road, Emsworth, at PO10 7DN. Grid references are 474792E and 106153N.

The urban area of Emsworth extends northwards from the historical centre at the harbour's edge. There are expanses of woodland to the north of Emsworth and the River Ems flows down the eastern side of Emsworth.

Emsworth town centre lies to the south of the application site. Here can be found local shops and services including several convenience stores, a post office, Lloyds pharmacy & local pubs. The small town lies at the north end of an arm of Chichester Harbour. Located to the South of the application site, the town has a basin for small yachts and fishing boats, which fills at high tide and can be emptied through a sluice at low tide. Slipper Mill Pond (located to the South of the site) is a popular area for visitors, especially for dog walkers. There are a number of primary and secondary schools located in close proximity to the application site, with Glenwood (secondary) school located a 5 minute walk away (to the north). There is an industrial estate located directly to the East of the site, providing an opportunity for employment directly outside of the town centre. The boundary of Chichester Harbour Area of Outstanding Natural Beauty is located nearby to the South of the site boundary.

The application site has optimum transport connections, with Emsworth train station only a 2 minute walk away and a local bus stop (27) that provides links to Havant & Rowlands Castle situated nearby. The station offers rail services to multiple nearby towns including Chichester, Bognor Regis, Littlehampton, and further afield to London, Brighton, Southampton and Portsmouth. A bus stop (located in Emsworth town centre serves route 700 which provide links to nearby Portsmouth, Havant, Chichester, Bognor Regis, amongst others. The buses operate 20 minute services, Monday to Saturday, including Sunday service.

The Application Site is well served by the larger towns of Havant, Chichester, Bognor Regis, which lie to the west and east of the site at a distance of approximately 4, 13 and 23 km respectively. These nearby places offer the full range of services and amenities of a substantial town, including primary and secondary schools, doctors, dentists, hospital, solicitors, accountants, banks, restaurants, supermarkets, off-licences, convenience stores, garages, petrol stations, various religious places of worship, etc.





9 St James Road - East elevation (flat fronted gable)



5 & 7 St James Road - East elevation



1 & 3 St James Road - East elevation



1B/1C/1D St James Road - South elevation



1E St James Road - South elevation



1F St James Road - South elevation (flat fronted gable)

National Planning Policy Framework (NPPF) February 2019 Revision

The NPPF sets out the framework for plan making and decision taking at the local levels and is the foundation for all planning policy within England. The NPPF is a material consideration and is relevant to the determination of this application.

Throughout the NPPF, there is an emphasis that there should be a “presumption in favour of sustainable development” (on an economic, social and environmental basis).The following excerpts are thought to be relevant to this application.

Paragraph 11 states that development proposals that accord with an up-to-date Development Plan should be approved without delay.Where the local plan is out of date, permission should be granted unless “any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework.”

Paragraph 23 requires local plans to establish “broad locations for development [which] should be indicated on a key diagram, and land-use designations and allocations identified on a policies map.”

Paragraph 38 states that “local authorities should approach decisions on proposed development in a positive and creative way...[working] proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision makers... should seek to approve applications for sustainable development where possible.”

Paragraph 59 introduces Section 5 of the NPPF - ‘Delivering a sufficient supply of homes’:“...it is important that a sufficient amount and variety of land can come forward where it is needed... and that land with permission is developed without unnecessary delay.”

Paragraph 67 states that local planning authorities should: “have a clear understanding of the land available in their area through the preparation of a strategic housing and land availability assessment... Planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:

- Specific, deliverable sites for years one to five of the plan period; and
- Specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.”

Paragraph 68 notes that “small and medium sized sites can make an important contribution to meeting the housing requirement of an area...local planning authorities should...support the development of windfall sites through their policies and decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes.”

Paragraph 87 states “when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.”

Section 9 ‘Promoting Sustainable Transport’ advocates the pursuit of opportunities to promote walking, cycling and public transport. Paragraph 103 states that “... development should be focused on locations which are or can be made more sustainable, through limiting the need to travel and offering a genuine choice of transport modes...”

Paragraph 117 relates to ‘Making effective use of land’ and “Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or ‘brownfield’ land.”

Paragraph 118 relates to ‘Making effective use of land’ and “[promotes] and [supports] the development of under utilised land... if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.”

Paragraph 122 states that “planning policies and decisions should support development that makes efficient use of land, taking into account... the identified need for different types of housing... and the availability of land suitable for accommodating it.” Paragraph 123 elaborates “where there is an existing or anticipated shortage of land for meeting identified housing needs...ensure that developments make optimal use of the potential of each site.”

Paragraph 124 under ‘Achieving well-designed places’ states that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.” Paragraph 127 goes on to explain that “planning policies and decisions should ensure that developments will add to the overall quality of the area, create a sense of place, optimise the potential of the site, respond to local character and be visually attractive.”

Paragraph 131 states that “In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit with the overall form and layout of their surroundings.”

Paragraph 155 under ‘Planning and flood risk’ states that “... development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.”

Local Development Framework

The Havant Borough Council Local Plan, which is relevant to the application site, consists of some of the following:

- Vision & delivery strategy
- Joint Area Action Plan
- Site Specific Allocations of Land
- Planning policies relevant to the application site are as follows:

Havant Borough Council Local Plan (2036)

The Havant Borough Local Plan 2036 is due to be adopted, subject to an examination into its legal compliance and soundness by the Secretary of State for Housing, Communities and Local Government.The Strategic Flood Risk Assessment (Havant Local Plan Sites) and Strategic Housing Land Availability Assessment (SHLAA - January 2019) are also relevant to this application.

The Local Plan notes “a varied selection of housing that meets [people’s] needs” as a strategic priority which makes up the vision for the future.This vision includes that “the supply of housing will meet the need for new homes by maximising brownfield regeneration in town centres...”The Delivery strategy encourages “a renewed focus on high density housing in town centres, making use of easily accessible

services and public transport... [reducing] the need to travel, leading to more sustainable lower carbon lifestyles...It is proposed that Havant and Waterlooville Town Centres undergo significant change and development with a focus on new residential development.”

Havant Borough Local Plan 2036 & Emsworth Housing Land Availability Assessment (SHLAA) earmarks development allocations in Emsworth. In particular, there is an area of allocated land for development - Gas site Palmer’s Road, which is only approximately 75 yards away from the application site.A cleared area of land following the dismantling of the gasholder has been made available for future development for about 25 dwellings.

Policy DR1, 2.54, Sustainable Development, states that “The Council is committed to working proactively with applicants to jointly find solutions which mean that proposals for sustainable development are approved, particularly where they address the development needs of the Borough.”

The Local Plan accounts for the provision of sufficient sites to provide 10,231 net new homes across Havant Borough from 2016 to 2036;this includes a buffer of 971 homes.This includes 1,327 windfall sites as part of the anticipated supply: “development of residential garden land, residential redevelopment, commercial redevelopment and conversions for one or more dwellings are harder to anticipate” but are nevertheless expected.

Policy DR2, 2.81, Regeneration, talks about ‘promoting the development of brownfield sites’ states that Havant Borough Council “has sought to optimise the potential of previously developed land (PDL), also known as brownfield land.”The policy goes onto mention that “the Council is supportive of meeting the need for housing, as far as is possible, using brownfield land. For any brownfield sites not identified in this Local Plan, the principle of development will be supported subject to compliance with the remainder of the policies in this Local Plan.”

Policy IN3, 4.30,Transport and parking in new development, states that there must be a “Provision made for the parking of cars, motor cycles and cycles in line with Council standards”.

Policy EI, 5.1, High quality design, states that “The NPPF makes clear that good design is a key aspect of sustainable development. Planning and development should create “high quality buildings and places”, and “create better places in which to live and work”.This policy sets out the Borough’s expectations in achieving high quality design, enhancing connections between people and places and integrating new development with the Borough’s high quality natural, built and historic environment.”

Policy EI, 5.3 states that “planning permission will be granted for development that:

- Is designed to a high standard, which helps to create places where people want to live, work, visit and enjoy;
- Demonstrates that neighbourhood plans, local design statements, and the design elements of conservation area appraisals which identify local character and distinctiveness have been taken into account;

Demonstrates that it:

- Responds to, and draws inspiration from its local context and where appropriate, forges a new sense of place through design;
- Considers characteristics such as height, massing, existing building lines, plot widths and depths and proportions of building features such as windows and doors;
- Identifies and positively responds to existing natural and built features including listed buildings, conservation areas and other heritage assets within or close to

- the development;
- Makes a positive contribution to the overall appearance of the street scene and wider area by use of good quality materials of appropriate scale, profile, finish, colour and durability;
- Produces a positive relationship with and between existing and proposed buildings, streets and spaces;
- Avoids over-dominance and does not cause unacceptable harm to the amenity of neighbours through overshadowing, massing, the loss of privacy, outlook, overlooking, and through odour, noise or disturbance."

Policy E16, 5.204, Solent Special Protection Areas, states that "An acknowledged issue for any new residential development within 5.6 km of the Solent coast is the impact which disturbance, much of which is caused by recreation, can have on the protected species which use the Solent SPAs." Policy E16, 5.207, Solent Special Protection Areas, states that "Planning permission will be granted for new dwellings that mitigate the likely significant effect on the Solent SPAs. This mitigation can be provided through either: A financial contribution consistent with the Solent Recreation Mitigation Strategy (SRMS); or A developer provided package of measures associated with the proposed development supported by evidence that it will avoid or mitigate any likely significant effect on the SPAs; or A combination of (these) measures."

- E2, 5.15 Health and wellbeing, states that "Planning permission will be granted for development proposals that:
- Promote and facilitate active and healthy lifestyles through good urban design and co-location of community facilities to ensure easy access and encourage linked trips to local services, facilities and the Borough's environment.
 - Facilitates easy and safe access to education and employment."

Policy H1, 6.2, High quality new homes, states that "New homes are designed to meet appropriate internal space standards to provide sufficient private and/or communal space for basic daily activities and needs."

Policy H3, 6.30, Housing density, states that "The NPPF indicates that local planning authorities should support development that makes optimal use of each site and refuse applications which they consider fail to make efficient use of land."

Emsworth Neighbourhood Development Plan, (Submission Version April 2019)

The application site is located within the town of Emsworth. The application site is located just outside of the boundary of West of North St. and North of 'Havant Road Residential Character Area'. This area best illustrates the phases in the expansion of Emsworth from east to west. It includes late 19th and early 20th century terraced and semi-detached houses and a few detached properties, 1930-1960 social housing including a few blocks of 3-storey flats, Victorian and Edwardian villas with modern infilling, bungalow estates, small 1960's estates in cul-de-sacs, and Emsworth Primary School.

The Emsworth Design Statement forms part of the Neighbourhood Plan (as required by the NPPF) and gives supplementary planning guidance which is more specific to the locality of the application site; it provides information on the local character including local materials, indigenous plant species, the style of local buildings and the low density of housing seen throughout the town.

The application site is located within the 'North Street Area', consisting of mainly 19th and early 20th century buildings links the old town centre with the railway station. As far as the built environment is concerned, North Street is less visually attractive than the centre and some other parts of Emsworth but no less

important to the overall character of the town. There is a good mix of residential, community, retail, commercial and light industrial buildings, both old and new, opening up to a key, spacious, main road junction. Many of the buildings on the western side are of architectural and/or historic interest. These include: the railway station, the old cottages which were the former Poor House, the former Cottage Hospital, the parade of shops with its colonnaded façade (the columns had been recycled from Idsworth House), the original Post Office, Town Hall and Fire Station.

Regarding the design of new buildings/developments, Emsworth Neighbourhood Plan advises that "the character of the street scene and nature of the surrounding area (e.g. plot size and design of adjacent buildings)" must be a design consideration. "This is of particular importance when the location is widely visible."

The Emsworth Neighbourhood Plan has been prepared by the Emsworth Forum, the qualifying body responsible for plan preparation. The Neighbourhood plan includes policies that are relevant to the application site and are as follows:

"New residential development will be supported by the right level of essential infrastructure such as schools, flood defence, drainage, health, transport, broadband, social services and employment opportunities."

"Ensure the high quality of new development through appropriate use of materials, details and inclusive designs that responds to local context."

"New housing will be permitted as specified in individual site policies as contained within the Havant Local Plan, subject to other area-wide policies contained within this neighbourhood plan."

"Housing proposals that are within a convenient walking distance of a local shop will be supported."

"Maintaining a walking distance from their home to a local shop will encourage the option of walking and cycling, rather than a greater distance leading people to drive and contribute further to congestion and environmental issues."

"All proposed new residential development applications must include cycle storage facilities based on one per one or two-bedroom dwelling or two per three-bedroom dwellings."

POLICY D2 - Height, Mass & Materials
All new buildings shall be required to enhance the character of the area and be appropriate in height, mass and materials. In most cases, this will mean buildings constructed or clad in materials typical for the area with any pitched roofs being of slate or tile."

- POLICY D3 - Layout, Form & Density**
- The layout, form and density of new developments should reflect the historic urban grain of the historic parts of the neighbourhood area and its specific characteristics, unless site specific conditions suggest otherwise.
 - Development proposals should make the most efficient use of land and be developed at the optimum density. The optimum density should result from a design-led approach to determine the capacity of the site, with particular consideration given to the site context and its connectivity and accessibility to surrounding areas by walking, cycling and public transport.
- Emsworth Neighbourhood Development Plan mentions that "buildings should be no more than three storeys in height."



Principle of Development

This application proposes new residential development, located in Emsworth and within close proximity to Havant town centre. With this in mind, the application site also offers easy access to local transport services, with pedestrianised access and bus routes leading into Havant city centre and its variety of amenities. Bus routes 27 & 700 have stops within less than 5 minutes walk of the application site, to Portsmouth, Southsea, Chichester and Havant town centre. Therefore the location of the proposed dwelling encourages health and wellbeing pursuant to policy E2 of the Local Plan (health and wellbeing).

Section 9 of the NPPF talks about 'promoting sustainable transport'. The proposed development is sustainable, through limiting the need to travel, as the site is located a 2 minute walk away to Emsworth town centre (including the local shops), and offering a genuine choice of transport modes, such as trains, buses and cycle storage facilities to be located within the application site (a requirement within Emsworth Neighbourhood Development Plan - based on two per three-bedroom dwelling). The site is well connected to the town centre, as mentioned in the NPPF (Paragraph 87) as being important when considering edge of centre and out of centre proposals. Emsworth Neighbourhood Development Plan says that new residential developments will be supported by the right level of essential infrastructure. This is the case as there are a number of primary & secondary schools in close proximity to the application site. There are also good employment opportunities as the application site is located closely to the town centre, with great connections to public transport. With the site being located closely to local shops, this will encourage the option of walking and cycling, rather than driving, thus helping to reduce pollution from vehicular modes of transport, such as driving.

The application site is closely located in an area where the SHLAA earmarks a number of development allocations in Emsworth, in particular the Gas Site, Palmer's Road (25 dwellings), Emsworth Victoria Cottage Hospital and Land west of Coldharbour Farm (53 dwellings), all within 0.4 miles of the application site.

Policy DR2, Regeneration, states that Havant Borough Council will encourage the effective use of previously developed land. This supports paragraphs 117, 118, 112 & 113 of the NPPF that relate to making effective use of land, which includes the development of 'previously developed' or 'brownfield' sites to contribute towards identified housing needs. The terraced housing scheme will replace an existing 1970's bungalow to make efficient use of the site, whilst meeting the councils needs for additional housing.

Policy IN3, Transport and parking in new development, states that there must be a "Provision for the parking of cars, motor cycles and cycles in line with Council standards". Within Havant Borough Council Parking Supplementary Planning Document (July 2016), it states that for C3 Dwelling Houses – Shared/Communal Parking (unallocated), the minimum parking requirement for a 4 bed unit located within the application site is 2.4 spaces. The proposed development will provide adequate parking facilities with a total of 5 unallocated spaces.

Paragraphs 124 & 127 of the NPPF relates to 'Achieving well-designed places'. The policy mentions that developments must add to the overall quality of the area, local character and be visually attractive. This is supported by Policy EI, High quality design, within Havant Borough Council Local Plan, mentioning that the development

should create "high quality buildings and places". These policies similarly demand high quality design which is contextually responsive - traditional design features such as slate roofs, pitched roofs and red brick have been incorporated. This is also supported by Paragraph 24 (street scenes) of the Neighbourhood Plan explains that the character of the street scene and nature of the surrounding area (e.g. plot size and design of adjacent buildings) is important determinant of character. The proposed dwelling maintains adequate separation distances from its neighbouring properties and uses similar materials and a ridge height similar in height to the neighbouring properties. The location of the building within its plot has also been carefully considered, to minimise overshadowing to or overlooking of adjacent properties. The two dwellings are grouped together - a characteristic of the surrounding area. The height and mass of the proposed development is at an appropriate scale, as required by Emsworth Neighbourhood Development Plan.

Further to the above, the proposed dwellings have been designed with the minimum internal space standards in mind. The new dwellings maximise the potential of the dwelling's original curtilage. The proposed dwellings provide outdoor amenity space which is of a sufficient and function size to meet the needs of the number of occupants.

A Site Specific Flood Risk Assessment should not be necessary as the development occupies less than 1 hectare of land and is located within Flood Zone 1.

In conclusion, the proposed housing scheme will be more visually appealing, contextually responsive and make efficient use of the brownfield land. Additionally, it is considered to be 'sustainable' in the context of this report, particularly from an environmental and social perspective, including easy access to a range of local amenities and with easily accessible public transportation routes. Finally, the proposed design reflects the character of the surrounding area in both its scale and appearance.

Site Opportunities and Constraints

An evaluation of the opportunities and constraints of the Application Site was carried out prior to the start of the design process. These are summarised as follows:

Opportunities:

- Proximity to a range of shops, services, social and community infrastructure.
- Access to bus and train services.
- Potential to encourage alternative modes of transport (other than car).
- Provide a high quality development.
- Provide additional family sized housing for the local market.
- Provide a pattern of development which is in keeping with its surroundings.
- Opportunity to provide new dwellings which are more in-keeping with the local context and more visually attractive than the existing bungalow.

Constraints:

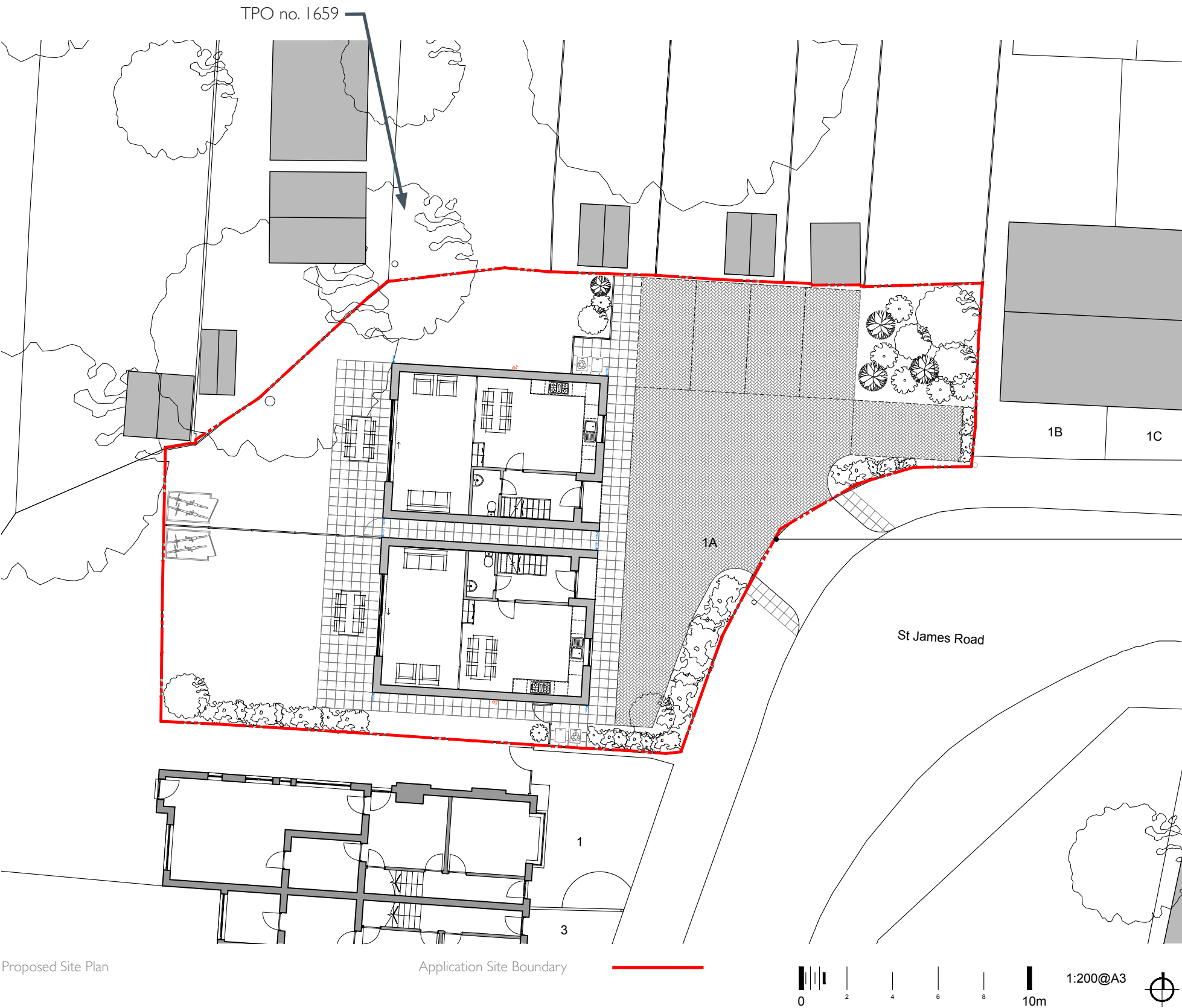
- The site slopes down from east to west.
- Neighbour at 1 St James Road
- Neighbour at 1B St James Road
- TPO Tree (no. 1659)

Sustainability Assessment

It is considered that, assessed against the guidance set out in the NPPF, the application site is suitable for residential use, due to:

- its location to a range of local amenities;
- its connection to public transportation

As noted above, the application site is well served by local infrastructure. The site is accessible by a range of public transport modes, with good access to neighbouring settlements via public rail and bus services. In addition, the majority of local services and amenities are located within a 1 km walk of the application site.



Use of the Site

It is proposed that the Application Site will be developed with two new detached houses, in keeping with its setting with no loss of amenity for adjacent properties.

It is anticipated that vehicular movements will be changed as a result of the proposal, given that there is additional parking required in line with the councils parking standards.

Density of Development

The application proposes two detached houses: two 2 storey, four bedroom houses with a total of 5 unallocated parking spaces; the two detached houses will replace an existing bungalow on site.

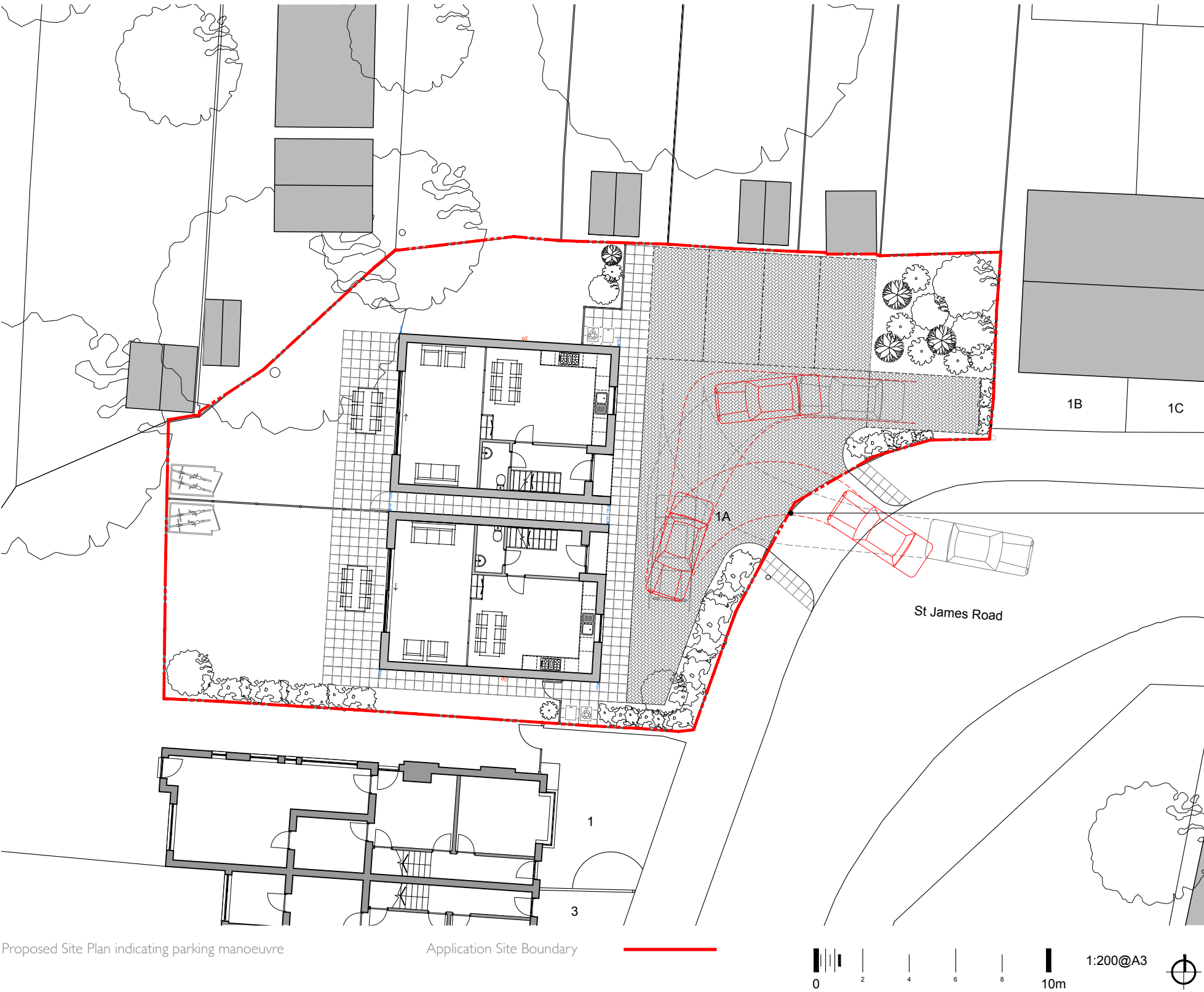
The housing scheme will have shared/communal parking (unallocated) parking spaces with their own private amenity space (rear garden).

Access

The Application Site is accessed from St James Road, three hundred metres from the A259 Class A Road. A local Bus stop is located 150 metres away of the site, with a bus stop that provides a services further afield, located 500 meters away from the site (within the town centre).

Due to the low vehicle movements a Transport Assessment is not required.

New vehicular access will be provided for the application site. The driveway will be shared with both new dwellings.



Layout and Scale

The proposal seeks to ensure no significant harm to the amenity and privacy of neighbouring properties by reason of overlooking or its overshadowing or overpowering effect. Adequate separation is provided from nearby properties, ensuring that the privacy between the habitable rooms of all properties is maintained. The principal windows of the proposed dwelling are located on the east & west elevations, with no windows overlooking neighbouring properties.

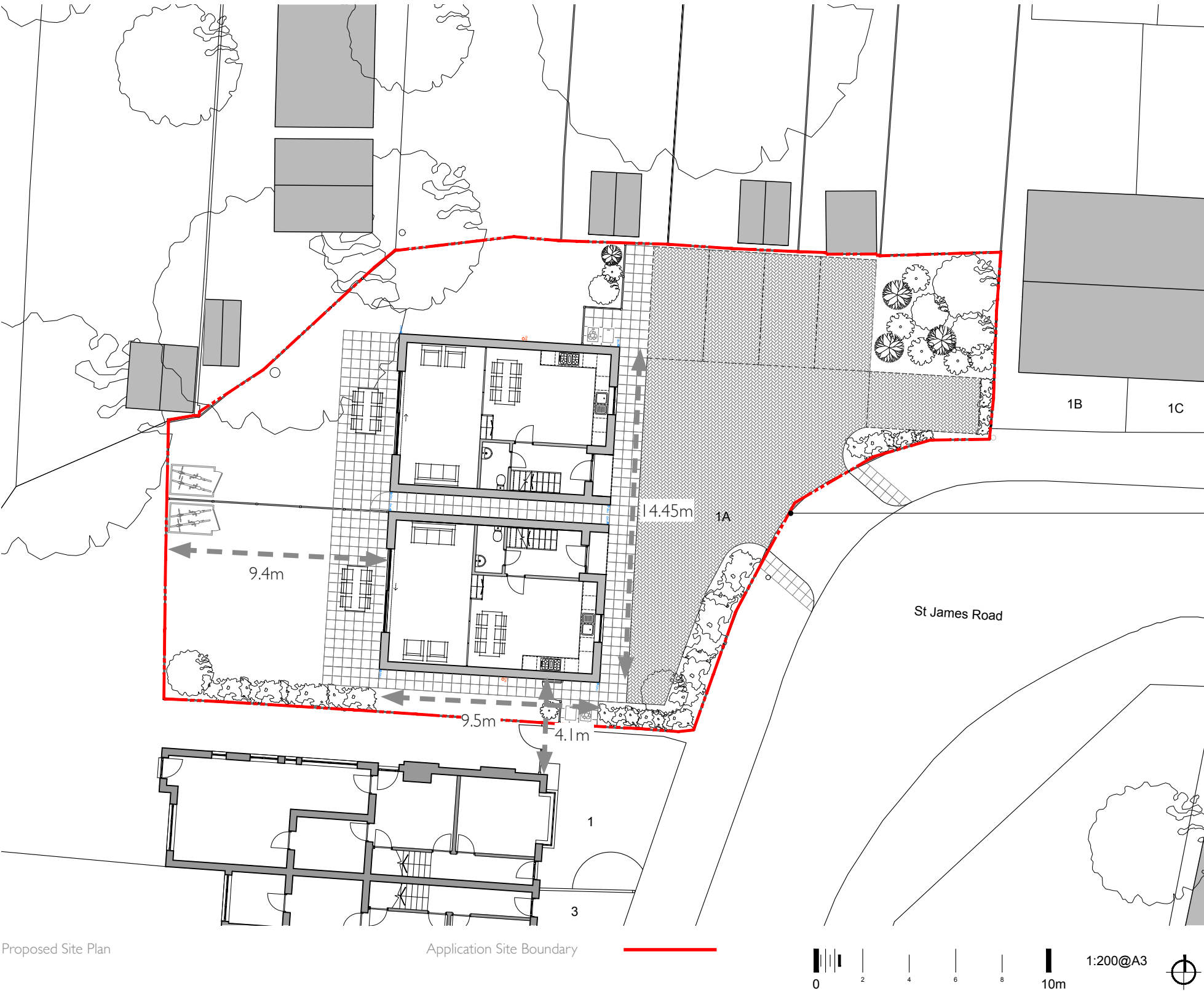
The proposed location within Flood Zone 1 is an appropriate location for development of this nature.

The proposed housing scheme is 14.45 metres wide (at its widest point) and 9.5 metres long (at its longest point). The proposal creates a massing with a footprint (Gross External Area) at Ground Floor level of 129.2 sqm.

The scale and massing of the proposed dwelling has been derived from that of other dwellings commonly found in the area in order to provide consistency of development and character. The proposed maximum ridge height is 8.17 metres above ground level (approx 100mm lower than the neighbouring property to the south of the application site - 1 St James Road).

Schedule of Accommodation

Unit	Accommodation	Internal Area (GIA)
1	4 Bedroom House	106 sq. m
2	4 Bedroom House	106 sq. m
		Total: 212 sq. m (2 units)
	Car Parking	Total: 5 spaces (unallocated)
	Cycle Storage	2 secure private cycle spaces
	Refuse & Recycling	Recycling space in all kitchens Bins provided for both dwellings



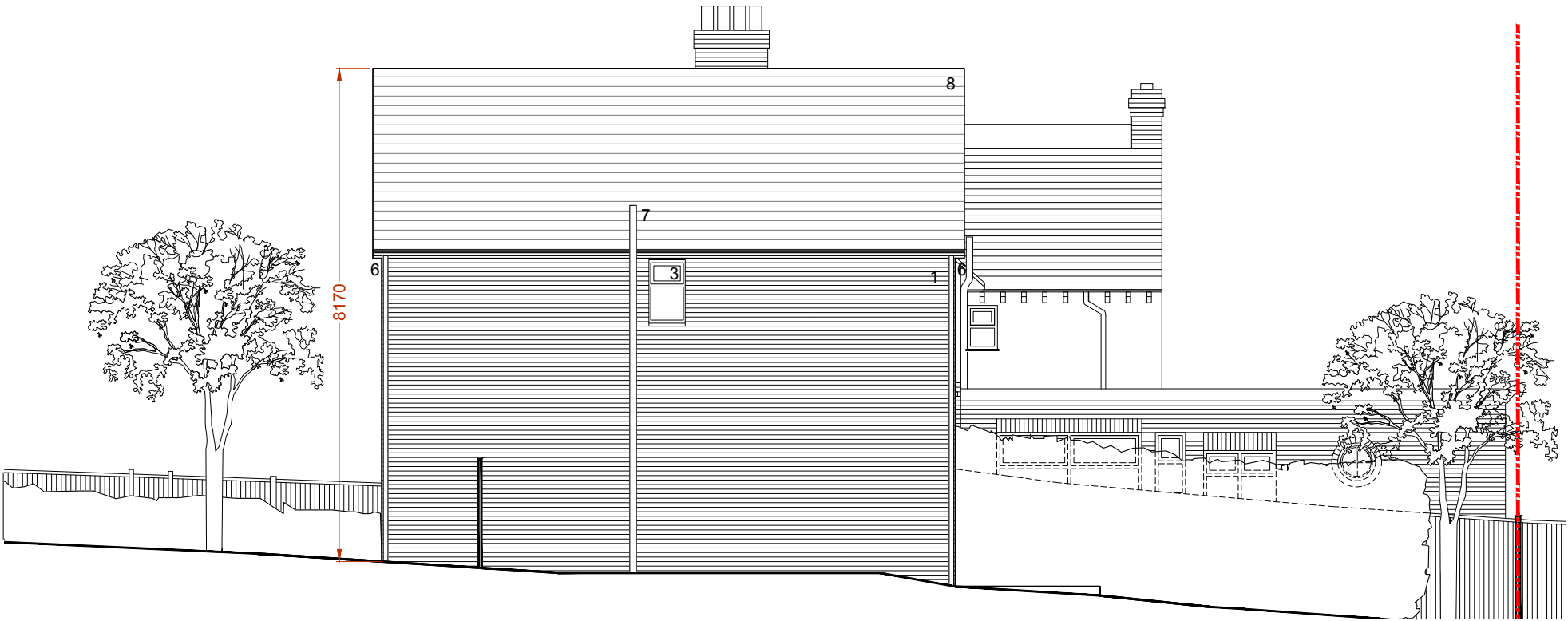
Appearance

The existing 1.8m high close boarded fencing & proposed native hedge planting to the southern boundary edge will provide good screening of the new dwellings from the neighbouring property (1 St James Road). The proposed development is positioned so that it does not block any of the neighbours windows (1 St James Road), as indicated within the adjacent existing and proposed elevations.

The site slopes from East to West.



Existing North elevation



Proposed North elevation



The proposed dwelling's architectural style has been designed to complement the scale and character of the site context, which contains bungalows and varied, detached, semi-detached & terraced two-storey houses, including flat fronted and hipped gable elevations.

- Material Specification
- 1. Clay facing brickwork
 - 2. Grey painted timber & glass door
 - 3. Light grey powder coated aluminium framed double glazed windows
 - 4. Light grey powder coated aluminium framed double glazed door with metal balustrade
 - 5. Light grey powder coated aluminium framed double glazed sliding doors
 - 6. Black plastic rainwater goods
 - 7. Black plastic SVP
 - 8. Slate roof

Secured by Design: Homes 2019

The 2019 edition of Secured by Design: Homes addresses the community safety and security requirements for most types of housing development including individual houses, housing estates and low rise apartment blocks up to a maximum of five stories above ground level. The design and layout and physical security sections of this edition can be applied to both new and refurbished homes, regardless of their existing or future tenure. The proposals have had regard to the design principles advocated by the guidance.





Existing Street Elevation



Proposed Street Elevation - Indicating that the proposed development is more in-keeping within the street scene



Sustainability

Sustainability should be considered as a combination of the following factors:

- Economic Sustainability - social benefits, transport benefits and employment benefits
- Social Sustainability - health & wellbeing, safety, satisfaction, form and space, access, amenity and inclusion
- Environmental Sustainability - air quality, noise, land use, water, ecology & cultural heritage, design & operation and transport
- Natural Resource Conservation - materials, water, energy, land use and waste

Sustainability has to start at the preliminary design stage, to work with a development's surrounding environment and not against it. Consideration must be given to the shape, form, orientation and function of buildings and how they will interact with each other. Carbon, water and waste are clear means by which the sustainability can be measured.

The impact of a building's position, facade materials and size on its energy efficiency must all be considered, followed by how much energy will be needed and how it will be produced.

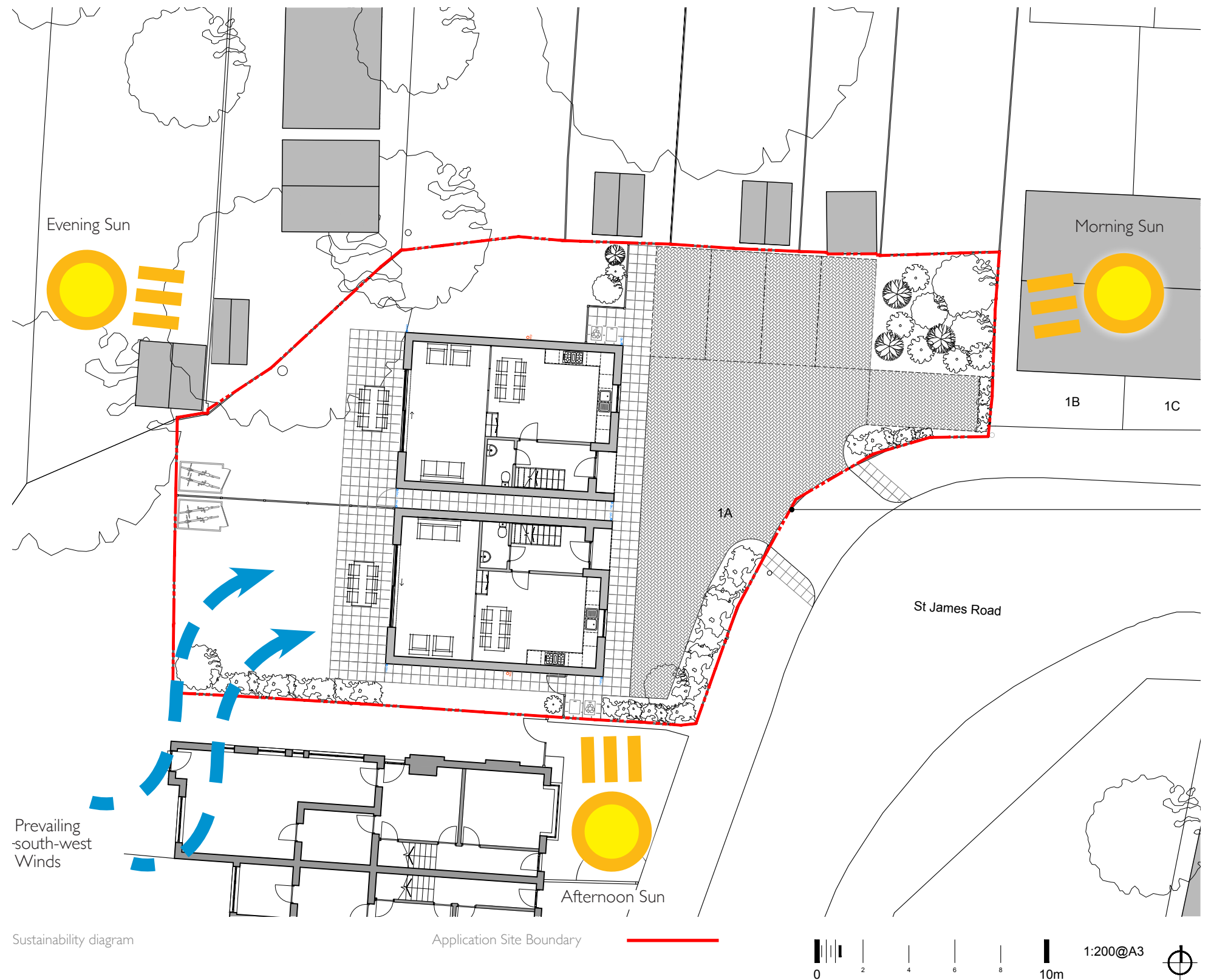
The use of sustainable resources and materials, together with the management of pollution, waste and recycling, air quality, and waste through construction should all be monitored through method statements.

The environmental effects of the dwelling will be minimised through an ongoing process of assessment and input into the design. As such, the construction and operation of the development has been designed to minimise its environmental effects.

The two new dwellings will connect up-to the existing mains foul drainage system.

Refuse and Recycling

Provision will be made for separate storage of refuse and recycling. Bin & recycling storage will be provided for both dwellings.

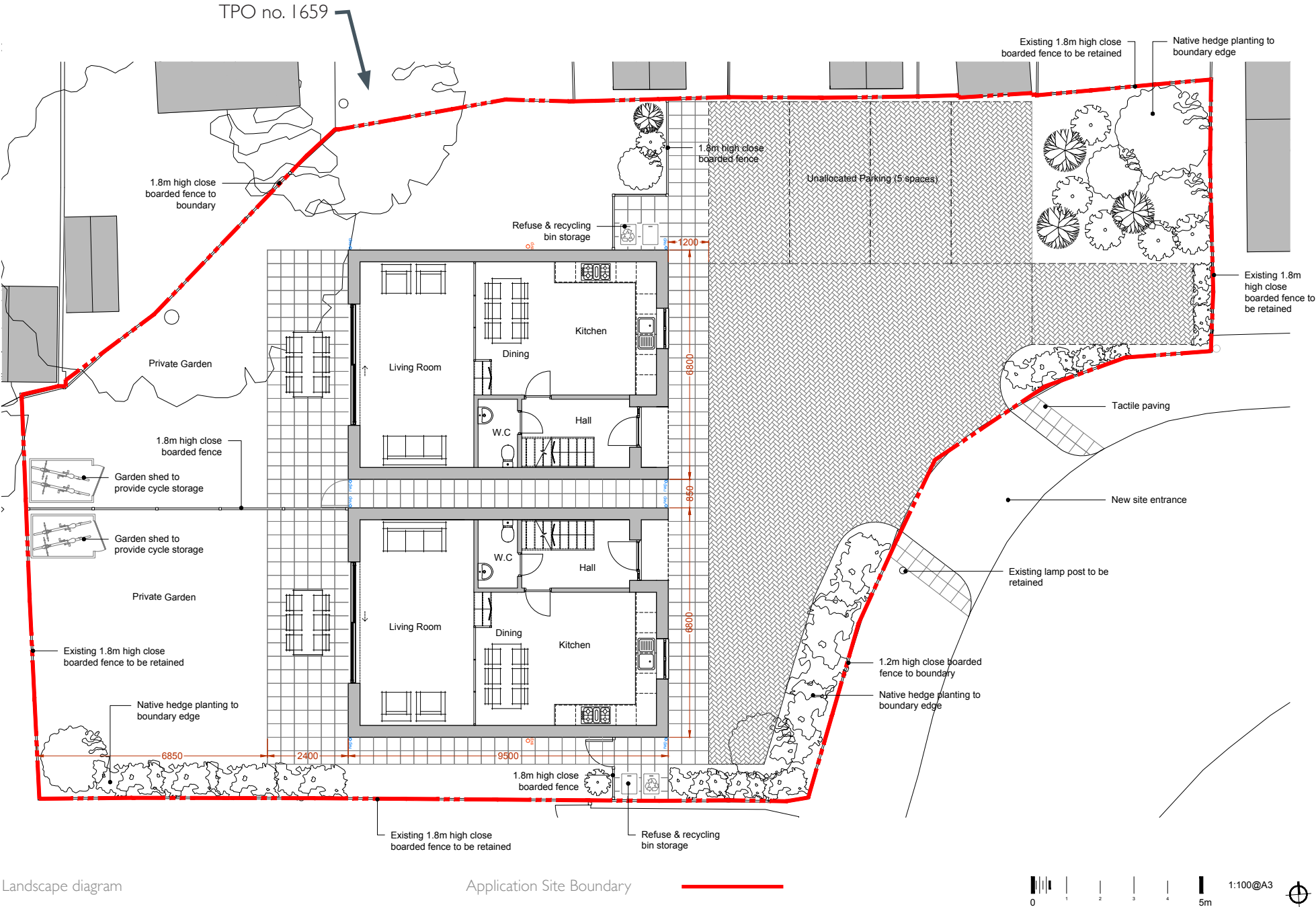


Landscape Strategy

The private garden areas of the new terraced houses would be mainly laid to lawn with additional shrubs where appropriate. These would consist of native species.

Due to the site sloping from East to West, the proposed dwellings step down internally.

The proposed development has taken into consideration TPO tree no. 1659.

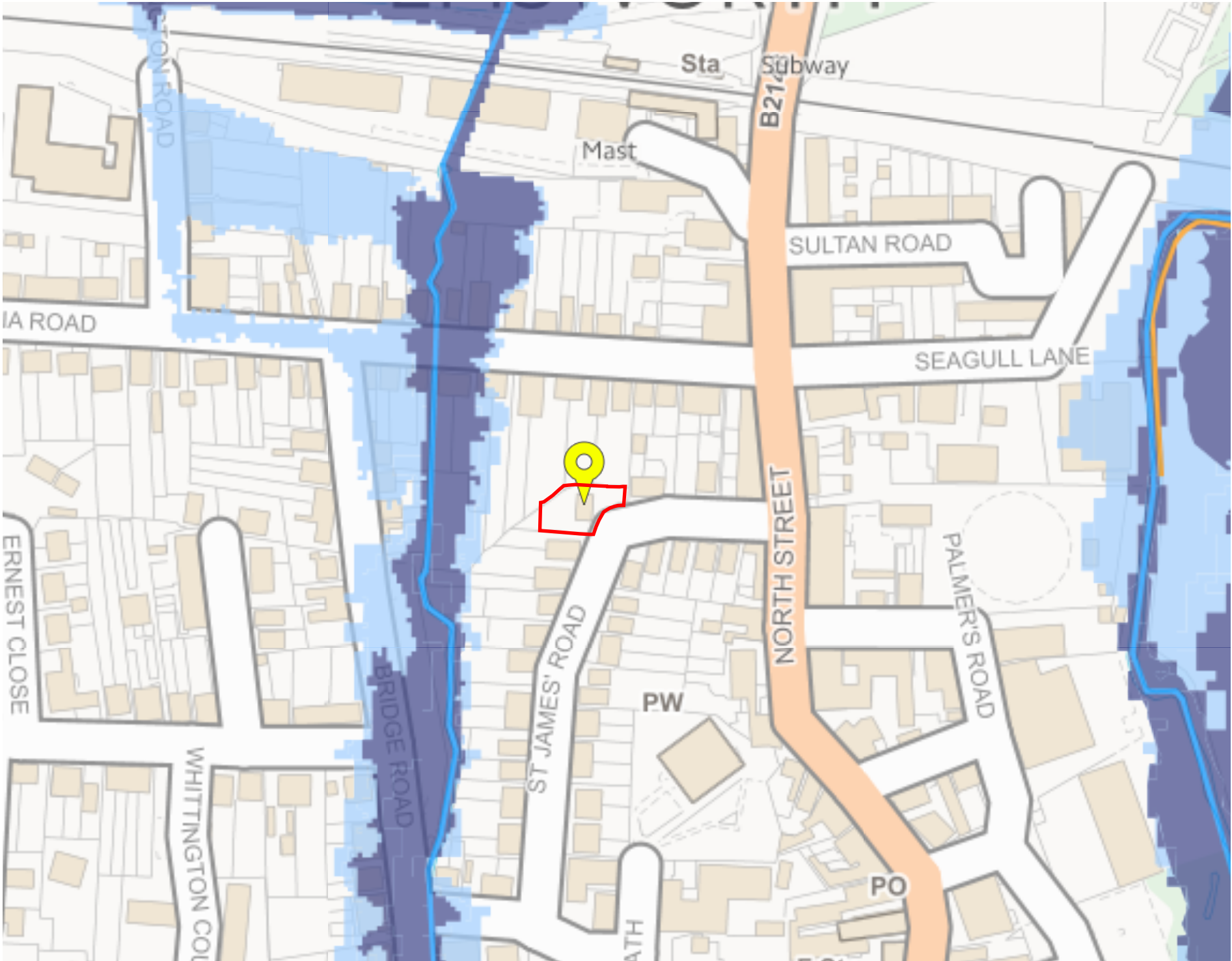


The Environment Agency Flood Map for Planning (Rivers and Sea) shows that the application site is classified as Flood Zone 1 (less than 0.1% Annual Exceedance Probability).

In order to increase the resilience of the property against flood risk, the following measures will be incorporated into design and construction.

The new finished floor level will be at least 150mm above the adjacent ground level. The damp proof course (DPC) will also be at least 150mm above the ground level.

All electrical services will be fed from high level.



Environment Agency Flood Map for Planning (Rivers and Sea)

Application Site Boundary

Conclusion

This proposal has been informed and led by a detailed assessment of the site and surrounding area and the relevant planning policy to ensure the scheme adopts the key themes as stipulated within the NPPF.

The location for the development is sustainable as the site's proximity to a growing range of shops, services and local amenities ensures that future residents are not car dependant, also encouraging an active lifestyle.

The proposed housing scheme is considered to be appropriate grounds for development. It would be designed to a high standard using quality materials informed by the local context to ensure that the proposal complements the neighbouring properties and reinforces local distinctiveness; it would enhance the character of the site.

For the reasons stated in this statement it is requested that the Case Officer assessing this proposal looks upon the application favourably.