

94 London Road, Cowplain, Waterlooville, Hampshire, PO8 8EW

Site and surroundings

Comprises a single-storey much altered and extended dwelling located on the east side of London Road. This part of London Road comprises a variety of single and two-storey detached, semi-detached and terraced dwellings of limited design quality. The dwellings on the east side are set well back from London Road. The dwelling has front and rear gardens as well as a garage and driveway which is accessed from London Road. There is no rear access.



Figure 1. Existing bungalow frontage.

Relevant planning history

There do not appear to be any recent planning applications. Those that are shown on the Council's public access system appear to date back to the 1960s and 70s and have no relevance to this planning application.

Designations

The application dwelling is neither a statutory nor a locally listed building of architectural or historic interest. The location is not a conservation area and there are no tree preservation orders covering the site.



Figure 2. Two-storey terraced dwellings opposite the application site.

The proposal

To demolish the existing dwelling and replace it with a larger dwelling with bedroom accommodation at first floor level. Essentially the style proposed is that of a chalet bungalow with first floor rooms lit by dormer windows. Front and rear gardens would be retained and the existing vehicular access would be utilised to provide off-street car parking for at least three cars. A brick boundary wall would be constructed to delineate the western boundary.

Amount

Without compromising the amenities of nearby dwellings there is adequate space to construct a larger dwelling as proposed. The overall ground floor space would be similar to the existing dwelling and the increased floor area proposed is predominantly a result of the provision of first floor accommodation.

Scale

As already mentioned there are a range of dwelling types on this side of London Road that are single and two storeys in height. Nearby dwellings have first floor accommodation within the roofspace as is proposed in respect of this application. As such the scale proposed is considered entirely appropriate for this location.



Figure 3. Nos. 90 and 92 London Road with rooms in roofspace.

Layout

The proposed dwelling 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 face east and west and the rear area would provide for a relatively private space of a size suitable for a family dwelling. First floor windows proposed in the north and south elevations would be to bathrooms and therefore glazed in obscure glass to avoid any unneighbourly overlooking. 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 chalet style bungalows as proposed in this application. The use of pitched roof dormers partially inserted into the roofspace would result in a pleasing external appearance that would integrate well with nearby dwellings. The use of red brick and red tile hanging for the external walls would be a suitable treatment. The roof, including the dormer windows, would be clad in a similar, or perhaps identical tile, to that proposed for the vertical tile hanging. A hidden flat roof would be formed centrally in order to keep the overall height of the dwelling to a minimum and this design feature would also permit the provision of a lantern feature to light the staircase.

Landscaping

There are no significant trees on the application site. One tree in the front garden would be removed to provide a hardstanding for car parking. Rear garden trees would be retained and there is potential for additional tree and shrub planting.

Access

There is an existing vehicular access from London Road that would be retained to provide access to the proposed hardstanding. There is space to turn cars around within the application site to allow egress on to London Road in a forward gear. Good and safe sight lines exist due to an existing wide grass verge between the application site and the footway. At least three cars could be accommodated within the application site and a secure cycle store is also proposed.



Figure 4. Existing access from London Road.



Figure 5. Existing landscape strip between application site and footway.

Residential amenity

The relatively low height of the proposed dwelling and positioning of windows would ensure that no unneighbourly overlooking of adjoining dwellings or gardens would occur. Furthermore, the low height and location of the proposed dwelling would mean that no significant loss of light would occur in respect of neighbouring dwellings and gardens. Side facing first floor windows would be glazed in obscure glass.

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:-

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.

It is considered that the proposed development would be fully in line with the relevant policies in the Core Strategy. 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 dwelling would be compatible with the surrounding context.

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 higher building forms where appropriate. 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 proposal would result in a good quality larger replacement dwelling 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 unless the proposed dwelling is considered to be a self-build project.

Assessment

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

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

The proposed dwelling would provide a good sized unit with acceptable levels of light, ventilation and outlook.

The application proposals would not cause any significant amenity issues for nearby residents.

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

Conclusion

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