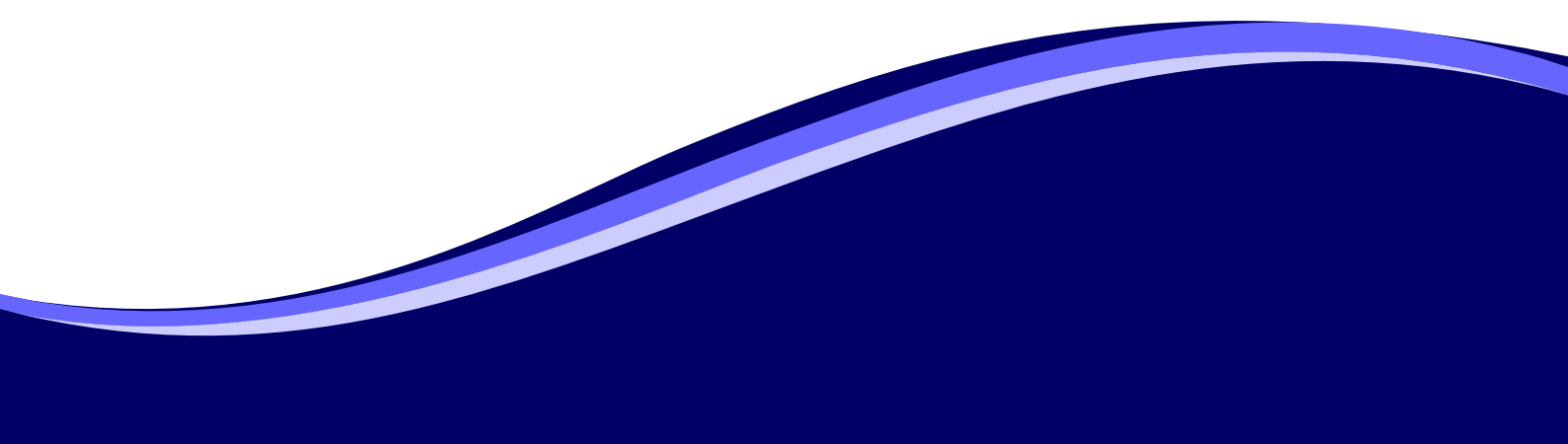


Design & Access Statement

Incorporating Planning and Sustainability
Statement

Land adjacent to 11 Queen
Anne's Drive,
Havant,
Hampshire,
PO9 3PG

Erection of dwellinghouse

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1 Introduction

Document type:

Design and Access Statement incorporating Planning and Sustainability Statement (required by Local List)

Site Address:

Land adjacent to 11 Queen Anne's Drive, Havant, Hampshire, PO9 3PG

Proposal:

Erection of a new dwellinghouse with associated access and parking

Application type(s):

Full planning permission

Client:

KPR Homes Ltd.

Architect

DOT architecture

Author:

Ms J. Glover, MSci (Hons)

Checked:

Mr D. Wilden (Director)

Date:

January 2019 – updated July 2019

Location:



2 Background

The Site

Site area

295sq.m

Topography

The site is generally level.

Use

Former C3 residential curtilage.

Built form

There is currently no built form on the site.

Layout

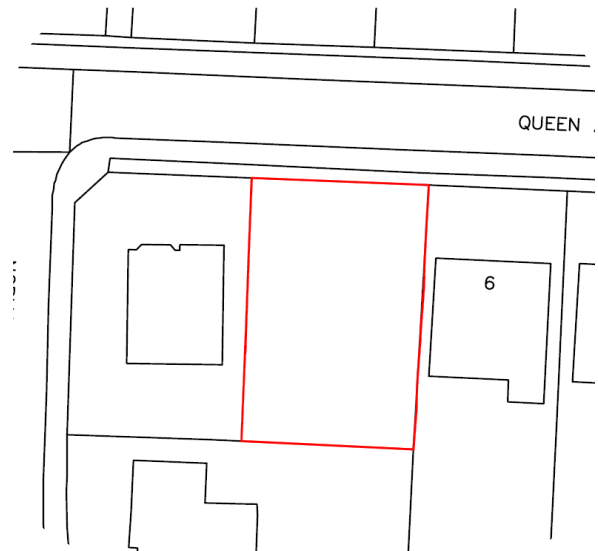
The site has a 14 metre frontage along Queen Anne's Drive to the northern boundary of the site. This gap in the streetscene is uncharacteristic of the area where there is typically 2m spacing between properties.

Landscape

The site is currently cleared with a close boarded fenced boundary around the perimeter of site.

Access

The site can be accessed via the northern boundary off Queen Anne's Drive. There are opportunities for on road parking along Queen Anne's Drive.



Location Plan



3D View of Site (early 2018)



The Surroundings

Character Overview

Traditional 20th century suburban area with mixed development form.

Use

Predominately C3 residential but with a range of surrounding commercial and community uses within the wider area. Residential use mainly comprises detached houses.

Amount

Varied densities within the residential area depending on the building form and a wide range of plot sizes.

Layout

Strong frontage development pattern on streets set out in a rough grid. Dwellings have consistent building lines and are generally evenly spaced. Mix of detached and semi-detached in the area, but Queen Anne's Drive only has detached.

Scale

Predominantly modest two storey dwellings.

Commercial units within the wider area are typically two storey.

Appearance

Characteristically circa 1950's housing. Queen Anne's Drive has common architectural detailing but each dwelling is unique.

Landscape

Typical suburban front gardens with varying levels of soft landscaping and hardstanding. Mix of front boundary treatments including timber fencing, hedging and low brick walls. Rear gardens are typically laid to lawn with some trees on rear boundaries.

Access

A sustainable location that is well served by public transport. There are a number of bus stops along Bedhampton Road and Hulbert Road, and Bedhampton Train Station is within walking distance from the site. The surrounding area provides many amenities such as shops and services.



Planning Policy

National Planning Policy

The National Planning Policy Framework (revised version published February 2019)

At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development** (para 11). As part of this presumption the NPPF actively **encourages new residential development in sustainable locations** (para 103) and has a particular emphasis on the effective use of land by **reusing land that has been previously developed** (para 118). The proposed scheme would provide high quality housing on a sustainable site close to local amenities.

Section 5 sets out how LPA's should significantly boost the supply of housing to ensure a sufficient amount and variety of land can come forward where it is needed and that the needs of groups with specific housing requirements are addressed (para 59).

To promote the development of a good mix of sites 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 (para 68).

Section 11 of the Framework promotes the effective use of land, giving substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs. This section also promotes and supports the development of under-utilised land and

buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (para 118).

Paragraph 122 advises that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) Local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Chapter 12 of the NPPF promotes good design in the planning system, creating better places in which to live and work and helping make development acceptable to communities.

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health
- g) and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The Development Plan

Havant Borough Core Strategy (adopted March 2011)

CS9: Housing – Planning permission will be granted for housing developments that achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form. Also, development should provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.

CS14: Efficient Use of Resources – New residential development should meet the criteria of Level 3 of the Code for Sustainable Homes, unless proven to be financially or technically unviable – *See Sustainability Statement*.

CS16: High Quality Design - 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 and relax. In addition development should respond to the character of the area and not be detrimental to neighbouring amenity or local landscape features.

CS17: Concentration and Distribution of Development within the Urban Areas – Development should make the most effective use of land in the Borough, with a priority on redeveloping existing brownfield sites. Housing developments should also be primarily delivered in the 5 existing urban areas identified by the plan.

Supplementary Planning Documents

- Borough Design Guide SPD (Adopted December 2011)
- Housing SPD (Adopted July 2011)
- Residential Parking and Cycle Provision SPD (Adopted March 2010)

Havant Borough Local Plan Allocations (adopted July 2014)

AL1: Presumption in Favour of Sustainable Development - When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations

indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise, taking into account whether: 1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or 2. Specific policies in the NPPF indicate that development should be restricted.

AL2: Urban Area Boundaries and Undeveloped Gaps between Settlements -

The Borough's undeveloped gaps are those areas between the urban area boundaries of Waterlooville, Leigh Park, Havant, Emsworth; together with the undeveloped gaps between them and neighbouring boundaries with Portsmouth, Winchester, East Hampshire and Chichester.

Planning History

Application process

Throughout the process of the application, the applicant entered into discussions and negotiations with the planning officer, in order to arrive at a mutually agreeable scheme.

In an email dated 4th March 2019, the case officer stated that *"Whilst I am of the view there is scope to develop a modest dwelling on this plot, the design would need to be revised. Due to the proximity to the boundary, the rear two storey element would have an overbearing impact on the property at 6 Norman Way to the south, and the first floor bedroom window to the rear would result in overlooking and a loss of privacy to the rear garden of this property. I also have concerns about the depth of the rear garden and the relationship with the adjacent properties."*

In response to these comments the following changes have been made to the plans (as shown on the subsequent pages of this statement):

- The ground floor footprint has been reduced by 1 metre at the rear to allow greater distancing from no.6 Norman Way at the rear, and to provide a greater garden depth to a part 7m-part 10m private rear garden

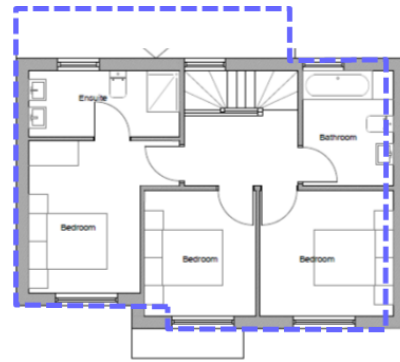
- The first floor footprint has been reduced by 1.2 metres at the rear to avoid overbearing impacts to no.6 Norman Way
- The internal layout of the first floor has been rearranged to ensure that no windows serving primary rooms are at the rear – only 2 bathrooms and the hallway - which can be obscurely glazed to prevent overlooking to the rear of no.6 Norman Way.
- The overall scale of the proposed dwelling has been reduced: The ridge height of the dwelling has been reduced from 8.9 metres to 8.2 metres; the eaves height of the dwelling has been reduced from 5.6 metres to 5.1 metres.

Following a review of the amended plans, the case officer stated in an email dated 23rd May 2019 that *"Subsequent to further consultation with my colleague, I am of the view the proposed revisions to the scheme would now be acceptable subject to re-consultation"*.

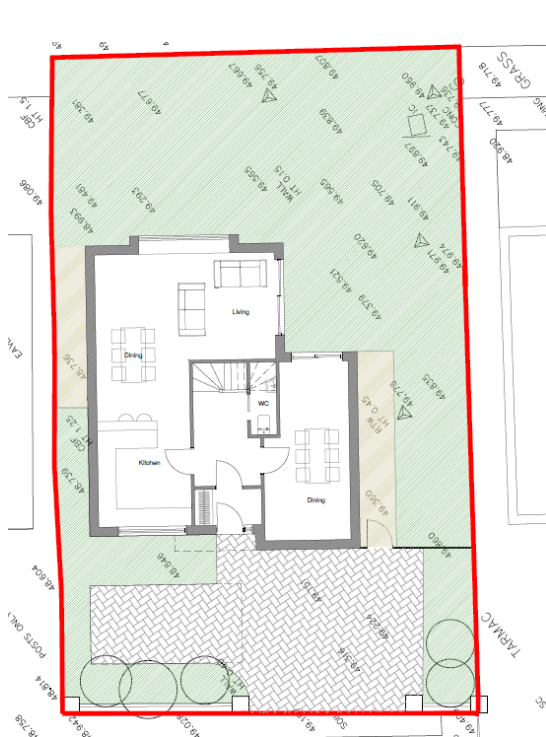
Planning History



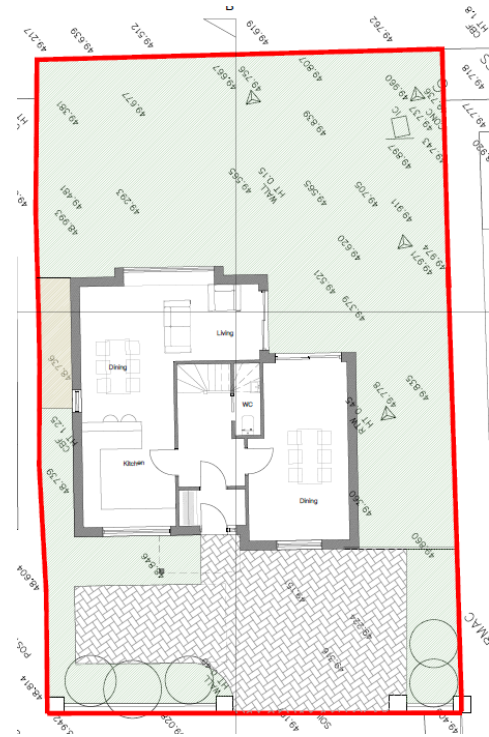
Revised ground floor plan
(original outlined in purple)



Revised first floor plan
(original outlined in purple)



Original plans - site plan



Latest revision - site plan

Planning History



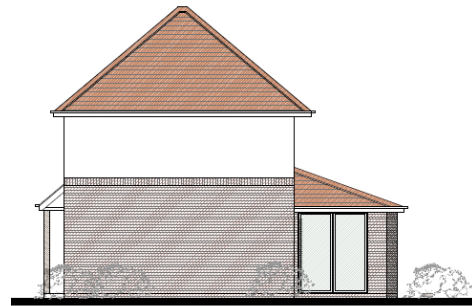
Original plans – front elevation



Latest revision – front elevation



Original side (East) Elevation



Revised side (East) Elevation

Planning History

APP/17/00451

A planning application was submitted incorporating the site and adjacent dwelling for the demolition of the existing dwelling and erection of 2no. detached 4 bed dwellings with associated access and parking. Planning permission was refused on 23rd June 2017. The reasons for refusal were as follows:

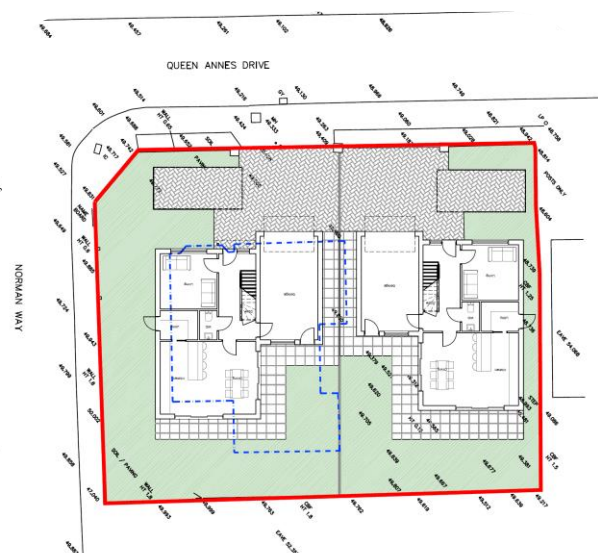
1. *Development of the site in the manner proposed would amount to over-development, in that it would give rise to unsatisfactory plot sizes and to a cramped and congested layout. This would be harmful to the amenities of the neighbouring properties through having an overbearing impact on the adjoining properties and adversely affecting residential amenity. Furthermore, having regard to the size of the new dwellings proposed, the development would fail to provide future occupiers of the new dwellings with adequate amounts of private outdoor garden space.*
2. *The proposal, without completion of the appropriate binding arrangements to secure a contribution towards the Solent Recreation Mitigation Project, is contrary to the Council's Policy on contributions towards measures of mitigation adopted by the Local Planning Authority.*

In the Case Officer's report (p.4) it is accepted that the proposal would assimilate comfortably into the street scene; *'the general building line and character of development incorporating gaps, traditional design and materials would reflect the existing street character, and plot widths (but not depths) would be similar to those of adjacent properties. It is therefore considered that the new development would assimilate satisfactorily into the street scene.'*

There is also not considered to be a harmful front-to-front relationship between the proposed properties and the properties along the opposite side of Queen Anne's Drive given the 20+m separation distance.

The Case Officer's report also states that the impact of the proposed built form on no.9 Queen Anne's Drive would not be excessive.

There were also no objections on highway or parking grounds.



Refused site plan:
APP/17/00451

Planning History

The first floor rear windows were not considered harmful to the amenities of neighbouring plots; *'The proposed dwellings have been designed such that first floor windows other than roof lights would be located 10m from the boundary. While the roof lights which are closer than this could result in loss of privacy it would be possible to address this by requiring a minimum cill height of 1.7m. Therefore on balance it is considered that loss of privacy cannot be substantiated as a refusal reason'.*

However, it is considered by the Case Officer that *'only a small proportion of the depth of the plots complying with the 10m minimum guide for plot depths'. The depth of the proposed garden on the current scheme measures 10 metres across 6 metres of the site (just under half of the width), with a total rear amenity area of over 100sq.m which is considered ample for a modest family dwelling.*

'...given that the dwellings proposed are substantial two-storey dwellings with 4 bedrooms in each, and thus capable of accommodating large families, the absence of adequate private amenity space is likely to significantly and adversely affect the amenity levels of the properties for future occupiers.' The latest scheme proposes an increase of one, three bedroom dwelling on the site for a small family, as such the proposed 100sq.m garden space is considered to meet future requirements of

occupants.

'No 6 Norman Way which lies to the south would suffer a similar impact, but to a greater level as it does not benefit from a long garden like No9'. The application site is a former garden as such a similar amount of activity to the rear garden of the site will occur to the previous arrangement which is considered appropriate for a residential environment to safeguard neighbouring amenity.

'there would also be a loss of outlook as the proposed dwellings would be some 5m from the boundary and whilst not full 2 stories the development at this point would have an eaves height of 3.4m with the roof rising above, such that at approx. 6.5m from the boundary the roof would be the equivalent of a 2 storey eaves height. It is considered that this relationship would be overbearing and intrusive when viewed from No6 to the detriment of the residential amenities of that property.' The proposed dwelling at its shortest point from the single storey extension has a depth of over 7 metres from the rear boundary. The single storey rear element has a reduced eaves height of 2.5m and ridge height of 4m to avoid appearing overbearing to no.6. The two storey element of the proposed dwelling has a distance of 10 metres from the rear boundary, over 15 metres from the side elevation at no. 6 Norman Way.

Layout

The layout of the proposed development has principally been driven to accord with the established front and rear building lines along the southern side of Queen Anne's Drive. The proposed dwelling has a set back of over 5 metres and a plot width of 14 metres in accordance with adjacent properties, thus maintaining the character of the street scene.

In terms of spacing between dwellings, there is a 1.9m distance between the proposed dwelling and no.6 and over 5 metres between the proposed scheme and no.11 Queen Anne's Drive, which reflects typical spacing in the area.

The front garden is laid out in a manner typical of the street with parking and soft landscaping behind a low brick wall.

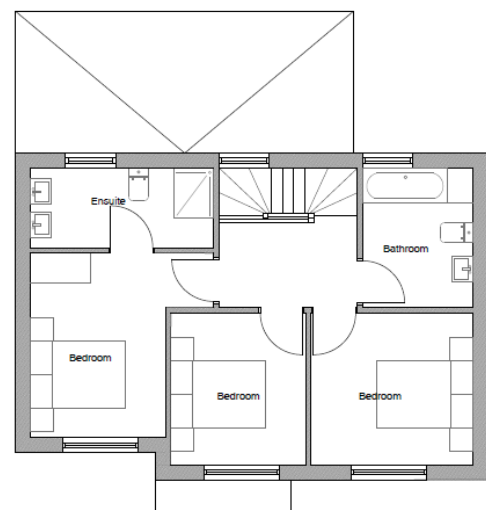
The dwelling has been designed with a stepped footprint to ensure that a 6 metre width of the plot (equating to over 60sq.m) has a 10m long rear garden without compromising the level of accommodation. The resultant L-shaped garden spaces would provide ample, usable private garden area to meet the requirements for a 3 bedroom family dwelling.

Internally, the ground floor of the dwelling would feature an open-plan kitchen/dining room, living room, dining room, utility room and WC. The first floor will accommodate 3no. bedrooms, one with an ensuite, and a family bathroom.

The fenestration has been carefully arranged to ensure that there are no primary rear facing windows on the first floor to prevent overlooking and loss of amenity to no.6 Norman Way at the rear. Furthermore, there are no proposed side facing windows on the first floor of the property to prevent harmful overlooking and safeguard the amenities of neighbours. In terms of the neighbouring property at no.11 Queen Anne's Drive, the only side window facing the site serves a stairwell, as such it is not considered to create a harmful level of overlooking to future occupants.



Proposed Ground Floor Plan



Proposed First Floor Plan

Scale

The scale of development proposed on this scheme has been calculated to provide the best use of the site, without representing an overdevelopment. The proposed dwelling would be of a modest two storey scale comparable to neighbouring units. This allows the proposed development to integrate into the existing built form of the area without any difficulty, as it would be commensurate with neighbouring units.

The rear single storey element has been designed to have an eaves height of 2.5m and ridge height of 4m to ensure that it provides an acceptable relationship to no.6 Norman Way to the rear of the site. It is thus noted that the single storey rear element would theoretically fall within the permitted development criteria in Schedule 2, Part 1, Class A of the GPDO (2018) were the future occupants to apply for a householder extension.

As such, it is considered that the proposed dwelling is of an appropriate scale, bulk and massing to comfortably assimilate into the area and avoid harm to neighbouring amenities.

Appearance

The proposed residential dwelling would be in keeping with the style of the neighbouring properties. The proposed architectural style is traditional with references to the original dwellings in the area. The property will have a hipped roof with clay effect tiles, the walls will be a mix of red brick and render. There is also be a projecting bay feature and multi-pane windows.

These factors contribute to a high quality design solution which would make a positive contribution to the built environment, fitting in well with the established development in the area.



Proposed Front Elevation



Proposed Rear Elevation

Landscaping

The landscaping is anticipated to be detailed by planning condition however it is likely that the front boundary will be a similar low wall to neighbouring properties and with typical domestic soft landscaping in keeping with the street.

Access

A new vehicular access is proposed from the northern boundary off Queen Anne's Drive. It is considered that this will have minimal impact on the streetscene. Boundary treatments at the access points will be no higher than 600mm to ensure good visibility.

In accordance with LPA guidance the development will provide a minimum of 2 car parking spaces per unit.



Proposed Streetscene

Sustainability Statement

A sustainability statement is required by the Local List to address Core Strategy policy CS14.

The criteria of **CS14** are addressed as follows:

1. Development must provide adequate land or funding for waste management infrastructure;

The layout of the development will facilitate the storage and collection of waste bin and recycling containers. On collection days all bins and/or containers will taken to the front of the property for safe collection.

2. Development should contribute to the delivery of the PUSH target of 100MW of renewable energy by 2020 for the whole of the PUSH area;

The roof will provide roof planes with suitable orientation for photovoltaic panels and solar panels.

3. On completion, unless proven to be financially or technically unviable, new residential development should meet Level 3 of the Code for Sustainable Homes; and particular attention should be paid to water efficiency measure;

Code for Sustainable Homes:

The following measures can be incorporated into the new unit and are likely to result in the proposal meeting at least Code level 3:

- Providing high efficiency gas fired condensing boilers (min 90% efficiency).
- An alternative heating arrangement/ combination using ground or air source heat pump technology.
- High level of insulation to building envelope.
- Use of grey water systems to reduce clean

water consumption.

- Control technology to both heating and ventilation systems.
- Enhanced double glazing.
- Enhanced construction detailing and construction to reduce air leakage.
- Energy efficient lighting and appliances.
- Use solar technology to provide hot water (solar panel) and electricity (photovoltaic).

All of the above will be subject to the advice of a Code for Sustainable Homes Assessor and recommendations for this scheme.

Water Efficiency:

The design will provide for rainwater run-off from roof and permeable hardstanding areas to discharge into soakaways and the possible use of a grey water system. Furthermore, the development will be designed to use no more than approximately 125 litres of water per person per day. This could be achieved by fitting a number of items such as:

- 6/4 Dual Flush WC.
- Flow Reducing/Aerating taps throughout.
- 6-9 litres per minute shower
- a smaller, shaped bath – still long enough to lie down in, but less water required to fill it to a level consistent with personal comfort.
- 18ltr maximum volume dishwasher.
- 60ltr maximum volume washing machine.

4 Planning case

If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Section 38(6) Planning and Compulsory Purchase Act 2004

Development Plan

Policy CS9

The site is situated in a sustainable location close to public transport and local amenities. The development would respect the character of the area and would provide dwellings which would meet a local housing need whilst integrating into the surroundings.

Policy CS14

The Sustainability Statement submitted as part of this application demonstrates the development would comply with this policy.

Policy CS16

The various matters set out in this policy have been dealt with in the previous section and it is concluded that the proposed development will fit in well with the adjoining buildings and the surrounding area in all respects including siting, scale, massing, height, design details, materials and appearance.

It is considered that the proposal would enhance the character of the area and would not be detrimental to neighbouring amenity. Furthermore, it is considered that this proposal

would enhance the Queen Anne's Drive street scene by removing the existing gap in the frontage.

Policy CS17

The proposed development is considered to make the most effective use of site and will contribute to the Borough's housing need.

There would appear to be no other Development Plan policies directly applicable to this proposal. It is therefore considered that the proposal complies with the Development Plan.

Material Considerations

There are no material considerations which would count against the proposal. The proposal provides a good opportunity to create a new family dwelling in a sustainable location within the development boundary.

Conclusion

As the proposal complies with the Development Plan and there are no material considerations which indicate that it should be determined otherwise, the proposal ought to be approved.