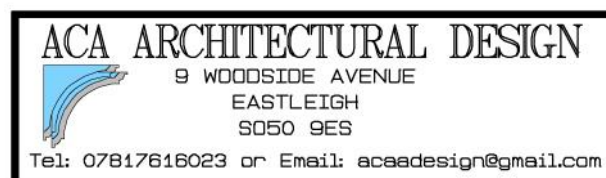
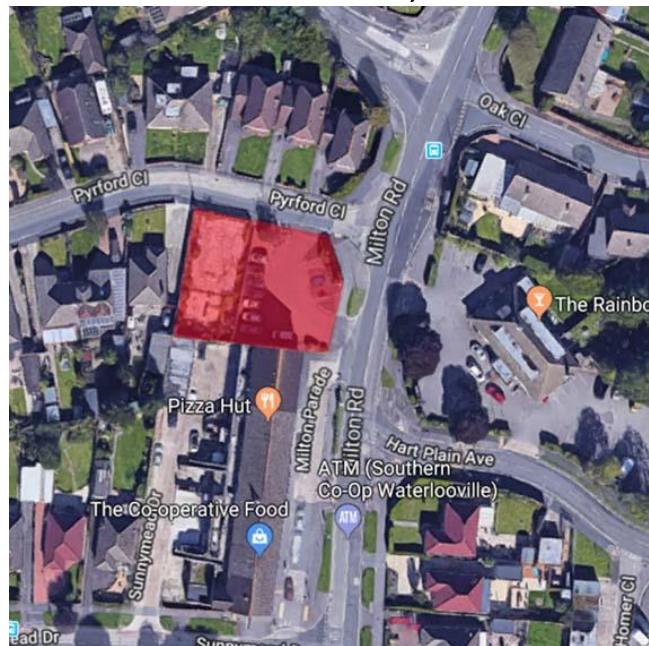


PLANNING, DESIGN & ACCESS STATEMENT
FOR
REDEVELOPMENT OF SITE TO PROVIDE
9 TWO BED FLATS WITH ASSOCIATED BIN/CYCLE STORAGE
AND CAR PARKING
AT
157 MILTON ROAD, COWPLAIN
WATERLOOVILLE, PO8 8RE



April 2019

Introduction

This statement accompanies a planning application for the redevelopment of the site to provide 9 x two bedroom flats in two blocks with associated car parking and cycle/bin storage

The scheme follows Pre-Application advice from the Council (Ref GEN/19/0003) dated 6th March 2019. Since this advice was received, careful consideration has been given to the detailed comments provided and consequently the scheme has been amended in response to the Council's concerns by;

- Two blocks proposed in order to retain gaps between buildings with sufficient setback for covered external stair to flats on Pryford Close.
- Redesigned to have greater visual link with surrounding development and consented scheme.
- Second floor lounge window removed
- Refuse and cycle store arrangements altered

This statement should be read in conjunction with drawings numbered 2019/01A, 02A, 03A and 04; these documents outline alterations made to address issues mentioned above.

The Site

The site measures approximately 0.0852ha and is situated on the junction with Milton Road and Pryford Close. The site is located on the Western side of Milton Road adjacent the two storey parade of shops with flats above and at the corner of Pryford Close which is characterised by single/two storey dwellings.

Topography & Landscape

The majority of the site is level. The existing footprint where the proposed development is to occur, are clear of any trees. The site is laid in concrete hardstanding with extensive open area previously used for vehicle parking.

Photographic Survey



Parade of shops on Milton Road and view looking north towards junction with Pyrford Close



View looking towards subject site and down Pyrford Close

Principle

The principle has been established by the consent APP/17/00234 (Erection of 5No. flats and 2No. detached Houses with associated parking, cycle and refuse storage) so the main consideration with this application is whether the alternative design of a similar ilk is considered to enhance the street scene compared to the approved scheme, improve the living environment being offered for future residents and pertinently not have a negative impact in terms of being overbearing and oppressive to the existing residents of Pyrford Close.

NPPF

Paragraph 68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;
- c) 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; and
- d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Paragraph 85. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:

e) where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre; and

f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

Paragraph 86. Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

Paragraph 87. 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.

Paragraph 91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Paragraph 106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Paragraph 117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. 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. Planning policies and decisions should:

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

Paragraph 122. 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.

123. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances:

a) plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;

b) the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range.

c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposals are consistent with all of these requirements.

The Proposals

Two buildings providing 9 x two bedroom flats with associated car parking and cycle/bin storage.

Construction Constraints

The proximity of adjoining properties (commercial and residential use) and consideration given to the potential effect the scale and mass of the proposed buildings will have on local amenity including obscuring existing views overlooking and overshadowing.

The site needs to engage with the public and private realm respectively on the northern and eastern aspects whilst improving the security by means of a secure active design.

Design Response

Amount

Two new building to provide 9 self-contained apartments with floor area ranging from 58-77sqm consisting of 2 bedroom units with the principal aim to allow higher density development along Milton Road and the need to provide small units to meet a known housing demand.

Layout

Active street frontage proposed at ground floor to Milton Road and Pyrford Close with improved communal entrance/integral bin store; access in order to create an active secure/elevation designed to be robust, attractive, well overlooked, comfortable and safe, encouraging people to use them.

The first and second floor residential units will be accessed from the two shared stairwells and will provide north facing bedrooms with south facing open plan living areas. The residential dwellings provides all habitable rooms with at least one window introducing natural light to the south facing living areas providing acceptable living conditions.



Proposed site plan with approved scheme highlighted in red

Scale

The design of the alternative proposal seeks to considerably reflect/improve the design palette of approved scheme whilst becoming a landmark allowing it to stand out from its surroundings, there is no doubt that the proposed development would represent some change in the character of the site and to the consented scheme when viewed from Pyrford Close. However, the significance of this impact should not be exaggerated.



Proposed elevation with approved scheme highlighted

Density

The Local Planning Authority (LPA) should recommend a minimum development density of 100 dwellings per hectare (DPH) on sites that are within areas of high or medium accessibility, and “which are within or close to the city, town and district centres”. The proposed development represents 106 dwellings per hectare (9/0.085ha) compared to the approved scheme which achieved 82dph.

There are no nationally prescribed density thresholds. Each authority that wishes to implement a density policy must therefore research an appropriate density in this case 40dph. Paragraph 122 of the NPPF states that the final policy must be informed by:

- the need for different types of homes and the availability of land for accommodating the need;
- market conditions and viability;
- the capacity of infrastructure;
- the scope to promote sustainable travel modes;
- the desirability of maintaining the prevailing character;
- the promotion of regeneration and change;
- and the importance of securing well-designed, attractive, and healthy places

Havant Borough Council urgently requires 2 bedroom properties and the location of the proposed development on Milton Road is close to transport, retail, medical, and educational opportunities, and this will make it a sustainable place to live.

Appearance

The development is traditional in form with stepped pitched roofs creating an interesting and articulated addition to the street scene whilst aiming to brighten the appearance of the area and give identity to the new development.

The materials have been chosen to reflect a high quality aesthetic with the use of red brick, white grey UPVC windows and concrete slate grey roof tiles. The material detailing and finishes

chosen, will offer individuality and have been carefully designed to add interest to the building which is important in establishing character and identity which will also contribute to a positive outlook for existing residents.

Impact on Residential Amenity

The design of the singular building, especially to the side elevation has fully taken account of the outlook of habitable rooms serving the proposed apartments and the neighbouring buildings, the apartments have been configured to provide bedrooms with new windows positioned to the front, side and from above to prevent direct overlooking in an identical manner to the consented scheme APP/17/00234.



Site plan showing landscaping and relationship with neighbouring building compared to consented scheme highlight in red with planting designed to soften the appearance of parking areas, without preventing reasonable surveillance.

Landscaping

The landscaping will be improved to form clearly defined car parking, pedestrian path and part private/communal garden areas given that the site is laid completely with concrete hardstanding and will be reconfigured in a similar manner to the consented scheme APP/17/00234 as illustrated above with the layout not dominated by the car and feels welcoming and safe and encourages pedestrian and cycle movement, as well as opportunities for social interaction encouraged through people using and enjoying spaces.

Highways

This development has 10 parking provisions despite a requirement for 14 spaces to be provided (20% visitor), the shortfall could lead to on street parking in the near vicinity. As a result, if permitted, on street parking restrictions on nearby roads in the near vicinity will need to be considered and a Traffic Regulation Order required to be undertaken on both as per previous consent.

The site is in a highly accessible location on the fringes of Waterlooville town centre. It would be within easy walking distance of a range of shops and other services within the Town Centre (0.8miles - 18min walking and 5min cycle) and public transport facilities (The Star 7 runs a bus service every 7 minutes from the Rainbow bus stop opposite the site). As such, all future occupants of the flats would be aware that there would be no visitor parking on-site before committing to a flat at the site. They may not necessarily choose to own a car as the site is in an accessible location mentioned above.



Aerial image showing proximity to Town Centre boundary

Amenity

The proposed development would not be to the detriment of the amenities of any neighbouring residential/commercial properties. The amenities afforded to future occupants of the development are also a material consideration.

Refuse/Cycle Provision

Refuse storage will be in the form of three x 360 litre and two x 1100 litre euro bins, one for general waste and the other for recycling material. The euro waste bin store will be integral and the wheelie (360 litre) bin store will be external to the buildings and collected by the refuse service via a level surface from Pyrford Close

In terms of cycle provision, 6 cycle racks spaces are provided integral to the corner building close to the communal stairwell with 5 further spaces between the building and a further 8 cycle spaces will be provided within the secure integral store located at the rear, this level of cycle provision meets the standards set out by Council's Local Plan.

S106, CIL and Contribution Requirements

CIL form completed and accompanies application.

Applicant willing to pay £5000 for a Traffic Regulation Order and a contribution of £5650.40 towards Solent Recreation Mitigation Project prior to determination.

Noise Assessment

Fenestration and ventilation, shall accord with BS8223:2014 standards as recommended for indoor ambient noise levels for dwellings, especially in relation to living rooms and bedrooms i.e during the day (07:00 to 23:00) 35 dB L Aeq,16 hour and at night (23:00 to 07:00) 30 dB L Aeq,8 hour for bedrooms.

Conclusion

There were several comments that, for the reasons set out above, have all been addressed such that this revised scheme will be positively subsumed into the street scene without harm to the character of the area or the amenity of neighbouring properties.

The scheme's key benefits can be summarised as follows:

- A more efficient use of Previously Developed Land in a highly accessible and sustainable location within the settlement.
- A revised high-quality design that respects the prevailing scale of its surroundings.

- A net increase of 9 no. residential dwellings contributing towards defined local housing needs.
- Properties benefit from semi private and communal outdoor space

The site being on a junction gives an opportunity to have design variation and one often sees such opportunities as a planned and successful phenomenon with a somewhat bolder or grander building taking a corner position!

Negotiation

If Havant Borough Council Planning Department is unable to support this scheme, please contact me at your earliest convenience, so we I may have the opportunity to make any necessary amendments or indeed have a meeting to discuss before determination.