

**108 Woodgreen Avenue, Bedhampton,
Havant**

Planning Design and Access Statement

Mrs N Kerrigan

August 2018

KF Planning Consultancy

Contents

1. Introduction	1
2. Site and Surroundings	2
3. Relevant Planning History	6
4. Planning Policy Context	8
5. The Proposal	11
6. Principle Determining Issues	13
7. Conclusion	18

Reference: KFPC/NK/WOOD/001

Address: 8 West Road
Woolston
Southampton
Hampshire
SO19 9AJ

Telephone Number: 07973 859088

Date of Issue: 30 August 2018

1. Introduction

- 1.1 This Supporting Planning, Design and Access Statement has been prepared by KF Planning Consultancy in support of a planning application for 2 no. 1-bed dwellings on land at 108 Woodgreen Avenue in Bedhampton.
- 1.2 The application site is located within the built up area of Bedhampton where the principle of new residential development is acceptable. Various design options have been considered for the site which is considered of a suitable size and location to accommodate two new dwellings.
- 1.3 A pre-application consultation was submitted in December 2017 with subsequent advice from Mr Eaves. The application proposals and design have responded directly to the issues raised in that consultation and to local and national planning policies.
- 1.4 The proposals have been developed in the context of Woodgreen Avenue and the wider residential character of this part of Bedhampton. The proposals ensure the efficient use of this sustainable urban site whilst respecting the established character and form of Woodgreen Avenue.
- 1.5 This planning and design statement considers the following:
 - ~ Site and Surroundings
 - ~ Planning Policy Context
 - ~ Relevant Planning History
 - ~ The Proposal
 - ~ Principal Determining Issues

2. Site and Surroundings

Local Context and Character

- 2.1 The application site is located in Bedhampton to the north east of the A27 and M3 junction. Woodgreen Avenue is located at the eastern edge of Bedhampton.
- 2.2 The site is bounded by residential properties to the north, east and South and by Hook's Lane and Havant Rugby Club to the west.
- 2.3 As such, the area around the application site is predominantly residential in character. The houses in the immediate area, including Woodgreen Avenue, are typically terraces of two storey dwellings of brick construction and are typical of post war housing built during the late 1950's and 1960's.



Nos 106 and 108 - typical of building design and character on Woodgreen Avenue



Properties on Fraser Road adjacent to the application site

- 2.4 The established character of the area includes corner plots and infill residential developments such as at James Road and Ibsley Grove.



Example infill residential development at 7A James Road

- 2.5 Local shops and facilities are located on Bedhampton Road to the south west (including a convenience store, The Golden Hind pub, garage, pharmacy and take away) and Bancroft Way to the north (including a takeaway, convenience store and newsagent).
- 2.6 The area is also served by a range of public transport services being located less than 0.5 miles from Bedhampton train station to the south off West Road (with services to Portsmouth, Brighton, London, Southampton and Bristol) and close to bus stops on New Road, Bedhampton Road and Barncroft Way

and with services 21 and 23 providing links through to Havant, Portsmouth, Cosham and Southsea. The site is also only a 20 minute walk from Havant Town Centre to the east with its even wider range of shops and services.

- 2.7 To the west of the application site is Hooks Lane Park (0.3 miles) and to the south west is Bidbury Lane (0.8 miles).

The Site

- 2.8 The application site is situated on the west side of Woodgreen Avenue at the junction with Fraser Road. Nos 102 to 108 are an existing terrace of 4 dwellings. The application site comprises garden land adjacent to no 108 on a large corner plot as detailed on the Location Plan.
- 2.9 The application site (including no.108) measures approximately 458 square metres. Within this, the area proposed for the 2 new dwellings comprises 296 square metres. The existing dwelling no.108 is located on the northern side of the site. The remainder of the site is currently garden with a garage at the rear western boundary of the site adjacent to neighbouring property no. 34 Fraser Road.



Application site at corner of Fraser Road and Woodgreen Avenue

- 2.10 The existing detached garage is accessed separately off Fraser Road where there is an existing drop kerb. To the side of the southern elevation of no.108 there is also a small single storey brick outbuilding.



Southern boundary to Fraser Road including existing vehicular access

2.11 The application site is surrounded along the eastern and southern boundaries by a low level brick wall.

3. Relevant Planning History

Application Site

- 3.1 There have been no previous applications for planning permission on the application site.
- 3.2 In December 2017 the applicant and her architect prepared a pre-application submission with plans and design and access statement seeking advice on the prospects of securing consent for 2 flats with amenity space and parking.
- 3.3 The proposals were for a 1-bedroom flat at ground floor level and a two bedroom flat above with the second bedroom in the roof space served by dormer windows. The proposed units were part two storey part single storey. The proposals also provided for 1 parking space for existing property no. 108 and a space for each flat outside no.108 and to the rear western boundary of the site in the location of the existing garage.
- 3.4 A meeting was held with Mr Eaves on 14 December 2017. In a pre-application response dated 4 January 2014 (LPA Ref: GEN/17/01457) Mr Eaves advised that whilst the principle of development on the site was acceptable, a single dwelling on the site would be preferable. Key issues raised were:
 - Resulting unbalanced appearance of the terrace
 - Proximity of the side elevation to Fraser Road
 - Prominence of the development in the street scene
 - Overdevelopment of the site
 - Out of character with established development
 - Limited external amenity areas (particularly for the 2-bed unit)
 - 1-bed flat below technical housing space standards
 - Under provision of car parking relative to standards
- 3.5 The current proposals remain for 2 new units on the site (but now 2 no. 1-bed houses) as it is felt this can be achieved making efficient use of the site whilst responding to the issues raised in the pre-application consultation.

Surrounding Area

- 3.6 The application site and its surroundings are within the built up area where the principle of new residential development is acceptable. As such, there have been a number of applications for new infill dwellings in the area and these are considered material to the current planning application.

7A James Road

- 3.7 In August 2015 planning permission was granted for a 1-bed end of terrace dwelling (LPA Ref: APP/15/00603). This is particularly relevant to the current application in terms of the principle, the prominence of the site, the two storey development on the boundary, the narrower width of the dwelling, parking provision and amenity space.

19B Ibsley Grove

- 3.8 In October 2010 planning permission was granted for a 2-bed end of terrace dwelling (LPA Ref: APP/10/00491). This is particularly relevant to the current application in terms of the principle, the new building line much closer to the road and the narrower width of the dwelling.

21A Ibsley Grove

- 3.9 In July 2013 planning permission was granted for a 2-bed end of terrace dwelling opposite no.19 (LPA Ref: APP/11/01087). Again, this is particularly relevant to the current application in terms of the principle, the new building line much closer to the road, the narrower width of the dwelling and level of amenity space provision.

1 Blendworth Crescent

- 3.10 In January 2014 planning permission was granted for a 3-bed end of terrace dwelling (LPA Ref: APP/13/01108). This permission is particularly relevant given the proposed layout and footprint on a corner plot, proximity to the site boundary and relationship to the established building lines is directly comparable to the relationship of the existing buildings and proposals for the application site and was found to be acceptable by the Council within the same development control policy context.

- 3.11 These examples are discussed in further detail at Section 6 of this report.

4. Planning Policy Context

4.1 The relevant planning policy context is principally contained within:

- ~ Revised NPPF (2018)
- ~ Havant Borough Local Plan (Core Strategy) 2011
- ~ Havant Borough Local Plan (Allocations) 2014
- ~ Parking SPD (2016)
- ~ Borough Design Guide SPD (2011)

Revised National Planning Policy Framework (2018)

- 4.2 At the heart of the revised NPPF remains the presumption in favour of sustainable development.
- 4.3 The NPPF confirms that local planning authorities should approach decisions on proposed development in a positive and creative way. Decision-makers at every level should seek to approve applications for sustainable development where possible (paragraph 38).
- 4.4 Pre-application consultation on development proposals is encouraged (paragraph 39).
- 4.5 Local planning authorities should support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (paragraph 59).
- 4.6 The framework acknowledges that 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 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 68).
- 4.7 Section 11 relates to the efficient use of land. It confirms planning policies and decisions should promote an effective use of land in meeting the need for homes. Planning authorities should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing (paragraph 117).
- 4.8 The creation of high quality buildings and places is confirmed as fundamental to what the planning and development process should achieve. Good design is

a key aspect of sustainable development and creates better places in which to live and work (paragraph 124).

Havant Borough Local Plan (Core Strategy) 2011

- 4.9 The site is located within the defined built up area of Havant and Bedhampton.
- 4.10 Policy CS9 confirms that permission will be granted for housing proposals which provide a mix of dwellings types sizes and appropriate densities.
- 4.11 Policy CS16 relates to high quality design and sets out a wide range of design criteria including showing proposed design responds to, draws inspiration from and respects local context. This includes using the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors and ensuring it does not cause unacceptable harm to the amenity of neighbours. Development should produce a positive relationship between buildings, streets and spaces.
- 4.12 Policy CS17 relates to the concentration and distribution of development within the urban areas. It confirms that development will be permitted that makes the most effective use of land in the borough by granting planning permission that concentrates new housing development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island and prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.
- 4.13 Development management Policy DM13 relates to cycle and car parking for residential development and requires provision to be made in accordance with the parking SPD.

Havant Borough Local Plan (Allocations) 2014

- 4.14 Policy AL1 reflects the presumption in favour of sustainable development in the NPPF and confirms the Council will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible and that planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise.

Parking SPD (2016)

- 4.15 The standards require 1 car parking space and 1 cycle parking space per 1-bed unit.

Borough Design Guide SPD (2011)

- 4.16 The design guide supplements Core Strategy Policy CS16 on design.
- 4.17 The layout of development should reflect the layout and pattern of development in the neighbouring area including plot width and the established pattern of properties.
- 4.18 Development should respond to common building lines, reflect local massing, height and built form and reflect the rhythm and patterns, key features and detailing of street and buildings.
- 4.19 It sets out general principles for infill developments including 20 metre back to back building distances for two storey properties. Garden lengths should normally allow 10 metres between the dwelling and the boundary.
- 4.20 Infill sites should maintain and enhance the existing character and quality of an existing area and should create pleasant and attractive places to live.
- 4.21 Infill development should look to the immediate site context for reference and respect the layout and character of the surrounding area, looking to immediate neighbouring properties in the first instance.

5. The Proposal

Use and Amount

- 5.1 The application site including no.108 comprises 458 square metres and within this the development area for the 2 proposed dwellings comprises 296 square metres.
- 5.2 Planning permission is sought for the development of two no. 1-bed dwellings, each comprising 50.8 squares metres gross internal floorspace with associated gardens and parking.

Layout

- 5.3 The two new dwellings are located at the southern end of an existing terrace of 4 dwellings, adjoining 108 Woodgreen Avenue.
- 5.4 Proposed Dwelling 2 adjoins the existing property with a parking space to the front (through the formation of a new dropped kerb as on neighbouring properties 104 and 106) and a garden to the rear. Proposed Dwelling 1 is the end of terrace with garden to the front side and rear with a parking space accessed from Fraser Road (utilising an existing dropped curb and parking space serving 108 Woodgreen Avenue).
- 5.5 The southern elevation of Dwelling 1 is set back 2.2 metres from the boundary with Fraser Road.
- 5.6 A good sized garden is retained for no.108. The main garden for Dwelling 2 is to the rear measuring up to 7.8 metres deep. Dwelling 1 has garden to all sides including private amenity space to the rear.
- 5.7 The layout and relationship between the dwellings and with existing properties is detailed on the Proposed Site Plan on Plan PL.156.18.10B.

Scale

- 5.8 The properties are two storey in height matching the height and roofslope of the existing terrace as detailed in the proposed elevations on Plan PL.156.18.10B. Both properties have single storey porch entrance features as found on a number of nearby properties.

Appearance

- 5.9 The proposed dwellings will be built in red stock brick with concrete roof tiles and upvc windows to match those of the existing terrace.

Landscape

- 5.10 A rear garden will be retained for no.108 along with the new dwellings and additional garden land will be retained around the south eastern corner of the site (for Dwelling 1) maintaining a landscaped frontage to Fraser Road and Woodgreen Avenue.

Access

- 5.11 A new dropped kerb and parking space is proposed to the frontage of 108 Woodgreen Avenue. A new space will be created adjacent at the front of proposed Dwelling 2.
- 5.12 The existing driveway and dropped kerb at the southern boundary of the site served from Fraser Road will be utilised to provide a parking space for proposed Dwelling 1.
- 5.13 Sheds are proposed within both gardens to ensure provision of one secure and covered cycle parking space for each property.

6. Principle Determining Issues

- 6.1 The application proposals for two new 1-bed dwellings have had careful regard to the relevant planning policies and guidance at the site context.

Principle of Development

- 6.2 The site is located within the built up area of Bedhampton where the principle of new residential development is acceptable. This was confirmed during the pre-application consultation for the site with Havant Borough Council in December 2017.
- 6.3 The proposals make efficient use of under-utilised land in an urban and highly sustainable location in accordance with paragraph 68 and 117 of the revised NPPF.
- 6.4 The application site is shown on the Proposals Map within the built up area and is not the subject of any designations. Policy CS9 of the Core Strategy confirms that permission will be granted for housing proposals with appropriate sizes and densities and Policy CS17 priorities the development of new housing on previously developed, redundant or under used land and buildings within the urban area.
- 6.5 The applicant has engaged at an early stage with the local planning authority and responded to issues raised during pre-application discussions. In line with the revised NPPF (paragraph 39), Allocations Plan Policy AL1 confirms that development proposals should be approved where they accord with policies in the Local Plan wherever possible and without delay.
- 6.6 As such, the principle of new residential development on this large underused garden plot frontage in an existing residential area is fully in accordance with both national and local planning policies.

Design

- 6.7 The proposed design for the new dwellings is detailed in Section 5 of this Statement and on the submitted application drawing PL.156.18.10B.
- 6.8 The design for the site has evolved in response to both the site context and discussions with planning officers.
- 6.9 Good design is required under Paragraph 124 of the revised NPPF and under Core Strategy Policy CS16. The criteria in this policy require a response to local context including existing massing, design, materials and proportions.

- 6.10 The Borough Design Guide supports Policy CS16 and offers some additional design references for infilling and including normally requiring garden depths of 10 metres.
- 6.11 The application proposals as now amended meet all of the requirements of these local policies. The proposals provide 2 new dwelling units which add to the dwelling mix in this predominantly residential and sustainable area and which responds fully to the context and design character of the site and surroundings around Woodgreen Avenue and Fraser Road.
- 6.12 The proposals are for a similar form of development as at 7a James Road and 19B and 21A Ibsley Grove and 1 Blendworth Crescent as detailed at Section 3 of this report.
- 6.13 Careful consideration has been given to the design of the application scheme and the applicant has sought to respond to the design issues raised in the pre-application consultation. All the issues raised have been addressed through the revised scheme. In particular:

Issue Raised to Pre App Scheme	Design Response in Application Scheme
Resulting unbalanced appearance of the terrace	The design has been simplified to match the existing eaves and ridge height and simplify the roof slopes. Dormer windows are no longer proposed. From both Woodgreen Avenue and Fraser Road the proposed dwellings follow the existing pattern, scale, proportions and appearance of the existing dwellings. As such, the dwellings form a balanced addition to the terrace.
Proximity of the side elevation to Fraser Road	The built development footprint has been pulled back from the boundary by removing the two access point and steps and retaining a landscaped edge to Fraser Road. The two storey element in particular has been set back a further 0.6 metres, a gap of 2.5 metres from Fraser Road. This distance is in keeping with existing properties and is more spacious than other local examples such as 7a James Road where the two storey flank abuts the boundary and 1 Blendworth Crescent where the proposed layout and footprint on a corner plot, proximity to the site boundary and relationship to the established building lines is directly comparable to the relationship of the existing buildings and proposals for the application site and was found to be acceptable by the Council within the same development control policy context. There is one side porch but the stairs have been positioned adjacent to the existing vehicular access (to

	be used by Dwelling 1). The building line of the proposed two storey element would be located only 1.2 metres beyond the two storey flank building line of 79 Woodgreen Avenue opposite. Building lines on Fraser Road are more staggered and form part of its character (as seen opposite the application site).
Prominence of the development in the street scene	The design has been simplified and follows all the existing design features and hence character of the existing dwellings on Woodgreen Avenue and the terrace. The increase in the set back between the 2 storey flank wall and Fraser Road also reduces the prominence. This is comparable to other approved schemes such as 1 Blendworth Crescent.
Overdevelopment of the site	The NPPF confirms that efficient use of land must be made to boost housing supply. This can be achieved on the application site by providing 2 units as opposed to one larger unit without detriment to character. The proposals represent a balanced development with 101.6 square metres built footprint on a 296 square metre plot (ie 34% of the plot) with both amenity space and parking.
Out of character with established development	The amendments to design to reflect the simplified roof form, eaves and ridge heights and window and porch design result that the proposed dwellings would be fully in keeping with the character of Woodgreen Avenue and the surrounding area.
Limited external amenity areas	The proposals are now for 2 no. 1-bed dwellings and as such are not larger family housing units. Private rear gardens are provided for both dwellings, which whilst below the 10 metre depth normally sought in the Borough Design Guide, are considered appropriate for 1-bed dwellings. It is noted that a comparable development permitted at 19 Ibsley Grove provided a garden 6 metres in depth and no.21 similar. In addition to this, Dwelling 1 has a front garden area. It is appreciated that this is not private but this is no different to other corner plot gardens such as no. 79 Woodgreen Avenue (opposite) where the entire garden is open to public views. There are also two large parks in walking distance of the application site including Hooks Lane offering

	further access to amenity space.
1-bed flat below technical housing space standards	The two proposed 1-bed units have a gross internal floorspace of 50.8 squares metres each and hence meet the technical standards for a 1 bed unit. The standards are optional and are not a formal part of the local plan policy. The internal design and arrangement of dwellings provide a good standard and quality of living accommodation. It is noted that the 1 bed dwelling approved and built out at 7a James Road comprises 49 square metres.
Under provision of car parking relative to standards	Dwelling 1 has one parking space to the rear. Dwelling 2 has one space on the frontage. An off street parking space is also re-provided for 108 Woodgreen Avenue through a new dropped kerb and driveway at the frontage of the dwelling. Notwithstanding this, a parking survey has been undertaken by the applicant (as suggested by the council during the pre-app) confirming that there are free on road parking spaces near the site at peak times.

6.14 Overall, it has been shown that the site can accommodate 2 no. 1-bed dwellings offering good quality accommodation and fully responding to the established context and character of Woodgreen Avenue and Fraser Road.

6.15 The proposals therefore have had regard to and meet fully the requirements of paragraph 124 of the Revised NPPF, Core Strategy Policy CS16 and the Borough Residential Design Guide.

Amenity

6.16 As noted above, the proposals provide for private amenity space for the retention of a good sized garden for no. 108 and new garden for both proposed dwellings.

6.17 In addition to this, Dwelling 1 has a good sized front garden. It is appreciated that this is not private but this is no different to other corner plot gardens such as no. 79 Woodgreen Avenue (opposite) where the entire garden is open to public views.

6.18 There are also two large parks in walking distance of the application site including Hooks Lane offering further access to amenity space.

- 6.19 The continuation of the existing building line as no.108 ensures the same separation between properties on the opposite side and Woodgreen Avenue. There is a distance of 25.8 metres between the proposed flank elevation of the new Dwelling 1 and the frontage of dwellings on Fraser Road opposite which is similar to the existing relationship between neighbouring properties fronting each other on Fraser Road. As such, there is no increased level of overlooking.
- 6.20 Given the distances between dwellings the development will not be overbearing in views from any neighbouring properties.
- 6.21 The proposals are therefore appropriate for to 2 no. 1-bed dwellings and will protect the amenity of occupiers of adjacent properties and future occupiers of the proposed dwellings. As such, the proposed development is in accordance with Core Strategy Policy CS16 and the Borough Design Guide.

Parking and Access

- 6.22 The previous pre-application scheme had included a 2-bed unit and there was a concern regarding underprovision of car parking relative to the parking standards SPD. The application proposes 2 no. 1-bed units each with a parking space and also retains 1 car parking space in the curtilage of no.108 accessed from Woodgreen Avenue (ie the same as existing provision for this two bed property).
- 6.23 Sheltered cycle parking can be provided within the sheds providing 1 space per unit as required by the parking standards SPD.
- 6.24 Notwithstanding this, a local parking survey has been undertaken by the applicant to show the level of space on street parking in the morning and evening peak hours. This confirms that there are free on road parking spaces near the site at peak times.
- 6.25 The proposals are therefore fully in accordance with the Parking Standard SPD and Core Strategy Policy DM13.

7. Conclusion

- 7.1 The proposal is for 2 new 1-bed dwellings utilising an underused corner plot in an existing residential area on Woodgreen Avenue.
- 7.2 National policy in the NPPF encourages the use of such underused land to provide housing and the proposals for 2 dwellings is considered to make efficient use and meet the full potential of the site.
- 7.3 The site is within the built up area of Bedhampton in a highly sustainable location close to shops and services and bus and rail public transport services.
- 7.4 The design development of the site has shown that the site can accommodate 2 new dwellings of a design which is in keeping with the established character of the area. The issues raised during the pre-application consultation have been addressed and it has been shown that the new dwellings will provide a similar relationship to recent developments at 7a James Road and 19B and 21A Ibsley Grove and 1 Blendworth Crescent.
- 7.5 The dwellings will provide good quality living accommodation with private amenity space and parking and suitable relationships to existing adjacent properties to protect residential amenity.
- 7.6 The proposals meet the required car parking and cycle parking standards for both the retained property and garden for no.108 and the 2 proposed dwellings.
- 7.7 Overall, the proposals will enhance the existing mix of housing in the area with two smaller 1-bed units and meet all the relevant national and local planning policies.