

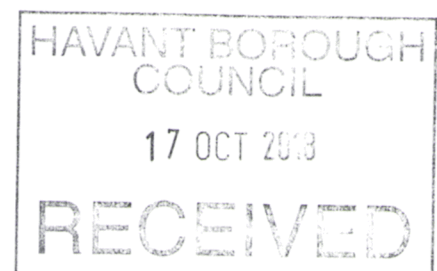
DESIGN & ACCESS STATEMENT

**FOR THE CONSTRUCTION OF
NEW DWELLING ON LAND ADJACENT TO**

**15 ELM PARK ROAD
HAVANT
PO9 2AD**

Client
Mr A Carter

Job No. 18016



**DESIGN & ACCESS STATEMENT
FOR THE CONSTRUCTION OF
NEW DWELLING ON LAND ADJACENT TO
15 ELM PARK ROAD, HAVANT, PO9 2AD**

Site Address Land adjacent to 15 Elm Park Road, Havant

Applicant Mr A Carter

Site Analysis

The application site is situated to the west side of Elm Park Road, Havant, adjacent to car park for telephone exchange for British Telecomm and is currently used as a garden to the north of No 15 Elm Park Road.

The site is within a residential area with Elm Park Road running north from Elmleigh Road.

The site currently exists as 3-bed semi detached dwelling, No. 15 Elm Park Road, which will remain. The property has pedestrian access from Elm Park Road

Elm Park Road is a two-way road (cul-de-sac) with most properties having off-road forecourt parking or garages.

The site is relatively level. The boundaries are currently a mix of timber fencing, closeboarded fence and garden hedging.

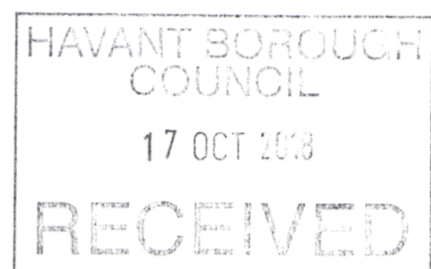
There are no public rights of way, watercourses or ditches running through the site or other major restrictions.

Planning History

There are no previous Planning Applications related to this property.

Character of the Area

The surrounding development is semi-detached, terraced properties and flats fronting onto Elm Park Road. To the west is the telephone exchange building for British Telecomm. Materials used are traditional with mainly facing brick / render and concrete roof tiles.





Proposed site outlined in red

Proposal

The proposal is to construct a new 4-bedroom dwelling with off road parking for 2 no. vehicles to the front. New off-road parking for 2 no. vehicles will be provided for the existing property from Elm Park Road.

The new dwelling will have a kitchen, study, family room, and cloakroom on the ground floor with 3 bedrooms, and bathroom on the first floor. The second floor contains an additional bedroom with en-suite. The total floor area proposed is 151.0m².

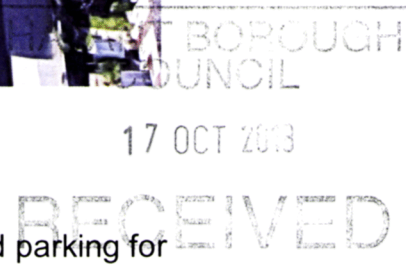
Access to the site will be via the vehicular access and pedestrian access from Elm Park Road.

The proposed layout sets the new dwelling min. 6.0 m back from the site boundary with Elm Park Road. The rear line of the new dwelling has been sited so as not to project beyond the sight line of a 45° splay from the centre of the existing rear bedroom of 15 Elm Park Road and positioned min. 1.0 m from the side boundaries allowing side access to both properties.

Cycle storage for 2 cycles will be provided in the rear garden. Allowance has been made for the siting of 2 no. wheelie bins.

Rear access to the existing dwelling has been retained with cycle storage for 2 cycles and area for 2 no. wheelie bins.

The building is designed with facing brick / render to the external walls set under a concrete roof tile, consistent and in keeping with materials used on other dwellings in this area. Materials will naturally be subject to final approval, by condition, by the Local Planning Authority.



Design Principals / Solutions

The proposal is for the construction of a new attached 4-bedroom dwelling with off road parking for 2 no. vehicles, designed to be sympathetic to the existing street scene and adjacent properties. The site forms a natural infill plot along Elm Park Road.

The proposed new dwelling has been set back into the site without impacting on the street scene, forming a continuation of the semi detached housing. The front elevation has been designed to continue the roof line through to a gable with barn hip roof with matching eaves line. The width of the new dwelling has been designed to suit the plot available leaving space between 15 Elm Park Road and boundary to the north.

The proposal respects and compliments the local character in its scale, siting and materials, and ensures efficient use of the land. Safe and convenient access to facilities and public transport is available. The siting of the new dwelling does not adversely affect the amenities of neighbouring properties and provides the opportunity to provide a new 4-bedroom dwelling in accordance with Housing Policy CS9.

The proposed dwelling has been designed to provide continuation of the existing street scene in materials to reflect the character and appearance of the locality.

The proposal will be constructed to current Building Regulation requirements for thermal insulation and air leakage to ensure an energy efficient building.

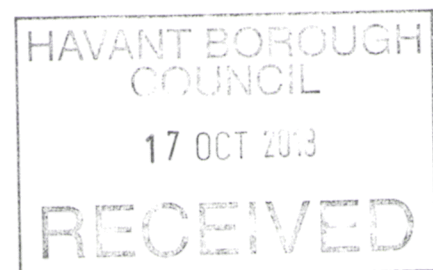
Level access will be provided across the hard surfaced footpath leading to the front entrance door, which will have a level access threshold fitted.

There are no environmental constraints on this site to restrict or impede accessibility.

Internally electrical switch plates and controls will be set at accessible heights in strict accordance with Part M of Building Regulations.

First & second floor windows to bedrooms have been sited to the front and back elevations to avoid direct overlooking to neighbouring property. The bathroom windows will be fitted with obscure glazing.

The existing vehicular access will be widened from Elm Park Road to provide access to the drive allowing for parking on site for 2 no. vehicles each for existing and proposed new dwelling. The driveway area will be surfaced in permeable block paving, with domestic scale planting to the remaining front garden area.





Rear garden with view of telephone exchange



Rear garden showing existing hedging to west boundary



Rear garden showing existing hedging to west boundary



Rear view of 15 Elm Park Road





Rear garden to 15 Elm Park Road



Existing vehicular access and garage to 15 Elm Park Road





Front elevation to 15 Elm Park Road



Rear elevation and garden to 15 Elm Park Road



Sustainability

The site is located within walking distance of the main Havant town centre and therein benefits from the facilities and services that are available. Notably, Havant offers facilities including chemists, banks, supermarket, restaurants, railway station and public houses. The nearest surgery is located at the nearby Health Centre in Havant.

There are a number of education facilities within walking distance of the site at Havant & Southdown's College provides further education facilities.

Additional facilities at Portsmouth and Chichester are accessible by regular bus services that run from Havant Bus Station. Mainline rail service is available from Havant station

Planning Policy

Policy CS16 refers to high quality design. All of the relevant criteria in this policy has informed the design and siting of the proposed dwelling. The scale, height would be consistent with nearby dwellings and the overall design would be to a high standard that would contribute to the enhancement of this locality.

Policy CS17 is about concentrating development in urban areas. The application site is within the urban area of Havant and therefore the principle of residential development is acceptable and supported by the council.

Policy CS20 sets out the transport and access strategy for the borough. The application site is within the urban area of Havant and therefore the principle of residential development is acceptable and supported by the council.

Policy CS9 is about housing. The application proposal would provide much needed family housing in a sustainable location.

Policy DM13 refers to parking standards for residential development. The parking standard in the application proposal accords with those set out in this document for Havant Town Centre location (4-bed unit – max. 2 parking spaces)

It is considered that the proposed development would be fully in line with the relevant policies in the Core Strategy as set out above

The National Planning Policy Framework (NPPF) sets out 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. Paragraphs 47 to 55 relate to housing and it is considered that the development proposed would be in accordance with the guidance; particularly Paragraphs 49 and 50. Paragraphs 56 to 68 are about good design. Paragraphs 60 and 61 are considered most pertinent to the application proposals.

Planning obligations

A Community Infrastructure Levy payment would be applicable on commencement of development based on the additional floor space proposed on the site. Furthermore, a contribution would be required under the Solent Recreation Mitigation Partnership.

Assessment

The application proposals would constitute sustainable development as set out in the NPPF and Core Strategy where there is a presumption to grant planning permission.

Much needed family housing would be provided in this established urban area.

Havant borough Council is required to provide many new dwellings during the plan period and the application proposals would make a noted contribution toward housing targets and should be seen as a windfall site.

Existing buildings on the site are in a poor condition and have very little heritage value that would warrant their retention.

Conclusion

It is respectfully requested that planning permission should be granted.

