

TOWN AND COUNTRY PLANNING ACT 1990



APPLICATION BY MITCHELL BARNEY.

ERECTION OF ONE DETACHED DWELLING AND INTEGRAL
GARAGE.

LAND ADJOINING 1A SUTTON ROAD, WATERLOOVILLE,
HAMPSHIRE PO8 8PU.

POLICY, DESIGN AND ACCESS STATEMENT.

R. L. STUBBS MRTPI



1. **INTRODUCTION.**

1.1 This Statement is prepared in respect of an application for a detached two-storey house with integral garage on land adjoining 1A Sutton Road, Waterlooville. The application is made by Mr Mitchell Barney who is the owner of 1A and also the subject land promoted within this application.

1.2 In looking at the design and appearance of this dwelling the application has carefully looked to address its potential relationship to the two adjoining properties; both the existing bungalow on the site to the east side and its relationship with number three to the west. Firstly, I would point out that number three has a part blank elevation along part of its east side with no issue arising in respect of loss of privacy or any overlooking from the ground floor. At first floor two bedroom windows need to be addressed and accordingly the landing window must be fitted in perpetuity with obscure glassing to maintain the light source to the landing. Secondly, the principal concern that has arisen is the impact upon number 1A and as a consequence we are proposing certain detailed changes be undertaken to my client's existing property to accommodate the new dwelling to ensure that no harm arises. To the rear of the property is a kitchen area which has a large window across the rear elevation with a doorway and window on the west side overlooking the application site. To address the potential impact of its new dwelling on the west side of this property it is our intention to remove the west facing window and also the doorway which will now be resited in the rear elevation of the house with steps up to a contained landing to the front of the proposed new doorway. All of these works can be undertaken as permitted development; however, we are promoting the requirement for a Grampian condition to be imposed to require that these works undertaken prior to the commencement of works on the new dwelling proposed. In addition to these changes additional works may need to be made to the existing access into the front door and hallway with a slight step up but again we maintain that these can be undertaken through the imposition of a Grampian condition.



- 1.3 Once these matters to the existing dwelling have been properly dealt with we then maintain that the relationship to both neighbouring properties is resolved. Obviously a design and layout of the dwelling allows for proper separation between the proposal to the existing dwelling, consistent with separation distances seen locally, and a 1 metre separation distance is promoted to all common boundaries on either side. This is confirmed on the submitted plans with a 1 metre separation distance shown to the east side (allowing for the provision of a shared boundary fence) and a 1 metre separation (minimum) shown on the "pinch points" along its western boundary where it adjoins number three.
- 1.4 One last matter that needs to be addressed is the provision of new car parking to serve number 1A as the existing car parking alongside that property will be lost to accommodate the new dwelling. The intention is to provide two car parking spaces to the front of 1A between the property and the rear footpath boundary and in this location there is a minimum distance of 7 metres enabling the provision of two car parking spaces to be provided. Further provision is made to serve the west side thereof to enable access to the front of the dwelling on the west side of the property and also to retain some of the existing grassed area to the front of the property on its east side.
- 1.5 In terms of the development the site is located within the defined built up area where the Havant Borough Core Strategy positively favours residential development. The site is not within a defined flooding area and within this locality there are schools, shops, health facilities and public bus services all of which serve the immediate area. In this respect the site is within a sustainable housing location having regard to key principles in terms of the provision of existing facilities and accordingly there are no grounds to warrant any justification for a rejection of this application on any matters of sustainability. In terms of the built form this is an area of single and two-storey development of both detached and semi-detached housing styles.



2. THE SITE.

- 2.1 The site forms the side amenity area of my client's existing dwelling and its appearance appears as being slightly overgrown with limited hedgerow across the frontage of part of this land. On clearance of the existing planting this area is a much larger element of land which exists and from consideration of the site and block plan we maintain that the site has the principal development to provide one single new dwelling, subject to site and design considerations. The site is essentially level and the ground floor is shown at 200mm above ground level.
- 2.2 The land itself tapers from the rear garden to the front on its western side where there is an overall plot depth from back of highway to back curtilage of 29.5 metres. To the rear of the site is the extended rear garden of 103 Heart Plain Avenue with the dwelling itself being sited to the southeast. To the south is the rear of 28 to 32 Barry Evans Crescent, which is separated by this neighbouring garden with a separation distance between the proposed dwelling and properties thereto in excess of 28.5 metres. Having regard to the relationship to the two adjoining properties and those which lie across the rear it is my professional opinion that the site is now well contained and there are no concerns arising of any adverse neighbour impact which would in any way inhibit the development of the proposed dwelling.
- 2.3 In promoting this dwelling on the land clearly regard must be paid to the diminishing distance towards the front of the property. The dwelling promoted now seeks to address this matter both in terms of the actual siting of the building and also its location of windows which we maintain all seek to ensure a fully considered form of development is now promoted.

3. THE DEVELOPMENT.

- 3.1 The scheme now promoted is for a detached house properly separated from its neighbours and laid out to ensure that it can be accommodated to demonstrate that no harm arises to any neighbouring properties (see paras 1.2 – 1.4 above).



- 3.2 The built form and layout of the dwelling is of a two-storey "L" shaped property with forward projection slightly to the front of the front elevation of number one, but still behind the existing development of 1B and 1C to the immediate east. The dwelling has an unrestricted east elevation but on the west side the dwellings sit back at a distance of 4.5 metres from the frontage where the building itself then widens to a total width of 8.6 metres to form the ground floor. Having established this format / layout, with minimum distances to either side, this then provides the first floor over which can be subdivided to create three bedrooms, bathroom and landing facility.
- 3.3 On the ground floor arriving at the front door there is a garage (one parking space) and porch entrance. Moving inside the property the stairs are on the right and in front is a hallway with a WC on the left-hand side and kitchen / diner to the left beyond and a lounge facility to the right. I would point out that the contained area to the north of the lounge, adjoining the stairway has an opaque glazed window which will enable light into the lounge area but this area is contained in terms of the existing development and the principal sources of light therefore to the lounge are from the rear garden to the south where patio doors are shown.
- 3.4 From the stairwell rising in the north-west corner the landing provides access to three bedrooms and a bathroom. All of the bedrooms have access to the front and rear elevation and the bathroom is served by an opaque glazed window in the side elevation to ensure no loss of amenity to 1A.
- 3.5 In presenting this unit we have sought to ensure that all principal windows are to the north and south elevations. Vitally there will be no concern arising over any potential overlooking which would be to the detriment of either neighbour and in respect of distances to both the front and the rear these are sufficient to ensure there will be unacceptable risk of overlooking arising to any neighbouring property.



4. **PLANNING POLICY.**

4.1 The Development Plan comprises the Havant Borough Core Strategy (HPCS) adopted in March 2011. This is currently under review although I do not believe that this review will affect or fundamentally change any of the relevant policies which will affect this site as being located within the defined built up area of Waterlooville. In addition to this regard must also be paid to Central Government advice in the National Planning Policy Guidance (NPPG). Again this is an infill site within the defined built up area and the relevance of that advice is somewhat limited.

4.2 In so far as the HBCS is concerned a number of policies therein require detailed assessment, and also a number of policies also require consideration although for many of those the objective is purely to check and advise that the policy is essentially not applicable. In my judgement the most important policies to consider and address are:

- CS9 - housing.
- CS14 - efficient use of resources.
- CS15 - flood and coastal erosion risk.
- CS16 - high quality design.
- CS20 - transport and access strategy.
- CS21 - developer requirements.

In the context of this specific application I maintain that all of these policies are satisfied but I will examine in further the particular requirements of policy CS9 and CS16 which are clearly vitally important to the consideration of this application.

4.3 In addressing policy CS9 we are mindful of the objectives of all eight requirements and I would confirm that no objection can be raised in respect of this property given that this is a proposal for just one additional dwelling. Criterion



4 sets out the objective of maintaining access to public transport, shops and services but also the requirement to address both the character and built form of the locality. We maintain in context that all of these requirements are clearly met by this proposal.

- 4.4 The second matter to address is policy CS16 and the design issues raised by this development. As stated above the design of this dwelling has had full and proper regard to the existing pattern and style of development and we are well aware of the mixed form of the existing built form around the surrounding area. A number of the policy objectives and requirements that arise are not necessary to a single infill plot but I maintain that in presenting this dwelling will have had full regard to the following matters:

- 1(a), we have drawn on the local character of the neighbourhood in defining this unit;
- (b), we have been motivated by the design of buildings locally;
- (c), we have sought to address all of these requirements in promoting a satisfactory style a dwelling wholly consistent with the policy requirements;
- (d), we are well connected to the pedestrian hierarchy locally and also the availability of public transport within the area with bus stops available to the south-east on Heart Plain Avenue and Milton Road;
- (e), the development is compatible with neighbours and will not give rise to any unacceptable disturbance of any form arising from new infill development;
- 4, we seek to ensure the ability for this dwelling to be accessed by the disabled;
- 6, we are aware in the design in providing for the utilisation of facilities through using sustainable design and construction methods, resource efficiencies and the utilisation of water as appropriate.

These are all positive points addressed within this development.



5. **THE CASE FOR THE PROPOSAL.**

- 5.1 Firstly, we maintain that the site lies within the defined built up area and in submitting this design we have sought to not only to address but also resolve all outstanding matters as raised from the outset. It is our submission that we have had regard to all policy requirements and expectations and that there is no policy objection to this development arising. Accordingly having regard to the Act there is a clear expectation that planning permission will now be granted for this development, subject to the imposition of conditions and in particular the Grampian conditions highlighted in section 1.
- 5.2 Secondly, the principal concern in this development arises from the layout of this development in seeking to address the policy requirements both in terms of the actual positioning of the proposed development on the site and its potential impact. In this case we seek to ensure that all amenities of neighbouring properties are not unduly affected or impacted by the development. What changes are necessary to accommodate this new development have been addressed in respect of the relationship to number 1C and these are set out in the opening to this Statement to demonstrate how these matters have been dealt with. It is worth noting that many, if not all, of the properties on Sutton Road require vehicles to back out from driveways onto the public highway. This is an expected impact for all development and one that raises no harm to local residents either in so doing or as by being a passer-by on the highway itself.
- 5.3 In looking then at the two-storey form promoted the appearance is that of a two storey house with hip ends to front and rear. This is over brick elevations where we will seek to utilise local opportunities to secure potential local bricks and tiles for the external treatment of the building. As appropriate roof gutters will discharge to down-pipes with butt facilities provided to enable surface water to be reused in waste facilities within the house. All of these factors seek to ensure that opportunities are utilised in developing this house reflecting today's design



characteristics. The house itself will be situated on flat ground although there is a minor change in ground level to the front rising to the public highway.

- 5.4 In amplifying the policy requirements in section 4, guidance was given on satisfying policy CS16 on Design. Section 1 of the policy looked expressly at drawing upon inspiration from the environment within which the new dwelling is to be sited and how this influences and contributes to the finished version. Under 1(a) and (b) we have drawn from the local character of the existing built form to introduce a new dwelling that will be wholly acceptable within existing units within the wider locality. We are blessed with a very mixed format of existing styles and finishes but nevertheless the new dwelling remains wholly compatible with the existing built form of its surroundings.
- 5.5 From criterion (c) we have looked at the style and format of the existing built form to follow the design elements. Firstly, the building does not extend significantly beyond the established building line and the introduction of the garage projection and porch seek to utilise existing projections within this scheme. In terms of the height of this building this is a simple two-storey form and we have reduced the impact of the roof design utilising a hipped roof design to reduce the obvious bulk of the roof over rather than minimising the roof pitch with a gable roof style. In terms of the plot width we are aware of mixed styles in the layout and footprint where we have sought to maintain a 1 metre separation minimum at all pinch points, especially on the west side. The footprint itself seeks to restrict the apparent available width of the unit with the forward projection maintaining the depth and width of the unit across the wider element to the rear.
- 5.6 Finally, it is important to ensure that the new dwelling satisfies the requirements of 1(e) in making sure that there will be no subject harm arising to any neighbouring property. I have sought to address the impact upon the outlook of number one (to and from the kitchen) through the deletion of the window and door on this side. There is still ample source of light and outlook from the south ensuring that even the loss of the window raises no issues of outlook to the detriment of the existing property.



- 5.7 Clearly, all of these matters are important considerations which have been fundamental to creating a successful design solution for this site and in promoting the introduction of this dwelling.
- 5.8 The last matter I need to address is the access to the site and the provision of car parking as first raised in the opening paragraph 1.4. To make the car parking work and meet the standards of two spaces per dwelling these are shown at number 1C with both spaces being served directly on the highway. In providing these spaces they will require reversing onto the highway to vacate, however, the existing property is well separated from junction locations and as I have stated most if not all properties follow the same reversing procedure to access the car parking spaces. In addition to this good visibility is provided in each direction with a verge and footpath depth across the frontage of over 3 metres from the back edge of the highway to the front of the property.
- 5.9 For the new dwelling itself one space is to be provided within the garage unit and the other on the driveway to the front thereof. Ample depth of space is available and, as before, good visibility will be available to either property in exiting via the driveway onto the public highway in both directions. From visiting the street it is clearly a local road with all drives appearing mainly as used by local residents who will obviously be aware of the existing situations experienced by each and every driveway. The introduction of one new dwelling and the variations to existing car parking will not change or otherwise significantly alter the balance of turning vehicles on the public highway and as a result there will be no unacceptable nuisance arising to the detriment of other highway users.
- 5.10 Whilst the impact of the highway position clearly relies on the use of the public highway this is a common practice locally. In assessing the access provision to this site, I am satisfied that there will be no unacceptable harm or detriment arising to other properties as a consequence of this provision. In addition to this we are also seeking to ensure that the new dwelling itself can be accessed by

people with people who are disabled thereby promoting acceptable forms of access to the dwelling itself without any highway harm arising from the proposal.

6. CONCLUSIONS.

- 6.1 I have examined and explained in the context of the available policies of the Development Plan how this proposal is consistent with the objectives and also aspirations and desires of the Plan to ensure that this scheme is wholly compliant. I have identified and address matters that need to be resolved prior to the commencement of development to ensure that in all cases there will be no adverse harm to the detriment of any existing neighbouring property. Thereafter I have also shown how all other policy requirements, as directly relevant to this scheme, are then met. It is my professional submission that this scheme is well designed and meets the relevant policies of the Development Plan to ensure that permission should now be granted.
- 6.2 On behalf of my client I would ask officers to look positively on this application and to now recommend that planning permission should be granted for this development.



R. L. Stubbs MRTPI
Chartered Town Planner

January 2018