

1 Maylands Road, Bedhampton, Havant, PO9 3NP

Site and surroundings

Comprises a large detached dwelling in substantial grounds located on the corner of Maylands Road and Portsdown Hill Road. The area comprises mainly detached and semi-detached dwellings and is an established urban housing area. The site levels fall from the northern part of the site to the south-east by about two metres.



Figure 1. The frontage to Maylands Road.

Pre-application

A proposal was submitted earlier this year to redevelop the site with seven dwellings. A response was received on 24 February 2017 (LPA Ref: GEN/17/00106). Although the principle of redevelopment was accepted there was concern about the adverse impact on the character and appearance of the area and amenities of neighbouring property in The Dell.

An amended proposal for five detached dwellings was submitted in April this year. On 12 May 2017 a response was received (LPA Ref: GEN/17/00483. This noted the

improvements and reduction in density. There was still a concern about the impact of the proposed development on No.1A Maylands Road, and this has been addressed in the application proposals.

Proposals

To demolish the existing property and in its place construct five detached two-storey dwellings with associated car parking facilities. The application seeks outline planning permission only, including reserved matters covering layout, scale and means of access.

Amount

It is considered that the application site is sufficient size to accommodate the proposed development leaving a reasonable amount of space around the dwellings for amenity purposes and parking. All of the proposed dwellings would be compliant with the nationally described floor space standards.

Layout

The proposed dwellings have been arranged on the road frontages to reflect the established pattern of development in the area. Orientation of the houses would ensure good levels of privacy.



Figure 2. The existing rear elevation and substantial garden area.

Scale

All of the proposed dwellings would be two-storey height with ridged roofs to reflect the character and appearance of development in the locality. The rising slope up Portsdown Hill Road has been taken into consideration in the positioning of the proposed dwellings to ensure an appropriate relationship with the road frontage.

Design and appearance

The proposed dwellings would be constructed in suitable external materials to reflect the character and appearance of the locality. Of course the detailed design has not yet been resolved and there would be the opportunity for discussions with planning officers to achieve an agreeable outcome.

Landscaping

No trees would need to be removed to facilitate the proposed development. There is scope for tree and shrub planting within the application site to enhance the proposed development.

Designations

The existing dwelling is neither a locally nor statutory listed building and is not within a conservation area. Furthermore, there do not appear to be any environmental designations that affect the site or surroundings.



Figure 3. Existing vehicular access from Maylands Road.

Access

All vehicular access would be from Maylands Road. This is a relatively low traffic flow road compared to Portsdown Hill Road and as such safe access could be secured for the proposed development. Off-street car parking is proposed for each of the dwellings within the respective curtilages and there is the ability to manoeuvre vehicles to leave the site in a forward gear. Secure cycle storage facilities are also proposed for each of the dwellings and convenient refuse storage adjacent to the highways.

Residential amenity

The application proposals have been carefully designed to avoid any unneighbourly impact on nearby existing properties.

Planning policy

The council's Core Strategy is the relevant local plan.

Policy CS15 concerns flood and erosion risk.

Comment: The area including the application site is designated as Flood Zone 1 and is therefore not at risk of tidal or river flooding.

Policy CS16 refers to high quality design. It requires development to respond positively to historic and local character and to use characteristics of the locality to help inform the design of new development. Height, massing, materials and proportions of windows and doors are referred to in Paragraph 1.

Comment: All of the relevant criteria in this policy has informed the design and siting of the proposed development. The scale and height would be consistent with nearby dwellings and the overall design would be to a high standard that would contribute to the enhancement of the locality.

Policy CS17 is about concentrating development in urban areas and **Policy CS20** sets out the transport and access strategy for the borough.

Comment: The application site is within the urban area of Bedhampton and therefore the principle of residential development is acceptable and supported.

Policy CS9 is about housing.

Comment: The application proposals would provide much needed family housing in a sustainable location.

Policy DM13 refers to parking standards for residential development.

Comment: The parking standard in the application proposals accords with those set out in this document for the Bedhampton area.

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) includes a presumption in favour of sustainable development. Due to the location and nature of the proposed development it is considered to accord with this advice. Paragraphs 47 to 55 relate to housing and, once again, it is considered that the development proposed would be in accordance with the advice; particularly Paragraphs 49 and 50. Paragraphs 56 to 68 are about good design and Paragraphs 60 and 61 are considered most pertinent to the application proposals.

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.

The existing dwelling and curtilage is considered excessive for a single family dwelling and does not make best use of urban land.

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.

Conclusion

It is respectfully requested that outline planning permission should be granted.