

HAVANT BOROUGH
COUNCIL

6 JUL 2017

RECEIVED



D.J.Green & Associates
Planning Design Development

Mrs T Pickup
Planning Officer
Havant Borough Council
Civic Centre Road
Havant
PO9 2AX

06.07.2017

Dear Mrs Pickup

Re: 3 Elm Grove , Hayling Island
Ref 17/00610

Mrs Simmons has instructed me to re submit a variation design and access statement regarding the above. The reason for the variation is that the original acoustic fencing was a condition of a previous application for an MOT garage and is no longer relevant.

We apologise for the mistake and ask you to substitute this for the previously submitted statement.

If you require any more information please do not hesitate to contact me.

Yours sincerely

David J Green BA (Arch)

cc Mrs Simmons



Est 1991

25 Worsley Road, Frimley Green
Surrey GU16 9AS
Tel: 01276 505969 Fax: 01276 506602

Planning, Design and Access Statement**Rev A 06.07.17**

6 JUL 2017

Re: 3 Elm Grove, Hayling Island. Previous Ref 13/00982, 14/00974, 14/01277, 15/00368, 15/01256 & 16/00364

1 of 2

This application is for the variation of previously approved scheme (16/00364) for the erection of a new building to accommodate 5 No 2 bedroom flats. The variation is to alter the roof form to accommodate an additional 2 bedroom starter home making a total of 6 number 2 bed starter homes.

The site was previously occupied by a dilapidated timber buildings and 2no garages used for storage under a short term commercial tenancy agreement, however the buildings suffered extensive storm damage in 2016 and the council asked the applicant to clear the site for safety reasons. It is situated behind a main shopping parade, adjacent to a large car park with pedestrian access from the main road close by.

There is currently extant planning permission for residential development as stated above. This application is similar in terms of massing, design and aesthetics but the interiors are redesigned to facilitate further use of the roof space to create an extra 2 bedroom flat. With the current shortage of residential development in the S.E. of England any increase in units within a brown field, sustainable setting is welcomed and encouraged by the National Planning Policy Framework. DETR publications on good urban design advocate the use of roof space for development as they provide additional accommodation without significant increase in built form thus maximising available density.

To facilitate this gain in units there are some amendments to the fenestration, an introduction of dormer windows, and a raising of eaves levels, however the height and footprint remains the same. There are distinct references to the local buildings with form, fenestration and materials to match and the principle of residential use is well established in the area.

The applicant has maintained extensive noise mitigation measures, including an acoustic 'automatic gate', as detailed in the approved scheme. With regard to the parking provisions, there is no on-site parking, however, the site is surrounded by a large public car park which we noted is mostly underused. This part of Elm Grove does not have much private parking for residents or employees and the proposed provision of a bin store and cycle store only is considered appropriate in this context. There are excellent public transport links and the possibility of public parking permits should they be needed, an option the Highways Authority was happy with in the previous application. Reference should also be made to a recent precedent

where planning permission was granted at 31 Elm Grove, (ref 13/00090) for mixed use without any private or on-site parking.

The residential accommodation is carefully set out to provide quality small dwellings, suitable for starter families, the more mature resident or holiday homes. It has a small courtyard garden which is surrounded by an appropriate fence. This will provide adequate amenity area for sitting out, tending flowers and hanging washing. There are no bats or protected species on the site and the slab levels are shown on the drawings, with a pedestrian gate contrary to the drawings which show an acoustic fence in error.

Planning policies that are pertinent to this development are: CS16 & DM10, of the Havant Borough Local Plan (Core Strategy) 2011 and policy DM17 of the Havant Borough Local Plan (Allocations) July 2014, which forms part of the Local Development Framework and the National Planning Policy Framework, March 2012. We believe that this development adheres to the relevant policies and respectfully ask that you grant permission to develop as detailed in this application.

Checklist

Parameters; The proposed heights and footprint will remain in keeping and context of surroundings and previously granted schemes.

Use; This area is mixed use therefore the use is appropriate

Amount; The density of built form on this size plot is in keeping with previously approved scheme.

Layout; This is one of practicality and purpose which can only enhance the functionality.

Scale; This is in keeping with the surrounding buildings.

Landscape; This is in keeping with the approved scheme.

Appearance; The aesthetics reflect and compliment the surroundings.

Access; There will be easy access to and around the site. There will be no adverse effect on highway safety with ample off street parking in the area.

