

Design and Access Statement for
Ranelagh Road, Havant, Hampshire
Development of 18 residential units



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1. Introduction

This statement supports the submitted full application for the residential development of 18 units along with other supporting documents. This statement will illustrate the design approach adopted for the development and explain the planning rationale behind the submission.

2. The Site and History

The application site consists of a parcel of land within the central area of Havant Borough Council within, close to Havant Town Centre. The site is located to the west of the Brockhampton Road and South of Ranelagh Road itself. Topographically, the site is flat and is shaped around existing dwelling houses on Brockhampton Road.



Historically, the site has been used part of an area of allotments but permission for residential development for 4 flats was granted 2012 as part of a larger scheme. Prior to the land designations as a site for residential development, the site has been allocated for employment used by Southern Water. The history is as follows:

The site history for this land parcel:

Historic – allotments (moved to alternative site) and employment allocation under 2005 Local Plan in Connection with the Havant Thicket Reservoir. However, Southern Water has confirmed that it is no longer required by them and is therefore allocated for housing.

2012 - Erection of 79 dwellings consisting of 8No. 1 bed flats, 12No. 2 bed flats, 6No. 2 bed houses and 53No. 3 bed houses, construction of access from Ranelagh Road, provision of landscaping, open space and associated works – Granted

2013 - Application for non-material amendment to Planning Permission APP/12/00772 to revise front boundary position of houses fronting Ranelagh Road and increase width of footway adjoining those houses – Granted

2015 – s73 application to application ref: APP/12/00772 to amend plot 16 – Granted

2015 – s73 applications to application ref: APP/12/00772 to amend house types and positions – Live application

Surrounding sites:

2002 - Outline application for 75 dwellings involving demolition of 5 dwellings including Kingscroft Farm House and Farm Buildings – Refused

2002 - Change of use of open land to west of Meyrick Road to public open space (in association with residential development submitted under 02/67936/000 and 02/61715/000) – Granted

2007 - 22 two storey houses with garages (Revised submission) – Allowed at appeal

3. Proposal

This application seeks full planning permission for a new, full application for housing on this site for 18 Units comprising of 9 x 2 Bedroom Houses and 9 x 3 Bedroom Houses, each with its own private amenity space. It is proposed that 6 x 2 Bedroom Houses will be provided for Affordable Housing.

4. Planning Considerations

4.1 Accessibility

The site is located on the edge of an existing urban area to the western side of Havant within around 1km of Havant Town Centre and its associated facilities. This serves the day-to-day needs of the local residents and is the key location for bus routes, with Havant Bus Centre located there. Bedhampton Train Station is within 500m of the site. Policy H18 of the Local Plan Allocations document states that these transportation facilities are in walking distance of the site.

4.2 Character and Context

The area is characterised predominantly by two storey terraced and semi-detached dwellings in this area of Havant. There are a variety of styles from cottage type dwellings to flatted developments and 1960's style family housing. Parking is mainly provided either to the front of the properties or on the road in front of houses. The character of the proposed dwellings seeks to reflect this design to ensure that the development is in-keeping with its surroundings whilst maintaining its own identity. The scheme has been designed to include terraced dwellings, reflecting the character of the area and including design details from the surrounding such as gable roofs and window cill and lintel details.



4.3 Design and Layout

The layout differs from the scheme which has already been approved in 2013 in this particular location which included 4 blocks of Semi-detached Houses and 4 flats in this location. In order to achieve an attractive streetscene, the development has been designed with properties facing into the highway with landscaped defensible space and car parking in tandem in order to limit the visual impact. Tandem parking has been design with the Residential Parking and Cycle Provision SPB in mind which states that tandem parking can only involve one vehicle in front of another. It is proposed that the road surface be paviers to give a 'home-zone' type feel to the development.

The proposed dwellings are sufficiently set back from neighbouring houses and industrial uses in order to maintain privacy and outlook to existing and future residents. Garden spaces are sufficient for the size of dwellings to ensure a good level of residential amenity along with an acoustic fence to ensure that no disturbance uis caused by other nearby land uses (please refer to Noise Report). Careful consideration has been taken to ensure that privacy is achieved between the new dwellings.



4.4 Density

This application follows the permission for 79 houses approved on the land south of Ranelagh Road in 2013. This approved application has a density around 37 dwellings per hectare (dph). With the additional of 4 additional houses, the proposed density of the overall site is 40 dph which brings the scheme closer to the council's desired figure of 45 dph as per policy CS9 (housing) and policy CS16 (high quality design) which encourages even higher density.

Whilst this increase is not substantial, it does help to make better use of this allocated development site in providing for the housing needs of Havant without compromising on the residential amenity of future occupiers. The good level of accessibility, close to local services and transportation links, increases the sites level of sustainability and therefore should be made better use of in terms of housing delivery.

As the overall density increase is minimal and in-line with the council's own policies on acceptable densities for residential development and as such, there does not appear to be any justification for its refusal on this basis.

4.5 Parking and Cycle Storage

Parking provision is in line with the Council's residential standards. The units and associated garden spaces are sufficient to accommodate cycle storage for at least 1 cycle per unit.

4.6 Other Key Considerations:

The following documents have been submitted to accompany this application:

- Ecology Report
- Noise Report
- Landscape Plan
- Tree Report
- Drainage Plans
- Highways Report

5.0 **Planning Policy**

5.1 National Planning Policy Framework (NPPF)

The NPPF was published in March 2012 and replaced the previous Planning Policy Statements and Planning Policy Guidance Notes. This now constitutes the national level planning policy and is therefore a material consideration in assessing all planning applications. The NPPF's key principle is the presumption in favour of

sustainable development (para 14). In terms of decision making, this means approving development proposals that accord within the development plan without delay.

In accordance with the NPPF, Local Planning Authority (LPA) decisions at every level should seek to approve applications for sustainable development and should seek solutions rather than problems. LPA's should work proactively with applications in order to achieve good quality schemes which improve the social, environmental and economic circumstances of the area (para 187). When assessing the determining planning application, LPA's should apply the presumption in favour of sustainable development (para197)

5.2 Havant Borough Core Strategy – Adopted March 2011

CS1 (Health and wellbeing) states that open space should be retained, protected and where possible provided.

CS9 (Housing) sets out the need for 6300 new dwellings within the borough between 2006 and 2026. Density is set between up to 45 dwellings per hectare (dph) at low density to 60 dph for high density.

CS13 (Green Infrastructure) states that allotments should be provided in the borough. This site is not longer allocated under the Development Delivery (allocations) Plan for allotments as they have been provided elsewhere.

CS14 (Efficient use of resources) requires homes to be built to Code for Sustainable Homes level 3.

CS16 (High quality design) allows for development that is of high quality design and is respectful of the character and context of the area. It states that development should be sustainable in terms of its proximity to public transport and connection to the immediate area. The policy encourages densities of 50 dph or more.

CS17 (Concentration and distribution of development within urban areas) encourages new housing within the urban area of Havant.

CS19 (Effective provision of infrastructure) no longer applies as the site is no longer required by Southern Water, hence the allocation for residential development. In particular section 8 - additional water treatment infrastructure at Kingscroft Farm

CS20 (Transport and access strategy) states that development should not increase congestion, should provide measures to ensure the safe and efficient use of the highways system and should promote alternative, sustainable transportation methods.

CS21 (Developer requirements) sets out the contributions to be paid towards on-site and/or off-site infrastructure

DM1 (Recreation and open space) requires the retention of allotments, however, these have been reallocated and the site is being redeveloped

DM6 (Co-ordination of Development) states that permission will only be granted where it does not prejudice future development on adjacent sites.

DM8 (Conservation, protection and enhancement of the existing natural features) states that development must protect and enhance local habitats and landscape distinctiveness

DM11 (Planning for more sustainable travel) encourages the use of non-motorised travel, requires cycle stores to be provided and advises road design which encourages lower vehicle speed and transport integration.

DM12 (mitigating the impacts of travel) states that development should improve the transport network either directly or via s106 agreements. It also sets out the requirement for transport

DM13 (car and cycle parking on residential development) states that the provision shall meet that of the adopted council's standards within the Residential Car Parking and Cycle Provision SPD.

5.3 Havant Local Plan (Allocations) (July 2014)

AL1 (Presumption in favour of sustainable development) sets out the need for compliance with paragraph 14 of the NPPF.

AL2 (Urban area boundaries and undeveloped gaps between settlements) states that permission shall be granted in gaps which help to define the separate identity of settlements.

H18 (Portsmouth Water Land) is an allocated housing site within the plan which includes the application site south of Ranelagh Road.

Site Name: Portsmouth Water Land	Site Ref/Policy Number: H18
Description of Site: Previously allocated (2005 Local Plan) for employment use in connection with Havant Thicket Reservoir. However, Portsmouth Water Company has since confirmed that the site is no longer needed for this use. Residential development has recently occurred to the north of Ranelagh Road. An industrial estate at Marples Way lies to the south of the site. The allotments on part of the site have already been relocated.	
Known Constraints: • TPOs • Adjacent to Brockhampton Conservation Area • Moderate potential for previously unidentified archaeological deposits • Mineral Safeguarding Area • Part of site is uncertain for Brent Geese and/or waders • Potential ground quality issues associated with previous and/or current use of site • Part of the site is future Fluvial Flood Zone 3 • Sensitive groundwater location - overlays Principle Aquifer and within Source Protection Zone 1 for Bedhampton and Havant Springs • Southern Water have advised that sewerage capacity in network closest to site is limited	
Existing Transport Provision: • Walking distance to Havant Railway and Bus Stations	
Existing Accessibility to Local Services/Facilities: • Walking distance to Havant Town Centre with a full range of local services and facilities	
Site Opportunities: • New homes including affordable housing	
Policy H18 - Site Specific Development Requirements: • A resolution to grant planning permission for 79 No. dwellings was reached on 20/06/2013 (APP/12/00772) relating to this site • There is an understanding that the constraints and site specific development requirements have been addressed as part of the Local Planning Authority's considerations on planning proposals	

5.4 Guidance, standards and other regulations

The following documents make up part of the Local Development Framework of Havant Borough Council and are therefore material planning considerations in assessing this planning application. These documents have been considered in the formation of this submission.

5.5 Housing SPD – Adopted July 2011

This document sets out standard housing mix and type which should be considered in designing a housing scheme. Whilst the proposed provision somewhat varies from this, it is considered that the housing mix and type is acceptable given the character and context of the area and its aim to provide more 2 and 3 bed units as advised in the SPD's housing mix figures.

5.6 Borough Design Guide SPD – Adopted December 2011

This documents sets out the design principles for the Borough. It includes a section focusing on the Havant and Bedhampton area of the Borough in which the site is located. This document has been used in the formation of the proposed design and the overall submission.

5.7 Residential Parking and Cycle Provision SPD – Adopted March 2010

The SDP sets out the minimum provision for both vehicular and cycle parking which must be provided on residential developments.

Residential Vehicle parking	
Size of dwelling	Standard
1 bed	1 space
2 bed	2 spaces
3 bed	2 spaces
4+ bed	3 spaces

Cycle parking/storage provision		
Size of dwelling	Long stay	Short stay
1 bed	1 space	1 hoop per unit
2 bed	2 spaces	1 hoop per unit
3 bed	2 spaces	1 hoop per unit
4 bed	2 spaces	1 hoop per unit

The guidance states that tandem parking is acceptable at individual properties but only one space in front of another can be included in the provision. Secure cycle storage must be provided where a garage is not available.

6.0 **Conclusion**

The application seeks full planning permission for a scheme of 18 dwellings on a site which is allocated for housing within the Havant Local Plan (Allocations) document (July 2014). The scheme will provide additional housing on overall site compared with the current extant permission thereby increasing the density to levels in line with the council's adopted minimum standards.

This scheme makes better use of an existing development suite in order to provide more housing for residents of the Borough whilst having regard to the character of the area. The site layout with the incorporation of terraced properties increased the variety of design of the overall site and better reflects existing urban grain of the surrounding area.

It is judged that the proposal meets both national and local planning policies and provides good quality housing on an allocated site in a sustainable accessible location.