

Planning Statement

Proposed 2 bedroom bungalow at
15 Horndean Road, Emsworth

For

Mr Paul Melbert & Ms Lorraine Curtis

May 2017

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Appendix A - Pre Application response from Havant Borough Council

1 INTRODUCTION

- 1.1 This Planning Statement is prepared on behalf of Mr Paul Melbert and Ms Lorraine Curtis in support of a full Planning Application for the following development:

Erection of a two bedroom bungalow with associated car parking and access

- 1.2 The proposal is a self-build project for occupation by the applicants.
- 1.3 The proposal relates to the rear garden of 15 Horndean Road in Emsworth.
- 1.4 This Planning Statement includes a discussion of the following matters:-
- Site and surroundings
 - Proposed development
 - Planning Policy
 - Scheme Appraisal

2 BACKGROUND

- 2.1 The application site is located on the south side of Horndean Road in the built up area of Emsworth.
- 2.2 The site extends to 0.83 hectares and comprises a two-storey two-bedroom detached house with associated garden and parking area. The garden has a number of small outbuildings and an area of hardstanding to the rear. There is a side access of 5.2m in width to the south of the property, and a 1.8m access to the north of the property. The length of the rear garden varies from 32m to 42m from the rear of the house and is 14m in width.
- 2.3 To the front of the property is a gravelled parking area and lawn of 13.5m in depth.
- 2.4 The site is located on the southern end of a row of detached dwellings. The neighbouring dwelling is a single storey bungalow. To the east of the site is St James Primary School, to the south is Emsworth Recreation Ground and to the west is farmland forming part of a proposed strategic allocation for 1650 houses.
- 2.5 A made and lit footpath runs across the front of the property and bus stops are located immediately opposite and a 6 minute walk away served by the 44B and 641 bus services. Emsworth train station is a 9 minute walk away.
- 2.6 The site is located in close proximity to a range of services as detailed in Table 1 below:

Facility	Details	Distance from Application Site
Grocery store	Tesco Express 17 North Street, Emsworth	960m
Primary School	St James Primary School	5m

	Horndean Road, Emsworth	
Secondary School	Glenwood School Washington Road, Emsworth	1200m
Sixth Form	Havant College New Road, Havant	5100m
Doctors Surgery	Emsworth Surgery 6 North Street, Emsworth	800m
Dentists Surgery	Emsworth Dental Surgery 30 High Street, Emsworth	1100m
Leisure Centre	Havant Leisure Centre	4300m
Train Station	Emsworth Train Station	800m
Bus Stops	Belle Vue Lane / Helston Drive	5m / 400m

2.7 The site has no previous planning history.

3. PROPOSED DEVELOPMENT

- 3.1 Planning permission is sought for the erection of a single storey two bedroom dwelling within the rear garden of 15 Horndean Road in Emsworth. The dwelling will be a self-build project for occupation by the applicants.
- 3.2 The rear garden is particularly large for the existing two bedroom dwelling and could comfortably accommodate a modest sized dwelling without detriment to the existing property, neighbouring properties or wider area.
- 3.3 The site is located within the settlement boundary for Emsworth and is considered to be in a highly sustainable location, within walking distance to an array of services and public transport options.
- 3.4 As such the proposal makes effective use of land in a sustainable location, providing a modest sized dwelling suitable for the applicants' needs.
- 3.5 The proposed dwelling is a single storey bungalow comprising an open plan kitchen/diner/living room, two bedrooms, a bathroom and storage cupboards totalling 3.9sqm. The property would provide 70sqm of accommodation.
- 3.6 The bungalow would be sited 1m from the northern boundary with a high level window 3.8m above ground floor level on the northern elevation to protect the privacy of the immediate neighbour whilst still providing natural light into the property. The bungalow would also be sited 2m from the southern boundary.
- 3.7 The bungalow would have a height to eaves of 2.3m, height to ridge of 5.3m and a depth of 6.1m increasing to 9.5m on the southern end to incorporate an open plan living area.
- 3.8 Two car parking spaces would be provided to the front of the bungalow with a turning area to the side (south). There is ample space around the property to incorporate secure cycle storage.
- 3.9 Access to the bungalow would be via the existing access point on Horndean Road which would be shared with No. 15. A new driveway of 3.6m in width would run to

the south of the existing property, leaving a buffer of 1.6m between the driveway edge and the southern elevation of No.15 to protect the amenity of the existing property.

- 3.10 The proposed bungalow would have a garden varying in depth between 7m - 14m due to the angle of the rear boundary, but averaging 10m with an average width of 14m.
- 3.11 The existing dwelling would retain two parking spaces to the front of the property, with a turning area to enable vehicles to egress in a forward gear. It would retain a rear garden of just over 10m in depth and 10m in width.
- 3.12 There would be a distance of 20m between the windows of the proposed dwelling and existing property at No.15, and a distance of 22m from the neighbouring property at No.17 which is also a bungalow. The front window closest to the neighbouring properties serves a bedroom and would be at a height lower than a 2m boundary fence so views into the neighbouring properties would not in any case be possible.

Pre-Application Advice

- 3.13 A pre-application enquiry was submitted to Havant Borough Council and the response is attached at Appendix A. The scheme that was submitted for consideration as part of this enquiry was largely the same as that now proposed, albeit elevational detail and floorplans were not provided at that stage.
- 3.14 The response received stated that there may be potential for a small detached dwelling on the site, subject to an appropriate design and acceptable impact on neighbours.

4 PLANNING POLICY

- 4.1 Planning applications are required to be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this instance the relevant Development Plan comprises the Havant Borough Core Strategy 2011 and Borough Design and Residential Parking and Cycle Standards Supplementary Planning Documents. The National Planning Policy Framework is a material consideration.
- 5.1 Emsworth is not yet the subject of a Neighbourhood Plan.
- 5.2 National Planning Policy Framework (NPPF)
- 5.3 The NPPF sets out a presumption in favour of sustainable development against which all housing proposals should be assessed.
- 5.4 Paragraph 56 states that good design is a key aspect of sustainable development.
- 5.5 Paragraph 58 requires development to respond to local character.
- 5.6 Paragraph 59 seeks to ensure the sustainable construction of the dwellings, whilst paragraphs 60 and 61 seek to ensure the development is designed well accounting for local context.

Havant Borough Core Strategy 2011

- 5.7 The Core Strategy sets out the planning framework for the borough until 2026. The accompanying Proposals Map identifies the site as lying within the urban area boundary for Emsworth. The site is adjacent to a Local Green Space and Site of Nature Conservation Importance. The rear of the site forms part of a mineral deposit area which, together with the SNCI, form part of a wider Strategic Site running between Denvilles and Emsworth identified within the Local Plan Housing Statement (December 2016).

- 5.8 Policy CS17 states that development will be permitted that makes the most effective use of land in the borough by granting planning permission that concentrates new housing and other forms of development within the five urban areas of Havant, Leigh Park, Waterloo, Emsworth and Hayling Island.
- 5.9 Policy CS16 requires development to be designed to a high standard and which responds to local context, providing a positive relationship between buildings, streets and spaces.

Havant Borough Design Supplementary Planning Document (2011)

- 5.10 The SPD sets out information on what the Council expects developers to deliver in terms of the design of new developments and how the distinctive character and qualities of the Borough should be respectfully improved and enhanced through development.
- 5.11 Section 5 sets out guidance on proposals for backland and infill developments in recognition of the role they have to play in delivering the council's housing and development targets.
- 5.12 The guidance states that proposed backland dwellings should be subservient to the frontage property, and smaller in scale, massing and scale.
- 5.13 Access roads to backland sites should utilise existing access points wherever possible.
- 5.14 There should be a distance of at least 20 metres between back to back dwellings with minimum front to front dimensions dependent on local context.
- 5.15 Garden length should normally allow 10 metres between the dwelling and boundary.
- 5.16 The internal floor layout should concentrate habitable rooms away from adjacent properties where overlooking could be an issue.

- 5.17 Design of new homes should maximise the amount of penetrable daylight to dwellings whilst balancing other considerations such as privacy and the visual impact of the street.
- 5.18 All new dwellings should provide access to private amenity space.

Havant Borough Parking Standards Supplementary Planning Document (2016)

- 5.19 The SPD requires 2 bed dwellings to provide at least 2 car parking spaces and storage provision for 2 cycle parking spaces.

Solent Recreational Mitigation Project (SRMP)

- 5.20 The SRMP introduced a requirement for a contribution of £176 per new dwelling to be paid to mitigate against the effects of recreational disturbance on the Solent Special Protection Area.

Community Infrastructure Levy

- 5.21 As this is a self-build project, exemption from CIL is claimed. Form 7: Self Build Exemption Claim Part 1 is duly submitted with the planning application.

6 APPRAISAL

6.1 The main issues in the consideration of the planning application are considered to be as follows:

- Principle of the proposed development
- Impact on the character and appearance of the area
- Impact on amenity
- Highway requirements
- Ecology
- Trees
- Community Infrastructure Levy

6.2 These issues are discussed in further detail below.

Principle of the proposed development

6.3 The application site is located within the settlement area of Emsworth where Policy CS17 supports the principle of housing development.

6.4 The NPPF also establishes a presumption in favour of sustainable development in relation to housing proposals. The site is located within walking distance to public transport nodes and a wide range of services, including a primary school and recreational park immediately adjacent. As such the site is considered to be in a highly sustainable location.

- 6.5 The Havant Borough Design Supplementary Planning Document recognises that backland development has a role to play in delivering the council's housing and development targets. Indeed there are examples of successful backland developments granted consent in recent years within the borough.
- 6.6 The principle of a new dwelling in this location is therefore considered to be acceptable, subject to an appropriate design and layout.

Impact on the character and appearance of the area

- 6.7 The advice given in the Havant Borough Design SPD has been closely followed in developing proposals for the site.
- 6.8 The immediate area features a variety of house styles including bungalows (the neighbouring property is a bungalow) which presents a range of options, however a bungalow is considered the most appropriate option having particular regard to preserving the neighbour's amenity and wishing to present a dwelling that would appear subservient to the frontage property, being smaller in scale, massing and scale. Its low height and subordinate nature which at most would only be glimpsed from the street scene make this a suitable dwelling style for the site.
- 6.9 The bungalow is proposed to be clad in timber weather-boarding on a Sussex clay brick plinth. The main roof would be clad in plain Sussex clay tiles, with the lean to roof in either copper or steel. These materials are all featured on properties within the immediate area and would provide a contemporary finish.
- 6.10 A distance of 20 metres is provided between the front of the proposed bungalow and the rear of the existing property at No.15, although the SPD refers to this distance as being required between first floor windows rather than ground floor windows where boundary fencing is likely to prevent overlooking. A similar distance is also provided to the neighbouring property, although again a boundary fence would interrupt any opportunity for overlooking from the ground floor windows.

- 6.11 The proposed dwelling would have a garden with an average length of 10 metres. The existing property would retain a rear garden of just over 10m in depth.
- 6.12 The existing access point on to Horndean Road is to be used to serve the proposed and existing dwellings. A width of 5.2m currently exists to the south of the existing property which will be utilised to provide a 1.6m buffer and 3.6m driveway with planting. This is considered adequate width to serve a single dwelling which is unlikely to generate a significant number of car movements, particularly given the availability of public transport options and the excellent pedestrian links that connect the site with Emsworth's facilities.
- 6.13 Opportunities to maximise natural daylight have been taken with the main living area located on the southern end of the property with windows on the west, south and north elevations. Rooflights on the rear roof slope would also allow daylight to enter the living room and family bathroom.
- 6.14 The location of the main living space within the southern part of the property also provides distance between it and the neighbouring property to the north to protect amenity.

Impact on amenity

- 6.15 As mentioned above, there would be a distance of at least 20 metres between the proposed dwelling and neighbouring properties. The single storey nature of the proposed bungalow coupled with boundary fencing is likely to prevent overlooking from windows in any case.
- 6.16 The main living areas are located in the southern end of the property, away from the neighbouring property. Only bedrooms are located in the part of the bungalow closest to the neighbouring property with no windows other than a single high level window facing towards the boundary.

- 6.17 The bungalow is unlikely to generate a significant amount of vehicular movements, particularly given the points raised in para 6.4 above. The proposed bungalow is therefore unlikely to affect neighbouring amenity by reason of vehicular noise.
- 6.18 As a modest 2 bedroom bungalow the activity associated with the dwelling is considered unlikely to be harmful to neighbouring amenity in this established residential area.

Highway requirements

- 6.19 The proposal provides for 2 car parking spaces to the front of the bungalow with a turning area to enable vehicles to leave in a forward gear. 2 spaces would also be retained for the existing property. This is in accordance with the Parking SPD.
- 6.20 Ample space exists around the property for secure cycle storage to be provided.

Ecology

- 6.21 A preliminary ecological assessment has been undertaken and confirmed the proposal would have no impacts on ecology.

Trees

- 6.22 An Arboricultural Survey, Impact Assessment and Method Statement are submitted with the application. The reports confirm there are no protected trees on or near the site. Four category C trees/shrubs will need to be removed to facilitate the proposed development but these have been assessed as being small specimens of limited amenity value whose loss will not have a notable impact on the surrounding landscape.
- 6.23 All category A and B trees will be retained and the proposed dwelling and new surfacing will be located outside the root protection areas of all retained trees.

Community Infrastructure Levy

6.24 As the proposal is a self-build project, exemption from CIL is claimed.

7 SUMMARY

- The site is located within the urban area of Emsworth where new housing is supported in principle.
- The site is located within walking distance to public transport nodes and a wide range of services, including a primary school and recreational park immediately adjacent.
- The advice given in the Havant Borough Design SPD has been closely followed and the proposals comply with all relevant criteria.
- Particular care has been taken to ensure the amenity of the existing and neighbouring properties are protected.
- The proposals comply with parking standards through the provision of 2 parking spaces for both the existing and proposed dwellings. Adequate space exists within the new plot for adequate cycle storage to be provided.
- All category A and B trees will be retained and the proposed dwelling and new surfacing will be located outside the root protection areas of all retained trees.
- A preliminary ecological assessment has been undertaken and confirmed the proposal would have no impacts on ecology.

Appendix A



Havant
BOROUGH COUNCIL

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Ask For: Mrs E Chisnall
Email: planning.development@havant.gov.uk
20 February 2017

Site Location: 15 Horndean Road, Emsworth, PO10 7PT

Re: A new dwelling to the rear of property

Dear Mr Melbert,

I am writing to you further to your enquiry received on the 02 February 2017 regarding the above address and together with your subsequent payment.

I have now had the opportunity to consider your proposal in more detail and would provide the following guidance.

I consider the main issues to be:

1. The principle of residential development
2. The impact on the character and appearance of the area
3. The impact on neighbouring residents and the occupants of the proposed property
4. Highway requirements
5. Ecology
6. Community Infrastructure Levy

1. The principle of residential development

The application site is located within the settlement area of Emsworth where the principle of development is acceptable provided the development is in accordance with the Development Plan and all other material planning considerations.

Whilst private garden areas are not included within the definition of previously developed land, the position of the site within the settlement area is a material consideration. The National Planning Policy Framework (NPPF) establishes a presumption in favour of sustainable development however this should not be to the detriment of the local area. Paragraph 6 makes it clear that regard must be had to the document as a whole in determining what the Government's view of sustainable development means in practice. It promotes the effective use of land through the re-use of previously developed land. With paragraph 49 stating that *"housing applications should be considered in the context of the presumption in favour of sustainable development."*

However, paragraph 56 makes it abundantly clear that *"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."* Paragraph 58, bullet 4 seeks to ensure that development responds to local character, with bullet 6 requiring good architecture. Paragraph 59 seeks to ensure the sustainable construction of the dwellings, whilst paragraphs 60 and 61 seek to ensure the development is designed well accounting for local context. Paragraph 64 however, requires development of poor design to be refused. Policy CS16 of the Havant Borough Core Strategy Local Development Framework 2011 seeks to reflect the requirements of the NPPF at a local level. It too encourages the

principle of development within the settlement area, provided that any new development pays proper regard to the character and appearance of the area, design and neighbour amenity.

2. The impact on the character and appearance of the area

The proposed development comprises the construction of an detached chalet style bungalow. Whilst it is noted that the immediate residential area comprises detached dwellings, the development still needs to be appropriate to the size of plot and how it integrates with the pattern and form of development immediately surrounding the site. Without elevational plans submitted for the new dwelling, it is challenging to grasp accurately how the development would appear in the context of the streetscene and whether it would integrate with the existing pattern of housing along Horndean Road.

Setting the dwelling back in a subservient position is supported, and it is noted that the required 1m to the northern side boundary and southern side boundary is proposed. The garden depth for any new dwelling would be required to meet the 10m depth in order to be in accordance with the Borough Design Guide Supplementary Planning Document and it is unclear from the plans submitted if the development accords with this. The access proposed for No 15 and the buffer provided can be accommodated within the curtilage boundary without significant impact to No 15's amenity and parking space and is therefore considered acceptable in principle.

It is acknowledged that the curtilage boundary of No 15 Horndean Road is shared with a strategic site and as such any development to the rear of No 15 would not prejudice the area of land behind. Please also be aware that the site in question is part of a mineral deposit area within the Borough and as such consultation with Hampshire County Council may be required as part of any application.

3. The suitability of the proposed dwellings in terms of residential amenity

The proposed dwelling would be in position to the rear of No 15 Horndean Road and it has been suggested that first floor windows would not be installed along the front elevation in order to protect neighbouring dwellings amenity. Please be aware that at a pre-application stage it is difficult to assess any direct impact to neighbouring dwellings particularly without scaled plans submitted and as such I cannot fully establish this impact until an application is received and further analysis taken. However, the works would need to be in accordance with the objectives and requirements of the NPPF, 2012 and policy CS16 of the Havant Borough Core Strategy Local Development Framework 2011.

The proposal would of course impact on the existing dwelling by reducing the garden area, however from the information submitted No 15 would retain a reasonable rear private amenity area with parking being provided on the frontage and front bin storage could also be provided. The proposed dwelling would have a small external amenity area with a private garden to the rear and is considered that an acceptable amenity could be provided.

The borough's adopted Borough Design Guide Supplementary Planning Document also provides guidance in terms of garden depth and general scale and massing and such forth. <http://www.havant.gov.uk/supplementary-planning-documents-and-other-material-considerations/borough-design-guide>

Also, the Residential Parking and Cycle Standards Supplementary Planning Document will guide you with regard to the expected parking provision within the site and any future application should ensure accordance with any amended requirements which can be seen below.

<http://www.havant.gov.uk/supplementary-planning-documents-and-other-material-considerations/residential-parking-and-cycle>

4. Highway requirements

Two parking spaces are required for each two bedroom dwelling to accord with the

Council's adopted parking standard and three spaces have been shown on the plans submitted with the general enquiry. Further information comprising a scale plan indicating the parking provision is required to enable a response on this matter.

5. Ecology

From the 30th June 2014, the Council introduced the Solent Recreational Mitigation Project (SRMP). The SRMP was introduced with the advice of Natural England and they have advised that a contribution of £176 per dwelling will be required to mitigate against the effects of recreational disturbance on the Solent Special Protection Area (SPA). This is in addition to an £8.80 monitoring fee and a £20 administration fee of which all totals may increase from March 2017. The contribution will be applied to all new development of one or more dwellings within the Borough of Havant and will be collected as an up front payment prior to commencement of development.

6. Community Infrastructure Levy

The proposed development would also be subject to the Community Infrastructure Levy, details of which are available on the Council's website:
<http://www.havant.gov.uk/planning-policy-design/community-infrastructure-levy>
The relevant charging schedule is currently based on £100 per square metre for sites within Emsworth and Hayling Island; and £80 per square metre for the rest of the Borough, but with both amounts indexed according to the year.

Conclusion

There may be potential for a small detached dwelling on the site however without scaled drawings it is difficult to establish whether the design would be appropriate, and what the impact would be to the neighbouring properties. Should you wish for further advice in this respect, it is recommended that sketch plans (floor, elevation and site/block) of a more detailed nature are provided for comment.

Should you wish to continue with an application you would need to apply for a full planning permission, the fee of which would be £385. The application forms required can be found using the below link:

<http://www.havant.gov.uk/planning-application-forms>

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.

Yours sincerely

Emma Chisnall

Mrs E Chisnall
Planning officer
Our Ref: GEN/17/00143