

Design & Access Statement as part of a planning application for a new three bedroom attached dwelling within the site boundary of 1 Hallett Road, Havant Hants.

The site of the proposed dwelling is to the west of the first semi-detached property situated on the south side of Hallett Road, that is within a built up residential area of Havant.

A pre-application enquiry was made late last year to the council by the applicant and a copy of the reply is attached as Appendix A to this document.



Road view of 1 & 3 Hallett Road.

Site Analysis

The proposal is to remove the previous single storey extension comprising of a garage and utility area to 1 Hallett Road, and provide a new three bedroom attached dwelling and garage. This new dwelling would also occupy part of the side garden.

The ground is basically flat and has direct access from the public highway.

From the front elevation, the proposal is for a similar style of dwelling to the pair of existing semi-detached dwellings thus making a terrace of three properties.

The other properties in the road are a mixture of detached and semi detached with a mix of bungalows and houses.



This site lies within a clear line of dwellings on land within the built up area wherein there is a presumption in favour of development being permitted.

The kitchen area of the existing dwelling may be extended out by about 1.3 metres so as to be in line with the existing conservatory but this is considered to be permitted development.

Design Principles

In regard to the advice contained within the Framework and the adopted Local Plan, it is considered that the proposed design incorporates the characteristics of the existing developments within this part of Denvilles and makes best use of the site and its surroundings.

The proposed dwelling to be a two storey attached dwelling using traditional materials ie bricks and tiles etc to blend in with the surrounding residential development.

The proposed bricks for the dwelling to match as close as possible to the existing dwellings.
The roof tiles to the side hipped roof of the existing dwelling plus the tiles to the side extension to be re-used on the front and side slope of the new roof.
New tiles with a similar profile and colour to be used on the rear roof slopes.

The window at first floor on the West elevation to the landing area to be positioned at least 1700 from the floor level.

The building to have a gross floor area (measured internally) of 137 square metres.

The new dwelling to be in line with the existing dwelling and the single storey garage set back slightly from this building line. This would give adequate space for 1 car parking space externally and one a car space in the garage. (The garage size is to the new standard of 6.0 metres x 3.0 metres).

The concrete gravel driveway to be replaced with permeable block paving and this will provide suitable access for wheel chair access from the public highway to the front door and also provides for the planting of shrubs and mixed plants to the area adjoining the new boundary wall between the site and number 1 Hallett Road.

The existing drop kerb is suitable for vehicular access to the new dwelling.

A refuse bin storage area is shown on the 1:200 site plan and this to be suitable for a 60 litre recycle bin and a 60 litre refuse bin.

The bin area to be fenced on two sides and positioned against the brick boundary wall with a 1200 high timber fence to provide a screen to the bins.

The existing timber fences and brick walls enclosing the site to remain as existing and a new 1800 high timber panel fence supported with concrete posts to be provide between the rear gardens of the existing dwelling and the new dwelling.

The rainwater from the dwelling roof to be to soakaways and details to be included as part of the Building Regulation (full plan) application.

A water usage calculation to be provided as part of the Building Regulation (full plan) application.

There will be adequate space in the garage for the storage of cycles.

An outdoor washing line to be provided.



All 'White Goods' fitted within the dwelling to have an 'A' rated energy certification.

All internal lighting to be energy efficient lighting consisting of LED lamps or compact fluorescent lamps having a luminous efficacy exceeding 40 lumens per circuit watt.

The benefits of this sustainable development will ensure that maximum use is made of the urban land within the Denvilles area, and also make a contribution to the LPAs housing figures

Although not part of this application, two car spaces can be provided in the front garden of the existing dwelling at number 1 Hallett Road, however this is subject to consent by Hampshire County Council for a drop kerb and the re-positioning of the small tree in the grass verge. There is also provision for an enclosed bin area for two wheeled bins serving the existing dwelling.

Flood Risk

The site is shown on the environmental agency maps as not being in a flood risk area. The flood map co-ordinates being X:472789, Y:106411.

Access

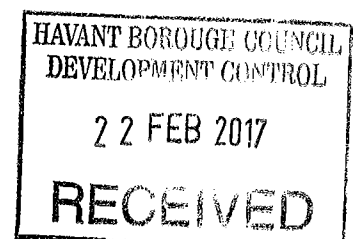
There will be no change in the access to the property from the public highway.

As mentioned above, there will be hard surface suitable for wheel chair access to the front door of the dwelling, the front door frame incorporating a low rise threshold.

There is adequate access to the dwelling for the emergency services.

The new property would be approximately 75 metres from its junction with Southleigh Road, that has a limited bus service being route 27 between Rowlands Castle and Emsworth every two hours however, there is a train station within a walking distance of 275 metres from this site and has a regular service between Portsmouth and Chichester.

November 2016
(revised January 2017)
(revised February 2017)



Appendix A



Havant
BOROUGH COUNCIL

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Mr Redfern
1 Hallett Road
Havant
PO9 2PJ

Our Ref: GEN/15/01202
Direct Line: (023) 9244 6509
Ask For: Mrs H Lealan
Email: planning.development@havant.gov.uk

14 December 2015

Dear Mr Redfern

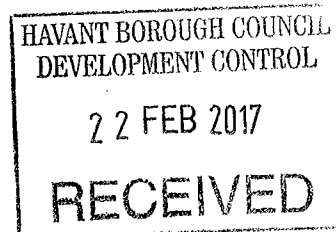
Site Location: 1 Hallett Road, Havant, PO9 2PJ

Re: Proposed removal of garage and construction of 1 No detached 2 bed dwelling.

I am writing to you further to your enquiry received on the 30 November 2015 regarding the above address.

I have now had the opportunity to visit the site and I consider that the main issues in determining any future applications on the site to be:

1. The principle of development
2. The impact on the character and appearance of the area
3. The impact on neighbours residential amenities
4. Parking provision
5. Drainage
6. Impact on trees and hedges and highway matters
7. Ecology
8. Developer contributions/Community Infrastructure Levy



The principle of development

The site is located within the built up area of Havant. Within this area there is a presumption in favour of sustainable residential development subject to other development control criteria.

The impact on the character and appearance of the area

In terms of the impact on the character of the area, from my site visit I consider that the character of this part of Hallett Road is suburban with a linear form of development addressing the highway. The predominant form of dwelling types are detached and semi detached with a mix of single and two storey dwellings. The dwelling immediately adjacent to the proposed development site is a single storey detached dwelling.

Two proposal options have been submitted with this general enquiry and I consider that option 1 is significantly more preferable in terms of the visual impact on the streetscene. This option will result in a balanced row of three terraced dwellings. No.3 will be wider than the other two, but the symmetry of No.1 and the proposed dwelling will result in a short terrace that will blend and accord well with it's surrounding setting.

In my opinion, option 2 does not accord with the general housing provision within the immediate streetscene; the proposed dwelling is much more narrow and does not relate well

or respect the established pattern of development. Therefore I consider that option 2 would not meet the requirements of the adopted Havant Borough Local Plan Core Strategy policy CS16 (design).

The impact on neighbours residential amenities

The impact on neighbours residential amenities would be assessed in detail during the consideration of any planning application. I would however make the following general comments in the hope that they will be of assistance.

All applications for new dwellings will be assessed in relation to the guidance given in the Borough Design Guide 2011 which has been adopted by the Council as a material planning consideration. This can be viewed via the following link:

<http://www.havant.gov.uk/sites/default/files/documents/SPD%20Borough%20Design%20Guide.pdf>

This document amongst detailed design advice provides guidance on minimum garden sizes and separation distances etc.

I note that officer concern was raised in 2007 when an application for an attached dwelling was submitted for this site and the impact that this would have in terms of an overbearing impact on the adjacent single storey dwelling. In terms of the impact on this neighbour, I consider that both options overcome previous officer concerns subject to the outcome of a statutory consultation process.

Parking provision

In relation to car parking the development should be designed to be in accordance with the Councils adopted standards which can be viewed at:

<http://www.havant.gov.uk/sites/default/files/documents/Adopted%20Residential%20Parking%20Cycle%20Provision%20SPD.pdf>

I am unable to confirm that the garage and parking spaces meet the required dimensions in the absence of a scaled plan.

Drainage

The development would need to incorporate sustainable urban drainage to ensure that surface water is adequately addressed. You are advised to investigate existing ground conditions in relation to infiltration rates and the suitability of soakaways or other systems.

Impact on trees and hedges and highway

There appears to be a highway tree in front of the area shown on plan as the parking provision for the existing dwelling. You will need to contact Hampshire Highways with regard to the provision of the dropped kerb and the for the acceptability of the loss of some of the highway grass verge and possible relocation of this tree. In the interests of the amenities of the streetscene, the parking layout needs to be designed such that some degree of green verge remains. A vast expanse of tarmac pavement to the front of these dwellings and the adjacent dwelling would not accord with the character of Hallett Road.

There is an opportunity to provide additional tree planting and hedging to the front boundary of the sites. This is important so as to maintain the green verdant nature of the existing streetscene and to mitigate the loss of the existing hedge to the front boundary.



Ecology

From the 30th June 2014, the Council introduced the Solent Recreation Mitigation Partnership (SRMP). The SRMP was introduced with the advice of Natural England and they have advised that a contribution of £174 per dwelling will be required to mitigate against the effects of recreational disturbance on the Solent Special Protection Area (SPA).

The contribution will be applied to all new development of one or more dwellings. The Council has agreed two ways of securing the contribution:

- 1) Upfront payment prior to commencement of development - this can only be used for development of 1 to 4 dwellings
- 2) Section 106 legal obligation (this must be used for applications of 5 or more dwellings, where there will be additional contributions payable)

For both options, administration and monitoring fees will be added.

Further details can be provided on request.

Developer contributions/Community Infrastructure Levy

The proposed development would 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 contribution level for this site would be £80 per square metre, (indexed linked from a base year of 2013 to the year a permission is granted).

Conclusion

In conclusion, the principle of residential development in the form of a single attached dwelling at the site is considered to be acceptable.

The development would need to address drainage requirements and would be subject to developer contributions.

At present highway issues need to be addressed, including the loss of green verge and highway tree. At this stage the scheme does not appear to have assessed and taken into account existing natural features that are important to the street scene and to the quality of the ensuing scheme. Any formal planning application would have to take full account of existing natural features.

I trust that the above guidance is helpful in moving the scheme forward towards a formal planning application.

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.

