



PLANNING AND DESIGN AND ACCESS STATEMENT

**SITE: LAND TO THE REAR OF
57 LONDON ROAD, COWPLAIN, PO8 8UJ**



Planning permission for the erection of a detached two bed dwelling, following demolition of existing wall with associated parking and access.

PREPARED BY:

Stephen Andrews B.A. (Hons) DipTP MRTPI

SDA Planning Ltd

Stephen.Andrews@SDAPlanning.co.uk

www.SDAPlanning.co.uk

1.0 INTRODUCTION

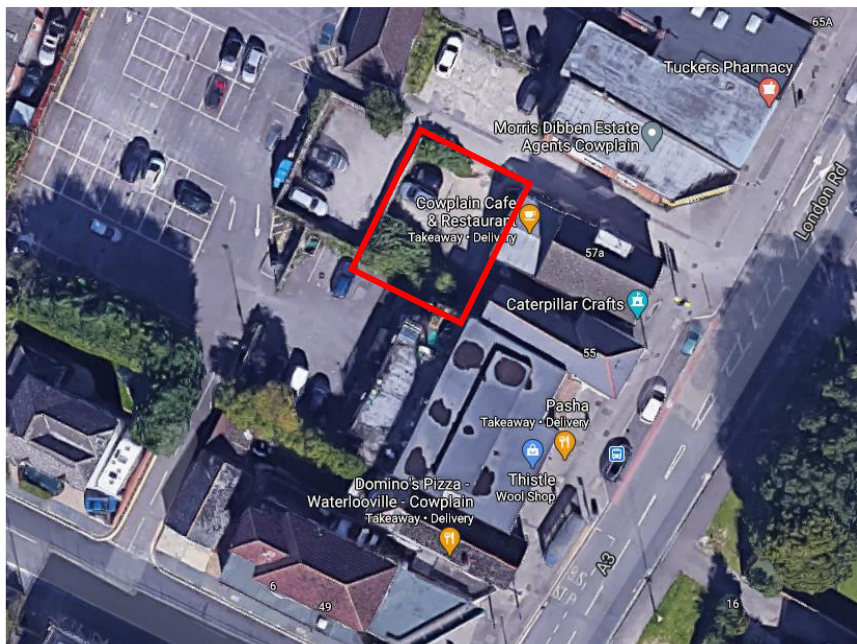
- 1.1 This Planning and Design and Access Statement is prepared on behalf of the Trustees of the Barford Trust in support of an application for full planning permission for the erection of a detached two bed dwelling with associated parking and access.
- 1.2 The Statement incorporates all the required elements of a Design and Access Statement in accordance with the National Planning Policy Guidance, 2014. The Guidance allows the Local Planning Authority (LPA) to require submission of further details if it is considered necessary.
- 1.3 This document has been prepared to assist the Council's officers and members in determining the appropriateness of the development. The applicant is confident that this is the case, and that planning permission should be granted subject to conditions where appropriate and necessary.

2.0 ASSESSMENT

2.1 Site Description

The application site is located within the urban area of Cowplain on land to the rear of 57 London Road (see figure 1). The application site is currently made up of an area of hardstanding used as ad-hoc parking and access which is enclosed in part by close boarded fencing.

Figure 1 – Site Area



3.0 RELEVANT PLANNING HISTORY

- 3.1 APP/21/00433 - Erection of a pair of semi-detached 1 bed dwellings, following demolition of existing wall with associated parking and access. Refused – 17/11/2021.
Appeal dismissed – 11/11/2022.
- 3.2 GEN/23/00493 – Pre-Application advice sought for the erection of a pair of semi-detached dwellings. 6/10/2023.
- 3.3 Advice received was that the principle of development was acceptable, however two dwellings on the site was still considered to be an overdevelopment.

4.0 PLANNING POLICY

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, in determination of planning applications decisions are made in accordance with the development plan unless material considerations indicate otherwise
- 4.2 **National Planning Policy Framework 2023**
The National Planning Policy Framework (NPPF) was introduced on 27 March 2012 and was updated in December 2023. It continues to establish a presumption in favour of sustainable development.
- 4.3 The NPPF makes 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.
- 4.4 There are three overarching dimensions to sustainable development: economic, social and environmental which are interdependent and need to be pursued in mutually supportive ways.
- 4.5 *“a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the*

right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy” (Para.8 NPPF, 2023).

4.6 Paragraph 9 goes on to say:

“These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”

4.7 Paragraph 38 makes clear that *“Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.”*

4.8 Para. 60 states: *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with*

permission is developed without unnecessary delay.” Para. 63 goes on to state “Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).”

- 4.9 The site is sustainably located which allows access to public transport and access to local facilities by foot or cycle, thus reducing the reliance for car ownership. This is a key aim of the National Planning Policy Framework which states that there “*is a presumption in favour of sustainable development*” (NPPF, 2023, paragraph 10). The proposal would therefore accord with the objectives of the NPPF, 2023 in that it provides essential small-scale accommodation in an accessible location in an innovative way without compromising residential amenity of the character and appearance of the area.

4.10 **Havant Borough Core Strategy 2011**

The following policies of this document are considered relevant to the development proposed:

CS9 Housing: criteria 1 and 4 and supporting paragraphs 6.23 and 6.24;

CS16 High Quality Design: criteria 1 (a), (b), (c) and (e); criteria 2 (a) and criteria 6. Regard has also been given to the supporting text with particular reference to paragraphs, 7.39, 7.42, 7.47, 7.48, 7.49 and 7.50;

CS17 Concentration and Distribution of Development within the Urban Areas: criteria 1 and 2;

DM8 Conversion, Protection and Enhancement of Existing Natural Features: criteria 1, 2 and 3;

DM13 Car and Cycle Parking on Residential Development.

4.11 **Havant Borough Residential Parking and Cycle Provision SPD, 2010**

The development would seek to provide one, two-bedroom dwelling. Having regard to the parking standards within the SPD the development proposes two on-site parking spaces for the dwelling, and two secure cycle spaces. It is considered that this would be in line with adopted parking and cycle standards.

4.12 Havant Borough Local Plan (Allocations), 2014

AL1 Presumption in Favour of Sustainable Development and supporting text.

AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements, particularly paragraph 2.06. This policy seeks to encourage development within the defined settlement boundary.

DM24 Recreational Disturbance to Special Protected Areas (SPA's) from Residential Development, criteria (a). It is understood that the site is within the SPA the applicant is therefore prepared to pay the SDMP mitigation payment.

4.13 The development would be delivered with full regard to the above development plan policy framework. The proposal would provide a small starter home within a sustainable part of the Borough and included within the settlement boundary.

4.14 The development as proposed has had specific regard to the policy requirements, both locally and nationally. The development has proper regard to the character and appearance of the area, the residential amenities of adjoining properties and those of future occupants.

4.15 The development would make efficient use of a sustainable site within the urban edge, close to public transport links and Cowplain shopping centre, providing small affordable market housing commensurate with that already found in the area. It is therefore contended that there is no policy objection to the development as proposed.

5.0 PROPOSAL

5.1 Planning permission is sought for the erection of a detached two-storey two bed dwelling with associated parking and access following the demolition of a section of walling by the site access. The proposal would also include secure cycle storage and bin storage area.

5.2 The new dwelling would benefit from two on-site parking spaces, with access onto London Road. Vehicles would be able to turn within the private access area so as to enter and leave the site onto the main road in a forward gear. Secure cycle storage for two cycles is also proposed.

5.3 A rear amenity space is provided for the new dwelling which would be supplemented by Padnell Recreational Ground and the Queens Enclosure on the other side of London Road. The garden area is therefore considered to be more than sufficient for the passive recreational requirements for the two-bedroom dwelling and would accord with the requirements specified in the residential design guide.

5.4 **Development Objectives**

- Provide a high quality two-bedroom dwelling that is compatible with and sympathetic to the existing built form and character of the area.
- To provide much needed smaller market accommodation in a sustainable location to meet social and economic objectives.
- To provide a more efficient use of the site without causing unacceptable harm to the residential amenities of neighbouring dwellings, future occupants or the character and appearance of the area.

6.0 **EVALUATION**

6.1 **Character and Appearance:**

The site is located within the built area of Cowplain, an established, retail, commercial and residential area characterised by a variety of building styles and uses, although buildings are predominantly two stories.

6.2 The proposed dwelling has been carefully designed to respect the local vernacular whilst offering a high-quality design that will lift the architectural style and quality of the immediate area.

6.3 The proposal would see the erection of a small affordable market dwelling, within an open urban section of the site. The dwelling has been designed to provide an acceptable transition between the rear of the buildings facing London Road and the private and public car parking areas beyond the rear boundary of the site. This approach ensures the development sits comfortably

within the plot and provides outlook and passive surveillance over the public areas surrounding the rear of the site.

- 6.4 In respect of the above information it is considered that every regard has been given to the existing character and appearance of the area. The development would result in a development that would make a positive contribution to the area, whilst retaining the important qualities of the site and built form found within the locality.

6.5 **Residential Amenity:**

The dwelling would be positioned to the rear of 57 and 57a London Road a hairdressers and café at ground floor and flat above (57). 57a has no rear facing openings so would not be impacted by the proposal whilst 57 is a commercial use at ground floor with flat above with windows to the side and rear. The new dwelling, along with its design seeks to ensure suitable spacing and distance is retained so as not to result in an unacceptable relationship between the proposed units and existing first floor residential accommodation.

- 6.6 The proposed dwelling would have their living space at the front and rear overlooking open public space. As such it is not considered that there will be any direct or unacceptable overlooking or loss of privacy, with the development offering passive surveillance which will add to local security. In addition, the spacing and use of space ensures that future and existing occupants retain appropriate living space without unacceptable overshadowing or overbearing.

- 6.7 The built relationship, separation distances, positioning of windows and use of space all combine to suitably protect existing neighbour amenity and the amenities of future occupants. It is therefore considered that the development would not result in unacceptable harm by reason of overshadowing, loss of light, overbearing effect, loss of privacy or overlooking.

6.8 **Highway Safety:**

The development would utilise the existing vehicular access onto London Road and would not generate any more vehicular movements to the site than is possible at the present time. The only real difference will be instead of ad-hoc parking on-site it will be for the proposed dwelling.

6.9 Vehicles will still be able to enter the site and turn within the access space so that cars can access London Road in a forward gear.

6.10 It was noted that there is the ability to park within the adjoining public car park areas however the development makes adequate provision for on-site parking for the existing and proposed development. It is therefore considered that the development accords with the Council's parking standards and would not result in issues prejudicial to highway safety.

6.11 **Layout:**

The layout of the proposed dwelling seeks to maximise the vacant brownfield space to the rear of 57 London Road, providing appropriate parking and access for both the existing and proposed development.

6.12 The development provides appropriate amenity provision for the dwelling, which is supported by the recreational spaces of Padnell Recreation Ground and Queens Enclosure on the other side of London Road (see figure 2). In addition, on-site parking and secure cycle storage in accordance with the Council's standards, for both of the new dwellings is provided.

6.13 **Scale:**

The height, massing and proportions of the proposed two storey detached dwelling is in keeping with the context of the buildings within the immediate area. The scale and design of the development therefore provides a clear contextual link to its surroundings, whilst allowing some form of individuality and enhancement to the prevailing design and architecture of the area.

6.14 **Access:**

The design and layout of the building allows for free and easy access at ground floor level throughout the site and to external facilities such as refuse points and car parking. There would also be level thresholds to further improve access in and out of the dwelling. The internal arrangements for disabled access are covered by Part M of the Building Regulations.

7.0 SUSTAINABILITY

- 7.1 National and local planning policies encourage new development to be sustainable. This includes matters of location, sustainable methods of construction and ecology. As a matter of principle, the proposed development would be sustainable, because it would utilise an existing site within an established residential and commercial area, providing a more appropriate and sustainable form of dwelling. However, this is aided further by the site's proximity to the bus links and the shopping centres of Cowplain and Waterlooville.

8.0 CONCLUSION

- 8.1 Having regard to relevant development plan policy it is contended that the proposed development would represent an efficient use of the site, in a sustainable location and in a sustainable form, whilst paying due regard to existing development densities, prevailing character, residential amenity and highway safety. The Council is therefore respectfully requested to approve this planning application.