

PLANNING DESIGN & ACCESS STATEMENT

in respect of

Erection of 4 dwellings with associated car parking
and bin/cycle storage

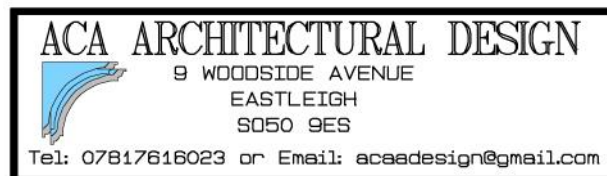
for



D & K Limited

at

Land between 26-32 Padnell Road, Waterloooville
PO8 8DZ



April 2024

INTRODUCTION

The proposal is for a pair of semi-detached dwelling at the front with associated amenity and parking all accessed via a relocated access on Padnell Road as approved and 2 single storey one bedroom dwellings to rear.

The scheme proposed is similar to the refused application APP21/01041 and dismissed appeal reference APP/X1735/W/22/3305931 with the following changes;

- Plots 1 and 2 have been reduced on the ground floor in order to improve depth of rear gardens to 11m whilst also providing a side area for plot 1
- Plots 3 and 4 are single storey contemporary design
- No vehicular access which could affect the living conditions of the occupiers of 32 Padnell Road.

Therefore, the main consideration will be effect on the character and appearance of the area which we feel in this instance has been overcome by proposing relatively modest structures akin to outbuildings similar to some neighbouring properties at the rear.

This statement should be read in conjunction with drawings numbered 2020/01B, 2024/01A and 02A; these documents outline alterations made to address issues mentioned above.

SITE LOCATION AND DESCRIPTION

The application site is located on the southern side between numbers 26 and 32 Padnell Road and backs onto Padnell Junior School.



Extract of topographical survey with site highlight in red

The site is 0.1071 hectares measuring 13.7m in width at the front increasing to 25.5m at the rear and 56.6m in length. There is a fall of 1.8m from front to back.



Front of subject site.



View looking south and towards eastern common boundary with Number 32



View looking North and towards western common boundary with Number 26

Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. Policies CS9, and CS17 of the Core Strategy together with Policies AL1 and AL2 support residential development within the built up area and the need to provide small units to meet housing demand, which is also identified in the Annual Monitoring report.

Importantly the proposal providing smaller new homes will meet the Council's Housing Strategy 2024 – 2029 for the borough which identifies the following four key aims:

- Preventing Homelessness and helping those who are homeless to move on to stable housing solutions.
- Increasing the supply of housing, including affordable housing
- Helping Housing choices to enable independence.
- Improving the quality of rented Housing stock

These Objectives will underpin the approach to tackling some of the ongoing housing issues that the Council faces within the Borough to ensure that access to suitable housing becomes an achievable goal for all our residents.

Considering the level of change anticipated in national policy, the housing market, the local government sector, and communities, it is considered that this housing strategy needed a degree of flexibility.

Over one quarter of the borough's population will be aged 65 and over by 2026. And for the same period there will be a large increase in the oldest age group of people aged 85 plus, particularly in the Borough's coastal locations.

- Developing a meaningful strategy that recognises the diversity of need across communities and the impact of housing on health, well-being, and social cohesion.
- Ensuring that there are suitable homes for all, especially for our most vulnerable residents, key workers, and veterans.
- Using its housing and planning powers to ensure our existing housing stock is fit for purpose and new housing developments meet local need and contribute positively towards our climate change ambitions.

These trends provide a basis for estimating the size of housing needed by additional households in future. This suggests that circa 46% will need three bedrooms, with 25% requiring two, 21% needing at least four and 8% needing one.

Given the profile of the existing stock, delivering such a mix could require circa 68% of all new homes to be houses, with flats accounting for a slightly larger share of the residual than bungalows (17/15%).

Develop housing delivery solutions for different types of housing need, both in terms of affordability and in terms of supported housing solutions

The requirement to address the needs of the ageing population, support and improve youth facilities and focus resources toward vulnerable groups and individuals is also considered a priority.

In addition to the regeneration of specific areas of the borough there is also the need to address the specific needs of our community, in particular those of the young and old.

The projected population figures for the borough indicate that the over 60 age group is expected to grow disproportionately within the overall population until 2026. This presents specific challenges in relation to housing, health and care needs.

Encouraging flexible housing for older people's needs.

The borough currently has the second largest number of over 60s in Hampshire (28,000 in 2007) or 20% of the population; this is projected to rise to 27% by 2026. As the population profile of the borough is aging there will be a focus on maintaining people's health to help them live in their own homes longer, whilst also increasing the proportion of specialist housing and a full range of support services.

NPPF

Paragraph 68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;
- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and

d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Paragraph 85. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:

e) where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre; and

f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

Paragraph 86. Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

Paragraph 87. When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

Paragraph 91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Paragraph 106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In

town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Paragraph 117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Paragraph 118. Planning policies and decisions should:

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

Paragraph 122. Planning policies and decisions should support development that makes efficient use of land, taking into account:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places.

123. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances:

a) plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;

b) the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range.

c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposals are consistent with all of these requirements.

Amount

Pair of semidetached dwelling as approved under reference APP/23/00685 granted 19th December 2023 with slightly reduced footprint on ground floor served by 2 car park spaces each whilst the two additional dwellings to rear would benefit from one car parking space each.

Layout

6 car park spaces facing the common boundary with Number 26 within landscaped buffer and new front wall 1.2m high. Directly in front of parking bays plots 1 and 2 have front entrances leading to study, open plan living kitchen area on the ground floor and 3 bedrooms at first floor.

The main difference between the recent consent is the addition of 2 one bedroom single storey dwelling to the rear which will be accessed via the surface water easement to the east with Number 32 Padnell Road

Scale

Plots 1 and 2 would be as approved recently with the exception of reduced single storey ground floor element. The height of the additional two dwelling to the rear would not exceed 3.3m using the characteristics found in the locality to help inform the design which is similar to ancillary outbuildings including heights, massing, existing building lines, plot widths and depths.

Appearance

Two dwelling at front as approved recently in traditional style however the rear properties will be contemporary design which draws inspiration from the 'genius loci' (spirit of the place) as the outbuildings in neighbouring gardens are varied in appearance so this should not be considered unacceptable.

Density

In areas which are close to good public transport provision and from where shops, schools and other facilities which meet day to day needs are easily accessible, the Council will expect net residential developments to achieve the maximum residential density compatible with the protection of reasonable residential amenity up to or beyond 50 dwellings per hectare if appropriate. Permission will not be granted for proposals which do not achieve optimum densities. The proposed development represents 37 dwellings per hectare.

Amenity

Plots 1 and 2 would benefit from 11m rear gardens which exceed the minimum 10m required whilst having functional space to the sides which would be suitable for a family occupying the properties.

Plots 3 and 4 would have 8m rear gardens which is less than the minimum however given that these are one bedroom starter homes we consider it to be suitable for the intended purpose.

Trees

There are trees on the adjoining site to the rear, tree protective measures will be required regardless of the 1.8 close boarded fence acting as the barrier. When considering a proposal on such a site there are three main things that need to be considered: can the development physically fit on the site without harm to trees and their root and canopy structures; can the development be constructed without harm to the retained tree's root and canopy structures; is there sufficient useable garden and/or any potential for future pressure on trees as a result of the end use of the development.

Access

As Approved recently

Highways

6 car park spaces are provided which will be allocated as 2 per three bedroom and 1 per one bedroom dwellings.

Refuse & Cycle Provision

Each unit will be provided with secure cycle storage.

The provision of refuse will be in the form of two wheelie bins per dwelling one for general waste and the other for recycling material. The waste bins will be stored within the gardens of each property and transferred to the front of the site allowing a convenient area for collection.

by the local refuse service from Padnell Road.

Ecology

Given the plot has been cleared and location of the site (in an urban residential/commercial area) the reasonable likelihood of bats being present and affected by the works is very low, however works will stop should bats become apparent.

Conclusion

This improved design takes full account of the relevant dismissed appeal so we therefore request the application be supported as the proposed rear starter homes are what is required urgently not only locally but nationally as the latest Housing Pipeline Report from the Home Builders Federation (HBF) has revealed that the number of units gaining planning permission in England in the year to December 2023 has dropped to the lowest for any 12-month period since 2014. At under 233,000, the number of units approved in 2023 dropped 20% on 2022, 27% on 2021 and was down 30% compared to pre-pandemic levels. Following a similar pattern, the number of sites that gained planning permission in 2023 dropped to the lowest level for a 12-month period since the Housing Pipeline Report started recording in 2006. The number of sites granted permission in 2023 was 10,527, a 16% dip from 2022 and a 23% decrease on 2021. The number of projects being approved is almost half the number that were typically being approved each year before the pandemic, when housing delivery was increasing year on year!