

Mr. Brian Long
Land Adjacent 27 Emsworth Road
Havant
PO9 2SN



Planning, Design & Access Statement

Contact: Mr. Jake Russell

Email: jake@cpcplanningconsultants.co.uk

Telephone: 01243 697707

Document Control

Applicant: Mr. Brian Long

Project: 27 Emsworth Road

Agent: Jake Russell – CPC

Reference Number: NA

Document Checking:

Prepared by: Jenna Lai

Signed by: JL

Checked by: Jake Russell

Signed by: JR

Issue	Date	Status
1	01/11/2022	Draft
2	07/11/2022	Second Draft
3	28/11/2022	Submission Version

Contents

- 1.0 Introduction
- 2.0 Application Site and Surroundings
- 3.0 Planning History
- 4.0 Planning Policy Context
- 5.0 Key Development Considerations
- 6.0 Design
- 7.0 Access
- 8.0 Conclusion

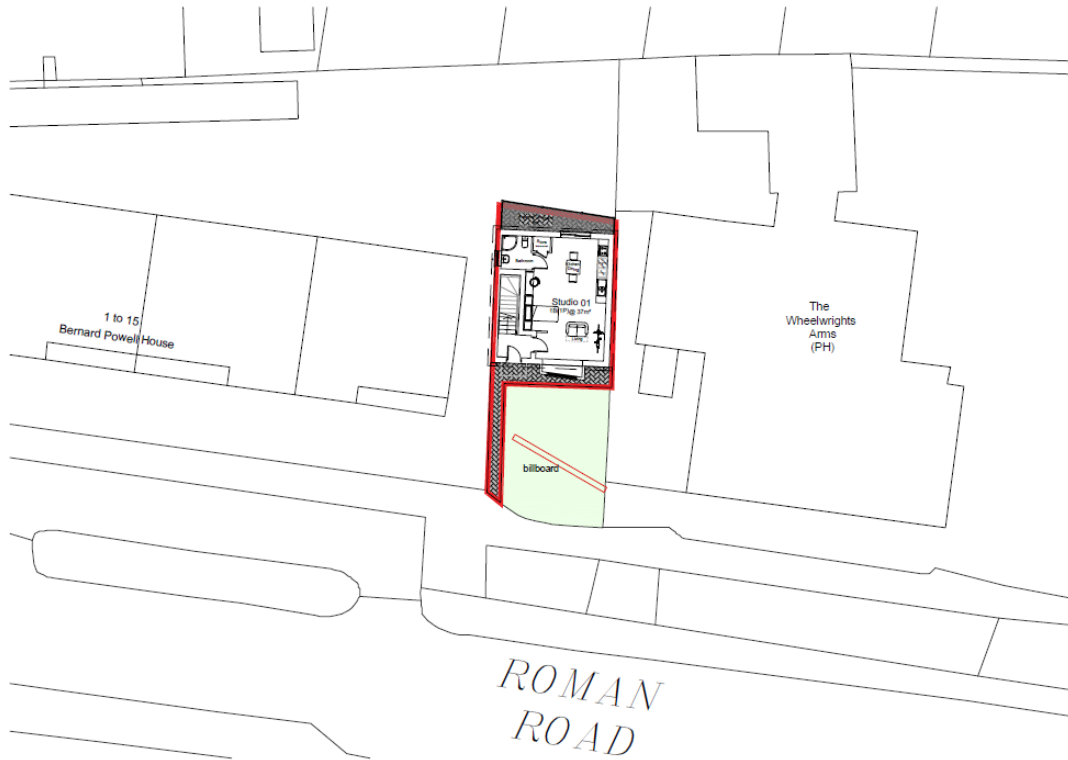
1.0 Introduction

Introduction

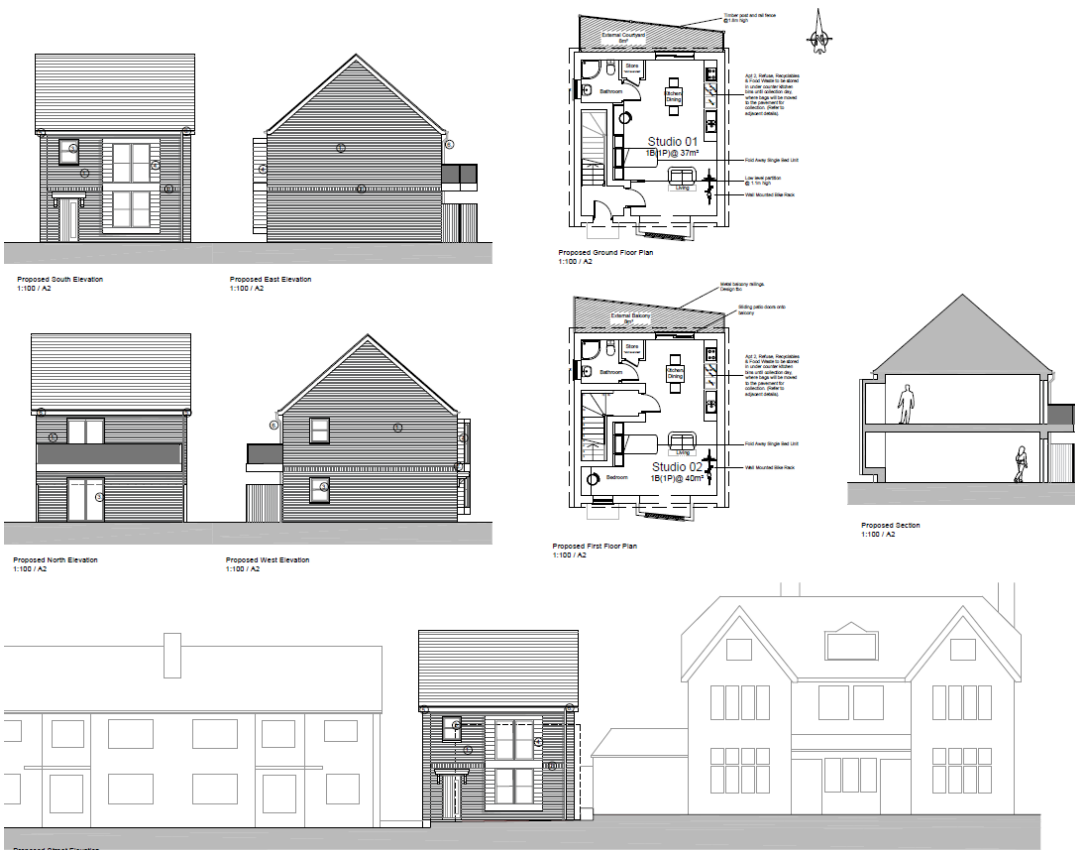
- 1.1 CPC Planning Consultants Limited (“**CPC**” or the “**Agent**”) is instructed by Mr. Brian Long (the “**Applicant**”) to prepare this Planning, Design and Access Statement (the “**PDAS**”) in support of their planning application at the proposal site: 27 Emsworth Road, Havant, PO9 2SN (the “**Site**”).

Proposal

- 1.2 The Applicant is seeking full planning permission from Havant Borough Council (the “**LPA**”) for the following development:
- *“The erection of one two-storey building comprising two studio apartments (Use Class C3) with associated hard landscaping”* (the “**Application**”).
- 1.3 The proposed development seeks to revitalise a disused and unattractive piece of brownfield land in a highly sustainable location.
- 1.4 This Application is comprised of the following documents:
- Application Forms – prepared by CPC
 - CIL Forms – prepared by CPC
 - Topographical Survey – prepared by P Stubbington Land Surveys
 - Existing and Proposed Plans – prepared by PLC Architects
- 1.5 The Proposed Site Layout (ref no: 22.3361.100 rev. P2) and Proposed Floorplans and Elevations (ref no: 22.3361.101 rev. P2) are shown below, respectively, for illustrative purposes.



Proposed Landscape Plan
1:200 / A3



2.0 Application Site and Surroundings

- 2.1 The Site is an unattractive and disused piece of brownfield land located between an existing block of flats (Bernard Powell House) and a public house (Wheelwrights Arms). In front of the site is an advertisement hoarding.
- 2.2 The Site is in a highly sustainable part of Havant, being c. 200 metres outside of the defined Town Centre for Havant.
- 2.3 There is a bus stop immediately outside of the Site and Havant Railway Station is located c. 1km away. There is a One Stop convenience store c. 400 metres from the Site.
- 2.4 There are no trees of biodiversity features located on the Site.
- 2.5 The Site is located within Flood Zone 1 and is at a 'Very Low' risk of flooding from surface water sources according to the EA Flood Maps for Planning.

3.0 Planning History

3.1 The LPA's website yields the following planning history for the site:

- APP/10/00598 – erection of two one-bedroom flats – refused with the following reasons:
 1. Over development impacting the amenity of adjacent properties and future occupiers and inadequate cycle storage;
 2. Proximity of windows serving main habitable rooms to advertisement hoarding impacting outlook and light available to occupiers of the proposed dwellings;
 3. The absence of a financial contribution towards improvements to transport infrastructure; and
 4. Poor design.
- The above application was preceded by APP/10/00419 – erection of two one-bedroom flats – withdrawn.

4.0 Planning Policy Context

- 4.1 Planning Policy Context Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that, in the determination of planning applications, decisions are made in accordance with the Statutory Development Plan of the District, unless material considerations indicate otherwise.
- 4.2 The Development Plan in Havant Borough is comprised of:
- The Havant Borough Local Plan (Core Strategy) – adopted 2011
 - The Havant Borough Local Plan (Allocations) – adopted 2014
 - The Emsworth Neighbourhood Plan – ‘made’ 2021
 - Havant Borough Council Borough Design Guide Supplementary Planning Document – adopted 2011
 - Havant Borough Council Parking Supplementary Planning Document – adopted 2016, partially updated 2019
- 4.3 The LPA’s Emerging Local Plan was recently found unsound by an Inspector and as a result has been withdrawn, the LPA is now proceeding with consultations on its “*Building a Better Future Plan*”.
- 4.4 In addition, the National Planning Policy Framework (“**NPPF**”) is a material consideration in the determination of planning applications.

National Planning Policy Framework

- 4.5 The NPPF was published in 2014 and updated in 2021 and sets out the government’s overarching planning strategy.
- 4.6 Where paragraphs from the NPPF are of particular relevance to the proposed development, these are referred to in subsequent chapters of the PDAS.

Local Plan Core Strategy

- 4.7 The Core Strategy was adopted in 2011 to guide the future development of the borough up to 2026.
- 4.8 Policy CS1: Health and Wellbeing
- 4.9 Policy CS8: Community Safety
- 4.10 Policy CS9: Housing
- 4.11 Policy CS16: High Quality Design
- 4.12 Policy CS17: Concentration and Distribution of Development within the Urban Areas

4.13 Policy DM13: Car and Cycle Parking on Residential Development

Local Plan Allocations

- 4.14 The Havant Borough Local Plan (Allocations) follows on from the adopted Havant Borough Local Plan (Core Strategy).
- 4.15 There are 1254 – 1434 more remaining to be allocated to meet the need from 2013 to 2026 in Havant and Bedhampton.
- 4.16 Policy AL1: Presumption in Favour of Sustainable Development

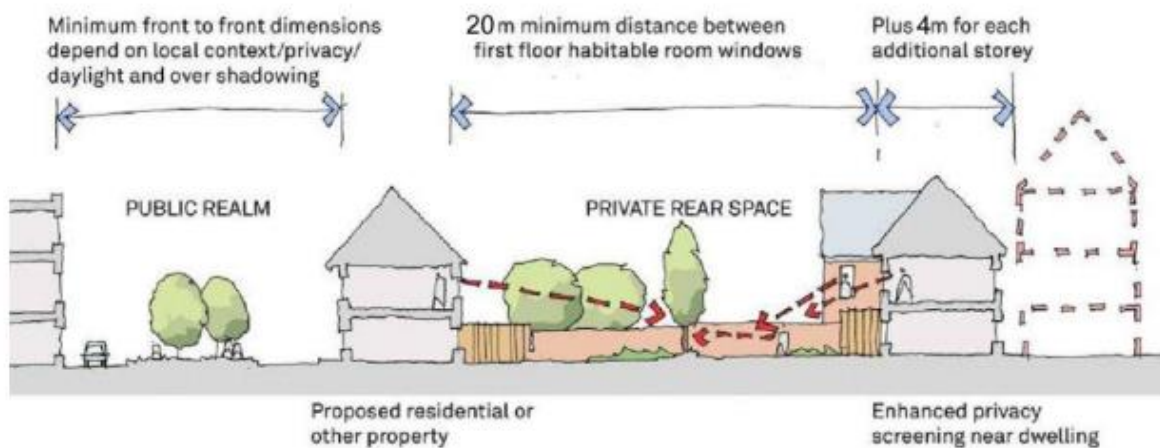
Emsworth Neighbourhood Plan 2019 – 2036

- 4.17 It was adopted or ‘made’ by the Borough Council on 22 September 2021 to form part of the development plan for the area and use in the determination of planning applications.
- 4.18 The objectives in Emsworth Neighbourhood Plan stated that:
 - Coordinate all new development so that it contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and essential services for all members of the community.
 - Ensure that land made available for development will be developed in such a way as to improve people’s quality of life, for both new and existing residents.
- 4.19 Policy L1: General Housing Policy
- 4.20 Policy L2: Housing Mix
- 4.21 Policy D1: General Design Policy
- 4.22 Policy D2: Height, Mass & Materials
- 4.23 Policy D3: Layout, Form & Density

Borough Design Guide SPD

- 4.24 It is adopted in December 2011.
- 4.25 The width of the plot and width of the proposed building should be similar to that prevailing in the local area, looking to immediate neighbours first.
- 4.26 New development should follow the established of pattern of properties on the street.

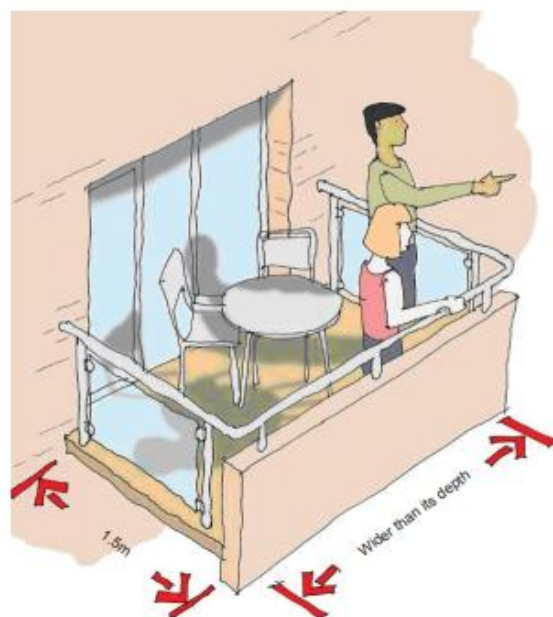
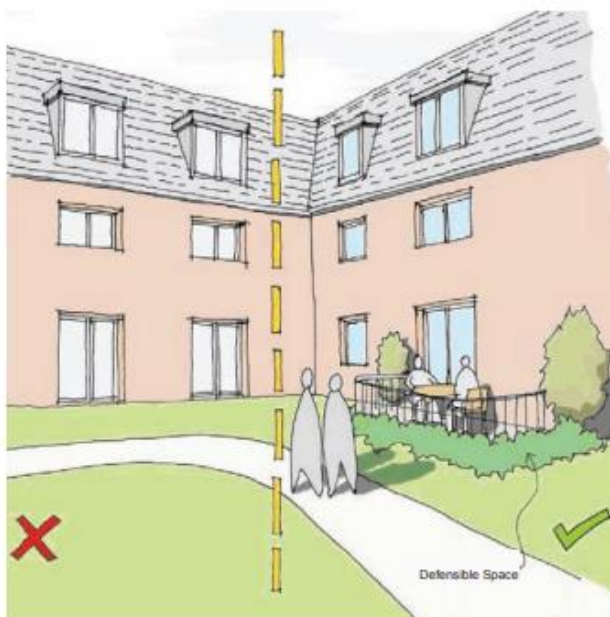
- 4.27 New developments should follow the common building line i.e. that defined by immediate neighbours and ensure there is an appropriate degree of enclosure that makes streets feel welcoming.
- 4.28 New developments should respect the established pattern of set back on a street.
- 4.29 New developments should follow the typical pattern of existing properties, looking to immediate neighbours first. The mass of a new building or extensions should not be allowed to dominate the street. There are exceptions to this, for example where the Council supports intensification of the site or where it is appropriate from a legibility perspective to have larger landmark buildings.
- 4.30 New developments should follow the typical pattern of existing properties, looking to immediate neighbours first. The height of a new building or extensions should not be allowed to dominate the street. New development should generally not be more than one storey higher where it directly adjoins or is close to existing residential development. There are exceptions to this, for example where the Council supports intensification of the site or where it is appropriate from a legibility perspective to have taller landmark buildings.
- 4.31 In order to maintain a reasonable relationship between new dwellings and neighbouring properties, the following minimum distances should apply:
- Where windows of the new development and an existing dwelling occur back-to-back there should be a minimum of 20 metres separation;
 - Where a new dwelling or the development is more than two storeys in height an additional four metres per storey should be added to the separation distance e.g. a separation distance of 24 metres is required between the new three storey building and existing two storey dwelling;
 - Where a dwelling faces a blank gable, 10 metres separation distance is required;
 - Garden length should normally allow 10 metres between the dwelling and the boundary.



- 4.32 New developments should not result in the loss of light to existing buildings. Acceptable daylight to interiors can be provided once there is a 25 degree vertical angle from a point 2 metres above the ground on the facing external facade. (This results in a 10 metre minimum separation distance between dwellings).
- 4.33 All residents should have access to private amenity space whether that is the back garden of a house, a private shared space, or balcony of an apartment.
- 4.34 As stated, the garden of a two storey home should be a minimum of 10 metres in length to provide appropriate daylight and to minimise overlooking, with an additional 4 metres for every storey added. Clearly there may be exceptions to this rule, depending on the local context, for example in urban areas there may be a historic pattern of development that dictates otherwise, such as three storey townhouse served by small courtyards of 10 metres rather than large gardens of 14 metres plus.
- 4.35 Private rear boundaries must be masonry walls and not fences to limit the impact of noise and disturbance on residents. An appropriate standard of lighting must also be provided and the courtyard should be well maintained and overlooked.
- 4.36 Where ground floor apartments are being proposed the applicant should endeavour to provide private gardens for individuals where possible. When not possible communal gardens should be provided, with safe and convenient access for residents. In addition, the design of apartments should incorporate balconies where possible, particularly in the absence of communal gardens.

Figure 5.4 (left): Defensible space is required for ground floor flats adjacent to communal areas

Figure 5.5 (right): Recommended balcony dimensions



- 4.37 All developments should provide adequate communal facilities for the storage of domestic waste prior to collection. These can be arranged and designed in a variety of ways including, designated communal storage areas on the ground floor of buildings and detached storage buildings. The maximum distance that residents should have to carry refuse to a bin store should be no more than 30 metres. The collection point should be reasonably accessible for collection and within a distance of 30 metres of the adopted highway.

Havant Borough Council Parking SPD

- 4.38 It is adopted in July 2016, and partially updated in September 2019.

- 4.39 The vehicle parking or C3 dwelling house:

Size of dwelling	Minimum car parking requirement	Havant town centre	Long stay cycle parking
1 bed unit	1 space	Max. 1 space	1 space per unit
2 bed unit	2 spaces	Max. 1 space	2 spaces per unit

5.0 Key Development Considerations

- 5.1 The following section of the PDAS outlines why the proposed development is appropriate when assessed against the relevant planning policy context and any other material considerations related to the proposal.

Principle of Development

- 5.2 The starting point when considering the principle of redeveloping the site is to confirm that the LPA cannot currently demonstrate a Five-Year Housing Land Supply (“5YHLS”) – as of June 2021 the LPA can only demonstrate a 4.4YHLS (Table 3, Five Year Housing Land Supply Update, June 2021).
- 5.3 Paragraph 11(d) of the NPPF asserts that where an LPA cannot demonstrate a 5YHLS the presumption in favour of sustainable development requires the application of the “*tilted balance*” in decision making. The tilted balance is short-hand and provides that where the planning policies which are most important for determining the application are out-of-date (where the LPA cannot demonstrate a 5YHLS) planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing development.
- 5.4 The Site is not an asset of particular importance nor is it located near to any such asset. Similarly, the Site is not located in any areas of particular importance.
- 5.5 The Site is a brownfield, infill plot, located within the established built-up area of Havant where there is a firm principle in favour of residential intensification and the reuse of brownfield land, in line with Policy CS9, and as such housing development is acceptable in principle.
- 5.6 In addition, the proposed development will contribute to the realization of sustainable development in line with the NPPF definition, in the following ways:

Economics

- 5.7 The proposals for the new dwellings would benefit the local economy as it will provide new households of consumers and an increase in local authority revenue.
- 5.8 The occupiers of the proposed dwelling will be users of the shops and services within Erdington, contributing to the viability and vitality of the settlement.

Social

- 5.9 The addition of new dwellings will support the district in terms of housing targets, and enhance the diversity of housing type.

- 5.10 The quality of living standard will be enhanced with the new dwellings designed sustainably and is approximate to shops and services nearby in the area.

Environmental

- 5.11 The proposed dwelling will maximise the potential of the site in a sustainable manner.
- 5.12 The development location will reduce reliance on vehicles for long distance driving to other superstores or community facilities due to the proximity between the locations of proposed dwellings and existing shops nearby, so less carbon footprint will be generated.

Residential Amenity

- 5.13 The Government published Nationally Described Space Standards (“**NDSS**”) prescribe minimum gross internal areas (“**GIA**”) for residential developments. For a single storey one bedroom dwelling a minimum with a shower room (instead of bathroom) a minimum floorspace of 37 sqm is required. Per the schedule of accommodation below, both proposed dwellings meet the NDSS requirements.

Unit	Bedrooms	GIA
1	1	37
2	1	40

- 5.14 It is noted that planning application (ref no: APP/10/00598) was refused, in part, due to the layout of the then proposed flats having an unacceptable standard of amenity for the occupiers of the flats. These flats were single aspect, but laid on in such an arrangement that the actual amount of daylight received would have been poor, with living rooms having one south-facing window, bedrooms having one west-facing window, and a single north-facing bathroom window.
- 5.15 In contrast, the currently proposed dwellings have been designed to maximise daylight into and outlook from each of the proposed studio apartments. The main living area for each apartment is dual aspect with a large chamfered bay window facing southwards and north-facing patio doors. Both the primary windows (facing north and south) are full-height maximising the amount of light received. Similarly, the bathrooms are provided a west-facing window (with obscured glazing for privacy). In addition, the large full height bay windows which face southwards have been chamfered to face southeast, and exploit a gap between the advertisement hoarding and the public house, ensuring the outlook of the proposed dwellings is not obscured by the hoarding. By virtue of being

dual aspect with windows oriented north / south, the proposed studio apartments will receive adequate natural daylight throughout the year and at all times of day.

- 5.16 The standard of amenity space proposed under the previous scheme (ref no: APP/10/00598) was substandard, with the ground floor dwelling benefiting from a reasonably sized courtyard (albeit accessed off the bedroom) and the first floor apartment having no amenity space (and directly overlooking the amenity space of the ground floor unit).
- 5.17 In contrast, the currently proposed dwellings both enjoy private amenity spaces. Proposed apartment enjoys an 8 sqm private courtyard which is bounded by 1.8 metre tall close boarded timber fencing. Whilst proposed apartment 2 enjoys a 8 sqm private balcony, with metal balustrade. There will be no intervisibility between the two amenity spaces.
- 5.18 The previous scheme (ref no: APP/10/00598) did not provide an adequate means of storing cycles, because both cycle stands were located in the private amenity space of the ground floor apartment. To address this, each of the currently proposed dwellings has internal wall-mounted cycle standards. Where sites are limited for space, wall mounted cycle stands in individual apartments are a common means of ensuring residents can securely store their cycles, and as a result promotes sustainable transport modes.
- 5.19 The Applicant has carefully considered any impacts arising from the proposed development on neighbouring properties.
- 5.20 The existing flatted development, Bernard Powell House, to the west does not feature any windows on its flank elevation facing towards the site. Consequently this neighbouring property will not be impacted by the proposed development.
- 5.21 The Wheelwrights Arms, to the east of the site, is a commercial premises and as a consequence will not suffer any adverse impacts in terms of residential amenity.
- 5.22 The existing residential properties 10 and 12 Oaklands Road, to the south are located c. 20 – 30 metres from the site and as a consequence will not suffer any adverse impacts from the proposed development.

Response to previous refusal reasons

- 5.23 The historic planning application related to the site (ref no: APP/10/00598) was refused for a number of reasons. The following section outlines how the current application responds to these reasons for refusal, notwithstanding the tilted balance applies.

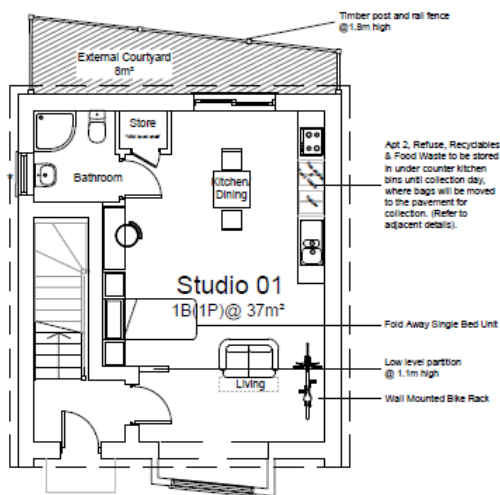
- 5.24 The first reason for refusal is over development impacting the amenity of adjacent properties and future occupiers and inadequate cycle storage, therefore there is only one two-storey building comprising two studio apartments with associated hard landscaping. High-quality private amenity space is provided to both of the studio apartments, ensuring residents have access to valuable private outdoor space. There is also internal bike rack. This shows the proposed development has considered the impact to adjacent properties and future occupiers as well as the cycle storage.
- 5.25 The second reason of refusal is proximity of windows serving main habitable rooms to advertisement hoarding impacting outlook and light available to occupiers of the proposed dwellings. The proposed dwellings will maximise the daylight into and outlook from each of the proposed studio apartments and ensure occupiers will receive adequate natural daylight everyday and at all times of day. Measures such as the louvered, full height bay window located on the façade of the proposed building ensure that outlook and natural daylight to the proposed dwellings is maximised.
- 5.26 The third reason of refusal is the absence of a financial contribution towards improvements to transport infrastructure. This is no longer a policy requirement and so not relevant.
- 5.27 The last reason of refusal is poor design. The proposed development has been carefully considered and designed in high-quality, taking cues from the locality in terms of form, siting, orientation, material palette, fenestration and detailing, whilst resulting in a contemporary reinterpretation of more traditional forms.
- 5.28 Therefore, the proposed development should grant the planning permission owing to all the reasons for refusal have been addressed.

6.0 Design

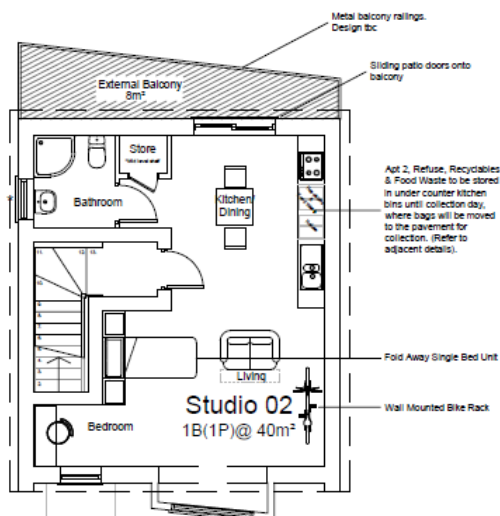
- 6.1 The proposed development takes a 'context first' approach to design, taking cues from the locality in terms of form, siting, orientation, material palette, fenestration and detailing, whilst resulting in a contemporary reinterpretation of more traditional forms.
- 6.2 The proposed building reads as a traditional two storey dwelling, with a pitched roof, of a similar height to the flatted development at Bernard Powell House, ensuring that it will nestle comfortably into the street scene. In addition, the proposed building will be subservient to the Wheelwrights Arms public house, a candidate non-designated heritage asset.



- 6.3 A simple palette of materials is proposed, comprised of: brown facing brickwork, a decorative soldier course, grey aluminium windows and doors, white timber fascia, soffit and bargeboards, and black rainwater goods. The chamfered bay window will be treated with grey painted timber cladding, giving it prominence on the façade.
- 6.4 Due to the constrained nature of the site, innovative design tools are utilised to ensure that the amenity of residents is of a high standard, including internal bike racks, fold-awaybeds and under-counter refuse stores.

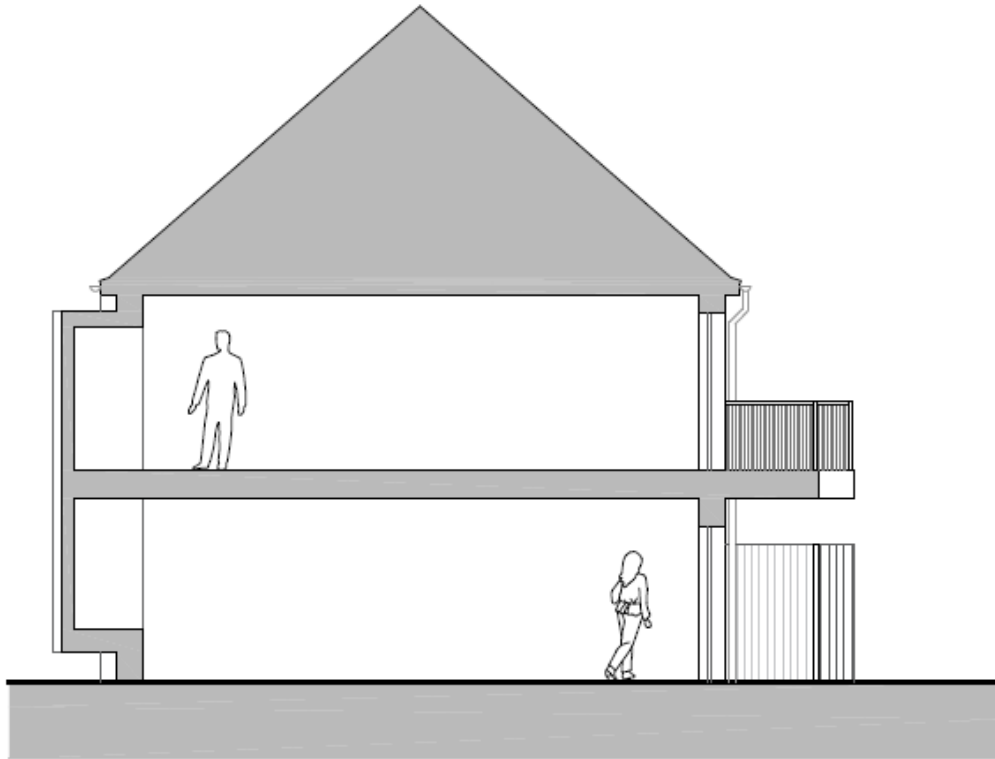


Proposed Ground Floor Plan
1:100 / A2



Proposed First Floor Plan
1:100 / A2

- 6.5 Private amenity space is provided to both of the studio apartments, ensuring residents have access to valuable private outdoor space.



Proposed Section
1:100 / A2

7.0 Access

- 7.1 The site is located between an existing flatted development and a public house.
- 7.2 The site is in a highly sustainable part of Havant, being c. 200 metres outside of the defined Town Centre for Havant.
- 7.3 There is a bus stop immediately outside of the site which serves two bus routes – bus route 700 and bus route 27. Bus route 700 is travelling from The Southdowns in Felpham to The Havant Bus station, serving 0508 – 2130 on weekdays, 1658 – 2130 on Saturdays and 0710 – 2100 on Sundays in every 56 minutes on Mondays to Saturdays and every hour on Sundays, whilst bus route 27 is departing from Baptist Church in Emsworth to The Havant Bus station, serving at 1735 on Fridays and Saturdays with single departure.
- 7.4 The Havant railway station is located 1km away from the site and is within 13-minute walking distance whereas the Warblington railway station is located 850m away from the site and is within 11-minute walking distance.
- 7.5 By virtue of the highly sustainable location, and nature of the proposed accommodation, the proposed development does not include vehicular parking. The previous planning application (ref no: APP/10/00598) similarly did not include vehicular parking and the absence of vehicular parking did not constitute a reason for refusing this application. We therefore conclude that nil parking is an acceptable position.
- 7.6 Notwithstanding we do not consider vehicular parking to be essential for a scheme of this nature, much of the surrounding highway network is not controlled by parking restrictions, and each of the proposed dwellings includes cycle storage.
- 7.7 In summary, this concludes that the proposals are considered to be suitable for the site and the site is in a sustainable location. The proposals are also compliant with the relevant transport planning policies and would not result in a severe impact on the existing network.

8.0 Conclusion

- 8.1 CPC produced this Planning, Design and Access Statement in support of Mr. Brian Long's planning application to erect one two-storey building comprising two studio apartments with associated hard landscaping.
- 8.2 The PDAS demonstrates compliance with the relevant local and national planning policies and relevant material considerations.
- 8.3 The proposed development is in a disused brownfield site and adopts a 'context first' approach as such the local character of the area will be preserved in terms of prevailing building line and the design of nearby houses.
- 8.4 The council is therefore politely invited to grant planning permission for the proposal without undue delay.