



Re-application of APP/19/00854 for a Proposed Development of 6No. Dwellings with associated out-buildings, parking and landscaping with minor amendments of design and siting.

at

**31A North Street,
Emsworth,
Hampshire,
PO10 7DA**

Job. No. 5770

Design and Access Statement

Site and surroundings

This 'L'-shaped previously developed 'brownfield' site of 1152 sq.m (0.1152 ha) lies to the east of North Street in Emsworth, within Havant Borough Council's administrative area and close to a wide range of local services and facilities.

Regardless of whether one approaches the site from the north or south on North Street, public views towards are blocked by the properties that face west towards the Street; impressions from the west on North Street are similarly largely foiled.

The locality is characterised by a mixture commercial premises and two-storey dwellings in a variety of styles, formats and plot sizes.

Residents of this locality enjoy safe and convenient access to a wide range of services and facilities in Emsworth District Centre, Emsworth railway station is just three minutes' walk away to the north and North Street forms part of the route followed by the 'First' no.27 bus service that is available to take passengers west to Havant town centre and then on to Rowlands Castle; furthermore, Havant Road (just two minutes' walk away to the south) is part of the route followed by the regular 'Stagecoach' 700 Coastliner bus service that is available to take passengers east to Chichester and west to Havant. While it is evident that residents of this locality do not need to use a private car to enjoy good access to services (i.e. it is a highly accessible sustainable location), the provision of secure on-site facilities for bicycle storage would promote the use of that alternative to the private car as a sustainable transport mode, as is recognised at paragraph 102 of the 'National Planning Policy Framework' (NPPF) 2019 re. 'Promoting sustainable transport'.

Site history

Between 1972 and September 2016 these premises were occupied by Weaver Mabbs Engineering Ltd, which supplied high-quality components, fabrications and assemblies. As a 'General Industrial' use falling within Use Class B2, it would not be permitted today to be carried out within a residential area because of the prospective detriment to its amenities by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

The premises essentially comprise a 'L'-shaped two-storey industrial building on its eastern part and a substantial two-storey office building on its western part, to the north of the site entrance. In their existing state, the premises present a poor and impoverished appearance that detracts from the quality of local life and reduces civic pride. It is submitted that demolition of these unsightly commercial buildings and the erection of six dwellings on this under-used but highly sustainable urban land would accord with the character of its surroundings and not compromise *any* key development principles of national or local planning policy.

Planning history

This planning application is a reapplication of APP/19/00854 on which planning permission was granted on 30th March 2021 for the erection of 1No. 3 Bedroom House, 2 No. 2 Bedroom Houses, 1No. 2 Bedroom flat and 2No. 1 Bedroom Flats.

The proposals

The proposed amendments sought within this application relate to the following:

- Internal layout amendments of the eastern dwellings
- Elevational amendments to suit the internal layout rearrangement
- Slightly relocate the houses to the north of the site eastward

The approved dwellings of APP/19/00854 on the east side of the scheme were originally shown as consisting of 3 flats, 2No. one bed and 1No. two-bed. These flats as approved are awkwardly shaped with a floor-to-floor height of 2.6m creating low floor-to-ceiling heights of 2.2m. The size of the flats should be called into question as the one bed flats at 45m², do not meet the national housing standard of 50m². However, the two-bed flat is disproportionately large, exceeding its standard of 61m² by 36m².

We have concluded that these flats are of unsatisfactory size and design, and that a reapplication with revisions could provide better dwellings. In the same footprint and mass as the original flats, we have created three residential dwellings over two floors, 2No. one-bed and 1No. two-bed. These dwellings all meet the national housing standards to create better proportioned homes and have utilised the reduced floors thicknesses between levels that can be used in single dwellings, to create larger ceiling heights. These dwellings have a more rational design than the flats they replace and solve the previous schemes issues and all these changes can be made within same mass as the flats.

The approved drawings of APP/19/00854 incorrectly show a series of discrepancies in roof style and pitch. The approved roof plan shows gable ends while the approved elevations show a hipped roof, pitched at both 25° and 35°. The approved drawings also have shown the use of clay tiles which cannot be used at a pitch lower than 35°. We have rationalised this and created a roof at a 30° pitch that is below the level of the existing building.

The dwellings facing Palmer's Road to the north of the site consist of 3 houses. 1No. 3-bed and 2No. 2-bed. We are not proposing any changes to these houses. However, we do propose moving the houses eastward to respect Hampshire highways designated land. This would also have the benefit of moving away from an east facing window on the side of No.18 Palmer's Road that would have been severely affected by the original siting of these houses. This altered siting also relocates the parking space on Palmer's Road from the eastern side to the western. To the eastern side, the proposed position of the houses is 1m further away than the existing warehouse.

Design and appearance

The external design and appearance of the proposed dwellings exactly matches the previously approved scheme of APP/19/00854.

Amenity Space

The previously approved scheme had little amenity space for its flats, with their entrances being straight onto the parking court. However, we propose moving one parking space for the north-western house to be double stacked causing the parking court to become significantly smaller and open the possibility of creating gardens and amenity space for every property on the site.

Landscaping

This planning application is submitted with a landscaping plan with the expectation that the implementation of said plan, will be covered by a performance condition when approved.

Use

It is considered appropriate, given the existing residential nature of Palmer's Road.

Amount

Unlike the previously approved scheme, the design of these dwellings concords with the technical housing standards – nationally described space standards (March 2015).

Scale

These dwellings have been designed to match the heights of the surrounding dwellings to not dominate the street scene.

Affordable housing

There would be no requirement for affordable housing, either by on-site provision or a financial contribution, because fewer than ten units are proposed.

Planning policy

It is considered the proposed development would be compliant with relevant advice in Paragraph 14 of the National Planning Policy Framework (NPPF) and the twelve core planning principles which confirm a presumption in favour of sustainable development.

The three dimensions to sustainable development are economic, social and environmental. The economic role should ensure there is sufficient land of the right type and in the right places to support growth and innovation. The social role supports strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations. It should also involve creating a high-quality built environment with accessible local services to meet the community's needs. The environmental role should contribute to protecting and enhancing the natural, built and historic environment. Furthermore, natural resources should be used prudently, waste and pollution minimized, and climate change given a high priority by moving towards a low carbon economy. It is considered that the proposed development accords with this advice.

Paragraphs 47 to 55 relate to housing and the development proposed would be in accordance with the guidance; particularly Paragraphs 49 and 50. Paragraphs 56 to 68 are about good design. Paragraphs 60 and 61 are considered most pertinent to the application proposals. It is considered that the application proposals would result in a well-designed scheme that would improve the design quality of the locality.

The Joint Core Strategy (adopted June 2014) includes a number of policies that are pertinent to this application as follows: -

CP10 – Spatial Strategy for Housing

The application proposals would make a small but useful contribution to the council's housing targets for the plan period and although not allocated should be seen as a *windfall* site.

CP11 - Housing Tenure, Type and Mix

There is a clear demand and need for family homes in the area. The proposed development would provide a good size unit adding to the choice of homes in the locality. The density proposed is relatively low given the overall size of the application. However, this is not a particularly high-density area being more of a suburban location and therefore the density proposed is considered entirely appropriate.

CP13 - Affordable Housing

Fewer than ten residential units are proposed and therefore there is no requirement for affordable housing, either by on-site provision or a financial contribution.

CP24 – Sustainable Construction

The proposed dwellings would be constructed to exhibit good levels of thermal efficiency. Energy efficient boilers and lighting would be installed and measures for conserving water consumption incorporated.

CP29 - Fundamental of Design

The design and layout of the proposed development has resulted from a thorough analysis of the site constraints and surroundings. A bespoke development is proposed that aspires to a high standard of design.

CP31 - Transport

Secure cycle storage is proposed for the dwelling in a convenient and safe location. The provision of a two-car garage for the proposed dwelling is considered appropriate for this area.

Access

Since the driveway already serves a substantial B2 General Industrial holding, the view is taken that vehicular and pedestrian traffic associated with the proposed dwellings would not cause danger or inconvenience to users of the public highway or be materially harmful to the amenities of neighbouring residents.

The site would continue to be served by the existing arrangements, via North Street and Palmers Road. As the site would continue to enjoy unhindered access to those public highways, no difficulties are anticipated with emergency services reaching the dwellings or their gardens but sprinkler systems could be fitted, if require, to minimise the risk of fire. Compliance with Havant Borough Council's Parking SPD would be achieved by the provision of one parking space per each one-bedroomed dwelling and two spaces for each two-bedroomed and three-bedroomed dwelling i.e., ten spaces in all.

Flood risk

The application site appears to be within Flood Zone 1 and therefore is not considered at risk from flooding.

Planning obligations

As the proposed floorspace is less than the existing, a Community Infrastructure Levy (CIL) contribution would not be applicable for this proposal.

Nitrates

A Nutrient Budget calculator has been submitted with this application.

Ground Investigation

For the previously approved application, RSK prepared two reports for the site;

1. RSK Environment Ltd (RSK) Preliminary Risk Assessment Report (Ref: 305019 R01 (00)), dated July 2018).
2. RSK Environment Ltd (RSK) Geoenvironmental Site Assessment Report (Ref: 305019 R02 (00)), dated September 2018).

The preliminary risk assessment is referenced in condition 7 of the application APP/19/00854. The RSK Geoenvironmental Site Assessment Report is intended to address part a) of the Condition and part b) will be addressed by submitting the report to the local planning authority.

GCC prepared a Remediation Strategy (Ref: J22-014-R02, dated March 2022) to address the risks from contamination identified in the RSK Geoenvironmental Site Assessment Report. The GCC remediation strategy is intended to address part c) of the condition. The implementation of the remediation will need to be verified on completion in order to discharge part d) of the condition.

We would expect that the implementation of the remediation, once approval is granted, will be covered by a condition.

Marketing

The previously approved scheme for this site contained an end of marketing report which proved the validity of the use of this former factory site.

Assessment

This is a sustainable development as set out in the NPPF and would provide much needed housing in an accessible location. The site is unused and would provide a public benefit by appropriate development as proposed. The proposed development would result in an enhancement of the area. The car parking and cycle storage proposed is considered appropriate.

Conclusion

Central Government lays emphasis, via the NPPF, on the use of previously developed 'brownfield' land for the promotion of residential development. Havant Borough Council accepts that the national target – 60% of development on previously developed land – is unlikely to be achieved at the local level, so this rare opportunity should be welcomed.

The submitted scheme would deliver the target of 60 dwellings per hectare and the provision of a mix of one- and two-bedroomed dwellings, to DCLG internal space standards and satisfy Havant Borough Council's requirements for on-site car parking provision.

Redevelopment of this holding in the manner proposed would achieve more efficient use of this highly sustainable site, whilst enhancing the character or appearance of the locality and the amenities of neighbours; further, it would provide the mix of dwelling types that would broaden the choice of housing accommodation in the southeast sector of Havant Borough. It is contended that this proposal comprises an acceptable form of development that accords with the development plan and no other material considerations suggest otherwise.