

DESIGN AND ACCESS STATEMENT FOR ADDITIONAL DWELLINGS TO REAR OF 193 HAVANT ROAD, HAYLING ISLAND.

Introduction and Background

This Design and Access Statement accompanies and supports a planning application for the erection of two new dwellings to the rear of existing dwelling at 193 Havant Road, Hayling Island. The existing building on the site is in use as single family dwelling house. The proposal would involve the construction of the new dwellings with associated car parking and access drive, cycle and refuse storage and landscaping.

Appraising the Context

Assessment of the Site

The application site is located to the west of Havant Road and abuts the Hayling Billy line. The site comprises of a large residential plot with a two-storey dwelling located close to the Havant Road. The remainder of the adjacent residential dwellings, comprising mainly traditional two storey detached houses.

The approach to the site via Havant Road. The site is oriented and visually related to the residential development adjacent to Havant Road. The existing building is a two storey unit and is currently in use as a dwelling house. Therefore, there are vehicle movements to and from the building daily, with cars parking in front of the existing house and garage.

The remainder of Havant Road is comprised of residential development. Those within the vicinity of the application site are predominantly detached, with a mixture of materials in use.

The site itself does not accommodate any significant trees or landscape features, however it is adjacent to a wooded area which would be unaffected by the proposal. There is also a clump of mature hedging located to the western side of the plot adjacent to the Hayling Billy line, again unaffected by the proposal.

Assessment of Policies

National Planning Policy

The main thrust of current National Planning Policy is to optimise the sustainable redevelopment of previously developed land, primarily within built up areas, in a manner that is sympathetic with and complementary to adjacent development. In summary, this advice requires Local Planning Authorities to permit development that: - is of a high-quality design; not viewed in isolation with layout and design being informed by the wider context not just by immediate neighbouring buildings (ref: Planning Policy Statement 1: Delivering Sustainable Development (January 2005) and Planning Policy Statement 3 - Housing (November 2006)).

The Government sets out the fundamental objective that all housing should be of a high quality design. At paragraph 12 of PPS3 it is stated *“Good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities.”* PPS3 states at paragraph 13 that the need for good design reflects advice within PPS1 *“...good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.”* Furthermore PPS3 advocates at paragraph 48 that *“Good design is fundamental to using land efficiently.”*

The sustainability of development to a large degree is dependent upon location and access to community facilities and services. Advice within Planning Policy Guidance Note 13 - Transport (March 2001) advocates that where located in towns with good public transport accessibility it (the development) should seek to achieve greater housing densities.

The Fareham Borough Local Plan Review, March 2000

The “saved” policies of Fareham Borough Local Plan Review provide the framework for guiding development in the Borough. The policies of the Local Plan most relevant to this planning application are listed below: -

DG1 Environmental Impact
DG3 Impact on the Surrounding Area
DG4 Site Characteristics
DG5 Design
DG6 Landscape Design
DG9 Infrastructure Requirements
H2 Residential Development in the Urban Area
R5 Open Space in New Residential Development
T5 Transport and Development

As part of the Local Development Framework, there is also the following relevant adopted **Supplementary Planning Document:**

Residential Car and Cycle Parking Standards Supplementary Planning Document, November 2009

This document sets out and stipulates the required number of both car parking and cycle parking spaces according to proposed number of bedrooms per dwelling and whether allocated or shared/unallocated spaces. Only in areas of high accessibility will lower standards will be considered.

Involving the Community

The proposed development has not been discussed with any local residents in Southampton Road.

It is acknowledged that the planning application will be subject to formal neighbour notification and residents views sought on the submitted scheme.

Evaluation

The site falls within the urban area, close to the Havant town centre and as such falls within the definition of “previously developed land” and is considered to be appropriate in principle for redevelopment, providing the design solution is innovative and appropriate having taken into account identified constraints.

The site falls within an Employment Allocation (Policy E4) but that policy is encouraging of replacement mixed use development, with the supporting text identifying housing as an alternative form of development.

3.0 Identifying the Design Principles

Amount, Layout, Scale, Landscaping & Appearance

To create a residential development that maximises the use of the site and does not impact on the living conditions and amenity for occupiers of adjacent dwellings.

Visually it is considered that the site can readily accommodate a two storey development, without causing harm to the visual appearance or amenity of the area.

The siting of the proposed dwellings is such that views from windows would not overlook adjacent dwellings.

The scheme would be utilising the adequate secure cycle and refuse storage facilities whilst maintain the facilities already in use by the existing dwelling.

The proposed dwellings would be constructed with elevations comprising traditional materials of a brick construction with contrast brick plinth. The hipped roof reduces the bulk of the building and would be in keeping with the design of existing dwellings in Havant Road.

The building design is traditional, simple and unfussy. Windows would feature brick soldier course cills which would add visual interest to the external elevations.

6.0 Creating the Access Solution

The proposed development has been designed to ensure the provision of an inclusive development with the ground floor doors being accessible to all. All external doorways and entrances would have either level access or ramps and be of sufficient width to provide access for the disabled.

Entrances would be surfaced in a slip resistant surface and will be of a contrasting colour.

The building will be constructed to be compliant with Part M of the Building Regulations.

Three car parking spaces would be provided.

Conclusion

In conclusion, it is considered that the proposed scheme for a two storey dwelling house represents a high quality design solution for the replacement dwelling.

The proposal reflects the desire of both national and local planning policy to regenerate urban areas with sustainable development which would be accessible to all.

It is respectfully requested, therefore, that both Officers and Members of the Borough Council look favourably on this proposal and grant planning permission.