

**Design and Access Statement for the
redevelopment of 48 Havant Road,
Emsworth, Hants, PO10 7JG**

**The conversion of a detached single
storey dwelling with a pitched roof to a
two storey dwelling with a detached
double garage.**

September 2013

This design and access statement accompanies the planning application for the conversion of a single storey pitched roof dwelling into a two storey dwelling with detached double garage at 48 Havant Road.

Planning History

The property was constructed in the 1950's and a single storey flat roof extension was constructed in the 1970's. In the late 1970's (1977) planning permission was granted for a side extension porch and a loft conversion. The side extension porch was constructed but the loft conversion was not carried out.

There is no other planning history with this property.

Other Relevant Planning History

The following planning history relates to the adjoining property, No. 50 Havant Road, Emsworth.

03/62414/002: Raising the roof incorporating rear dormer windows; two storey front extension with gable roof

00/62414/001: Two storey rear extension

97/62414/000: Provision of pitched roof to existing garage

Pre-Application Advice

No pre-application advice has been sought for the proposed development.

Site Description

The site is a large level plot with a detached 1950's 3 bedroom bungalow with a pitched roof, detached single garage, shed and greenhouse on the site. The property fronts onto Havant Road and currently shares an access with 46 Havant Road which falls between the 2 dwellings.

To the west of the dwelling is a 3 storey dwelling (50 Havant Road) which fills the width of the plot, with the front garden turned over to hard landscaping and parking. To the east of the plot is a 2 storey semi detached dwelling (46 Havant Road) which currently shares an access with 48 Havant Road and has off street parking to the front in the form of hardstanding.

To the south of the site are the rear gardens of properties located within Kingsey Road.

To the north of the site is Havant Road and beyond this, there are residential properties facing onto the Havant Road (A259).

The property is screened from Havant Road by a mature hedge of approximately 2m in height which will be retained to provide screening for the proposed development. There is also a Lime tree covered by a Tree Preservation Order to the front of the site which provides additional screening.

The eastern boundary of the site is a mix of mature hedging which is to be retained apart from a small section as you turn into the shared drive in order to provide access for the detached double garage. The eastern boundary to the rear of the property is 1m close boarded fencing which will be retained. The southern boundary of the site is a mix of a concrete wall and mature hedging and shrubbery. This will remain unaltered.

The western boundary to the site comprises a 1.8m close boarded fence along almost the entire boundary with some additional planting providing additional screening. The boundary screening will be retained as the boundary will remain unaltered.

Character of the area

Havant Road (A259) is the main road running through Emsworth. The properties situated on Havant Road are a mix of dwellings ranging from a detached bungalow (of which the application site is the only one) to flatted development in excess of 3 storeys. There is no particular style of development along Havant Road, with large detached Victorian properties adjacent to more recent flatted development, 1930's semi-detached dwellings, care homes and 1980's housing estates.

Planning Policies

On 27 March 2012, the Government adopted its National Planning Policy Framework (NPPF). This document has superseded the majority of previous national planning policy guidance/statements (with the exception of PPS10: Planning for Sustainable Waste Management) and condensed their contents into a single planning document. Section 38(6) of the Planning and Compulsory Purchase Act 2004, still requires all applications for planning permission to be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

The NPPF is, however, a material consideration in the determination of this application. The purpose of the document is to achieve sustainable development in positive growth making economic, environmental and social progress.

Development which is sustainable should go ahead without delay. The basis for every plan and decision should be a presumption in favour of sustainable development. The NPPF states that planning should be a creative exercise in finding ways to enhance and improve the places in which we live our lives.

The NPPF identifies three dimensions to sustainable development: economic, social and environmental requiring the planning system to perform a number of roles:

- An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available

in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Delivering a wide choice of high quality homes

Paragraph 49 states 'Housing applications should be considered in the context of the presumption in favour of sustainable development'.

Requiring good design

Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 58: Planning policies and decisions should aim to ensure developments respond to local character and history and reflect the identity of local surroundings and materials; optimise the potential of the site to accommodate development; are visually attractive as a result of good architecture and appropriate landscaping.

Conserving and enhancing the natural environment

When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity. Opportunities to incorporate biodiversity in and around developments should be encouraged. Great weight should be given to conserving landscape and scenic beauty in National Parks.

The site is not within the South Downs National Park.

Planning for Growth Statement (March 2011)

The main aim of the Statement is to ensure that the sustainable development needed to support economic growth is able to proceed as easily as possible. This should mean that the answer to development and growth should wherever possible be 'yes', except where this would compromise the key sustainable development principles set out in national planning policy.

When deciding whether to grant planning permission, local planning authorities should support enterprise and facilitate housing, economic and other forms of sustainable development. Where relevant - and consistent with their statutory obligations - they should therefore:

- (i) consider fully the importance of national planning policies aimed at fostering economic growth and employment, given the need to ensure a return to robust growth after the recent recession
- (ii) take into account the need to maintain a flexible and responsive supply of land for key sectors, including housing
- (iii) consider the range of likely economic, environmental and social benefits of proposals; including long term or indirect benefits such as increased consumer choice, more viable communities and more robust local economies (which may, where relevant, include matters such as job creation and business productivity)
- (iv) be sensitive to the fact that local economies are subject to change and so take a positive approach to development where new economic data suggest that prior assessments of needs are no longer up-to-date
- (v) ensure that they do not impose unnecessary burdens on development.

This statement is a material consideration in local planning decisions with immediate effect.

In considering the proposed development, the site falls within the identified settlement boundary of Emsworth where there is a presumption in favour of development. The development will not compromise on design or sustainability. Furthermore being located within the identified settlement boundary of Emsworth adequate services are in place to support a larger home.

The following policies in the Havant Borough Core Strategy March 2011 are considered relevant to this proposal:

Policy CS16: High Quality Design

Policy DM13: Car and Cycle Parking on Residential Development

In essence, the property is located within a sustainable, urban area within the settlement policy boundary where the principle of residential redevelopment is considered acceptable, subject to other development control criteria.

Proposal

The proposed development is designed to maximise the use of the site by creating a two storey, 4 bedroom detached contemporary family home on a substantial and mature plot. The proposal also includes the addition of a detached double garage to the front of the dwelling making better use of the front garden.

The hardstanding serving the garage can be constructed under permitted development (Class F of the Town and Country Planning (General Permitted Development)(Amendment)(No.2)(England) Order 2008. As the area of hardstanding falls within the Root Protection Zone of the 2 TPO'd trees along the front boundary of No. 46 and 48 Havant Road, the hardstanding within this area will be constructed using a 3 - dimensional cellular confinement system laid upon a geo-textile membrane filled with inert granular material.

Design

The existing property is a detached 1950's designed bungalow with a flat roof extension to the rear. There are a range of outbuildings on the site including a detached brick built garage, shed and greenhouse, all of which are to be retained.

The current property is in need of a certain amount of repair as the flat roof over the rear of the property leaks in bad weather and the exterior needs refurbishment to prevent further deterioration. The opportunity has therefore been taken to redevelop the site to visually improve the appearance of the property and better meet the needs of the growing family. Opportunities will also be taken to improve the thermal qualities of the property to improve the energy efficiency of the dwelling.

The proposed development has been designed to use as much of the existing property as possible to be as sustainable as possible and minimise disruption.

The proposed development is designed to be a 2 storey dwelling of 'contemporary' appearance. As there is no particular style of dwelling along Havant Road, with dwellings reflecting all era's, it is felt that a dwelling designed to be of its time is appropriate. There are other examples of contemporary styled dwellings set amongst properties of different era's set out in the appendix to demonstrate that there is an amalgamation of varying development within the vicinity of the area.

The materials proposed in the redevelopment of the property include the use of render, brick, glazing and timber, all materials found within the immediate vicinity of the property and designed to help break up the bulk and mass of the proposed development. As can be seen from the contextual elevations, there is half render on the immediate neighbour (46 Havant Road) and the eaves and ridge height remains consistent if not lower than the immediate neighbours.

The footprint of the property will remain unaltered on the western and southern boundaries, with minor alterations to the entrance on the northern elevation to return the entrance to the property to the northern elevation rather than the current, southern elevation. Minor alterations are also proposed to the eastern elevation which will bring the property closer to the property to the east by under 1m.

The two storey element of the proposed development will sit over the footprint of the original bungalow (not the single storey addition to the rear). By keeping the two storey element contained within the existing footprint (aside from the minor alterations to the northern and eastern elevations), the impact on the neighbouring properties will be minimised.

The western elevation will be two storey over the original bungalow with no windows in the first floor to prevent there being any overlooking, or perceived overlooking issues with the property at No. 50 Havant Road. Great care has been taken to ensure the proposed development does not significantly impact on No. 50 Havant Road which itself has been greatly extended and is three storey across the width of the plot.

The neighbouring property to the west, No. 50 Havant Road has side windows facing onto the proposed development, however, these windows are already compromised in terms of outlook from the existing dwelling and the windows on the side elevation facing onto the proposed development are all secondary windows serving non habitable rooms on the

ground floor (the kitchen) and some are obscure glazed. It also remains the case that the northern most windows on the eastern elevation of No. 50 will remain largely unaffected by the proposed development as no. 48 Havant Road is set further to the rear than No. 50 on the plot and therefore the two storey element will not align directly with the adjacent property. The use of render on the western elevation will also help to reflect light to help minimise any impact on the adjacent dwelling.

The properties to the south of the dwelling will remain largely unaffected by the proposed development due to the separation distances involved and the presence of mature boundary screening.

The property to the east of the proposed development has obscure glazed windows facing onto the proposed development at first floor level and there remains sufficient distance between the two dwellings to ensure any additional bulk and mass does not affect the neighbour to the east.

The properties to the north will remain unaffected by the proposed development due to the separation distances involved.

The proposed double garage to the front of the dwelling will be no further forward than the garaging at No. 36 and No. 60 Havant Road which have set the precedent for utilising the front garden area for garaging along Havant Road (see Appendix). The proposed garaging will also be screened behind the front boundary hedge (approximately 2m) and by the Lime and Plane trees protected by Tree Preservation Orders and therefore only limited obscured views will be available of the proposed garage.

The proposed double garage will be located within the Root Protection Zone of the two TPO'd trees which sit on the front boundary of No. 46 and 48 Havant Road. The garage will however, only occupy less than 20% of the previously unsurfaced ground. The access leading up to the garage will be constructed using a 3-dimensional cellular confinement system laid upon a geo-textile membrane filled with inert granular material in order to ensure no damage occurs to the roots of the trees. Construction will be supervised by the retained Arboriculturalist.

Landscaping

The site is flat and largely laid to lawn with mature hedging to the northern and part of the eastern and western boundaries. The remainder of the boundaries are a mix of close boarded fencing and hedging. There are 2 TPO'd trees on the boundaries of the site which will remain largely unaffected by the proposed development and will help provide screening.

Sustainability

Havant Road is well connected with a bus stop just outside the property leading east and west towards Chichester and Portsmouth and locations in between and beyond. The town centre and train station are within walking distance of the site. There is also a cycle path on the A259 along Havant Road.

Appendix

Examples of Contemporary dwellings within the vicinity of the area



Examples of Garaging to the front of properties along Havant Road



36 Havant Road and 60 Havant Road

