

Planning, Design & Access Statement

50 Sandy Point Road, Hayling Island, Havant, PO11 9RR.

Proposed erection of replacement three-bedroomed chalet-bungalow, following demolition of existing two-bedroomed bungalow (Resubmission of application APP/20/00820).



Prepared by
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on behalf of Ms N. Stachon.

Introduction

This statement supports the full planning application for the proposed erection of a replacement three-bedroomed chalet-bungalow, following demolition of the existing two-bedroomed bungalow at 50 Sandy Point Road, as a resubmission of withdrawn application APP/20/00820.

This statement explains the nature and extent of the proposal and how it responds to the local environment, in its built and socio-economic contexts. It has regard to key national and local planning policies relating to replacement dwellings and design and should be read in conjunction with the other supporting documents.



The approach to the application from the southwest, on Sandy Point Road.

Context

This rectangular site of **0.035 hectare** lies on the south side of Sandy Point Road on Hayling Island, within Havant Borough Council's administrative area.

Regardless of whether one approaches the site from the northeast or southwest along Sandy Point Road, public views of the existing dwelling are blocked by properties that face north towards the road. The site is contained on its east and west boundaries by vertical-board fences **1.8 metres** in height; the rear part of the west boundary comprises a low (0.9 metre) dilapidated timber fence; a low wall forms the north boundary.



The approach to the application site from the northeast, on Sandy Point Road.

Vehicular and pedestrian access to the site is afforded via a gated driveway near its northwest corner. Clear views to the northeast and southwest along Sandy Point Road ensure that vehicles entering and leaving the site enjoy good visibility and are themselves seen clearly by approaching drivers, riders and pedestrians. A surfaced forecourt area and a dropped kerb afford access and parking for several vehicles at the front of the property. Refuse and recycle bins are stored near the side elevation and collected from Sandy Point Road on the relevant day.

In his 'Written Ministerial Statement: Planning for Growth' of March 2011, Decentralisation Minister Greg Clark confirmed that the *'Government's clear expectation is 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'*. Paragraph 11 of the 'National Planning Policy Framework' 2019 ('NPPF') reiterated that principle, by generating a presumption in favour of sustainable development and the approval without delay of proposals that accord with the development plan.

Paragraph 130 of the NPPF regarding 'Achieving well-designed places', provides for the grant of planning permission for development of good design that improves the character and quality of an area.

Section 38 of the 'Planning and Compulsory Purchase Act 2004' requires an application to be determined in accordance with the relevant policies of the development plan unless material considerations indicate otherwise; an element of flexibility is provided which enables decisions to be made which may disagree with the development plan. The development plan for Hayling Island comprises the 'Havant Borough Core Strategy' (2011), the 'Havant Borough Local Plan (Allocations)' (2014) document and Supplementary Planning Documents. The Policies Map of the development plan shows this site within the 'Urban Area Boundary' with no special designations. The site is identified as being within 'Flood zone 2', but an 'Area benefiting from flood defences'.

Core Strategy Policy CS16 regarding 'High Quality Design', provides for the grant of planning permission for '*...development that is designed to a high standard, which helps to create places where people want to live, work and relax.*', '1. Responds to, draws inspiration from and respects local context and: a) Identifies and responds positively to existing features of...local character...close to the proposed development site;...c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, materials...;...e) ...does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.'. Core Strategy Policy CS15 ('Flood and Erosion Risk') records that 'Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where... 3. A site-specific flood risk assessment demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.'. Local Plan Policy AL1 ('Presumption in Favour of Sustainable Development') asserts that 'When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework...It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area...Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise'.

Table 4A ('C3 Dwelling Houses – Vehicle Parking') of the 'Havant Borough Council Parking Supplementary Planning Document' (2019) calls for **2** parking spaces to serve a three-bedroomed dwelling. Table 1 ('Minimum gross internal floor areas and storage (m²)') of the DCLG's 'Technical housing standards – nationally described space standard' (2015) requires a two-storey, three-bedroomed dwelling to have a minimum gross internal floor area ('GIA') of **84m²**.

Paragraph 5.36 of the 'Havant Borough Council Borough Design Guide Supplementary Planning Document' (2011) recorded the Borough Council's recognition that '*Front extensions should...respect the common building line.*'. Paragraphs 5.43 and 5.44 of the Design SPD regarding 'Rear Extensions' recorded that: '*The design of a rear extension should avoid the loss of light to neighbours. Obstruction of light and outlook from an existing window can be mitigated against if the extension does not result in the centre of the existing windows being within a combined plan and section 45 degree overshadowing zone.*'; and '*To assess this, on the window wall elevation an angle is drawn diagonally down at 45 degrees from the near top corner of the proposed extension. An angle of 45 degrees is then drawn back from the end of the extension toward the window wall. If the centre of the main window of the adjoining property lies on the extension of both these lines, then the extension will probably cause a noticeable reduction in sky light received by the window.*'.

The frontage of this part of Sandy Point Road is characterised by family dwellings in a wide variety of dwelling styles and formats in similar positions (see aerial photograph on cover page), the obvious departure being that of the application site: notably, it includes chalet-bungalows – ie no.48, 44/44A, 42A/42B and 40 Sandy Point Road (to the west of the application site) and 56/56a Sandy Point Road (next-door but three to the east). Furthermore, planning permission APP/20/00939 was granted by Havant Borough Council in January 2021 to increase the height of the roof at no.52 Sandy Point Road (next-door to the east), to provide a higher mansard roof (with dormers in the north, east and south planes) and first-floor accommodation; the principles of the scheme which were evidently seen to accord with these surroundings and met the Borough Council requirements.

A clear-glazed rooflight (serving a mezzanine area) lies in the side (east) roof plane of no.48 Sandy Point Road (next-door to the west); quad bi-fold doors are present in the rear (south) elevation and two clear-glazed windows in the side (east) elevation. The rear (south) elevation of no.52 Sandy Point Road contains a clear-glazed window (serving a kitchen) and patio door (to a dining area); clear-glazed windows in the side (west) elevation serve a bedroom and living room, with an obscure-glazed bathroom window near the centre. Notably, limited daylight and outlook is afforded to the neighbouring east windows of no.48 Sandy Point Road (west) and the west windows of no.52 Sandy Point Road (east), due to the respective boundary fences.



The application site viewed from the north, on Sandy Point Road.



The rear (south) elevation of the existing bungalow, and that of neighbours.

The application site comprises a modest detached two-bedroomed bungalow (with a GIA of **47m²**) that is set **9 metres** back from the frontage of neighbouring properties (**16.7 metres** from Sandy Point Road); it is finished in cream painted brick beneath a gabled slate roof. In its present state, the building detracts from the environmental quality of the locality and reduces civic pride.

Planning application APP/20/00820 was withdrawn in March, for the erection of a large replacement 'L'-shaped house on the site, due to concerns expressed by the Planning Officer, Lesley Wells.

It is submitted that the erection of a replacement chalet-bungalow on this urban land would however accord with the character of its surroundings and not compromise any key sustainable development principles set out in national and local planning policy.

Consultation

In accordance with the advice proffered at paragraph 39 ('Pre-application engagement and front loading') of the NPPF, the views of Lesley Wells (Planning Officer) of Havant Borough Council were invited on alternative preliminary schemes. By email of 29th June 2021, Ms Wells recorded that: '*...the design which would be more in keeping with the character of the area.*';

and with regard to the impact on the neighbouring properties '*...this would not be significantly harmful, as the proposal would be sited one and a half metres off the boundaries, with fencing either side up to 1.8m in height, which in themselves would cause overshadowing of the windows along the side boundaries of these two properties, at certain times of the day.*' and '*The steep pitch of the roof should also limit the impact on neighbouring properties.*'

Amount, Layout, Scale & Appearance

In light of the character of the area, the supportive views expressed by Lesley Wells and the favourable presumption set down in the development plan, it is proposed that the existing bungalow (GIA, **47m²**) be demolished and a three-bedroomed chalet-bungalow be erected in its stead. Compliant with the DCLG's minimum space standard, the proposed dwelling would have a GIA of **135m²** (ie >84m²).

The proposed replacement dwelling is so sited as to reiterate the general front building-line and ridge heights of residences to the east and west of the site. Respect for the amenities of existing and future residents has been accorded priority in the formulation of this proposal, from concept stage; the proposed replacement dwelling would be sited **1.5 metres** (ie > 1 metre) away from the east and west boundaries, common with nos.48 and 52 Sandy Point Road; and the rooflights and dormer windows to the east and west planes would be obscure-glazed and fixed shut. It is also intended that a replacement vertical timber fence **1.8 metres** in height be erected along the rear west boundary of the site.

As demonstrated by the: 'Proposed Block Plan' (19A) drawing, the replacement dwelling would stand outside the 45° plan overshadowing zones from the rear (south) windows/doors of neighbours to the east (ie no.52 Sandy Point Road) and west (ie no.48); proposed section on drawing 9A, the replacement dwelling would also stand outside the 45° section overshadowing zones from the neighbouring side (east/west) windows/doors of nos.48 and 52 Sandy Point Road.

In this configuration and finished in white render (ground-floor) and light-oak cladding (first-floor) with a gabled slate roof, the proposed replacement dwelling would accord with the character of its surroundings and would not result in a detrimental impact on the amenities of neighbours.

Access

To improve access to the site, it is proposed that the width of the entrance be increased. In accordance with Havant Borough Council's Parking SPD, provision is afforded for **two** parking spaces, arranged on a laid forecourt at the front of the property.

As the site enjoys unhindered access to Sandy Point Road, no difficulties are anticipated with emergency services reaching the replacement dwelling or rear garden.

The view is taken that pedestrian and vehicular traffic associated with this proposal would not be materially harmful to neighbouring residential properties or cause danger or inconvenience to users of the public highway.

Flood Risk

In their 'Flood Risk Assessment' of September 2020, ARK Environmental Consultancy Ltd opined that '*Based on the likely flooding risk and small scale of the proposed development, it is considered that the proposed development can be constructed and continue to be operated safely in flood risk terms, without increasing flood risk elsewhere; it is therefore considered appropriate development in accordance with the NPPF / PPG.*'

Ecology

In the enclosed Ecology Report, Crossman associates opines that: *'No evidence of roosting bat activity was recorded.'*; *'The building has negligible suitability for roosting bats.'*; and *'No further surveys are recommended.'*

Site Waste Management

Top-soil 'scraped-off' following the setting-out of the site is to be retained on the site, for re-use in soft landscaping. Where possible brick, block and concrete will be crushed and retained on-site for reuse as hardcore and timber will be salvaged. Inert waste material would be disposed of to a licensed Hampshire County Council site and any other waste will be segregated into skips and removed by licensed collectors.

Working Practice

To protect the amenities of neighbours, the operation of construction machinery on the site will be restricted to 8.00am-6.00pm Monday-Friday, 8.30am-1.00pm on Saturdays, with no working on Sundays or Bank Holidays. All materials and plant would be kept within the curtilage of the application site.

Crime & Anti-social behaviour

No special measures are considered necessary for the prevention of crime or anti-social behaviour.

Community Infrastructure Levy

The applicant recognises that Havant Borough Council would apply a Community Infrastructure Levy (CIL) for the net increase in internal floor area of **88m²** (ie 135m² - 47m²) brought about by this development.

Conclusion

It is submitted that the requirements of the development plan are *satisfied* by this proposal since it: would not detract from the existing street-scene; would be in keeping with the character of its surroundings; is of a high standard of design; incorporates materials and design elements sympathetic to local character; provides safe access for pedestrians and vehicular traffic; provides satisfactory car parking; respects privacy, outlook and sunlight; and takes in account the prospect of criminal activity and anti-social behaviour.

Redevelopment of this site in the manner proposed would achieve more efficient use of this urban land without harm to the character or appearance of the locality or the amenities of neighbours. 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.

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