



PLANNING AND **DESIGN AND ACCESS STATEMENT**

SITE: 12 and 14 London Road, Purbrook, PO7 5LJ



Single storey rear extension to 14 London Road and creation of first floor above 12 and 14 London Road to provide two number one bed flats with associated parking and access to the rear.

PREPARED BY:

Stephen Andrews B.A. (Hons) DipTP MRTPI
SDA Planning Ltd
Stephen.Andrews@SDAPlanning.co.uk
www.SDAPlanning.co.uk

1.0 INTRODUCTION

- 1.1 This Planning and Design and Access Statement is prepared on behalf of Mr Spurway in support of an application for full planning permission for the erection of a single storey rear extension to 14 London Road and creation of first floor above 12 and 14 London Road to provide two number one bed flats with associated parking and access to the rear.
- 1.2 The Statement incorporates all the required elements of a Design and Access Statement in accordance with the National Planning Policy Guidance, 2014. The Guidance allows the Local Planning Authority (LPA) to require submission of further details if it is considered necessary.
- 1.3 This document has been prepared to assist the Council's officers and members in determining the appropriateness of the development. The applicant is confident that this is the case, and that planning permission should be granted subject to conditions where appropriate and necessary.

2.0 ASSESSMENT

2.1 Site Description

The application site is located within the urban area of Purbrook, within an existing local centre (policy AL3) (see figure 1). The application site is currently made up of two single storey retail premises (12 London Road a Barber Shop and 14 London Road a coffee shop). The properties are accessed by the public at the front but have site access to the rear.

- 2.2 The immediate parade of shops is similar in appearance with ground floor retail and commercial units; however, many have residential accommodation above, which is accessed from the rear. The proposal seeks to replicate the existing built form to continue the terraced appearance of ground floor commercial and retail accommodation with residential above.

Figure 1 – Site Area



2.3 Beyond the rear boundary is a variety of development, predominantly residential in nature, comprising of houses and flats.

3.0 RELEVANT PLANNING HISTORY

3.1 None relevant to this proposal

4.0 PLANNING POLICY

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, in determination of planning applications decisions are made in accordance with the development plan unless material considerations indicate otherwise

4.2 National Planning Policy Framework 2019

The National Planning Policy Framework (NPPF) was introduced on 27 March 2012 and was updated in February 2019. It continues to establish a presumption in favour of sustainable.

- 4.3 The NPPF makes clear that regard must be had to the document as a whole in determining what the Government's view of sustainable development means in practice. It promotes the effective use of land through the re-use of previously developed land.
- 4.4 There are three overarching dimensions to sustainable development: economic, social and environmental which are interdependent and need to be pursued in mutually supportive ways.
- 4.5 *“a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy” (Para.8 NPPF, 2019).*
- 4.6 Paragraph 9 goes on to say:
- “These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”*

4.7 Paragraph 38 makes clear that *“Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.”*

4.8 Para. 59 states: *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”* Para. 61 goes on to state *“Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).”*

4.9 The site is sustainably located which allows access to public transport and access to local facilities by foot or cycle, thus reducing the reliance for car ownership. This is a key aim of the National Planning Policy Framework which states that there *“is a presumption in favour of sustainable development”* (NPPF, 2019, paragraph 11). The proposal would therefore accord with the objectives of the NPPF, 2019 in that it provides essential small-scale accommodation in an accessible location in an innovative way without compromising residential amenity of the character and appearance of the area and would encourage the vitality of this designated local centre.

4.10 **Havant Borough Core Strategy 2011**

The following policies of this document are considered relevant to the development proposed:

CS9 Housing: criteria 1 and 4 and supporting paragraphs 6.23 and 6.24;

CS16 High Quality Design: criteria 1 (a), (b), (c) and (e); criteria 2 (a) and criteria 6. Regard has also been given to the supporting text with particular reference to paragraphs, 7.39, 7.42, 7.47, 7.48, 7.49 and 7.50;

CS17 Concentration and Distribution of Development within the Urban Areas: criteria 1 and 2;

DM8 Conversion, Protection and Enhancement of Existing Natural Features: criteria 1, 2 and 3;

DM13 Car and Cycle Parking on Residential Development.

4.11 Havant Borough Residential Parking and Cycle Provision SPD, 2010

The development would seek to provide two, one-bedroom flats above the existing retail/commercial uses at ground floor (both of which would be retained). Having regard to the parking standards within the SPD the development proposes one on-site parking space per dwelling. Two car spaces and two secure cycle spaces per unit are proposed to allow for on-site parking for the ground floor units which will be run by the users of the flats above. It is considered that this would be in line with adopted parking and cycle standards.

4.12 Havant Borough Local Plan (Allocations), 2014

AL1 Presumption in Favour of Sustainable Development and supporting text.

AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements, particularly paragraph 2.06. This policy seeks to encourage development within the defined settlement boundary.

AL3 Town District and Local Centres, which seeks to ensure that the retail and commercial vitality of these areas is protected against inappropriate development.

DM24 Recreational Disturbance to Special Protected Areas (SPA's) from Residential Development, criteria (a). It is understood that the site is within the SPA the applicant is therefore prepared to pay the SDMP mitigation payment.

4.13 The development would be delivered with full regard to the above development plan policy framework. The proposal would provide two small homes within a sustainable part of the Borough and included within the settlement boundary.

4.14 The development as proposed has had specific regard to the policy requirements, both locally and nationally. The development has proper regard to the character and appearance of the area, the residential amenities of adjoining properties and those of future occupants.

- 4.15 The development would make efficient use of a sustainable site within the urban edge, close to public transport links and within a designated Local Centre, providing smaller affordable market housing that would support local business, commensurate with that already found in the area. It is therefore contended that there is no policy objection to the development as proposed.

5.0 PROPOSAL

- 5.1 Planning permission is sought for the erection of a single storey rear extension to 14 London Road and creation of first floor above 12 and 14 London Road to provide two number one bed flats with associated parking and access to the rear. The proposal would also include secure cycle storage and bin storage area.
- 5.2 The new dwellings and commercial property would benefit from two on-site parking spaces per unit, with access to the rear onto Ladybridge Road. Vehicles would be able to turn within the cul-de-sac at the rear so as to enter and leave the site onto the main road in a forward gear. Secure cycle storage for up to two cycles per unit is also proposed.
- 5.3 The amenity space provided for the new dwellings would be by way of private rear balcony at first floor level, overlooking the rear of the site, consistent with the immediate neighbours. This is easily supplemented however, by Purbrook Heath Recreational Ground and the Heath and Portsdown Hill on the other side of London Road. The balconies are therefore considered to be more than sufficient for the passive recreational requirements for the one-bedroom dwellings and would accord with the requirements specified in the residential design guide.

5.4 Development Objectives

- Provide two one-bedroom dwellings that are compatible with and sympathetic of the existing built form and character of the area.
- To provide much needed smaller market accommodation in a sustainable location to meet social and economic objectives.

- To provide a more efficient use of the site without causing unacceptable harm to the residential amenities of neighbouring dwellings, future occupants or the character and appearance of the area.

6.0 EVALUATION

6.1 Character and Appearance:

The site is located within the built area of Purbrook, within an established, retail, commercial and residential area, designated as a Local Centre. The area is therefore characterised by a variety of building styles and uses, although buildings are predominantly two stories.

6.2 The proposed flatted development has been carefully designed to respect the local vernacular whilst offering a high-quality design that replicates the existing built form of the current commercial terrace with accommodation above in part.

6.3 The proposal would see the erection of a pair of small affordable market dwellings, within an existing commercial urban setting. The dwellings have been designed to provide a clear continuation of the existing terrace, both in terms of design and scale. This approach ensures the development sits comfortably within the streetscene and respects the existing character and appearance of the area.

6.4 In respect of the above information it is considered that every regard has been given to the existing character and appearance of the area. The development would result in a development that would make a positive contribution to the area, whilst retaining the important commercial qualities of the site and built form found within the locality.

6.5 Residential Amenity:

The dwellings would be positioned at first floor adjacent to the existing flatted development of 10 London Road. The continuation of this residential terrace, with the same height and scale as existing ensures that the proposal does not result in harm to neighbour amenity.

6.6 The built relationship, separation distances, positioning of windows and use of space all combine to suitably protect existing neighbour amenity and the

amenities of future occupants. It is therefore considered that the development would not result in unacceptable harm by reason of overshadowing, loss of light, overbearing effect, loss of privacy or overlooking.

6.7 **Highway Safety:**

The development would utilise the existing vehicular access onto Ladybridge Road and would not generate any more vehicular movements to the site than is possible at the present time. The only real difference will be instead of ad-hoc parking on-site it will be for the two proposed dwellings and the retail/commercial uses only.

6.8 Vehicles will still be able to enter the site and turn within the access space at the rear so that cars can access the main Ladybridge Road in a forward gear.

6.9 The development makes adequate provision for on-site parking for the existing and proposed development. It is therefore considered that the development accords with the Council's parking standards and would not result in issues prejudicial to highway safety.

6.10 **Layout:**

The layout of the proposal seeks to replicate that of the existing terrace, with commercial/retail retained at ground floor, residential accommodation provided at first floor, and parking and access at the rear.

6.11 The development provides appropriate amenity provision for the dwellings, which is supported by the recreational spaces of Purbrook Heath Recreation Ground as well as the open spaces of the Heath and Portsdown Hill. In addition, on-site parking and secure cycle storage in accordance with the Council's standards, for both of the new dwellings and the commercial uses is provided.

6.12 **Scale:**

The height, massing and proportions of the proposed first floor additions are in keeping with the scale, design and context of the existing terrace. The scale and design of the development therefore provides a clear contextual link to its immediate surroundings, whilst allowing the efficiency, enhancement and vitality of the site and immediate area to be realised.

6.13 Access:

The development will be accessed via Ladybridge Road, at the rear. This is consistent with neighbouring development and ensures that the main London Road frontage is not obstructed or hindered in any way from the existing commercial/retail use for which the area is designated..

7.0 SUSTAINABILITY

- 7.1 National and local planning policies encourage new development to be sustainable. This includes matters of location, sustainable methods of construction and ecology. As a matter of principle, the proposed development would be sustainable, because it would utilise an existing site within an established residential and commercial area, providing a more appropriate and sustainable form of dwelling. However, this is aided further by the site's proximity to the bus links and the shopping centres of Purbrook and Waterloooville.

8.0 CONCLUSION

- 8.1 Having regard to relevant development plan policy it is contended that the proposed development would represent an efficient use of the site, in a sustainable location and in a sustainable form, whilst paying due regard to existing development densities, prevailing character, residential amenity and highway safety. The Council is therefore respectfully requested to approve this planning application.