

PLANNING DESIGN & ACCESS STATEMENT

in respect of

Erection of 4 dwellings with associated car parking
and bin/cycle storage

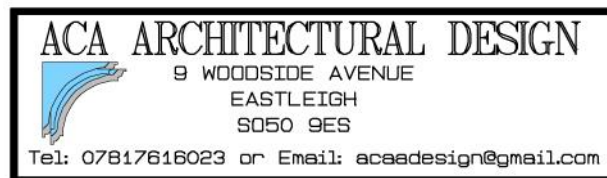
for



D & K Limited

at

Land between 26-32 Padnell Road, Waterlooville
PO8 8DZ



August 2021

INTRODUCTION

The proposal is for a pair of semi-detached dwelling at the front and rear of the site with associated amenity and parking all accessed via a relocated access on Padnell Road following refusal of application APP/21/00024 dated 12th May 2021.

This statement should be read in conjunction with drawings numbered 2020/01B, 2021/04 and 05; these documents outline alterations made to address issues mentioned above.

SITE LOCATION AND DESCRIPTION

The application site is located on the southern side between numbers 26 and 32 Padnell Road and backs onto Padnell Junior School.



Extract of topographical survey with site highlight in red

The site is 0.1071 hectares measuring 13.7m in width at the front increasing to 25.5m at the rear and 56.6m in length. There is a fall of 1.8m from front to back.



Front of subject site.



View looking south and towards eastern common boundary with Number 32



View looking North and towards western common boundary with Number 26

Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. Policies CS9, and CS17 of the Core Strategy together with Policies AL1 and AL2 support residential development within the built up area and the need to provide small units to meet housing demand, which is also identified in the Annual Monitoring report.

Policy CS16 of the Havant Borough Core Strategy 2011 seeks to reflect the requirements of the NPPF at a local level. It, and the local plan policies encourage the principle of development within the settlement area, provided that any new development pays proper regard to the character and appearance of the area, design and neighbour amenity.

NPPF

Paragraph 68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;
- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
- d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Paragraph 85. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:

- e) where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre; and
- f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

Paragraph 86. Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if

suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

Paragraph 87. When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

Paragraph 91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and
- c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Paragraph 106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Paragraph 117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Paragraph 118. Planning policies and decisions should:

- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well

designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

Paragraph 122. Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

123. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances:

- a) plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;
- b) the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range.
- c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposals are consistent with all of these requirements.

Development constraints and opportunities

Layout and form;

- Uniform plot widths and regular rhythm to the east dominated by 1.5 storey traditional detached dwellings with varied setbacks from the road.
- Similar plots widths to the west but rhythm broken by two storey semi-detached dwellings immediately adjacent the site by numbers 24 and 26 along with other two storey properties interspersed by chalets/bungalows.
- Contrasting skyline, massing and character on opposite side of road predominately two storey dwelling, however this varied rhythm is significantly broken by Nightingale Lodge and St Wilfried's Church immediately opposite the site
- The prevailing character is simple architectural detailing consisting of red brick and rendered walls, gable end concrete tiled roofs with dormer windows set just below the ridge
- Robust low mixed (walls/fences and hedges) front boundary treatments and gaps play an important role in forming the character of the area allowing views to a green backdrop

Landscape and form;

- Green space around the buildings soften an otherwise hard urban environment and contributes to the local character

Design response;

- Front building retains gap between Number 26 and 32 and is set further back making it appear less dominate and respects the established pattern on the street
- Similar massing and height of the new front building follows the pattern of the neighbouring semi-detached dwellings to the west whilst the subservient rear dwellings echo the chalet style found in the area.
- Prevailing architectural features have been incorporated as much as possible in the proposals such as red brick, slate tiles and dormer windows
- To enable this accessible and sustainably-located site to be developed for residential use, contributing to both the Borough's housing requirements and to the broader regeneration of Havant.
- To achieve the best development scheme setting realistically high standards for environmentally sustainable development and design quality.

Amount

New block at front contains 2 x three bedroom and block at rear consists of 2 x two bedroom dwellings with floor areas ranging from 79-84sqm with the principal aim to allow higher density development.

Layout

6 car park spaces facing the common boundary with Number 26 within landscaped buffer and new front wall 1.2m high. Directly in front of parking bays plots 1 and 2 have front entrances whilst the side access road leads to the two x 2 bedroom properties which benefit from 2 car park spaces each.



Proposed site NTS



Proposed floor plans NTS

Scale

The height of the new front building at 8.3m remains similar to that of the number 26 which consists of two storey semi-detached dwellings with modern hipped roof. The design and height at 6.3m of the rear dwellings step down responding the chalet at Number 32 which stands at 7.6m high. The buildings have been designed offering the opportunity to improve the setting whilst preventing any disturbance to existing residences such as loss of privacy and overlooking whilst at the same time creating a more aesthetically and pleasing environment, complimentary to the street scene when considered as a whole.

The subordinate articulated elements of gable roof are effective in minimising and breaking up the overall scale and mass of the rear building. The buildings would be a well-proportioned traditional design. It would not be design which would cause material harm to the character and appearance of the area as the location can entertain such suggestion.



Street scene comparison NTS

Appearance

The principle aim of the scheme is to create a composition which draws inspiration from the 'genius loci' (spirit of the place) by proposing a simple traditional design solution reflecting a high quality aesthetic using elements from the varied immediate local vernacular (red brick, slate tiles and dormer windows).

Density

In areas which are close to good public transport provision and from where shops, schools and other facilities which meet day to day needs are easily accessible, the Council will expect net residential developments to achieve the maximum residential density compatible with the protection of reasonable residential amenity up to or beyond 50 dwellings per hectare if appropriate. Permission will not be granted for proposals which do not achieve optimum densities. The proposed development represents 37 dwellings per hectare.

Amenity

In this regard there are two main considerations, these being the matter of the impact of the proposed development upon the amenity of the occupiers of the existing adjacent residential flatted block properties which neighbour the site with this including during the undertaking of its construction, and the ensuring of an acceptable level of amenity for the future occupiers of the proposed dwellings. The Council has produced a Supplementary Planning Document which sets out guidance as well as appropriate standards for amenity in relation to residential development. This seeks to ensure the provision of an acceptable level of amenity for future occupiers of land and property and that development does not unacceptably impact upon the amenity of neighbouring uses, notably by way of overlooking, overbearing impact or through a loss of light or outlook.

With regard to impacts on the amenities of neighbouring which are in residential use it is not considered that there would be a substantive impact on these properties as the new buildings has been designed using the 25 degree rule of thumb test (BRE daylight and sunlight) and 45 degree code taken from the adjacent dwelling habitable rooms

Trees

There are trees on the adjoining site to the rear, tree protective measures will be required regardless of the 1.8 close boarded fence acting as the barrier. When considering a proposal on such a site there are three main things that need to be considered: can the development physically fit on the site without harm to trees and their root and canopy structures; can the development be constructed without harm to the retained tree's root and canopy structures; is there sufficient useable garden and/or any potential for future pressure on trees as a result of the end use of the development.

Access

The existing vehicular access point from Padnell Road will be relocated to the east. The approach to the development and the main entrance door thresholds will be designed to allow ambulant access that will comply with current design standards as set out in the building regulations, 2004 Edition Part M. So therefore in terms of access the proposals are compatible with relevant government guidance and legislation concerning access for the disabled, including not only those in wheelchairs but also the ambulant disabled, and those with sensory impairments.

Highways

Policy DM13 and DM14 or the adopted Local Plan and Policy IN3 deal with parking in new development and require local parking standards to be met. Minimum standards are set in the Havant Borough Parking SPD (July 2016). The parking standards in the SPD apply to all developments for the provision of one or more residential units (gross) and all developments that result in the creation of non-residential floorspace.

6 car park spaces to the front court and 4 to the rear are provided with adequate manoeuvring space to enter and exit the site in forward gear whilst a parking survey has been undertaken to demonstrate sufficient on street capacity (17 spaces) at a time when staying and working from home is encouraged.

Refuse & Cycle Provision

Each unit will be provided with secure cycle storage.

The provision of refuse will be in the form of two wheelie bins per dwelling one for general

waste and the other for recycling material. The waste bins will be stored within the gardens of each property and transferred to the front of the site allowing a convenient area for collection by the local refuse service from Padnell Road.

Ecology

Given the plot has been cleared and location of the site (in an urban residential/commercial area) the reasonable likelihood of bats being present and affected by the works is very low, however works will stop should bats become apparent.

Conclusion

The scheme's key benefits can be summarised as follows:

- A more efficient use of Land with nil use in a highly accessible and sustainable location within the settlement.
- A high-quality design that respects the prevailing scale of its surroundings.
- A net increase of 4 no. residential dwellings contributing towards defined local housing needs.
- Properties benefit from semi private and communal outdoor space
- Central Government has placed a clear obligation upon local traffic authorities and local planning authorities to move away from the traditional 'predict and provide' culture towards a wholly integrated approach to land use and transport planning.

This alternative design solution is correct for this site as the development picks up themes and design features from the existing housing stock in the road. As such, the proposal results in a development that is a sympathetic step in design terms when assessed against the varied adjacent properties. The elevational appearance of the building aims to 'lift the spirits' and should be considered of sufficiently high quality design and sympathetic scale and mass as to be acceptable in this context.