

PLANNING DESIGN & ACCESS STATEMENT

Erection of a single dwelling

at

**Land North of Station Road,
Hayling Island**

**PREPARED BY MURRAY PLANNING ASSOCIATES LTD
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1.0 Introduction

Murray Planning Associates has been instructed by Karin Snape to prepare and submit a planning application for the erection of a single dwelling on land north of Station Road, Hayling Island.

This statement sets out 1) an assessment of the site context; 2) a summary of the relevant policy framework; 3) a description of the evolution of the design process in response to comments received from Officers at the pre-application discussions; 4) an assessment of the proposed development; followed by 5) conclusions based on the preceding sections.

It should be read in conjunction with the following documents:

- 1App Forms & Ownership Certificates
- Location Plan;
- Proposed Site Plan, Elevations and Floor plans; and
- Tree Survey and Arboricultural Impact Assessment.

2.0 Site Context

Site Description

The site is located within a residential area in West Town in South Hayling. It is situated to the north of Station Road and immediately to the rear of the West Town public house.

As existing the site is disused and overgrown, comprising only scrub and no landscape features of any note. It measures 0.05Ha and comprises a dogleg shaped area of scrub land which sits between what was formerly an employment site to the west (recently approved mixed use redevelopment) and the private drive to the east. An open surface water drain extends along the northern and western boundary of the dogleg. Due to the presence of the drain and the lack of any activity on the land, the site provides a haven for vermin in close proximity to a public house and restaurant to the south as well as surrounding residential properties.

Access is gained via an unnamed private drive which is shared by a small number of dwellings and connects to Station Road to the south. This access also provides an element of parking on its western side, which is provided for and used by the adjacent flats to the east.

Aside from the pub, the site is surrounded on all sides by residential properties which are predominantly two storeys in height with varied design and appearance. The properties to the north and east also adopt varying relationships with the private drive (some back on and some are side on) and this appears to correspond with their ad-hoc emergence over a long period of time. The land immediately to the west is an employment site which recently gained consent under Ref. APP/14/01228 for mixed use housing and office redevelopment. The layout of development as approved is set out in a perimeter block fashion and relatively inward looking. In terms of its

relationship with this proposal, the approved Plot 5 is side-on to the common boundary with no fenestration on that would lead to mutual overlooking.

In terms of potential site constraints, the site is relatively flat with no noticeable change of levels. It is located in Flood Zone 1 (low risk) in accordance with the Environment Agency's flood mapping and is not affected by Tree Preservation Orders. The site is located within 5.6km from the Chichester and Langstone Harbour SPA where recreational pressure is an acknowledged consideration.

Planning History

Having reviewed the Council's online search facility, the site has no relevant planning history.

3.0 Planning Policy Assessment

The site is located within the defined settlement of South Hayling, which falls within the administrative area of Havant Borough Council (HBC) and wherein the Development Plan for the purposes of determining planning application comprises the Havant Borough Core Strategy (2011) and Allocations Plan (2014). National planning policy is also relevant in the form of the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG).

National Planning Policy – NPPF (March 2012):

On 27th March 2012 the Government published the National Planning Policy Framework (NPPF).

In general terms the NPPF adopts a presumption in favour of sustainable development (paragraph 18), where

"the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. A positive planning system is essential because, without growth, a sustainable future cannot be achieved" (paragraph 13).

Underpinning plan-making and decision-taking, the NPPF sets out 12 core planning principles at paragraph 17. It is noteworthy that these principles include:

- 1) Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- 2) Always seek to secure high quality design;

- 3) Encourage the effective use of land by reusing land that has been previously developed;

Section 6 refers to housing and states that the Government is committed to increase the overall level of supply and mix of housing in order to meet local needs. The first bullet point at paragraph 50 states that to deliver a wide choice of quality homes and widen opportunities for home ownership, local planning authorities should “plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, the elderly and people with disabilities etc)”.

Paragraph 49 states “Housing applications should be considered in the context of the presumption in favour of sustainable development.” As this site is sustainably located and does not result in any detrimental impacts, the proposals should be assessed positively and Officers should not be seeking out reasons for refusal as appears to be the case.

Paragraph 197 of the framework refers to the determination of planning applications and states that:

“In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.”

In terms of considering the presumption in favour of sustainable development, the NPPF states that permission should be granted unless “any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”. This proposal would not result in any detrimental impacts on neighbouring properties and would not have any negative environmental impacts.

Paragraphs 56 - 58 of the framework relates to the importance of good design in the built environment. Of particular relevance are the following criteria contained at paragraph 58 which state that new development will:

4)optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;

5)respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;

6)are visually attractive as a result of good architecture and appropriate landscaping.

Local Planning Policy – Havant Borough Local Plan

In the context of the Havant Borough Local Plan (Core Strategy) 2011, the site is located within of the Settlement Policy Boundary for South Hayling where development is acceptable in principle under policies CS17 and AL2 (Allocations Plan). The remaining policies relevant to the site and the proposed development are CS9, CS11, CS16, CS19, CS20, CS21, DM8 and DM12

Policy CS9 “Housing” supports new housing that contributes to meeting the Borough’s housing needs and is of an appropriate density for its location.

Policy CS11 “Protecting and Enhancing the Special Environment and Heritage of Havant Borough” seeks to ensure that key built form principles sets out in the Borough’s Landscape and Seascape Character Assessment are

adhered to. It seeks to ensure that the Borough's designated landscapes and habitats are protected and where possible enhanced. It requires developers to have regard to Ramsar sites and SSSIs.

Policy CS16 "High Quality Design" requires new development to respond to and respect the local context.

Policy CS19 "Effective Provision of Infrastructure" requires new developments to provide for any new required infrastructure.

Policy CS20 "Transport and Access Strategy" seeks to avoid congestion and locate new development where there is a choice of modes of transport.

Policy CS21 "Developer Requirements" sets out the infrastructure contributions that will be required of developers.

Policy DM8 "Conservation, Protection and Enhancement of Existing Natural Features" states that development will only be permitted where it protects natural features and incorporates them into the design.

Policy DM12 "Mitigating the Effects of Travel" requires that the environmental impacts of new development be mitigated where possible.

4.0 Pre-application Consultation

A pre-application enquiry was submitted to Havant Borough Council on May 08 2015 and a written response followed on 28 May 2015 which set out the Council's in principle support for the proposals subject to addressing elements of design as follows:

The site is currently served by a private road off Station Road. From the information submitted it is not clear as to what rights of access exist for the site and the adjacent dwellings and therefore at this stage I am unable to advise whether or not there would be any highways issues regarding access and parking. Further clarification as set out in my letter of the 18 May 2015 is required for me to advise on the matter.

To provide further clarification on this point, the Title Plan and Register are attached at **APPENDIX 1**. This confirms that 1) the applicant has control of the application site; 2) the applicant has a right of way over the private road; and 3) the development would not conflict in any way with the rights and covenants attached to the title.

The submitted plans indicate the provision of a 2 storey three bedroom detached dwelling located on the western part of the site and with garden areas to the rear and a dogleg to the west. Overall the level of amenity space is considered adequate and the relationship with neighbouring properties in terms of privacy and outlook complies with the requirements of Policy CS16, with appropriate main window to main window distances and only ground floor and secondary first floor windows on the west elevation. However, the proposed parking would be tight with respect to the proposed dwelling and the corner of the site and this aspect needs reviewing, with a possible reduction in the length of

the dwelling by about 1m together with careful boundary treatment to integrate the dwelling with the surroundings

The design of the proposed dwelling has been amended to address this point. Previously the area for parking narrowed towards the garden area due the alignment of the southern elevation of the dwelling. The current proposals include a simple rectangular shaped floorplan with the southern elevation aligned to allow more straightforward circulation and maneuvering into spaces.

Where previously the eastern site boundary was undefined, this has been rectified by proposals to plant a 1m hedgerow as shown on the Proposed Site Plan on Drawing Ref. 1297 P 001.

A mature oak tree is located on the north western corner of the site and mature yew trees adjoin the site to the north. It will need to be demonstrated that the development will not have a significantly adverse effect on this tree, contrary to Policy DM8 of the Core Strategy. A detailed Arboricultural Survey and Method Statement would be needed before any development on this site in this position could be considered

A Tree Survey and Arboricultural Impact Assessment has been undertaken which confirms that the proposals would not impact detrimentally on the existing mature Oak tree.

5.0 The Proposed Development

In the context of the Development Plan as set out above, the site is located within of the Urban Area of Hayling Island wherein the proposed development is acceptable in principle under Policy CS17 'Concentration and Distribution of Development within the Urban Areas'. Beyond the principle of development, the following section considers a number of aspects of the proposal which are considered relevant in the context of the planning application.

Amount

The proposed development comprises a modest detached 3-bedroom dwelling with associated landscaping. Access, parking and circulation for the proposed dwelling would be on plot as is the case for the majority of properties accessed off the private drive. As noted in the pre-application response, the proposed development would retain a comfortable balance between built and unbuilt space within the plot.

This balance will:

- Create a generous rear garden which provides a high level of amenity for the proposed dwelling and its inhabitants;
- Enable comfortable separation distances between the proposed dwelling and 1) existing dwellings to the north and east; and 2) the approved dwelling (Plot 5) to the west as referred to above;
- Create a spacious environment which is in keeping with the grain and pattern of development in the immediate vicinity – both existing and approved.
- Ensure that the existing surface water drain is retained as an open feature in the proposed layout.

Layout

The proposed layout has been determined by a number of factors. Firstly, the dogleg shape of the plot and the fact that there is no consistent pattern of development along the private drive, which sees dwellings adopt different angles to the highway – some front on and some side on. This lack of a consistent meant that the property could be orientated in any direction without being detrimental to the streetscene. Secondly, it was considered important that the proposal did not conflict with or hamper the capacity and flow of the existing surface water drain which is contiguous with the northern and western site boundaries. As such, this area was deemed as a no-build zone at the outset. Finally, the layout sought to reflect the site's relationships with neighbouring properties. Together, these considerations led to a development being orientated north-south with dual aspects in these directions. This creates a typical side-to-side, side-to-back and back-to-back relationships with the neighbouring properties to the west, east and north respectively. As set out in the preceding section, the proposed dwelling is also set back from all boundaries by a minimum of 2m. In terms of outlook, the proposed dwelling is principally dual aspect to the north and south, where distance (to the north) and land-use (to the south) prevent any potential overlooking or sense of perceived overlooking.

The layout sees access taken from the existing private drive to the east with car parking provided immediately to the south of the proposed dwelling. A large generous private garden would be provided to the north (rear) and west (side) of the proposed dwelling providing a good level of private amenity space.

Scale

The proposed dwelling would be two storeys in height, which reflects the properties in the surrounding area and more specifically those properties

along the private drive. Similarly, the bulk and massing of the proposed dwelling reflects neighbouring properties, both in terms of the span and depth of the building and the use of a traditional pitched roof. As has been the case with all other aspects of the design, we have sought to avoid any overdevelopment of the plot and provide a level of development that is sympathetic to the site in terms of plot size and the character of the surrounding area.

Landscaping

In terms of landscaping, the site has no landscaping features of note and comprises overgrown grassed areas and scrub. It is intended that a landscaping scheme would be submitted with a planning application which introduces a coherent approach to soft and hard landscaping. As is shown on the accompanying Site Plan Ref. 1297 P 001, a private garden comprising mainly grassed areas would be provided to the north and west of the proposed dwelling. The area to the south of the dwelling, which provides parking and circulation, would be hard landscaped with brick paviours. In terms of the balance between built and unbuilt spaces, the soft landscaped areas on site represents approximately 75% of what is a generous area surrounding the dwelling.

Access and Parking

The site is located within easy walking distance of South Hayling town centre which offers all of the facilities and services needed for day-to-day living. With regard to wider access, the site is well served by existing public transport with bus stops located to the north and south of Station Road approximately 50m to the south the site at the junction of the private drive. These stops offer regular services to Havant and Waterlooville.

The proposed dwelling is provided with sufficient space (on site) to accommodate 2 car parking spaces, which is in accordance with the Hampshire County Council Parking Requirements. Cycle parking and refuse storage is provided to the south of the proposed access and turning area in full accordance with the County Council's requirements.

Ecology

The site is within 5.6km of the Chichester and Langstone Harbour SPA where recreational pressure is identified as a planning consideration. Whilst a development of this scale is unlikely in itself to impact on the SPA, the applicant is committed to providing a financial contribution in accordance with the Solent Mitigation Strategy and the Council's own SPD.

6.0 Conclusions

The proposed development comprises the erection of a single detached dwelling on a disused parcel of land which in its current form detracts from the visual amenity of the area and presents an issue in terms of environmental health.

The site is located within the defined urban area of Hayling Island wherein residential development is acceptable in principle in accordance with the adopted Core Strategy. The proposed scheme accords with the relevant development control policies contained within the Core Strategy and Allocations Plans, and aligns with the policies contained within the National Planning Policy Framework, which promote increased housing delivery and the provision of a wide choice of high quality homes in sustainable, inclusive and mixed communities.

In summary, the development offers a high quality living environment that complements the form and pattern of surrounding development and safeguards the privacy and amenity of neighbouring occupiers. The proposals accord with relevant planning policies of the development plan and the NPPF by providing high quality development in a sustainable location.

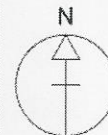
APPENDIX 1



TITLE NUMBER

HP539091

HAMPSHIRE : HAVANT



ORDNANCE SURVEY MAP REFERENCE: SZ7199NW

SCALE: 1:1250

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