

Planning, Design & Access Statement

208 London Road, Waterlooville, Havant, PO7 7AN

***Redevelopment by the erection of five houses
(four with two bedrooms, one with three bedrooms),
following demolition of existing dilapidated house.***



Prepared by
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on behalf of Messrs Simpson & Horrocks

Introduction

This Statement supports the full planning application for the aforementioned development. In accordance with the requirements of 'The Town and Country Planning (Development Management Procedure) (England) Order 2015', 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 new dwellings and design. This Statement should be read in conjunction with the other supporting documents.



The approach to the site from the southwest, on London Road.

Context



The approach to the site from the northeast, on London Road.

This irregular-shaped site of **0.15 hectare** lies to the east of London Road in Waterlooville, within Havant Borough Council's administrative area and close to a wide range of local services. Impressions of the site in the approach from the southwest along London Road are constrained by the buildings that face northwest to the Road and substantial frontage vegetation foils views in the approach from the northeast.

The existing house on the holding is 'locally listed' (ie it is a 'non-designated heritage asset') but it was the subject of an arson attack on 1st September 2016 and severely

damaged. The building consequently presents a poor and impoverished appearance to the public domain; it detracts from the quality of local life and reduces civic pride.

Residents of this locality enjoy safe and convenient pedestrian access to a Shell service station for the sale of newspapers/provisions and a wide range of services and facilities is offered in Waterlooville town centre, which is just two minutes walk away to the northeast. London Road forms part of the route followed by two regular 'First' and 'Stagecoach' bus services (Nos.8 and 39) that take passengers south to Cosham district centre then on to Southsea via Portsmouth city centre, north to Wecock Farm or southeast to Havant town centre via South Downs College and the ASDA Walmart store.



The application site, viewed from the northwest on London Road

While it is evident that residents of this locality do not *need* to use a private car to enjoy good access to services (ie. this is a highly-accessible, sustainable location), a dropped kerb is already in place on the London Road frontage (it is shared with No. 206 London Road) that enables two cars to be parked within the site, with another in a detached garage (ie **3 cars** in all). In their 'Highways Appraisal' of 23rd April 2015, i-Civil Infrastructure Consultants Ltd confirmed that *'The existing access takes the form of a crossover, approximately 4.8 metres wide...This width is sufficient to enable two opposing cars to pass...The alignment of the A3 enables visibility in excess of the 41 metres to the south to be achieved...Visibility to the north can achieve the necessary distance'*. The provision of secure on-site facilities for bicycle storage would promote the use of that alternative to the private car as a sustainable transport mode for trips under five kilometres, as is recognised at paragraph 32 of the 'National Planning Policy Framework' (NPPF). When account is also taken of the dedicated cycleway that is already in place on London Road, it is evident that there are real alternatives to use of the private car in this locality.

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 14 of the 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 50 of the NPPF ('Delivering a wide choice of high quality homes') records the Government's view that the planning system should deliver a mix of housing that reflects local demand and support a variety of households in all areas that *'...create sustainable, inclusive and mixed communities'*. Paragraph 53 records that *'Local planning authorities should consider...the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area'*. Paragraph 56 ('Requiring good design') records that *'Government attaches great importance to the design of the built environment'* and that *'Good design is a key aspect of sustainable development'*. Paragraph 60 stipulates that local planning authorities *'...should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles'* but encourage *'...local distinctiveness.'* Paragraph 63 states that *'In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'*. Paragraph 64 generates a presumption in favour of development of good design that improves the character and quality of an area and the way it functions. Paragraph 135 ('Conserving and enhancing the historic environment') records the Government's view that *'In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required, having regard to the scale of any harm or loss and the significance of the heritage asset.'*

While the Government's amendment of PPS3 in June 2010 *appeared* to generate a presumption against 'garden grabbing', Inspector Grace opined in the appeal (APP/P2114/A/10/2134578) at Newport, Isle of Wight, that *'I do not consider arguments based on strategic land supply for the entire island have a significant bearing on this proposal for an individual dwelling'*. In similar vein, Inspector Reid opined in South Croydon (APP/L5240/A/09/2117977) that *'Although private residential gardens are now excluded from the definition of previously-developed land, if they are in relatively sustainable and accessible locations, they are potentially suitable for housing development in policy terms, because they reduce the pressure for development on existing public and private open spaces, Green Belt land and the countryside'*. The NPPF provides for the appropriate

development of residential gardens where no harm would be caused to the local area; that vital test is satisfied in this case.

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 Havant Borough comprises the 'Havant Borough Core Strategy' (2011) and the 'Havant Borough Local Plan (Allocations)' (2014). Map 2 of the Local Plan ('Waterlooville...') shows this site within the 'Urban Area Boundary' with no special designations and it does *not* fall within a Flood Zone.

Policy CS9 ('Housing') provides for the grant of planning permission for '*...housing proposals that...Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026*'; this proposal would play a modest yet valued part in the delivery of that intention. Policy CS17 ('Concentration and Distribution of Development within the Urban Areas') generates a presumption in favour of development that '*...makes the most effective use of land in the borough*' and concentrates new housing development within the urban area of Waterlooville. Policy CS16 ('High Quality Design') provides for '*...development that is designed to a high standard, which helps to create places where people want to live, work and relax*' when six (of seven) tests are met. Table 4 ('Vehicle Parking') of Havant Borough Council's 'Residential Parking and Cycle Provision Supplementary Planning Document' (2010) calls for two on-site parking spaces to serve each two/three-bedroomed dwelling.

This locality is characterised by commercial and residential buildings in a variety of styles, formats and plot sizes (see aerial photograph on cover page) that notably includes detached houses (eg Nos.206 and 208A London Road) and semi-detached houses (eg Nos.1-35 London Road and 186/186 and 190/190a London Road).

No.208 London Road is a substantial detached four-bedroomed house [Gross Internal Area (GIA) **315.28m²**] that is finished in light pebble-dashed render beneath a gabled roof of plain brown tiles. A gabled garage (GIA **27.54m²**) stands to its southeast with a modest detached 1.5-storey barn-hipped outbuilding (GIA, **20.91m²**) at the common boundary with No.206 London Road (to the southwest) with a shed (overgrown with vegetation) to its north. The buildings comprise a combined GIA of **363.73m²**. As the existing house stands on 0.15 hectare of land, it represents a net residential density of *just* 6.6 dwellings per hectare (dph); it is evident that this highly-sustainable urban land is under-used.



The existing dilapidated house that is 208 London Road.

Notwithstanding the inclusion of the existing house on the local list, the 'Survey Report' prepared by Victor Ray MRICS ACBSI on 22nd January 2016 (copy enclosed) recorded that the '*...main house is generally in an advanced stage of decay, due to dampness, high humidity and timber decay...The main roof of the building is completely ruined...the structure of the roof is in advanced decay, requiring re-strutting...Internally, complete restoration, renovation, rebuilding, renewal of beams, [and] renewal of floors...is an urgent requirement*' and the '*...property shows such little original feature that expensive repair is not worthwhile especially when considering the extensive floor area...putting the property well beyond any*

reasonable economic repair.' In an Addendum to his 'Survey Report' (copy enclosed) Mr Ray opined that *'It is clear that the property is now a salvage proposition beyond economic repair.'*

Attention is drawn to planning permission APP/13/01115 that was granted by Havant Borough Council in February 2014 for the erection of a detached three-bedroom house on land to the north of this site (between Nos.208 and 208a London Road); as the siting and design of that house evidently satisfied Havant Borough Council's requirements, it has provided a useful model for this proposal.



The rear elevation of the dilapidated house that stands on the site.



The garage and outbuilding that stand to the rear of the house.

The erection of detached and semi-detached houses on this under-used land in a highly-sustainable location within this urban area (following demolition of the existing *dilapidated* dwelling) would reiterate and reinforce the character of the locality and not compromise any key sustainable development principles of national planning policy. Further, it would outweigh the loss of this non-designated heritage asset.

Consultation

In accordance with the advice proffered at paragraph 188 of the NPPF, ('Pre-application engagement and front loading'), the views of Rachael McMurray (Principal Planning Officer, Havant Borough Council) were invited on preliminary proposals. By letter of 22nd June 2015 (GEN/15/00569), Ms McMurray confirmed that the *'...site is located within the built up area of Waterloooville...(where)...there is a presumption in favour of sustainable residential development'*. By telephone on 23rd May 2016, Ms McMurray informed Niall Tutton that her Council would permit demolition of the existing house. By email on 1st August 2016, Ms McMurray helpfully opined that this scheme is *'...in character with the locality on this side of London Road.'*

The concerns recorded by Inspector Evans - in February 2013 he dismissed appeal APP/X1735/A/12/2183310, in which it was proposed that the existing house be enhanced and three new houses erected (a three-bedroomed chalet-bungalow and a semi-detached pair of four-bedroomed houses) - have naturally been given detailed attention in the formulation of this proposal. In light of the background information that is already in the public domain and the constructive comments made by Rachael McMurray, no



The north boundary of the site, as seen from the rear of the existing house.

consultations have been undertaken with neighbours.

Amount, Layout, Scale & Appearance

In light of the favourable presumption set down in the development plan and the supportive views expressed by Ms McMurray, it is proposed that the site be cleared by demolition of the house, garage, outbuilding (combined GIA, **363.73m²**) and shed and five new houses erected - two semi-detached pairs of two-bedroomed houses and a detached three-bedroomed house (combined GIA **450.2m²**). It is intended that the east and south walls of the outbuilding be retained at 1.8 metres above ground level and made good. Close-boarded timber fences and brick walls (1.8m in height) are proposed to be erected between the dwellings and along the boundaries of rear gardens.

The proposed houses have been sited so as to respect and reiterate the general front building-line of houses to the northeast (eg No.208A London Road) and southwest (No.206) and achieve mutual privacy (especially Nos.1 and 2 Farm Lane Close, to the rear). In this configuration and finished in traditional materials of red/brown brick and plain brown tiles, the proposed houses would make more efficient use of this highly-sustainable site in a manner that accords with the character of its surroundings, without detriment to the amenities of neighbours.

Access

The site would continue to be served by the existing entrance via London Road. To improve visibility to the north along London Road, it is proposed that the frontage hedge be removed.

In accordance with Havant Borough Council's 'Residential Parking and Cycle Provision Supplementary Planning Document' (2010), each new house would be served by two allocated car parking spaces (ie **10 spaces** in total) on a laid area at the rear (finished in permeable tarmac). Secure provision for bicycle storage would be afforded within timber sheds (combined GIA, **20m²**) in rear gardens. Refuse and recycle bins would be stored near the rear elevations of the dwellings and taken to the London Road frontage on the requisite day.

This proposal would accord with Part 'M' of the Building Regulations ('Access to and use of Buildings'), as provision is made for level access to the main entrances, with a hard-surfaced connection to parking and amenity areas that is suitable for access by persons with impaired mobility. As this site enjoys unhindered access to London Road, no difficulties are anticipated with emergency services reaching the houses or their gardens. Since the driveway already serves a substantial house, the view is taken that neither vehicular nor pedestrian movement associated with four houses would cause danger/inconvenience to users of the public highway or demonstrably harm the amenities of neighbours (particularly Nos.206 and 208a London Road)

In their 'Highway Appraisal' of 8th September 2016 (copy enclosed), RGP Design Ltd opined that the *'...proposed development is considered to comply with the appropriate highway design guidance and transport polices...is not anticipated to give rise to any safety or capacity impacts that could be considered severe...visibility at the vehicular access is in accordance with DMRB guidance and therefore is suitable for the proposed development... Vehicle swept path assessments demonstrate that vehicles expected to use the site can turn and exit in a forward gear' and 'Allocated parking manoeuvres to/from each space has been assessed and is deemed acceptable'.*

Noise

There would be a negligible increase in the likely day-time noise levels from the proposed development. There *may* be occasional vehicle movements at night but night-time vehicle movements are unlikely to cause disturbance in bedrooms with windows open or closed. The view is held that there would be no significant loss of amenity derived from noise.

In their 'Noise Report' of 1st June 2016 (copy enclosed), Airtight & Noisecheck Ltd opined that the *'...proposed vehicular traffic using the access road/driveway to the new dwellings should not have an adverse impact on the existing dwellings located at 206 (south) & 208A (north) London Road or 1-2 Farm Lane Close (east)'* and the *'...proposed noise associated with the vehicular traffic will be lower than the existing noise climate'*.

Ecology

In their 'Bat Report' of September 2015 (copy enclosed), Ecosupport Ltd opined that *'The survey work has confirmed the presence of one bat roost on site...Therefore in order for works to take place legally an EPSL will be required...This license, along with the information detailed within this report, will ensure that there are no lasting negative impacts towards bats and that works keep in line with the law.'*

Landscaping

It is proposed that new native trees be planted in rear gardens of the new houses and along the southeast boundary of the site. Future occupiers of the proposed houses would undoubtedly wish to plant their garden areas to their own taste, thereby softening the appearance of the development yet further.

Crime & Anti-social behaviour

Since vehicular and pedestrian access to the proposed dwellings could only be achieved via the existing access and new habitable-room windows would afford a high standard of informal supervision, no special measures are considered necessary for the prevention of crime or anti-social behaviour.

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 where possible. 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 a Saturday, with no working on a Sunday or Bank Holiday. All materials and plant would be kept within the curtilage of the application site.

Trees

No trees would be harmed as a result of this proposal.

Solent Disturbance Recreation Project Contribution

The applicant recognises that it is Havant Borough Council's customary practice to seek a contribution of **£704** (ie 4 x £176) towards the 'Solent Disturbance Recreation Project' (SRMP) and would welcome clarification of the facilities on which the monies from this proposal would be expended, to pave the way for the requisite arrangement to be entered.

Community Infrastructure Levy

It is understood that Havant Borough Council would apply a Community Infrastructure Levy (CIL) of **£80/m²** for the net increase in residential floor space of **106.47m²** [ie (450.2m² + 20m²) – 363.73m²] generated 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 mixed 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, cyclists and vehicular traffic; provides satisfactory cycle and car parking; respects privacy, outlook and sunlight; and the prospect of criminal activity and anti-social behaviour has been taken into account.

Redevelopment of this site in the manner proposed would achieve more efficient use of this underused, highly-sustainable land without causing harm to the character or appearance of the locality. Indeed, it would play a modest yet valued part in the provision of family houses by broadening the choice of accommodation available in this western sector of Havant Borough and outweigh the loss of a non-designated heritage asset.

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