



Design & Access Statement



**11 BOUND LANE
HAYLING ISLAND
HANTS PO11 9HU**

**OUTLINE APPLICATION
FOR
THE ERECTION OF
2 X 3 BED SEMI-DETACHED DWELLINGS,
5 X DETACHED CHALET STYLE DWELLINGS
&
1 X DETACHED BUNGALOW.**

**PROVISION OF PARKING
FOR 17 VEHICLES PROVIDED
BY A MIX OF GARAGING AND
PARKING SPACES.**

**PROVISION OF NEW CROSSOVER
ONTO BOUND LANE AND CLOSURE
OF TWO EXISTING ACCESS POINTS
ONTO BOUND LANE**

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**APPLICANT:
WHITTINGTON DESIGNER HOMES LTD**

1. The Proposal

1.1 The application is submitted in outline form with all matters, apart from access and size, being reserved. Consent is sought for a total of 8 dwellings and these comprise a pair of two storey detached dwellings fronting onto Bound Lane and 5 detached chalet properties and one detached bungalow arranged around a private drive that would run eastward into the site. Whilst floor plans of the houses are not provided, illustrative elevational drawings have been prepared of all the house types, principally to enable an assessment of the impact the development on both the character of the area and the amenities of neighbouring properties.

1.2 Below is a 'not to scale' extract of the layout plan.



1.3 A single crossover onto Bound Lane is proposed within a central position of the frontage. Existing access points at the northern and southern end of the frontage are shown as blocked.

1.4 The precise engineered detail of the access road is described in the Highway Consultant's Report which accompanies this application. The first part of the highway will have a width of 5.5 metres and visibility splays of 2.4 metres x 25 metres are proposed out onto the public highway. A private drive would lead off the turning head of the access road, this would give access to a total of 4 of the proposed 8 houses.

1.5 The frontage development comprising the host dwelling (No. 11 Bound Lane) and the pair of semi-detached dwellings on Plots 1 and 2 would access off the main access drive. The access drive would terminate in a turning head of sufficient dimensions to allow larger vehicles, such as refuse lorries, to turn on-site.

1.6 The illustrative layout comprises 3 plots (Nos. 3 – 5) which would front due south towards the access road/drive and whose rear gardens would extend to the north boundary of the site. Generally the depth of these gardens would be 21 metres. Plots 6, 7 and 8 would be sited across the rear of the site, such that they would front due west and have their gardens extend toward the east boundary of the site which backs onto modern bungalow development in Sea Front Estate. The minimum back to back distance here is between Plot 7 and 98 Sea Front Estate. This distance is 25 metres on the submitted layout plan.

1.7 Parking is provided through a mix of garaging and parking spaces. Each property would be served with a minimum of 2 off-street car parking spaces.

1.8 Whilst floor plans of the development have not been prepared, overleaf are approximate floor space figures for each of the units proposed.

Plot No.	Floor Area	Type of Unit
Plot 1	120m2	2 storey 3 bed semi
Plot 2	120m2	2 storey 3 bed semi
Plot 3	180m2	Detached 3 bed chalet
Plot 4	231m2	Detached 4 bed chalet
Plot 5	222m2	Detached 4 bed chalet
Plot 6	120m2	Detached 3 bed bungalow
Plot 7	197m2	Detached 4 bed chalet
Plot 8	173m2	Detached 3 bed chalet

1.9 The total floor area of the 8 units would be 1,363m2.

1.10 The layout incorporates wildlife corridors around the edges of the site and a small meadow area in front of Plot 8. This follows specialist advice which forms part of the Bio-Diversity Report which accompanies this application. The layout also respects existing trees along the boundaries of the site, the most significant of which are in the front south west corner. The application is accompanied by an Arboricultural Report which grades these trees and comments on how the development will impact on these existing features. As this is an outline application, a detailed landscaping scheme has not been provided but indicative areas of additional hedge planting are indicated.

2. The Context Appraisal

2.1 Bound Lane is a road running between the sea front at its southern end and Selshire Road to the north. It is an historic road which has become developed in the post-War era with modern housing. The road is single width and unengineered. It lacks footways but has parking restrictions running along its length.

2.2 Existing housing is generally relatively modern in origin but varies significantly in its design and form. There is some two storey housing, both detached and semi-detached, and detached bungalows and chalet bungalows. There is a wide mix of architectural styles and building materials vary.

2.3 Parts of the Lane, including that in front of the application site, have strong boundary planting, comprising both trees and hedging. This further emphasises the informality of the townscape character and distinguishes Bound Lane from surrounding streets which are generally more suburban in character.

2.4 The application site is bounded at the front by a deciduous hedge (predominantly elm) and there are a number of trees, some of which are significant and the subject of Tree Preservation Orders.

2.5 There is a sharp difference in character between development on the east and west sides of this part of Bound Lane. Development on the west side is more regimented and suburban in appearance. Development on the east side, which includes the application site, has generally comprised slightly larger dwellings set within much deeper and slightly wider plots. The depth of these plots has enabled significant backland development to take place. There is backland development to both the north and south of the application site. To the north, it comprises three recently completed chalet style dwellings accessed via a private drive running to the side of No. 7 Bound Lane. These dwellings are located quite close to the boundary with the application site and are plotted on the submitted layout plan. To the south, there are two further plots accessed via a private drive running to the south of No.21 Bound Lane, the adjoining property.

2.6 The host dwelling, No.11 Bound Lane is a two storey detached dwelling that fronts onto to the highway and is located in the northwest corner of the site. It currently has its own separate vehicular crossover. It sits within a very substantial plot measuring some 0.7 hectares in area. This plot is generally flat and laid to grass. There are some trees on the plot and these are plotted on the site layout plan. The Arboricultural Report identifies the types and quality of these trees.

2.7 The neighbouring house to the south (No.21 Bound Lane) is also a detached two storey dwelling. Its historic curtilage has been sub-divided with more recent backland development.

3. Planning Policy Context

National Planning Policy - National Planning Policy Framework 2012

3.1 The NPPF lays down a presumption in favour of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- An economic role – contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places at the right time to support growth.
- A social role – supporting strong, vibrant and healthy communities by providing a supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment with accessible local services.
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment.

3.2 At the heart of the NPPF is a presumption in favour of sustainable development. As a result, the decision making process is required to approve development proposals that accord with the Development Plan or, where the Development Plan is absent or otherwise out of date, planning permission should be granted unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies contained within the Framework as a whole.

3.3 Section 6 of the NPPF requires Local Authorities to deliver a wide choice of high quality homes. They are further required to identify and update annually a supply of specific deliverable sites such as to provide five years' worth of housing against their housing requirements with a minimum additional buffer of 5%. However, where there is a history of under-delivery this buffer should be increased to 20%.

4. Relevant Policies From The Havant Borough Local Plan (Core Strategy) 2011

4.1 Policy **CS17** concerns the concentration and distribution of development within urban areas. It states that development will be permitted that makes the most effective use of land within the Borough that:

- concentrates new housing development within five urban areas, including Hayling Island;
- prioritises development on previously developed land, including under-used land, in the urban area.

4.2 Policy **CS16** concerns high quality design. All new development should demonstrate that its design:

- responds to local context, including integrating with existing landscape features, promotes bio-diversity, exhibits an appropriate design, integrates with transport links in the local area and respects the amenities of neighbouring properties;
- produces a positive relationship between buildings, street and spaces, both existing and proposed;
- contributes to the public realm close to the development;
- is inclusive in considering the needs of people with disabilities;
- mitigates negative environmental impacts through sustainable design and construction methods;
- adapts to the changing needs of the users and the change in climate over the lifespan of the building.

4.3 Policy **CS9** concerns housing. It states that planning permission for housing will be granted for proposals that will:

- provide a suitable contribution, or on-site provision, equivalent to between 30 to 40% on schemes of between 5 to 14 dwellings unless a lesser requirement has been transparently justified on viability grounds;
- achieve a suitable density for the location taking into account issues of accessibility, townscape character and landscape character;
- provide a mix of dwelling types, sizes and tenures.

5. **Evaluation**

5.1 A pre-application consultation with the Planning Authority (7th October 2014 ref. GEN/14/00797) established that, in principle, residential infilling on the application site was acceptable in planning terms. The initial pre-application consultation was for a 13 unit scheme and the response of the Planning Authority raised a number of detailed issues which are addressed in this outline submission.

5.2 This scheme is for a less dense proposal which now comes in at about 13 dwellings per hectare. This is calculated to include the whole site area and the host dwelling in the total of units. Such a density is modest and comfortably accords with the prevailing density of surrounding housing.

5.3 Generally, family housing units are proposed (3 or 4 bedrooms). This is the prevailing housing mix in the locality and therefore this development would be in character with the area. A mix of semi-detached and detached units are proposed and the scale and design of the dwellings, as indicated on the illustrative drawings, is sufficiently varied to create visual interest.

5.4 All existing important trees are respected by the layout. However, the new access into the site and the provision of modest visibility splays in both directions will require the removal of some of the existing frontage hedging. This is acknowledged as an attractive feature in the street scene but it is one that can be replicated with replacement planting along the line of the visibility splays. It will have to be accepted that replacement planting will have to take place along the road frontage but there is no reason why this cannot take place with species to match the existing. Also of relevance is that, by providing a single crossover onto the road, two existing access points would be blocked up, thereby allowing further replacement frontage hedgerow planting. Comment on the impact the development would have on the existing trees is contained within the accompanying Arboricultural Report.

5.5 A Bio-Diversity Report has also been commissioned and the layout takes into account the recommendations of this Report by including wildlife corridors around the edge of the site and a small area of meadow along the southern boundary.

5.6 Development into the site is generally of a more restrained single or one and a half storey height whilst the frontage pair of semi-detached dwellings can appropriately be designed as two storey properties. The houses are generally of individual designs, are comfortably spaced and provide for adequate off-street parking.

5.7 All the properties have comfortable garden sizes, many of which are above the prevailing average in the locality. Very careful consideration has been given to the siting, scale and massing of the backland development, given that there is housing to the north, east and south. It is considered that this layout meets all the minimum distances set out in Havant Borough Council's Borough Design Guide 2011. Generally, the backland plots have

been comfortably spaced in relation to development to the north and east and minimum separation distances are specified on the accompanying site plan.

5.8 Plot 6 has been restricted to a bungalow property as this plot has the closest physical relationship to surrounding development. It is considered that this is a low density scheme where the layout has been carefully considered to respect the amenities of neighbouring properties. Careful thought has also been given to the massing and bulk of the 6 backland plots.

5.9 Highway matters are dealt with in a separate Highway Consultant's Report. The geometry of the access road is justified in this Report as are the proposed visibility splays. Bound Lane is considered to have sufficient capacity to accommodate traffic associated with the 8 additional plots here proposed.

5.10 The pre-application consultation highlighted the need for this development to make a CIL contribution of £100 per square metre of floor area. The approximate total floor area for this development has been specified earlier in this Report. It is quite clear that the CIL itself will absorb a significant percentage of the development value of the site. In addition, a smaller ecology mitigation contribution will be required and policy CS9 will also potentially require a commuted sum payment for affordable housing if no such provision were to be made on-site. It is accepted that a Section 106 Agreement will have to be signed in order to make significant contributions. However, this will have to be subject of further negotiations with particular regard being had to the viability of the development. It is accepted that a Viability Study will have to be commissioned in order to assess what a fair and reasonable contribution is considered to be. The CIL contribution is quite clear. However, that the Planning Authority will have to clarify whether, in addition to the CIL, a commuted sum for affordable housing will also be required. The Section 106 Agreement will have to be the subject of further detailed negotiations.

6. Conclusions

6.1 This outline proposal would meet Development Plan Policy contained in the Core Strategy and the Borough Design Guide 2011. A well designed and laid out proposal is envisaged where the density of development would be modest. The development would be comfortably spaced and fully respect the amenities of neighbouring properties to the side and rear.

6.2 The layout respects important existing landscape features and makes allowance for the protection of wildlife. The proposal is only in outline at this stage but there is sufficient information contained in the application for a full assessment to be made of its visual impact on the surrounding area. Backland development is an established norm on this side of Bound Lane.

6.3 The level of financial contributions to be provided will need negotiation as part of the application process but, in principle, the applicant accepts that such an agreement will be necessary.

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