

Planning, Design & Access Statement

***Land adjacent to 60 Gladys Avenue,
Cowplain, Havant, Hampshire PO8 8HH***

***Proposed erection of a detached
two-bedroomed bungalow.***



Prepared by
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on behalf of Mr R. Gander

Introduction

This Statement supports the full planning application for this proposal. 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 particular 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 application site, from the northeast on Lovedean Lane.

Context



The approach to the application site from the southwest, along Gladys Avenue.

This rectangular site of **0.024 hectare** lies to the east of Gladys Avenue in Cowplain, within Havant Borough Council's administrative area.

Public views of the site in the approaches along Gladys Avenue from the northeast and southwest are constrained by dwellings and frontage vegetation.

Residents of this locality enjoy safe and convenient access to the Milton Road local centre (5.5 minutes walk away to the northwest) where a wide range of services and facilities are offered and to the

Moorlands Infant and Junior Schools in Woodcroft Lane (7.5 minutes walk to the southwest).

Lovedean Lane (0.5 minute walk away to the northeast) forms part of the route followed by the regular No.300 bus service that takes passengers to Waterloo, Horndean, Rowlands Castle, Emsworth, and Chichester.

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 an accessible, sustainable location), the provision of secure on-site facilities for bicycle storage would promote that alternative to the private car as a sustainable transport mode for trips under five kilometres, as is recognised at para.32 of the 'National Planning Policy Framework' 2012 (NPPF).



The application site, viewed from the west on Gladys Avenue.

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 reiterates 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, to support a wide variety of households in all areas that *'...create sustainable, inclusive and mixed communities'*. Para.56 ('Requiring good design') records that *'Government attaches great importance to the design of the built environment'* and *'Good design is a key aspect of sustainable development'*. Para.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'*. Para.66 advises applicants to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community and asserts that *'Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably'*.

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) document. Map 1 of the 'Local Development Framework Proposals Map Booklet' shows this site to be subject to *'CS17 Concentration and distribution of development within the urban areas'*, with no special designations. This site does not fall within a Flood Zone.

Core Strategy Policy CS9 ('Housing') assures that *'Planning permission will be granted for housing proposals that will...Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026....Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form....Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities'*. Core Strategy Policy CS17 ('Concentration of Development within the Urban Areas') records that *'Development will be permitted that makes the most effective use of land in the borough by granting planning permission that...'* concentrates new housing development within the urban area.

Local Plan Policy AL1 ('Presumption in Favour of Sustainable Development') states that *'When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)...It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the economic, social and environmental conditions in the area'* and *'Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise'*.

Core Strategy Policy CS16 ('High Quality Design') provides for the grant of planning permission for development that is designed to a high standard, which helps to create places where people want to live, work and relax and *'...does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.'*

Taking account of statistical returns that derived from the Partnership for Urban South Hampshire (PUSH), Hampshire Home Choice and Homes In Hants, paragraph 1.21 of the Borough Council's 'Housing Supplementary Planning Document' (2011) recorded that *'...the greatest demand is for smaller households...Site location and design/layout of development are important in encouraging such individuals to make the decision to downsize...This would free up some larger units but may not meet all of the need'*. Paragraph 1.23 opined that *'Generally the aim will always be to increase the amount and proportion of dwellings with two or more bedrooms for all housing tenures as this is the greatest housing need irrespective of tenure types...This will enable the council to meet the greatest housing need and provide the most flexible housing stock...There will therefore be a preference for a range of housing sizes and types with increased provision of two bedroom or more properties ie with three or more bed spaces, for all properties'*.

Paragraphs 5.05 and 5.06 of the 'Borough Design Guide Supplementary Planning Document' (2011) state that *'Garden length should normally allow 10 metres between the dwelling and the boundary'*, record recognition that *'Some overlooking of gardens from the upper floors of dwellings will be unavoidable in most urban and suburban housing layouts'*; state that *'...the design should aim to mitigate these effects as far as possible by carefully designing the internal floor layout to concentrate habitable rooms away from adjacent properties where overlooking could be an issue'*; and assure that *'...walls and fences or the use of soft landscaping could help screen views.'*

The frontage of this part of Gladys Avenue is dominated by the substantial two-storey detached house that is 17 Lovedean Lane (to the north) and six detached bungalows beneath hipped/gabled roofs [see dated aerial photograph on cover page], in a variety of finishes. No.17 Lovedean Lane (to the northeast) stands just 1.7 metres from its Gladys Avenue frontage and No.60 Gladys Avenue (to the southwest, finished in light render) stands 7 metres away (ie a difference of 5.3 metres).

Attention is drawn to the modest bungalow at 44 Gladys Avenue (130 metres away to the southwest of the application site) that was permitted by Havant Borough Council in 2005 (05/68999/005). It is noteworthy that the frontage of that proposal was *just* 7.47 metres (much narrower than the current application site); that bungalow stands on *just* 0.021 hectare of land (ie it was smaller than the current application site); and it represents a density of 47.6 dwellings per hectare, which is higher than the current proposal. The principle of that development was accepted and, as its design was seen to accord with these surroundings and satisfied Havant Borough Council's requirements, it has provided a useful model for this proposal.



The existing southeast boundary of the application site

The application site comprises **0.024 hectare** of land that lies to the rear of No.17 Lovedean Lane; a large timber shed stands near the southwest corner of the site [it has a gross internal area (GIA) of **9.4m²**]. The site is contained on its north boundary by a vertical-board

fence 2 metres in height and on its east boundary by a vertical-board fence 1.8-2.0 metres in height. The road frontage is **15.3 metres** (twice the width of No.44 Gladys Avenue).

Notwithstanding the character of the area and the presence of No.44 Gladys Avenue, planning application (APP/15/00718) was refused by Havant Borough Council in August 2015 for the erection of a detached 'L'-shaped two-bedroomed bungalow here, with a modest rear garden; the Borough Council gave four reasons (Appendix 1) for withholding its consent.



The existing northeast boundary of the application site.

It is submitted that a modest detached hip-roofed bungalow on this under-used urban land in a sustainable location would accord with the context of the area, represent a natural transition between its immediate neighbours, would widen housing choice in the manner called for by the Borough Council and not compromise any key sustainable development principles of national planning policy.

Consultation

In accordance with the advice proffered at paragraph 188 of the NPPF (re. 'Pre-application engagement and front loading'), the applicant recently invited the views of occupants of Nos.13-17 Lovedean Lane and Nos.48-60 and 63-69 Gladys Avenue and Councillor Cheshire on this proposal.

No responses were received from the occupiers of Nos.13-17 Lovedean Lane or 23, 42B, 46, 48, 52, 54, 56, 58, 63, 65 and 67 Gladys Avenue.

The occupants of Nos.23, 42B, 60 and 69 and Councillor Cheshire respectively opined that: *'I wish to express my support of the building of a new bungalow on the empty piece of land next to 60 Gladys Avenue. The draft plans I have seen seem perfectly acceptable and definitely a change for the better from the current bramble ridden piece of land which greets you upon entering Gladys Avenue.'*; *'I have seen the plans proposed for the derelict site behind 17 Gladys Avenue and wish to support the building of the planned bungalow. This can only be a great improvement upon the current site and the bungalow seems to be well planned to fit in with other bungalows in this part of our Avenue.'*; *'... I fully support the building of a bungalow on the plot...I have seen the plans of the proposed bungalow and think it will be a great improvement on the current overgrown mess. It will fit in with the style and size of mine and other adjacent bungalows in the Avenue and the new fence between our properties, nice brick wall at the front and drainage on the plot will benefit my home and the area generally.'*; *'I see no specific problems and trust the planners to give permission only for sensible applications.'* Councillor Cheshire expressed concerns over the proposed access arrangements and it's proximity to Lovedean Lane and the principle of a dwelling on the land.

The previous views of the Officers of Havant Borough Council are a matter of public record, so further consultations have not been considered necessary.

Amount, Layout, Scale & Appearance

In light of the favourable presumption set down in the development plan, the positive comments expressed by several neighbours and the mixed character of the locality, it is proposed that the site be cleared, the existing shed (with a GIA 9.4m²) removed and a detached two-bedroomed bungalow (with a GIA **62m²**) erected on the site. The development would reflect a net residential density of **41.66 dph** (which is less than at No.44 Gladys Avenue, to the southwest), to achieve an appropriate balance between character and accessibility.

As demonstrated by the photomontage, the proposed dwelling is so sited as to respect and reiterate the general building-line of residences to the north (ie No.17 Lovedean Lane) and south (ie No.60 Gladys Avenue) of the site. Mutual privacy for neighbours and future occupants of the new bungalow would be assured by siting the proposal 10.5-13.8 metres away from the rear elevation of No.17 Lovedean Lane, 6 metres from the common boundary with No.15 Lovedean Lane and 4.8 metres from the side elevation of No.60 Gladys Avenue. It is also intended that the 1.8-2.0 metres fence along the east boundary of the site be replaced with a vertical timber fence two metres in height.



Photomontage of the proposed dwelling viewed from the north, at the junction of Lovedean Lane and Gladys Avenue

In this position and finished in light render with a hipped roof of plain dark-grey tiles, the proposed bungalow would make more efficient use of this sustainable site in a manner that accords with the mixed character of its surroundings, without detriment to the amenities of neighbours.

Access

Vehicular access is proposed to be afforded at the southwest corner of the site, via a new dropped kerb. Clear views to the northeast and southwest along Gladys Avenue ensure that vehicles entering and leaving the site enjoy good visibility and are themselves seen clearly by approaching drivers, riders and pedestrians.

In accordance with Table 4 ('Vehicle Parking') of the 'Havant Borough Residential Parking and Cycling Provision Supplementary Planning Document' (2010), the proposed bungalow would be served by two car parking spaces on a laid forecourt of permeable tarmac on its south side. Secure bicycle storage is to be achieved with a timber store (GIA **2.1m²**) near the site's southwest boundary. Refuse and recycling bins would be stored near the rear elevation of the dwelling and taken to the collection point at the Gladys Avenue frontage on the requisite day.

The 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 and a hard surface connection to parking and amenity areas, suitable for access by persons with impaired mobility. As the site enjoys unhindered access to Gladys Avenue, no difficulties are anticipated with emergency services reaching the bungalow or its garden.

It is submitted that vehicular and pedestrian movements associated with the new dwelling would not be harmful to the amenities of neighbours (particularly Nos.17 Lovedean Lane and 60 Gladys Avenue) or cause danger or inconvenience to users of the public highway.

Notably the Highway Authority recorded '*no objection*' to the previous proposal (APP/15/00718).

Furthermore, in their 'Highway Appraisal' of 27th July 2016 (copy enclosed) , RGP Design Ltd opined that the '*...proposed location for a new 'street access' is deemed acceptable and therefore is suitable for the proposed development.*' and '*Allocated parking manoeuvres to/from each space has been assessed and is deemed acceptable.*'.

Landscaping

As recognised by Havant Borough Council's Design SPD, it is proposed that native trees be planted along the northeast and southeast boundaries of the site to further protect the amenities of neighbours and enhance the setting of the development. The external areas would, in the main, be laid to lawn.

Surface water

Surface water would be drained to a soakaway in the eastern part of the site. In their 'Drainage Strategy Report' of May 2016 (copy enclosed), RGP Design Ltd opined that the '*...development can be implemented without increasing flows on to adjacent land or to existing surface water drainage systems, ensuring that flood risk is not increased.*'.

Noise

While there would be negligible increase in the likely daytime noise levels from the proposed development and there *may* be occasional vehicles at night, such vehicle movements are unlikely to cause disturbance in neighbour's bedrooms with windows open or closed. The view is held that there would be no significant loss of amenity derived from noise.

Trees & Ecology

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

Crime & Anti-social behaviour

No special measures are considered necessary for the prevention of crime or anti-social behaviour. A residential presence on the site would likely deter such activities.

Energy

In accordance with Core Strategy Policy CS14 ('Efficient Use of Resources'), this proposal incorporates several environment-friendly features to achieve at least a Code-level 3 rating for Sustainable Homes:

- Considered openings will animate internal spaces with ample natural daylight, reducing the demand for artificial lighting.
- An air source heat pump would heat the new dwelling.
- Low-energy fittings will be utilised throughout.

- Permeable surfaces will be laid throughout, to allow percolation through external surfaces to subsoil levels and minimise surface-water discharge.
- Locally-sourced materials will be used.
- A 'heavyweight' construction would produce a building with a high thermal mass and stable internal environments; the building fabric would be 'long-life' and allow flexible use.

Site Waste Management

Top-soil 'scrapped-off' following the setting-out of the site is to be retained on the site, for re-use in soft landscaping. Timber will be salvaged where possible and inert waste material would be disposed to a licensed Hampshire County Council site.

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

Contributions

The applicant recognises that it is Havant Borough Council's customary practice to seek a contribution of **£176** towards the 'Solent Disturbance & Mitigation Project' (SDMP) whenever new residential development is proposed; he 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 internal floor area of **64.1m²** (ie 62m² + 2.1m²) which would be brought about by this proposal.

Conclusion

It is submitted that the requirements of the development plan are *satisfied* by this proposal since it would not detract from the existing mixed 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.

Development of this site by the erection of a two-bedroomed bungalow would achieve more efficient use of this sustainable urban land and will play a modest yet valuable part in the provision of units for small households within an area dominated by family houses without harm to the character or appearance of the area or the amenities of neighbours. It is contended that this proposal comprises an acceptable form of development that accords with the development plan and no other material considerations suggest otherwise.

Appendices

1. Extract from decision notice APP/15/00718

Appendix 1

Extract from decision notice APP/15/00718:

1. *The size and depth of the plot would not allow for development of a standard compatible with the existing surrounding development. As such the proposal would be an incongruous feature within the street scene and an overly dense form of development to the detriment of the visual amenities and character of the area and contrary to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and the National Planning Policy Framework.*
2. *The proposed development by reason of its siting and mass, in such close proximity to No 15 Lovedean Lane, would be overbearing and result in an excessive building bulk adjacent to 15 Lovedean Lane, detrimental to the visual outlook, privacy and amenities of the occupier of that property. Furthermore the proximity of the development to No 17 Lovedean Lane would result in the loss of the previously spacious setting and outlook, to the detriment of the occupiers of that property. As such the proposal would be contrary to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework, the adopted Havant Borough Council Borough Design Guide Supplementary Planning Document 2011, and the National Planning Policy Framework.*
3. *The proposed development would constitute an undesirable over-intensive use of the site which would not provide satisfactory amenity provision for future occupiers being a substandard contrived area and being overlooked by 15 and 13 Lovedean Lane. The use of this amenity space would also have an adverse effect on the amenities of occupiers of the adjacent property at 15 Lovedean Lane. As such the proposal would be contrary to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework, the adopted Havant Borough Council Borough Design Guide Supplementary Planning Document 2011 and the National Planning Policy Framework.*
4. *The submitted details do not provide adequate provision for on site secure cycle storage in accordance with the Local Planning Authority's adopted standards. The provision of secure storage could add to the built form on the site to the detriment of the available amenity space for future occupiers. The proposal is therefore contrary to the adopted Residential Parking and Cycle Provision SPD, March 2010, Policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012. 5 The proposal, without the completion of the appropriate binding arrangements to secure a contribution towards the Solent Disturbance Mitigation Project, is contrary to the Council's Policy on mitigating the impacts of development which, in accordance with approved Policy DM24 of the Havant Borough Local Plan (Allocations) 2014 seeks to mitigate the impact of new residential development on the Solent Special Protection Area (SPA).*