



PLANNING AND **DESIGN AND ACCESS STATEMENT**

Planning permission for the erection of a one bedroom detached bungalow with associated parking and access. New parking layout for 35 Blackthorn Drive (Resubmission of APP/14/01148).



SITE: LAND TO THE REAR OF
35 BLACKTHORN DRIVE, HAYLING ISLAND, PO11 9PA

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1.0 INTRODUCTION

- 1.1 This Planning and Design and Access Statement is prepared on behalf of Mr Edney in support of his application for full planning permission for the erection of a one bedroom detached bungalow with associated parking and access. The application is a resubmission of planning application APP/14/01148.
- 1.2 The Statement incorporates all the required elements of a Design and Access Statement in accordance with the National Planning Policy Guidance, 2014. The Guidance allows the Local Planning Authority (LPA) to require submission of further details if it is considered necessary.
- 1.3 This document has been prepared to assist the Council's officers and members in determining the appropriateness of the development. The applicant is confident that this is the case and that planning permission should be granted subject to conditions where appropriate and necessary.

2.0 ASSESSMENT

2.1 Site Description

- The application site is located within the urban area of Hayling Island on land to the rear of 35 Blackthorn Drive. The application site is currently made up of an overgrown section of curtilage land for 35 Blackthorn Drive, which has been separated from the formal garden of 35 Blackthorn Drive. The area of land currently provides on-site parking for approximately two vehicles with a secure storage container also.
- 2.2 The wider site is currently made up of an extended two storey semi-detached dwelling located on a corner plot, with Blackthorn Drive to the front (north) and side (east) of the dwelling. The dwelling has a front garden, with existing dropped kerb, although currently there is no on-site parking to the front. The site has a long rear garden that has been divided so as to make it more manageable. The far section is used for on-site parking and houses a secure storage container.
- 2.3 The immediate and wider area is residential in nature comprising of a different sized dwellings, including bungalows and two storey houses. The dwellings

include terraced, semi-detached and detached dwellings, with properties in Blackthorn Drive constructed primarily of brick and tile. The detached bungalows beyond the southern boundary however include rendered properties.

3.0 RELEVANT PLANNING HISTORY

- 3.1 APP/14/01148 - Erection of 1No. 1 bedroom detached bungalow with associated parking and access, and new parking arrangement for 35 Blackthorn Road. Refused – 19/12/2015.

The application was refused for the following three reasons:

1. Overdevelopment and unsatisfactory plot size, harmful to the established pattern of development in the locality as well as overlooking and overbearing impact from the existing two storey dwelling.
2. Potential loss of highway tree through the creation of a new access.
3. Failure to secure a contribution towards the Solent Disturbance Mitigation Project.

- 3.2 APP/10/00724 – Construction of 1No. 2 bed bungalow. Refused – 03/12/2010.

The application was refused for the following three reasons:

1. Overdevelopment and unsatisfactory plot size, harmful to the established pattern of development in the locality as well as overlooking and overbearing impact from the existing two storey dwelling.
2. Insufficient parking for both the existing and proposed dwelling.
3. Failure to provide developer contributions.

4.0 PRE-APPLICATION ADVICE

- 4.1 Following the refusal of planning application APP/14/01148 discussions were entered into with the Case Officer Mrs Lealan to understand if there was any potential way forward with the proposal. A process encouraged by paragraphs 188-190 of the National Planning Policy Framework, 2012.

- 4.2 It was considered that the determination of the previous planning applications were ones taken on balance and as such there was potential for some negotiation.

- 4.3 As a result of the meeting with the case officer it was agreed to amend the layout of the site, bringing the dwelling closer to the rear boundary of 35 Blackthorn Drive. This enabled the habitable accommodation and amenity space for the new dwelling to be located to the south of the new dwelling, ensuring that there was no impact on the residential amenities of future occupants. In addition the access could be located at the southern end of the site, away from the highway tree. With one parking space required the cycle and bin store could be located in front of the on-site parking space allowing greater amenity provision for the new dwelling. The windows in the north elevation of the dwelling would serve a bathroom and study and would face the rear boundary fence of 35, thus ensuring neighbour amenity is protected for existing neighbours and future occupants. As these spaces are not habitable the windows could be obscurely glazed if required.
- 4.4 It is therefore considered that the revised layout, position of windows and the new access would ensure that the previous issues of harm identified have now been overcome. The proposal provides a good layout for future occupants and ensures sufficient on-site amenity provision for a one bedroom dwelling. In addition on-site parking accords with the Council's adopted parking standards for both the new dwelling and the retained dwelling of 35. Further neighbour amenity is protected for existing neighbours and future occupants and the scale and design of the dwelling would replicate those of the dwellings immediately opposite the site.
- 4.5 It is contended that the discussions held with the case officer and amendments made subsequently have addressed the issues of concern previously raised and that the application can now be submitted in line with local and national plan policy requirements. A process encouraged by paragraph 187 of the National Planning Policy Framework, 2012 which states: *"Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area."*

5.0 **PLANNING POLICY**

5.1 **National Planning Policy Framework 2012**

The National Planning Policy Framework (NPPF) establishes a presumption in favour of sustainable development. The National Planning Policy Framework begins by identifying that:

“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 and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*
- a social role – supporting strong, vibrant and healthy communities, by providing the 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 that reflect the community’s needs and support its health, social and cultural well-being; and*
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”* (Paragraph 7, NPPF, 2012).

5.2 Paragraph 8 goes on to say:

“These roles should not be undertaken in isolation, because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions.”

5.3 Paragraph 6 makes clear that regard must be had to the document as a whole in determining what the Government’s view of sustainable development means

in practice. It promotes the effective use of land through the re-use of previously developed land. Paragraph 49 states that *“housing applications should be considered in the context of the presumption in favour of sustainable development.”*

5.4 Chapter 7 of the National Planning Policy Framework deals specifically with good design. Paragraph 56 makes it abundantly clear that *“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*

5.5 Paragraph 59 seeks to ensure the sustainable construction of the dwelling, whilst paragraphs 60 and 61 seek to ensure the development is designed well accounting for local context, without being prescriptive to architectural style and stifling innovation. The size of plot and scale of dwelling is directly related to the existing pattern and character of development found within the immediate area; in particular the bungalows to the east of the site and the bungalows to the south of the site.

5.6 It is considered that the proposed development would see a sustainable small dwelling erected in an established residential area within the settlement boundary. Further the revised new dwelling would be of a good design and would make a positive contribution to the area, whilst respecting the residential amenities of neighbouring properties and the prevailing character and appearance of the area. The development would also contribute to the supply of small dwellings ideal as a starter home or for those looking to down size. In this respect the dwelling would be constructed for the applicant and allow him to downsize freeing up the existing family home that no longer fulfils his needs.

5.7 **Havant Borough Core Strategy 2011**

The following policies of the adopted Havant Borough Core Strategy 2011 are relevant to this proposed development:

Policy CS9 – Housing, in particular points 4, 5 and 6

Policy CS16 – High Quality Design

Policy DM8 - Conservation, Protection and Enhancement of Existing Natural Features

Policy DM13 – Car and Cycle Parking on Residential Development

- 5.8 Also of relevance is the guidance set out in the following Supplementary Planning Documents (SPDs) – Borough Design Guide, Housing and Residential Car Parking and Cycle Provision.
- 5.9 The development as proposed has had specific regard to the policy requirements, both locally and nationally. The revised development has proper regard to the character and appearance of the area, the residential amenities of adjoining properties and those of future occupants and the landscape characteristics of the site.
- 5.10 The development therefore would make efficient use of a site within the urban edge, providing smaller affordable market housing commensurate with that already found in the area. It is therefore contended that there is no policy objection to the development as proposed.

6.0 PROPOSAL

- 6.1 Planning permission is sought for the erection of a detached, one bedroom dwellinghouse with associated parking and access on land to the rear of 35 Blackthorn Drive. The proposal would also include a secure cycle and bin storage in front of the parking area to the southern part of the site. As part of the development proposal the land to the front of 35 Blackthorn Drive would be resurfaced to provide three on-site parking spaces for the retained dwelling and a new dropped kerb provided on to Blackthorn Drive.
- 6.2 The detached bungalow, with hipped roof, is of a scale and design consistent with that found within the immediate area, particularly dwellings immediately to the east and south of the site and is reflective of those adjoining plot sizes also. The new dwelling would revise an existing vehicular access to the far rear of the site, onto the unclassified cul-de-sac of Blackthorn Drive.
- 6.3 The new dwelling would benefit from one on-site parking space and secure cycle storage for up to two cycles. The amenity space of 99 square metres is considered to be more than sufficient for the passive recreational requirements of a one bedroom unit and is south facing ensuring the garden and dwelling receives maximum daylight. The existing landscaping to the southern boundary would be cleared of brambles, but the tree planting would be retained, ensuring

a landscape buffer remains between the new dwelling and the properties to the south of the site.

- 6.4 35 Blackthorn Drive would retain a 10m deep garden with an area of 110 square metres. This is considered to be suitable for the existing four bedroom dwelling. In addition three car parking spaces would be provided for the existing dwelling one more than exists at present.

6.5 **Development Objectives**

- Provide a high quality one bedroom affordable market dwelling (self-build) that is sympathetic and reflective of the existing built form and character of the area.
- To provide much needed smaller accommodation and to free up a larger family dwelling in a sustainable location to meet social and economic objectives.
- To provide a more efficient use of the site without causing unacceptable harm to the residential amenities of neighbouring dwellings, future occupants or the character and appearance of the area.

7.0 **EVALUATION**

7.1 **Character and Appearance:**

The site is located within the settlement area of Hayling Island, an established residential area characterised by various style, single storey and two storey terraced, detached and semi-detached dwellings.

- 7.2 The proposed dwelling has been carefully designed to respect the local vernacular, including layout, scale, architectural style and the pallet of materials found in the immediate vicinity, whilst contributing to the individuality of architectural design within Hayling Island.

- 7.3 The proposal would see the erection of a small affordable market dwelling, appropriate to its plot size, and comparable in size and layout to those of the

immediate area; particularly dwellings to the east and south of the site. The proposal has also had due regard to the positioning of the existing dwelling on site and its relationship with the retained and neighbouring dwellings. This was a particular issue for the previously refused application however it is considered that the revised layout overcomes the previous objections raised in respect of application APP/14/01148.

7.4 Notwithstanding the detailed consideration of the scale, design and layout the site does benefit from reasonable boundary screening, particularly to the south and west all of which will be retained. Whilst the scale and style of dwelling would be in keeping with the development immediately opposite to the east.

7.5 In respect of the above information it is considered that every regard has been given to the existing character and appearance of the area. The development would result in a development that would make a positive contribution to the area, whilst retaining the important qualities of the site and built form found within the locality.

7.6 **Residential Amenity:**

The dwelling has been repositioned with regard to the neighbouring dwellings and every effort has been made to ensure that the new layout maximises distance from neighbours, positions new habitable windows and the amenity space for the new bungalow away from the two storey dwellings to the north and retains the existing natural boundary screening to the south of the site. It is therefore considered that the layout, height and scale of the proposed dwelling would not be of a scale that would result in unacceptable harm to neighbour amenity.

7.7 The built relationship, separation distances, positioning of windows, boundary screening and existing tree planting all combine to suitably protect existing neighbour amenity and the amenities of future occupants. It is therefore considered that the development would not result in unacceptable harm by reason of overshadowing, loss of light, overbearing effect, loss of privacy or overlooking and would overcome reason 1 of refused permission APP/14/01148.

7.8 **Highway Safety:**

The development would reposition the existing vehicular access to the far rear (south) of the application site and provide one parking space to be used by the proposed one bedroom dwelling. In addition a cycle store would be provided with space for two cycles.

7.9 A new vehicular access to the front of 35 Blackthorn Drive would be created for the retained dwelling, with space for three vehicles to be parked on-site.

7.10 Blackthorn Drive is an unclassified residential road with dead end. It is therefore considered that the access arrangements and provision of an additional dwelling would not be prejudicial to highway safety as there is no through road. It was noted that there is the ability to park on street however the development makes adequate provision for on-site parking for the existing and retained dwelling. It is therefore considered that the development accords with the Council's parking standards and would not result in issues prejudicial to highway safety.

7.11 **Trees:**

There is an existing highway tree to the east of the proposed bungalow, outside of the curtilage of the site. The tree is a small tree positioned on a grass verge outside of the curtilage of 35 Blackthorn Drive. It is of minimal public amenity value due to its location at the far end of the dead end road and because of its size.

7.12 Notwithstanding its limited amenity value due its size and position, the tree would be retained. In addition the new bungalow would be outside of the root protection area and as such would not be impacted by the new development. The development can therefore be constructed without conflicting with the policy requirements of DM8 of the Havant Borough Local Plan (Core Strategy) 2011.

7.13 **Layout:**

The layout of the proposed dwelling seeks to replicate the general built form within the area (particularly the residential development to the east and south of the site), providing small scale market accommodation in an appropriately sized plot. The development makes appropriate amenity provision for the dwelling

and is fully usable and appropriate in scale as well as on-site parking and secure cycle storage in accordance with the Council's standards, for both the new dwelling and retained dwelling 35 Blackthorn Drive.

7.14 Scale:

The height, massing and proportions of the proposed detached bungalow are in keeping with the context of those bungalows to the south and east of the site. The scale and design of the development therefore provides a clear contextual link to its surroundings.

7.15 Access:

The design and layout of the building allows for free and easy access at ground floor level throughout the site and to external facilities such as refuse points and car parking. There would also be level thresholds to further improve access in and out of the dwelling. The internal arrangements for disabled access are covered by Part M of the Building Regulations.

8.0 SUSTAINABILITY

- 8.1 National and local planning policies encourage new development to be sustainable. This includes matters of location, sustainable methods of construction and ecology. As a matter of principle the proposed development would be sustainable, because it would utilise an existing site within an established residential area, providing a more appropriate and sustainable form of dwelling.

9.0 CONCLUSION

- 9.1 Having regard to relevant development plan policy it is contended that the proposed development would represent an efficient use of the site, in a sustainable location and in a sustainable form, whilst paying due regard to existing development densities, prevailing character, residential amenity and highway safety.
- 9.2 It is considered that the previous decisions taken by the Council have been fully considered and that the revised layout fully addresses all of the previous issues of concern raised. The balance of acceptance is now considered to weigh in favour of the development. The Council is therefore respectfully requested to approve this planning application.