

7 October 2015

Sections 55 Town and Country Planning Act 1990

Design and Access Statement

Construction of two-storey side extension and mansard roof to form 5 flats

Latchmore House London Road Cowplain Hampshire

7 October 2015

1. Introduction

1.1. This statement has been prepared to support the following proposal:

Construction of two-storey side extension and mansard roof to form 5 flats

1.2. Latchmore House comprises a two-storey detached building with associated car park located on the west side of London Road and adjacent to the junction with Latchmore Forest Grove.

1.3. Prior notification approval was granted in October 2015 (ref APP/15/00943) for the change of use from Class B1(a) office use to C3 residential use (6 dwellings) subject to prior approval covering flooding, highways and transport issues and contamination. The existing situation is therefore 6 dwellings.

1.4. Having carefully considered the application site and surrounding development this proposal seeks extensions to widen the scope of that scheme to provide 5 additional dwellings. The development would retain car parking to the side and rear for 11 vehicles and provide cycle and refuse storage for all the occupants of the resulting building.

1.5. Having regard to the relationship between the proposed development and the surrounding properties it is submitted that the development is sustainable and will not amount to a significant impact on the amenity of adjoining occupiers.

2. Site Context

2.1. Cowplain has developed as a natural link between the larger settlement of Waterloooville to the south and Horndean to the north. The surrounding area is characterised by an eclectic mix of development comprising single and two storey dwellings and flats.

2.2. Development in Cowplain typically occurs on pocket sites such as this.

3. Policy Framework

National Policy

3.1. The National Planning Policy Framework (NPPF) became the primary national planning policy guidance on 27 March 2012. It replaced the previous PPS/PPG system of

7 October 2015

guidance documents and deleted a significant proportion of planning policy including the Regional Spatial Strategies (RSS). The NPPF includes transitional arrangements for Local Authorities to either prepare a plan that would be NPPF compliant or adapt an existing post 2004 plan to be compliant.

Implementation of the NPPF

3.2. Paras 214 to 216 of Appendix 1 give relevant advice stating:

214. For 12 months from the day of publication, decision takers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with this Framework.

215. In other cases and following this 12 month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

216. From the day of publication, decision takers may also give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Sustainable Development

3.3. Paragraphs 6 and 7 of the NPPF sets out the Government's overriding objectives of securing sustainable development. Para 7 of the NPPF identifies the roles of the planning system in achieving sustainable development:

7. 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:

7 October 2015

- 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 wellbeing; 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.

3.4. Para 14 goes on to provide further emphasis on the focus towards sustainable development stating:

14. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking.

For plan making this means that:

- local planning authorities should positively seek opportunities to meet the development needs of their area;
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, 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; or
 - specific policies in this Framework indicate development should be restricted.

For decision taking

this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out of date, granting permission 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; or
 - specific policies in this Framework indicate development should be restricted.

7 October 2015

Housing

3.5. Section 6 Paragraph 50 of the NPPF sets out the objectives of obtaining a sustainable mix of dwellings in communities:

1. To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, 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, older people, people with disabilities, service families and people wishing to build their own homes);
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand;

Local Policy

3.6. The Havant Borough (Core Strategy) is the principal document in the council's Local Plan. It covers the Borough of Havant, setting out the spatial planning strategy for the area up to 2026.

3.7. The following policies are pertinent to this planning application

Policy CS8 Community Safety

Planning permission will be granted for development proposals that:

1. Engrain community safety into the development process from the beginning.
2. Provide well-lit footpaths, cycle ways and roads providing that this does not adversely affect designated habitats or the landscape.
3. Maximise opportunities for natural surveillance through good design.
4. Maximise the amount of 'defensible space' that is controlled or perceived to be controlled by residents.

Policy CS9 Housing

Planning permission will be granted for housing proposals that will: -

1. Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.
2. Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments between 5 and 14 dwellings (gross), unless a lesser requirement has been transparently justified on viability grounds.
3. Ensure mixed communities are created through the planned distribution and

7 October 2015

avoidance of a concentration of affordable housing.

4. 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.
5. 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.
6. Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.
7. Contribute to achieving 450 extra-care dwellings between 2006 and 2026.
8. Ensure housing development is delivered in a phased manner with an appropriate proportion of previously developed land so as to avoid unnecessary development on greenfield urban extension sites.

Policy CS16 High Quality Design

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. Responds to, draws inspiration from and respects local context and:
 - a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
 - b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
 - c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
 - d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
 - e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
 - a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - b) New streets are not dominated by vehicular traffic;
 - c) The layout of the development is legible, meaning it is easy to orientate oneself and move through.

7 October 2015

3. Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.
4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.
5. Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.
6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.
7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.

Policy CS20 Transport and Access Strategy

Development will be permitted that:

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
 2. Does not increase congestion and promotes better use of existing transport networks.
 3. Improves accessibility to goods, services and employment and promotes equality in the transport system.
 4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
 5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
 6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.
- assesses the non-transport infrastructure requirements to support the proposed new development.

The South East Regional Partnership Board has produced a number of guides, including one on transport infrastructure.

7. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

7 October 2015

Policy CS21 Developer Requirements

Development will be permitted if on-site and/or off-site infrastructure requirements are met.

Where new or improved infrastructure is essential for planning permission to be granted the council will require the on-site or off site provision and/or contributions through planning obligations, agreements or tariffs in accordance with the relevant legislation for off-site provision. The need for contributions will depend on information and advice from infrastructure providers on the expected impacts of the development on all the infrastructure types.

Where appropriate the council will seek on-site provision or financial contributions to ensure the timely off-site or on-site delivery of all types of infrastructure as detailed in Table 9.1 under the following headings:

1. Transport
2. Housing
3. Education
4. Health
5. Social Infrastructure
6. Green Infrastructure
7. Public Services
8. Utility Services
9. Flood Defences
10. Public Realm

Where on-site provision or financial contributions are made, arrangements for the ongoing maintenance of facilities will be required.

Where the necessary contributions are not agreed by the developer, planning permission will be refused.

A Supplementary Planning Document will be prepared setting out the mechanisms that will be used for taking development contributions together with details of the types and priorities of infrastructure provision.

DM10 Pollution

Development that may cause pollution of water, air or soil or pollution through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, heat, electromagnetic radiation and other pollutants will only be permitted where all of the following relevant criteria can be met:

1. The health and safety of existing and future users of the site, or nearby occupiers and residents is not put at risk.
2. National air quality standards or objectives would not be breached.

7 October 2015

3. The water environment would not be detrimentally affected.
4. It would not lead to an unacceptable deterioration in the quality or potential yield of coastal, surface and ground water resources.
5. External lighting is of the minimum level of illumination and duration required for security and operational purposes.
6. External lighting would not interfere with safe navigation in either Chichester or Langstone Harbours and other coastal locations.

DM11 Planning for More Sustainable Travel

The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

1. Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.
2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.
3. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.
4. Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.
5. Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.

DM12 Mitigating the Impacts of Travel

New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.
2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.
3. The submission of a transport statement must accompany planning applications to

7 October 2015

explain changes to travel demand.

4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.

5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.

DM13 Car and Cycle Parking on Residential Development

Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

4. Development Principles

4.1. The site is within the developed area of Cowplain. As such, the proposed development is acceptable in principle, subject to other policy considerations.

4.2. The principal of intensive residential development established as part of the previous scheme. This scheme is a logical extension of that development south and onto the associated under used car parking area and upwards into the roof.

4.3. Overall, it is considered that the proposed development is acceptable in principle, subject to detailed amenity considerations by the Local Planning Authority.

5. Design Appraisal

Use

5.1. The proposal seeks a continuation of the residential development approved as part of the prior notification scheme. The principle of the use of the land for residential development has been accepted.

Amount

5.2. Taking into account the technical housing space standards and the need to retain one car parking space per dwelling the development seeks the addition of five units.

5.3. Taking into account the Technical housing standards – nationally described space standard for three bedroom dwellings the following standards have been applied

7 October 2015

Space Schedule

National Standard 1 Bedroom, 1 Person, 1 Storey Dwelling 37sqm
National Standard 1 Bedroom, 1 Person, 1 Storey Dwelling 39sqm
National Standard 1 Bedroom, 2 Person, 1 Storey Dwelling 50sqm
National Standard 2 Bedroom, 3 Person, 1 Storey Dwelling 60sqm

Proposed Development

Ground Floor

'Flat 9' 1 Bedroom, 2 Person, 1 Storey Dwelling 52sqm

First Floor

'Flat 10' 1 Bedroom, 2 Person, 1 Storey Dwelling 52sqm

Second Floor (Roof)

'Flat 7' 1 Bedroom, 2 Person, 1 Storey Dwelling 59sqm
'Flat 8' 2 Bedroom, 3 Person, 1 Storey Dwelling 89sqm
'Flat 11' 1 Bedroom, 1 Person, 1 Storey Dwelling 44sqm

5.4. It is therefore submitted that the amount of development on this site does not amount to an overdevelopment of the site and accords fully with the requirements of the Local Plan.

Layout

5.5. The proposed addition is designed as an extension and is set back from the front elevation accordingly. Car parking is retained to the front and rear accessed from the existing entrances.

5.6. Windows to the new dwellings are located to the front, side and rear elevations to take advantage of existing public facing views.

Scale

5.7. The building retains a two-storey scale albeit with a mansard roof enclosing the third floor. Having regard to the scale of the adjoining property it is submitted that a building of this height would fit appropriately within the street scene.

7 October 2015

Landscaping

5.8. The building is set within a landscape setting and this proposal seeks to retain that setting in its current form.

Appearance

5.9. Due regard has been given to the resulting appearance of the building in relation to the appearance of the recently developed Chrisalex Court.

5.10. The proposed development seeks to provide a unified and attractive built form which reads clearly as an extended two-storey building

5.11. As now presented the appearance of the scheme reflects the local vernacular. The development will deliver five quality new units of family living accommodation in accordance with the Council's policies seeking high quality inclusive and sustainable design.

6. Access Appraisal

6.1. The car parking arrangement has been altered with the benefit of car parking spaces within the front and rear parking areas that complies with Manual For Streets in terms of both size and maneuvering space. The arrangement of car parking in a line abreast configuration means that one space does not compromise the use of another. Hence the utility of the car parking bays is ensured.

6.2. As such it is submitted that the proposal is acceptable.

7. Conclusion

7.1. It is considered that the proposed development would comply with the relevant policies set out above and as such it is requested that the Planning Authority grant planning permission for the proposed development.