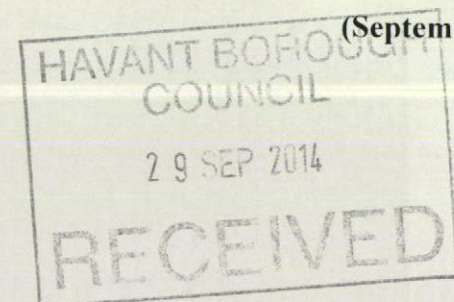


Land at 71 and 73 Third Avenue Havant Hampshire PO9 2QR (50°51'N, 0°58'W)
(To be known as 5 to 10 Denvilles Court)

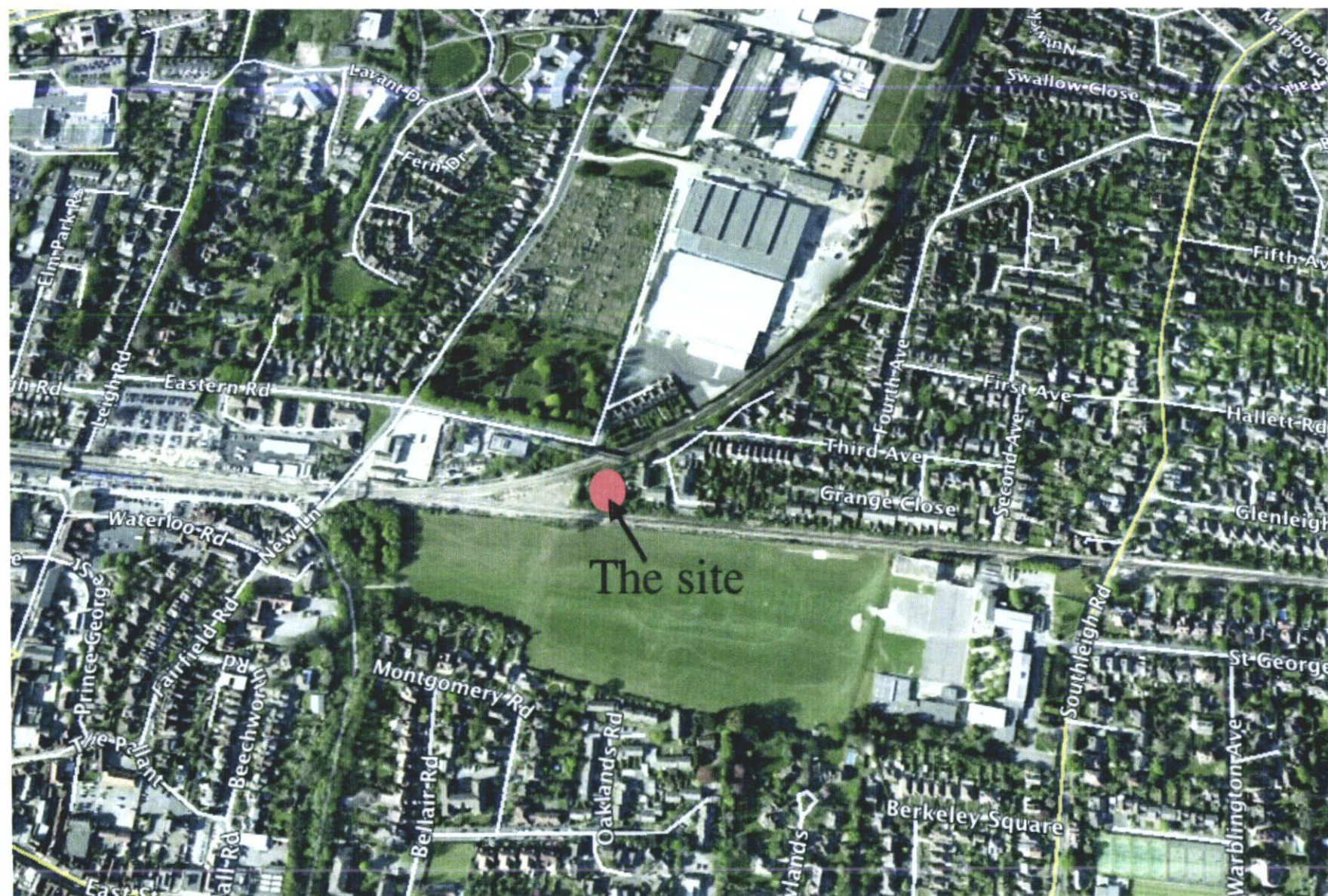
Demolition of 71 and 73 Third Avenue and the construction of four two-bedroom houses and two three-bedroom houses with parking and landscaping.

Design and Access Statement

This statement has been prepared for Tectonica Limited



(September 2014)



Map showing the site in relation to its surroundings

HAVANT BOROUGH
COUNCIL

29 SEP 2014

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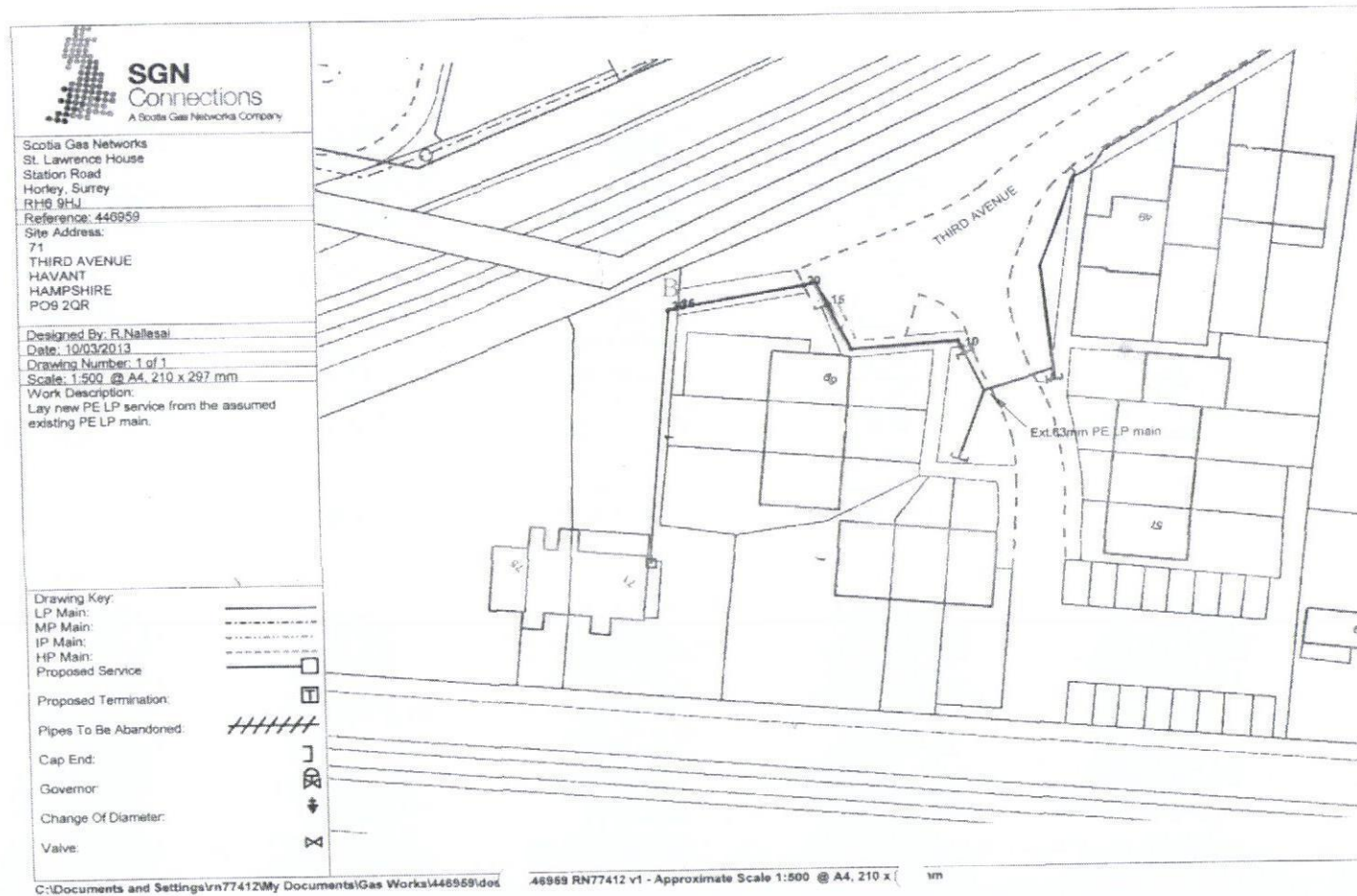
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1 Introduction

- 1.1 The site, which is 0.09 ha in area comprises the curtilages of numbers 71 and 73 Third Avenue Denvilles Havant PO9 2QR and has a National Grid Reference of SU 7230 0657
- 1.2 The site consists of an area of land which is already developed having built upon it formerly three dwellings known as 71, 73 and 75 Third Avenue (see below plan number 1, p4) but more recently only 71 and 73; 75 being incorporated into 73 Third Avenue (see photographs 1 and 2, p8). A further area of land to the west of 71 and 73 has now been developed with four new houses. (See planning applications APP/11/01577 and APP/14/00332.) These houses are to be known as numbers 1 to 4 Denvilles Court Third Avenue. (See photo 5 below, p10.)



Plan 1 Recent map with 75 Third Avenue indicated.



2 Background and History

- 2.1 The site forms the curtilage of 71 and 73 Third Avenue. These properties lie at the end of a cul-de-sac, which connects for car use, to the A27 at Warblington, via Southleigh Road and Emsworth Road. To the east the area is entirely residential.
- 2.2 The Southampton to Brighton main line railway runs to the south of the site and beyond are the playing fields of Warblington School, now partially under development.
- 2.3 The Portsmouth to London (Waterloo) railway line runs in a gentle bend to the north of the site. Further to the north and north-west are a terrace of twelve houses, a bungalow and the Eastern Road cemetery.
- 2.4 Havant Town Centre and Havant Railway Station lies to the west of the site. The station is about 500m distance as the crow flies. Warblington Halt to the east of the site is about 750m also as the crow flies. The site is linked to Eastern Road via a bridge, which can be used by pedestrians and cyclists. On foot or by cycle, Havant Station is only around 750m from the site.
- 2.5 There are a few trees to the south of the site but none are protected. To the north-west of the site on adjoining land there is a Sycamore which is subject to a preservation order TPO number "T4".
- 2.6 The houses are not listed and are not within a conservation area.
- 2.7 Neither of the houses has been the subject of any recent planning activity but the adjoining land, which some ten years or so ago formed part of the curtilage of 73 Third Avenue has been the subject of the following recent permissions and the houses are now well under construction. (See photo 5 below.)



2.8 Existing Dwellings

The existing houses (which it is proposed should be demolished) were probably constructed around 1900 and are of traditional brick construction most probably with a slate roof. The original plan was for four up and four down rooms in a cruciform pattern, providing four bedrooms, three reception rooms and kitchen/scullery. There was no internal toilet and drainage was to a septic tank.

Both houses have been substantially altered over the years.

The slates have been replaced with concrete tiles although there is no evidence of roof strengthening. Both houses are now on mains drainage.

71 Third Avenue has had one bedroom converted to a bathroom and has had several additions; a garage to the north plus a porch and fuel store to the east.

73 has also been developed with a conservatory kitchen to the north.

There are few original features.

2.9 Condition of existing dwellings

For their age the houses are in a reasonable condition, not showing, for example any structural movement, they have not been well maintained during the last ten to twenty years. They are comfortable and are both currently let with the same occupants for the last year. Both dwellings require substantial renovation. The garage to 71 and the conservatory kitchen to 73 are both of poor construction requiring demolition and reconstruction. Although showing no structural movement at present, of some concern is the brick footing, which is shallow.

Although there are no obvious serious construction problems, the size of the houses, their location near the railway and their method of construction does not lend them well to modern living demands.

See photos 1 to 4 p8 and p9





Photo 1 North Elevation 71 Third Avenue



Photo 2 North Elevation 73 Third Avenue





Photo 3 South Elevation 71 Third Avenue



Photo 4 North Elevation of 71 Third Avenue from 73





Photo 5 Adjoining new development



3 Planning Policy Context

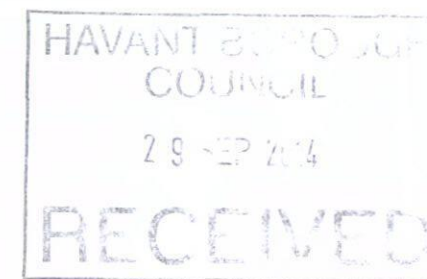
- 3.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that in making any determination under the planning act they must be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 3.2 The relevant local policy to this scheme is the Havant Borough Core Strategy (adopted March 2011) The principle policies relating to this proposal are seen as;
- CS9 Housing Density
 - CS16 Promoting high quality design
 - CS17 Promoting development within settlement boundaries
 - DM8 Development must protect existing features (including trees) and preserves or enhances the character or appearance of the area.
 - DM13 Parking provision

Sustainability Statement.

It is noted that CS14 of the Local Plan (Core Strategy) Efficient Use of Resources, seeks that residential development should achieve level 3 of the Code for Sustainable Homes.

Supplementary Planning Policy

- 3.3 Two local documents are seen as material to the scheme
- 1 The adopted SPD on parking provision
 - 2 The adopted SPD relating to urban design
- 3.4 The adopted Residential Parking and Cycle Provision (March 2010) indicated for residential schemes less than 800m from the centre of town that a reduced standard can be applied.



4 Site design and constraints

4.1 Sustainable site.

4.1.1 This site is a windfall site, not included in the identified housing supply sites.

It is previously developed land, has all services available and its development should be prioritized over less sustainable greenfield sites.

4.1.2 It lies in close proximity to the centre of Havant and both road and rail public transport. As given in the Havant planning documents;

Havant Town Centre offers the widest choice in alternative transport modes with a mainline train station, with regular services to a variety of location and also a bus station that provides services across the borough and to Portsmouth, Chichester and beyond.

Havant Town Centre also provides a range of shops and services which lessen the need for individual travel. This is considered to be the most accessible and sustainable part of the borough.

4.1.3 The housing density possible for this site is above 60 dwellings per hectare and is of high density given its proximity to the range of facilities and transport infrastructure. (Core Strategy 6.21.)

4.2 Character and appearance of the Locality

The surrounding residential properties are of traditional construction. To the east the dwellings are two storey short terraces and of 1960's design with some tile hanging and boarding. To the west the houses under construction are also traditional but are on three floors, semi-detached and have render to the first floor elevations to front and rear. See photos 6 to 8 p13 and p14.

4.2 Residential amenities

The maintenance of privacy is an important consideration especially on sites of high density. This applies both to the properties of 65 to 69 Third avenue and also to the new properties to the west. Other constraint parameters are overlooking, retention of green areas and noise. These matters will be addressed further in the scheme proposal.



5 Access

- 5.1 All six proposed dwellings and the four built new dwellings are served by a private drive from the cul-de-sac end of Third Avenue. The drive is adequate to serve the additional houses proposed and no alteration to the access drive is proposed. A Fire Pump can manoeuvre to turn around in front of the four new houses to be known as 1 to 4 Denvilles Court.



Photo 6 View of Third Ave looking South-west





Photo 7 69 Third Ave from the front



Photo 8 View of 65 to 69 Third Ave from rear



6 Proposal

6.1 The proposal is for the demolition of 71 and 73 Third Avenue and redevelopment to provide two three bedroom semi-detached houses on three floors and four two bedroom semi-detached houses over two floors.

6.2 Design

The design of the scheme has been driven by a number of key factors:

- (i) The site constraints identified earlier ie privacy, overshadowing and noise.
- (ii) The need for the proposed dwellings to relate to adjoining dwellings.
- (iii) The car-parking and cycle requirements

6.3 Exterior design and site layout.

6.3.1 The design reflects that of the new dwellings granted under applications APP/11/01577 and APP/14/00332. It is proposed to use the same or similar brick and roofing tiles with first floor render and similar porches. The intention is to create an homogenous group of dwellings. The relationship to the 1960's houses is not disregarded. By including in the mix slimmer two-bedroom units a lower ridge height is achieved thereby providing a transition between the low pitched 1960 properties to the east and the new higher pitched properties to the west. Dwellings ground to ridge heights are determined from the dwellings 1 to 4 Denvilles Court which themselves followed the roof pitch of 71 and 73 Third Avenue. The shallower shape of the two-bedroom units numbers 5 to 8 lowers their ridge height making a more natural progression from the 1960's units at the end of Third Avenue to 1 to 4 Denvilles Court. (See illustrative Street Scene below p18.)

6.3.2 By using the existing drive and turning circle, the provision for paved area is reduced allowing more natural drainage. All units have front and rear access.

6.4 Siting and internal layout.

6.4.1 The positioning on site and internal layout have been carefully considered. The most important rooms have been sited to look southwards thereby benefitting from natural sunlight and solar gain. Both two-bedroom and three-bedroom units have been



designed to minimise overlooking of sensitive areas, both of existing properties and those to be built. By placing the two-bedroom units to the south all northerly facing windows can be glazed with obscured glass if necessary. (Diagram 1 refers.)

6.4.2 Noise from passing trains

Vibration and noise generated by passing trains was extensively investigated in the previous application for the development to the west. The two-bedroom houses have been positioned on the site to align with the southern extent of the dwellings to be demolished and those of the new development. That report considered the site against “mixed sources of noise” and concluded that it be placed in noise category B as defined in PPS24. It is not proposed therefore to offer any further evidence but a further copy of that report can be made available.

- 6.5 The scheme proposes one parking space per unit, in line with the adopted policy and in consideration of the site’s proximity to Havant. All of the spaces are within reasonable proximity to the dwellings.

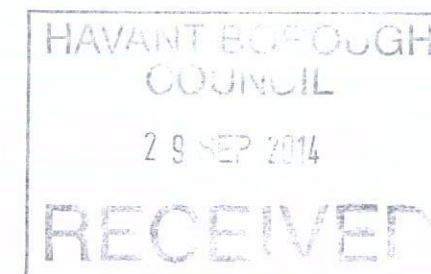
7 Other Considerations

7.1 Trees and landscaping.

There are no significant trees identified on the site but there is a hedge to the south bounding the railway. Most of this hedge is on railway land. That which is on the site is not intended to be removed but may require thinning. A sycamore tree, the subject of a tree preservation order, is adjacent to the site and was the subject of an arboricultural report at the time of the previous application. There is no proposed further major work to services and the method statement within the report was implemented in the construction of the dwellings 1 to 4 Denvilles Court. The foundations for the three-bedroom houses are nine metres from the bole of the tree. Please refer to the previous report. It is not considered that any further consideration be given to preserve the tree. Protection measures as previously required, will be continued

- 7.2 All services for the site are available on the site.

- 7.3 It is proposed that surface water be drained to soakaways as the new buildings to the west.



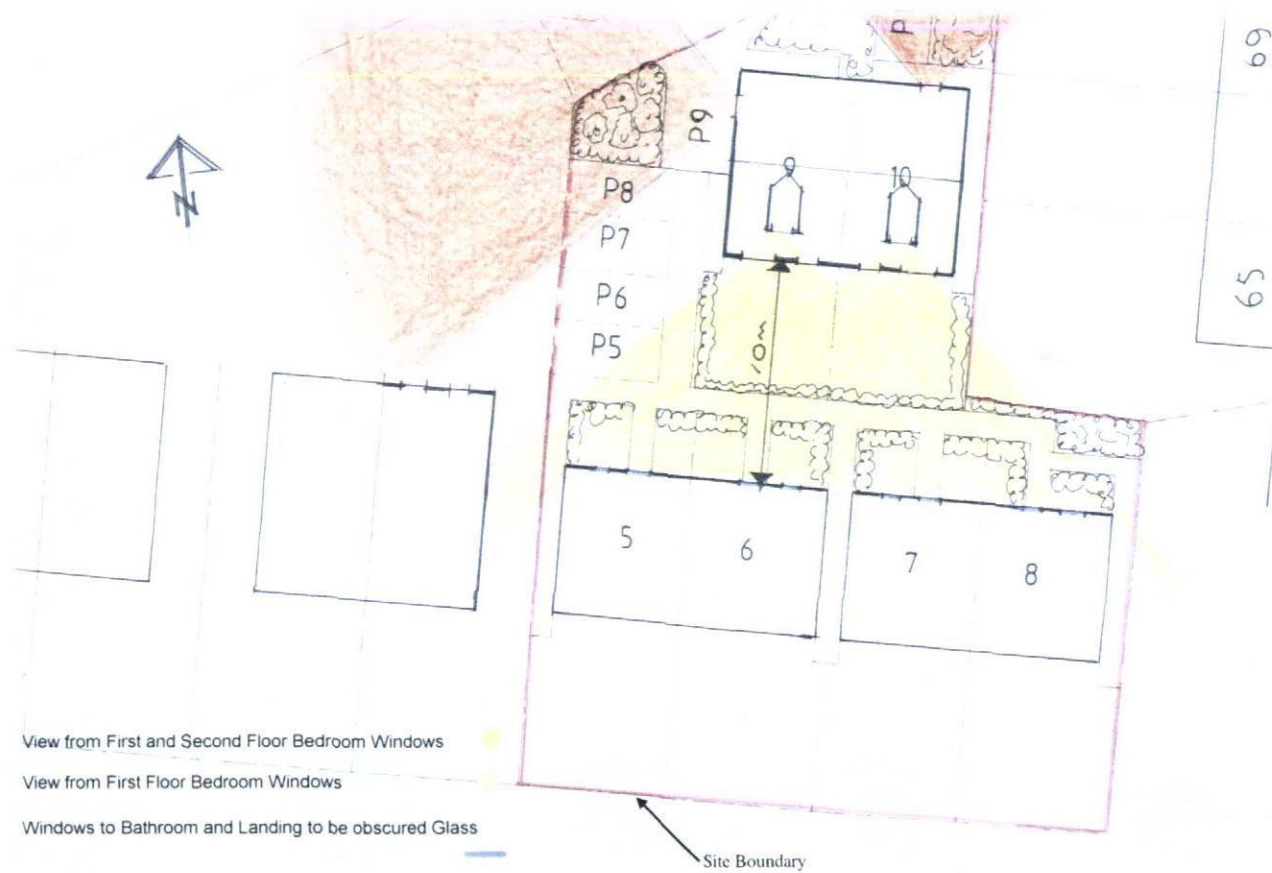


Diagram 1 showing overlooking





Illustrative Street Scene

