

March 2013

PLANNING STATEMENT - INCLUDING DESIGN AND ACCESS CONSIDERATIONS

**Erection of 2 x 5 bed detached dwellings with garages
and associated parking with new access to existing
dwellings at 8 Langstone Road, Havant, Hampshire,
PO9 1RE [amended proposal]**



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INTRODUCTION

This amended planning application follows the refusal of planning permission APP/12/01271 dated 4 February 2013 and a subsequent meeting with LPA Officers on 8 March 2013 to discuss the reasons for refusal and to establish what amendments would be required in order to avoid the time delays of a planning appeal.

This resubmitted and amended proposal reflects the outcome of the 8 March 2013 meeting which are illustrated on the submitted drawings 8299 – 10, 8299 – 11, 8299 – 03 and 8299 – 04 and the principal amendments are set out below which relate to the reasons for refusal:-

Reason 1 - The internal first floor layout of Units 1 and 2 have been amended to reduce the number of west facing first floor windows to two bedroom windows and two obscure glazed bathroom windows. The applicant's previous proposal to include a first floor balcony on the rear west facing elevation of both Units 1 and 2 is not being pursued with this amended application. It is understood that this amended arrangement will now satisfactorily resolve the concerns of Policy CS16.

Reason 2 - The applicant's arboricultural consultant – Tree Advice Trust have now been able to review their initial report with the benefit of a recent topographical site survey and Drawing 8299 – 10 identifies the recommended Tree Protection Areas and illustrates that the siting of the proposed dwellings does not impact upon the root protection areas of the trees protected by a Tree Preservation Order. The proposal does not conflict with Policy DM8.

Reason 3 - The applicant has confirmed a willingness to enter into a Planning Obligation by Undertaking under Section 106 of the T&CP Act 1990 (as amended) to make the financial contribution of £10,941 to Hampshire County Council exclusive of HBC legal costs and monitoring costs.

Reason 4 - The applicants strongly believe that the established environmental character of the area surrounding any development proposal must be a material planning consideration when determining an appropriate form of new development. Policies CS9 and CS17 have been assessed and are referred to in the body of this document under 'Planning Policy'. It is concluded that the proposal to construct two large detached dwellings utilising the access onto Langstone Road would by reason of the prevailing local character not be contrary to the policies and would respect traffic accessing and egressing onto Langstone Road.

Fine and Country have been appointed by the applicants to provide an assessment of the application site in terms of a suitable form of development and an explanation of previous marketing. This is explained in (the attached) letter and enclosures dated 28 February 2013. It is interesting to note that in the opinion of Fine and Country - "the development of apartments on this site firstly does not fit in with the surrounding area as the majority of homes in Langstone Road are imposing dwellings".

SITE BACKGROUND AND CURRENT USE

The proposed site is situated at Southbrook, 8 Langstone Road, Havant. The site is currently occupied by an existing large Victorian dwelling which will be refurbished. The existing dwelling is also in a very poor state of repair and sits to the North of the site. There are several trees which will be retained all in accordance with the arboricultural report prepared by 'Tree Advice Trust' which has been reviewed following a full topographical survey and is now submitted with this application, with recommendations for screen planting to the boundaries of the application site and in particular the western boundary..

The application site is characterised by a large number of detached properties in the surrounding area whilst adjacent to the site there are a number of properties which are of similar size to that now proposed in prominent positions along Langstone Road. Some of these developments have involved the demolition of existing dwellings with their replacement by much larger dwellings.

The context of the site benefits from an existing natural screen to the East boundary which together with the existing high brick boundary wall which will ensure that any new development will have very limited visual impact when viewed from Langstone Road. Langstone Road provides the only vehicle access route both on and off Hayling Island. The safeguarding of the visual presence of the site has been of significant importance in determining the design criteria. Havant and Langstone is conveniently positioned to benefit from easy access to the A3 providing excellent links to both Portsmouth & London. Given the overall area of the site (295m sq.), a more effective use is sought providing family homes to compliment the character of the locality.

This supporting statement should be read in conjunction with drawing numbers 8299-10; 11; 12 & 13 inclusive and is part of an application submitted on behalf of T Ware Developments Ltd.

At approx 295m sq (0.3 hectares) and taking into account the character and density of surrounding development the site is ideally suited for a large detached dwellings in contrast to the previously approved two storey scheme comprising 6 apartments.

The Southern boundary features dense hedgerow & mature tree growth which will be maintained to ensure this site retains its character all in accordance with the latest 2012 British standards. (Please refer to report compiled by The Tree Advice Trust for details).

PLANNING HISTORY

Planning Ref: 90/55345/000 –

Renewal of outline application for the erection of 7 detached houses and 2 blocks of 2-storey flats comprising 12 2-bedroomed flats with associated road and site work.

Planning Ref: 95/55345/001 –

Outline Application for the erection of 7 detached houses & 2 blocks of 2 storey flats comprising 12 2-bed flats with associated road & site works - WITHDRAWN

Planning Ref: 96/55345/002 –

Outline application for the construction of ten 4 bedroom dwellings, associated parking, associated works to trees covered by TPO 1060 and new vehicular accesses onto The Mallards and Brookmead Way. – OUTLINE PLANNING PERMISSION

Planning Ref: 00/55345/005 –

Variation of condition of planning permission 96/55345/2 dated 28/11/96 to extend the period for the commencement of development from 5 years to 8 years from the date of permission (Condition 1) and to extend the period for the submission of reserved matters from 3 years to 6 years from the date of grant of permission. – OUTLINE PLANNING PERMISSION 14/02/2002

Planning Ref: 05/55345/013 –

Erection of 14 dwellings comprising of 6no. 2 bed flats and 8no. 3 bed dwellings with associated car parking, bin and cycle storage and new vehicular access to Brookmead Way and The Mallards. Felling and pruning of trees the subject of TPO 1060. – CONDITIONAL PLANNING PERMISSION 21/02/2006

Planning Ref: APP/11/00006 –

Outline application for the erection of new building comprising 6No. apartments, extension to existing dwelling and conversion to 8No. apartments and associated parking. – OUTLINE PLANNING PERMISSION 28/02/2011

Planning Ref: APP/12/01271

Erection of 2 No. 5 bed detached dwellings with garages and associated parking with new access to existing dwelling – REFUSED 4/02/2013

PLANNING POLICY

The Havant Borough Core Strategy was adopted by Havant Borough Council on 1 March 2011 and while acknowledging that it will lead to more detailed plans with supporting documents it has been a first point of reference. An examination of the LPA adopted Core Strategy and associated documents suggest that the following have relevance to the current application proposal:-

CS9 - Housing – (sub paragraph) “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”.

CS15 – Flood and erosion risk – Environment Agency Flood Risk map confirms that the application site is not at risk from flooding.

CS16 - High quality design – it is considered that the proposed development fully complies with the adopted design criteria.

CS17 - Concentration and distribution of development within the urban areas

CS21- Developer requirements – the applicant accepts that a highway infrastructure contribution will be required such provision to be confirmed by a Section 106 Unilateral Obligation.

National Planning Policy Framework - NPPF

The Government introduced the NPPF which came into force on 27 March 2012. The Rt Hon Greg Clark MP announced that the main purpose of planning is to help achieve sustainable development. For a development to be sustainable it needs to secure change for the better while making improved

living situations through development implementation. The NPPF provides guidance to LPA's but only takes precedence over the Development Plan where the Development Plan is silent, absent or relevant policies are out-of-date.

The submitted proposal is consistent with the adopted policies of the LPA, the application site is in a sustainable location with buses and trains within easy walking distance, adequate choice of transport is provided through the provision of double garages with the space available for secure cycle storage and car parking. Additionally the site has the benefit of an extant outline planning permission for a two storey block of 6 apartments which commanded a larger ground level footprint than each of the proposed dwellings thereby introducing less intrusion visually to the existing dwellings to the west the nearest being occupied with living accommodation at first floor level. The amended proposal complies with the general guidance which states that efficient and effective use of the land without harm to the established character of the area can be supported providing the design has maximised the land availability whilst maintaining a balance on the important characteristics and prominence of the site.

THE LAYOUT, CONCEPT & AMOUNT

Throughout the evolution of the previous proposal and this amended proposal the Tree Advice Trust have maintained an active involvement in the layout of the proposed dwellings to ensure full root protection areas of the mature trees on the site which includes Tree Preservation Order trees and other trees important to the character of the site. The site plan shows a clear division between the public and private realm with the hard landscaping proposed being recommended to be of a permeable quality.

The concept of the development is to create a pleasant residential scheme of two detached dwellings, with an intention to use a high level of sustainable materials in both the construction and the 'up-keep' of the units. The proposal is for 2 x five bedroom two storey dwellings (each to be 268 sq m) with associated parking with access from Langstone Road by re-use of the existing entrance.

Each dwelling is designed on an East-West axis, with the built form lying approximately 6.1m from the new boundary fence adjacent to the existing dwelling. Unit 1 is positioned at the southern limit of the application site which is influenced by the TPO root protection area. The distance to the boundary with 12 Langstone Road is approximately 9.0m with the rear site boundary ranging between 10.8m to 13.5m. Unit 2 is positioned 8.4m to the north of Unit 1 and distances to the rear site boundary range from 13.5m to 16.2m. The northern boundary of Unit 2 is formed by the new close boarded timber fence which separates the grounds of the original dwelling which is approximately 6.0m from its northern wall.

The proposed dwellings are sited within the lawned area to the south of the existing dwelling screened by the existing high perimeter boundary wall.

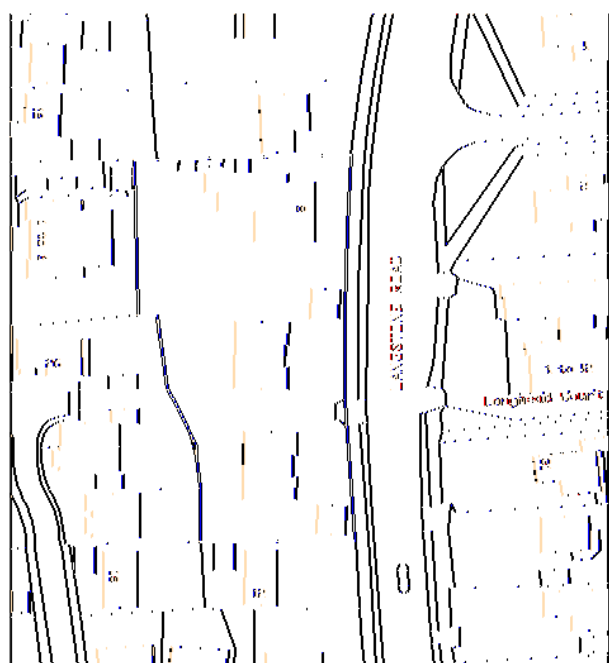
SCALE

The scale and design of the proposal dwellings acknowledges the prevailing character in the immediate area which is typically two storey with no accommodation being proposed within the roof space. The massing at two storeys will reflect the local character and will not be visualised as inappropriate with the ridge height of each dwelling being typically 8.25m.

Drawing 8299 – 10 illustrates that each dwelling will benefit from the provision of good sized private rear and front gardens again responding to the same characteristics of the surrounding area. For information purposes Drawing 8299 – 10 also shows in red dash the approved position of the two storey block of the 6 apartments. This illustrates that Unit 1 is actually set in excess of 2.0m further from the dwellings to the west.

GROUND FIGURE ANALYSIS

Taking into account the surrounding area of Langstone, the proposal of 2 detached dwellings maintains the typical density of the immediate area. The site layout accords with that of the locality and the proposed site massing as the following diagram demonstrates is well within the existing organic, linear form that surrounds the site.



Proposed Figure Ground Analysis shows the 2 detached dwellings comfortably sited in character of the surrounding environment.

The drawing below indicates proposed elevation within the site curtilage & in context of the street elevation along Langstone Road (Top: Front Elevation and below is Langstone Road Elevation).



THE SOLUTION & APPEARANCE

Early feasibility studies looked at a more complex scheme which involved more of the site being built upon. However, after consultation with the client, it was agreed the best use of the site was to provide executive dwellings more fitting to the locality and to create an impressive scheme worthy of the existing dwelling.

A strong architectural style has been introduced into the development, this being simple, domestic scale dwellings typical of the local vernacular. High quality detailing and features such as projecting glass bays, dominant porches, rooflights and stone-work have been included to ensure that the dwellings will be of the highest quality.

Looking at the context of the dwellings in the street and in particular the orientation of the adjacent existing dwelling with south orientation it is clear that a solution proposing an east to west orientation is the most appropriate setting and will remove any concerns with reference to overlooking. Drawing number 8299-10 shows the distances between the proposal and existing dwellings to the West. On the East facing walls (Front Elevation) the scheme has been designed to create a traditional style of dwelling with emphasis on brick detailing with high quality materials.

The aesthetics provide an interesting mix of brickwork with the use of brick corbel stone coursing. This together with the design of the two dwellings situated within their own private curtilage and access road (by re-using the existing entrance) combine to create an exclusive gated development and interesting solution.

Other important design issues raised issues related to the side elevations and possible concerns of overlooking. There are no clear glazed windows proposed on the side elevations & the first floor has been re-designed in size to reduce the proposed mass of each individual property, but still creating impressive dwellings.

The proposed double garages have been sited behind the perimeter boundary wall and as such will be visually screened in views from Langstone Road. The existing access from Langstone Road will accommodate convenient domestic access arrangements for the two new dwellings.

The boundary to each side of the site where required will be re-built as on the site plan with a brick wall with close boarded timber infill panels visually dividing and screening the private rear gardens of Units 1 and 2 when entering the site through the access gates. Close boarded timber fencing to a height of 1.8m elsewhere within the curtilage of the site.

These new dwellings define the relationship of both new and existing and semi private space which will be reinforced with different surface treatments. This has been specifically designed to create as much natural light within the units together with adequate ventilation whilst avoiding overlooking into neighbouring properties. Throughout the design evolution significant attention has been given to ensure that the development would not introduce unreasonable overlooking of the surrounding dwellings and specifically No's 20, 22 and 24 The Mallards.

AMOUNT

The scheme has been designed to maximize the use of the land in the most efficient and feasible way while respecting the environmental character of the surrounding area. To meet these objectives a development comprising two detached dwellings was deemed the most appropriate and feasible solution for the site in comparison to the previously approved apartments development while also creating less traffic and vehicle movements.

The proposal submitted is for the following:

Unit One - 2 Bed House 268.0m sq. (2880 sq. ft)
Unit Two - 2 Bed House 268.0m sq. (2880 sq. ft)

This is equal to 10 units per hectare.

MATERIALS & LANDSCAPING

The proposal will be undertaken with the use of a mix of high quality facing brick, interspersed with the use of tile hanging, together with a plain tile to match that of the surrounding area.

The choice of materials will be agreed with the LPA as part of the application process and the form of the elevations will complement those in the vicinity.

Refuse storage is proposed close to the entrance of the mews with the bin collection point in easy reach of the highway.

For details of the landscaping layout and site proposals please refer to drawing 8299 - 10. The application site benefits from a number of existing mature trees, some being TPO protected. The introduction of Unit 1 in particular requires that attention be given to the introduction of a landscape screen adjacent to the existing western boundary. Following arboricultural advice the development proposes the establishment of a new hedgerow comprising native species and a landscaped belt of Jackmonti Birch along the western boundary of the rear garden of Unit 1.

The visual assessment has been shown on drawing 8299 - 11 (street elevation) to illustrate that the character of the site and the value of the existing landscape features are retained.

ACCESS

Pedestrian access is directed to the main entrance via the existing tarmac access road. Cycle storage for the occupants is provided within the garage which will be a min. 6 x 6m. Parking provision is provided with a min. 4 no. spaces for each dwelling as indicated on drawing number 8299 - 10. The space available in the access area is also adequate to accommodate the parking of visitor vehicles which is essential given the importance of free flow on Langstone Road.

The proposal seeks the creation of a new entrance to the existing dwelling (8 Langstone Road) which will match the existing entrance with brick piers and steel gates). (Please refer to HRP Architects drawing number 8299 - 11 for details)

The dwelling will be designed in accordance with Part M of the Building Regulations documentation so a level threshold will be provided. Occupants regardless of disability will have easy access throughout the site with particular attention being given to accommodate wheelchair access throughout the ground floor and rear garden areas.

SUSTAINABLE DEVELOPMENT

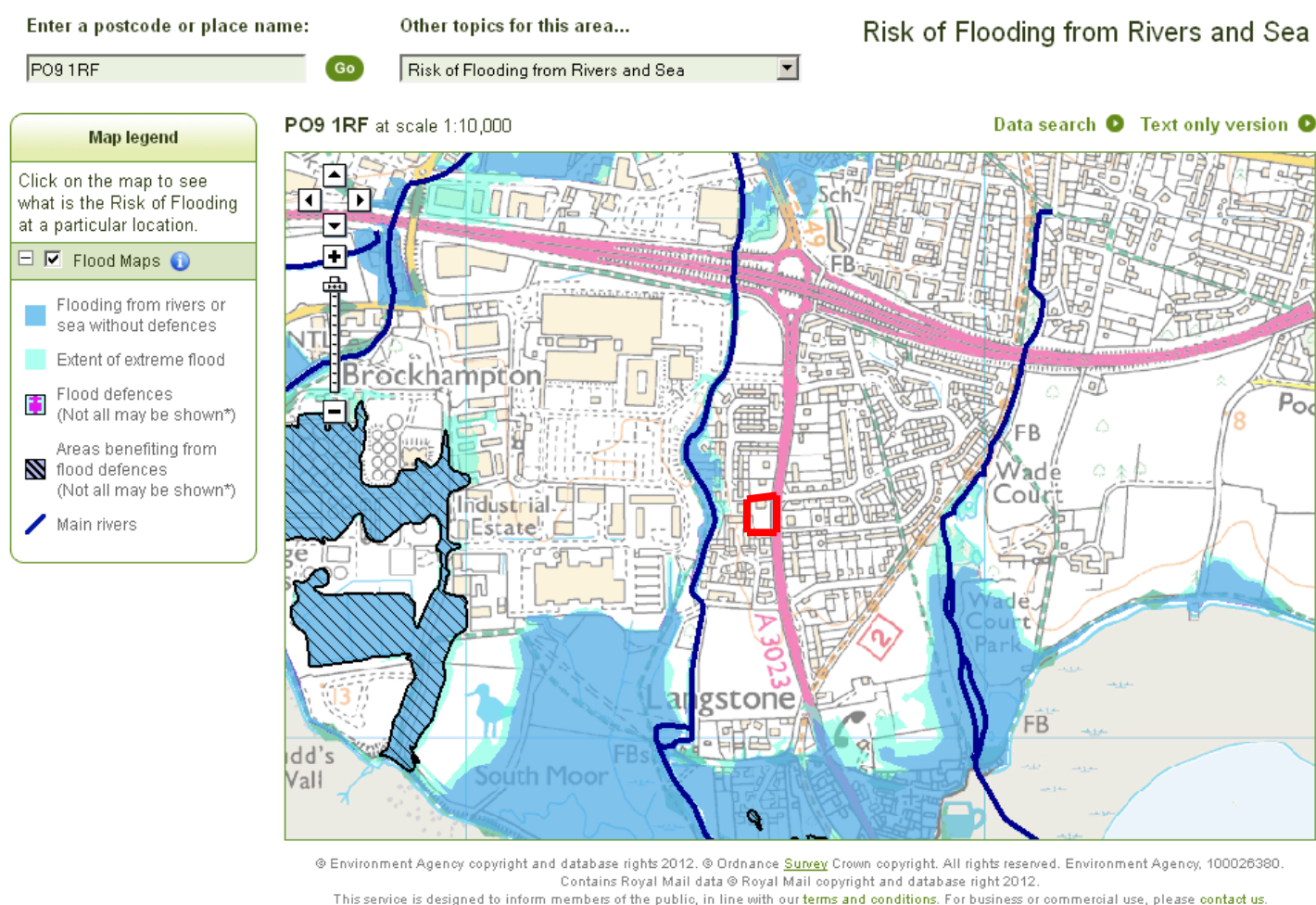
The applicants - T Ware Developments Ltd, has always had a strong regard for providing homes with the best possible attention paid to sustainability. The drainage strategy will be determined to meet the highest level possible if required of the Code for Sustainable Homes. Thermally, the specification will

exceed the minimum standards set by Building Control & the proposal indicates private house soakaways, permeable private parking areas and cellular confinement system to Root protection areas.

Sustainability will be integrated throughout the design and construction of the site.

Close attention has also been paid to the construction of the detached garages with regard the position in relation to existing trees. After consultation and advice from The Tree Advice Trust, details of the garage construction has been included within the application of HRP drawing number 8299-14.

FLOOD RISK



The Environment Agency Flood Map confirms that the application site is not directly subject to tidal flooding.

CONCLUSION

The proposal represents an exciting and rare opportunity to enhance the character of this part of Langstone including the re-instatement of the existing dwelling – 8 Langstone Road.

The design has from the outset attempted to create a scheme which is influenced by the surrounding buildings whilst providing new living accommodation of the highest standard. This has been achieved with an emphasis on thoughtful design, adequate parking provision and choice of sustainable transportation. Through a recognition of the environmental importance of the development location in Langstone Road the planning application represents a high quality design solution which by the careful choice of materials local to the aesthetic character of the area will further complement its inclusion within the environmental character of the location.