

PLANNING, DESIGN AND ACCESS STATEMENT

SITE: SOUTH/WEST OF 8 NEW BRIGHTON ROAD, EMSWORTH, PO10 7PS

PROPOSAL: 3 UNITS: 1 NO DETACHED 3-BEDROOM HOUSE AND 2 NO SEMI-DETACHED 3-BEDROOM HOUSES WITH INTEGRATED GARAGES

DATE PREPARED: 8 JUNE 2015

PREPARED BY: MARGITA MILLERS, APPLICANT



PIC.1 - Entry to private drive from New Brighton Road



PIC.2 - Entry to the site via security gate



PIC.3 - West side of the drive (plots 1-3)



PIC.4 - West side of the drive (plots 1-3)



PIC.5 - West side of the drive (units 1-3)



PIC.6 - West side of the drive (units 1-3)



PIC. 7 - Drive



PIC.8 - Extra-large turning point

1 CHARACTER OF THE SITE AND IMMEDIATE SURROUNDINGS

Site is located at the edge of Emsworth urban area and within the small private gated development of 2 large detached residential dwelling houses and 2 semi-detached houses tucked away in cul-de-sac private drive at the beginning of New Brighton Road. Majority of other immediately surrounding buildings are also large residential dwellings.

The site is very close to the Emsworth railway station, local bus routes, has access to the countryside walks to Lamley, Westbourne, Brook Meadow, Emsworth harbour and nearby cycle routes. Also in walking distance is Emsworth town centre with its local shops, doctors' surgery and most of other necessary services nearby.

2 PLANNING HISTORY

The previous owner of the land had applied for planning permission ref. 05/62243/005 on 24/05/2005 to build detached 3 bedroom dwelling, however the application was refused for 3 reasons:

- 1) site being within the area of Countryside and within the boundary of strategic gap
- 2) applicant has not satisfactorily demonstrated the acoustic protection of the dwelling from the noise from A27
- 3) the proposed access drive being unsuitable in width, construction and layout to adequately serve in excess of 5 no dwellings

Other relevant planning permissions with references 07/62243/007, 07/62243/008 07/62243/009 relate to immediately adjacent houses (now known as Nos 4, 6, 6a, 8) on this private drive

The pre-application advice reference GEN/14/01162 was sought from planning officer Mrs Tina Pickup and tree officer Mr Jamie Gargett. We have undergone consultation over period of 5 months starting with Mrs Pickup's first site visit early January, which identified major constraints and issues why our initial proposal of a larger scale was not acceptable.

Following Mrs Pickup's advice we have instructed a tree assessment, re-drawn the block plan reducing number of units and size and scheduled another site meeting with Mrs Pickup and Mr Gargett. As a result of this meeting we had to change our proposal again to take into account impact on trees. We have done further 2 revisions of the block plan until Mrs Pickup and Mr Gargett felt in their opinion the siting of houses was acceptable. We have received further advice from Mrs Pickup on design and elevations and impact on neighbouring houses and amenity, following which we have revised the design one last time, which now is acceptable as far as various policies and design guidelines are concerned.

During the consultation process it was also advised that plot 4 (as details on Transport Statement and Tree reports) should be submitted under separate application, hence this application is for 3 plots only.

We feel that Havant Borough Pre-application Advice service is very helpful and useful as many unacceptable issues can be eliminated and mitigated through this process without the need of refusal of application and saving time on resubmitting.

3 PLANNING POLICY

In this planning statement we will mention planning policies from Havant Borough Council's recently adopted Core Strategy and Allocations Plan as these are the documents, which identify how National Planning Policies will be applied in Havant Borough Council, hence should support development proposals, which are sustainable, of high quality design, delivering mixed choice of homes

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*
- (3) Ensure mixed communities are created through the planned distribution and 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.*

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

- (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;**
- (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.*

POLICY CS17 – CONCENTRATION AND DISTRIBUTION OF DEVELOPMENT WITHIN THE URBAN AREAS

Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

- 1. Concentrates new housing, employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island, as shown on the Proposals Map.*
- 2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.*

POLICY AL1 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

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

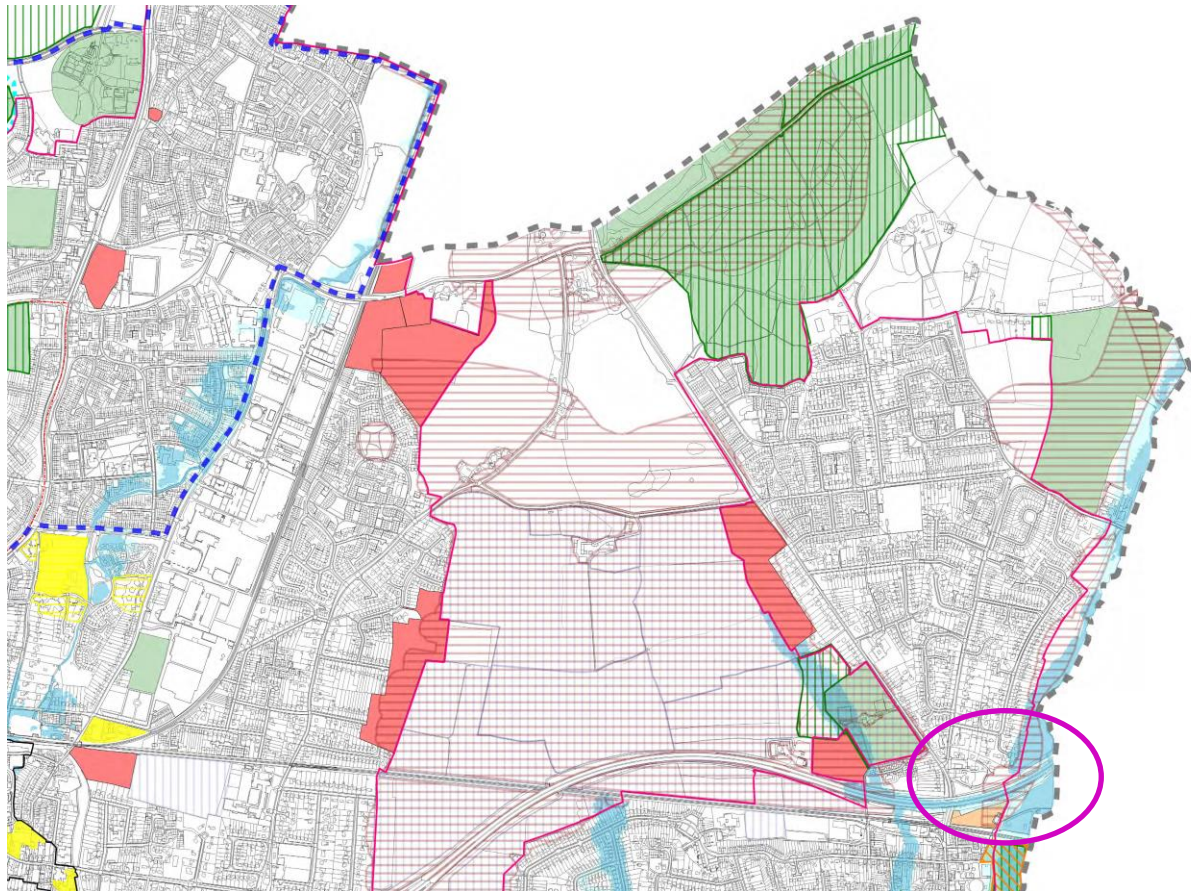
solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise.

Details of material considerations are listed in Havant Borough Council's Statement of Community Involvement, i.e.,

- Local Plan policies,
- Design, layout and appearance of the proposal
- Highway safety and traffic generation
- Loss of amenity (i.e. effect on outlook, privacy or daylight).
- Effect on important trees
- Character of an area
- Noise and disturbance
- Intrusion into the countryside
- Pollution (e.g. air or water quality, noise)
- Flood risk
- Previous planning applications / decisions

ALLOCATIONS PLAN MAP 6

Allocations Plan Map 6 shows that the proposal site is located within the urban area of Emsworth



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.

BOROUGH DESIGN GUIDE ADOPTED DECEMBER 2011

PROPOSAL

CS17 / Allocations Plan Map 6

The proposal is to build 1 detached house and 2 semi-detached houses with integrated garages on the parcel of land, which has been redundant for years. There have been some housing on this land before the A27 dual carriageway was built, this is evident from existing foundations and legal documents, and hence the land was previously developed.

In previous Local Plan this land was part of the Countryside hence from planning history the application submitted in 2005 for the erection of one dwelling was refused. The new Allocations Plan adopted July 2014 identified revised Urban Area boundary (as shown on Allocations Plan Map 6) and the proposal site is now included in Urban area.

The application site is part of existing gated development where the road and lighting infrastructure has already been built in 2007, when No 4, 6, 8 New Brighton Road houses were built, hence already leaving the footprint in environment. The new proposal will accord with policy CS17 making most effective use of land utilising existing drive.

CS9 (1), (5)

However small but the proposal is a contribution to achieving the build target of 6300 new homes by 2026

CS9 (3)

The proposal is for 1 large detached house and 2 smaller yet reasonable size semi-detached 3-bedroom homes with integrated garages of more affordable design, hence creating mixed communities.

CS9 (4)

The proposal is an effective use of the land utilising existing infrastructure

Existing Transport Provision:

- The adopted highways of Horndean Road and Southleigh Road run adjacent to the site
- Existing footways allow for safe access to Emsworth town centre and nearby schools
- Bus route within 300m
- Emsworth train station within 400 m

- Cycle path westbound towards secondary school and Havant Town Centre
- Well served by existing alternative transport

Existing Accessibility to Local Services/Facilities:

- Local shop within short walking distance
- School provision (primary) within walking distance
- Bus route and cycle path available to secondary school
- Bus route and reasonable walking distance to Emsworth District Centre (doctors surgery and other services/facilities available)

CS16

The construction and design details are of high standard, environmentally friendly (timber frame construction, efficient insulation, achieving high energy efficiency rating) and in line with local character using traditional materials similar to existing nearby dwellings, thus complies with CS16 above.

DM13

Parking

All proposed dwellings have adequate parking within curtilage of each proposed plot in accordance with Residential Parking and Cycle Provision Supplementary Document adopted March 2010 (3 bedroom house – 2 parking spaces; 4 bedroom house – 3 parking spaces)

OTHER MATERIAL CONSIDERATIONS

TRAFFIC GENERATION AND ACCESS DRIVE

One of the reasons why previous planning application ref. 05/62243/005 of 2005 was refused was unsatisfactory access drive, which was proposed at 3.7 m wide and of inappropriate layout. The existing drive, proposed to be utilised and currently serving 4 properties (No4, 6, 6a, 8 New Brighton Road) is 5.2m wide, with wheelchair accessible footpath along one side, constructed in accordance with Highways standards with extra-large turning point for service vehicles and acceptable street lighting. The entry point to this drive from New Brighton Road is sufficiently wide to accommodate two-way traffic.

Site layout is designed so that it can be adequately serviced utilising existing large turning point

We have instructed the independent highways engineer Mr Chris Veasey of Transport and Traffic Consultancy to assess the site and produce Transport Statement (copy of the document attached to the application).

This statement covers 4 plots, however this application is for three plots only, as it was recommended through the pre-application advice process that plot 4 is submitted on separate application.

Mr Veasey concluded:

1. The proposed development would have an absolutely insignificant impact on traffic flows and conditions on the highway network.
2. The development would require only modest improvements to the existing access road and its junction with New Brighton Road, to improve pedestrian access, no improvement being necessary for vehicle access.
3. The development will include satisfactory provision for car parking and cycle parking/storage.
4. There is therefore no transport reason why the development should not be permitted.

CHARACTER OF THE AREA

The external appearance of the proposed buildings is similar to existing dwellings on this drive, hence will blend in well in surrounding area.

Proposed hard & soft landscaping is of similar design as for existing dwellings on this drive hence will not impact the character of the surrounding area.

Following the guidance of Borough Design Guide all proposed paved areas are of permeable material and front boundary treatment is of post and rail fence being more friendly to nearby trees and laurel hedging creating privacy and acoustic barrier for proposed dwellings.

LOSS OF AMENITY

Loss of privacy of neighbouring properties

There will be no loss of privacy of neighbouring properties as the design of proposed buildings has incorporated the following:

- There are no first floor windows on north elevation of plot 3 facing nearby bungalow and roof lights are at least 1.8m from first floor level
- Rear (west) elevations of plots 2 and 3 have first floor windows but the houses are considerable distance away from neighbouring properties and are completely screened with existing mature trees at the rear boundary
- Plot 1- rear (north) elevation has no first floor windows in order to eliminate any possible overlooking into plots 2 & 3 gardens
- All roof lights to be at 1.8m height to eliminate any overlooking

Back-to-Back distance

There are no neighbouring houses near proposed dwellings where back-to-back separation distance as described in Borough Design Guide should be observed. However during the Pre-application Advice service planning officer Mrs Tina Pickup recommended that 15m separation distance between plot 3 rear/side first floor corner of the house should be observed with neighbouring bungalow No 20 New Brighton Road

Loss of daylight

The proposed buildings are located in considerable distance from existing neighbouring properties, hence cannot cause overshadowing

Rear gardens of proposed dwellings

Borough Design Guide recommends the rear garden length of new dwellings to be at least 10m from the house to the rear boundary, which is observed and exceeded in all three plots.

Public Realm

The proposed new houses are set back 6m from the private drive footpath to give front amenity space with green planting and existing Lime trees.

Accommodating the car

Taking into account Borough Design Guide recommendations the car parking areas are designed, so that cars are not parked at the rear of properties in order to encourage occupiers to access their homes from the front and create more opportunities for neighbours to interact.

Prioritising active street frontage

Room layout is designed to provide daytime habitable rooms in the front of the house to encourage natural surveillance through the ground floor windows so that the street is overlooked.

The main entrance to the house is from the front of the building.

These measures enable people to keep an eye on public space and make them feel safer

Building heights

Borough Design Guide (page 28) suggests that new development should generally not be more than one storey higher where it directly adjoins or is close to existing residential development.

The height of proposed houses is carefully thought through and advice from planning Officer Mrs Pickup was taken into account.

The focal point of this cul-de-sac is No 8 New Brighton Road (NBR). This house is 6.9 m high. Although the proposed dwellings are not located next to any existing houses and there is no street view comparison due to curved drive, the houses of plots 2 & 3 are only 0.9 m higher than No 8 NBR, taking into account ground levels. Drawing ref.101/14 shows height and level comparison. Hence proposed houses do not dominate the street and are only marginally higher (not even one storey).

Drainage

We have enquired with Southern Water about possibility to connect the foul drainage of proposed 3 dwellings to public sewer and were advised that no capacity check is required for developments of less than 5 units; hence it is acceptable to connect to public sewer. The detailed drainage drawing ref. 101/15 for proposed dwellings is attached to planning application.

Surface water drainage will be discharged to the nearby ditch running along south/east boundary of the site as shown on drawing ref.101/15

EFFECT ON IMPORTANT TREES

We have instructed independent arboriculturist Mr Kevin Cloud of Technical Arboriculture Ltd to assess the trees on site and impact of proposed development (*The arboricultural impact appraisal and method statement* and *Tree survey and protection plan* documents are attached to the application).

The report and tree protection plan covers 4 plots, however this application is for three plots only, as it was recommended through the pre-application advice process that plot 4 is submitted on separate application.

The Tree Preservation Order exists on site to protect important trees. The proposal does not require any existing trees protected by TPO to be felt.

T12 tree is dilapidated fruit tree of category U and it is considered to be a safety risk for future occupiers of the property as it is dying out and has fungi has to be felt

T9 is a Lime tree planted 7 years ago along the private drive. It has not been growing well and quite small, considered category C. This tree will be felt to gain better access to plot 2

We sought Pre-application advice and site meeting was held with tree officer Mr Jamie Gargett and planning officer Mrs Tina Pickup. At the meeting it was agreed that trees T9 & T12 can be felt and the loss of these trees was not considered to have significant impact.

Following thorough assessment Mr Cloud concluded: provided that the recommendations of the report are followed and that construction methods, as detailed within the arboricultural method statement, are followed when working near retained trees, I consider impact to be minimal and acceptable (clause 38 of the report attached)

Our proposal includes implementation of Arboricultural Method Statement and Protection Plan as detailed in attached documents.

ACOUSTIC PROTECTION OF THE PROPOSED PROPERTIES

Due to the close proximity to A27 dual carriageway the properties are affected by the traffic noise. To mitigate it the proposal includes the following acoustic protection, which is similar to one applied on houses No 4, 6, 8 New Brighton Road:

- Specialist acoustic triple glazing to be installed
- Acoustic design of the roof and external walls
- The gardens located at the rear of the proposed dwellings, hence the house protects the garden from the noise

SITE PROMOTED DURING CORE STRATEGY CONSULTATION

We have promoted the proposal site for the potential development during the consultation of design of Core Strategy. The site was found unsuitable due to the size as was likely not to be able to accommodate more than 5 dwellings. However inspectors felt it was suitable for development as a 'Windfall' site; hence the land was included in Urban boundary revision as shown on Allocations Plan Map 6.

Attached in APPENDIX 1 is the copy of the email from Mr Andrew Biltcliffe

4 CONCLUSION

In this statement we have identified various policies this proposal accords to and identified possible constraints and its mitigation. We feel that this proposed sustainable development would be effective use of existing land in Emsworth, in area of such high demand for housing, utilising existing infrastructure, amenities, close proximity to town, shops, transport and other vital services accessible on foot.

Planning permission should therefore be granted.