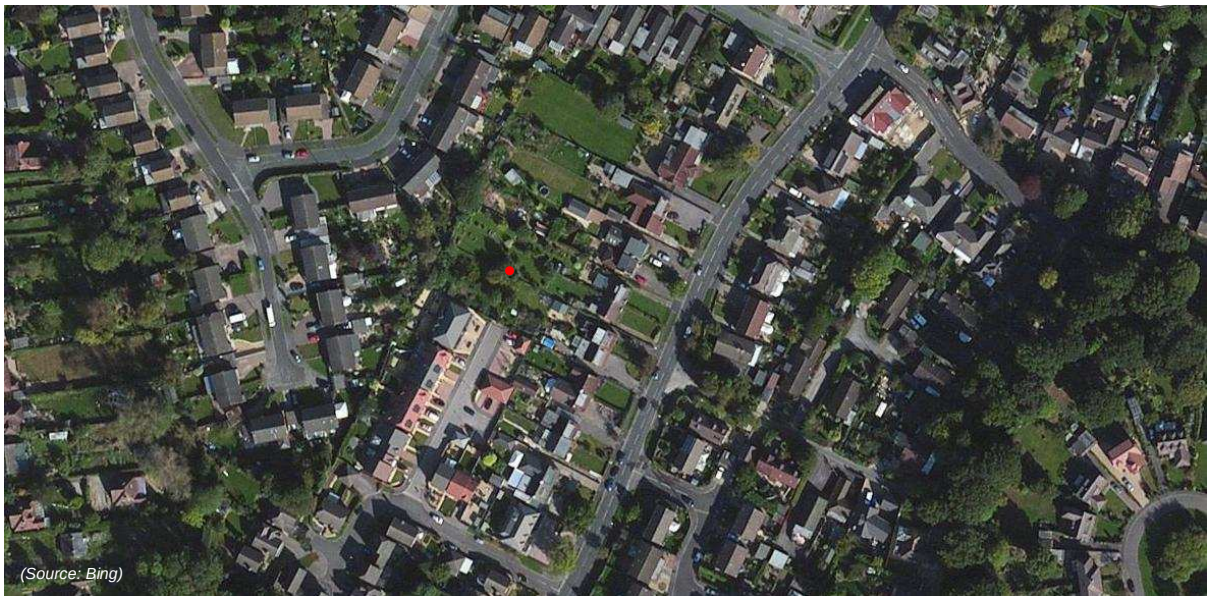


Planning, Energy, Design & Access Statement

***Land to rear of Nos.41-49 Frogmore Lane
Lovedean, Waterlooville, PO8 9QN***

***Proposed erection of four detached three-
bedroomed chalet-bungalows (Outline).***



Prepared by
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on behalf of Driftstone Developments Ltd.

Introduction

This Statement supports the outline planning application for the proposed development. In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2010, this statement explains the nature and extent of the proposal and how it responds to the local environment in its built and socio/economic contexts. It has regard to key national and local planning policies relating to new dwellings and design. This Statement should be read in conjunction with the other supporting documents.



The approach towards the application site from the northeast, along Frogmore Lane.

Context



The approach towards the application site from the southwest, along Frogmore Lane.

This irregular-shaped site of 0.187 hectare lies to the rear of Nos.41-49 Frogmore Lane and at the head of the 'Willowside' cul-de-sac in Lovedean; it is close to a wide range of local services. The residences that face east to Frogmore Lane and west to Yoells Crescent foil public views towards the site from those public highways; only from directly outside properties on Frogmore Lane are restricted views afforded between frontage dwellings of the rear elevations of houses in Yoells Crescent, beyond. A timber fence two metres in height defines the extent of the 'Willowside' development and further

constrains local views towards the site from the southwest.

Residents of this locality enjoy safe and convenient access to a 'Londis' supermarket (less than a minute's walk away to the north), a Tesco Express supermarket (4 minutes walk, to the south) and a range of services and facilities on Milton Road (4.75 minutes walk away, further to the south) that include a 'Costcutter' supermarket, a 'Rowlands Pharmacy', a hairdresser and several hot-food takeaways. Moorlands Infant and Junior Schools in Woodcroft Lane are just 7 minutes walk to the southwest. Milton Road and Eagle Avenue (5 and 6 minutes walk away to the south, respectively) form part of the routes followed by two 'Emsworth & District' and 'First' bus services (Nos.300 and 7) that take passengers south to Portsmouth city centre via Waterlooville and Cosham town centres or north to Horndean and then southeast to Chichester city centre via Rowlands and Emsworth. While it is evident that residents of this locality do not *need* to use a private car to enjoy good access to services (ie. this is an accessible, sustainable location), the provision of secure on-site facilities for bicycle storage would help promote the use of that alternative to the private car as a sustainable transport mode (particularly for trips under five kilometres), as is recognised in paragraph 32 of the 'National Planning Policy Framework' (NPPF) 2012.

In his 'Written Ministerial Statement: Planning for Growth' of March 2011, Decentralisation Minister Greg Clark confirmed that the *'Government's clear expectation is that the answer to development and growth should wherever possible be 'yes' except where this would compromise the key sustainable development principles set out in national planning policy'*. Paragraph 14 of the 'National Planning Policy Framework' (NPPF) of 2012 reiterated that principle, by generating a presumption in favour of sustainable development and the approval without delay of proposals that accord with the development plan.



The approach towards the application site from the southwest, along Willowside.

Paragraph 50 ('Delivering a wide choice of high quality homes') of the NPPF records the Coalition Government's view that the planning system should deliver a mix of housing that reflects local demand to support a wide variety of households in all areas that *'...create sustainable, inclusive and mixed communities'*. Paragraph 53 records that *'Local planning authorities should consider...[ie not rule out]...the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.'* Paragraph 56 ('Requiring good design') records that *'Government attaches great importance to the design of the built environment'* and *'Good design is a key aspect of sustainable development'*. Paragraph 60 stipulates that local planning authorities *'...should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles'* but encourage *'...local distinctiveness.'*



The application site viewed from Frogmore Lane (southeast)

While the Government's amendments to PPS3 in June 2010 *appeared* to generate a presumption against 'garden grabbing', Inspector Reid opined in South Croydon (APP/L5240/A/09/2117977) that *'Although private residential gardens are now excluded from the definition of previously-developed land, if they are in relatively sustainable and accessible locations, they are potentially suitable for housing development in policy terms, because they reduce the pressure for development on existing public and private open spaces, Green Belt land and the countryside'*. The NPPF provides for the appropriate

development of residential gardens where no harm would be caused to the local area.

Section 38 of the 'Planning and Compulsory Purchase Act 2004' requires an application to be determined in accordance with the relevant policies of the development plan unless material considerations indicate otherwise; an element of flexibility is provided which enables decisions to be made which may disagree with the development plan.

Map 1 of Havant Borough Council's 'Local Development Framework Proposals Map Booklet' identifies this site as *'CS17 Concentration and distribution of development within the urban*

areas', with no special designations; the site does not fall within a Flood Zone. Core Strategy Policy CS9 ('Housing') asserts that *'Planning permission will be granted for housing proposals that will...Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026....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....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.'* Core Strategy Policy CS16 ('High Quality Design') provides for the grant of planning permission for development that is designed to a high standard, which helps to create places where people want to live, work and relax. Core Strategy Policy CS17 ('Concentration of Development within the Urban Areas') records that *'Development will be permitted that makes the most effective use of land in the borough by granting planning permission that..'* concentrates new housing development within the Waterlooville urban area. Policy AL1 ('Presumption in Favour of Sustainable Development') of the adopted 'Havant Borough Local Plan (Allocations)' 2014 document (HBLPA) states that *'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'* and *'Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise.'*

This locality is characterised by dwellings in a wide variety of styles, formats and plot sizes and the mix notably includes chalet-bungalows eg Nos.35, 37, 41, 43 and 47-51 Frogmore Lane that front the Lane, to the southeast of the site. Particular attention is also drawn to the 'Willowside' development that stands immediately to the southwest of this site and through which access is proposed to be achieved - it comprises ten three/four-bedroomed houses and four two-bedroomed flats. Planning permission 07/71455/002 for the 'Willowside' scheme was granted by Havant Borough Council in June 2007; as its layout and design were seen to accord with the character and appearance of this locality and fully satisfied Havant Borough Council's requirements, it has provided a useful model for this proposal.

Planning appeal APP/X1735/A/11/2167404 (HBC ref: APP/11/00204) was dismissed by Inspector Robins in May 2012 for the erection of six 2/2.5-storey houses and two two-storey blocks comprising eight flats on land to the rear of Nos.41-55 Frogmore Lane (on 0.28 hectare of land). In his decision letter, Inspector Robins recognised the benefits that would accrue from the provision of housing in this sustainable location and that *'...there is an element of precedent supported by Willowside'* but expressed concern at the prospective scale and mass of that proposal and came to the view that occupants of Nos.8-14 Yoells Crescent would experience some loss of privacy.

Nos.41-49 Frogmore Lane are five semi-detached properties that stand on 0.382 hectare of land, so they have long rear gardens. The existing dwellings represent a net residential density of just 13.09 dwellings per hectare (dph); in accordance with the definition set down at para.6.21 of the Core Strategy, such development is 'Low Density' (as is any scheme up to 45dph). The application site comprises 0.187 hectare of garden land to the rear of Nos.41-49 Frogmore Lane, which is a much smaller area than was the subject of the dismissed appeal. Driftstone Developments holds an interest in No.45 Frogmore Lane.

It is submitted that the erection of four detached chalet-bungalows on this under-used land in a relatively sustainable location within the urban area would accord with the character of its surroundings and not compromise any key sustainable development principles of national planning policy.

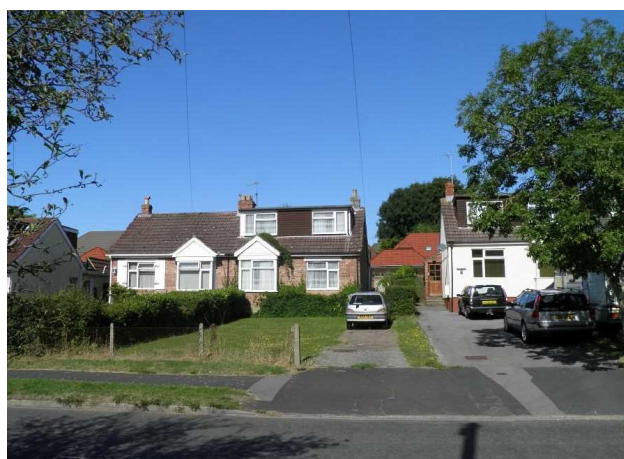
Amount, Layout, Scale & Appearance

The reasons given by Inspector Robins for his dismissal of the earlier appeal have naturally been given detailed attention in the formulation of this revised proposal. In light of the favourable presumption set down in Core Strategy Policies CS9 ('Housing'), CS16 ('High Quality Design') and CS17 ('Concentration of Development within the Urban Areas') and Local Plan Policy AL1 ('Presumption in Favour of Sustainable Development'), it is proposed that the garden land be cleared and four detached three-bedrooms chalet-bungalows erected - each would have a gross external floor area (GEA) of 76m², so there would be 304m² in total. The proposal would reflect a net residential density of

23.5 dph, which would lie squarely within the 'Low Density' range and achieve an appropriate balance between accessibility and local character.



Computer Generated Image (CGI) of the limited view of the proposal from Frogmore Lane - this constrained view between Nos.39 & 41 Frogmore Lane is of the garage and dwelling on Plot 1.



CGI of the limited view of the proposal from Frogmore Lane - this constrained view between Nos.47 & 49 Frogmore Lane is of the garage and dwellings on Plots 3 and 4.

Public views from Frogmore Lane and respect for the privacy of existing and future residents in the Lane and Yoells Crescent have been accorded priority in the formulation of this proposal, from concept stage. In accordance with paragraph 5.05 ('Back-to-Back Distance') of Havant Borough Council's 'Borough Design Guide Supplementary Planning Document' (2011), the proposed dwellings would be sited so as to ensure at least 20 metres separation is achieved – the closest dwellings (on Plots 3 and 4) would stand between 25.5 and 31.6 metres away from the rear elevations of No.8 and 10 Yoells Crescent, respectively. First-

floor windows serving bathrooms in rear elevations of the dwellings would be obscure-glazed and the cills of rooflights would lie at least 1.7 metres above finished floor levels. Although 'Appearance' and 'Scale' details are reserved for later approval, it is evident from the indicative Computer Generated Images (CGI's) that the proposed dwellings would be barely visible from Frogmore Lane.

In the submitted positions and finished with similar wall- and roof-finishes as the 'Willowside' dwellings (ie red/brown brick with half-hipped roofs of plain brown tiles), the proposed dwellings would make more efficient use of this sustainable site in a manner that would help create a mixed and balanced community that accords with the character of this locality, without detriment to the amenities of neighbours.

Consultation

In accordance with the advice proffered at paragraph 188 ('Pre-application engagement and front loading') of the NPPF, the views of Rachael McMurray (Planning Officer) of Havant

Borough Council were invited on preliminary proposals. By letter dated 23rd July 2014 (HBC ref: GEN/14/00614), Mrs McMurray helpfully accepted that *'...four dwellings on the site would achieve a density...which is considered to be low density...The back-to-back distance between the proposed dwellings and those located to the north west of the site in Yoells Lane, are considered to be accordance with advice laid out in the Council's adopted design guidelines...The front-to-back distances with properties in Frogmore Lane are also acceptable...The proposed rear garden lengths exceed 10m, which is also considered acceptable in design terms.'* Further consultation with Officers of the Borough Council or neighbours has not been considered necessary.

Access

To afford access to the site, it is proposed that an entrance be formed at the southwest boundary and a new access road/drive laid of permeable tarmac. A turning head (in the southeastern sector) would provide for the manoeuvring of service vehicles within the site (as is demonstrated on the enclosed Vehicle Tracking Plan). In accordance with Havant Borough Council's 'Residential Parking and Cycle Provision Supplementary Planning Document' (2010), each dwelling would be served by two allocated car parking spaces – one on a laid forecourt area opposite and another within a garage. In her letter of 23rd July 2014, Mrs McMurray confirmed that *'The provision of two spaces per dwelling meets with the Council's adopted parking standards.'* Provision is also afforded for two visitor spaces near the eastern corner of the site. Secure provision for bicycle storage would be afforded within timber sheds in rear gardens. Refuse and recycle bins would be stored near the rear elevations of the dwellings and taken to the frontage collection point on the requisite day.

The view is taken that pedestrian and vehicular traffic associated with these additional dwellings would not be materially harmful to the amenities of neighbouring residential properties (particularly those in 'Willowside' or Nos.41-49 Frogmore Lane) or cause danger or inconvenience to users of the public highway. The proposal would accord with Part 'M' of the Building Regulations (Access to Buildings), as provision is made for level access to main entrances, with a hard-surfaced connection to parking and amenity areas that is suitable for access by persons with impaired mobility. As the site enjoys unhindered access to Frogmore Lane via Willowside and Ash Copse, no difficulties are anticipated with emergency services reaching the proposed units or their gardens.

Ecology

In his 'Reptile Survey Report' (copy enclosed), Brian Masterton of Haven Communication recorded the presence of slow worms in the rear gardens of No.43 and 47 Frogmore Lane late in the Summer of 2014. In accordance with the relevant legislation, he has presented details of a Reptile Mitigation Methodology for trans-relocation of the animals to a receptor site within the Alver Valley Nature Reserve in Gosport.

Trees

In their 'Arboricultural Impact Appraisal and Method Statement' of 13th February 2015 (copy enclosed), Barrell Tree Consultancy records its view that the groups of trees that are to be removed are of low category due to their poor condition and/or size and that the proposed development would not be detrimental to retained trees.

Energy

In accordance with Core Strategy Policy CS14 ('Efficient Use of Resources'), this proposal would incorporate environment-friendly features to achieve a minimum Code-level 3 rating for Sustainable Homes:

- The orientation of the dwellings maximises passive solar gain and the levels of day- and sun-light reaching habitable rooms.
- High-efficiency condensing boilers would heat the new dwellings.
- Low-energy fittings will be utilised throughout.
- Permeable surfaces will be laid throughout, to allow percolation through external surfaces to subsoil levels and minimise surface-water discharge.
- Locally-sourced materials will be used.
- A 'heavyweight' construction would produce dwellings with a high thermal mass and stable internal environments; the building fabric would be 'long-life' and allow flexible use.

Landscaping

Although specific landscape details are not submitted for approval at this outline stage, it is proposed that existing boundary planting be reinforced and new hedges and trees planted, particularly along the northwestern boundary. Future occupiers of the new dwellings would undoubtedly wish to plant private garden areas to their own taste, to soften the appearance of the development yet further.

Noise

There would be a negligible increase in day-time noise levels from the proposed development; there *may* be occasional vehicles at night but night-time vehicle movements are unlikely to cause disturbance in bedrooms with windows open or closed. The view is held that there would be no significant loss of amenity derived from noise.

Crime & Anti-social behaviour

Vehicular and pedestrian access to the proposed dwellings could only be achieved via the proposed access and habitable-room windows would afford a high standard of informal supervision, so no special measures are considered necessary for the prevention of crime or anti-social behaviour.

Site Waste Management

Top-soil 'scraped-off' following the setting-out of the site is to be retained on the site, for re-use in soft landscaping. Timber will be salvaged where possible and inert waste material would be disposed of to a licensed Hampshire County Council site. Any other waste will be segregated into skips and removed by licensed collectors.

Working Practice

To protect the amenities of neighbours, the operation of construction machinery on the site will be restricted to 8.00am-6.00pm Monday-Friday, 8.00am-1.00pm on a Saturday, with no working on a Sunday or Bank Holiday. All materials and plant will be kept within the curtilage of the application site. Any trees not removed under previous permissions are to have

protective fencing around. Provision will be made for all vehicles entering and leaving the site to have wheels cleaned before exiting, to ensure disturbance is kept to a minimum.

Solent Disturbance Mitigation Project Contribution

While it is Havant Borough Council's customary practice to seek a contribution towards the 'Solent Disturbance Mitigation Project' (SDMP) whenever new residential development is proposed, paragraph 23 ('Changes to National Planning Policy') of the DCLG 'Planning Contributions (Section 106 planning obligations) Government response to consultation' document in November 2014 asserted that *'Due to the disproportionate burden of developer contributions on small scale developers, for sites of 10 units or less, and which have a maximum combined gross floor space of 1000 square metres, affordable housing and tariff style contributions should not be sought.'* Since the 'combined gross floor space' of the development would in this case equate to just 304m² (ie well below the threshold), it has been assumed that a contribution towards the SDMP would *not* be required in this instance.

Community Infrastructure Levy

The applicant recognises that Havant Borough Council applies a Community Infrastructure Levy (CIL) of £80/m² whenever new residential development is proposed and would be prepared to enter the requisite arrangement upon submission of the outstanding detailed matters.

Conclusion

Development of this site in the manner proposed would achieve more efficient use of this underused, sustainable urban land without causing demonstrable harm to the character or appearance of the locality or the amenity of neighbours. It would play a modest yet valued part in the provision of family dwellings and thereby broaden the choice of housing accommodation in this northwestern sector of Havant Borough and provide an acceptable form of development that accords with the development plan; no other material considerations indicate otherwise.

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16 February 2015