
Design and Access Statement

No.7 Finchdean Road, Havant, Hampshire, PO9 4AA



1.0 Introduction

1.1 This statement accompanies and supports a planning application submitted by Mr Adam Wills for the retention and completion of the partially built garage to the side of No.7 Finchdean Road.

1.2 The construction of the garage was first commenced in the spring of 2012 with the owner believing that the extension could be constructed as 'permitted development'. However, Enforcement Officers from Havant Borough Council contacted Mr Wills soon after he had commenced building the garage. They advised him that the structure needed planning permission as a part of it was closer to the highway than any part of the existing house.

1.3 This statement describes our Client's proposal and places it in context with relevant National and Development Plan policy, guidance and advice. This statement also explains the design and access principles and approach taken in the formulation of the scheme. It will be concluded that our Client's application proposal should receive support and be granted planning permission.

2.0 Appraising the Context

Assessment of the Site

2.1 The application site comprises the western half of a pair of two storey semi-detached houses located on the south side of Finchdean Road some 70m north of its junction with Purbrook Way. The dwelling is situated on the inside (southern side) of a gradual bend in Finchdean Road.

2.2 Finchdean Road is characterised by 1960s, local authority built, mainly terraced and semi-detached dwellinghouses. The existing houses are set back from the road behind generous garden forecourt area. The host dwelling house, like the majority of houses on Finchdean Road, is built with smooth rendered elevations beneath concrete tiled pitched roofs. Vehicular access to the site is gained via a crossover from Finchdean Road.

2.3 The partially built, single storey garage, is attached to the north west side elevation of No.7 Finchdean Road. The front elevation of the garage is set back by approximately a bricks length from the line of the dwellings principal north-east facade. The footprint of the garage tapers very gradually to follow the line of the sites boundary shared with No.9 to the west. As such the garage has a front elevation measuring 4.2m wide with the rear elevation being narrower at 2.8m wide. The garage has a length of 5.6m. The front elevation of the garage will be finished with brick quoining and banding together with smooth, light painted, rendered elevations to match the house. The buildings side and rear elevations will be finished in a facing brick. The garage will be constructed with a concrete tiled 'false pitch' facing towards the road. The structure will have a maximum height of 3.8m.



Above: Aerial Photograph Identifying the Application Site



Above: View From Finchdean Road



Above: Front Elevation of Partially Complete Garage



Above: View Across Front of Garage Towards No.9



Above: View of Rear Boundary between Nos.7 & 9

Relevant Planning Policy

A. National Planning Policy

2.4 The National Planning Policy Framework (NPPF) was published by the Government on 27th March 2012. The NPPF cancels and replaces all earlier Planning Policy Guidance Notes and Statements.

2.5 Paragraph 13 of the Framework sets out the presumption in favour of sustainable development. The Government states that *'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....'* The document promotes planning principles which include making effective use of land, promoting mixed use developments that create more vibrant places, and encouraging multiple benefits from the use of land in urban and rural areas. Furthermore, the document requires Local Planning Authorities to approach development management decisions positively (i.e. to look for solutions rather than problems so that applications can be approved wherever it is practical to do so).

2.6 The NPPF states (at para.7) that there are *'... three dimensions to sustainable development: economic, social and environmental.'* The social dimension of sustainable development is described in the NPPF as *'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 well-being'*.

2.7 Amongst the Core Planning Principles described at paragraph 17 the NPPF states that planning should *'.....conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations...'*

2.8 With regards to design the NPPF states at par. 57 *'...It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings...'* In respect of architectural design the statement comments (para. 60) that *'...Planning policies and decisions 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...'*

2.10 Paragraph 61 refers to the connection between people and places. It states *'Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment....'*

heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use....'

2.11 Paragraph 196 of the Framework confirms that the NPPF is a material consideration in planning decisions. Paragraph 197 states, furthermore, that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

B. Local Policy Context

Havant Borough Local Plan

2.12 The Havant Borough Core Strategy was formerly adopted on 1st March 2011. It is the principal document in the council's Local Development Framework and sets out the spatial planning strategy for the area up to 2026. The relevant policies are as follows:

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...’

DM13 Car and Cycle Parking on Residential Development

2.13 The above policies are considered to be in general conformity with the NPPF and are, therefore, relevant to the determination of this application.

The Havant Borough District-Wide Local Plan, 1996-2011

2.14 This document has now mainly been superseded by the adopted Core Strategy. There are some “saved” policies of the Havant Borough District Wide Local Plan that still form part of the Development Plan for Havant Borough. However, these are generally the more site specific policies and those relating to land allocations. As such, there are none now considered relevant to the current application proposal.

2.15 The Council have also produced a Supplementary Planning Document entitled ‘Borough Design Guide’. This document provides detailed information that supplements Policy CS16 of the Havant Borough Core Strategy. The document seeks to raise the standard of design across the Borough and set out what the Council expects developers to deliver in terms of the design of new developments.

2.16 Paragraph 5.37 of this document relates to side extensions. This states ‘It is important that the extension remains subservient to the main building, so it can be read which part of the building is the original and which is a later addition. Two storey side extensions should be set back behind the main building line. The ridge height of the extension can also be reduced to below the height of the main ridge so that the extension does not dominate the main frontage. The angle of the roof should be the same as or similar to the existing roof. Flat-roofed extensions are not normally acceptable, particularly at two storey height...’

2.17 Paragraph 5.39 of this document relates in general to single storey extensions. This paragraph states ‘Single storey extensions, should also be more modest in scale than the main building and should not be allowed to dominate. In general flat roofs are not acceptable. The roof of the extension should mirror that of the main building, in terms of its angle, eaves detail, materials, doors and windows. There may be exceptions to this rule, providing the results do not have an adverse affect on neighbouring properties or the streetscene...’

Involving the Community

2.18 The applicant has discussed his garage with Enforcement Officers of the Council and has been invited to submit a planning application.

2.19 When submitted, the planning application will be the subject of a neighbour notification and publicity exercise which will be undertaken by the Local Planning Authority. Neighbours and members of the local community will be given 21 days in which to comment on the proposed development.

Evaluation

2.20 The identified *opportunities* for the redevelopment of this site are highlighted below:

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- To provide a well designed garage which enhances the character of the existing streetscene;
 - To provide a garage of a sympathetic scale;
 - To provide secure car parking.

2.21 The identified *constraints* for the redevelopment of this site are highlighted below:

- The proximity of residential property to the west.

3.0 The Proposal

3.1 The partially built, single storey garage, is attached to the north west side elevation of No.7 Finchdean Road. The front elevation of the garage is set back by approximately a bricks length from the line of the dwellings principal north-east facade. The footprint of the garage tapers very gradually to follow the line of the sites boundary shared with No.9 to the west. As such the garage has a front elevation measuring 4.2m wide with the rear elevation being narrower at 2.8m wide.

3.2 The garage has a length of 5.6m. The front elevation of the garage will be finished with brick quoining and banding together with smooth, light painted, rendered elevations to match the house. The buildings side and rear elevations will be finished in a facing brick. The garage will be constructed with a concrete tiled 'false pitch' facing towards the road. The structure will have a maximum height of 3.8m to the top of the false pitch; 2.9m to the top of the flat roof.

4.0 Design Principles

- To design a practical and usable garage with which is sympathetic in appearance to the existing streetscene.
- To ensure that building is of a design which minimises its impact upon adjacent property.

5.0 Access Principles

- To provide easily accessible, convenient and secure car and cycle storage facility that meets current Highway Standards.

6.0 The Design Solution

6.1 As has been described in 'The Proposal' section of this Design and Access Statement the garage building has been designed so as to mimic the design of the host dwellinghouse as well as other houses within Finchdean Road. As can be seen in the photographs at

page 4 of this statement the structure is of a modest size and scale and would not project forward of the existing house, or that to the west (No.9), in a manner that would cause harm to their occupiers.

Amount, Layout, Scale, Landscaping and Appearance

Amount

6.2 Single garage.

Layout

6.3 Secure garage on ground floor.

Scale

6.4 The development would be a maximum 3.8m to the top of the false pitch; 2.9m to the top of the flat roof.

Landscaping

6.5 Hard paved areas with planting beds.

Appearance

6.6 The building has been constructed with brick quoining and banding together with smooth, light painted, rendered elevations to match the house. The buildings side and rear elevations will be finished in a facing brick. The garage will be constructed with a concrete tiled 'false pitch' facing towards the road. The structure will have a maximum height of 3.8m to the top of the false pitch; 2.9m to the top of the flat roof

7.0 The Access Solution

7.1 The site is located with direct pedestrian and vehicular access onto Finchdean Road.

Inclusive access

7.2 The garage has been constructed to be compliant with Building Regulations.

8.0 Proposal in a Context with Planning Policy

8.1 The development the subject of this application should be considered in relation to policy DC16 of the Core Strategy. This policy that proposed development '...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....' Additionally, the policy

states that new development ‘...does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking...’

8.2 Specific guidance within the supporting ‘Borough Design Guide’ advises that, in summary, side extensions should: -

- Remain subservient to the main building;
- Be set back behind the main building line;
- Have a roof that does not dominate the main frontage.

8.3 The garage, that is the subject of this application, is of a single storey height and would, when completed, be visually subservient to the host dwelling. The partially constructed garage is set back from the line of the dwellings principal elevation by approximately a bricks length. Whilst it is acknowledged that the guidance advises against flat roofs, especially in relation to 2 storey extensions, the submitted design proposes a front false pitch. This design feature would ensure that the garage ties in, visually, with the appearance of the host dwellinghouse.

8.4 Given the foregoing, the proposed development is considered to comply with Core Strategy policy DC 16

9.0 Conclusions

9.1 This scheme proposes the retention of the partially constructed garage. It is proposed that the garage would be finished with a sympathetic external appearance that would tie in with the host dwellinghouse as well as others in Finchdean Road.

9.2 The garage when completed would have little impact if any upon the residential amenities of the occupiers of No.9 Finchdean Road, to the west.

9.3 Officers and Members of the Borough Council are, therefore, respectfully requested to look favourably on this scheme and grant planning permission.