

DESIGN AND ACCESS STATEMENT

FOR

**PLOT SUB-DIVISION AND PROPOSED NEW ATTACHED 3 BED DWELLING
ON LAND**

AT

**SIDE OF 1 BLENDWORTH CRESCENT, FRONTING SOBERTON ROAD,
HAVANT, HAMPSHIRE, PO9 2BA**

1.0 BACKGROUND, CONTEXT AND SITE DESCRIPTION

1.1 According to council records, this site on the corner with Soberton Road, within Battins Ward, has no individual planning history. It comprises a two storey end of terrace property, typical of immediate post-war development in the surrounding area, of red brick and concrete tiled roof construction. There is a single storey flat-roofed extension at the rear. Opposite the site to the west are 3 storey blocks of flats, otherwise the scale of development is uniformly two storeys high, with sub-ordinate single storey outbuildings.

1.2 The site is generally level, albeit a slight fall occurs immediately after the rear building line, sloping gently away towards the detached garage.

1.3 It is noted from council records that renewal of permission for a similar development was granted opposite to the south under reference APP/10/00566 (15.12.2010) and that a further similar development was won at Appeal at 143 Blendworth Crescent under references 07/72297/000/APP/X1735/A/08/2073086/WF (10/10/2008).

1.4 A large public open space exists south of the site and various other open areas, not forming part of residential plots, form part of the original estate layout. Several owners have formed hardstandings for vehicle parking in their front garden areas close to the site.

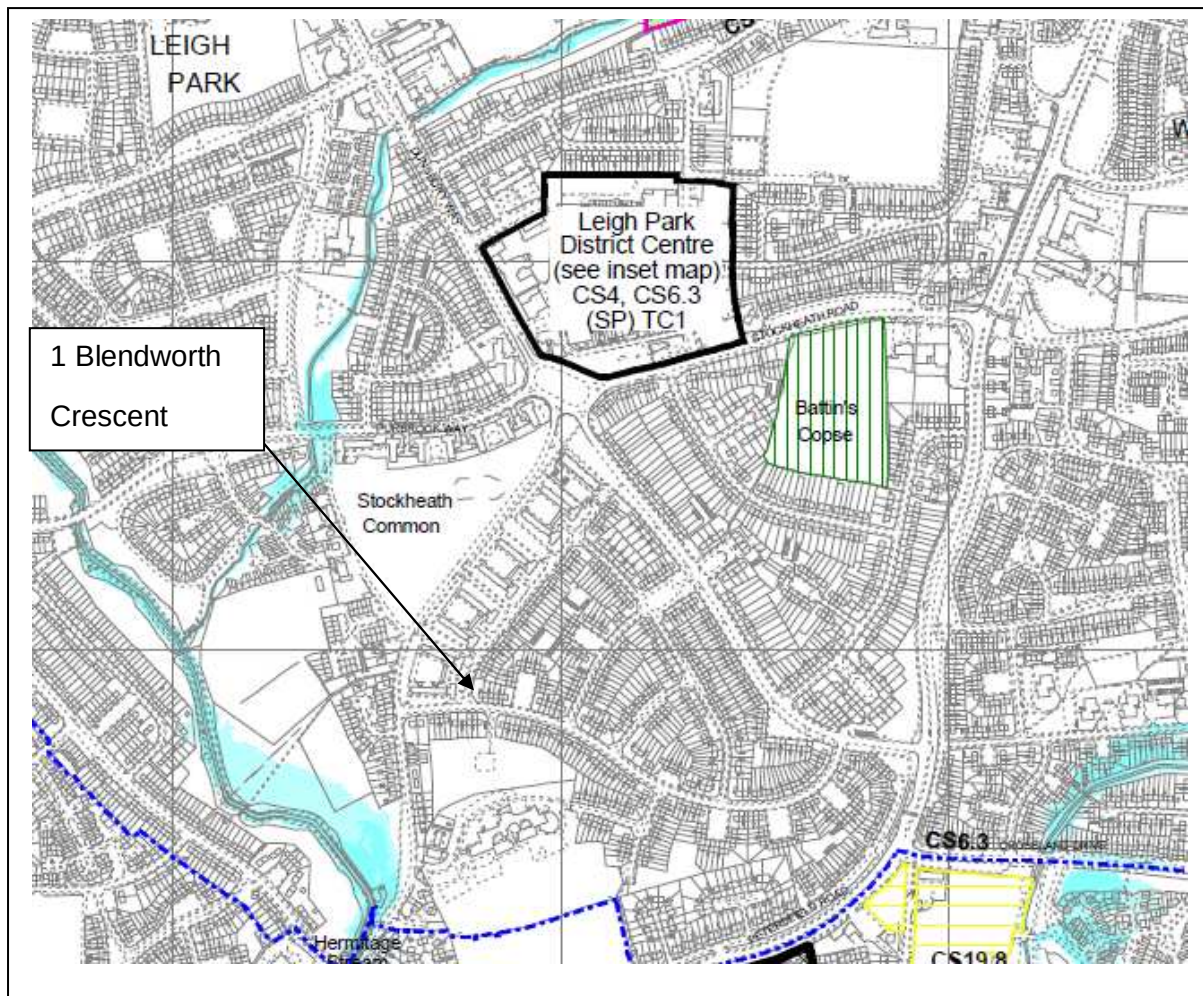
1.5 The area of the plot to be developed is currently laid out as a turfed garden area, enclosed by a red brick wall, approximately 1.2m high. Being exposed on a corner, the owner has fenced off a more private area of garden, running parallel but slightly forward of the flank wall fronting Soberton Road back to the existing detached garage. There are no trees on the site.

1.6 Some street images of the site and its relationship to adjoining properties are shown below.





1.7 The site is located some 2km north-west of the defined Havant town centre and the nearest district centre is some 800m away at Park Parade. The Council's Residential Car Parking Standards SPD (p.29) places the site in a low to high accessibility area.



1.8 The site is unallocated on the council's relevant Core Strategy Proposals Map No. 5 (see above). Aside from national guidance from the National Planning Policy Framework (2012), the following policies and guidance are considered to be relevant from the Development Plan for Havant:-

Core Strategy forming part of the Havant Borough Local Development Framework (2011).

CS6 - Regeneration
CS8 – Community safety
CS9 - Housing
CS14 – Efficient use of resources
CS16 – High quality design
CS17 – Concentration and distribution of development within the urban areas
CS21 – Developer requirements
DM11 – Planning for more sustainable travel
DM13 – Car and cycle parking on residential development

Leigh Park Strategic Framework (2006)

Residential Parking and Cycle Provision SPD (2010)

Borough Design Guide Supplementary Planning Document (SPD)(2011)

2.0 DESIGN

2.1 Use and Amount

2.1.1 The applicant proposes a plot sub-division to make better use of the site and provide a family home with 3 bedrooms. The existing pedestrian entry point will be moved to the Blendworth Crescent elevation, where an existing bay window will be modified. A west facing first floor landing window to the existing dwelling, lighting its stairwell, will be covered over by the new dwelling.

2.2 Layout

2.2.1 The proposed new house would sit back from the host property's building line to Blendworth Road. A reduced setback would be achieved to Soberton Road and legibility would be retained by the new dwelling's entrance from that street.

2.2.2 It is proposed that the garage and driveway to it be retained for the new dwelling and that modest areas of hardstanding be provided to the front of the existing dwelling, to provide two car parking spaces for each. The existing boundary wall will mostly be retained and 1.8m high close-boarded fencing set back from but running parallel to it will create a private garden area for the new dwelling, much in the same way that has been achieved for the existing dwelling.

2.2.3 Secure and covered bicycle parking will be created for the existing and proposed dwelling, each to provide for two bicycles to be stored, to promote the use of more sustainable forms of travel. Each will enjoy pedestrian/cycle access onto

Soberton Road, where refuse from each dwelling will be placed for collection. Provision will also be made for the recycling of domestic waste.

2.3 Scale

2.3.1 The two storey scale of the existing dwelling will be respected. A lower roof ridge will be provided to the rear element, subordinate to the main roof ridge.

2.4 Landscaping

2.4.1 To create some interest, contribute towards biodiversity and the amenities of the street scene, it is proposed to plant shrubs between the building and the street fronting Soberton Road. Garden areas will be laid to turf as existing, with occupier choice determining other soft plantings and flower beds.

2.4.2 As detailed above, limited and permeable hard surfacing in the form of a bonded gravel will be used to create the 2 new parking spaces for the existing dwelling, sitting either side of a new concrete paved pathway leading to the relocated entrance for that dwelling.

2.5 Appearance

2.5.1 Being at the corner of two streets, an opportunity exists to select a slightly darker, better quality, red brick to mark the corner, but use similar concrete tiles to provide visual continuity. Standard white UPVc window and door frameworks are proposed and black UPVc rainwater goods will also match those used in the rest of the terrace. Looking at the flats opposite, which have rendered bay windows, it is proposed to render the porch projection of the new dwelling, adding further emphasis to this corner.

3.0 Access

3.1 A new entrance to the existing dwelling will be formed fronting Blendworth Crescent. The new dwelling will be accessed from Soberton Road. Each will have a flush threshold to assist those with disabilities to gain easier access into the dwellings. A downstairs W.C. will provide for those with disabilities visiting the new dwelling. All door widths within the new dwelling would comply with the requirements of Part M of the Building Regulations.

4.0 Conclusion

4.1 A modest 3 bedroomed family home is to be achieved by sub-dividing a larger corner plot, assisting the council to achieve its housing targets, whilst safeguarding the character and visual amenities of the area.

4.2 The proposal is considered to be compliant with the NPPF and Development Plan for Havant in the following ways:-

4.2.1 NPPF: In terms of the Ministerial statement, the proposals will aid economic growth and provide a new family home, within a planning system where the

government wishes to see a presumption in favour of sustainable development (paragraph 14).

4.4.2 The development performs an important social role by providing housing for future generations and enhancing biodiversity by new shrub planting planting (paragraphs 7/9).

4.4.3 The development has been sensitively designed to meet its context, yet mark the corner of two streets. This will, add interest and local distinctiveness to the locale, by making more effective use of previously developed land, which is not of high environmental quality. It will also provide for the travel needs of occupiers whilst also promote cycling (Paragraph 16).

4.2.5 Core Strategy (CS) forming part of the Havant Borough Local

Development Framework (2011): CS6 (3.b)/CS9 – Regeneration/Housing:

Paragraph 1.27 of the CS notes that owner-occupation is relatively lower in Leigh Pak compared to the rest of the Borough. The proposed dwelling will therefore allow an increase in owner occupation to contribute towards a more mixed and balanced community. Having regard to the population profile of Leigh Park set out on page 13 of the CS, a new 3 bed dwelling would match the demands of the young age structure setting up families.

4.2.6 **CS8 – Community safety:** The proposals have been carefully designed to create a clear distinction between the public and private realm. More efficient use is being made of the existing semi-private side garden to give improved natural surveillance of Soberton Road and secure access for pedestrians and cyclists will be provided to that street.

4.2.7 **CS9 –** The proposals, albeit a windfall site and noting the last sentence of paragraph 8.04, contribute towards the council's 6,300 new dwellings by 2026 target. In terms of criterion (4), the density proposed is considered acceptable in a medium to high accessibility zone (cf. Paragraph 6.21) and proposals respectful of surrounding built form.

4.2.8 **CS14 – Efficient use of resources (in particular water efficiency measures):** The new house will be built out to Code Level 3 of the Code for Sustainable Homes and exhibit the following features:-

- Low energy light fittings
- Dual flow taps and sanitary appliances
- Waterbut at base of downpipe from guttering to irrigate back garden soft planted areas

4.2.9 **CS16 – High quality design:** A new dwelling is proposed to provide access for all, which respects its context , in terms of the scale and massing of adjoining built form and through the shrub planting will enhance biodiversity and add interest to the street scene in Soberton Road. The existing amenity and privacy of occupiers of the adjoining and adjacent dwellings would be maintained. The Borough Design Guide SPD amplifies and interprets this Policy.

4.2.10 **CS17** – Concentration and distribution of development within the urban areas: The proposed house is within the built up area of Leigh Park and makes better use of underused, previously developed land.

4.2.11 **CS21** – Developer requirements: Paragraph 9.26 states the Council will prepare a Supplementary Planning Document relating to this issue. None seems to have been prepared at this time. It is not clear whether the modest addition of one house is sufficient to trigger a developer contribution to provide supporting strategic infrastructure set out in table 9.2. However, it is noted the Council have recently introduced CIL charges, payable if the development receives consent to cover such matters.

4.2.12 **DM11** – The use of alternative modes of travel is promoted by providing dedicated cycle parking, not only for the proposed dwelling, but also for the existing house. Also providing adequate on-site parking to lessen the potential for on-street parking which might otherwise create highway safety problems near a junction of two streets, whilst recognising that the amount of traffic using those streets is relatively low and without good driver visibility, manoeuvring into the parking spaces and reversing into the highway would not pose any significant highway risk to other users.

4.2.13 **DM13** – Car and cycle parking on residential development: The application site is within a medium to high accessibility area. Working to the Council's SDP below, which reflect Hampshire County Council's standards as the appropriate Highways Authority, a maximum of 4 car parking spaces and a minimum of 4 cycle parking spaces are to be provided to meet the travel demands of occupiers of both the proposed and existing dwelling. One of the new parking spaces for the existing dwelling would allow for the driver's door to open over the new pathway to the relocated entrance. This would allow for a disabled driver to park at the site. The application site is within walking distance of a number of local amenities at Park Parade as well.

4.2.14 **Residential Parking and Cycle Provision SPD (2010)** – see comment above to **DM13**.

4.2.15 **Leigh Park Strategic Framework (2006)** – Paragraph 2.1 states that:-

"The purpose of the Strategic Framework is to facilitate development and to ensure that regeneration results and contributes towards an urban renaissance for the Borough. The intention is to regenerate Leigh Park as a shining example of a sustainable community by securing regeneration that can be delivered with the help of the planning system".

4.2.16 Paragraph 3.1 starts with a general assumption that a minimum density of 40 dwellings per hectare should be achieved for new housing and Paragraph 3.6 recognises the contribution of new private sector housing to create a more mixed community and alter people's perception of the estate generally. The development at almost 46 dwellings per hectare taken with the existing dwelling is compliant with that aspiration. Paragraph 5.4 asks developers to be innovative, yet still respect

immediate context, paragraph 5.11 recognising the uniformity as a legacy of local authority development in the 1950's. Policy UA3 from the previous Local Plan has now been superseded by CS16 and the Borough Design Guide, but the strategy still sets out more fully the aspirations for new housing development in Leigh Park and remains a material planning consideration. P.9 identifies large back gardens as a means of delivering new housing. P.47 lends support for new 2-4 storey development that improves the identity of the area with in-curtilage parking.

4.2.17 Borough Design Guide Supplementary Planning Document (SPD)(2011): the application site is placed within character area 7e – Leigh Park: Residential Sub-urb. P.144 informs that car parking provision did not form a significant element to the estate layout and that vehicle dominated streets are a negative impact on the visual character of the area. The provision of in-curtilage parking addresses this concern. There appears to be a desire to add to the detailing of elevations (p.145) and challenges are considered to be the uniformity of built form/distinctive buildings (p.146) and therefore opportunities exist to introduce more distinctive buildings to improve the area's legibility.

4.2.18 Being a corner site, the tabled proposals take advantage of that opportunity to mark this corner, building onto the existing perimeter block built form (paragraph 5.04). With regard to the council's 7 key design principles (p.13), the proposed development improves legibility by a well-detailed new house, designed to achieve CO₂ reduction, maintains continuity and enclosure providing a clear distinction between the public and private realms, meeting the aspirations set out in paragraph 5.33 for new infill development.

4.2.19 The Borough Council as Local Planning Authority is therefore asked to support the tabled proposals and grant planning permission.

4.2.20 Should the case Officer or any elected Member have any queries or require and clarification, please do not hesitate to contact me or the agent Chris Flint.

Steve Lawrence, BSc (Hons.) Dip TP Dip UD MRTPI
Director, ACHIEVE – Town Planning and Urban Design Ltd
323 Havant Road Farlington Portsmouth PO6 1DD