



PLANNING AND **DESIGN AND ACCESS STATEMENT**

Planning permission for the erection of a one bedroom detached bungalow with associated parking and access. New parking layout for 35 Blackthorn Drive.



SITE: LAND TO THE REAR OF
35 BLACKTHORN DRIVE, HAYLING ISLAND, PO11 9PA

1.0 INTRODUCTION

- 1.1 This Planning and Design and Access Statement is prepared on behalf of Mr Edney in support of his application for full planning permission for the erection of a one bedroom detached bungalow with associated parking and access.
- 1.2 The Statement incorporates all the required elements of a Design and Access Statement in accordance with the National Planning Policy Guidance, 2014. The Guidance allows the Local Planning Authority (LPA) to require submission of further details if it is considered necessary.
- 1.3 This document has been prepared to assist the Council's officers and members in determining the appropriateness of the development. The applicant is confident that this is the case and that planning permission should be granted subject to conditions where appropriate and necessary.

2.0 ASSESSMENT

2.1 Site Description

The application site is located within the urban area of Hayling Island on land to the rear of 35 Blackthorn Drive. The application site is currently made up of an overgrown section of curtilage land for 35 Blackthorn Drive, which has been separated from the formal garden of 35 Blackthorn Drive. The area of land currently provides on-site parking for approximately two vehicles with a secure storage container also.

- 2.2 The wider site is currently made up of an extended two storey semi-detached dwelling located on a corner plot, with Blackthorn Drive to the front (north) and side (east) of the dwelling. The dwelling has a front garden, with existing dropped kerb, although currently there is no on-site parking to the front. The site has a long rear garden that has been divided so as to make it more manageable. The far section is used for on-site parking and houses a secure storage container.
- 2.3 The immediate and wider area is residential in nature comprising of a different sized dwellings, including bungalows and two storey houses. The dwellings include terraced, semi-detached and detached dwellings, with properties in

Blackthorn Drive constructed primarily of brick and tile. The detached bungalows beyond the southern boundary however include rendered properties.

3.0 RELEVANT PLANNING HISTORY

3.1 APP/10/00724 – Construction of 1No. 2 bed bungalow. Refused – 03/12/2010.

The application was refused for the following three reasons:

1. Overdevelopment and unsatisfactory plot size, harmful to the established pattern of development in the locality as well as overlooking and overbearing impact from the existing two storey dwelling.
2. Insufficient parking for both the existing and proposed dwelling.
3. Failure to provide developer contributions.

4.0 PLANNING POLICY

4.1 National Planning Policy Framework 2012

The National Planning Policy Framework (NPPF) establishes a presumption in favour of sustainable development. The National Planning Policy Framework begins by identifying that:

“There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- *an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*
- *a social role – 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; and*
- *an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and*

mitigate and adapt to climate change including moving to a low carbon economy.” (Paragraph 7, NPPF, 2012).

4.2 Paragraph 8 goes on to say:

“These roles should not be undertaken in isolation, because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions.”

4.3 Paragraph 6 makes clear that regard must be had to the document as a whole in determining what the Government’s view of sustainable development means in practice. It promotes the effective use of land through the re-use of previously developed land. Paragraph 49 states that *“housing applications should be considered in the context of the presumption in favour of sustainable development.”*

4.4 Chapter 7 of the National Planning Policy Framework deals specifically with good design. Paragraph 56 makes it abundantly clear that *“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*

4.5 Paragraph 59 seeks to ensure the sustainable construction of the dwelling, whilst paragraphs 60 and 61 seek to ensure the development is designed well accounting for local context, without being prescriptive to architectural style and stifling innovation. The size of plot and scale of dwelling is directly related to the existing pattern and character of development found within the immediate area; in particular the bungalows to the east of the site and the bungalows to the south of the site.

4.6 It is considered that the proposed development would see a sustainable small dwelling erected in an established residential area within the settlement boundary. Further the revised new dwelling would be of a good design and would make a positive contribution to the area, whilst respecting the residential amenities of neighbouring properties and the prevailing character and

appearance of the area. The development would also contribute to the supply of small dwellings ideal as a starter home or for those looking to down size. In this respect the dwelling would be constructed for the applicant and allow him to downsize freeing up the existing family home that no longer fulfils his needs.

4.7 **Havant Borough Core Strategy 2011**

The following policies of the adopted Havant Borough Core Strategy 2011 are relevant to this proposed development:

Policy CS9 – Housing, in particular points 4, 5 and 6

Policy CS16 – High Quality Design

Policy DM13 – Car and Cycle Parking on Residential Development

4.8 Also of relevance is the guidance set out in the following Supplementary Planning Documents (SPDs) – Borough Design Guide, Housing and Residential Car Parking and Cycle Provision.

4.9 The development as proposed has had specific regard to the policy requirements, both locally and nationally. The revised development has proper regard to the character and appearance of the area, the residential amenities of adjoining properties and those of future occupants and the landscape characteristics of the site.

4.10 The development therefore would make efficient use of a site within the urban edge, providing smaller affordable market housing commensurate with that already found in the area. It is therefore contended that there is no policy objection to the development as proposed. With the reduction to one bedroom, reduced scale of dwelling and increased plot size overcoming the previous concerns raised in respect of refused planning application APP/10/00724.

5.0 **PROPOSAL**

5.1 Planning permission is sought for the erection of a detached, one bedroom dwellinghouse with associated parking and access on land to the rear of 35 Blackthorn Drive. The proposal would also include a secure cycle shed within the rear garden. As part of the development proposal the land to the front of 35 Blackthorn Drive would be resurfaced to provide two on-site parking spaces for

the retained dwelling. An existing dropped kerb exists and has been identified on the submitted site plan.

5.2 The detached bungalow, with hipped roof, is of a scale and design consistent with that found within the immediate area, particularly dwellings immediately to the east and south of the site and is reflective of those adjoining plot sizes also. The new dwelling would revise an existing vehicular access to the rear of the site, onto the unclassified cul-de-sac of Blackthorn Drive.

5.3 The new dwelling would benefit from two on-site spaces and secure cycle storage for up to three cycles. The amenity space of 93.5 square metres is considered to be more than sufficient for the passive recreational requirements of a one bedroom unit and includes the planting of three small scale trees along the shared boundary with 35 Blackthorn Drive in order to provide natural screening. The details and specifications of the trees to be planted could be controlled by planning condition.

5.4 35 Blackthorn Drive would retain a 10m deep garden with an area of 110 square metres. This is considered to be suitable for the existing four bedroom dwelling. In addition two spaces would be provided for the existing dwelling, the same amount that exists at present.

5.5 **Development Objectives**

- Provide a high quality one bedroom affordable market dwelling that is sympathetic and reflective of the existing built form and character of the area.
- To provide much needed smaller accommodation in a sustainable location to meet social and economic objectives.
- To provide a more efficient use of the site without causing unacceptable harm to the residential amenities of neighbouring dwellings, future occupants or the character and appearance of the area.

6.0 EVALUATION

6.1 Character and Appearance:

The site is located within the settlement area of Hayling Island, an established residential area characterised by various style, single storey and two storey terraced, detached and semi-detached dwellings.

6.2 The proposed dwelling has been carefully designed to respect the local vernacular, including layout, scale, architectural style and the pallet of materials found in the immediate vicinity, whilst contributing to the individuality of architectural design within Hayling Island.

6.3 The proposal would see the erection of a small affordable market dwelling, appropriate to its plot size, and comparable in size and layout to those of the immediate area; particularly dwellings to the east and south of the site. The proposal has also had due regard to the positioning of the existing dwelling on site and its relationship with the retained and neighbouring dwellings. This was a particular issue for the previously refused application however it is considered that the reduction from two bedrooms to one, increased plot size and introduction of tree planting along the shared boundary with 35 overcomes the previous objections raised in respect of refusal reason 1.

6.4 Notwithstanding the detailed consideration of the scale, design and layout the site does benefit from reasonable boundary screening, particularly to the south and west all of which will be retained. Whilst the scale and style of dwelling would be in keeping with the development immediately opposite to the east.

6.5 In respect of the above information it is considered that every regard has been given to the existing character and appearance of the area. The development would result in a development that would make a positive contribution to the area, whilst retaining the important qualities of the site and built form found within the locality.

6.6 Residential Amenity:

The dwelling has been positioned with regard to the neighbouring dwellings and every effort has been made to maximise distance and the retention of existing natural boundary screening. It is therefore considered that the overall

height and scale of the proposed dwelling would not be of a scale that would result in unacceptable harm to neighbour amenity.

- 6.7 The built relationship, separation distances, positioning of windows, boundary screening and proposed tree planting all combine to suitably protect existing neighbour amenity and the amenities of future occupants. It is therefore considered that the development would not result in unacceptable harm by reason of overshadowing, loss of light, overbearing effect, loss of privacy or overlooking and would overcome reason 1 of refused permission APP/10/00724.

6.8 **Highway Safety:**

The development would reposition the existing access to the rear for the one bedroom dwelling and utilise the existing vehicular access to the front for the retained dwelling. Therefore whilst the development would introduce an additional dwelling the existing access arrangements for the site would be used.

- 6.9 Blackthorn Drive is an unclassified residential road with dead end. It is therefore considered that the access arrangements and provision of an additional dwelling would not be prejudicial to highway safety as there is no through road. It was noted that there is the ability to park on street however the development makes adequate provision for on-site parking for the existing and retained dwelling. It is therefore considered that the development accords with the Council's parking standards and would not result in issues prejudicial to highway safety.

6.10 **Layout:**

The layout of the proposed dwelling seeks to replicate the general built form within the area (particularly the residential development to the east and south of the site), providing small scale market accommodation in an appropriately sized plot. The development makes appropriate amenity provision for the dwelling and is fully usable and appropriate in scale as well as on-site parking and secure cycle storage in accordance with the Council's standards.

6.11 **Scale:**

The height, massing and proportions of the proposed detached dwelling are in keeping with the context of those dwellings to the south and east of the site. The scale and design of the development therefore provides a clear contextual link to its surroundings.

6.12 **Access:**

The design and layout of the building allows for free and easy access at ground floor level throughout the site and to external facilities such as refuse points and car parking. There would also be level thresholds to further improve access in and out of the dwelling. The internal arrangements for disabled access are covered by Part M of the Building Regulations.

7.0 **SUSTAINABILITY**

7.1 National and local planning policies encourage new development to be sustainable. This includes matters of location, sustainable methods of construction and ecology. As a matter of principle the proposed development would be sustainable, because it would utilise an existing site within an established residential area, providing a more appropriate and sustainable form of dwelling.

7.2 The dwelling would be constructed to Code Level 4 with improvements in build quality and energy efficiency. The proposal is therefore considered to more than satisfy the sustainability requirements for this form of development.

8.0 **CONCLUSION**

8.1 Having regard to relevant development plan policy it is contended that the proposed development would represent an efficient use of the site, in a sustainable location and in a sustainable form, whilst paying due regard to existing development densities, prevailing character, residential amenity and highway safety. The Council is therefore respectfully requested to approve this planning application.