

Redevelopment Proposals For

109 London Road | Cowplain

Design & Access Statement

April 2014

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Introduction

This Design and Access Statement has been prepared to support the application for four new build two storey, three bedroom houses and should be read in conjunction with the following application drawings;

- 2013.078 PL.01 Location and Block Plan
- 2013.078 PL.02 Site Layout
- 2013.078 PL.03 Ground Floor Plans
- 2013.078 PL.04 First Floor Plans
- 2013.078 PL.05 Roof Plans
- 2013.078 PL.06 Elevations
- 2013.078 PL.07 Elevations and Site Sections

This full planning application is for part of the site to the rear of the approved and constructed semi detached houses facing London Road and adjacent to the approved bungalows. Below is a brief summary of the relevant planning applications on this and the adjacent sites.

- Adjacent site - 111 London Road, Cowplain
- APP/10/00594 – Demolition of existing house. Erection of 4No. New houses. Permitted 31st January 2011
- APP/12/01302 - Erection of 2No. 1 bed bungalows utilising existing access from London Road, and underground pumping station. Permitted at Appeal on 10th October 2013
- APP/13/00392 - Erection of 1No. 1 bed bungalow utilising existing access from London Road, and underground pumping station. (Revised Application.) – Refused on 21st June 2013

KEY

 Site Boundary



Aerial View of Site Location (1:1250)

0 5 10 15 20 25 30 35 40 45 50m

Sustainable Development:

The National Planning Policy Framework (NPPF) was introduced on March 27 2012, and sets out the Government's planning policies for England and how these are expected to be applied.

It indicates that the purpose of the planning system is to contribute to the achievement of sustainable development. It identifies that there are three dimensions to sustainable development – economic, social and environmental. Planning can assist the economic role by building a strong, responsive and competitive economy; the social role by supporting strong, healthy and vibrant communities, and the environmental role by protecting and enhancing our natural, built and historic environment. These roles are seen as mutually dependent.

The NPPF advises in para 9 that *“Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life”*. This can include, creating jobs, replacing poor design with better designs, and improving the conditions in which people work, live, travel and take leisure.

Housing:

Para 49 states: *Housing applications should be considered in the context of the presumption in favour of sustainable development*. It continues in para 55: *To promote sustainable development in rural areas, housing should be located where it would enhance or maintain the vitality of rural communities*.

Design:

3.12 The NPPF indicates in para 56 that: *“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*

It continues in para 57: *“It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.”*

Para 58 indicates that local policies should aim to;

1. Ensure developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
2. Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
3. Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
4. Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
5. Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive.

Local Planning Policy

Local Planning Policy

The Havant Borough Core Strategy was adopted on 1 March 2011 and sets out local planning policy until 2026. The Strategy sets out a vision for the Borough which it intends to meet by seeking an appropriate balance between protecting the natural and built environment and delivering new economic growth and community regeneration; meeting the social needs of its communities and the prudent use of natural resources.

Policy C17 identifies where new development will be encouraged, and states:

1. Development will be permitted that makes the most effective use of land in the borough by granting planning permission that concentrates new housing, employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterloo, 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 CS9 with regard to housing states 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.
2. Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments between 5 and 14 dwellings (gross), unless a lesser requirement has been transparently justified on viability grounds.
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.
6. Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.
7. Contribute to achieving 450 extra-care dwellings between 2006 and 2026.
8. Ensure housing development is delivered in a phased manner with an appropriate proportion of previously developed land so as to avoid unnecessary development on greenfield urban extension sites.

Policy CS16 relates to high quality design and states that 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.

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2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
 - a. The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - b. New streets are not dominated by vehicular traffic;
 - c. The layout of the development is legible, meaning it is easy to orientate oneself and move through.
 3. Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.
 4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.
 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.
 7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.

3.24 Policy DM8 of the Development Management policies in the Core strategy indicates that development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria as set out below:

1. Protects natural features of nature conservation and/or amenity importance on the site, for example trees, woodlands, hedgerows, soils, streams, stream corridors, springs, ditches or ponds from damage, destruction and a deterioration in quality.
2. Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival.
3. Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments.
4. Ensures sequences of greenspaces are maintained and protects the attractiveness and visual amenity of all green open spaces that contribute to the identity of the borough.

Policy DM12 and the subsequent policies relate to mitigating traffic impacts. It states new developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.
2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.
3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.
4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.
5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.
6. Policy DM13 relates to car parking and cycle storage on residential schemes and indicates 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.