

Design and Access Statement

108 Lovedean Lane, Waterlooville, PO8 9SN



Introduction and Background

This Design and Access Statement accompanies and supports a revised application for the demolition of the existing bungalow and erection of a single replacement two storey dwelling, on land at 108 Lovedean Lane, Waterlooville.

The planning history of the site includes three previous applications, by the current applicant, seeking permission for a development of two dwellings, in a tandem formation. The first application, 10/73887/000 was withdrawn in June 2010 following comments made by the case officer. The scheme was revised to overcome the issues raised and resubmitted in August 2010 - APP/10/00468 refers. However that second scheme was refused under Officers delegated powers on 28 September 2010, for 6 reasons: excessive bulk adjacent 112 Lovedean Lane affecting their outlook; use of drive serving plot B would adversely effect future occupiers of 106 and plot A; over-intensive use of the site with little undeveloped space; no Arboricultural Impact Assessment submitted; inadequate space for parking and turning of vehicles; no completed legal agreement for contribution towards Hampshire County Council's Transport Policy.

The third application made further revisions to the scheme to overcome the LPA's objections and was resubmitted in March 2011 – APP/11/00323 refers. This scheme was reported to Committee in January 2012 with a recommendation of permission but Members deferred the item in order that revisions could be made to the height and scale of the building proposed adjacent No.110 Lovedean Lane. The application returned to Committee 29th February 2012 but was refused by Members for two reasons: excessive bulk adjacent 110 Lovedean Lane detrimental to their outlook and amenities; and lack of a completed legal agreement for contribution towards Hampshire County Council's Transport Policy.

Rather than appeal this decision the applicant was keen to work with the LPA to negotiate a successful solution. Consequently, meetings took place with Officers (Chris Murray and Alex Sebbinger - on 23rd March and 25th April 2012) in order to establish a way forward. Having been guided by Officers, and bearing in mind the comments made by Councillor Wilson, in particular, at both meetings of the Development Management Committee, the applicants now propose just a single replacement dwelling. This dwelling would be sited approximately in the same position as the existing bungalow at a mid point between Nos.110 and 112 Lovedean Lane to the north.

This Design and Access Statement will explain the design process that has led to this resubmission.

Appraising the Context

The application site is located on the east side of Lovedean Lane, opposite and just north of the junction with James Copse Road. The site currently comprises a small, vacant and derelict bungalow sited on a large plot. The site measures an average of 17 metres in width and has a maximum length of 85 metres, giving a total area of approximately 0.145 ha. The land rises gradually along the sites entire length from its lowest point at the west (adjacent to Lovedean Lane) to the east.

The road frontage of the site is currently bounded by a close boarded fence approximately 1.8 metres in height, with several trees and shrubs behind. The site is therefore well screened and the existing building barely visible from the highway.

The character of existing development along Lovedean Lane varies considerably. The west side of Lovedean Lane is generally characterised by close-knit linear bungalows set within modest plots. However, on the east side, within the vicinity of the application site development is characterised by a mix of individual style detached bungalows, chalets and two storey houses, set within substantial plots. The road frontage of many of the properties on the east side of Lovedean Lane are largely defined by mature trees and hedgerows, thus screening many of the properties.

The trees within the site have been assessed in the past by both Enviro Plant and Barrel Tree Care. Both consultants concluded that, in relation to the earlier two dwelling proposals, that no harm would occur to existing trees within the site. This opinion was accepted by the Council's Tree Officer. Given that the area of development within the site has 'shrunk' and now is located around the footprint of the existing bungalow, Officers have agreed that it would not be necessary to commission another arboricultural assessment.

The properties on the east side of Lovedean Lane vary in terms of their design, materials and siting. There is no single over-riding character or building line. Of particular note is the layout of 110 and 112 immediately north of the application site. These two dwellings are sited one behind the other, in a traditional 'tandem' formation.

Please refer to the aerial photograph below showing the approximate site boundaries within the context of its surroundings.



Assessment of Policies

National Planning Policy

Since the submission of the previous applications there has been some significant changes to planning policy. The National Planning Policy Framework (NPPF) was published by the Government on 27th March 2012. This document has replaced all previous national planning policy including all PPG's and PPS's.

The National Planning Policy Framework, March 2012

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).

The NPPF states (at para.7) that there are '... three dimensions to sustainable development: economic, social and environmental. The economic role is described as '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. The social role requires planning to support '...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. The environmental role relates to the protection and enhancement of '...our natural, built and historic environment...'

Amongst the Core Planning Principles described at paragraph 17 the NPPF states that planning should 'always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings'.

In order to deliver sustainable development, it is recognised that there needs to be support for a wide choice of high quality homes. It is stated at paragraph 49 that 'Housing applications should be considered in the context of the presumption in favour of sustainable development.' Furthermore it is noted at paragraph 53 that 'Local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.'

Havant Borough Local Development Framework

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:

CS9	Housing
CS11	Protecting and Enhancing the Special Environment and Heritage of Havant Borough
CS14	Efficient use of Resources <i>(requires residential development to meet Level 3 of the Code for Sustainable Homes)</i>
CS16	High Quality Design <i>(as the most detailed, relevant policy, please refer to a copy in Appendix 1)</i>
CS17	Concentration and Distribution of Development within the Urban Areas
CS21	Developer Requirements
DM8	Conservation, Protection and Enhancement of Existing Natural Features <i>(of relevance – the protection of trees)</i>
DM10	Pollution
DM12	Mitigating the Impacts of Travel
DM13	Car and Cycle Parking on Residential Development

The above policies are all up to date and considered relevant to this application. The application site lies within the defined Urban Area where the principle of development is accepted, subject to the detailed issues complying with the remaining relevant policies. Of particular note is Policy CS16, seeking a High Quality of Design in all development proposals. This policy requires development to *respond to and draw inspiration from, and respect the local context*.

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

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.

Havant Borough council have also produced various **Supplementary Planning Documents** of relevance to this application:

Borough Design Guide Supplementary Planning Document, December 2011 – This SPD supplements Policy CS16 of the Havant Borough Core Strategy and aims to raise the standard of design across the Borough. It sets out the council’s design expectations with regard to new development, explaining the 7 key principles of good design. It provides examples and helps to identify and define the distinctive character and qualities of the borough that should be respectfully improved and enhanced through development.

Housing Supplementary Planning Document, July 2011 – This document provides further guidance in respect of Core Strategy Policy CS9 and seeks to guide housing development. It also provides additional information about off-site affordable housing provision and explains the calculation method for in-lieu financial contributions.

Residential Parking and Cycling Provision, March 2010. This document sets out the required number of on-site car parking, short stay and long stay cycle parking spaces per dwelling, according to the number of bedrooms.

Involvement

In an attempt to find an agreeable solution to all parties, the applicants have carefully considered all the comments made by Members and third parties during the determination of the previous applications for two dwellings. Meetings took place with Officers (Chris Murray and Alex Sebbinger - on 23rd March and 25th April 2012) in order to establish a way forward. Having been guided by Officers, and bearing in mind the comments made by Councillor Wilson, in particular, at both meetings of the Development Management Committee, the applicants now propose just a single replacement dwelling. This dwelling would be sited approximately in the same position as the existing bungalow at a mid point between Nos.110 and 112 Lovedean Lane to the north.

Evaluation

The site is located within the northern part of Waterlooville, within the defined built up area where the principle of development is accepted. The surrounding development comprises a mix of building designs with no dominant style of architecture. Therefore the principle of residential development on this large plot is acceptable and represents an opportunity to make better use of the site. The need to protect the amenity and outlook of the occupiers of the adjacent tandem layout of 110 and 112 immediately to the north has influenced the proposal.

The constraints to successfully developing the site include:

- The need to protect the outlook and impact on adjacent property. This includes scale and height, and the position of windows;
- The need to protect the amenity of adjacent residents from comings and goings and the use of the drive;
- The need to ensure the proposed development is appropriate to the character of the area;
- The protection of the most significant trees on the site and the proposed layout to avoid root protection zones;
- The gradient of the site and subsequent drainage/water run-off issues;
- Provide suitable access and drive with adequate parking and on-site turning.

Design Principles

Amount

To erect a single replacement family house on the site; being two storeys with 4 bedrooms, a double garage and on site turning.

Layout

To maintain the existing layout principle established with the central siting within the plot of the existing bungalow on the site. The precise siting must have minimal impact on the adjacent dwellings whilst respecting the trees on site and their root protection zones.

Scale

To provide a two storey dwelling, but designed as a chalet-style dwelling to minimise height and bulk to reflect the street scene.

Landscaping

To retain and respect the existing ash trees on the site and their root protection zones. Furthermore to retain as much as possible of the existing mature hedgerows and shrubs on the site, particularly where adjacent the proposed drive, to mitigate against noise and disturbance.

Appearance

To design a high quality dwelling with appropriate detailing and finishing to enhance the character and appearance of the area.

Access Principles

The site is acknowledged as being located towards the edge of Waterlooville and a limited bus service runs along Lovedean Lane itself. The X40 Catherington to Southsea service via Waterlooville, Portsmouth City Centre and Gunwharf runs twice in the morning and once in the evening.

However the site is easily accessible by private vehicle, being close to Dell Piece and junction 2 of the A3M which links Portsmouth and London. Additionally the site is approximately 3.06 miles from the railway station at Rowlands Castle and 4.95 miles from Cosham railway station. These stations allow easy and regular access to London (via the Waterloo Line) and the South Coast.

On site access arrangements will therefore require full car parking requirements. Additionally the dwelling should be designed to ensure that all users have equal and convenient access.

The Design Solution

This revised application has fundamentally reduced the scheme from two dwellings to just one replacement dwelling in response to feedback from Members and Officers. Therefore, this part of the Design and Access Statement will explain the applicants reasoning for the detailed design and layout of the single dwelling now proposed.

Siting of Dwelling

It has been agreed at meetings with Officers that the most appropriate area to position a replacement dwelling within the site would over and around the 'footprint' of the existing bungalow. This is the location that has been established within by the existing bungalow which sits at a point mid-way between Nos. 110 and 112. It is considered, therefore, that the outlook of the occupiers of these two properties would be largely unaffected by a replacement of the existing bungalow with a new dwelling which would occupy the same position within the site. It was further agreed to maintain a separation distance of 2 metres from the side elevation of the proposed dwelling and the northern boundary shared with Nos. 110 and 112 Lovedean Lane. This would reduce any over bearing and over-shadowing impact.

Of additional relevance is the fact that the existing boundary between 110 and 112 and the application site is a dense hedge which provides robust natural screening. This hedge will be unaffected by the proposal and the level of screening maintained. It is additionally proposed to supplement the hedge and provide additional screening adjacent the vehicle turning area, to ensure noise and disturbance to the adjacent residents is kept to a minimum. Please see aerial photograph below which clearly shows the application site and the existing boundary hedge:



It is the opinion of the applicant that the siting of the replacement dwelling fully complies with policy CS16 of the Core Strategy.

Height and Design

The proposal has been designed with a fully hipped roof and use of a flat central area to keep the overall height down to 8.3 metres. The ridge height provides a logical step between 110 and 106 Lovedean Lane and as such is considered visually appropriate in street scene terms.

The front elevation utilises dormer windows within the roof slope with the eaves set at 2.6 metres. This gives the visual appearance of a chalet bungalow, which would be appropriate located between a bungalow and two storey house.

The materials proposed include multi red bricks at ground floor level, with a plain red brick soldier course with cream coloured render at first floor level, beneath a plain tiled roof. The use of the cream coloured render has been added to give visual interest and ensure a light reflective surface.

Vehicular Access

Being a single replacement dwelling it is proposed to re-use the existing access point and driveway. It would be upgraded with a turning area provided to enable vehicles to leave in a forward gear.

This application has again considered the noise issue of the use of the drive and continues to propose a surface material of asphalt rather than gravel, which is considered much noisier to walk and drive over.

However, asphalt is less porous than gravel, so the applicant has also addressed the possible surface water and drainage issue. Since the site slopes down towards the highway, the natural surface water flow would be in this direction. Therefore, two ACO drain channels have been proposed within the

driveway, 6 metres and 16 metres back from the highway edge respectively. These channels would feed into an underground attenuation tank, fitted to the manufacture's specification.

Additionally this revised application continues to include provision of a 2 metre high acoustic fence to be placed on the southern boundary of the site, i.e. on the northern boundary of 106. This would further mitigate potential harm being caused to the occupants of No.106 Lovedean Lane by significantly reducing noise and disturbance from the use of the driveway.

Contribution towards Hampshire County Council's Transport Policy

Please note, that should this application be favourably considered in all other respects, then the applicant is willing to enter into the necessary legal agreement to make the appropriate financial contribution towards the Hampshire County Council Transport Policy.

The Access Solution

As detailed above, the site layout has been informed by the need to provide adequate on site parking and turning, enabling all vehicles to leave in a forward gear.

An integral double garage is proposed which would also provide secure cycle storage. Externally a hard surfaced drive and turning area would provide ample visitor car parking. Within the site level pedestrian access would be created around the proposed dwelling ensuring the provision of an inclusive development which would be accessible to all.

The development will be constructed so as to comply with Part M of the Building Regulations.

APPENDIX 1

Policy 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.
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.