

Design and Access Statement

On Behalf of Knight Homes Ltd



Proposed residential development consisting of the erection of 2No. four bedroom detached dwellings with double garages and car parking with use of the existing access and creation of a new access.

at

Land to the Rear of
40 Queens Road
Waterlooville
Hampshire
PO7 7SB

May 2013

Vivid Design Studio Ltd
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Bognor Road
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Contents

- 1.0** Introduction
- 2.0** Site Location and Surroundings
- 3.0** The Proposals
- 4.0** The Development Plan & Planning Policy
- 5.0** Design
- 6.0** Access
- 7.0** Planning Considerations
- 8.0** Section 106 Contributions
- 9.0** Summary & Conclusions
- 10.0** Appendices

1.0 Introduction

This Design and Access Statement has been prepared to support the proposed residential development consisting of the erection of 2No. four bedroom detached dwellings with double garages and car parking with use of the existing access and creation of a new access on land to the rear of 40 Queens Road, Waterlooville, Hampshire, PO7 7SB. It is hoped that the information contained within this statement will assist the Local Planning Authority in its determination of the Full Planning Application under the Town and Country Planning Act 1990.

This statement focuses on the existing setting for the proposed development including the features of the site and surrounding area. The design proposals then set out the design solutions and the process followed to reach the final design of the scheme. It considers the constraints of the site and all relevant local and national planning policies to demonstrate that the proposed scheme is of a high quality design that integrates with its surroundings.

The access element considers the accessibility into and within the site, and the scheme's relationship to transport links in the wider surrounding area. It justifies the location of the access points with regard to local road layouts, demonstrates provision for pedestrian routes within and approaching the site, and establishes accessibility to public transport



2.0 Site Location & Surroundings

The existing site is located off Queens Road within the town of Waterloo. Queens Road is a cul de sac road situated off the main London Road which is a main trunk road running through Waterloo providing links to the surrounding villages of Lovedean and Horndean and the main town of Waterloo. The site is formed from an existing residential dwelling within a large area of land which sits to the west of the main house.

The application site measures 1070sqm/0.1hectares/0.25acres. The site is currently an underused piece of land within the settlement boundary and is within the ownership of the existing dwelling. The existing residential property is located to the southeast corner of the site and with large garden areas clearly delineated by a close boarded fences as shown on the site survey.

The site has an existing vehicle access to the front of the existing property which provides access onto a Queens Road. There is also a vehicle access to the rear of the existing property which provides access onto a private road. The private road exits onto the main Queens Road and provides access to 2 other residential properties. The existing accesses provides access to car parking areas and garages to the existing house. The existing house is a single storey detached property dating from the 1960's. Its character is depicted by brickwork and timber clad elevations with a pitched roof finished with concrete interlocking tiles.

The application site has domestic features with short grass and vegetation as the site has been used as garden land in conjunction with the existing property. The topography of the site is varied with the site dropping down from the access to the rear north western boundary. The site has mature trees to the rear boundary and also trees to the south boundary. The boundaries of the site are a mixture of close board fences, wire fences and brickwork walls.

The site is surrounded by varying styles of properties. To the northeast of the site adjacent to the boundary is an existing large 2 storey dwelling. To the northwest of the site is a large playing field which forms part of the local school. To the southeast of the site is the existing dwelling which sits on the higher ground level. To the southwest of the site is an existing large 2 storey dwelling which is heavily screened by boundary vegetation.

3.0 The Proposals

The proposals involve the development of the existing site for additional residential units. It is proposed to erect 2 new dwellings which have been designed as detached units with four bedrooms and double garages. The existing access will provide access for plot 1 on the site for car parking spaces and turning areas. A new access will be formed onto Queens Road on the east boundary to provide access for plot 2. The other access to the existing dwelling will be retained and the car parking facilities will remain for the existing use.

There are trees on the site which are marked on the proposed site plan. The mature trees to the rear of the site will be retained along with the existing boundary treatments and vegetation. The new dwellings will be designed in a traditional form with brickwork elevations including elements of tile hanging and pitched roofs finished with plain tiles. The new dwellings have been designed to be integral to the site topography and site at a low level in keeping with the dwellings running across the rear of the site.

The proposals aim to regenerate an existing and underused site within the urban area for residential use. The development will include appropriate car parking facilities and provide suitable vehicular access using the existing private road and create a new access onto Queens Road. All new dwellings will be provided with suitable gardens and amenity space along with cycle and bin store facilities. The overall scheme will consist of 2 new four bedroom detached dwellings with the retention of the existing house.



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4.0 The Development Plan & Planning Policy



The site is located within the settlement boundary and built up area of Waterlooville as identified under Havant Borough Councils Core Strategy.

Consideration needs to be given to a select number of Development Plan Policies, Supplementary Planning Documents and Planning Policy Guidance.

LOCAL DEVELOPMENT PLAN POLICIES

Havant Borough Core Strategy (Adopted 2011)

CS9 – Housing

CS16 – High Quality Design

CS17 – Concentration and Distribution of Development with the Urban Areas

CS20 – Transport and Access Strategy

CS21 – Developers Requirements

DM12 – Mitigating the Impacts of Travel

DM13 – Car and Cycle Parking on Residential Development

South East Plan

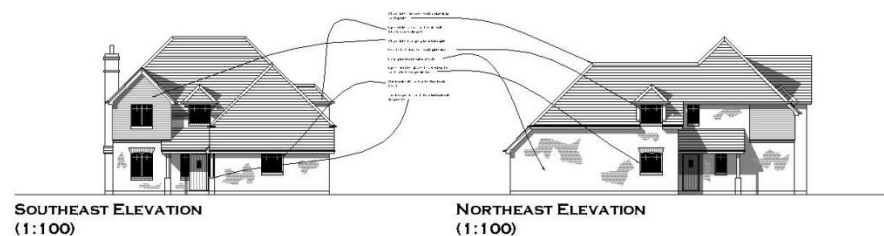
SUPPLEMENTARY PLANNING GUIDANCE

None

PLANNING POLICY GUIDANCE

National Planning Policy Framework

5.0 Design



The design of the proposals aims to create an attractive new development that provides additional residential units within the urban area. The proposed layout of the development is based around the existing access onto the private road and the new access onto Queens Rod to the east. The new dwellings will be constructed in a linear form running perpendicular to the rear boundary and the existing dwelling at No.40. The new dwellings form a traditional layout with habitable rooms facing the southeast and northwest of the site. Consideration has been given to the neighbouring properties with the orientation of the building and the mass adjoining the boundaries.

The location of the access road enables access to the site to be formed along the existing western boundary and the eastern boundary enabling the site to be split into 2 separate plots. This existing boundaries will be well screened with trees and hedges and will enable the land immediately adjoining the boundary to be used for parking and turning areas for the new houses. The layout of the new houses has been designed with the rear gardens to the northwest of the site facing the existing dense landscaping belt providing protection from the school playing field.

The existing access and the new access will provide access to a double garage and a car parking area in which cars can park and turn within the site. The design of the site also incorporates a bin store collection area to the front of the site for collections days only and bin store areas can be provided to the gardens. Cycle stores providing space for 2 cycles per unit will be provided within the rear gardens or garages and short stay cycles to the front of the new dwellings.

The new dwellings follow the building lines across from the adjoining properties and form a linear pattern of development. Adequate separation distances have been provided to the existing dwelling to the southeast and there are no overlooking or privacy issues with the adjoining housing which sits at a similar ground level. The overall use of the site maintains the activities already associated with the existing property and provides gardens to the new properties which are consistent with new developments within the surrounding area.

The overall design of the proposals uses styles from the surrounding area and makes the best of the set back location and street scene opportunities. The roofs will have a mixture of gable end walls and hipped roofs to vary the roof mass. The gable end features will provide dominant elevations to the front and rear and hipped roofs will create an element of diversity to the street scene. Varying materials and design features will provide simple yet attractive elevations with building step backs providing depth and style to the building's appearance.



6.0 Access

The site and its immediate surrounding area are within a good accessible area with good public transport services and infrastructure facilities. The proposed development will involve the use of the existing access to the southwest corner of the site which provides access onto the private access road. A new access will also be created onto Queens Road to the southeast of the site. Both accesses will provide access to the new double garages and car parking areas which have been designed to the front of the new properties. Car Parking will be provided as 3 spaces for each of the four bedroom dwellings. Pedestrian access will be provided to the front of the development providing access to each unit off the main access road.

All houses will be provided with a bin store area to each unit and a cycle storage area within the rear gardens or garages. There will be a bin collection area at the front of the site close to the highway for collection days. Short stay cycle storage will be provided to the front of each unit accessed from the pavements. Long stay cycle storage will consist of 2 spaces and short stay cycle storage will consist of 1 space.

The existing and new vehicular accesses provide access onto Queens Road. The private road is a cul de sac road providing access to 2 other residential properties. It is concluded that the access and layout within the site meets current standards and it was accepted that the current situation of the private road has a historical use and is adequate to take additional traffic flow. The access to the existing dwelling of No.40 will be retained along with the existing double garage and parking areas.

It is suggested that the private access road is a cul de sac road and therefore does not suffer from large amounts of through traffic which would create highway problems. Suitable visibility splays can be achieved at the access point resulting in safe access from the highway. The access is an existing access which already is used for vehicles to enter the site. The benefit of the proposed development will be that the new dwellings will be provided with off street parking.. On this basis the proposals under the application will not create further problems to the current use of the private road and its access onto the main Queens Road.

The existing site currently has a varying topography as shown on the drawings. Adequate provisions have been provided to provide transition between the car parking areas and the building to provide suitable access around the site. The new houses will be designed with level thresholds and effective clear widths and satisfy all the requirements of Part M of the building regulations. The approach to the design proposals will enable suitable access into the site from the surrounding area which is a factor in maintaining the character of the site and the surrounding area.

7.0 Planning Considerations

Under Havant Borough Councils Core Strategy the proposals for the site are required to conform to the policies set out for residential development as well as the general development principles, unless material considerations suggest otherwise. Due consideration will need to be given to the design of new residential accommodation, within the urban area and access arrangements to the site. Specific consideration will need to be given to the local and national policies.

The proposals under this application seek permission for erection of 2 new residential units, on underused land within the urban area. The proposals provide an appropriate design and layout that will not adversely affect the character of the area. The site sits within the existing settlement policy boundary in the established built up residential area of Waterlooville with a varying mixture of styles of property. The general location and siting of the new buildings respects the separation distances required for privacy and outlook and is consolidated within the constraints of the site.

The overall layout of the new development will follow the pattern of development within the surrounding area. The building lines and mass of the new buildings are formed around the adjoining properties and the surrounding buildings. The surrounding area provides a mixture of detached houses and large residential buildings. The proposals for the application site seek to achieve a density of approximately 20 dwellings per hectare. This is lower than the policy requirements in relation to density, however it is considered that the area is more suited to a low density development due to the character of the area and the supporting infrastructure and facilities.

The site is well positioned in terms of facilities and public transport. The site is within a sustainable location being within close proximity to local shops and public transport corridors. There are a variety of schools within the surrounding area along with further education colleges and there are also large amounts of open space within the surrounding area and close to the site. The site is located within good accessibility to the local transport and road network which maintains the sustainability of the development.

All access arrangements have been provided in accordance with the Development Plan requirements to ensure safe access to the site. The existing and new accesses will provide access to car parking spaces to serve the development of the units to the rear with the access and parking arrangements to the existing dwelling being retained. Cycle and bin store facilities have also been provided in accordance with the standard requirements ensuring that the proposal development meets the minimum and maximum Local Plan standards. Gardens have been provided for the houses which are in keeping with the proportions of the surrounding properties.



**NORTHWEST ELEVATION
(1:100)**

7.0 Planning Considerations

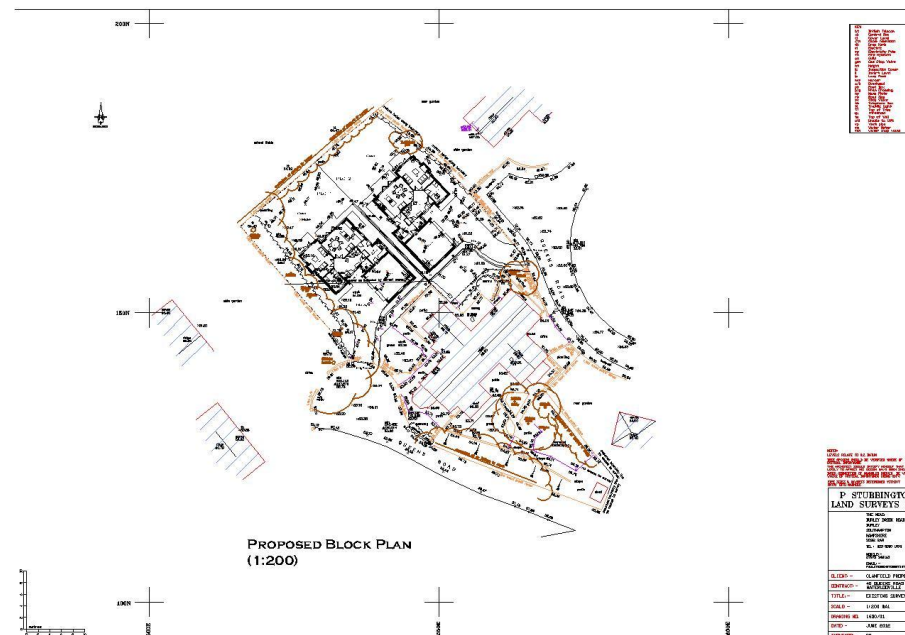
The elevations will seek to provide an interesting and lively appearance. The height and mass of the development is similar to the adjoining houses and is considered to provide a strong street scene and the use of materials will create strong facades and building lines. The proposed development provides good accommodation in order to create a sustainable community that is well supported through the local infrastructure.

An Arboriculturist Report has been undertaken for the development and accompanies the application. The report details the retention of trees and hedges important to the site and the removal of trees that are required for arboricultural maintenance. The report also details a tree replacement strategy which will enable the site to benefit from new trees and hedges being planted. All the recommendations of the report have been included within the design and layout of the proposed scheme.

An Ecology Report has also been undertaken for the development to establish the potential wildlife currently on the site. This report identifies the existing ecology value of the site and the impact of the new residential development. The report provides advice and recommendations on further surveys that are required at the appropriate time and advice on methods of mitigation during development works.

It is suggested that the density of the proposed development provides for an efficient and effective use of this underutilised site within the urban area and is appropriate given the established form of other developments of houses in the immediate locality. The design of the dwellings reflects the architecture and form of adjacent buildings with detached style dwellings and the use of traditional materials and features. The layout of the site allows for sufficient distance to the adjoining properties with small roof forms and detached unit masses.

In terms of the scheme's planning merits, strict adherence has been made to the development policies both at Local and national level, with NPPF and the adopted core strategy. The proposals utilise an existing parcel of urban land with an increased density which has been achieved without a detrimental effect to the surrounding area and results in very little impact to the surrounding properties.



8.0 Section 106 Contributions

Under current policy there will be a requirement for financial contributions towards public open space and transport requirements. The applicant of the application will be willing to make the appropriate financial contributions in accordance with Policy CS21 of the Core Strategy. These contributions will be in accordance with the Local Authority requirements and will be subject to a Section 106 agreement.

9.0 Summary and Conclusions

Overall, it is suggested that the design and layout of the proposed development will contribute to the character of the area and its impact will be minimal on the surrounding properties. The proposals under the planning application seek permission for the erection of 2 additional residential units within the urban area with the retention of the existing dwelling. The proposed development seeks to regenerate this underutilised site and seeks to provide much needed family housing. The siting of the new dwellings will ensure that adequate separation distances are provided from the surrounding properties and ensure that the development sits comfortably within the constraints of the site.

The access arrangements provide suitable access to the site. All facilities such as bin stores and cycle stores have been provided to each unit. There is also adequate pedestrian access from the surrounding footpaths and public footpaths to the site. The site has good accessibility to public transport and local services at present and is within comfortable walking distance of the town centre. The car parking provisions and access arrangements will comply with guidance set out in the relevant Development Plans and Supplementary Planning Guidance.

The supplementary reports on trees and ecology clearly suggest that there will be no detrimental effect to the site due to the new development. The proposed scheme will provide an opportunity to improve the landscape features on the site and enhance the ecology value with better and improved landscape management. The existing trees protected by orders will be retained and integrated into the proposed new development.

The development will deliver 2 new residential units that have been designed with sustainability in mind that will contribute to the character of the area. The scale and form of the proposed development is appropriate in its existing and future context and makes the site ideal for a higher density of development than the existing use provides. As the proposal accords with the aims and objectives of national, regional and local guidance, the application site is a suitable location for a new residential development.

