



DESIGN AND ACCESS STATEMENT

ERECTION OF 4 DETACHED DWELLINGS ON

**LAND NORTH OF 132 HAVANT ROAD
HAYLING ISLAND PO11 0LJ**

FOR

MR R RUFFELL



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1.0 INTRODUCTION

- 1.1 This Planning Statement includes matters of Design and Access and supports an application for 4 dwellings on land north of 132 Havant Road Hayling Island.
- 1.2 The application is for full permission for 2 x 3 bedroom and 2 x 4 bedroom properties.

2.0 SITE LOCATION AND DESCRIPTION

- 2.1 The site is situated towards the northern end of Hayling Island and lies to the east of the main route on to Hayling Island, the A3032, Havant Road. The application site measures approximately 36ha (0.88 acre) in total.
- 2.2 The site is situated within a significant area of residential development. Immediately to the north of the site are the properties and curtilages of N^{os} 150 Havant Road and 154C Havant Road. Immediately to the south of the site is the access serving a commercial yard and the residential property N^o 132 Havant Road.
- 2.3 Beyond the immediately neighbouring properties to the north there is an extensive area of residential development. Firstly there is the development served off Mill Close but slightly further north is Victoria Road and a complex of roads and culs de sac.
- 2.4 South of the application site beyond N^o 132 Havant Road there is frontage development to both the eastern and western sides of the road and also along side roads to the east.
- 2.5 The area to the north is known as Stoke Common and the area to the south as Stoke.
- 2.6 Land to the east of the application site is in use as horse paddocks and beyond these lies a commercial yard. There are a number of buildings within the commercial yard and part of the land is used for parking large vehicles.
- 2.7 The application site is broadly rectangular in shape. It forms an undeveloped frontage of some 70m between existing frontage development. The land is used for grazing of horses. It is mainly laid to grass although there are some shrubs on the land notably on the western boundary where the hedge is rather overgrown. Access to the site is from the A3032 via an existing private drive.



Aerial View from Google

- 2.8 The western boundary of the site adjoins Havant Road which is marked by an overgrown hedgerow. The eastern boundary of the site is formed by an existing field boundary. Existing development to the north and south extends slightly further to the east than the alignment of this eastern boundary. However the alignment provides for a depth of frontage development which is entirely appropriate to the locality.
- 2.9 The northern boundary of the proposed site adjoins the southern boundaries of N^{OS} 150 and 156C Havant Road. The curtilage of N^O 156C extends further eastwards than the application site. The southern boundary of the site is formed by the existing driveway to the commercial yard and to N^O 132 Havant Road.
- 2.10 There is a mix of dwelling sizes, designs and styles on the Havant Road frontage. Most properties are two storeys, with a few which are of a chalet style. To the north of the site there are some properties which are two storey with rooms in the roof. There is a variety of building materials used, which include brick, tile and painted render.

- 2.11 The application site forms the only gap in the frontage to Havant Road in this vicinity. Housing development fronting the eastern side of Havant Road extends for 836m to the north and for 592m to the south. In places there is development on both sides of the road and to the east of Havant Road there are substantial areas of residential development.

3.0 **PLANNING HISTORY OF THE SITE**

- 3.1 Planning Application APP/12/00461
An application was refused on 5th July 2012 for the proposed “outline application for construction of 4 No detached two storey houses with access from Havant Road and all other matters reserved”.
- 3.2 The refusal notice sets out four reasons for refusal relating to the following issues. The first reason relates to the proposed development in the non-urban area which would result in the loss of an important gap. The second refusal reason relates to the location of the site in Flood Zone 3. The third reason refers to matters of nature conservation. The final reason addresses the need to make financial contributions in respect of highway infrastructure.
- 3.3 This new planning application seeks to address the previous reasons for refusal. It is accompanied by Consultants’ Reports to address matters of Flood Risk and Nature Conservation.

4.0 **THE PROPOSAL**

- 4.1 It is proposed to erect 4 detached dwellings on the application site facing Havant Road. The properties would be served by a single private access point from the existing access adjacent to N^o 132 Havant Road.
- 4.2 Plots 1 and 4 are proposed as four bedroom houses and are slightly wider than plots 2 and 3 which are three bedroom houses.
- 4.3 Each property is provided with a double garage and additional parking bays would be available for a further 6 vehicles to the front of plots 2 to 4. There is ample space on site for turning and maneuvering of vehicles.
- 4.4 There is no firm building line for existing properties along this road frontage. The proposed dwellings would be set back from the road frontage in a staggered pattern. Having regard to the pattern of development to the north

and south of the site Plot 1 is set forward and Plot 4 is set back. N^o150 is relatively close to the road frontage whereas N^o132 is set well back.

- 4.5 Each property is provided with ample garden space, Plot 1 having the largest garden. Plot 1 is set away from the northern boundary for two reasons. Firstly Plot 1 is located away from the northern boundary as the neighbouring property, N^o150 Havant Road, is slightly orientated towards Plot 1 and would therefore have an outlook from principal rear windows towards it. The second reason relates to the proximity of the dwelling on Plot 1 to the main river known as Pound Croft. The Environment Agency requires that permission is obtained from the EA for development within 8m of a main river and for this reason it was considered appropriate to maintain an 8m buffer between the watercourse and the nearest house.
- 4.6 The dwellings have been specifically designed to take account of their location within an area of flood risk. The ground floor provides for uses which are less sensitive to flooding. At ground floor level there is a double garage, utility room, shower room, gym and flow pool. Although a flood of these rooms would be very undesirable they accommodate uses which would give no risk to safety. Furthermore any damage could be relatively easily redressed.
- 4.7 The residential accommodation for the houses is situated at first floor level above the reach of flood waters.
- 4.8 Each dwelling is provided with a terrace to the front, a kitchen, living room, master bedroom and ensuite, second bedroom and ensuite and then either one of two further bedrooms.
- 4.9 The outlook from habitable rooms is either to the front or to the rear. The terrace/balcony is situated at the front of the property and will therefore not give rise to the overlooking of other private gardens. The only windows on the side elevation are serving bathrooms and will therefore be obscure glazed.
- 4.10 The design of the dwellings is modern. The design seeks to minimize the heights of the dwellings so that they are sympathetic with other dwellings on the road frontage. The proposed design suggests a “sea side” vernacular. The properties enjoy large windows, balconies to the front and are finished in white painted render which is typical of many properties in coastal locations. There are a number of existing dwellings on the Havant Road frontage which are of painted render.
- 4.11 Each property is to be provided with a spiral staircase centrally located in the dwelling and lit by a short glazed tower above. It is this glazed tower which forms a feature of these unique dwellings

- 4.12 It is proposed that the dwellings are finished in white painted render which is typically found in many waterside locations. The lower part of the dwelling is to be finished in facing bricks.



Computer generated image

5.0 **GOVERNMENT ADVICE**

National Planning Policy Framework

- 5.1 The National Planning Policy Framework (NPPF) provides national planning policy guidance. Extracts which are relevant to the proposed development are provided below.

The presumption in favour of sustainable development

- 5.2 Paragraph 14 states:-

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.....

Section 7 Requiring good design

- 5.3 Paragraph 56 states:-

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.

Decision-taking

- 5.4 In paragraphs 186 and 187 the NPPF encourages a positive stance to decision-taking. It specifically states in paragraph 187:

Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

- 5.5 Section 10 of the NPPF addresses “Meeting the challenge of climate change, flooding and coastal change”.

- 5.6 Paragraph 99 highlights the need for careful planning of new development in vulnerable areas. It states:

New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures.

- 5.7. The site is known to be in an area of flood risk. The Environment Agency Flood Zones map shows the site as lying within Flood Zone 3 of the tidal flood extent.

6.0 **ADDRESSING THE PREVIOUS REASONS FOR REFUSAL**

- 6.1 It is noted above and in the refusal notice relating to the outline application for four dwellings that the site is within Flood Zone 3. Accordingly the applicants have commissioned a Flood Risk Assessment and have taken advice on the designs of the dwellings with a view to avoiding risk to safety.

- 6.2 The refusal notice referred at reason 3 to the application failing to satisfactorily demonstrate that the proposal would not have a harmful effect on the SPA and the SSSI. The application also failed to adequately assess considerations of on-site habitat and species.

- 6.3 An ecological appraisal has been prepared for the site and this is included with the application. The report makes a series of recommendations and proposes some ecological enhancements. There are no overriding objections.

- 6.3 The first refusal reason addressed the proposal as in appropriate residential development because it is located in an area currently defined as non-urban. It was also alleged to be harmful to the character and visual amenities of the area because of the loss of an important gap.

- 6.4 The site lies between two designated urban areas and it is a matter of fact that it adjoins a further enclave of development. The gap has no special designation and does little to contribute to the area. It is the substantial overgrown hedge on the road frontage of the site which contributes to the appearance of the area. The hedge screens potential views of the commercial yard and vehicles to the east.
- 6.5 The proposed development would not breach the existing hedge because it would gain access from the existing drive to the commercial yard. The hedgerow would remain as a form of screening and the character of the road frontage would be unaltered.
- 6.6 The development the road frontage within an existing urban area would cause no harm but would provide 4 dwellings in a sustainable position in the midst of existing development.
- 6.7 The Core Strategy has identified Hayling Island to accommodate up to 727 dwellings. The emerging Draft Havant Borough Local Plan (Allocations) DPD identifies sites to the south of the Island to accommodate the balance of outstanding development. These sites all rely on Havant Road for access. Havant Road provides access via the Langstone Bridge to reach the mainland and rail transport, the motorway network, higher order shopping and a full range of services.
- 6.8 The final reason for refusal related to the need for a binding agreement to secure financial contributions towards Hampshire County Council Transport Policy. Provided that there is justification for such payments it would be the applicant's intention to enter into a binding agreement.

7.0 ISSUES FOR CONSIDERATION

Vehicular Access

- 7.1 The proposed vehicular access would be via the existing private drive from the A3032 Havant Road. There will be sufficient space within the site to accommodate parking and on site turning.

Pedestrian Access

- 7.2 Pedestrian access will be available to each property via the private driveway.

Access for All

- 7.3 The driveway is relatively flat and access to the houses for the disabled can be facilitated. Access for the disabled will be addressed in accordance with the Building Regulations.

Amount

- 7.4 The proposed development comprises 4 detached houses on vacant land between existing houses.

Layout

- 7.5 The layout has sought to make an efficient use of space around the proposed dwellings to provide an attractive setting to the dwellings and to maintain the character of the area.



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Scale

- 7.6 The scale of the proposed dwelling is entirely in proportion with other dwellings in the locality.

Landscaping

- 7.7 Much of the site will be contained within rear gardens and as such will be laid out as gardens. Should it be considered that a specific landscaping scheme for the front of the properties be appropriate this can be addressed by planning conditions. Equally should the rear boundary of the site require a planted screen then this too could be addressed by planning condition.

Appearance

- 7.8 The dwellings will be of a modern design which seeks to limit their height. The houses will be finished in facing brick at the lower levels with painted render above. The roofing material will be sheet metal.

This report has been compiled from planning data generally available, from research by BJC Ltd and from a visual inspection of the site to address the brief provided by the client. Whilst every effort has been made to ensure the accuracy and relevance of the details referred to, we offer no guarantee that other factors may not be relevant and influence a planning outcome.

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