

DESIGN AND ACCESS STATEMENT

ERECTION OF A BUNGALOW ON LAND ADJACENT TO

18 GLEBE CLOSE, HAYLING ISLAND, PO11 0LB

FOR
MR M PROCTOR



*Bryan Jezeph Consultancy
The Gallery
3 South Street
Titchfield
Fareham
Hampshire
PO14 4DL*

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*Proposed development on Land adjacent to
18 Glebe Close, Hayling Island*

1.0 INTRODUCTION

- 1.1 This Design and Access Statement accompanies a full planning application for the erection of a two bedroom bungalow and associated double garage on the land adjacent to 18 Glebe Close, Hayling Island.
- 1.2 The full application is for a two bedroom bungalow. The policies of the Core Strategy and the Havant Borough Local Plan Review will be examined in the context of the proposed development.
- 1.3 The existing access serving No.18 Glebe Close will be retained and will provide access to the proposed development.

2.0 LOCATION AND SITE DESCRIPTION

- 2.1 The application site lies to the south of Hayling Island within the Havant borough. It is situated to the west of the A3023 (Manor Road) and to the south of the A27.
- 2.2 The land adjacent to 18 Glebe Close is land within the curtilage of No.18 and is boarded by a wire mesh and wooden fence. It is proposed to demolish the existing single garage and replace with a double garage. It is proposed to site the two bedroom bungalow to the west of No.18.
- 2.3 The area of the application site at Glebe Close is approximately 0.06ha. The site is partially screened by vegetation on the southern, eastern and northern boundaries which limits views into the site. The proposed area for the location of the bungalow and garage is rectangular in shape.
- 2.4 To the north and west of the site lies agricultural land. To the south of the site is No.17 Glebe Close and to the east of the site is No.18 Glebe Close. Glebe Close is a cul-de-sac and is characterised by two storey properties and single storey bungalows set in similar size plots.
- 2.5 The proposed development site is close to a number of services and facilities. The nearest bus services are along Manor Road (A3023),

which is approximately 0.5km from the site. The No.30 and 31 provides a bus service from Hayling Island to Havant every 15 minutes. The nearest primary school is Mill Rythe Junior School, which is located approximately 2km from the site. The nearest secondary school is The Harbour School, which is approximately 4km from the site. There is a doctor's surgery situated approximately 1.7km from the site. There are a number of services and facilities approximately 0.7 km from the site at the junction of West Lane and Station Road. This includes a hair salon, a bakery, a butcher, a pharmacy, a Public House, a fish and chips shop and a convenience store (Tesco Express).

3.0 PROPOSED SCHEME

- 3.1 The development proposes the erection of a two bedroom bungalow with a double garage and two driveway parking spaces. Half of the double garage will serve No.18 and the other half will serve the proposed bungalow. The existing single garage on site and porch will be demolished.
- 3.2 It is proposed to provide access to the site from the existing driveway serving 18 Glebe Road. The existing hedging and post and wire fence that borders the curtilage of No.18 will be retained.
- 3.3 The proposed development will reflect the general form and character of development on the northern end of Glebe Close.

4.0 PLANNING HISTORY OF THE SITE

- 4.1 There is no planning history relevant to this site.

5.0 ISSUES FOR CONSIDERATION

Vehicular Access

- 5.1 The main vehicular access to the proposed development is via the existing driveway along the western side of the existing property from Glebe Close.



Pedestrian Access

- 5.2 The proposed dwelling will be accessed from the vehicular access of No.18 Glebe Close.

Access for All

- 5.3 Access for the disabled will be provided in accordance with the requirements of the Building Regulations.

Amount

- 5.4 The proposed development provides for one bungalow with two bedrooms. Additionally, the proposal will provide for a new double garage. Half of the garage will be used for the proposed bungalow.

Layout

- 5.6 The proposed site plan indicates the siting and orientation of the new development which is sympathetic to existing surrounding development. The floorspace of the proposed bungalow is approximately 85sqm. The existing single garage will be demolished and the porch will be removed from No.18 to facilitate parking on site. There will be a proposed patio area on the western side of the new bungalow.

Scale

- 5.7 The height and width of the proposed development will be in keeping with the bungalows along the northern part of Glebe Close.

Landscaping

- 5.8 There will be adequate amenity space as part of the development proposal. The new bungalow will be provided with approximately 157sqm of amenity space, which accords with the Havant Borough Design Guide SPD.



Appearance

- 5.9 The existing frontage to Glebe Close provides for bungalow-type developments. The proposed development will be sympathetic to the general pattern of development
- 5.10 The materials for the proposed development have been chosen so they respect the established vernacular in Glebe Close. The proposed new dwelling will be constructed with red multi-facing brick wall, brown concrete roof tiles and white upvc windows and doors. The new garage will be constructed with red multi-facing brick and concrete tiles.
- 5.11 The entrance to the property will be provided on the eastern elevation. Additionally, there are french windows which provide access to the patio on the western elevation and French windows on the northern elevation which provides access to the amenity space of the proposed bungalow.

6.0 GOVERNMENT ADVICE

The National Planning Policy Framework

- 6.1 The National Planning Policy Framework (NPPF) now provides the relevant national planning policy. Relevant extracts from the NPPF have been set out below.

- 6.2 *The presumption in favour of sustainable development*
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.....

For decision-taking this means:

Approving development proposals that accord with the development plan without delay; and

Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

-any adverse impacts of so doing would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or



-specific policies in the Framework indicated development should be restricted.

- 6.3 It will be noted below that the current development plan shows the site within the settlement boundary where there is a presumption in favour of development.
- 6.4 The NPPF also stresses the importance of having a development plan that is up to date and that decisions should then be taken that are in accordance with the guidance of the Development Plan. Where development plans are not up to date, Local Planning Authorities have a 12 month period to bring their policies into line with the NPPF after which policies which are not consistent will be afforded much less weight.

Section 7 Requiring good design

- 6.5 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.

- 6.6 The proposed development has been carefully designed to take account of the existing surrounding development.

Decision-taking

- 6.7 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.

7.0 DEVELOPMENT PLAN

- 7.1 Local planning policy within the Borough of Havant is currently set out mainly in two documents. ~~The development plan for Havant~~



comprises the saved policies of the Havant Borough Local Plan Review, the adopted Core Strategy, together with various supporting documents. The Havant Borough Local Plan Review saved policies, will be replaced by the Havant Borough Local Plan Allocation at the end of this year.

The Core Strategy

- 7.2 The Havant Borough Core Strategy which was adopted in March 2011 is the overarching planning document which forms part of the wider set of local planning policy documents known as the Local Development Framework (LDF). The Core Strategy also provides the most up to date planning guidance for the Borough.
- 7.3 Policies CS9, CS14, CS15, CS16, and CS17 will apply to the development site.
- 7.4 The development will accord with Policy CS14. The site is within flood zone 1 and therefore complies with Policy CS15.
- 7.5 There is a need for additional houses within Hayling Island as indicated in Policy CS9 and CS17. The site is in a sustainable location, where there is good access to public transport.
- 7.6 The proposed development has been designed to a high standard in accordance with Core Strategy Policy CS16.

The Havant Borough Draft Local Plan (Allocations)

- 7.7 The proposed dwelling accords with all the relevant policies in the Core Strategy and Allocations Plan in line with Policy AL1, and should therefore be permitted without delay.

Havant Borough Local Plan Review

- 7.8 The site is within the defined urban boundary in accordance with the Local Plan Review Inset Map.



7.9 Two allocated car parking spaces have been provided for the proposed development and therefore accords with the Borough's Residential Parking Standards SPD.

7.10 The proposal accords with the Borough Design Guide SPD and provides approximately 157sqm of amenity space.

8.0 CONCLUSION

8.1 The proposal is to erect a bungalow on the Land adjacent to 18 Glebe Close.

8.2 The proposed development would provide one bungalow within the urban boundary, to a high standard of design, which is supported by NPPF and the Local Plan Policies.

8.3 It is considered that the dwelling is situated within a sustainable location, with access to a number of services and facilities.

