

Planning, Design & Access Statement

136 London Road, Waterlooville, Havant, PO7 5SU

Proposed partial variation of planning permission APP/12/00187 by the subdivision of Flat 6, to achieve two one-bedroomed flats.



Prepared by **Robert Tutton Town Planning Consultants Ltd** on behalf of Messrs Rice & McEntee.

Robert Tutton Town Planning Consultants Ltd
23 Romsey Avenue, Fareham, Hampshire, PO16 9TR
T: 01329 825985 F: 01329 230175
E: nialltutton@msn.com or roberttutton@msn.com
W: www.planningfareham.co.uk

Context

This rectangular site of 0.16 hectare stands on the east side of London Road in Waterlooville, 550 metres to the north of the Purbrook local centre. Fine long views are enjoyed towards open countryside on the west side of London Road.

On 27th March 2012, the Minister for Planning issued the National Planning Policy Framework (NPPF) as a key part of the Government's reforms of the planning system; amongst other things, the NPPF replaces PPS1 and PPS3. The Havant Borough Core Strategy (HBCS) was adopted in March 2011 but did not replace all of the policies of the Havant Borough District Wide Local Plan (HBDWLP) - several 'old' provisions remain in place. The Proposals Map of the HBDWLP shows this site within the 'Main urban area' with no special designations. The Environment Agency's indicative on-line map confirms that this site is *not* within a Flood Zone.



The application site viewed from the south, showing the bus and bicycle lanes.

Regardless of whether one approaches from the north or south, public views from London Road into the application site are blocked by substantial frontage vegetation and the residences that face west and northwest to that road.



The application site viewed from the north

Residents of this locality enjoy safe and convenient access to the services and facilities that are offered in the Purbrook local centre (just 5.5 minutes walk away to the south) or may travel a little further into the town centre of Waterlooville (8.75 minutes walk away to the north), where a wider range of services and facilities is available. London Road forms part of the route followed by two 'First' bus services (Nos.41 and X42) that provide four buses an hour throughout the day to take

passengers north to Waterlooville town centre and then on to Cowplain, Horndean and Clanfield or south to Portsmouth city centre via QA hospital, Cosham and North End.

While it is evident that this site enjoys good access to a range of services and facilities without the need to use a private car, vehicular and pedestrian access to the holding is afforded via an ungated driveway near the southwest corner of the site, and a dropped kerb affords access to a forecourt parking area. Double-yellow-line parking restrictions along the east side of London Road ensure that emerging vehicles enjoy good visibility to east and west and are themselves seen by approaching drivers. The provision of secure on-site facilities for bicycle storage would promote the use of that alternative to the private car as a sustainable transport mode (recognised at para.32 of the new NPPF), particularly for trips under five

kilometres. When account is also taken of the dedicated bus and bicycle routes outside the premises, it is evident that there are real alternatives to use of the private car in this locality.

In his 'Written Ministerial Statement: Planning for Growth' of March 2011, Decentralisation Minister Greg Clark confirmed that the *'Government's clear expectation is that the answer to development and growth should wherever possible be 'yes' except where this would compromise the key sustainable development principles set out in national planning policy'*. Para.14 of the NPPF reiterates that principle, by generating a presumption in favour of sustainable development and approving proposals that accord with the development plan, without delay.



Purbrook local centre is just 5.5 minutes walk away to the south.

This locality is characterised by substantial detached family dwellings in a variety of styles, formats and plot sizes (see aerial photograph on cover page). The achievement of an additional modest residential unit on this sustainable site within this urban area would evidently accord with the character of the area and not compromise any key sustainable development principles of national planning policy.



The application site, viewed from the opposite side of London Road (west)

The application site comprises a large 2.5-storey block of six flats of red/brown and buff brick beneath a gabled roof of red/brown tiles; outline planning permission (07/53680/002) was granted by Havant Borough Council in February 2008 for the erection of a 2.5-storey block of five two-bedroomed flats (following the demolition of the existing dwelling). Consent was recently forthcoming for sub-division of Flat 2 on the ground-floor to create two one-bedroomed flats (with the erection of single storey

rear extension) together with the variation of permission APP/12/00187 and the requisite works are already under way to realise that consent. Those proposals were evidently seen to accord with their surroundings and satisfied the Borough Council's requirements, so they provide useful models for this scheme.

Consultation

In light of the previous permissions, no consultations have been undertaken with Officers of Havant Borough Council or neighbours.

Amount, Layout, Scale & Appearance

This application relates only to the second-floor of the block of flats permitted under APP/12/00187 and the frontage parking area. It is proposed that permission APP/12/00187 be partially varied, to allow Flat 6 (which is a large two-bedroomed unit with a gross internal floor area of 90.98m²) to be sub-divided, to achieve two one-bedroomed flats (Flat 6 would have a gross internal floor of 52.61m² and Flat 7 would be 42.08m²) and thereby derive further benefit from the site's accessibility advantages.

No alterations to the external façade are required.



The northern sector of the frontage

The view is held that creation of an additional modest unit within the permitted building would make more efficient use of this sustainable site in a manner that accords with the character of its surroundings and not result in detrimental impact.

Affordable Housing



The southern sector of the frontage

Planning permission has been granted for six dwellings on this site and those consents have been taken up. The submission of this proposal - to form two one-bedroomed units - does *not* present the opportunity to re-visit the previous consent and combine it with this proposal in order to come to the view that the composite development comprises seven dwellings. It is submitted that, although the total number of dwellings achieved on this site would increase from six to seven, a

variation to the second-floor of the permitted scheme (sub-division of Flat 6 to achieve two one-bedroomed flats) does *not* justify a call for a financial contribution towards the provision of affordable housing elsewhere. Officers of Havant Borough Council will recall that this principle was rehearsed and settled at the Development Management Committee on 15th November 2007 in the context of planning application 07/72645/000 re Nos.25-27 Frogmore Lane, Waterlooville.

Access

The site would continue to be served by the existing arrangements. One on-site car parking spaces are proposed for the new flat, on a laid forecourt to the west of the southern bank of spaces. The secure store would storage for bicycles. The view is taken that pedestrian and vehicular traffic associated with one more one-bedroomed unit would not materially harm the amenities of neighbours (especially Nos.134 and

138a London Road) or cause danger/inconvenience to users of the public highway. The proposal would accord with Part 'M' of the Building Regulations (Access to Buildings), as provision is made for level access to main entrances and a hard surface connection would be made to parking and amenity areas that is suitable for access by persons with impaired mobility. The site enjoys unhindered access to London Road, so no difficulties are anticipated for emergency services to reach the flats or communal garden area.

Crime & Anti-social behaviour

Since vehicular and pedestrian access to the proposed flat could only be achieved via the existing access and habitable-room windows would afford a high standard of informal supervision, no special measures are considered necessary for the prevention of crime or anti-social behaviour.

Site Waste Management

No excavations are required.

Working Practice

The operation of construction machinery on the site will be restricted to 8.00am-6.00pm Monday-Friday, 8.30am-1.00pm on Saturday, with no working on Sunday or a Bank Holiday. All materials and plant would be kept within the curtilage of the application site.

Trees

By letter of 18th October 2012, Chris Alder of Barrell Tree Consultancy (copy enclosed) asserts that *'...the information and protection proposals set out in...[the]...original report, and as amended by this letter and revised plan are sufficient to safeguard the important trees on this site, and, in line with government guidance, this is a proportionate way of dealing with the tree issues.'*

Ecology

No protected species would be harmed as a result of this proposal.

Landscaping

No further landscaping measures are considered necessary.

Planning Policy

Para.50 ('Delivering a wide choice of high quality homes') of the new National Planning Policy Framework (NPPF) records the Government's view that the planning system should deliver a mix of housing that reflects local demand to support a wide variety of households in all areas that *'...create sustainable, inclusive and mixed communities...'*. Para.56 ('Requiring good design') records that *'Government attaches great importance to the design of the built environment'* and that *'Good design is a key aspect of sustainable development...'*. Para.60 records that local planning authorities *'...should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through*

unsubstantiated requirements to conform to certain development forms or styles' but encourages '...local distinctiveness.'

The Regional Spatial Strategy for the Southeast of England identifies South Hampshire as one of nine sub-regions that should be *'...the focus for growth and regeneration'* (Policy SP1) and Policy BE2 ('Suburban Intensification') calls for local planning authorities to *'...identify locations where intensification could assist wider planning objectives.'* and asserts that such locations include areas of *'...high accessibility immediately around public transport nodes in predominantly residential neighbourhoods.'* This is such a location.

Policy CS9 ('Housing') of the Havant Borough Core Strategy (HBCS) records that planning permission will be granted for housing proposals that *'Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026'* and *'Achieve a suitable density of development for the location...in addition to respecting the surrounding landscape, character and built form.'* Policy CS16 ('High Quality Design') provides for the grant of planning permission for development that is designed to a high standard, which helps to create places where people want to live, work and relax. Policy CS17 ('Concentration and Distribution of Development within the Urban Areas') of the new Havant Borough Core Strategy generates a presumption in favour of development *'...that makes the most effective use of land in the Borough...'* and identifies Waterlooville as one of five sectors of the Borough where new housing should be concentrated, to achieve 2126 new dwellings by 2026.

It is submitted that those requirements are *satisfied* by this proposal since it would not detract from the existing street-scene; would be in keeping with the mixed character of its surroundings; is of a high standard of design; incorporates materials and design elements sympathetic to local character; provides safe access for pedestrians and cyclists and vehicular traffic; provides satisfactory cycle and car parking; respects privacy, outlook and sunlight; and the prospect of criminal activity and anti-social behaviour has been taken into account.

Contributions

The applicant recognises that it is Havant Borough Council's customary practice to seek contributions towards the provision of recreation and transportation infrastructure whenever new residential development is proposed and would welcome identification at the earliest opportunity of the facilities on which the monies from this proposal would be expended, the amount(s) and the proportion of the assessed cost of the facility that is expected to be borne by this development. Only when such information is presented could assurance be given that the requisite tests of the Community Infrastructure Levy Regulations would be satisfied, to pave the way for an undertaking to be entered.

Conclusion

Development of this urban site in the manner proposed would achieve more efficient use of this sustainable site without causing demonstrable harm to the character or appearance of the locality or the amenity of neighbours and would play a modest yet valued part in the provision of units for small households within an area dominated by family houses and provide an acceptable form of development that accords with the development plan and other material considerations.

Niall Tutton BSc (Hons), MA
Robert Tutton Town Planning Consultants Ltd
25 October 2012