

Design and Access Statement

111 London Road
Cowplain
Waterlooville
PO8 8XJ

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1. Introduction

- 1.1. This Design and Access statement has been prepared to support the following proposal:

Land rear of 111 London Road, Cowplain, Waterloooville

This statement has been prepared by fusion|tp who act as planning consultants for the applicants.

- 1.2. 111 London Road was a detached property which has now been replaced by a pair of semi-detached properties. Planning permission was granted for two-pairs of semi-detached properties one pair behind the other. APP/10/00594 refers.
- 1.3. The land to the rear of the properties comprises a rectangular plot of land extending 65 metres and with a width of 19 metres. The land slopes down from the London Road towards the west.
- 1.4. It is now proposed to replace the two semi-detached houses to the rear with two detached bungalows. Access to both the existing and the new dwellings would be taken from London Road.
- 1.5. The applicant has had regard to the width of the adjacent plots and the prevailing character of development within the surrounding area.

2. Site Context

- 2.1. The site is located to the western side of London Road, just north of Cowplain Village Centre.
- 2.2. The site lies within an area characterised by predominantly residential property in a suburban form. The properties consist of single and two-storey houses together with chalet style properties dating from late 19th century through to the present day.
- 2.3. The semi-detached properties, built as a replacement for 111 London Road, consist of two-storey brick houses, with parking to the front and rear, served off a shared access drive.
- 2.4. Immediately to the south and at a higher level is 109 London Road, a two-storey building comprising retail on the ground floor with flats above and communal parking to the rear. To the north is a detached house, No 113, faced in flintwork. Immediately to the rear of that property and accessed via a drive to the side of No 113 is the garage to that property albeit containing dormer windows.
- 2.5. To the north development in depth has been accepted at Brewster Close.
- 2.5. The land immediately to the rear is overgrown and comprises a number of trees and undergrowth.
- 3.0. Planning history
- 3.1. APP/10/00594 – Demolition of existing house. Erection of 4No. New houses. Permitted 31 January 2011

Policy Framework

3.1 National Policy

3.2 Sustainable Development

- 3.3 The National Planning Policy Framework (NPPF) was introduced on March 27 2012, and sets out the Government's planning policies for England and how these are expected to be applied..
- 3.4 It indicates that the purpose of the planning system is to contribute to the achievement of sustainable development. It identifies that there are three dimensions to sustainable development – economic, social and environmental.
- 3.5 Planning can assist the economic role by building a strong, responsive and competitive economy; the social role by supporting strong, healthy and vibrant communities, and the environmental role by protecting and enhancing our natural, built and historic environment. These roles are seen as mutually dependent.
- 3.6 The NPPF advises in para 9 that “Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life”. This can include, creating jobs, replacing poor design with better designs, and improving the conditions in which people work, live, travel and take leisure.

3.8 Housing

3.9 Para 49 states:

Housing applications should be considered in the context of the presumption in favour of sustainable development.

3.10 It continues in para 55:

To promote sustainable development in rural areas, housing should be located where it would enhance or maintain the vitality of rural communities.

3.11 Design

3.12 The NPPF indicates in para 56 that:

“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.”

3.13 It continues in para 57:

“It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.”

3.14 Para 58 indicates that local policies should aim to ensure developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to

create attractive and comfortable places to live, work and visit;

- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion;

and

- are visually attractive as a result of good architecture and appropriate landscaping.

3.18 Local Policy

3.19 The Havant Borough Core Strategy was adopted on 1 March 2011 and sets out local planning policy until 2026. The Strategy sets out a vision for the Borough which it intends to meet by seeking an appropriate balance between protecting the natural and built environment; delivering new economic growth and community regeneration; meeting the social needs of its communities and the prudent use of natural resources.

3.20 Policy C17 identifies where new development will be encouraged, and states

“1. Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

Concentrates new housing, employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island, as shown on the Proposals Map.

2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.”

3.21 Policy CS9 with regard to housing states:

Planning permission will be granted for housing proposals that will: -

1. Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.
2. Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments between 5 and 14 dwellings (gross), unless a lesser requirement has been transparently justified on viability grounds.
3. Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.
4. Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.
5. Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.
6. Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.
7. Contribute to achieving 450 extra-care dwellings between 2006 and 2026.
8. Ensure housing development is delivered in a phased manner with an appropriate proportion of previously developed land so as to avoid unnecessary development on

greenfield urban extension sites.

3.22 Policy CS16 relates to high quality design and states:

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.

3.24 Policy DM8 of the Development Management policies in the Core strategy indicates that:

Development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria as set out below:

1. Protects natural features of nature conservation and/or amenity importance on the site, for example trees, woodlands, hedgerows, soils, streams, stream corridors, springs, ditches or ponds from damage, destruction and a deterioration in quality.
2. Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival.
3. Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for

future maintenance of new landscape works associated with new developments.

4. Ensures sequences of greenspaces are maintained and protects the attractiveness and visual amenity of all green open spaces that contribute to the identity of the borough

3.25 Policy DM12 and the subsequent policies relate to mitigating traffic impacts. It states:

New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.
2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.
3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.
4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.
5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.

3.26 Policy DM13 relates to car parking and cycle storage on residential schemes and indicates:

Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

4.0 Planning Considerations

- 4.1 The site lies in the built-up area of Cowplain where national and local policies would indicate development is acceptable subject to other policies of the Development Plan and to other material considerations.
- 4.2 Planning permission has already been granted for two pairs of semi-detached properties served via a shared access from London Road. The pair of properties fronting London Road has been built, and the access created
- 4.3 Permission is now sought to replace the pair of semi-detached properties to the rear of the plot with two detached bungalows. This would comprise two single-storey properties at right angles to the access road. Provision would also be made to allow further development to the rear of 109 London Road.
- 4.4 In so doing regard has been had to the optimum use of the site, but also to the character of the surrounding area. To this end it is considered that single-storey dwellings would better respect the amenities of the adjoining properties.
- 4.5 This is particularly so respecting the property at 113 London Road as the single storey dwellings will be largely screened from that property by fencing.
- 4.6 The intention is to construct 2 no. two-bedroom properties. Front doors would be provided to the side of the properties due to the internal arrangement which precludes doors on the front elevations.

- 4.7 Each property would enjoy its own private amenity area and parking. The two bungalows immediately behind the new semi-detached properties would have 10 metre side gardens, with parking off the access road.
- 4.8 Parking for two cars would be provided adjacent to each of the properties. In addition secure cycle storage would be provided to each property. Turning facilities are provided within the access road.
- 4.9 A parking space is provided in the rear garden of the southerly property of the existing pair of semi-detached properties, otherwise the access and parking to these houses is unchanged.
- 4.10 The properties would only be a few minutes walk from the local shops in Cowplain Village Centre, and there are bus stops outside and opposite No 111 London Road providing easy access to the main shopping centre in Waterloooville and to other local facilities.
- 4.11 The bungalows are intended to be constructed of brick and concrete tile to match the existing properties.

5. Design Appraisal

Use

- 5.1. The application site is part of the garden of the original 111 London Road, and currently has planning permission for a pair of semi-detached properties. It is intended to retain it for residential use.
- 5.2. The application seeks planning permission to erect 2 detached dwellings upon it.

Amount

- 5.3. The number and size of the proposed dwellings has been carefully considered to ensure a reasonable level of accommodation, not dissimilar to what exists nearby, but to also ensure adequate amenity space is provided to each.
- 5.4 Provision is made for further development to the rear of 109 London Road optimising the use of the site.

Layout

- 5.5. The scale and design of the proposed buildings is intended to be in keeping with those adjoining. Vehicular access would be via the shared drive giving access to London Road.
- 5.7 The proposed layout would allow an east-west arrangement with natural light and outlook available from the front and rear windows. It is considered that the proposed layout would not give rise to a significant impact on the amenity of adjoining and surrounding occupants and would therefore accord with the requirements of policy CS16 of the Core Strategy.

Scale

- 5.9 The scale and design of the proposed buildings will be considered at the reserved matters stage, however it is anticipated that the new dwellings will be of traditional form and height to minimise any impact on neighbouring buildings within the surrounding area.

Landscaping

- 5.10 The arrangement of the proposed buildings has been chosen in order to provide private gardens to the side of the properties.
- 5.11 The intention is to retain as much of the current fencing along the northern boundary as possible.
- 5.12 Side and rear boundaries are anticipated to be fenced to ensure privacy but the applicant would be willing to discuss this at the detailed stage if additional planting is considered appropriate.
- 5.13 Provision can be made for some planting to the rear of the bungalows together with the retention of the overgrown area to the rear of the applicant's land for ecological reasons.
- 5.14 There are no trees or landscaping on the site. The oak tree in the garden of No 113 London Road in part overhangs the site.
- 5.15 This tree was noted in the report by Bernie Haverson at the time of the initial application. The tree was identified as a Pendunculate Oak (*Quercus robur*) and graded B1. It was recommended that a 30% reduction in the overhang be undertaken. Fencing was erected around the tree during the construction of the two houses at the front of the site, and it is proposed that similar fencing be provided during the construction of the bungalows.

Appearance

- 5.16 The design principles of the development take their inspiration from the existing street scene and the surrounding environment.
- 5.17 The character of the area is one of varying types of properties of varying heights and design. It is this variety which gives the area a degree of interest and character.
- 5.18 The design of the proposed dwellings seeks to relate to the established pattern of development with a roof height and design that would relate to the remainder of the street, and reflect the change in level on the site. In accordance with policy CS16 of the Core Strategy the design seeks to relate to the established pattern of development and would incorporate the use of appropriate materials, the details of which may be secured by a suitable condition.
- 5.19 It is anticipated that the properties would incorporate both renewable energy and energy efficiency measures.

6. Access Appraisal

- 6.1. The proposal seeks to utilise the existing access to the southern side of the site which already benefits from good visibility in both directions. There is a footway alongside the carriageway and the road is subject to a 30 mph restriction. The Highway Engineer has previously indicated that the existing access is satisfactory for 4 dwellings.
- 6.2 The access to the bungalows would be via the existing shared drive which would provide access and turning facilities.
- 6.3 It is anticipated that the houses would each enjoy two parking spaces
- 6.4 Secure cycle storage facilities would be provided for each property.

7.0 Drainage

- 7.1 Foul drainage from the new bungalows will be pumped to the main sewer in London Road.
- 7.2 Surface water will be discharged to soakaways using the Polypipe system as already installed on site. The surface water drainage currently installed can accommodate run-off from an area of 200 sq m., this caters for the existing houses and one of the bungalows.
- 7.3 The access road and parking bays are intended to be formed in permeable block paving, and additional soakaways are proposed under the driveway to cater for the second bungalow.
- 7.4 It will further be noted that work is to be undertaken by the owner of No 109 London Road to repair and replace the existing gutters and down pipes and address the drainage to the rear car park to prevent discharge from his site to the applicant's site and the properties beyond.

8.0 Ecology

- 8.1 A Phase II survey on the site was carried out on 28 May 2012. This concluded that there was no ecological interest on the site.

"A Previous Phase 1 Habitat Survey found nothing of any major significance on the site and since then the site has been cleared and completely degraded.

All remaining vegetation and trees on site are non native species or are common and widespread species. Any impact caused by their loss will be minimal."

- 8.2 There is scope for some planting to the rear of the site, and it is also the applicant's intention to undertake some work within the overgrown area beyond his site. In so doing it is intended to leave deadwood within this area to encourage wildlife.

9. Conclusion

- 9.1. It is considered that the proposed development would comply with the relevant policies outlined within the NPPF and Havant Borough Core Strategy.
- 9.2. It is respectfully requested that the Planning Authority grant planning permission for the proposed development.

