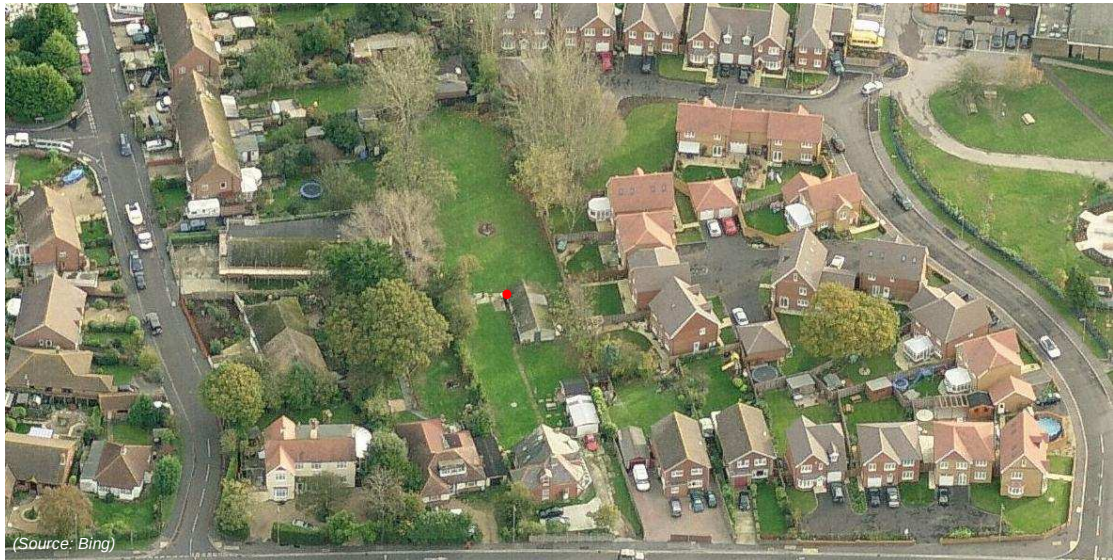


Planning, Energy, Design & Access Statement

***42 Church Road, Hayling Island,
Havant, PO11 0NT.***

***Proposed erection of a detached three-bedroomed
chalet-bungalow, a detached two-bedroomed
bungalow and a semi-detached pair of garages
(Resubmission of APP/12/00522).***



Prepared by **Robert Tutton Town Planning Consultants Ltd** on behalf of
Mrs T. Thomas

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 unkempt rectangular site of 0.23 hectare stands to the east of Church Road on Hayling Island, close to Hayling College.

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 ('Delivering Sustainable Development') and PPS3 ('Housing'). The Havant Borough Core Strategy (HBCS) was adopted in March 2011 but does not replace all of the policies of the Havant Borough District Wide Local Plan (HBDWLP) and several 'old' provisions remain in place. The Proposals Map of the HBDWLP shows the site within the 'Main urban area', with no special designations. The Environment Agency's *indicative* on-line map shows the site *not* to be within a Flood Zone.



The approach to the application site along Church Road, from the north



The approach to the application site, from the south

Public views towards the rear of the site from Church Road (west), Kings Road (north) and Pepper Close (south and southeast) are blocked by the residences that face those roads, together with substantial boundary vegetation. While approaches along Church Road from the north and south are similarly foiled, passers-by may catch a glimpse down the drive of the southern part of the rear garden.

The site is contained on its eastern and southern boundaries by timber fences 1.8-2 metres in height; the northern boundary is defined by a brick wall and vegetation that stands between 1.5 and 3 metres in height. The detached property that stands on the site represents a net residential density of *just* 4.42 dwellings per hectare (dph); it is evident that this suburban land is under-used. Notwithstanding the constrained views from the public domain, the application site presents a poor and impoverished appearance and, in its present state, detracts from the environmental quality of the locality, thereby reducing civic pride.

Residents of this locality enjoy safe and convenient pedestrian access to Hayling College (two minutes walk away to the southeast), open countryside via public footpath No.89 (beside St Mary's Church, two minutes walk away to the south), the public open space of Pound Lea Playground (3.5 minutes walk to the northeast), Mill Rytte Infant and Junior Schools (six minutes walk away to the northeast) and the range of services and facilities that is offered on Church Road (four minutes walk away to the south) that includes Co-Op and Tesco Express supermarkets (for the sale of provisions and newspapers), two hot-food takeaways and the 'Hayling Billy' public house. Residents may also travel a little further into the local centre of West

Town or Havant town centre, where a wider range of services and facilities is offered. Church Road forms part of the route followed by two 'Stagecoach' bus services (Nos.30 and 31) that regularly take passengers north to Havant town centre via Mill Rythe or south to the Seafront via East Stoke, Mengham and West Town, between 5.57am and 9.18pm.



Church Road local centre (4 minutes walk away to the south)

While it is evident that residents of this locality do not *need* to use a private car to enjoy good access to services (ie. this is an accessible, sustainable location), a dropped kerb in the Church Road frontage affords access to a surfaced forecourt area for the parking for several vehicles, before the existing dwelling; a gated driveway near the centre of the northern boundary (beside the Scout Hut) affords access from Kings Road to the rear of the site. Clear views to the north and south (from the primary entrance) along Church Road ensure that vehicles entering and leaving the site enjoy good visibility and are themselves seen clearly by approaching drivers, riders and pedestrians. 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 NPPF), particularly for trips under five kilometres.



The application site viewed from Pepper Close (south)

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 the approval, *without delay*, of

proposals that accord with the development plan,

While the Government's amendments of PPS3 in June 2010 *appeared* to generate a presumption against 'garden grabbing', Inspector Grace opined in the appeal (APP/P2114/A/10/2134578) at Newport, Isle of Wight, that *'I do not consider arguments based on strategic land supply for the entire island have a significant bearing on this proposal for an individual dwelling'*. In similar vein, Inspector Reid opined in South Croydon (APP/L5240/A/09/2117977) that *'Although private residential gardens are now excluded from the definition of previously-developed land, if they are in relatively sustainable and accessible locations, they are potentially suitable for housing development in policy terms, because they reduce the pressure for development on existing public and private open spaces, Green Belt land and the countryside'*. The National Planning Policy Framework provides for the appropriate

development of residential gardens where no harm would be caused to the local area; that vital test is met in this case.

This locality is characterised by family dwellings in a variety of styles, formats and plot sizes (see aerial photograph on cover page), and, notably, the mix includes detached chalet-bungalows. To the north of the application site, Nos.127/129 and 94/94a Kings Road are pairs of semi-detached bungalows and No.96 is a detached bungalow. To the northwest, Nos.48 and 50 Church Road are detached bungalows, while No.44 to the west is a detached chalet-bungalow; notably, the ground- and first-floor windows in the north elevation of No.44 are double-glazed. Immediately to the south, Nos.11-19 Pepper Close are four detached houses that emanate from the grant of planning permission 99/57914/006 by Havant Borough Council in March 2001. The erection of a bungalow and a chalet-bungalow on this under-used sustainable land within the urban area would evidently accord with the character of its surroundings and would *not* compromise any key sustainable development principles.



The application site viewed from Kings Road (north)



The application site viewed from Church Road (west)

No.42 Church Road itself is a substantial detached chalet-bungalow of red/brown brick beneath a hipped/gabled slate roof; the rear garden area is enclosed by a timber fence 1.8 metres in height. Appeal APP/X1735/A/02/1098468 was dismissed by Inspector Head in July 2003 for the construction of two 'L'-shaped two-storey houses on this site, utilising the existing access via Church Road. Inspector Head opined that the *'...main issues in this appeal are the impact of the proposal on the character and*

appearance of the surrounding residential area and its impact on the living conditions of the occupiers of No.40 and 42 Church Road, by reason of increased activity and noise and disturbance from the use of the proposed access driveway.' (para.2). Importantly, Inspector Head found *'...that residential development is acceptable in principle at the appeal site'* (para.8) and that *'...the backland setting of the dwellings would not in itself, be an incongruous feature in the locality...'*

A planning application (APP/12/00522) for the erection of two three-bedroomed chalet-bungalows on this land was withdrawn in July, due to there being omissions in the submission regarding protection of the root systems of adjacent trees.

Consultations

Previous consultations have been undertaken by this practice with Rachel Hebden (Planning Officer) of Havant Borough Council. By e-mail dated 3rd September 2010 Mrs Hebden asserted that, notwithstanding the concerns expressed by Inspector Head in his appeal decision, '...an access past no. 42 Church Road would be more appropriate as the drive could be located at a further distance from the existing dwelling and a landscape buffer could be provided on each side to limit the impact on no's 40 and 42. The use of some form of noise-reducing road surface could also minimise any disturbance of the neighbouring properties' (emphasis added).

Recent consultations have also been undertaken by the agent with Mrs Hebden in light of the withdrawn application; her constructive comments have naturally been taken into account in the formulation of these revised proposals. No further consultations have therefore been undertaken and no consultations have been undertaken with neighbours.



The application site viewed from the head of the existing access drive

Amount, Layout, Scale & Appearance



The rear of No.42 Church Road (southwest)

The reasons given by Inspector Head in his dismissal of the appeal and Mrs Hebden's subsequent comments have naturally been given careful consideration in the formulation of these proposals. The application comprises the rear garden of No.42 Church Road of 0.17 hectare; notably, the windows in the south elevation of the existing dwelling are double glazed. It is proposed that a detached three-bedroomed chalet-bungalow and a detached two-bedroomed bungalow be erected on the site, together with

a pair of semi-detached garages; the development would reflect a net residential density of 13.27 dph, as a balance between strategic housing targets, accessibility and local character.

Respect for the privacy of existing and future residents has been accorded priority in the formulation of this proposal, from concept stage – the new dwelling on Plot 1 would stand 26.7 metres away from the rear elevation of No.42 Church Road (to the southwest), 1.7-2 metres away from the northwest boundary (ie common with No.44); Plot 2 would be positioned 13-13.6 metres respectively away from the rear elevations of No.15 and 17 Pepper Close (south) and 2.1 metres from Plot 1; the bathroom and study windows of Plot 1 (north and south roof planes) would be obscure-glazed and fixed shut below 1.7 metres above floor-level with openers above; and it is intended

that a vertical timber fence 1.8 metres in height be erected within the central part of the northern boundary. By its very nature, the south elevation of the dwelling on Plot 2 (a bungalow) does *not* contain windows at first-floor level.

In light of concerns expressed by the Borough Councils Arboricultural Officer over the withdrawn scheme regarding the protection of trees and working within their respective root protections areas (RPA's), Plot 2 is sited 3 metres back from Plot 1 so to avoid impact on the root system of tree T4 (a Field Maple). In his Arboricultural Survey of October 2012, Nigel Trowell asserts that *'...it is practical and economically possible to construct the proposed development'* and there are *'...no significant trees that would be lost to this proposed development.'*



The eastern boundary of the application site

Finished in Oakthorpe red multi stock brick (ecostock) and dark stained Cedral weatherboarding (Marley Eternit) with gabled roofs of Mendip concrete interlocking tiles (Marley Eternit), the proposed dwellings and their associated garages would make more efficient use of this sustainable site in a manner that accords with the (mixed) character of its surroundings and not result in detrimental impact to the appearance of the locality or neighbours.

Access



The southern boundary of the application site

No.42 Church Road would continue to be served by the existing arrangements. In light of concerns previously expressed by Mrs Hebden (Planning Officer) with regard to accessing the rear of the site via Kings Road, it is proposed that a new driveway be laid near the southern boundary of the site to afford access to the proposed dwellings from Church Road. Provision is afforded (at the front of the site) for vehicles to pass each other without obstructing the highway and ensure that vehicles

entering and leaving the site would be seen clearly by approaching drivers, riders and pedestrians. Five on-site car parking spaces are proposed – one for each new dwelling within a garage and three outside on a laid forecourt (ie two to serve Plot 1 and one for Plot 2); secure bicycle accommodation would be afforded within the respective garages.

The view is taken that pedestrian and vehicular traffic associated with these two additional dwellings would not cause danger or 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 the main entrances

and a hard surface connection to parking and amenity areas, suitable for access by persons with impaired mobility. As the site enjoys unhindered access to Church Road and the access drive measures 3 metres in width at its narrowest section, no difficulties are anticipated with emergency services reaching the new dwellings or their gardens.

Noise

Since the proposed access drive would be finished in block paviors (ie a solid, 'non-migratory' material), the view is taken that there would be *negligible* increase in day-time noise levels at Nos.40 and 42 Church Road from the proposed development and vehicle movements would not cause inconvenience to the occupants of Nos.11-19 Pepper Close or be detrimental to the enjoyment of their private amenity areas. Whilst there may be occasional vehicle movements at night, such movements are unlikely to cause disturbance in bedrooms with windows open or closed.

Energy

This proposal incorporates environment-friendly features to achieve a minimum Code-level 3 rating for Sustainable Homes:

- The orientation of the dwellings maximises passive solar gain and the levels of day- and sun-light reaching habitable rooms.
- High-efficiency condensing boiler would heat the new dwellings.
- Low-energy fittings will be utilised throughout.
- A 'heavyweight' construction would produce a building with a high thermal mass and stable internal environments; the building fabric would be 'long-life' and allow flexible use.

Landscaping

Since the application site is largely screened from the Church Road, Kings Road and Pepper Close, no special landscaping measures are proposed. It is however proposed that new native trees and a hedge be planted along the southern boundary of the application site and that existing vegetation be reinforced where necessary; a suitably worded planning condition would give effect to this intention. Future occupiers of the new dwellings would undoubtedly wish to plant private garden areas to their own taste.

Site Waste Management

Top-soil 'scraped-off' following the setting-out of the site is to be retained on the site, for re-use in soft landscaping and timber will be salvaged where possible. Inert waste material would be disposed of to a licensed Hampshire County Council site and any other waste will be segregated into skips and removed by licensed collectors.

Working Practice

The operation of construction machinery on the site will be restricted to 8.00am-6.00pm Monday-Saturday, with no working on a Sunday or Bank Holiday. All materials and plant will be kept within the curtilage of the application site. In accordance with the details contained in the Tree Survey Plan, protective fencing would be erected and ground protection measures undertaken, prior to site commencement.

Ecology

No protected species would be harmed by these proposals; a completed bio-diversity checklist is enclosed to this effect.

Crime & Anti-social behaviour

Since vehicular and pedestrian access to the proposed dwellings 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.

Planning Policy

Para.50 ('Delivering a wide choice of high quality homes') of the National Planning Policy Framework records the Coalition 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 will *'...create sustainable, inclusive and mixed communities...'*. Para.56 ('Requiring good design') states that *'Government attaches great importance to the design of the built environment'* and *'Good design is a key aspect of sustainable development...'*. Para.60 asserts 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 should encourage *'...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). Policy BE2 ('Suburban Intensification') calls for local planning authorities to *'...identify locations where intensification could assist wider planning objectives.'* and asserts that such locations should include areas of *'...high accessibility immediately around public transport nodes in predominantly residential neighbourhoods'*.

Policy CS9 ('Housing') of the Havant Borough Core Strategy 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 help (as in this case) 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 Hayling Island as one of (just) five sectors of the Borough where new housing should be *concentrated*, to achieve 727 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 character of its surroundings; is of a high standard of design; is 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 (CIL) Regulations would be satisfied, to pave the way for an undertaking to be entered.

Conclusion

Development of this unsightly holding in the manner proposed would make more efficient use of this sustainable urban land and play a modest yet valued part in the provision of accommodation that would broaden the choice of housing in this part of Hayling Island and provide an acceptable form of development that accords with the development plan; no other material considerations suggest otherwise.

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