

Design and Access Statement

20 The Crescent
Purbrook
Waterlooville
Hampshire

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Chartered Town Planners

Jon McDermott | MRTPI

Keith Oliver | MRTPI

Kate Clifford | RICS IHBC

21-23 East Street
Fareham
Hampshire
PO16 0BZ

www.fusiontp.co.uk
info@fusiontp.co.uk
(023) 9298 7049

1. Introduction

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

The construction of 2 two-storey detached houses following demolition of the single-storey bungalow at No20 The Crescent.

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

- 1.2. No 20 The Crescent is located on the south side of The Crescent and a short distance to the west of the junction with Park Avenue. The site comprises the curtilage of the property and is occupied by a single-storey bungalow.
- 1.3. The curtilage of the property comprises a roughly rectangular plot of land that is bounded to the south by No163 Park Avenue, to the east by No22 The Crescent and to the west by No18 The Crescent. The site has vehicular access from The Crescent.



Front elevation

- 1.4. The applicants propose to construct 2 two-storey detached houses on the site which is currently occupied by a bungalow. The existing dwelling will therefore be demolished to make way for the proposed dwellings. Access to the new properties would be taken from The Crescent.
- 1.5. The applicants have had regard to the width of the plot and the prevailing character of development within the surrounding area. It is considered that the width and depth of the site would provide a rare opportunity to construct two new family houses. Such development would accord with the current

need for two-storey family accommodation within Borough of Havant (ref housing needs assessment).

- 1.6. Initial contact with the Planning Officer raised no objection to the principle of development in this location subject to site specific matters relating to the amenity of the adjoining occupiers to the east and west.

2. Site Context

- 2.1. The site is located within the con-urbanised settlement of Widley and Purbrook, located to the east side of London Road. Widley and Purbrook developed as linear coaching settlements that followed the path of the A3 trunk route. The area is now a predominantly residential suburban commuter settlement. Widley and Purbrook have been allowed to coalesce into one larger settlement. The existing houses appear to have been developed since the early years of the 20th century, with most of the dwellings in the area erected in the 1920s and 1930s although some modern infilling and replacement has been permitted.
- 2.2. Widley is characterised by development fronting London Road with side roads serving a more suburban form, characterised by single and two-storey properties. There is a mix of detached and semi-detached properties, with a terrace of shops with accommodation over to the north west of the application site.



Houses to the west



House to the east



Dwellings opposite

- 2.3. No20 The Crescent is a detached single-storey bungalow. The property is set back from The Crescent affording the site a substantial front amenity space which has been subsequently developed as an off-street parking area. The

existing plot at No20 The Crescent is substantially wider than the adjoining plots to the east and opposite the application site.

- 2.4 The Crescent is characterised by two-storey detached or semi-detached properties. The single-storey scale of the existing building at No20 The Crescent appears out of place within this street comprised of two-storey buildings.

3. Policy Framework

National Policy

- 3.1. The National Planning Policy Framework (NPPF) became the primary national planning policy guidance on 27 March 2012. It replaced the previous PPS/PPG system of guidance documents and deleted a significant proportion of planning policy including the Regional Spatial Strategies (RSS). The NPPF includes transitional arrangements for Local Authorities to either prepare a plan that would be NPPF compliant or adapt an existing post 2004 plan to be compliant.

Implementation of the NPPF

- 3.2. Paras 214 to 216 of Appendix 1 give relevant advice stating:

214. For 12 months from the day of publication, decision-takers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with this Framework.

215. In other cases and following this 12-month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

216. From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Sustainable Development

- 3.3. Paragraphs 6 and 7 of the NPPF sets out the Government's overriding objectives of securing sustainable development. Para 7 of the NPPF identifies the roles of the planning system in achieving sustainable development:

7. There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

3.4. Para 14 goes on to provide further emphasis on the focus towards sustainable development stating:

14. 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 **plan-making** this means that:

- local planning authorities should positively seek opportunities to meet the development needs of their area;

- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:

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

- specific policies in this Framework indicate development should be restricted.

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

- specific policies in this Framework indicate development should be restricted.

Housing

3.5. Section 6 of the NPPF sets out the Government's Requirements for council's to 'boost significantly the supply of housing'. This section replaces Planning Policy Statement 3: Housing.

3.6. Para 49 states:

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

3.7. Para 51 goes on to state:

“Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies and, where appropriate, acquire properties under compulsory purchase powers. They should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.”

Design

3.8. Section 7 of the NPPF sets out the Government's Strategy for addressing design.

3.9. Paragraph 60 states:

“Planning policies and decisions 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. It is, however, proper to seek to promote or reinforce local distinctiveness.”

Sustainable Transport

3.10. Section 4 sets out the Governments requirements for achieving more sustainable forms of transport. This section replaces PPG13: Transport.

3.11. Paras 30 and 35 set out the Government's stance on developments that focus on more sustainable modes of transport stating:

“30. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

“35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and

- consider the needs of people with disabilities by all modes of transport.

3.12. Para 39 goes on to address local car parking standards stating:

“If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

Local Policy

3.13. 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.

3.14. Policy CS9: Housing states:

1. Planning permission will be granted for housing proposals that will: - 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.
(Those sections highlighted above are considered relevant to this application).

- 3.15. Policy CS14: Efficient Use of Resources - requires development to be environmentally friendly and use renewable energy where possible.
- 3.16. Policy CS16: High Quality Design - indicates that:

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.

- 3.17. Currently the requirement for developer's contributions are set out in the Havant Borough District Wide Local Plan which sets out the policy background for the following:

- Provision and Improvement of Playing Space (Policy R17)
 - Transport (Policies T10 and IMP1)
- 3.18. Policy R17 acknowledges that most residential development is not large enough to enable viable on-site provision of playspace, therefore contributions will be collected in area based financial 'pots' that will be spent on either creating new facilities or improving facilities when sufficient funds have been accumulated.
- 3.19. Supplementary Planning Guidance was adopted by the Borough Council on 26 October 2004 to implement the requirements of Policy R17.
- 3.20. Hampshire County Council, as Highway Authority, adopted a Transport Contributions Policy in September 2007. Financial contributions are to be spent on improvements to transport and the highway. Money collected in the Borough of Havant will only be spent in the Borough.

4. Development Principles

- 4.1. The site is within the developed area of Widley, within the larger settlement known as Waterloo. As such, the development of this site to form two houses is acceptable in principle, subject to other policy considerations.
- 4.2. The Crescent is a suburban street with predominantly two-storey dwellings set in modest plots. This is characteristic of the style of development found within the wider area.
- 4.3. The existing building is single-storey and located within a plot that is approximately twice the width of the adjoining and surrounding development. This results in an inefficient use of land which could be better used to provide a greater development density.
- 4.4. The single-storey scale of the existing building is out of character with the prevailing pattern of the street. This proposal, which seeks 2 two-storey houses, would be more in keeping with the prevailing pattern of development within the surrounding area.
- 4.5. The Council, through pre-application discussion, raised concerns relating to the impact of the proposed development on the amenity of the adjoining houses. The adjoining houses do not have habitable room windows within their side elevations. Isolated windows are present serving the hallways and other circulation spaces. The proposed houses have been arranged in order that they do not project significantly beyond the front and rear elevations of the adjoining houses. Having regard to the site and location it is submitted that this proposal would have no significant effect on the amenity of the adjoining occupiers.
- 4.6. It is therefore considered that this type of development would be in character within the surrounding area and as such would be appropriate in relation to the urban grain and layout of development surrounding the application site. In principle, the development would accord with the aims and objectives of policy CS16 of the Core Strategy.

5. Design Appraisal

Use

- 5.1. The proposed dwellings would be used to provide open market housing. The applicant seeks to provide two detached four bedroom family houses.
- 5.2. As discussed within Section 4 of this statement the sub-division of the plot to allow two houses is acceptable in principle and would accord with the character of development that has been carried out within the wider area.

Amount

- 5.3. The proposed development has been restricted to only the amount of development required to provide two new houses.
- 5.4. The footprint of the proposed houses is very similar to the footprint of dwellings within the surrounding area. The internal layout of the house would similarly reflect that adjoining and surrounding the site. The houses would have a front-to back arrangement with main habitable room windows facing north and south. Windows to the east and west elevations would serve bathrooms only and would be obscure glazed.

Layout

- 5.5. Dwellings within The Crescent face onto the street. This pattern is repeated within the surrounding area.
- 5.6. The proposed development repeats this pattern providing generous front and rear gardens. The layout of the site is in keeping with the prevailing pattern of development within the street and the sub division of the site makes more efficient use of the land.

Scale

- 5.7. The scale and design of the proposed house has been carefully considered. The building has been designed with a floor-to eaves and floor to ridge height to reflect the appearance of buildings within the surrounding area.

Landscaping

- 5.8. The location of the proposed building has been chosen in order to retain an area of private garden to the front and rear of the development.
- 5.9. This proposal does not intend to add to the landscaped setting of the site or the surroundings.

Appearance

- 5.10. The design principles of the development take their inspiration from the existing street scene and the surrounding environment.
- 5.11. Adjoining and opposite the site are pairs of semi-detached houses which are typical of the period in which they were built. The character along The Crescent is one of varying types of properties, both detached and semi-detached, of varying heights and design. It is this variety which gives the street its interest and character.

- 5.12. The design of the proposed houses 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 be appropriate in relation to the adjoining forms of development. In accordance with policy CS16 of the Havant Borough 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.

6. Access Appraisal

- 6.1. When considering the form of development on this site significant weight was given to the means of access to and from the site.
- 6.2. It is recognised that the sub-division of sites can often lead to access issues, especially where it is near to a busy corner. In addition, the incorporation of a second vehicular access can appear to be out of character within the street scene.
- 6.3. In this instance, the applicants have sought to simplify the access to the site by re-using the existing driveway and hardstanding.
- 6.4. This proposal therefore seeks to re-utilise and widen the existing access to provide parking to both buildings.
- 6.5. The new properties would have the benefit of a minimum of two on-site parking spaces.
- 6.6. Regard has also been taken to the location of the property on a main bus route running from Horndean in the north to Portsmouth in the south. The site is served by First Bus services 41 and 45 providing services every 15 minutes to Waterlooville town centre and to Portsmouth city centre. Bus stops are available close to the application site.
- 6.7. It is submitted that the proposal would comply with policies of the Core Strategy.

Conclusion

- 7.1. It is considered that the proposed development would comply with the relevant policies outlined within the Havant Core Strategy.
- 7.2. It is respectfully requested that the Planning Authority grant planning permission for the proposed development.
- 7.3. The applicants are aware that developer contributions, in the form of planning obligations towards Open Space, Transport and Education may be required. The applicants respectfully remind the Planning Authority that, in accordance with relevant guidance within Circular 05/05, the authority must advise the applicants which projects these obligations are required for and that this must be within a reasonable distance of the application site.

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