

Design and Access Statement

Locks Farmhouse
Southleigh Road
Havant

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1. Introduction

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

New parking area and dropped crossing onto Southleigh Road

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

- 1.2. Locks Farmhouse consists of one half of a semi-detached two storey property, which lies at right-angles to Southleigh Road.
- 1.3. The curtilage of the property comprises the garden of the property which runs southwest to Southleigh Road. There is an existing access to the front (east) of the property which is shared with Locks House.
- 1.4. The applicants propose to construct a new vehicular access to the south-west of the existing house to provide a hardstanding with turning space. A previous application was withdrawn (APP/11/01599).

2. Site Context

- 2.1. The site is located on Southleigh Road, Havant near the junction with Eastleigh Road.
- 2.2. The property lies to the east of and outside the built-up area of Havant in an area characterised by scattered development. The properties consist of a mix of properties, of varying styles and heights. In addition there is Locks Farm to the north with a range of agricultural buildings, and arable farmland to the south.
- 2.3. Locks Farmhouse is a two-storey, semi-detached, mid 20th Century property.



Locks Farmhouse, Locks House and existing access

3. 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.
- 3.7. Within rural areas the Government seeks to support a prosperous rural economy, both through the conversion of existing buildings and well designed new buildings.

3.8. Transport

- 3.9. In paragraph 32 the Government advises that decisions should take account of whether “safe and suitable access to the site can be achieved for all people.”
- 3.10. Paragraph 35 indicates that “developments should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians ...”

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. Local Policy

- 3.14. The relevant local policy framework would include policies from the Havant Borough Core Strategy. A letter from the previous application's planning officer cites CS13, CS16 and CS17 but CS11 would also be relevant.
- 3.15. CS11, Protecting and Enhancing the Special Environment and Heritage of Havant Borough states:
9. Maintains undeveloped gaps between the settlements of Emsworth/ Havant; Havant/ Waterlooville; Havant/ Portsmouth; Emsworth/ Westbourne and Leigh Park/ Rowlands Castle as shown on the Proposals Map.

- 3.16. CS13, Green Infrastructure, states that Amenity greenspace 'including informal recreation spaces, greenspaces in and around housing, domestic gardens and village greens' would be considered part of a network of green infrastructure.
- 3.17. CS16, High Quality Design, states that development should identify and respond positively to local character. Development should also adapt 'to the changing needs of the users and the changing climate over the lifespan of the building.'
- 3.18. CS17, Concentration and Distribution of Development within the Urban Areas states that 'development in the non-urban areas will only be permitted if it is consistent with the policies for the countryside set out in national policy.'

4. Development Principles

- 4.1. The site lies outside the defined built-up area of Havant, within the countryside between the urban areas of Havant and Emsworth. While this does not preclude development regard must be given to the character of the area and the scale of development
- 4.2. The property, the subject of this application, is a one half of a pair of older, semi-detached properties.
- 4.3. Southleigh Road connects the Denvilles area of Havant with the northern part of Emsworth. At the site location, the speed limit changes from 30 mph towards Havant to 40 mph towards Emsworth. Along the northern part of Southleigh Road is a hedge with a 2m high fence along the site boundary. The southern side of the road has a wide grass verge with a footway along the hedges along the farmland.
- 4.4. Locks Farmhouse currently enjoys a shared access off of Southleigh Road with Locks House, Tudor Nursery and Locks Farm. However, the access is often blocked by vehicles to the neighbouring properties and visibility, especially to vehicles on Eastleigh Road, is limited.
- 4.5. The new access would be sited at the southern end of the garden and would provide for a new vehicular access with hardstanding and turning facility.
- 4.6. The new access would be sited away from the junction with Eastleigh Road where adequate visibility is available in both directions. The new access would serve a new hardstanding and turning area such that vehicles would be able to enter and leave the site in a forward gear.
- 4.7. The County Council has no policy precluding a second access onto a classified road, nor has it produced any evidence that a second access is inherently dangerous. The only reference to a second access is to be found in the Guidance Notes for people wishing to form a vehicular access, which states:

'Generally, only one crossing will be approved into a property. Separate "in and out" crossings are normally not permitted.' (Appendix 1)
- 4.8. The terms 'generally' and 'normally' indicate that exceptions are acceptable.



Proposed site of hardstanding

- 4.9. The new access would serve Locks Farmhouse exclusively, has good visibility in both directions and is well away from any junction. The existing access would remain for the use of Locks House, Locks Farm and Tudor Nursery.
- 4.10. For these reasons the proposed access is considered to comply with County Council guidance.
- 4.11. The access has been designed such that the hardstanding would be gravel and a drainage channel would restrict the amount of gravel and water entering the highway.
- 4.12. The proposed access and hardstanding would be sited to the western end of the garden away from the boundary trees.
- 4.13. It is not the intention of the applicant to construct a separate dwelling in the rear garden so the only development would be the access.
- 4.14. With regard to Policy CS11, the proposed access would have no effect on the strategic gap between Havant and Emsworth as the only visible change would be an alteration to the close boarded fence and an access drive.
- 4.15. With regard to Policy CS13, the rear garden is not seen in conjunction with the surrounding landscape due to high fences and hedges and therefore it has limited connectivity to the 'green infrastructure'. Regardless, the property will still have a substantial rear garden for the enjoyment of the occupiers.
- 4.16. Policy CS16 is addressed in the design appraisal. Policy CS17 defers to national policy and the proposed access would have minimal effect on the countryside.

5. Design Appraisal

Use

- 5.1. The proposed access would be used in association with Locks Farmhouse for ancillary domestic purposes.

Amount

- 5.2. The proposed development has been restricted to only the amount of development required for the parking of a maximum of two vehicles.

Layout

- 5.3. The access would be sited towards the western end of the site, allowing for improved visibility and safety for occupants of the property and other road users. In addition, the siting of car parking to the rear of the existing dwelling is in accordance with the proactive design advice within the Urban Design Compendium.
- 5.4. The intention is to retain the existing vehicular access for the use of the neighbouring properties.

Scale

- 5.5. The access and hardstanding have been designed to cater for domestic vehicles only.

Landscaping

- 5.6. The location of the access has been chosen as the safest position while still remaining convenient for occupants of Locks Farmhouse. The hardstanding would be gravel, with 5m from the road being of compacted gravel to limit the amount of gravel on the highway.
- 5.7. This proposal does not otherwise intend to add to the landscaped setting of the site or the surroundings. The existing fencing and planting to the boundaries would be retained, maintained and replaced as necessary.

Appearance

- 5.8. This area is recognised in the Core Strategy as being part of the strategic gap between Havant and Emsworth and therefore is within the countryside. There is a current close boarded fence which would be lowered to 1m on either side of the access and the gravel hardstanding would maintain the rural nature of the area. Therefore there would be no additional impact on the area from the proposed access..

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. The proposal is to provide a new access with parking and turning within the site that meets the current standards and removes 25% of the traffic from the existing access.
- 6.3. Access is onto Southleigh Road. The road is generally straight at this point with good visibility in both directions. The road is subject to a 30mph speed limit towards the west and 40mph towards the east.
- 6.4. Traffic travelling eastbound slows from 30mph as it approaches the junction with Eastleigh Road. Typically braking occurs a significant distance from this junction to take into account the curve to the right despite the increase in speed limit.
- 6.5. Traffic travelling westbound would already be slowing for both the curve and the junction prior to the decrease in speed limit. Vehicles passing the site in a westbound direction are typically travelling at 30mph.
- 6.6. Taking into account the design speed of the road and the typical speed of traffic we turn to Manual for Streets and Manual for Streets 2 as the appropriate documents for advice.

These suggest a visibility splay of 2.4 metres by 43 metres in each direction, the 'X' distance being measured back from the edge of the carriageway and the 'Y' distance along the channel in each direction. This splay is achievable within the application site by reducing the height of the boundary treatment to 1 metre on the existing fence on either side of the access. It is therefore considered that this proposal would accord with Manual for Streets.

- 6.7. The proposal will allow for turning within the site to enable vehicles to enter and leave in a forward gear.
- 6.8. Ground levels between the road and the site have a .9m difference. It is anticipated that a 13 degree access drive would connect the two site levels. No run-off towards the road is anticipated due to a drainage channel.
- 6.9. The material to be used for the hardstanding would be gravel, however the first 5 metres of the access, as measured from the carriageway edge, will have a non-migratory surface.

7.0 Conclusion

- 7.1. It is considered that the proposed development would comply with the relevant policies outlined within the Havant Borough Core Strategy and the NPPF, Hampshire County Council guidelines and Manual for Streets.
- 7.2. It is respectfully requested that the Planning Authority grant planning permission for the proposed development.

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