

Planning, Design & Access Statement

136 London Road, Waterlooville, Havant, PO7 5SU

Proposed erection of a single-storey rear extension and partial variation of planning permission APP/12/00187 by the subdivision of Flat 2, to achieve two one-bedroomed flats.



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Context

This rectangular site of 0.164 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 approach to the application site along London Road, from the south



The approach to the application site along London Road, from the northeast

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. Vehicular and pedestrian access to the holding is afforded via a gated driveway near the southwest corner of the site; a dropped kerb affords access to an unsurfaced forecourt where several vehicles may be parked. Double-yellow-line parking restrictions are in place outside the

site along the east side of London Road and ensure that emerging vehicles enjoy good visibility to east and west and are themselves seen by approaching drivers.

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. It is evident that this site enjoys good access to a range of services and facilities without the need to use a private car. The provision of secure on-site facilities for bicycle storage would also 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. The achievement of an additional modest residential on this sustainable site within this urban area would not compromise any key sustainable development principles of national planning policy.



Purbrook local centre (5.5 minutes walk away to the south)



The application site viewed from London Road (west)

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 test is met in this case.

This locality is characterised by substantial detached family dwellings in a variety of styles, formats and plot sizes (see aerial photograph on cover page). 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 on this site following the demolition of the existing dwelling. Consent was given in September 2011 for the discharge of the detailed matters APP/11/00199 of that outline permission (ie 07/53680/002). Further, Havant Borough Council gave its approval (APP/12/00187) in April 2012 for variations to the requirements of Condition 1 of the 2011 consent (APP/11/00199), in order to enable revisions to be made to the entrance wall and piers, bin store, bicycle store, siting of the building, provision of an

eco pond, dormers to Flat 5, removal of a false chimney, provision of a new door and windows to Flat 2 and internal changes to Flats 1 and 2.

Permission (APP/12/00095) for the discharge of Conditions 4-15, 18, 20, 22 and 23 of Permission 07/53680/002 was recently granted by Havant Borough Council and works are under way to realise the permitted scheme. The proposals were evidently seen to accord with their surroundings and satisfied the Borough Council's requirements, so they provide a useful model for this scheme.



The application site viewed from Mountbatten Drive (east)

Consultation



The application site viewed from the north

Consultation on these proposals has previously been undertaken by Philip Laurenson of ADP Architects Ltd with David Eaves (Planning Officer) of Havant Borough Council. By e-mail dated 9th January 2009, Mr Eaves accepted that the *'...provision of 6 parking spaces would be appropriate to a development of six flats in this accessible location'* and a *'...modest rear single storey addition...is unlikely...[to]...be problematic in terms of its potential impact on neighbouring residents.'* (emphasis

added). Mr Eaves' helpful comments have naturally been taken into account in the formulation of this proposal. No consultations have been undertaken with neighbours.

Amount, Layout, Scale & Appearance

This application relates only to the southern part of the ground floor of the block of flats permitted under APP/12/00187 – ie an area of just 100.43m². It is proposed that permission APP/12/00187 be partially varied, to allow the erection of an additional single-storey element at the southeast corner of the building and that the permitted Flat 2 be sub-divided, to achieve two one-bedroomed flats and thereby derive further benefit from the site's accessibility advantages. Finished in red brick with a hipped roof of plain tiles (to match the host building), the additional element would remain subservient to the host building. The creation of an additional flat 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

Planning permission has been granted for five two-bedroomed flats on this site and the consent has been taken up. The submission of this proposal - to modestly extend

one of the two-bedroomed units so that it may be rearranged 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 six dwellings. It is submitted that, although the total number of dwellings achieved on this site would increase from five to six, a variation to just *part* of one floor of the permitted scheme (the extension and subsequent sub-division of Flat



The application site viewed from the southwest

2 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

Six on-site car parking spaces are proposed (one for each flat) on a laid forecourt. A secure store for bicycles would be provided beside the south elevation. 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

Top-soil 'scraped-off' following the setting-out of the proposed extension is to be retained on the site, for re-use in soft landscaping. Where possible brick, block and concrete will be crushed and retained on-site for reuse as hardcore and timber will be salvaged where possible. Inert waste material would be disposed of to a licensed Hampshire County Council site. 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-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 & Ecology

No trees or 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.

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