Amendments to Planning Permission 10/63135/003 - Redesign and Resiting of both Plots; and amended parking and access arrangements

Land Adjacent 5 Summerhill Road, Cowplain

Design & Access Statement

Introduction

- Planning application 09/63135/002 was withdrawn on 4th January 2009 after discussions with the case officer. Concerns were raised with the number of parking spaces (2 per unit instead of the required 3) and that the location of the parking gave rise to a contrived layout.
- An amended scheme [10/63135/003] was subsequently designed and permitted to address these issues.
- 2 parking spaces for each unit were provided, following discussion with the Highway Authority, through a shared drive and turning area.
- Unit 2 (the western unit) was handed and set back 1m in order to provide space around the parking spaces and ensure an appropriate approach to the front door.
- The use of integral garages was avoided as it was considered they would compromise the overall design of the houses.
- A new hedgerow along the front part of the western boundary was also proposed to screen views of the parking area. A hedge, rather than a fence, was considered to be more aesthetically appropriate.

- This amended application comprises three parts:
    - Slight narrowing of both plots to provide walkways along the side boundaries to the rear gardens. This has consequential internal changes.

- Resiting of plot 1 slightly further back in the plot in order to provide more space to the front.
- Rearrangements of the parking layout.
- Internal redesign to plot 2.

Assessment of physical context

- This application seeks to modify an extant planning permission for 2no two storey four bedroomed detached houses to the east of 5 Summerhill Road, Cowplain.
- It comprises land of which the eastern part was formerly part the garden of #89 with the remainder being the builders yard off Summerhill Road.
- The existing house at #5 is a post war housing estate house of no distinct style.

Social/economic context and planning context.

- The benefits of this development are to ensure that maximum use is made of urban land within the Cowplain area – thus making a valuable contribution to the LPAs unidentified sites housing figures.
- It will provide 2 family dwellings.
- The form of development chosen for this site is conceived within the framework established by central government policies and advice and adopted Local Plan policies and Supplementary Planning Guidance. The site lies within a clear line of dwellings and comprises previously developed land within the built up area.

Involvement of local interests

- None

Evaluation

- The above opportunities and constraints have led to the following principle responses which when applied to this site have produced the proposals contained on the drawings submitted with the application to which this document relates.
- The scale and character of the surrounding area and the need to ensure that the form of the development chosen – ie detached houses echoes the character of Summerhill Road. As a result an earlier proposal to provided smaller terraced housing has been dropped.

Design Principles

- Having regard to the advice contained within PPS3 it Is considered that a design response, which incorporates the characteristics of existing developments within Cowplain, and makes best use of the site and surroundings without detriment to the amenities of adjoining residential properties represents the most suitable response.

Amount of development

- Two detached houses are permitted.
- They are each four bedroomed houses.

Layout

- The proposal lies to the west of 89 London Road, Cowplain and east of 5 Summerhill Road.
- The proposed dwellings are set back from the road in order to reflect the pattern of houses in the road.
- Frontage parking has been permitted to both units, with additional landscaping in order to provide a Sylvan setting to the houses.
- This scheme seeks to provide separation and the front, thus improving the setting of the properties. It also proposes a double garage eto the side of Plot 1, thus reduces the amount of visible frontage parking.
- It is considered that the scheme's design response is an appropriate design solution, which makes best use of this previously developed site at an density appropriate to the character of the area, in accordance with current national and local planning policies.

Scale

- The permitted dwellings are 2 storeys high.

Landscaping

- The existing hedgerows along the roadside boundary along with the 2 trees which are outside the site on highway land are to be retained in order to screen views.

Appearance

- In terms of design the scheme draws on the varied mix of dwellings in the locality and seeks to ensure that 2 quality houses are constructed.
- Multi stock bricks and plain tiles will be used for the houses along with stone detailing.

Access

- Pedestrian and vehicular access will be from Summerhill Road.
- Two parking spaces are proposed for each dwelling along with secure parking for 2 cycles for each unit.
- Following exchange of emails with Peter Marshal in the Councils highways department he stated the following:

  "Within the LDF new parking standards have been produced for consultation based on amenity criteria. This allows a reduction in assessable areas and in my opinion 2 spaces per 4 bed unit would be acceptable."
- There is a wide highway verge and all existing properties in the cul de sac of Summerhill Road reverse onto the road. The same approach is proposed here.
- In order to ensure that good visibility to the east remains it is proposed to extend the existing double yellow lines so that they go as far as the site access. This will ensure that parked cars do not obstruct highways visibility.
- 1no 4m gap in the existing hedgerow will be created. However this could be done presently without the requirement for any formal consents. Nevertheless the majority of the hedgerow will remain with a new hedgerow planted on the west boundary to screen frontage parking.
- The submitted location plan indicates the location of the proposed houses and access routes within the site. All other areas will be open spaces for use by the occupiers of the properties and there is sufficient room for provision to be made for the secure parking of cycles and enclosed bin stores – as shown on the submitted plans.
- In terms of access to the transport network it is confirmed that a good bus services connects the site to Waterlooville Town Centre to the south and Horndean to the north. The site is also abutting the Cowplain District shopping centre which contains a range of local shops and services.

Transport Assessment

- **Relationship of site to shops, entertainment and employment.**
  The site is within walking distance of a range of facilities. In particular community facilities, schools and shops are all within walking distance.
  The nearest employment area is approximately 1 mile to the south and can be reach by bus, walking or cycling.
  The industrial estates on the east side of Havant can be reached by bus and train.
- **Proximity to Transport Infrastructure.**
  It is located within 100m of a busy bus route whereby buses provide travel into Waterlooville and Horndean.
  In addition, and to promote travel by cycle, each unit will have a secure and enclosed cycle shed to store 2 cycles.
  I therefore consider that the site is located within a highly sustainable location and this will minimize the need to travel by car.

Foul sewerage and utilities assessment

- A gas supply exists in Summerhill Road. Foul sewerage mains exists in the road and serves the site. Waterlooville's foul sewerage system has the capacity for the additional sewerage generated by this two plot scheme. Similarly the existing surface water drainage system in Summerhill Road is considered adequate for the minimal run-off that may be generated by the scheme. Accordingly there are no issues with regard to foul sewerage or other utilities.

S106 Agreement

- The extant planning permission is subject to a s106 agreement relating to financial contributions.
- This scheme is an amendment to that permission.
- It is intended to pay the contribution prior to this amended application being determined. On this basis an amended agreement is not considered either necessary or appropriate.

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Front elevation of #5 Summerhill Road.



View eastwards across site from builders yard.



Office building to south, fronting London Road.



Hedgerow to east of proposed access – extend double yellow lines to prevent on street parking associated with shops.



View of 2 & 4 Summerhill Road with no on-site turning.