

The Executive Planning Service Manager
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

6th June 2018

Dear Sir,

**Erection of a pair of semi-detached houses on
former garden of number 1 Northney Road.**

1. We have been instructed by Simon Wilson to seek your Council's permission to erect a semi-detached pair of three-bedroomed houses on land beside no.1 Northney Cottages. This letter should be seen to comprise the Design & Access Statement which supports the proposal.

2. Northney Cottages stand within the group of fourteen pairs of semi-detached two-storey houses that characterise the north side of Northney Road, to the west of its junction with Northney Lane; they display a mix of finishes (red brick, light render) but all have hipped roofs of brown tiles. Other pairs of semi-detached two-storey houses stand to the east but, beyond them, nos.3, 4 and 4a Northney Lane make up a terrace of three. A bound footpath facilitates safe pedestrian movement along the north side of Northney Road and passers-by are afforded a northward view along the field access beside no.38 but tall hedges on the front and rear boundaries of the application site prevent such views across it. The application site comprises the western part of the residential garden curtilage of no.1 Northney Cottages; it consequently accords with the definition of 'previously developed land' set down in 'Annex 2 Glossary' of the National Planning Policy Framework (NPPF).

3. St Peter's Church and the North Hayling Recreation Hall stand just six minutes walk away to the south of the site. The Applegreen Service Station on Havant Road is open between 0700 and 2100 hours seven days a week for the purchase of provisions and newspapers - it is just twelve minutes walk away to the northwest of the application site and may be safely reached via Footpath 106 and 'The Ship Inn' public house is eight minutes further on. Twelve minute's walk to the northwest of the site (via Footpath 106), Havant Road forms part of the route followed by two frequent and regular 'Stagecoach' bus services (nos.30 and 31) that are available to take passengers south to Eastoke via West Town and Beachlands or north to Havant town centre, where a wide range of services and facilities is offered. Residents of this locality enjoy safe and convenient access to 'Northney Farm Tearooms' (just 2.5 minutes walk away to the southeast), a public open space with a children's play area and pleasant rural walks along Footpaths 79, 105 and 116 (3.5 minutes walk away to the west). Several routes in the vicinity are clearly marked for the use of short- and long-distance cyclists. While it is evident that residents of this locality do not *need* to use a private car to enjoy the use of services (ie. this is an accessible, sustainable location), the provision of secure on-site facilities for bicycle storage would help promote further use of that alternative to the private car as a sustainable transport mode for trips under five kilometres, as is recognised at paragraph 32 of the NPPF.

4. The north side of Northney Road is characterised by pairs of two-storey semi-detached houses, so another such pair is proposed to be erected on this site. Nos.1 and 2 Northney Cottages stand forward of the general building line that is presented by the houses to their east and west, so the pair now proposed would be set back a little, to create a transition in the frontage. In reiteration of the predominant materials presented in the vicinity, it is proposed that the new houses be finished in red-brown brickwork with hipped roofs of brown tiles. Vehicular access is proposed to be achieved via a joint dropped kerb and a pair of conjoined accesses at the centre of the site frontage, to enable two vehicles to be parked and turned on each plot and re-enter the public highway in a forward gear. Provision for the storage of bins and bicycles is proposed in each rear garden, with a facility beside each driveway for refuse collection on the requisite day.

5. Section 38 of the Planning and Compensation Act 2004 requires an application to be determined in accordance with the relevant policies of the development plan unless material considerations indicate otherwise; an element of flexibility is provided which enables decisions to be made which may disagree with the development plan. The statutory development plan for Hayling Island presently comprises the Havant Borough Core Strategy (2011) and the Havant Borough Local Plan (Allocations) (2014). Attention has been given to the Northney & Tye Village Design Statement (2008) but one is bound to recognise that it pre-dated contemporary national and local planning policies by several years.

6. Paragraph 8.02 of the Core Strategy explains that *'The areas beyond the urban areas (previously countryside) are now defined as non-urban areas'* and *'The boundary definition for the urban and non-urban areas is identified on the Proposals Map'*. With regard to the 'Concentration and Distribution of Development within the Urban Areas', Policy CS17 of the Core Strategy states that *"Development will be permitted that makes the most effective use of land in the borough by granting permission that...Prioritises development on previously developed land...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."*

7. Map 10 of the Local Plan Allocations document shows this application site outside of the red edge that defines the Urban Areas of Stoke and North Hayling and within the area defined by the dark green broken line which renders land the subject of Policy DM9 re 'Development in the Coastal Zone'. Notably, this application site does not fall within the ambit of the Chichester Harbour Area of Outstanding Natural Beauty (Policy CS12) nor is it part of 'Important Sites, Brent Geese and/or Waders' (Policies CS11 and DM23); the absence of such notations confirms that this application site is not of high environmental value.

8. One of the 'Core planning principles' set down in section 17 of the NPPF is that planning authorities should *'...encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value'*. As the contemporary Local Plan Allocations document has acknowledged, this application site is not of high environmental value, so it simply remains to be demonstrated that it should be used effectively, because it is *'...previously developed (brownfield land)'*. The Glossary at Annex 2 of the NPPF defines 'Previously developed land' as being *'Land which is or was occupied by a permanent structure, including the curtilage of the developed land'*. It is submitted that, as no.1 Northney Cottages is a permanent structure and the application site comprises part of its residential garden curtilage, this application relates to 'previously developed land'. Three years ago, Charles George QC handed down his judgement in the case of *Dartford Borough Council v Secretary of State for Communities and Local Government* - the Deputy Judge held that the wording of the exemption to previously-developed land within the NPPF was significant and only residential gardens within the 'built up area' were exempt from the definition of previously-developed land. This residential garden curtilage lies outside the Urban Areas defined on Map 10 of the Local Plan Allocations document and is not of high environmental value, so Simon Wilson's proposal for a semi-detached pair of two-storey hip-roofed houses (that would reinforce and reiterate the character and identity of this locality) should be seen to be an appropriate residential development for this under-used 'brownfield' site.

Yours faithfully



Robert Tutton
Director