



PLANNING AND DESIGN AND ACCESS STATEMENT

SITE: 1A SUTTON ROAD, WATERLOOVILLE, PO8 8PU



Planning permission for the erection of a detached dwelling, following the demolition of the detached garage, with associated parking and access adjacent to 1A Sutton Road.

PREPARED BY:

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1.0 INTRODUCTION

- 1.1 This Planning and Design and Access Statement is prepared on behalf of Mr Barney in support of an application for full planning permission for the erection of a detached dwelling, following the demolition of the detached garage with associated parking and access adjacent to 1A Sutton Road.
- 1.2 The Statement incorporates all the required elements of a Design and Access Statement in accordance with the National Planning Policy Guidance, 2014. The Guidance allows the Local Planning Authority (LPA) to require submission of further details if it is considered necessary.
- 1.3 This document has been prepared to assist the Council's officers and members in determining the appropriateness of the development. The applicant is confident that this is the case, and that planning permission should be granted subject to conditions where appropriate and necessary.

2.0 ASSESSMENT

2.1 Site Description

The application site is located within the urban area of WaterlooVille on land between 1A and 3 Sutton Road (see figure 1). The application site is currently made up of an area of garden land with hardstanding and vehicular access onto Sutton Road.

Figure 1 – Application Site



- 2.2 The vacant space is between the single storey dwelling of 1A and two storey dwelling of 3 Sutton Road. The immediate area is residential made up of a variety of dwelling styles both one and two storeys in height.
- 2.3 Figure 2 shows the key characteristics of the site and existing built form which is proposed to be reflected in the development. This approach ensures that the proposal is in keeping with the character and pattern of built form within the immediate area.

Figure 2 – Site Constraints



- 2.4 Figure 3 shows the development in the context of the surrounding residential area. The aerial map clearly shows the variety in dwelling style and spacing afforded to each property along with the variety in garden sizes for the surrounding dwellings.

Figure 3 – Aerial Map



3.0 RELEVANT PLANNING HISTORY

3.1 APP/18/00148 - Detached 3 bedroom dwelling with integral garage. Refused – 19/04/2018. Appeal Dismissed – 16/04/2019

3.2 Summary of Appeal Decision - APP/X1735/W/18/3213897

"Due to the size, positioning and width the proposal would therefore appear cramped and incongruous in the streetscene, causing harm to the character and appearance of the area. Consequently, the proposal would be contrary to Policy CS16 of the Havant Borough Local Plan (Core Strategy) (CS) (2011), the Havant Borough Design Guide Supplementary Planning Document (SPD) (2011) and the National Planning Policy Framework (the Framework) (2019). Taken together these require development, amongst other objectives, to respond positively to existing features of local character." (para.6)

3.3 *"Whilst set 1 metre into the proposed plot, the proposal would still result in significant height and length of built form close to the boundary with 1a Sutton Road, set 1 metre within its proposed revised plot. The two storey element would be for the majority of the length of No 1a and would be adjacent to its*

front door, positioned well into the site. This significant built form, close to the front door, would define the access way and produce a tall, overbearing impact of built form. The height, mass and siting would therefore result in an overbearing impact on the outlook of occupiers of No 1a which would lead to unacceptable living conditions” (para.7).

4.0 PLANNING POLICY

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, in determination of planning applications decisions are made in accordance with the development plan unless material considerations indicate otherwise

4.2 National Planning Policy Framework 2019

The National Planning Policy Framework (NPPF) was introduced on 27 March 2012 and was updated in February 2019. It continues to establish a presumption in favour of sustainable.

- 4.3 The NPPF makes clear that regard must be had to the document as a whole in determining what the Government's view of sustainable development means in practice. It promotes the effective use of land through the re-use of previously developed land.

- 4.4 There are three overarching dimensions to sustainable development: economic, social and environmental which are interdependent and need to be pursued in mutually supportive ways.

- 4.5 “a) *an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy” (Para.8 NPPF, 2019).

4.6 Paragraph 9 goes on to say:

“These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”

4.7 Paragraph 38 makes clear that *“Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.”*

4.8 Para. 59 states: *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”* Para. 61 goes on to state *“Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).”*

4.9 The site is sustainably located which allows access to public transport and access to local facilities by foot or cycle, thus reducing the reliance for car

ownership. This is a key aim of the National Planning Policy Framework which states that there *"is a presumption in favour of sustainable development"* (NPPF, 2019, paragraph 11). The proposal would therefore accord with the objectives of the NPPF, 2019 in that it provides essential small-scale accommodation in an accessible location in an innovative way without compromising residential amenity of the character and appearance of the area.

4.10 **Havant Borough Core Strategy 2011**

The following policies of this document are considered relevant to the development proposed:

CS9 Housing: criteria 1 and 4 and supporting paragraphs 6.23 and 6.24;

CS16 High Quality Design: criteria 1 (a), (b), (c) and (e); criteria 2 (a) and criteria 6. Regard has also been given to the supporting text with particular reference to paragraphs, 7.39, 7.42, 7.47, 7.48, 7.49 and 7.50;

CS17 Concentration and Distribution of Development within the Urban Areas: criteria 1 and 2;

DM8 Conversion, Protection and Enhancement of Existing Natural Features: criteria 1, 2 and 3;

DM13 Car and Cycle Parking on Residential Development.

4.11 **Havant Borough Residential Parking and Cycle Provision SPD, 2010**

The development would seek to provide a detached one-bedroom dwelling. Having regard to the parking standards within the SPD the development proposes one on-site parking space for the proposed dwelling and two spaces for the retained 1A Sutton Road and two secure cycle spaces per dwelling. It is considered that this would be in line with adopted parking and cycle standards.

4.12 **Havant Borough Local Plan (Allocations), 2014**

AL1 Presumption in Favour of Sustainable Development and supporting text.

AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements, particularly paragraph 2.06. This policy seeks to encourage development within the defined settlement boundary.

DM24 Recreational Disturbance to Special Protected Areas (SPA's) from Residential Development, criteria (a). It is understood that the site is within the SPA the applicant is therefore prepared to pay the SDMP mitigation payment.

- 4.13 The development would be delivered with full regard to the above development plan policy framework. The proposal would provide either a small starter home or a home for those wishing to downsize, within a sustainable part of the Borough and included within the settlement boundary.
- 4.14 The development as proposed has had specific regard to the policy requirements, both locally and nationally. The development has proper regard to the character and appearance of the area, the residential amenities of adjoining properties and those of future occupants.
- 4.15 The development would make efficient use of a sustainable site within the urban edge, close to public transport links and Waterlooville Town Centre, providing smaller affordable market housing commensurate with that already found in the area. It is therefore contended that there is no policy objection to the development as proposed.

5.0 PROPOSAL

- 5.1 Planning permission is sought for the erection of a single storey detached one bed dwelling with associated parking and access whilst retaining 1A Sutton Road on a reduced curtilage. The proposal would also include secure cycle storage and bin storage area.
- 5.2 The new dwelling would benefit from one on-site parking space, with utilisation of the existing access onto Sutton Road. Secure cycle storage for up to two cycles per dwelling is also proposed.
- 5.3 The amenity space provided for the new dwelling would be to the rear and commensurate with the garden depths of immediate neighbours, following the demolition of the existing detached garage. The garden space provided is more than sufficient for the passive recreational requirements for the one-bedroom dwelling.

5.4 Development Objectives

- Provide a high quality one-bedroom dwelling that is compatible with and sympathetic of the existing built form and character of the area.

- To provide much needed smaller market accommodation in a sustainable location to meet social and economic objectives.
- To provide a more efficient use of the site without causing unacceptable harm to the residential amenities of neighbouring dwellings, future occupants or the character and appearance of the area.

6.0 EVALUATION

6.1 Character and Appearance:

The site is located within the built area of Waterloooville in an established residential area, characterised by a variety of dwelling types both one and two storeys in height.

- 6.2 The proposed dwelling has been carefully designed to respect the local vernacular whilst offering a high-quality design that will lift the architectural style and quality of the immediate area.
- 6.3 The proposal would see the erection of a small affordable market dwelling within an existing gap (commensurate of a building plot) between 1A and 3 Sutton Road. The dwelling has been designed to provide an acceptable transition between the single storey dwelling of 1A and the two storey dwelling of 3 Sutton Road with respect given to the front and rear building lines and spacing between dwellings.
- 6.4 The development will utilise the existing vehicular access onto Sutton Road providing a shared access for the new dwelling and 1A with a new parking area for 1A to the front of the existing dwelling. The parking to the front is a characteristic feature found along Sutton Road.
- 6.5 In respect of the above information it is considered that every regard has been given to the existing character and appearance of the area. The development would result in a development that would make a positive contribution to the area, whilst retaining the important qualities of the site and built form found within the locality.

6.6 Residential Amenity:

The dwelling would be positioned between 1A and 3 Sutton Road with window positions to habitable rooms primarily facing the front and rear of the site in a traditional manner.

6.7 The new dwelling seeks to ensure suitable spacing and distance is retained so as not to result in an unacceptable relationship between the proposal and existing neighbouring residential accommodation.

6.8 It is noted that the Inspector previously raised concern in respect of the site spacing and impact on 1A Sutton Road. However, the development ensures good spacing comparable to that found within the streetscene, with the single storey nature of the development ensuring that it does not have an overbearing impact on 1A.

6.9 The proposed single storey dwelling would have the living space at the rear with outlook over the private amenity space to the rear. As such it would not result in any direct or unacceptable overlooking or loss of privacy. In addition, the spacing and use of space ensures that future and existing occupants retain appropriate living space without unacceptable overshadowing or overbearing.

6.10 The built relationship, separation distances, positioning of windows and use of space all combine to suitably protect existing neighbour amenity and the amenities of future occupants. It is therefore considered that the development would not result in unacceptable harm by reason of overshadowing, loss of light, overbearing effect, loss of privacy or overlooking.

6.11 Highway Safety:

The development would utilise the existing vehicular access onto Sutton Road and would not generate a significant increase in vehicular movement to the site over and above the current dwelling. Only one additional vehicle would be accessing the new dwelling.

6.12 Vehicles will enter the site and reverse onto the highway as existing. However, due to the quiet residential nature of Sutton Road it is not considered that this will result in unacceptable harm to pedestrians or existing highway users.

6.13 It is therefore considered that the development accords with the Council's parking standards and would not result in issues prejudicial to highway safety.

6.14 **Layout:**

The layout of the proposed dwellings seeks to maximise the open plot between 1A and 3 Sutton Road providing appropriate parking and access for both the existing and proposed dwelling.

6.15 The development provides appropriate amenity provision for the dwelling. In addition, on-site parking and secure cycle storage in accordance with the Council's standards, for both of the new and existing dwelling is provided.

6.16 **Scale:**

The height, massing and proportions of the proposed single storey detached dwelling is in keeping with the context of the dwellings within the immediate area. The scale and design of the development therefore provides a clear contextual link to its surroundings, whilst allowing some form of individuality and enhancement to the prevailing design and architecture of the area.

6.17 **Access:**

The design and layout of the dwelling allows for free and easy access at ground floor level throughout the site and to external facilities such as refuse points and car parking. There would also be level thresholds to further improve access in and out of the dwelling. The internal arrangements for disabled access are covered by Part M of the Building Regulations.

7.0 **SUSTAINABILITY**

7.1 National and local planning policies encourage new development to be sustainable. This includes matters of location, sustainable methods of construction and ecology. As a matter of principle, the proposed development would be sustainable, because it would utilise an existing site within an established residential area, providing a more appropriate and sustainable form of dwelling.

8.0 CONCLUSION

- 8.1 Having regard to relevant development plan policy it is contended that the proposed development would represent an efficient use of the site, in a sustainable location and in a sustainable form, whilst paying due regard to existing development densities, prevailing character, residential amenity and highway safety. The Council is therefore respectfully requested to approve this planning application.