



DESIGN AND ACCESS STATEMENT

Erection of dwelling and associated infrastructure following demolition of side projection and garages at rear

Provision of new access from anson road and parking for existing and proposed dwelling
Alterations to existing dwelling

36 Anson Road / Hull / HU9 4SN

Prepared for Innovation Architecture

PREPARED BY BENSON PLANNING STUDIO



07757 121639



john@bensonplanningstudio.co.uk



bensonplanningstudio.co.uk

CONTENTS

1	Introduction and Client Information
2	Site description
3	Pre Application Feedback
4	Proposal
5	Building for Life Principles
6	Hull Residential Design Guide
7	Local Plan Policies
8	National Planning Policy Framework
9	Access Statement
10	Secure by Design
11	Residential Amenity
12	Conclusion



01

INTRODUCTION & CLIENT INFORMATION

Benson Planning Studio has prepared this document for Innovation Architecture as supporting documentation to the planning application for the erection of a dwelling adjacent to 36 Anson Road, Hull. As part of the proposal, a side projection and garages at the rear would be demolished. Section 42 of the Planning and Compulsory Purchase Act 2004 requires a Design and Access Statement to be submitted with some planning applications and the purpose of the report is to satisfy the requirements of the aforementioned act.

This statement has been prepared under the requirements of the Town & Country (General Development Procedures) (Amendment) (England) Order 2006. The structure and content has been informed by:

- The Town & Country Planning (General Development Procedure) (Amendment) (England) Order 2010
- DCLG 'Guidance on Information Requirements and Validation (March 2010)
- 'Design & Access Statements – How to write, read and use them' (CABE 2006);
- Secretary of State Appeal decisions on the role of a Design & Access Statement

The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, determined through an analysis of the surrounding context. These principles are based upon good practice as set out in national planning and urban design guidance.

The document has the following functions and purpose:

- To identify the existing context of the site
- To provide a description of the key issues, constraints and opportunities afforded by the site, and the evaluation that has informed and led to the proposed form of development
- To identify the key development principles and framework which has informed the design of the scheme
- To provide appropriate information on the development in terms of layout, scale, amount, landscaping, appearance and access.

01 INTRODUCTION & CLIENT INFORMATION

The ethos of the design is to:

- Create a sustainable development that supports the existing community and respects the positive features of the site and surrounding area
- Create a legible and attractive place with a sense of identity appropriate to the area
- Create a high quality environment
- Provide a well planned layout and the creation of pleasant and well designed streets and spaces.

The information within this Statement will provide the justification, amongst other things, that this development is suitable on this site that there would be no harm to the character of the surrounding area or the amenity of neighbouring residents surrounding the property.

The land identified for development comprises an area at the side of 36 Anson Road and it is considered that the proposed dwelling, a continuation of the terrace, is considered to be appropriate in the context of the site and the surrounding area and makes best use of the land available.

The agent submitted a pre application submission to the Council which was broadly positive subject to meeting respective policy and guidance.

The Design and Access Statement has been produced in line with CABI guidelines to establish the parameters and principles of the development proposals.

Planning Applications are to be determined in accordance with the policies in the Development Plan and in this case the Development Plan comprises the Hull Local Plan 2016 - 2032.

02

SITE DESCRIPTION



02 SITE DESCRIPTION

The application site comprises land at the side of 36 Anson Road which is a two storey terraced property located within a residential area of eastern Hull. The property has a single storey side projection which is an original feature of such properties in the area which are formerly or presently local authority housing stock. A large number of the properties are now within private ownership.

Two garages are located at the rear of the property.

On site parking is provided at the front and side of the property.

The dwelling has a modest rear garden and an area of hardstanding at the front and side.

A low brick wall is at the front of the property while fencing encloses the remaining parts of the curtilage.

02 SITE DESCRIPTION



 Application Site

03

**PRE-APPLICATION
FEEDBACK**

03 PRE-APPLICATION FEEDBACK

COMMENTS	RESPONSE
Provision of two on site parking spaces	Provision of required amount of parking for existing and proposed dwelling
Suitable bin storage	Bin storage provided at rear with direct access to front for collection via passageway
Urban Design wants assessment of parking provision and its relationship with streetscape	Parking requirements meet LPA standards. Front of existing dwelling is already hard standing so there is no loss of vegetation. The front boundary is also 'hard landscaped' with the provision of a wall. Removing this will not adversely affect the appearance of the area. On site parking is not uncommon in the area and the 'fall back position' is that that a vehicle access can be installed on Anson Road without the need for consent
Compliance with space standards	Space standards met with 71.4m ² provided for a 2 bedroom / 3 person dwelling

04

THE PROPOSED SCHEME

THE PROPOSAL (NEW DWELLING)

The planning application has been prepared on the basis of positive pre application engagement with the LPA which has provided the confidence to move forward with a submission.

The proposed dwelling would form an extension to the semi detached dwellings on the northern side of the road. The surrounding area is residential in form and has strong characteristics throughout which is common within developments comprising local authority housing stock.

To facilitate the proposal, changes to the existing dwelling would be required which would result in the removal of single storey side projection and garages at the rear. The proposal would be a simple two storey pitched roof dwelling which would align with the host property in terms of scale, massing, form and design characteristics.

The front elevations of properties in the locality have porches with flat roofs above and generally two or three windows across the façade. The main entrances usual comprise a door with a window directly adjacent.

In terms of the proposed design, such is the uniformity of the dwelling types in the area, there will be little deviation in the approach.

The main pedestrian entrance at the front, will comprise a main door and 'floor to ceiling' sidelight which would also be replicated at the host dwelling. Three windows are proposed at the front which are smaller than the host property as they do not share the same rectangular emphasis. Although many of the windows in the area share these similarities, those that have three windows do tend to have a square window above the main entrance.

The use of a pitched roof with the same ridge height and roof slope forms a continuation of the terrace but still leaves a gap between the application site and property to the west.

There is more scope for design at the rear of the property which provides a single storey projection with patio doors and side lights as well as two roof lights. This is important as the rear of the property is north facing so it is important to gain as much light into the main living area as possible.

Proposed Internal Layout

FLOOR	ROOMS
Ground	Kitchen Toilet Dining / Living
First	Two bedrooms Bathroom Study

Provision of Outdoor Amenity Space

With any development which sub divides an existing property, providing adequate outdoor amenity space for existing and future occupants is important.

The existing space at the rear is occupied by a lawn and two detached garages which would be demolished to facilitate the proposed dwelling. In terms of the retained outdoor space, it would not be too dissimilar than what is existing and the demolition of the garages would provide more space to allocate to the proposed dwelling.

The sub division of the plot provides two areas of useable, functional and cohesive external space for future residents.

Vehicle Access

Vehicle access is presently taken from Anson Road but a new widened access would be required to facilitate the proposal which would provide two on site car parking spaces per dwelling. The boundary wall would be removed and the existing hard standing used.

The provision of a widened access would not result in the loss of any on site vegetation such as a lawn, planting or hedgerow. Part of the grass verge would be lost but this would be the case if, in isolation, the applicant wished to widen the access as this does not require planning permission. Cars would be able to enter the site in a forward gear but would need to reverse onto the public highway which is the existing arrangement. As Anson Road is not a classified road, this does not represent an issue relating to highway or pedestrian safety.

Living Standards

The proposed development provides a good standard of internal living accommodation with a modest size kitchen, generous living and dining arrangement at the rear with adequate size bedrooms and bathroom. The completed development will provide all the necessary facilities associated with 21st century living both internally and externally.

Landscaping

There is little in the way of landscaping on the site at present due to the presence of hard standing at the front and side, brick wall at the front and fencing around other boundaries. The garages at the rear also dominate this space and their removal provides an opportunity to provide two areas of lawn and patio.

Low level planting would be provided at the front which is considered appropriate to break up the car parking area and introduces soft landscaping in an otherwise devoid area of such features.

Amount

The presence of a single dwelling on this site would represent the optimum viable use of the land and would not represent an over development on the site.

Layout

The layout of the development is derived from the site context. It is important to ensure that the host dwelling retains an acceptable amount of amenity space and also that the residential amenity of the adjacent properties are not harmed in any way.

The provision of an end terraced dwelling is considered to be appropriate as it accords with the terraced arrangement within the wider area.

On site parking provision remains at the front.

Amenity Levels

The proposed building benefits from having sufficient glazing on the front and rear elevations which allows lots of natural light within the building throughout the day thus affording a good level of residential amenity for the future occupants.

Materials

- Facing brickwork to match existing
- Roof covering to be plain tiles to match existing
- White uPVC windows / doors to match existing
- White uPVC fascias and soffits to match existing
- Black uPVC rainwater goods to match existing

Alterations to existing dwelling



Front Elevation

- New front door and side light
- Demolish side projection
- Demolish front wall



Rear Elevation

- New patio doors
- New bathroom window with obscure glass

05

BUILDING FOR LIFE PRINCIPLES



BUILDING FOR LIFE PRINCIPLES

Building for Life 12 is the industry standard for the design of new housing developments.

CABE firmly believes that housing should be attractive, functional and sustainable. The Building for Life 12 guide presents how this can be achieved. The use of a traffic light system with green, amber and red light scoring directs the Planning Department to focus on why elements of a scheme are underperforming and whether they could be improved. This is reaffirmed within Policy 21 of the Local Plan.

Based on a simple ‘traffic light’ system (red, amber and green) it is recommended that proposed new developments aim to:

- Secure as many ‘greens’ as possible,
- Minimise the number of ‘ambers’ and;
- Avoid ‘reds’.

Green score

The scheme meets the criteria of the question under consideration

Amber score

An element may need more work or cannot reasonably be resolved by the design team

Red score

An element of the scheme is unsatisfactory and needs to be reconsidered

05 BUILDING FOR LIFE PRINCIPLES

PRINCIPLE	CONTENT	COMPLIANCE	ACHIEVED
Connections	Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?		The proposal accords with the surrounding land use which is residential and respects the fabric of the surrounding built environment. The proposal forms a continuation of the existing built form which will create a terrace of 3 dwellings. Existing and proposed residential amenity will be respected.
Facilities and Services	Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes		The site is near Griffin Primary School and all local facilities within Neighbourhood Centre 40 which is a short walk to the north of the application site
Public Transport	Does the scheme have good access to public transport to help reduce car dependency		The application site is well located to public transport on Hopewell Road to the south

05 BUILDING FOR LIFE PRINCIPLES

PRINCIPLE	CONTENT	COMPLIANCE	ACHIEVED
Meeting Local Housing Requirements	Does the development have a mix of housing types and tenures that suit local requirements		A mix of people helps to generate a community. To generate a mixed and balanced community you need a range of housing types and tenures that cater for different needs. The provision of a modest two bedroom dwelling will provide a windfall development to aid the Councils housing supply. Such a dwelling would likely be occupied by a single person, couple or small family
Character	Does the scheme create a place with a locally inspired or otherwise distinctive character		The surrounding built form has a very strong identity which derives from the type of housing stock. Rather than introducing a dwelling that has an array of architectural features it is considered that a well-proportioned two storey dwelling would sit comfortably in the site and would accord with the nearby dwellings.
Working with a site and its context	Does the scheme take advantage of existing buildings and arrangement		Good design responds to site context, turning constraints into opportunities and embedding preexisting site features to help build character and distinctiveness. It is considered that the proposal accords with the scale and size of the site and it is developed in a manner which respects its location. The proposal has evolved through design modifications which have attempted to ensure a good level of design and amenity for future residents but at the same time ensuring the built form of the locality and residential amenity is preserved. The site has been used to its fullest without representing an over development. Outdoor amenity provision would be adequate for existing and proposed dwellings
Creating well defined streets and spaces	Is the building designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well		Good streets and spaces tend to be lined with building fronts that have regular doors and windows which provide overlooking and activity to the street, enhancing their usability and safety. The building has been designed to 'fit' the site and its overall scale does not adversely impact on the immediate built form. The provision of a new dwelling does not erode the space between the site and the adjacent dwelling as 'gaps' are a feature of the locality

05 BUILDING FOR LIFE PRINCIPLES

PRINCIPLE	CONTENT	COMPLIANCE	ACHIEVED
Easy to find your way around	Is the scheme designed to make it easy to find your way		The exterior of the property is clearly defined with a front entrance accessed directly from a car or public footpath. The proposed dwelling will be easy to distinguish through the landscaping treatment proposed to the front which defines each curtilage with ease
Streets for all	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces		The scope of the development is such that new streets do not form part of the proposal
Car parking	Is resident and visitor parking sufficient and well integrated so that it does not dominate the street		Car parking is an especially emotive subject and one that is very consequential in design terms. Prevailing practice until relatively recently was to restrict the number of parking spaces available in an attempt to make owning and using cars less attractive. There are two proposed off-street parking spaces which are easily accessible from the main road fronting the building. This is in line with existing arrangements for dwellings in the area.
Public and private spaces	Will public and private spaces be clearly defined and designed to be attractive		It is considered that the proposed private space is well designed, clear and functional and considered to be commensurate to the perceived number of occupants
External storage and amenity space	Is there adequate external storage space for bins and recycling		All the necessary infrastructure is identified. Bin storage for the new and existing dwelling will be at the rear of the site and away from public view. Bins can be brought to the front via a shared passageway. The amenity space at the rear of both properties is commensurate to the scale of the dwellings and perceived number of occupants.

05

HULL RESIDENTIAL GUIDE

On the 6th January 2020 the City Council adopted the Residential Design Guide Supplementary Planning Document (SPD7) which provides guidance on aspects of the Hull Local Plan 2016 to 2032.

We have assessed the content of this document to try and achieve the best possible development on this site.

Section 2.14 states 'where parking is to the front of properties it is recommended this is integrated with an element of landscaped front garden with the soft landscaping arranged in such a way that it is not easily converted into another parking space.

This will impact on the design of terraced housing in particular.' The existing arrangement at the front of the site, comprises a low brick wall and hard standing.

To facilitate the proposed on site parking provision, the wall will be removed. However, low level planting will be introduced between the two parking areas which will soften the appearance and ensure that a further car is not parked at the front.

Section 2.6 relates to the scale of development and the Guide states 'appreciating scale is more than adopting a scale of development that fits with the site and its context' and 'varying heights and massing throughout a development will increase architectural interest, influence light and shadow, determine vistas and shape the micro climate.' Continuing the form of two storey dwellings in the area is seen as consistent and introducing an alternative form of development is not considered to be appropriate.

Section 3.9 of the Guide relates to the contentious matter of car parking. The Guide states 'experience tells us that people prefer to park their cars in front or to the side of their homes. Added to this is a need to find space for two or more parked cars for most dwellings. BfL 12 recommends using a range of parking solutions appropriate to site context and the types of housing proposed. This situation calls for flexible design approaches, and flexible decision making with regards to car parking, such as allowing properties with one allocated on-plot space, and one space positioned within the street scene or to the rear.' In this instance, two on site spaces are provided per dwelling and divided by an area of low planting. However, given that there does not seem to be excessive competition for on street parking in the area, this could be reduced and more landscaping introduced. This is subjective but should the Council wish for changes at the front, they could be easily changed.

In line with Section 3.12, bin storage for both properties is within designated areas at the rear of the properties and can be brought to the front via a shared passageway which ensures no storage within the public domain.

Relating to design within Section 4.1, providing a new dwelling on a parcel of land adjacent to a two storey dwelling within an area of such strong architectural form has meant that most of the characteristics replicate surrounding dwellings but the introduction of new doors on both existing proposed dwellings adds a contemporary touch. The introduction of 'floor to ceiling' sidelights adjacent to the main entrance doors does allow this to take advantage of the south facing façade thus allowing more sunlight into the core of the property.

Section 4.4 of the Document was a strong reference point for the project team. This Section states ‘in small-scale and infill developments building height should generally respond to immediate context of adjoining and neighbouring buildings. How the volume of a building is arranged is known as massing. The massing of new buildings should mitigate against overshadowing, overlooking and over-enclosure of surrounding buildings.’ Following the continuation of the general form of the host dwelling was seen as appropriate and the overall proportions respect adjacent residential amenity. Reducing the height or ‘setting’ it back would not be seen as appropriate and would represent a discordant feature within the streetscene.

Section 4.7 focusses on detailing which is important in any development and we wanted to avoid a development that was simple, bland and dull but a modern, clean and contemporary feature. Sadly, many residential developments avoid assessing detail but the contemporary architectural approach to a contrived site should be welcomed. The best use of the space within the site has been fully achieved.

Section 4.12 assesses sunlight and daylight which is of the upmost importance to all developments to provide a high standard of amenity. The Design Guide states ‘getting plenty of daylight into homes may have benefits to people’s health and well-being, and it certainly reduces the need for artificial lighting. At the same time new development should not cause an unacceptable loss of daylight to habitable rooms of existing neighbouring properties and should not cause an unacceptable loss of sunlight to neighbouring properties and gardens.’ On infill developments such as this it can be difficult to achieve especially with a north facing garden. As stated, the side light next to the front door allows lots of sunlight into the dwelling as does the large amount of glazing within the rear projection via patio doors and roof lights.

A dark, monochromatic photograph of a person's hands writing on a document. The person is holding a pen in their right hand and has their left hand resting on the paper. The background is dark and out of focus.

07

LOCAL PLAN POLICIES

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning applications be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the statutory development plan consists of the Hull Local Plan which was adopted in November 2017.

HULL LOCAL PLAN 2016 TO 2032

Policy 3	Housing requirements and allocations
Policy 5	Type and mix of housing
Policy 6	Housing Space Standards
Policy 14	Design
Policy 15	Local Distinctiveness
Policy 21	Designing for housing
Policy 25	Sustainable Travel
Policy 26	Location and layout of development
Policy 32	Parking Standards
Policy 42	Open space
Policy 45	Trees

Policy 3 – Housing requirements and allocations

The Local Plan is required to identify a supply of housing land that is sufficient to meet the housing requirement for Hull over the plan period. The Council produces an annual Strategic Housing Land Availability Assessment (SHLAA) which identifies potential sites for housing development.

The site identified has not been specifically allocated for housing development within the Local Plan but it is not considered that this windfall site is unsuitable for development for the reasons mentioned earlier in the Report.

This proposal would contribute to the allowance of 50 windfall sites per year identified.

Policy 5 – Type and mix of housing

It is not considered that affordable housing provision is required with this development as the proposal is below the threshold of 15 dwellings as specified within this Policy.

The proposal identifies a single dwelling on the site which that would represent the optimum viable use of the site.

Policy 6 - Housing Space Standards

It is considered that all the dwelling exceeds the minimum floor space requirements as per the information within Table 5.4 of the Local Plan.

BEDROOMS	OCCUPANTS	SPACE REQUIREMENT	SPACE PROVISION
2	3	70m ²	71.4m ²

Policy 14 – Design & Policy 21 – Designing for housing

It is considered that proposed dwelling is of a good standard that would accord with the surrounding built form and the proposal would not represent an alien or incongruous arrangement within the locality but provide a development that uses the appropriate space within the application site.

Internally the layout creates a kitchen and an open plan living and dining space with large doors opening onto the garden which will make the most of the space.

Scale, massing and materials have formed the basis for this proposal which are considered to be fully addressed within this proposal.

Policy 15 – Local Distinctiveness

We have endeavoured to provide an arrangement that ensures that the dwelling does not look discordant within the streetscape.

Policy 21 – Designing for housing

Please refer to Sections 5 and 6 of the Report

Policy 25 - Sustainable Travel

Sustainable development reduces the need to travel, gives priority to pedestrians and cyclists and convenient access to jobs, homes, shops, public transport and services, such as education, healthcare, recreational facilities and open space.

Given the location of the application site, it is located within a sustainable location that is within walking distance to a Primary School, Neighbourhood Centre (NC40) along with bus stops providing access to a wider area.

Policy 26 – Location of Development

The proposal is in an area that is totally residential in form and is readily accessible by private modes of transport due to its proximity to the local road network and also by public transport due to the provision of bus stops on Hopewell Road

Policy 32 - Parking Standards

‘Appendix C: Parking Standards and Guidelines’ within the Local Plan provides the relevant guidelines for on site parking provision associated with developments.

The proposed development accords with the specific requirements of this Policy.

USE CLASS	PROPOSED BEDROOMS	REQUIRED PROVISION	ACTUAL PROVISION
C3	2	2	2

Policy 42 - Open Space

Part 6 of the Policy states ‘where it is demonstrated that it is not feasible to provide on-site open space, it will be provided off-site through a legal agreement securing a financial contribution.’

Given the size of the site and nature of development, a legal agreement will be prepared and financial contribution provided.

Policy 45 – Trees

This Policy states that three new trees of native species and local provenance should be planted for this new dwelling. These cannot be provided and provision for off site planting will be secured via a legal agreement.

An open book with a pair of glasses resting on it, set against a dark background. The book is open to two pages of text, and the glasses are positioned in the center, partially covering the pages. The lighting is soft, highlighting the texture of the paper and the frames of the glasses.

08

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

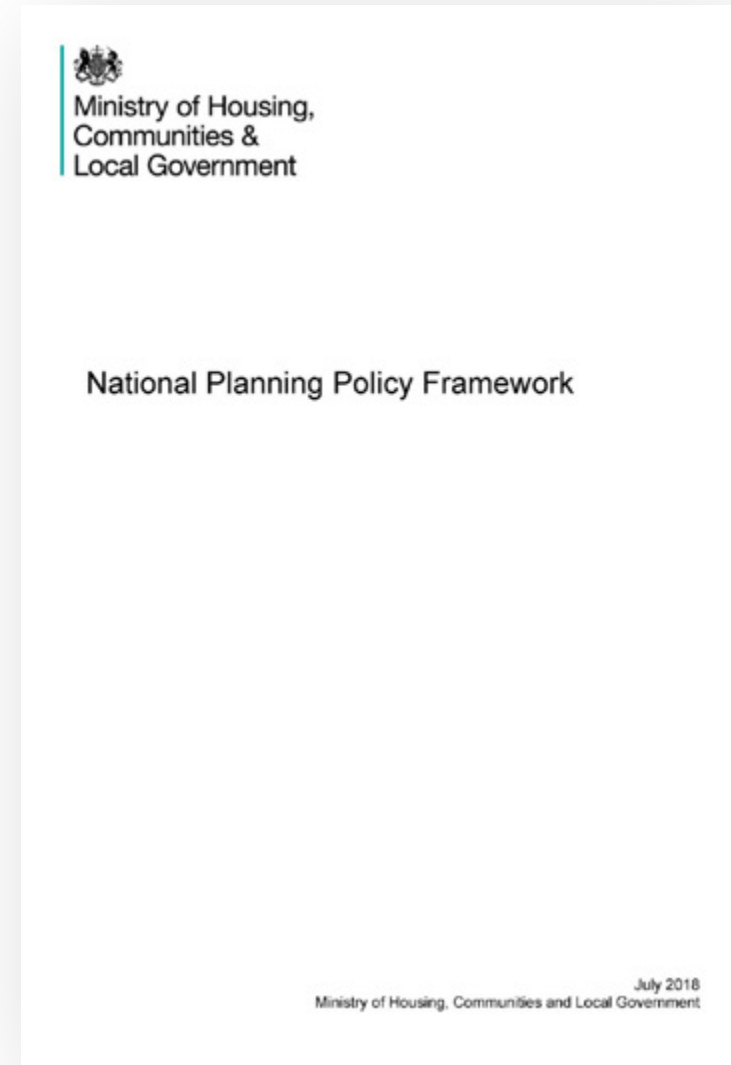
08 NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

This section of the Statement sets out relevant National Planning Policy.

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England with a strong emphasis being on presumption in favour of sustainable development.

The NPPF identifies that there are three overarching objectives to sustainable development: Economic, Social and Environment objectives).

The NPPF is clear that these objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).



An Economic objective

To help build a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places at the right time to support growth, innovation and improved productivity and by identifying and coordinating the provision of infrastructure;

- Jobs in construction

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;

- Provision of a new home

An Environmental objective

To contribute to protecting and enhancing our natural, built and historic environment; including making an effective use of land.

- Use of previously developed land

Paragraph 38 states that Local Authorities are encouraged to work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.

Paragraph 47 states that, in determining applications, decision-making should be in accordance with the development plan, and should take place as quickly as possible within the statutory timescales.

Paragraph 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.’

Paragraph 68 states ‘small sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites Local Planning Authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;

- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and

Paragraph 70 states ‘where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends. Plans should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.’

Paragraph 80 recognises the Government’s commitment to ensuring that the planning system does everything it can to support sustainable economic growth.

Paragraph 109 states ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

Paragraph 118D states ‘planning policies and decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)’.

Paragraph 124 states ‘the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.’

Paragraph 130 states ‘permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local Planning Authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme.’

Paragraph 131 states that great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design generally in an area.

Assessing the proposed development against the main objectives of the NPPF, it is clear the scheme accords with the overarching approach to planning in that:-

- **It is promoting development through the use of a sustainably located site within east of the city**
- **The proposal will make effective use of the existing available land**
- **The proposal will provide residential development which is compatible with the surrounding land use of the immediate locality**
- **The development is sympathetic to and reflective of the character of this part the locality**
- **The new dwelling has been designed to assimilate into the context of the locality in terms of scale, design and materials**
- **No on site parking issues**

09

ACCESS



Public Transport

The site is located in a sustainable location with a bus stops located nearby which provides public transport to Hull City Centre and various locations within Hull.

BUS NUMBER	ROUTE
4	Bilton Grange – Holderness Road - Hull Interchange – Beverley Road – Orchard Park

Guidance from The Chartered Institution of Highways & Transportation suggests a preferred maximum walking distance of 2km / 2000m for a number of trips including commuting and school trips. It is evident that the development site is located within a 2km walking distance of a large number of trips.

10

SECURE BY DESIGN



The strategy places great emphasis on providing safety and security that are built into the fundamental design proposals.

It is important that all public open spaces feel comfortable, by creating good visibility and effective lighting so the users feel they can be heard and seen by people.

There is a strong connection to the sensitive combination of good design, good management and community involvement as an effective tool in creating a more secure and safer environment, which reduces the risk of vandalism and the fear of crime and violence.

The best way of achieving this is through the creation of lively urban areas and public spaces which are easy to overlook.

The key design principles in achieving this built-in safety through the design are as follows;

- Making buildings front onto the public realm
- Avoid designing exposed blank facades
- Locating parking in an open environment
- Discourage casual intrusion
- Being careful not to make planting too high or dense to screen potential assailants in certain locations
- Balconies designed and sited to avoid climbing into building
- Providing safe routes for walking & cycling

Crime and Disorder

Designing our crime and designing in community safety have formed an integral part of this proposal

Key Features

- Lighting to external areas controlled as appropriate via a combination of time switches and solar controls
- Intruder alarm system
- On site car parking provision within its curtilage
- Robust doors and windows which will be specified to 'enhanced security' standards
- Good level of outlook to front and rear
- Direct access into the dwelling
- Pedestrian route is designed to be visually open and public
- Overall good level of design approach
- Clear definition between private and public spaces
- Appropriate fencing and planting throughout

Construction site security will be required by the Main Contractor to include

- Erection of security fence with controlled access to Contractor's designated site area
- Principal Contractor to ensure that only authorised personnel and subcontractors are employed and gain access
- Representative of the Principal Contractor to be permanently on site during working hours
- All materials to be secured and where possible enclosed within Contractor's site area.

11

RESIDENTIAL AMENITY



11 RESIDENTIAL AMENITY

With any new development, if in close proximity to existing residents, it is important that their amenity is not significantly harmed in any way. In terms of residential amenity, it is important that the existing occupants of nearby dwellings are not harmed by any factors such as overlooking, over dominance, loss of light, enclosure and loss of outlook.

The proposal would share a boundary with 38 Anson Road which is to the west and shown on the attached image. The neighbouring property has been extended to the east with a timber outbuilding which is attached to an original side projection.

There is still good separation between the two and the proposal would not affect the windows of this property by virtue of overlooking, loss of light, enclosure and loss of outlook. The proposed first floor window near the boundary serves a bathroom would have obscure glazing thus preventing overlooking. A window in the first floor side elevation would also have obscure glazing.

The single storey projection would align with the adjacent timber structure in terms of projection and would be set off the boundary with 36 Anson Road.

Overall, the proposal would have a neutral effect overall due to the design, scale, siting and position of windows.



12

CONCLUSION



12 CONCLUSION

We feel there are sufficient positives to justify an application of this nature on the site in question.

The building has been designed to a high level that will respect the site and will ensure that the form of the built environment is not harmed in a significant manner.

The completed development will provide all the modern facilities of 21st Century living and a positive place for its future occupants to live because of the spaciousness provided internally and externally.

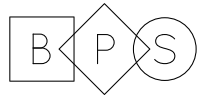
The siting, scale, form and design of the proposed dwelling has been fully considered and it would ensure that the amenity of those living closest to the proposal would not be harmed by a loss to residential amenity and it is considered that the proposal is sympathetic and reflective to its surroundings.

In terms of its layout, scale, design and appearance, the development would have an acceptable impact on the character and appearance of the surrounding area. The completed development will provide all the modern facilities of 21st Century living and a positive place for its future occupants to live because of the spaciousness provided internally level of outdoor amenity space provided.

The access and parking requirements for the proposed development are considered acceptable in terms of their impact on highway safety. The development would be easy and safe to move around and through.

Consideration has been taken to the design, residential amenity, land use, highway matters and general relationships.

It is considered that the development complies with all the relevant Local Planning Policies, Residential Design Guide and National Planning Guidance within the NPPF.



PREPARED BY BENSON PLANNING STUDIO



07757 121639



john@bensonplanningstudio.co.uk



bensonplanningstudio.co.uk