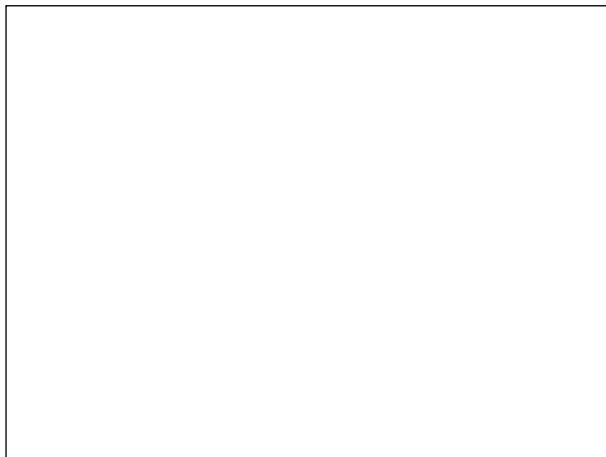


DESIGN AND ACCESS STATEMENT/HERITAGE STATEMENT/PLANNING STATEMENT

Demolition of Existing Dwelling and Garage and the Erection of 8No. New Dwellings with
Car Parking and Use of Existing Access onto Portsmouth Road

At



76 Portsmouth Road
Woolston
Southampton
Hampshire
SO19 9AN

On Behalf of
Imperial Homes Southern Counties Ltd

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1.0 INTRODUCTION

This Design and Access Statement has been prepared to support the demolition of existing dwelling and garage and the erection of 8No. new dwellings with car parking and use of existing access onto Portsmouth Road at 76 Portsmouth Road, Woolston, Southampton, Hampshire, SO19 9AN. It is hoped that the information contained within this statement will assist the Local Planning Authority in its determination of the Planning Application under the Town and Country Planning Act 1990.

This statement focuses on the existing setting for the proposed development including the features of the site and surrounding area. The design proposals then set out the design solutions and the process followed to reach the final design of the scheme. It considers the constraints of the site and all relevant local and national planning policies to demonstrate that the proposed scheme is of a high quality design that integrates with its surroundings.

The access element considers the accessibility into and within the site, and the scheme's relationship to transport links in the wider surrounding area. It justifies the location of the access points with regard to local road layouts, demonstrates provision for pedestrian routes within and approaching the site, and establishes accessibility to public transport.

2.0 SITE LOCATION & SURROUNDINGS

The site is located along Portsmouth Road set back from the main highway within the built-up area of Woolston. The site forms a set back location within a residential area and built-up street frontage. Portsmouth Road is a traditional residential road providing access to housing and links back to the main city centre. The site is close to the local facilities and amenities and is within a mile of Southampton City Centre. The surrounding properties are mainly 2 storey traditional houses from various periods within plots of varying sizes.

The site is occupied by an existing dwelling in the conservation area that was built in the mid to late nineteenth century in an Italianate style, with very low-pitched roofs, broad eaves, rendered elevations with plain rectangular windows and an arched doorway . The site measures 2460sqm/0.246hectares/0.61acres. There is an existing vehicular access to the front of the site which provides access onto Portsmouth Road. The majority of the site is open with a level topography. The boundaries of the site are a combination of timber fences to the side and rear boundaries and hedges to the front boundary.

All of the properties along this section of Portsmouth Road are set well back from the main road incorporating generous front gardens, however substantial areas within these front gardens have been converted into hard standing to provide car parking. Mature trees are an asset along the road, planted behind low boundary walls. This is an area of mixed residential use including five large dwellings in single occupancy and three large properties subdivided into flats. One property (number 80), has been converted into a nursery school and has been heavily altered externally. The land use around this conservation area is mainly residential care homes and doctors' surgeries.

The surrounding area is predominantly residential made up of traditional detached and semi- detached housing with large blocks of flats and commercial uses. To the north of the site is Portsmouth Road which has traditional Victorian semi detached housing to the opposite side. To the south of the site are traditional detached and semi houses with long rear gardens. To the east and west of the site are a large semi detached and detached houses forming the conservation area. There are trees within the front and rear gardens which are covered by Tree Preservation Orders.

3.0 THE PROPOSALS

The proposals involve the demolition of the existing dwelling and garage and the erection of 8No. new dwellings on vacant land within the urban area. Vehicle access will be taken off Portsmouth Road using the existing access and dropped kerbs to the main highway with new parking facilities to the front and between the new dwellings. New boundary treatments will enclose the site to re-establish the character to the street scenes. The new building will be designed in a traditional residential style form with brickwork and tile hung elevations and pitched roofs finished with slate tiles.

The proposals aim to provide new residential dwellings within the urban area and contribute to the character of the conservation area. The development will include appropriate car parking facilities and provide suitable vehicular access onto Portsmouth Road. All new dwellings will be provided with suitable gardens and amenity space along with cycle and bin store facilities. The overall scheme will consist of a total of 8No. dwellings constructed as semi-detached units offering 2 and 3 bedroom accommodation.

4.0 THE DEVELOPMENT PLAN & PLANNING POLICY

The site is located within the built up area as identified under Southampton City Council's Local Plan and Core Strategy. The site is also within the Old Woolston 4 Conservation Area.

Consideration needs to be given to a select number of Development Plan Policies, Supplementary Documents and Planning Policy Guidance.

LOCAL PLAN POLICIES

Southampton City Council's
Local Plan Review (2015)

SPD1 Quality of Development
SPD4 Development Access
SPD5 Parking
SPD7 Context
SPD8 Urban Form and Public Space
SPD9 Scale, Massing and Appearance
SPD10 Safety and Security
SPD11 Accessibility and Movement
SPD22 Contaminated Land
H1 Housing Supply
H2 Previously Developed Land
H7 The Residential Environment
HE1 Development in Conservation Areas
HE2 Demolition in Conservation Areas

Southampton City Council's
Core Strategy (2015)

CS4 Housing Delivery
CS5 Housing Density
CS13 Fundamentals of Design
CS16 Housing Mix and Type
CS19 Parking
CS20 Tackling an Adapting to Climate Change
CS22 Promoting Biodiversity and Protecting Habitats
CS25 The Delivery of Infrastructure and Developer Contributions

SUPPLEMENTARY PLANNING GUIDANCE

Parking Standards Supplementary Planning Document
Residential Design Guide
Developers Contributions
Woolston Southampton Conservation Areas Appraisal

PLANNING POLICY GUIDANCE

National Planning Policy Framework

5.0 DESIGN

The design of the proposals aims to create an attractive style development that provides additional residential units within the urban area. The new dwellings form a traditional layout with habitable rooms facing the north and south elevations to the front units with the rear units facing east and west. Consideration has been given to the neighbouring properties with the orientation of the building and the mass adjoining the boundaries. The new dwellings has been designed as a traditional residential style development following the pattern of development within the area.

The new dwellings forms a terrace pattern across the site continuing the building lines from the adjoining properties to the east and west of the site. Gardens are then created to the rear of the new dwellings using the remainder of the land backing onto the rear boundary. A further 2 dwellings are then set back to the rear. The new car parking areas have been designed to the front and sides of the new dwellings using the existing area currently used for parking and a garage. The new dwellings will maintain the set back location of the site and use the existing access point.

The topography of the site is flat and the new dwellings will sit comfortably within the landscape setting and provide a striking appearance within the locality. The ground levels will be retained to enable the land to be levelled and the new building to sit at an appropriate level within the site. The design will also reinstate boundaries with new boundary treatments and hedging to the front of the site and timber fences enclosing the rear gardens.

The existing access will provide access to car parking areas to the front of the new dwellings onto Portsmouth Road designed as allocated spaces with additional visitor spaces. The design of the site also incorporates bin store areas as well as incorporating paths and landscaping features to the front elevations. Cycle stores providing space for 2 cycle for each dwelling will be provided within the rear garden and short stay cycles to the front of the dwellings.

The new dwellings simply use traditional 2 storey masses following the building lines across from the adjoining properties within Portsmouth Road and form a linear pattern of development. Adequate separation distances have been provided to the existing dwellings surrounding the site and there are no overlooking or privacy issues. The overall use of the site respects the residential nature of the area and provides gardens to the new use.

The overall design of the proposals will provide simple yet attractive elevations with traditional doors and window fenestrations to create a simple yet striking appearance. The design of the surrounding paths and landscaping has been simplified to create more soft landscaping areas. Varying materials and design features will provide simple yet attractive elevations with building step backs providing depth and style to the building's appearance.

6.0 ACCESS

The site and its immediate surrounding area are within a good accessible area with good public transport services and infrastructure facilities. The proposed development will involve using the existing access onto Portsmouth Road which will provide access to car parking areas for the new dwellings. Car Parking will be provided as 2 spaces for each unit plus 1 visitor space. Pedestrian access will be provided to the front of the development providing access to each unit off the main pavements to Portsmouth Road.

Car Parking will be provided as allocated provision of 2 per unit making a total provision of 16 spaces. Pedestrian access will be provided to the frontages of the development providing access to the houses off the access road which in turn provides access to the main public highway. The refuse collection will be collected from a collection point on the main highway which is the current arrangement for the properties already serviced off Portsmouth Road.

The new dwellings will be provided with a bin store area with a cycle store within the rear garden. Short stay cycle storage will be provided to the front of the house accessed from the paths. Long stay cycle storage will consist of 2 spaces and short stay cycle storage will consist of 1 space. Car parking has been provided on an unallocated basis due to the location of the site within the Town Centre Boundary.

The existing site currently has a level topography as shown on the drawings. Adequate provisions have been provided to provide transition between the car parking areas and the building to provide suitable access around the site. The new houses will be designed with level thresholds and effective clear widths and satisfy all the requirements of Part M of the building regulations. The approach to the design proposals will enable suitable access into the site from the surrounding area which is a factor in maintaining the character of the site and the surrounding area.

7.0 PLANNING CONSIDERATIONS

Under Southampton City Councils Local Plan and Core Strategy the proposals for the site are required to conform to the policies set out for residential development as well as the general development principles, unless material considerations suggest otherwise. Due consideration will need to be given to the design of new residential accommodation, within the urban area and access arrangements to the site. Specific consideration will need to be given to the local and national policies and the location of the site within the conservation area.

The proposals provide an appropriate design and layout that will not adversely affect the character of the area. The site sits within the existing settlement policy boundary in the established built up residential area of Portsmouth Road with a varying mixture of styles of property. The general location and siting of the surrounding buildings respects the separation distances required for privacy and outlook and is consolidated within the constraints of the site.

The overall layout of the new development will follow the pattern of development within the surrounding area. The surrounding area provides a mixture of detached and semi-detached dwellings dating back to Georgian and Victorian periods. The proposals for the application site seek to achieve a higher density than the policy requires, however it is considered that the area is more suited to a high density development due to the character of the area and the supporting infrastructure and facilities.

The site is well positioned in terms of facilities and public transport. The site is within a sustainable location being within close proximity to local shops and public transport corridors. There are a variety of schools within the surrounding area along with further education colleges and there are also large amounts of open space within the surrounding area and close to the site. The site is located within good accessibility to the local transport and road network which maintains the sustainability of the development.

All access arrangements have been provided in accordance with the Development Plan requirements to ensure safe access to the site. The existing access will provide access to car parking spaces to serve the development of the units to the front. Cycle and bin store facilities have also been provided in accordance with the standard requirements ensuring that the proposal development meets the minimum and maximum Local Plan standards. Gardens have been provided for the units which are in keeping with the proportions of the surrounding properties.

The new car parking areas are well designed to provide path links back to the front of the properties for good access and security. The surrounding properties are well screened by existing trees and hedges and sits at a higher level than the application site. New boundary treatments to the east elevation will improve the overall appearance and create an attractive street frontage with new hedge planting which is considered more suitable to the character of the area.

The elevations will seek to provide an interesting and lively appearance. The height and mass of the development is contained within the constraints of the surrounding buildings and is considered to provide a strong street scene and the use of materials will create strong facades and building lines. The proposed development provides good accommodation in order to create a sustainable community that is well supported through the local infrastructure.

It is suggested that the density of the proposed development provides for an efficient and effective use of this underutilised site within the urban area and is appropriate given the established form of other developments of houses in the immediate locality. The design of the dwellings reflects the architecture and form of adjacent buildings with traditional period style dwellings and the use fully hipped roofs and gable features. The layout of the site allows for sufficient distance to the adjoining properties with the main entrances to the houses positioned on the front and side elevations away from adjoining private spaces.

The existing dwelling and garage on the site are not listed and although form part of the conservation area their contribution is limited in terms of design and appearance. The new dwellings are designed to improve the character of the conservation area with period features and designs and the loss of the existing dwelling is paramount to provide increased density without detrimental harm. The surrounding pattern of development along this part of Portsmouth Road has dwellings full width of plots thus the proposals keep to this pattern and context.

In terms of the scheme's planning merits, strict adherence has been made to the development policies both at Local and national level, with NPPF and the saved policies of the Local Plan. The proposals utilise an existing dwelling with the urban area with an increased density which has been achieved without a detrimental effect to the surrounding area and results in very little impact to the surrounding properties.

The National Planning Policy Framework (NPPF) establishes a presumption in favour of sustainable development (Paragraph 14) and advises that this should be seen as a 'golden thread' running through both plan-making and decision-taking. Where the development plan is absent, silent or relevant policies are out of date, planning permission should be granted unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- Specific policies in this Framework indicate development should be restricted.

The NPPF seeks to provide a proactive National policy framework that is not simply about scrutiny but operates to encourage sustainable growth. At the heart of the NPPF is a presumption in favour of sustainable development, which the Government advises should be seen as a golden thread running through both plan-making and decision-taking (Paragraph 14).

Paragraph 14 advises that for decision-taking this means that where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or Specific policies in the Framework indicate development should be restricted. In terms of what defines sustainable development Paragraph 7 of the NPPF advises that there are three dimensions: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

An economic role – contributing to building strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and,

An environmental role – contribute to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

8.0 HERITAGE

The NPPF states that good design is a key aspect of sustainable development (paragraph 56) and planning decisions should ensure that developments add to the overall quality of the area; establish a strong sense of place; optimise the potential of a site to accommodate development and support local facilities and transport networks; respond to local character and history. Policy HE12 and HE2 of the Local Plan states that developments should be developed to respond positively to and be respectful of the key characteristics of the areas, including heritage assets, landscape, scale, form and use of external materials.

To accord with the relevant policies, the design of the development has taken account the sites varied context. The surrounding area comprises a mix of uses in buildings of varying age, design, height and quality. The scale of the neighbouring developments is traditional 2 storey. The site lies within Old Woolston 4 – Portsmouth Road Conservation Area, as such the Woolston – Southampton Conservation Areas Appraisal 2010 should be considered.

This Conservation Area comprises nine properties located to the east end of Portsmouth Road (numbers 68/70, 72, 74, 76, 78, 80, 82 & 82A). All of these properties are set well back from the main road incorporating generous front gardens, however substantial areas within these front gardens have been converted into hard standing to provide car parking. Mature trees are an asset along the road, planted behind low boundary walls. The area suffers from high volumes of traffic and noise from Portsmouth Road.

This is an area of mixed residential use including five large dwellings in single occupancy and three large properties subdivided into flats. One property (number 80), has been converted into a nursery school and has been heavily altered externally. The land use around this conservation area is mainly residential care homes and doctors' surgeries.

Five properties in this conservation area date from the mid to late nineteenth century; their facades are of a classical style, built in yellow brick incorporating some ornament in window sills, lintels, porches and quoins. Numbers 80 to 82a (evens) to the east end of this conservation area are early twentieth century, built in the grounds of the former Bywood Estate. Only number 78 is late twentieth century, also built in the former grounds of Bywood.

Number 76 is the only property in this conservation area that was built in the mid to late nineteenth century in an Italianate style, with very low-pitched roofs, broad eaves, rendered elevations with plain rectangular windows and an arched doorway. All of the properties have either removed completely or replaced the original boundary fences with modern materials. Four of the front gardens have been partially retained incorporating hard standing areas for parking at the front of the houses, and in three properties, the front garden has been completely removed.

Only two houses retain their original front gardens significantly unaltered. Some other properties outside this conservation area, also contribute to the residential character of this zone: for example numbers 88 and 90 have some architectural merit with Arts and Crafts style detailing. Although number 84 was also built to the same style, material changes to its façade and the construction of a modern house in its grounds detract from the appearance of the building.

In this particular Conservation Area no buildings of outstanding merit were found that could be suggested to be included as a Listed Building. The materials used on the properties in this Conservation area are typical of the early to mid Victorian period, with main elevations built in yellow brick and the side elevations in red brick, laid in Flemish bond.

Number 76 is of a different architectural style from the other properties, with its front elevation rendered and painted off-white. The slated roof and the windows appear to be the original two over two timber sashes. The front door, however, has been replaced with upvc and the open porch has been enclosed with a set of double doors in upvc.

Despite the preserved residential use of most of the properties in this conservation area, the overall character of the buildings has been diminished due to unsympathetic alterations to front gardens, which have been replaced with tarmac; original windows and doors replaced with upvc; concrete tiles replacing original slate roofs; and extensions to buildings which do not contribute to the architectural style of the properties.

The most significant issue in this conservation area appears to be the conversion of buildings from single dwellings into flats, as this has generated a higher population density, loss of gardens, and substantial extensions to the existing buildings. However, its social significance has been reduced due to external factors such as excessive traffic along Portsmouth Road and the indiscriminate removal of front gardens to provide off street parking. The prominence that these properties used to have on the main road in Woolston seems less obvious to the casual visitors in the area today.

The scheme is 2 storey in nature. This reflects the heights of the buildings within the surrounding area and the buildings along Portsmouth Road. The terrace pattern provides simple and uniformed elevations that reflect the character and history of the Conservation Area. Traditional building forms and materials including Red stock brickwork and slate tiles are proposed to anchor the scheme to its locality whilst traditional glazing fenestrations will retain historical character.

The design of the proposed development provides a number of modern interpretations of these traditional elements, in order to positively contribute to the character of the conservation area. The height of the development of 2 storey responds to that of the surrounding area. Simple roof forms have been incorporated, influenced by that found in the Conservation Area. This is successful in both breaking up the mass of the buildings and adds visual interest. The roof form proposed provides opportunity to make effective use of the design of the dwellings which is consistent with traditional buildings found on the conservation area.

The scale and mass of the proposed buildings is successfully kept simple which is successful in reflecting the more traditional architecture found within the Conservation Area as set out on the assessment. The elevational treatment of the buildings is also successful in breaking up the scale, bulk and mass of the building through the inclusion of brick and clad elements, fenestration patterns which all add interest to the building. A simple palette of traditional materials found in the local area has been incorporated.

The design has had to respond to site specific constraints, including maintaining adequate separation distances between new and existing dwellings, addressing level differences on the site, providing appropriate access and parking level for both future residents and service vehicles, ensuring the protection of important landscape features, and providing adequate noise attenuation from the main public highway.

The proposed design responds positively to site characteristics through the careful siting of the buildings, enabling a comprehensive landscape scheme to provide amenity, whilst also ensuring adequate separation and screening from neighbouring uses. The overall simple 2 story masses keeps the proposed development low impact and makes the best of a brownfield site yet maintains the character of the Conservation Area.

9.0 FINANCIAL CONTRIBUTIONS

Under current policy there will be a requirement for financial contributions by way of a Community Infrastructure Levy. The applicant of the application will be willing to make the appropriate financial contributions in accordance with charging schedule. These contributions will be in accordance with the Local Authority requirements and will be subject to a CIL liability declaration.

10.0 SUMMARY & CONCLUSION

Overall, it is suggested that the design and layout of the proposed development will contribute to the character of the area and its impact will be minimal on the surrounding properties. The proposals under the planning application seek permission for the erection of 8No. new dwellings with car parking. The proposed development seeks to regenerate this underutilised site which forms a brownfield site and seeks to provide much needed family homes. The design of the new dwellings will ensure that adequate separation distances are provided from the surrounding properties and ensure that the development sits comfortably within the constraints of the site.

The access arrangements provide suitable access to the site. All facilities such as bin stores and cycle stores have been provided to each unit. There is also adequate pedestrian access from the surrounding footpaths and public footpaths to the site. The site has good accessibility to public transport and local services at present and is within comfortable walking distance of the town centre. The car parking provisions and access arrangements will comply with guidance set out in the relevant Development Plans and Supplementary Planning Guidance.

All trees and hedges will be retained to the boundaries where practical and new planting will enhance and reinforce boundaries to the site in accordance with a new landscaping scheme. The overall ecology of the site will be vastly improved with features such as bee bricks, bird boxes, hedgehog runs, wildlife log piles and the planting of new trees and new hedges. Overall, the site will be vastly enhanced with new landscape features and ecology mitigation.

The development will deliver 8 new dwellings that have been designed with sustainability in mind that will contribute to the character of the area. The scale and form of the proposed development is appropriate in its existing and future context and makes the site ideal for a higher density of development than the existing use provides. As the proposal accords with the aims and objectives of national, regional and local guidance, the application site is a suitable location for a new residential development.