

PLANNING DESIGN & ACCESS STATEMENT

in respect of

Subdivision of plot and erection of new 3 bedroom
detached dwelling with associated car parking and
amenity

for

Mr Hirst

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INTRODUCTION

Subdivision of plot and erection of two storey detached dwelling 3 bedroom with associated parking and amenity

SITE LOCATION AND DESCRIPTION

The subject site is located on the eastern side of Reading Road South in Church Crookham. The site entrance is located on Reading Road South and is surrounded by residential properties which consists of bungalows and two storey dwellings.

The property's frontage is well screened behind mature hedgerow and planting with tarmac driveway and parking area set back approx. 17m from the road, the rear garden is enclosed on neighbouring sides with 1.8m high close boarded fence and mature hedgerow/ trees.

The ground level being generally flat to the front set within rectangular plot measuring 21.6m wide and 73.4m in length

The site is located in a residential area and close schools, shops and other amenities, is not located in a conservation area and there are no Tree Preservation Orders protecting the trees off site.

Principle of development

The application site lies in the Fleet and Church Crookham Settlement Boundary wherein the principle of residential development is acceptable subject to the consideration of all relevant Local Plan Policies. These require new residential development to, inter alia: make optimum use of the site at densities commensurate with good innovative design in relation to site characteristics

Relevant Planning Policy

The relevant Development Plan for the District includes the Hart Local Plan (Strategy and Sites) 2032 (HLP32), the saved policies of the Hart District Local Plan (Replacement) 1996-2006 (HLP06), the saved policies of the South-East Plan (2009), and the Fleet Neighbourhood Plan 2032 (FNP).

All of these adopted and saved policies are up-to-date and consistent with the National Planning Policy Framework (NPPF) 2021

Hart Local Plan (Strategy & Sites) 2032 (HLP32):

SD1 - Sustainable Development

SS1 - Spatial Strategy and Distribution of Growth

H6 - Internal Space Standards

NBE2 - Landscape

NBE3 - Thames Basin Heaths Special Protection Area

NBE4 - Biodiversity

NBE5 - Managing Flood Risk

NBE8 - Historic Environment

NBE9 - Design

NBE11 - Pollution

INF3 - Transport

Hart District Local Plan (Replacement) 1996-2006 'saved' policies (HLP06):

GEN1- General Policy for Development

CON8 - Trees, Woodland & Hedgerows: Amenity Value

Fleet Neighbourhood Plan 2032 (FNP):

Policy 10 Design

Policy 17 Thames Basin Heaths Special Protection Area

Policy 19 Parking

Saved Policy from the South East Plan 2006 - 2026 (SEP):

Policy NRM6 - Thames Basin Heaths Special Protection Area

NPPF

67. Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability.

68. Small and medium 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

d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

85. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:

f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

118. Planning policies and decisions should:

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

122. Planning policies and decisions should support development that makes efficient use of land, taking into account:

d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

123. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances:

a) plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;

b) the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range.

Amount

The existing property would be retained and plot subdivided to allow for the construction of a new dwelling to rear with vehicular and pedestrian access extended along northern boundary.

Layout

The existing property would retain its frontage car parking for 3-4 vehicles and have a reduced garden depth of 14.7m which is supplemented with planting to soften the new boundaries. The new dwelling would be set back over 55m from the main road and be served with car parking for 4 vehicles and have a garden depth of 10m whilst retaining a minimum separation distance of 21.5m between the properties.

The design of the new development would be compatible in terms of scale, size and design with other two storey properties in the immediate locality' allowing the design to minimise its impact whilst retaining gaps to the front and rear of the existing/adjoining properties.

The proposed position of the new dwelling does not result in the loss of an important area of open land, or gap in a frontage, which contributes to the character and setting of the settlement, furthermore would not give rise to a detrimental impact on the amenity or living conditions of existing/future occupiers.

Scale

Although larger than the existing property on the site, the height of the new dwelling at 7.2m to ridge at the rear is not considered to be significantly more visually intrusive in the landscape, and would respond positively to the immediate surroundings given the subservient articulated form and scale of surrounding development which consists of two storey properties.

The proposed property is to be sufficiently offset from adjoining properties to ensure that appropriate levels of residential amenity can be established for both existing and proposed residents.

The proposed dwelling will benefit from private garden area which in turn will become the principle amenity space. The design of the proposed dwellings ensures habitable rooms provide natural surveillance across the garden areas, receive the best possible amount of light without imposing future pressure upon trees whilst also seeking to protect residential amenity

Density

The density equates to 13 units/hectare for the whole site and is lower than typical 17-18 units/hectare, this is considered to be comparative with others in the immediate vicinity and is certainly not smaller than those in the immediate vicinity or considered to be incompatible with the overall character of this area.

Appearance

The design aims to reduce the bulk and mass of the building by being broken down in scale to have subservient elements to the front and rear of the main portion of the proposed dwelling

in order to create a visual and sympathetic setting for our proposed development in relation to its wider environs.

The proposal attempts to draw upon the character of the properties within the area which is dominated by hipped roof forms whilst at the same time the external finishes of the proposed dwelling represent good local vernacular detailing and design in keeping with other developments in the vicinity.

Amenity

Careful thought has been given to ensure that new development can be properly assimilated into an area's character. The extended access would be nothing unusual. It would not create any artificial gap within street whilst being sufficiently removed neighbouring boundaries.

The traffic movements typically associated with a single home is around six to eight vehicle movements each day, which is not excessive. These would pass close to the flank of No 99 Reading Road South. However, I saw that No 99 has only one small bay window and entrance door to this side elevation with driveway 4.5m away as such any vehicle using this short stretch of private drive would do so moving at only a low speed. Furthermore the width of the drive, at 4.5m, would not be so constrained that a car would struggle to negotiate its length to suggest that the movement of vehicles associated with these generate unacceptable levels of noise or disturbance generally or that they impact upon the living conditions.

The proposed dwelling would be set back from the existing at the by 21.5m (first floor) and have a rear garden depth of 10m, which would be ample to provide any new occupiers with an acceptable level of amenity for recreation and utilitarian use.

The layout provides for private amenity areas for both houses without any detriment to adjoining owners, with care taken to ensure that the relationship with new dwelling does not create any overbearing issues along with retaining the boundary screening by the existing 1.8m high close boarded fence.

Landscaping and boundary treatment

Boundary treatments to the existing north east and west will remain unaltered and repaired where necessary (existing 1.8m high timber fence) with additional planting to soften the impact of development, low planting and soft landscaping along the rear boundary separating 101 Reading Road South. A new 1.8m high close boarded fence is proposed to separate the new house, which will allow the public realm and private defensible space to be clearly distinguishable.

Access

The existing vehicular entrance to the front of the site would be retained and extended to allow

vehicular/pedestrian access for both existing and proposed. The approach to the development and the main entrance door threshold will be designed to allow ambulant access that will comply with current design standards as set out in the building regulations, 2004 Edition Part M. So therefore in terms of access the proposals are compatible with relevant government guidance and legislation concerning access for the disabled, including not only those in wheelchairs but also the ambulant disabled, and those with sensory impairments.

Trees

A report will be prepared to accompany any planning application submission

Highways

The level of parking identified is in accordance with the adopted parking standards as outlined in local authority parking standards and is considered that there is sufficient space on site to accommodate the parking spaces that would be required to serve two residential units by means of 3 allocated spaces, which is relative to the size of accommodation being proposed.

Ecology

A report will be prepared to accompany any planning application submission

Refuse & Cycle Provision

In terms of cycle provision, one cycle space is being provided within the integral garage.

The provision of refuse will be in the form of two wheelie bins, one for general waste and the other for recycling material. The waste bins will be stored in a secure area located to the rear of the proposed buildings and will be transferred to allow collection by the local refuse service at the front of site.

Flood Risk Assessment

The application site is not located within Flood Risk Zones 2 and 3 and as such a Flood Risk Assessment is not required.

Conclusion

The site is located in a residential area which comprises of both bungalows and two-storey dwellings. The proposed development is clearly not replicating the surrounding built form or that on the existing site however it is not considered that this is necessary or appropriate. The use of a twist on traditional form of architecture should be welcomed in principle.

The application site is located within the urban settlement boundary of Fleet as defined by the HLP32. Policy SD1 is a general policy that states that when considering planning applications, the Council will apply the presumption in favour of sustainable development; this policy mirrors the requirements of the NPPF.

Policy SS1 sets out that development will be focused within the defined settlement boundaries as well as on previously developed land. The policy goes on to set out the Council's Housing requirement and indicate that this will in part be delivered through development or redevelopment within settlement boundaries. The supporting text makes it clear that some of the Council's housing requirements will be delivered through windfall sites such as the application site.