

DESIGN & ACCESS STATEMENT



DWELLING EXTENSION AND GARAGE REPLACEMENT

at

32 Langstone Road
Havant
PO9 1RF

for

Mr and Mrs D NICHOLAS

August 2020

1. INTRODUCTION
2. THE EXISTING SITE
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To be read in conjunction with MyPlanning App drawings:

- PLA001 Plans & Elevations Existing
- PLA002 Plans Proposed
- PLA003 Elevations Proposed
- PLA004 Outbuilding Proposed
- PLA005 OS Location and Site Plans

To be read in conjunction with GTA Civils Ltd (consulting engineers):

- Flood Risk Assessment

1 INTRODUCTION

- 1.1 The property is located within a large plot measuring 1068 sq.m (0.106 ha), and is positioned fairly hard up against the north boundary. There is a detached single garage in the eastern corner of the plot near to a lay-by leading off of Langstone Road (A3023). Pedestrian access to the house is along a path leading directly off of the pavement running along the front of the plot. The property is not listed or in a conservation area, however, the majority of the site is located in Flood Zone 3.
- 1.2 Langstone Road and much of the surrounding area is characterised by large detached properties with double garages on large plots, and which vary in style. 32 Langstone Road stands at the end of a line of houses which run from the edge of the harbour up to the lay-by and the entrance to Mill Lane.



Fig 1. Example of property on Langstone Road.



Fig 2. Example of property on Langstone Road.



Fig 3. Example of property on Langstone High Street (opposite site).

2 THE EXISTING SITE

2.1 32 Langstone Road consists of a detached three bedroom house with a detached single garage. The main part of the house was built in 1880 with a single storey rear extension built in 1985. There is a very short driveway to the garage at the front of the property and parking area to the side of the garage with visitors parking mainly in the lay-by. The gross internal floor area of the house is 126 sq.m / 1356 sq.ft. A topographical survey carried out by GTA Civils Ltd (see accompanying Flood Risk Assessment) indicate that the internal ground floor level is 3.32 metres AOD.

2.2 The property is mainly brick built with slate roof tiles on a 35 degree pitch roof with white UPVC/Aluminium doors and windows. The property has an extensive side garden (to the south) which includes a lawn area, shrub borders and a vegetable plot. To the north of the site is an area of woodland consisting mainly of trees and low lying vegetation. To the rear of the plot is a dismantled railway which now acts as a public footpath.



Fig 4. Aerial view of 32 Langstone Road (outlined in red).



Fig 5. View of 32 Langstone Road (East Elevation).



Fig 6. View of 32 Langstone Road (North Elevation).



Fig 7. View of 32 Langstone Road (South Elevation).



Fig 8. View of 32 Langstone Road (West Elevation).



Fig 9. View of 32 Langstone Road detached single garage.



Fig 10. View of 32 Langstone Road (West Elevation) from the 'dismantled railway' public footpath to the rear.



Fig 11. View of site taken from Langstone Road (house on right behind trees and garage in middle of photo), with lay-by in the foreground and No.34 Langstone Road on the left

3 PROPOSALS

- 3.1 It is proposed to extend the rear of the house at ground floor level, extend the front with a small two storey extension to add symmetry to the front elevation and provide low single pitched roofs to all levels of the dwelling. The gross internal floor area of the house will be 213 sq.m / 2292 sq. ft, and it will be positioned primarily along the north boundary as existing. The single garage adjacent to the road will be replaced with a double garage set further back allowing vehicles to park off the road. An additional outbuilding will be erected in the South West corner of the property replacing the existing outbuilding. The size and character of the extended dwelling, whilst only increasing in size by 73 sq.m, will complement the larger houses along Langstone Road and the surrounding area.
- 3.2 The detached double garage and driveway to the front of the property will allow ample off road car parking within the site, as opposed to occupants and visitors having to use the lay-by as is the current situation. The revised entrance and new driveway will also allow vehicles to exit the site in forward gear. This will be a lot safer than the current situation as Langstone Road is often busy with fairly fast-moving traffic.
- 3.3 The extensions will be formed from Structurally Insulated Panels (SIPS) coupled to the existing brickwork with SIPS also forming all the roof structures. The external facade will be a light coloured Insulating Render to the ground floor then continue in Red Cedar timber cladding to the 1st floor level. The roof will be pitched at approximately 30 degrees and will consist of steel long run roofing with the colour to be anthracite in keeping with the slate roofs of many of the houses found in the surrounding area. A small steel chimney, also anthracite in colour,

will protrude from the roof of the single storey section on the north elevation. The detached double garage will also use the same materials in a similar fashion but have a 45 degree pitch to the roof. All fenestrations will be aluminum also in anthracite.

- 3.4 There will be windows added at first floor level on the south elevation but the positioning of the current house on the site and the addition of the new garage will minimize any overlooking to No.34 Langstone Road. Additional vegetation will also be added to the southerly section of the property to complement the vast array of vegetation on the north boundary of No. 34 and providing further privacy to the property from the recent 2nd floor balcony addition at No. 34. It is considered that the properties to the rear are also at such a distance that any overlooking will be minimal and none of the other elevations overlook any other properties.
- 3.5 The height of the altered ridge line still allows the house to appear aesthetically in proportion but will not overshadow any neighbouring properties or appear overbearing. It is proposed that the new ridge line will be approximately the same height as the current ridge line and is considerably lower than the main ridge line of No.34 Langstone Road. This difference in height combined with the fact that the existing dwelling sits further away from the road than No.34, will give the impression of an even lower ridge line in comparison. The 'footprint' of the altered dwelling is considered to be very much in proportion to the size of the plot and represents an improved ratio to many others along Langstone Road.
- 3.6 It is the intention that the amended dwelling would be renovated to withstand the effects of a flooding to the site far better than the current situation. The Environmental Agency would normally recommend that properties are set 300mm above the 0.5% (1 in 200 years) plus climate change flood level, which in this case would be 4.7m AOD. It is proposed that flood resilient construction methods would be used to help overcome the difference in levels. Specific examples of this would include waterproof flooring and plaster as well as running all new cabling and service pipes downwards from first floor level. All new meters, distribution boards and boilers would be positioned above 4.7m AOD. The existing dwelling is neither a locally nor statutory listed building and is not located within a Conservation Area. The application site is within Flood Zone 3 as indicated on the Environment Agency Flood Maps for Planning.

4 PRE-APPLICATION ADVICE

- 4.1 We have previously sought pre-application planning advice from Havant Borough Council Planning Department and I met with Karen Wooden to discuss our proposed plans on 19th October 2016. An email response was received from Karen Wooden on 19th October 2016 (see attached excerpts) in which Mrs Wooden confirmed that she had spoken with her team leader. They were satisfied that the plot could accommodate the scale of the proposal but were concerned that the proposed materials may not comply with Policy CS16 of the Havant Borough Council Borough Design Guide 2011, in particular *"Identifies and responds positively to existing features of natural, historical or local character"*

within or close to the proposed development site” and “Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing building lines, plot widths and depths, materials and proportions of windows and doors.”

- 4.2 Mrs Wooden advised that the Havant Borough Council’s Landscape Architect would be carrying out a site visit to assess what kind of impact the extensions/materials would have on the character of the locality. Following this visit, Mrs Wooden responded on 9th November 2016 with the below comments from the Landscape Architect.

The current dwelling is not deemed of particular merit and the generous area of well screened rear garden is noted – hence there appears scope for enhancement and expansion, provided that the proposals are appropriate to the context in terms of scale and appearance.

Views from Langstone Road to the North / North-East of the site are well screened by existing mature vegetation along Solent Way, but the existing dwelling is clearly visible from the Langstone Conservation Area – notably alongside the attractive Edwardian façade of no. 34 Langstone Road when viewed from the Langstone High Street vista. The large rear garden also appears to be well screened around the site boundary.

Whilst there are no adverse comments regarding the rear extension, I suggest the frontage expansion will require some further elaboration / design development. The existing garage appears to be retained within the scope of the initial sketches, but I suggest there is scope to replace this and recess further into the site to reduce the appearance / improve parking provision (particularly noting there is insufficient space to park a car in front without obstructing the public highway footway).

I emphasise that proposals will need to demonstrate consideration of the existing site context / character and proportionate scale with adjacent built-form.

I note that brick remains the prevalent material within the surrounding built-form context, with render very much less so. Given the context of the adjacent Langstone Conservation Area, it is recommended that the frontage elevation glazing arrangement (and use of any roof glazing) should be appropriately restrained.

- 4.3 Following these comments the scope of the works have reduced with additional glazing removed to the frontage elevation and the existing garage will also be removed. The design does call for render with timber cladding to the elevations but this will be in a very neutral form not unlike the property directly adjacent to the west who have just fully rendered their annexe building in a neutral colour render. No objections were raised to the proposals in terms of size, scale or position on the site. Overall, the response from the Havant Borough Council was very positive. In turn we have implemented the appropriate measures to overcome any of their concerns regarding design issues.

5 ACCESS

- 5.1 Vehicular and pedestrian access to the property will use the existing access in the eastern corner of the plot. All internal layouts of the new dwelling will comply with Part M of the Building Regulation requirements where possible.

6 CONCLUSION

- 6.1 The proposed amendments to the dwelling have been sympathetically designed to enhance the appearance of Langstone Road and the surrounding area. The size of the amended dwelling and garage are considered appropriate for the size of the plot and whilst increased in size are still somewhat smaller than the majority of the other properties in the area. The extensions and garage have been deliberately positioned within the site so as to prevent any overlooking or shadowing to neighbouring properties.
- 6.2 Through implementing the advice and suggestions provided by the Havant Borough Council the proposed amendments represent a good opportunity to enhance an old property, making it one that would include many modern improvements to help mitigate the damage caused in the event of flooding, and one which is much more environmentally friendly. As such, we look forward to a positive outcome to this planning application.