

DESIGN & ACCESS STATEMENT

Single storey rear extension, removal of single storey structure to side elevation and replacement with car port, revised pitch to existing garage roof, internal alterations with revised fenestration and revised driveway

**to
47 Bath Road, Emsworth. PO10 7ER**

1 ASSESSMENT OF PHYSICAL CONTEXT

The property lies within the Emsworth Conservation area along the western side of Bath Road and was built circa. 1995, replacing a previous bungalow on the site. The property is a four/five bedroom detached house on three floors with integral garage utilising most of the ground floor footprint, with additional detached garage within the rear garden.



Fig 1 – View of the front of the property showing the existing driveway shared with No.48



Fig 2 – View of the rear of the property



Fig 3 – View of the front of the property from Bath Road showing the existing main entrance into the property along the northern side elevation



Fig 4 - View of the existing entrance into the property along the northern side elevation, currently blocking access to the rear garage

The existing main entrance into the property lies along the northern side elevation which currently blocks vehicular access into the detached garage located within the rear garden. The property is currently laid out with the main living accommodation located on the first floor with front and rear balconies, with the front balcony and windows enjoying views across the Millpond. Bedrooms are located on all floors.

2 THE PROPOSAL, DESIGN PRINCIPLES, MASS & SCALE.

The proposal includes several elements, each addressed as follows:

a) Revised internal layout and garage conversion

The internal layout and entrance approach is revised with the conversion of the integral garage into habitable accommodation allowing for main living area and kitchen on the ground floor with access and views into the garden. Bedrooms are located on the first and second floors and revised to a three/four bedroom layout. The existing first floor living area with balconies to front and rear is retained.

b) Single storey rear extension

A modest single storey rear extension is proposed to increase the habitable accommodation on the ground floor allowing for direct views and access into the rear garden. The size of the extension is restrained by the design of the lean-to style roof with a pitch to match existing starting under the eill height of the first floor windows above. Consideration is given to retain sufficient access to the rear garden between the new extension and existing garage structure.

c) Car port

The existing entrance structure along the northern elevation is to be removed and replaced with a car port structure with pitched roof canopy supported on oak post, assimilating the existing style and character of the dwelling and entrance structure in keeping with the design style of the dwelling. This will allow for vehicular/boat access along the northern side of the dwelling into the existing detached rear garage along with providing covered car/boat storage.

d) Revised fenestration

With the internal revisions, layout and conversion of the integral garage various revisions are proposed to the fenestration. New doors and windows are proposed for the new openings and all existing windows and doors will be replaced to match, allowing for a coherent aesthetic in fenestration to the whole dwelling.

e) Revised roof to detached garage

The existing shingle tiles to the detached garage are to be replaced with plain tiles to match the dwelling. In order to allow for matching plain tiles the roof pitch needs increasing, which in turn will raise the roof by approx. 300mm. This height increase is considered minimal and as having no impact to the neighbouring property to the north.

f) Revised driveway

The existing driveway access is currently shared with No.48 to the south and allows for direct access into the integral garages under the first floor front balcony. With the revised layout, car port and re-instated access along the north elevation, the entrance driveway from Bath Road is proposed to be moved to the northern boundary, providing direct access off Bath Road and in turn allows for the existing driveway to be revised into a small semi-private garden area laid to lawn in front of the new terrace/dining area. This new garden area will be screened by careful planting of hedge and shrubbery borders.

The drive layout will be similar to the original layout when the property was a bungalow. See image below which shows the original driveway.



Fig 5 – Historic photograph during the conversion works from the original bungalow showing the original driveway and access to the detached garage, which is proposed to be reinstated.

3 SCALE, POSITION, LAYOUT AND BOUNDARIES

The single storey rear extension provides additional floor space to the ground floor only with a pitched roof assimilating the existing roof style, projecting as a lean-to roof under the cill height of the existing first floor windows of the bedroom above. Access to the rear garden is maintained with a clear 1.2m width, retained between the existing garage and new extension.

The proposed northern car port structure is designed to a similar style to the existing entrance structure, being removed, but reduced in height with the ridge approx. 1m lower than the existing and the eaves are also lowered by approx. 750mm. This will limit and reduce the mass and scale of the proposal offsetting for the slight increase in length, back towards the rear of the property. The front of the car port is kept back from the front elevation to limit the mass and scale of the new structure towards the front elevation, retaining sight lines across the property towards the Mill Pond and Chichester Harbour for the neighbouring property of No.46 Bath Road. The structure is to be built solely within the properties boundary with no overhanging of eaves to neighbouring properties. The timber post supports will have no masonry bases, but galvanised metal support brackets to allow maximum width for access.

The driveway revisions retain existing boundaries and hedging to the south elevation. It is proposed to include a 1.8m high close boarded fence along the length of the car port along the northern elevation which will then reduce down to 1.4m when approaching the front elevation of the dwelling and stopping in line with the existing front elevation. Hedge screening is then proposed to continue towards the front boundary of the new driveway, being similar in height to the existing planting which is currently in this location.

4 MATERIALS/APPEARANCE

The external walls of the new extension and revisions to existing openings will be in facing brickwork, carefully selected to match the existing.

Roofs to the rear extension, car port and existing garage roof will be laid in matching plain tiles with bonnet hips.

Posts to the car port will be timber – green oak or Iroko, left to naturally weather to a grey appearance.

The balcony to the front terrace will be of equal style to the existing of hardwood to naturally weather to a grey appearance

Doors and windows are to be either white/light grey or heritage light green in colour and either UPVC or aluminium with slim frames and equal sight lines. The final colour tbc.

Gutters and downpipes – The existing gutters and downpipes are white UPVC and it is proposed to revise these to be black UPVC with new to match.

The revised driveway is to be surfaced with block paving, similar to the existing, or gravel. If gravel there will be three rows of granite sets at the junction with the highway (Bath Road) to help prevent gravel dispersing onto the highway. Fences to boundaries are to be close boarded timber to match the existing.

5 CONCLUSION

The proposed extensions and alterations are sympathetic in style and size to the existing dwelling. Materials and appearance are generally equal in appearance to match the existing dwelling.

It is therefore considered that the proposals do not adversely affect the character, appearance or overall setting of the Conservation Area and that the scheme has no adverse impact on neighbouring properties.

Relevant local and national policies are complied with and there is no adverse effect on any other interest of acknowledged importance.

In view of the issues detailed in this report it is considered appropriate that planning permission be granted for the proposal.