

DESIGN AND ACCESS STATEMENT

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Proposed 2 no. semi-detached residential dwellings

to the rear of

1 Selangor Avenue, Emsworth, Hampshire PO10 7LR



Figure 1: Front Elevation

September 2018

Prepared by:

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1.0 INTRODUCTION

Helyer Davies Architects have been appointed by a private client to design 2 no. residential dwellings in the rear garden of 1 Selangor Avenue.

The following documents accompany this application:

18088_Design and Access Statement

(Drawings)

18088_01 (Existing Site Plan)

18088_02 (Existing property, street elevations, block plan and site location plan)

18088_03 (Proposed Site Plan)

18088_04 (Proposed new dwellings and street elevations)

18088_05 (Proposed block plan and site location plan)

1.1 Site Survey

A full building survey has been carried out by Encompass Surveys Ltd in September 2018. The OS extracts are to show the site location and block plan only.

1.2 Planning History

There is no planning history for the site.

1.3 Pre-application

Ref: GEN/18/00156

Title: Proposed 2 no. bungalows

Case Officer: Mr. D Eaves

Date: 1st March 2018

Subsequent email correspondence;

Mrs. C Cogger to Mr. D Eaves

Date: 22nd March 2018

Mr. D Eaves to Mrs. C Cogger

Date: 20th April 2018

This application follows a pre-application enquiry (with subsequent email correspondence), to which we have considered and responded with several revisions:

Principle of development

The site is located within a built-up area where further residential development is considered acceptable. The scheme sent to Mr. D Eaves on 22nd March was deemed “*acceptable in principle.*”

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Impact on the character and appearance of the area

The scheme sent to Mr D Eaves on 22nd March was seen to change the established pattern of development within Selangor Avenue. Plot 1A was set close to Havant Road and had the potential to be relatively prominent in the street scene set forward of other development in the area. It was also noted that the hard-surfacing areas shown were extensive and should be reduced where possible allowing for more green space.

This application sets the proposals back from Havant Road and ensures there is no new additional mass which would otherwise be out of keeping with the street scene. The pre-application proposed 2 no. detached bungalows which contrasts with the established pattern of housing along Selangor Avenue. This application is for 2 no. semi-detached dwellings which is more in-keeping with the area. The proposed turning area has been limited to in front of the proposed shared garage only. This allows for more private and open green space on the site. The proposed roof pitch is set at 30° which matches the existing semi-detached bungalows on Selangor Avenue. This ensures the proposal remains in-keeping with the street and does not look out of place.

Impact on neighbours

There were concerns to ensure there is limited impact on the property to the north.

This application ensures the proposals are set at least 1.5m away from the north boundary with 3 Selangor Avenue. The development is single storey with no accommodation at first floor level. A proposed hipped roof ensures the proposed new dwellings do not overbear the boundary and are set far enough away from the existing dwelling so that it does not overshadow any existing accommodation.

Highway matters

Initially there were concerns about any proposed access from Havant Road. In further correspondence, it was noted that access would be from Selangor Avenue via a common access point.

This application seeks to give separate access to both No 1 and No 1a/b by widening the existing vehicle crossover. Sufficient parking provision has been made for all dwellings (existing and proposed.)

2.0 SITE LOCATION

2.1 Surrounding Context

The site is located on the corner of Selangor Avenue (to the east) and Havant Road (to the south.) 1 Selangor Avenue is a single storey semi-detached bungalow set back from the road and is accessed via an existing vehicle crossover.



Figure 2: Aerial Maps (from Google Maps)

Selangor Avenue consists of predominantly single storey semi-detached bungalows and is lined with mature trees. All dwellings are set back from the road by grass verges.



Figure 3/4: View looking down Selangor Avenue/View looking back toward Havant Road

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3.0 FLOOD RISK ASSESSMENT

3.1 Flood Zones

The following flood risk assessment has been prepared using information from the Environmental Agency and a self-assessment of the flood risk.

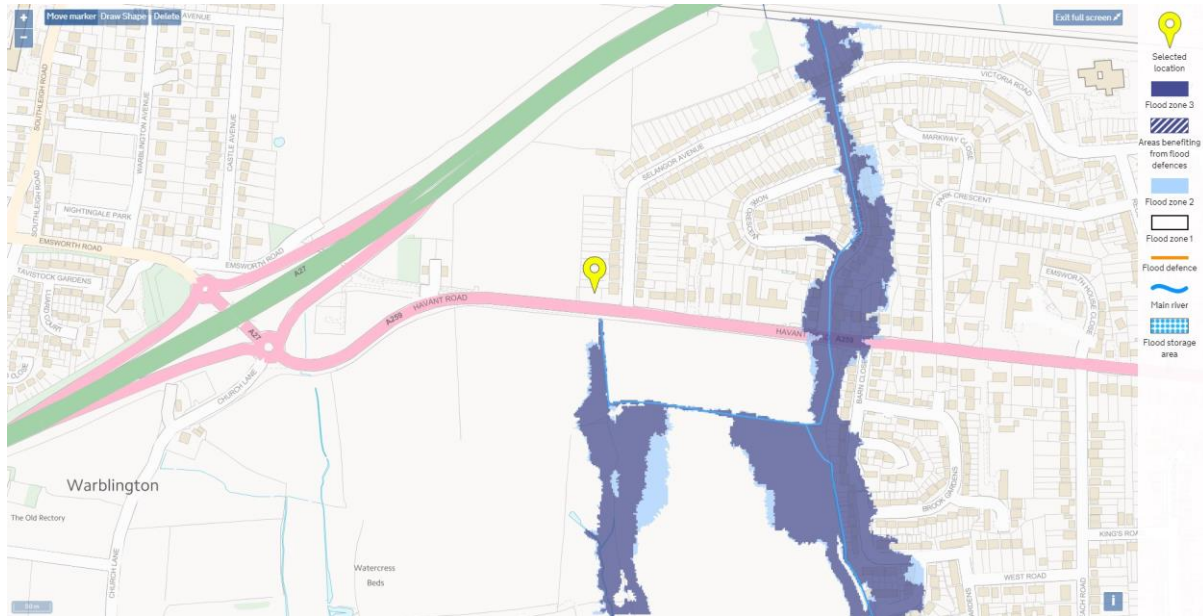


Figure 5: Environmental Agency Flood Risk Assessment – Map
(<https://flood-map-for-planning.service.gov.uk>)

The flood zones refer to the probability of river and sea flooding, ignoring the presence of defences. The above map shows the extent of flood risk and is to be read in conjunction with the table below.

FLOOD ZONE	DEFINITION
Zone 1 (Low Probability)	Land having a less than 1 in 1000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3.)
Zone 2 (Medium Probability)	Land having between a 1 in 100 and 1 in 1000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1000 annual probability of sea flooding (Land shown in light blue on the Flood Map.)
Zone 3a High Probability	Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. (Land shown in dark blue on the Flood Map)
Zone 3b The Functional Floodplain	This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. (Not separately distinguished from Zone 3a on the Flood Map)

Figure 6: Environmental Agency Flood Risk Assessment – Flood Zone Definitions

The site is located in the Environmental Agency's Flood Zone 1, which is defined as having a 'low probability of flooding'. We believe our application does not require a full flood risk assessment as the proposals will not increase flood risk either on the site or the surrounding area.

4.0 DESIGN

4.1 The Proposed

The proposal is for 2 no. 2-bedroom semi-detached dwellings with a shared garage and private driveway separate from 1 Selangor Avenue.

4.2 Use

The proposal is for 2 no. new residential dwellings.

4.3 Amount

Existing Dwelling

1 Selangor Avenue: 82.79m²

Garage (to side of dwelling): 11.27m² (to be demolished)

Outbuilding (in rear garden): 26.90m² (to be demolished)

Total: 120.96m²

Areas to be demolished

Garage (to side of dwelling): 11.27m²

Outbuilding (in rear garden): 26.90m²

Total: 38.17m²

Proposed new development

Dwelling 1a: 61.08m²

Dwelling 1b: 70.44m²

Garage: 28.77m²

Total: 160.29m²

Total Net Increase: 122.12m²

4.4 Scale

The proposed dwellings mimic the existing semi-detached bungalows on Selangor Avenue in scale. The single storey bungalows have a 30° pitched roof which matches the existing semi-detached bungalows in the vicinity. The ridge height is set slightly lower than 1 Selangor Avenue.

The new dwellings are set back from Havant Road to ensure there is minimal change to the street scene. The proposed shared garage is to replace the existing outbuilding located on the south boundary, but set back further from the boundary. This will visually improve the street scene as the outbuilding will appear further set back from the road.

The proposed dwellings are single storey bungalows and therefore all windows are located at ground floor level and not at risk of overlooking any other existing property.

4.5 Mass

Selangor Avenue consists of mainly hipped roof, single storey semi-detached bungalows. The proposals seek to mimic the style and mass to ensure they do not look out of place and remain in keeping.

The proposed scheme has been designed to ensure it complies with Havant Borough Council Design Guide SPD ensuring there is adequate separation distances between dwellings and that each garden (including the existing property 1 Selangor Avenue) are at least 10m in depth.

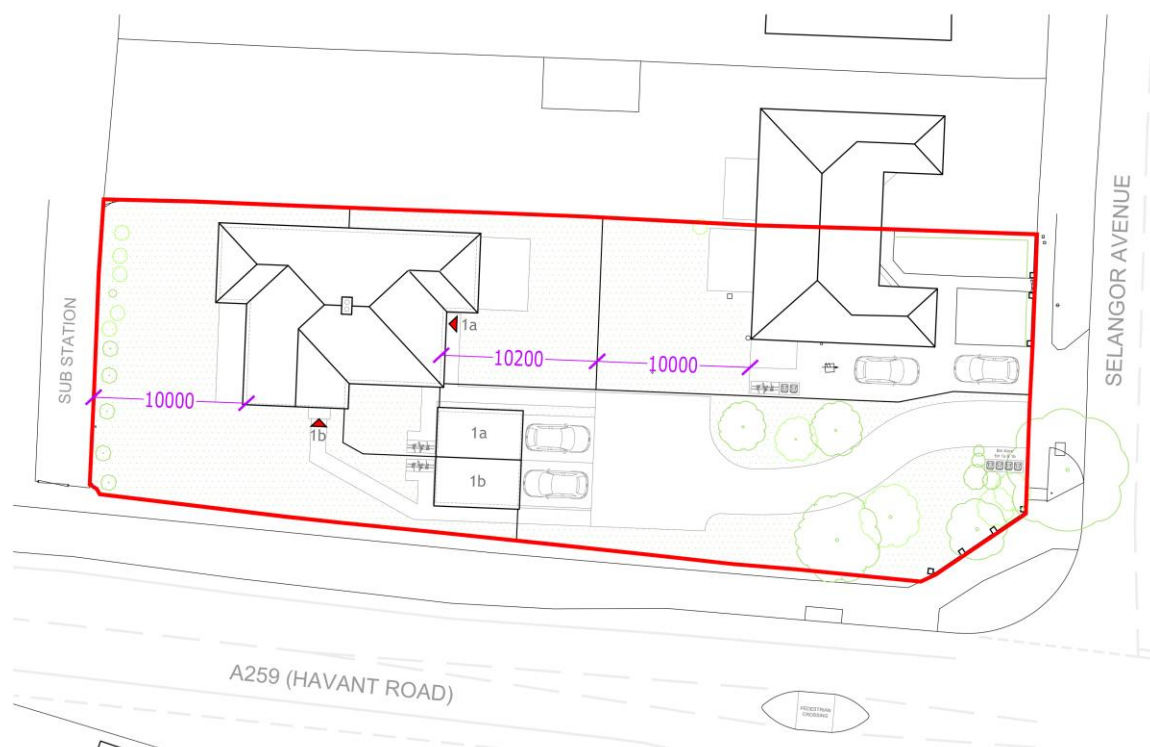


Figure 7: Separation distances and garden depths

All properties along Havant Road are set back from the road as shown in figure 8 (overleaf) with the existing building line marked by a purple dashed line. By setting the proposals away from Havant Road, this ensures there is no additional presence that overbears the street.

The proposed dwellings are set at least 1.5m away from the northern boundary so the new development does not overbear 3 Selangor Avenue and is far enough away from the property so that there is no risk of overshadowing any existing accommodation.



Figure 8: Existing building line on Havant Road.

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4.6 Appearance

The proposed development has been designed to be in keeping with the surrounding area through the use of materials.

Roof

The proposed hipped roof has been designed to mimic the other semi-detached bungalows on Selangor Avenue and clad with clay roof tiles set at 30° pitch.

Walls

The walls are to be finished in brick with a brick plinth and brick soldier course window/door detail.

Windows/Doors

All windows and doors are to be white powder-coated aluminium framed.

4.7 Landscaping

The proposed new dwellings are to be accessed via a new private driveway separate from 1 Selangor Avenue. The driveway is to be landscaped with a turning area in front of the shared garage.

On Selangor Avenue, the existing garden wall will be partly demolished and reconstructed with new brick piers to distinguish the new access points to 1 a/b and 1 Selangor Avenue.

Each dwelling has separate access from their gardens into the shared garage.

Bin stores for non-recyclable waste and recyclable household waste are located at the end of the private driveway at the proposed exit to Selangor Avenue.

There is minimal planting on the existing site and no trees or shrubbery will need removing.

4.8 Sustainable Design

The proposals have been designed to achieve U-values that exceed the required compliance for new dwellings. In addition to this, the dwellings have been designed for sustainable future use providing disabled access from the street and throughout the ground floor.

To the rear of the shared garages, each property has storage for two bikes. This is to promote a healthy, active lifestyle. The site is also served by nearby transport links which include bus routes (along Havant Road to the south) and Emsworth Train Station.

Surface water collected on the roof of the proposed new dwellings will discharge into a suitably sized soakaway to comply with Building Regulations Part H ensuring it is at least 5m away from any building or boundary. This will have no impact on all immediate neighbouring properties.

5.0 ACCESS

5.1 Access to the Site

The existing vehicle crossover is to be widened to allow for a new private driveway to 1a and 1b Selangor Avenue. This access is to be separate from 1 Selangor Avenue which will retain its own private drive.

5.2 Parking Plan

The proposed new dwellings are each to be provided with 2 car parking spaces (1 garage space and 1 space in front) and cycle storage space for 2 bicycles.

The existing property, 1 Selangor Avenue, has space for at least 2 cars and cycle storage space for 2 bicycles.

6.0 SITE PHOTOGRAPHS



Figure 9/10: Existing outbuilding on south boundary



Figure 11/12: Existing dwelling [1 Selangor Avenue]



Figure 13/14: The site/Nos 1&3 Selangor Avenue



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7.0 CONCLUSION

The materials used in the design will match the immediate existing properties on Selangor Avenue and therefore will not look out of place in the street.

The proposal is set back from Havant Road to ensure no new additional mass overbears the existing street and looks out of place.

The dwellings are semi-detached bungalows which mimic the other dwellings found immediately adjacent to the site. The proposal is a reasonable scale with the overall footprint and height in keeping with its neighbouring properties and immediate surrounding area.

The proposal also ensures there is adequate provision for the existing dwelling, 1 Selangor Avenue.

The new dwellings have been designed for future sustainable use ensuring they can be insulated to levels in excess of the required compliance for new dwellings and provide disabled access from the street and throughout the ground floor.