

**Design and Access Statement &
Landscape and Visual Impact Assessment**

**Redevelopment of No.42 Hulbert Road to
provide two pairs of semi-detached houses.**

42 Hulbert Road, Havant, PO9 3TF

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1. Introduction

The proposal seeks permission for the replacement of the existing bungalow at the front of the site with a pair of semi-detached houses. In addition, permission is sought for a further pair of semi-detached houses at the rear of the site with their own site access from Applewood Road.

2. Site context

It is located on the eastern side of Hulbert Road, the B2150, 30 mph speed limit.

The area comprises predominantly of detached and semi-detached houses.

The site resides within the settle boundary, but not within any designated areas.

According to the Environment Flood Map for Planning, the site resides in flood zone 1.

The application site is approx. 60m deep, east to west, with a street frontage of approx. 15m.

The site has a gradual slope from Hulbert Road falling towards Applewood Road at the rear of the site.

The existing dwelling, a 1950s bungalow, is situated at the front of the site. There is an adjacent, detached garage. The condition of the buildings on site is poor.

There is an existing bell mouth formed in Applewood Road (unadopted) and access to the proposed rear semis will be gained via this. Legal agreement for this right of way is being arranged with the owner of Applewood Road.

The site is generally clear of large trees or shrubs. The boundaries are predominantly enclosed by six-foot timber fences. Long the north and south boundaries this is supplemented by mature hedging.

3. Use and amount of proposed development

The existing dwelling and garage building are to be removed and replaced by a pair of 3-bedroom semi-detached houses at the front of the site with access from Hulbert Road.

A further pair of 3-bedroom semi-detached houses will be constructed at the rear of the site with access via the existing bell mouth onto Applewood Road.

4. Planning Policy

The proposals have been designed in accordance with the relevant policies contained within the National Planning Policy Framework (NPPF), Local Plan Core Strategies and Borough Design Guide SPD 2011.

The development seeks to achieve sustainable development by supporting the economic, social and environmental tenors of the NPPF.

Due consideration has been given to housing policy, the location and context within which the proposal is set, both locally and the wider community.

A secure high-quality design has been adopted that responds to the buildings locality, amenity of occupants and neighbours.

5. Sustainability

The application site has good links to public transport. There is a bus stop 1-minute walk away along Hulbert Road and Bedhampton train station is a 10-minute walk.

Shops (including Asda Store store), pubs, restaurants and other amenities are all within easy walking distance.

All amenities are accessible along well-lit and well maintained public pavements.

Construction materials and components are to be specified using the BRE Green Guide to enable the best environmental choices are made. The Green Guide considers materials and components in terms of their environmental impacts across their entire life cycles in order to reduce the environmental impact of construction.

6. Design/Layout

The proposal seeks to minimize impact on the surrounding area and provide well planned, quality houses.

The site opportunities and constraints have been considered and the proposal provides desirable new houses that will not diminish the amenity of their surroundings.

The new houses replace an old bungalow in need to repair or replacement, therefore contributing towards improving the appearance, quality and sustainability of the local housing stock. Furthermore, the net gain of new housing also contributes towards new housing targets for the borough.

Each house will provide their occupants with sufficiently spacious three-bedroom accommodation which is well planned, and light and airy.

The unique opportunity this site provides in this location is the benefit from opening a rear access via the existing bell-mouth on Applewood Road. This allows the two pairs of semis to be back-to-back rather than typically front-to-back if a side access drive was required.

This back-to-back arrangement allows for greater separation between the pairs of semis, and just under 20m is achieved. This maximizes the available sense of space and openness between the houses and neighbouring properties.

Furthermore, no side access driveway for the rear semis means no cars penetrating the site, and a more efficient use of the plot for more generous, full width gardens.

Additionally, in terms of the arrangement of the new houses on the site, the proposal:

- Respects the front building line of Hulbert Road.
- Does not extend back as far as the existing property (front semis).
- Does not introduce any side windows, or create any overlooking.
- Is articulated, such that one unit is set back from the other providing a break in the front and back façade that adds interest and variation to the design.
- Has varied roof pitches (hips and gables) which further articulates and enhances the building appearance.
- Roof slopes all pitch away from the boundaries (no gables on boundary) therefore minimizing massing near the boundary.

7. Size and scale

Hulbert Road comprises predominantly of semi-detached properties of a reasonable (average) size. The housing stock varies from Victorian, to post war, to modern housing. The proposal will provide new semi-detached housing of a very similar size and scale.

The proposed houses all exceed the national minimum space standard for a three-bedroom, five-person home of 93m². The front pair of semis are approximately 100m² each and the rear pair are approximately 95m² each.

Opposite the application site, at No. 41 Hulbert Road, there has been a recent development of size and scale. However, this development does not benefit from a

rear access. As such the building at the rear is more apparent from the street scene than our proposal would be.

Applewood Road (unadopted) to the rear of the application site provides access to a recent development of semi-detached houses and small terraces. The size and scale of some of these properties is very much akin to our proposal. However, our proposal benefits from larger gardens/amenity space, and are set back from the road providing comfortable on-site car parking and turning.

8. Appearance

The aesthetic for the new houses is of well proportioned, simple, modern architecture. A limited palette of quality materials completes the crisp look of the houses.

Part of the elevation will be clad in natural Siberian timber cladding, which will naturally weather to a silver grey (a primer will be used to encourage even weathering). Green oak posts for the porch will introduce more natural timber to the appearance.

A light K-render to the remaining external walls, slate roof tiles, grey window frames and a Staffordshire blue brick below DPC will complement the modern, and restrained palette of materials.

9. Visual Impact

As aforementioned the proposal will be of similar size and scale as the surrounding/nearby urban fabric, and as such its visual impact to the public realm will be limited.

From Hulbert Road the front pair of semi-detached houses will be an appealing, appropriately sized intervention on the street scene.

The gently sloping site, and the back-to-back arrangement of the proposed semis, means the rear houses will be lower, distant and not readily apparent from Hulbert Road.

At the rear of the site, the proposal is set well back from Applewood Road some 6 to 9m owing to the irregular front boundary/bell mouth access. This separation from the road will provide space for the houses to reside comfortably in their surroundings.

There is an existing Willow tree in the neighbouring garden of No. 44 which will also provide visual attenuation from across the gardens to the North and when approaching along Applewood Road.

10. Landscape design/ Arboricultural Assessment

A full tree report has been completed for the proposal by Arboriculturalist, Bernie Harverson and accompanies this planning submission.

The site is not covered by any current statutory designations related to trees or vegetation (does not include any TPO's and it's not located within Conservation Area); the majority of the vegetation is low quality and value; and the impact of the proposed development onto the existing vegetation is low.

Only removal of low quality vegetation to enable the development is proposed and protection of existing trees and vegetation during the works will be carried out.

11. Community Infrastructure Levy (CIL)

Subject to the level being established and any exemptions applied, the applicant agrees to the requirement for payment of CIL contributions.