

DESIGN & ACCESS STATEMENT
32 BATH ROAD, EMSWORTH, HAMPSHIRE, PO10 7ER

This Design & Access Statement has been prepared to accompany the full planning application for the replacement of the existing garage building at the western boundary to the property and references the recent precedent for both replacement and use of out buildings associated with the terraced properties on Bath Road, Emsworth (namely numbers 26 – 35).

1. Assessment of Physical Context

32 Bath Road is a 19th century three bedroom mid-terrace townhouse formed as part of a group of ten similar rendered two storey terraced houses. Some of these properties have since been converted to provide additional accommodation within the loft spaces and affording roof lights/dormer windows to the front/rear (east or rear west) elevations.

All properties enjoy detached garages/out buildings at the rear (western) boundaries of their curtilage of varying age, design and height. The exception being at number 26, which has an attached garage to the northern elevation of the end of the terraced property. All properties have access off Waterside Drive via a private vehicle accessible lane. Only two properties still retain their original garages, of which number 32 is one. Numbers 31 – 35 have garages which are set in a further 2.00m meters, increasing the drive width from 5.50 meters to 7.50 meters. Three properties have constructed taller, pitched roof designs.

The property is situated within the Emsworth Conservation Area and considered to be of local interest and a positive contributor towards the local setting and area. The proposed outbuilding is not widely visible in the wider Conservation Area and is only visible from the private access off Waterside Drive.

2. Design Principles and Layout

The property's existing garage is considered to be at the end of its useful life and failing to provide a wind and water tight environment. The proposed replacement is proposed to be a single storey outbuilding providing storage and ancillary accommodation. The proposed outbuilding offers a better design than the existing garage and improves the immediate setting. The accommodation is to be ancillary to the main dwelling – offering a snug/games room that will be used in association with the main dwelling. The proposed outbuilding will adopt the footprint of the existing garage and adjacent hardstanding and measure 2.55m in height (matching that of neighbour No.33), and will not impact upon neighbouring properties, some of which have outbuildings that measure up to 1.8m higher than this proposal.

On record, 32 Bath Road received planning approval in September 2007 for the modification of the ground floor single storey roof (a change from felt applied flat roof to a shallow pitched hardwood glazed structure with high performance double glazed aluminium doors). This application is sympathetic to the design features of this extension and of surrounding properties.

3. Appearance

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It is proposed that the existing pre-cast concrete panel building is replaced with a more modern pallet of materials incorporating natural redwood cedar clad elevations, dark grey powder coated aluminium, cedar doors and a flat roof construction. The materials of the proposed outbuilding are considered to be in character with the Conservation Area,

4. Planning Statement

Due to the position, height and size of the proposed outbuilding, it is not considered to impact negatively upon neighbour amenity. The proposal also incorporates a high quality of design and as such complies with Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011. The lane off Waterside Drive provides a mix of outbuildings, which differ in age and design. Moreover, the proposed outbuilding can only be seen from private land off Waterside Drive and therefore does not impact upon the wider Conservation Area. The proposals therefore comply with Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.

5. Access/Highways

Nine of the properties enjoy access via a private drive (with number 26 (Northern Property) not applicable/bounding this requirement). The subject property has two car parking spaces within the front curtilage (see drawing 0225-150B) which is considered adequate for this three bedroom property, as set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document (March 2010). These spaces will be retained for this use. It is proposed that the new outbuilding is situated on the exact footprint of the existing garage/adjacent hard stand area, therefore any need for any additional third occasional parking space can be provided off the public highway and adjacent to the outbuilding, (immediately to its western boundary) without impacting on the access flow across the drive. It is also noted that the existing garage has not been used for the storing of a car for many years.

This proposal provides no adverse impact on the public highway, as there is no requirement for additional traffic (or cars to be parked on the public highway).

6. Structural

Recognising the location of the adjacent willow tree, we propose to locally hand dig the location of the western strip foundation to identify any tree roots that may have grown into the proposed location, then instruct the Engineer to inspect and design the foundation design. We have been advised that this is likely to comprise mini piling.

7. Arboricultural

There is only the one willow tree adjacent to the subject site. During ground works activities a Heras fence will be erected on our boundary to provide site delineation and protection to the tree.

8. Heritage Statement/Emsworth Conservation Area

We do not consider that the application warrants any such study. It is considered that the proposal will add a high quality design into this part of the C.A. It is not considered that the building will harm the significance of this designated heritage asset. Indeed any perceived less than substantial harm would be outweighed by the benefits of the property.

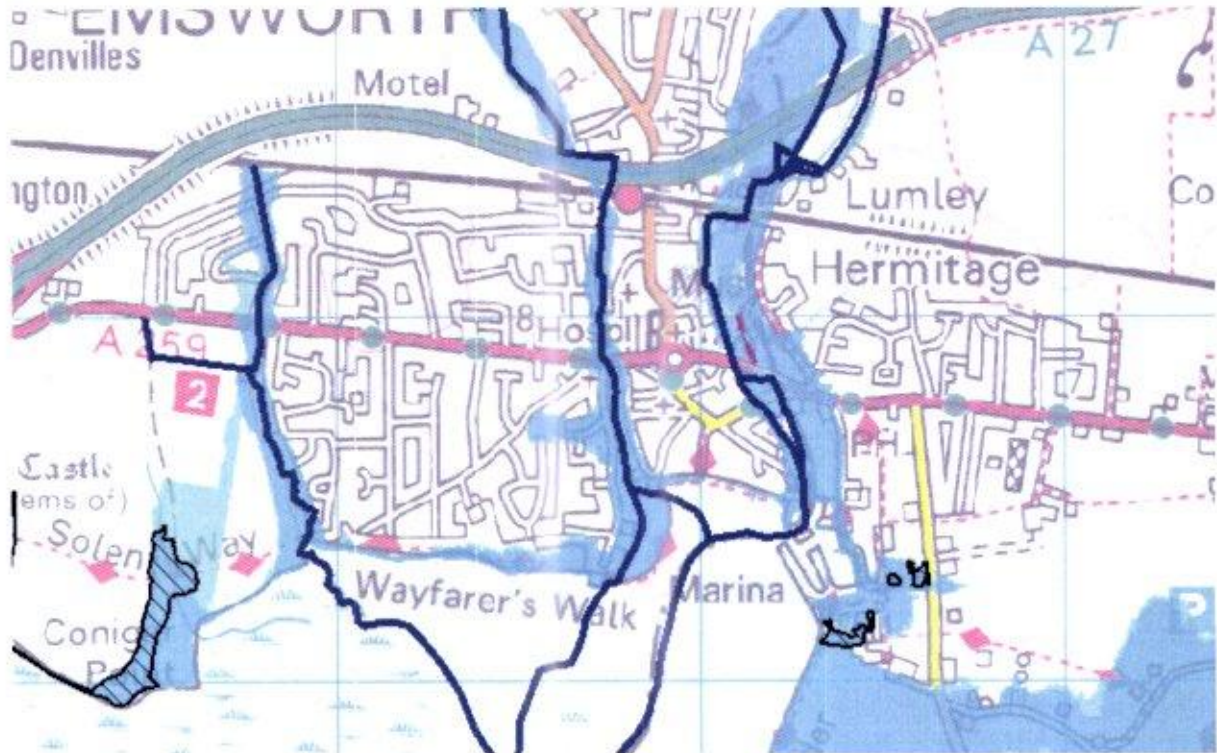
9. Conclusion

In conclusion, we consider the proposed application to be policy compliant and an improvement and positive contributor to the architecture and townscape design in the immediate area, without causing any harm or further stress to the local area and its network.

Appendix A

Flood Risk Assessment

The Environment Agency flood risk map for the subject area is addressed below.



The primary risk of flooding is from the Mill Pond via Chichester Harbour. Whilst this map indicates that the site is at high risk of flooding (ie. being a greater risk than 1.3%,) it should be noted that the property itself has never been recorded as flooded.

The proposed building has been designed to be lifted by a further 100mm (above the existing garage level,) and therefore considered that the risk of flooding is minimal, neither increased or reduced.