

Design and Access Statement
and
Heritage Report

For

Single Storey Rear Extension

At

21 Lymbourn Road,
Havant,
Hampshire,
PO9 2SL

For

Mrs. L. Baldwin

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- 0.0 Contents
- 1.0 Generally
- 2.0 Physical Context
- 3.0 Social / Economic Context / Heritage
- 4.0 Involvement of Local Interests
- 5.0 Amount
- 6.0 Layout
- 7.0 Heritage Report
- 8.0 Design Principles
- 9.0 Scale
- 10.0 Landscaping
- 11.0 Appearance
- 12.0 Access
- 13.0 Flood Risk

1.0 Generally

- 1.1 This Design Report is in support of a Planning Application to the Havant Borough Council for a Single Storey Rear Extension at Lymbourne Road, Havant, Hampshire, PO9 2SL.
- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Martin Critchley, Chartered Architect.
- 1.3 Reference should be made to the planning submission drawings for details of the proposals, ref:

1572 - 101	Site Plans
201A	Survey Plans
301A	Survey Elevations
404A	Proposed Plans
504B	Proposed Elevations

2.0 Physical Context

- 2.1 Lymbourne Road is a quiet residential cul-de-sac, reached from the junction of East Street and Emsworth Road to the north. Emsworth Road is a busy distributor road while East Street is one of the principle streets within Havant.
- 2.2 The subject site is on the east side of Lymbourn Road and is part of a row of late Victorian Terraces.
- 2.3 The terraces are cut off to the south by what was once the Havant to Hayling railway line, now a pedestrian footpath.
- 2.4 The rear of the site can be reached via a small access path to the east.
- 2.5 The site is within the Lymbourn Road Conservation Area and is also in an Area of Archaeological Importance.

3.0 Social / Economic Context

- 3.1 Havant is a busy little town, of the type often referred to as a 'Market Town', although it never had a cattle market. The basic street pattern of the town centre was laid down by the Romans – north, south, east and west streets - and there has been a retail element on these streets ever since. Current economic forces are driven by the railway station with good connections to London Waterloo, the location of the Borough administration, and by social and tourist activities related to the adjacent coast and harbours.

- 3.2 The town centre serves the immediate hinterland, and the adjacent communities of Hayling Island, Leigh Park, Rowlands Castle and Emsworth.
- 3.3 Lymbourn Road is entirely residential, mostly comprised of terraces with larger properties at the junction with East Street and Emsworth Road. The terraces to the west front directly on to the pavement and the terraces to the east are slightly set back behind small gardens. The subject building is one of the latter type of terraced houses.
- 3.4 The site has been in residential use since the late Victorian period.
- 3.5 Within 1000 metres of the site there are:

- Public Houses
- Health Centre
- Library
- Town Park - Recreation Ground
- Havant Railway Station
- Bus Station
- Primary and Secondary Schools
- Churches
- Super Stores

Noting all of the above, the site is considered to be highly sustainable in that all of the facilities listed (and more not listed) are available within easy walking distance.

4.0 Involvement of local interests

- 4.1 As this is a relatively minor application, no local authorities have so far been consulted.

5.0 Amount

- 5.1 The subject site is approximately 140 m² in area.
- 5.2 The internal floor area of the existing house is approximately 71.5 m².
- 5.4 The proposed addition is approximately 5.5 m².
- 5.5 There is no available on site parking.

6.0 Layout

6.1 The basic layout of the site will remain unchanged.

6.2 Access will be as existing from Lymbourn Road.

7.0 Heritage Report

7.1 Lymbourn Road Conservation Area is immediately to the north of Lymbourne Spring and to the east of Havant Town Centre. It was historically separated from the town centre by the now defunct Havant to Hayling railway.

7.2 The subject site is a relatively late addition to Lymbourn road, being part of a late Victorian terrace. The earliest built property in Lymbourn Road is The Rectory, a listed building dating from the 18th Century. The latest additions are a set of three post-war houses of unremarkable design.

7.3 The terraced properties to the east of Lymbourne Road, including the subject site, were constructed using a distinctive mix of stone and red brick on the western elevations. The rear of the terraces, however, is entirely finished in brick with minimal detailing. It is the client's intention to build the proposed extensions in brick that matches the rear of the existing house as closely as possible. It is not possible to fix a natural slate roof at 15 degrees, however it is considered that composite slates, such as Redland Cambrians, are sufficiently similar in appearance and an appropriate roofing choice.

7.4 Many of the surrounding properties have erected single storey rear extensions of various sorts, not all of which are sympathetic to the original buildings.

7.5 Although most of the fenestration has been previously replaced with White UPVC, the entrance door appears to be original. It is the client's intention to restore the painted timber entrance door as it is currently in poor condition. The new fenestration to the proposed extension is to be in white UPVC with glazing bars.

7.6 As the site is within an Area of Archaeological Importance, we anticipate any new groundworks will be hand excavated with an awareness of possible artefacts.

8.0 Design Principles

8.1 The design of the additional works and the refurbished parts should make a positive contribution to and visually enhance the character of the area.

- 8.2 To provide an environment appropriate for residential use
- 8.3 To provide more appropriate living space for a family home.
- 8.4 To make best use of the available site and building assets.
- 8.5 To maintain a positive contribution to the Lymbourne Road Conservation Area.

9.0 Scale

- 9.1 The scale of the existing building remains unchanged, and is appropriate for the site.
- 9.2 The proposed extensions would extend no more than 1m beyond the existing rear store. This is less than 3m from the rear of the existing kitchen.
- 9.3 The proposals include filling in the side passage to the existing kitchen. Concerns over loss of light to the lounge have led to the introduction of conservation style rooflights and an internal glazed screen.
- 9.4 The size of the proposed extensions is partially restricted by an existing drain.
- 9.5 Both roofs will be at the relatively low pitch of 15 degrees to reduce height and bulk. This will also prevent the new roofs interfering with the existing first floor windows

10.0 Landscaping

- 10.1 Planting will remain as existing.

11.0 Appearance

- 11.1 It is the applicant's intention to use materials to match the existing house where possible to maintain a similar overall appearance and minimise any adverse visual impact on the neighbourhood.
- 11.2 The walls are to be brick, with white UPVC windows and doors. The roof, due to the low pitch required, is to be in Redland Cambrian Slate with conservation style rooflights.

11.3 The extension along the north boundary is to have a hipped roof to minimise its impact on No. 19.

11.4 Where the new extension meets the boundary to the south a parapet wall is proposed along the roof line. This is a feature commonly found in Victorian terraces and would prevent any overhanging eaves.

12.0 Access

12.1 The site is flat with no physical constraints.

12.2 It is the applicant's intention to meet the requirements of the Disability Discrimination Act 1995 and 2005, in all ways possible.

12.3 It is the applicant's intention to meet the requirements of the Disability Discrimination (Employment) Regulations 1996.

12.4 It is the applicant's intention that where applicable, provisions are made in accordance with Approval Document M of the Building Regulations 2012.

12.5 It is the applicant's intention that with regard to personnel access, inclusivity is achieved wherever reasonably possible.

12.6 Pedestrian access is available from Lymbourne Road.

12.7 Emergency access is available from Lymbourne Road.

12.8 Refuse bin storage will remain as existing.

13.0 Flood Risk

13.1 The Environment Agency 'flood map' indicates that the site is not at risk from flooding.

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