

**DESIGN AND ACCESS STATEMENT FOR PROPOSED NEW
DETACHED BUNGALOW WITH SINGLE GARAGE ON LAND AT REAR OF
17 LOVEDEAN LANE, WATERLOOVILLE, HAMPSHIRE PO8 8HH**

To accompany an application for full planning consent.

INTRODUCTION

An application for a detached bungalow on this site was refused planning permission by Havant Borough Council on 29 November 2010 under their reference APP/10/00499.

Since then, the design has been reviewed and amended in order to overcome the original objections, particularly with regard to its relationship with the adjoining rear garden to 15 Lovedean Lane.

DESIGN

Use and Amount

The proposed site was formed from part of the substantial garden land to No. 17 Lovedean Lane on the road frontage to Gladys Avenue, adjacent to No.60. This work has now been completed and the freehold property has been sold. The freehold interest for the proposed bungalow plot for has been reserved and held by the applicants.

It is proposed to construct a small two bedroom detached single storey bungalow and a detached single garage with a modest gross internal floor area (excl. garage) of around 67m² on a plot area of around 243m².

Layout

The proposed bungalow would be a simple 'L' shape on plan with its longest frontage facing west onto Gladys Avenue and with the garage tucked into the south-east corner of the site accessed by a new drive adjacent to that of No. 60 Gladys Avenue. The garden area would be on the south-east side of the building and accessed via a side gate from the drive and through patio doors from the living area. The garden area would be largely paved to provide a sheltered landscaped patio area.

The new building would be set back around 3m from the back of footpath being further forward than 60 Gladys Avenue at around 7.2m and further back than the western flank of 17 Lovedean Lane at around 1.6m. There is no strict building line to Gladys Avenue which has an informal layout of buildings along its eastern frontage.

The site falls from west to east approximately 1.25m but is relatively level from north to south. The amended design now has a split level between the front and rear elements with the finished floor level adjacent to the road frontage approximately 0.34m below the level of the public footpath to Gladys Avenue. The rear part has a floor level approximately 0.75m below the front part with the rear garden level reduced by a similar amount.

A further change to the design of the proposed bungalow has been to omit the east facing windows to the upper part and restrict these instead to the western road frontage. Only the south facing patio doors to the lower living room would look onto the rear garden. A 'Velux' type roof window is proposed in the northern slope of the roof to provide additional high level daylighting to the dining area and on the east slope to light the corridor.

The impact onto the rear garden of 15 Lovedean Lane would now be minimal compared to the previous design by omitting overlooking from windows, reducing the patio garden level significantly to a level almost that of 15 Lovedean Lane and lowering the eaves and bulk of the rear part by 0.75m compared to the front part to avoid it being overbearing in this respect.

Scale

The neighbouring properties in Lovedean Lane and Gladys Avenue are a mix of one and two storey houses with multi-storey flats to the west of the site fronting Lovedean Lane. The adjoining property to the south at 60 Gladys Avenue is a single storey bungalow with its garage immediately adjoining the southern boundary of the site. 17 Lovedean Lane to has been recently extended to two storeys.

By comparison with its surroundings, the proposed bungalow would be of a relatively small scale which, due to its lower floor level in relation to road level would have, for the most part, only its roof on view from Gladys Avenue where it would be hidden behind the existing mature hedge. The rear roof to the bungalow would be largely unseen. The proposed garage at the rear would be largely unnoticeable being set well back and having a floor level approximately 0.4m lower than the proposed bungalow.

It is considered that the amenity provided by the patio garden is more than sufficient for any likely occupier of this small bungalow with sufficiently low maintenance requirements to suit those who do not or are unable to take on a larger garden.

Landscaping

A detailed landscaping scheme has not been submitted at this stage and may be conditioned for later approval, as appropriate. However, the site has an already mature hedge to the road frontage which would be maintained and pruned to a more formal shape where it has been recently allowed to overgrow. There are also three small trees which have developed from shrubs, two of which would be removed to make way for the new building with one retained within the new garden area.

Further screen planting is suggested adjacent to the eastern boundary fence to further enhance the sense of enclosure and privacy from the rear garden of 15 Lovedean Lane at the rear.

The garden area would have a relatively large paved area to form a sheltered patio. Access to the side door of the garage would be available directly from this patio area via a new path.

Appearance

The local area has an eclectic mixture of styles and the proposed bungalow would blend in with these by means of its simple, understated design using painted render to the walls and artificial slates to the hipped roof.

As noted earlier, the bungalow would be largely screened from the road by the existing hedge with only the upper part of the eaves and roof visible. It is argued that it would certainly not be detrimental to the visual amenity and character of the area.

Access

A new opening would be made through the west boundary at its southern end to provide pedestrian and vehicular access off Gladys Avenue. A new pavement crossing and dropped kerb would be formed adjacent to the existing pavement crossing to the drive of 60 Gladys Avenue.

The proposed drive and detached garage would provide off-street parking for two cars to meet County standards. Cars would require to reverse into the road in the same manner as adjoining properties on this minor road which is not a bus route.

Pedestrian access to the bungalow would be from the drive entrance via a path to a covered porch with level access through the entrance door. All door widths within the dwelling would comply with the requirements of Part M of the Building Regulations.

Conclusion

This amended proposal provides an opportunity for a small, relatively low cost dwelling within a reasonably sized plot. The design has been carefully considered to avoid overlooking from or to neighbouring properties and to provide an attractive external patio garden.

It is considered that this dwelling would be particularly suitable for older persons or first time buyers in a popular position in the Borough, within walking distance of local amenities and public transport.

Jeffrey Douglas RIBA
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