

Design & Access Statement



9 St. Albans Road, West Leigh, Havant PO9 2JP

Proposed demolition of single storey side extension and garage to allow the construction of 1 No. three-bed house.

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1 Introduction

The statement is submitted in support of a Planning Application for the construction of 1 No. three-bed house adjoined to an existing end-of-terrace house. It is submitted on behalf of the applicant and site owner, Ms. Jo Crees.

This statement is to be read in conjunction with the following drawings:

05.01	Site Location Plan
05.02	Site Block Plan
05.03	Photographs
10.01	Existing Site Plan
10.02	Existing Floor Plans
10.03	Existing Section and Elevations
12.01	Proposed Site Plan
12.02	Proposed Floor Plans
12.03	Proposed Section and Elevations
12.10	Landscaping Detail
12.11	Vehicle Provision

2 Site Analysis

2.1 General Area

The application site is located within West Leigh, an area within Havant between the B2149 to the west, New Lane to the east and as far as the railway line to the south. The Havant Borough Townscape, Landscape and Seascape Character Assessment (2007) notes that “the area is composed of a complex mix of seventeen historic landscape types” including Early & Mid-Victorian Settlement (Figure 1), Edwardian, Pre-War, Post-War, Late 20th Century residential and Local Authority Housing.

2.2 Immediate Area & Views

The area between Farrington Road and Crosslands Drive had been completed in 1959 as part of Portsmouth City Council’s Post-War development. St. Albans Road runs north-south within this and whilst the greater area as a whole is an incongruous mixture of housing types, 9 St. Albans road sits within the context of a cluster of terraces with between 4 and 6 houses in each (Figure 2).

Despite this immediate aesthetic harmony, views to the north of the site are given to Langstone and Chichester House towers (Figure 3), views opposite are of a 70s development of terraces (Figure 4) and just north of this it is possible to see a more recent eco-minded development in Kyto Walk (Figure 5). The area is enriched by the adjacency of the Lavant Stream and the playing fields of St. Albans School.

2.3 Accessibility & Local Amenities

The location affords good road links and there are two bus services which run along St. Albans Road. There is a limited amount of through-traffic owing to the good road links around West Leigh. A Co-op and other local shops along the middle of St. Albans road (Figure 6), and the close proximity of the school, compliment the greater amenities offered by near-by Havant town centre.

There is an existing vehicle cross-over access to the rear of the site via Dunhurst Close and pedestrian access from St. Albans Road.

Site Analysis Images:



Figure 1: Nearby Victorian settlement at the edge of West Leigh



Figure 2: Dunhurst Close shows the typical post war terraces adjacent to the site



Figure 3: Views to the north of No. 9 are dominated by tower blocks (the white garage proposed for demolition is shown to the left)



Figure 4: Views to the east of the differing style of later terraces (the single storey side extension that is proposed for demolition is shown here within the proposed site)



Figure 5: Nearby Kyto Walk has introduced another new style of housing to the area



Figure 6: The local shops along St. Albans Road which compliment the larger stores available in nearby Havant town centre

3 Planning

3.1 Planning History

06/69949/002 (August 2006) Proposal to demolish single storey side extension and garage to erect 2 No. houses.

06/69949/003 (December 2006) Proposal to demolish single storey extension and garage to erect 1 No. 4 bedroom house.

3.2 Planning Policy

The following Havant Borough Core Strategy (adopted March 2011) Planning policies are relevant to this application:

Policy CS9 Housing

Policy CS14 Efficient Use of Resources

Policy CS16 High Quality Design

3.3 Pre-Application Advice

Advice was sought from Havant Borough Council at a pre-application meeting on 19th October 2012. Comments and suggestions have been considered and reflected within the revised design presented in this application. The full response from the Planning Officer is in appendix A.

4.0 Design Approach

The design proposal considers the following:

- Proximity/overshadowing of existing trees/ vegetation
- Proximity of existing dwellings
- Potential overbearing/overlooking
- Existing street scene and effect on visual amenity of the area
- Parking provision
- Refuse access/disposal
- To provide a development and environment which ensures an acceptable standard of living accommodation
- To be environmentally sustainable
- To retain existing established hedge as far as possible

Design Consideration Images:



Figure 7: No. 32 Dunhurst Close (adjacent to the proposed site) has been extended past the projecting gable corner of the terrace



Figure 8: The gable projections often create a prominent corner unit in the terrace



Figure 9: Projecting gable walls are a feature of a number of the terraces adjacent to No. 9. Variations in the types of porch can also be seen



Figure 10: The gable ends of the terraces to Kyto walk form a very prominent feature of the street scene opposite No. 9 St Albans Road



Figure 11: A formal rhythm of doors and windows is a feature of the terraces but there are variations in the detail and the porches



Figure 12: A terrace in Dunhurst Close with an incongruous corner unit – large extension to the roof and an untypically large porch

5.0 Design Solution

5.1 Use & Amount

The application proposes the construction of one No. three-bed house adjoining the existing terrace. The house will have a gross internal area of 96m².

5.2 Plot Size & Scale

No 9 St. Albans currently occupies a site of approximately 420m². The proposal is for No. 9 to retain approximately 50m² of garden to the rear in addition to a shared access drive at the western boundary of the plot. The removal of the single storey side extension and garage to No. 9 creates a plot of approximately 320m² which is consistent with space for a larger end-of-terrace unit in this area. Specific reference is made to No. 32 Dunhurst Close, an end-of-terrace house that has been extended to form a three-bed house of similar scale (Figure 7).

Whilst this is of similar format to the existing terraces, an effort is made to create accommodation which suits the spatial requirements referred to in Havant's SPD. Since due regard is also given to the necessity of thicker walls for improved thermal performance, the resulting proposal has a larger footprint than the existing houses.

5.3 Massing & Appearance

Gable Walls

Attention has been given to the proposal's contribution to the existing street scene. Site investigations revealed that adjacent terraces often make use of projecting gables at the corner plots to break down the lengthy flat facades (Figures 8 & 9).

Furthermore it can be noted that the neighbouring property, No. 32 Dunhurst Close, has successfully incorporated a two storey extension which extends the terrace beyond the projecting gable wall thus providing a good example for the proposed development of No. 9 St. Albans Road.

It is also noted that the end terrace of No. 28 Kyto Walk features a gable wall which is hard up against the site boundary. The row of terraces adjacent to this also turn their gable end elevations to St. Albans road and it is these prominent views of brick gable walls that form the backdrop to the street scene.

The proposal makes full use of existing precedents and extends the row of terraces along the existing site line. Between the existing and new unit a gable projection is placed which is intended to have a positive impact on the street scene at this important corner. The southern elevation of the terraces is reinstated with an end-of-terrace gable wall – something that the existing single storey extension has broken form with to the detriment of the current street scene.

Rhythm of Fenestration

Existing terraces have a very formal arrangement of window and door apertures on the street facing elevation. This formality extends to the size and placement of the openings creating a very strong rhythm within the brick facades. It is also noted that some pleasant variations occur in the type and finish of doors and windows owing to the age of the buildings and their maintenance over the years (Figure 11).

These subtle variations are further articulated by differences in porch details, some which are simple flat projections and others that are pitched. Finally it is noted that

properties have a feature bay window to the front except in circumstances where the window is set within a projecting gable wall.

With this in mind the proposal seeks to maintain the rhythm of solid & void and pays attention to the placement of the front door to ensure synergy with the existing terrace and coherence of the street scene. A simple porch articulates the new unit whilst the main front window within the gable projection.

5.4 Materials

To maintain the appearance of the existing terrace as a whole, it is proposed that a simple pallet of facing brickwork and concrete roof tiles are used. Both will be sourced to match the existing terrace as far as possible.

5.5 Accessibility

No. 9 will retain the existing frontage access via a path from St. Albans Road. In addition a new rear entrance will be created allowing direct access from the shared rear parking provision (the site allows for two car parking spaces per property).

No. 9A will also have a frontage access in-keeping with the adjacent terraces. An additional rear access will be provided to the side directly to the shared parking provision.

5.6 Sustainability

An allowance has been made in the depth of the external walls to allow for the inclusion of insulation that will enable the proposal to meet current thermal performance targets.

Existing soft landscaping areas have been kept as far as possible. Where improvements to the existing vehicular access are required the proposal will incorporate a design that deals with water attenuation on site.

6 Conclusion

The proposed creation of a new three-bed end-of-terrace house will both enhance the corner of St. Albans Road and make efficient use of an under-utilised site. The removal of the existing single storey extension will create a stronger corner unit that will reinforce the local street scene. The proposals are designed in accordance with the National Policy Framework, Core Strategy and Housing SPD (adopted July 2011)

Appendix A – Pre-Application Advice

Rachael Hebden <Rachael.Hebden@havant.gov.uk> Thu, Nov 1, 2012 at 3:29 PM To: "shaun.huddleston@gmail.com"

Dear Mr Huddleston, Re: 9 St Albans Road, Havant

I am writing to you further to the receipt of your enquiry regarding the erection of 2 new dwellings to the south of no. 9 St Albans Road.

As we discussed on the 19th October, the site is within an urban area as identified by the Local Plan (Core Strategy) therefore the proposed development is acceptable in principle (see policy CS17), however I have concerns regarding the current form of the proposal which I have outlined below.

Policy CS16 requires development to '...respond to, draw inspiration from and respect the local context and use the characteristics of the locality to help inform the design of the new development including heights, massing, existing building lines, plot widths and depths, materials and proportions of windows and doors.'

In my opinion although the site has the potential to be sub-divided, however the provision of 2 units would not be appropriate as no. 9b would be positioned beyond the building line established by the properties to the west of the site.

The Havant Borough Urban Design Guide states that garden depths should be a minimum of 10 metres in depth in order to ensure that the amenity space is of a useable size and to prevent potential overlooking between properties. The proposed gardens for no's 9, 9a and 9b are therefore not of an acceptable size.

It is also necessary to ensure that adequate parking is provided for all 3 properties. The provision of 2 car parking spaces per property would result in a further decrease in the amount of amenity space that could be provided. It is therefore my opinion that the proposed two dwellings would not be appropriate.

The Havant Borough Urban Design Guide can be accessed online using the following link: <http://www.havant.gov.uk/havant-11647>

It is also of relevance to consider the previous application for two terraced dwellings at the same address (reference 06/69949/002) which was refused for the following reasons:

1 Having regard to the size and shape of this corner plot and its relation to adjoining dwellings and the highway, the proposed development by virtue of its size, siting and bulk would be an unduly dominant and incongruous feature within the streetscene to the detriment of the visual amenity of the area. The proposal is therefore contrary to policies and proposals UB3 of the Hampshire County Structure Plan 1996-2011 (Review) and D1 (D4) and H2 (H3) of the Havant Borough District-Wide Local Plan 1996-2011.

2 The development would involve the provision of two additional accesses onto St Albans Road, which is a bus route, close to its junction with Dunhurst Close. These additional accesses would, by virtue of the vehicle movements arising from their use and their inadequate visibility splays, result in undue interference with the safety and convenience of users of the adjoining highway network. The proposal is therefore contrary to policies and proposals T5 and T6 of the Hampshire County Structure Plan 1996-2011 (Review), and T7 (T14) of the Havant Borough District- Wide Local Plan 1996-2011.

The plans you have provided indicate that the proposed dwellings would be accessed from Dunhurst Close rather than St Alban's Road. While the current proposal may have addressed the second reason for refusal, in my opinion the first reason for refusal would still be valid. I would therefore be unable to offer my support should an application for Planning Permission be submitted.

All new residential dwellings are required to meet the Code for Sustainable Homes 'very good' level. (It is normal practice for this to be secured via condition.) Policy CS14 (Efficient Use of Resources) would be applicable.

A new dwelling would also require a highways contribution which would be secured by a s106 agreement. A 2-3 bed dwelling requires a contribution of £3745.

I have also included a link below to the Community Infrastructure Levy Draft Charging Schedule so that you have a rough idea of the contributions which are likely to be required should Planning Permission be granted after the CIL Charging Schedule is adopted. (The target adoption date for the CIL Charging Schedule is late 2013/14).

If you have any questions regarding the above please contact me (preferably via email).

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

Yours sincerely

Rachael Hebden MRTPI

Planning Officer | Development Control

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