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Design, Access and Heritage Statement

Proposed Workshop 3 & 4, The Mews Langstone High Street Havant

Architects

May 2011

CONTENTS

1.00	Introduction
2.00	Analysis
3.00	Conservation Issues
4.00	Proposals
5.00	Access Statement
6.00	Appendices
	A.01 – Site Plan
	A.02 – Aerial View of the Site
	A.03 – Photographs of the Site

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1.00 INTRODUCTION

1.01 This Statement has been prepared in respect of conservation issues raised by the proposed workshop at 3-4, The Mews, Langstone High Street, Havant, based on a site inspection and photographic survey.

1.02 The Statement is further based on consideration of the contents of the Langstone Appraisal and Management Plan.

2.00 ANALYSIS

2.01 The Mews comprises an independent development of four 2 storey dwellings located in a cul-de-sac to the north off the Western end of Langstone High Street, and was constructed during in 1974. None of the buildings are listed.

2.02 The style of development along the High Street is domestic, varying from 1970's housing to cottage styles. Several buildings have dormers. There are no parapets. The ridges generally run parallel with Langstone High Street, and the two storey cottages have a range of roof coverings.

2.03 The application site adjoins an older outbuilding which is currently used as garaging. There is an existing unapproved workshop link building which is proposed to be replaced under this application.

2.04 There are no trees on the site.

CONSERVATION ISSUES

3.00 The site lies within Langstone Conservation Area.

3.01 The application site/ buildings are not listed.

3.02 No archaeological inspections would be required prior to construction.

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4.00 PROPOSALS

4.01 History:

No. 3 The Mews is a modern building located in Langstone Conservation Area. An unauthorised structure has been constructed bridging the space between the flank wall of the house and historic boundary wall defining the boundary with the meadow/field to the rear. The building is attached to the garaging provided for the development which is built in the style of a coach house. The present structure is weather boarded to the front with red felt tiles used for the roof.

The structure is visible from both Langstone High Street and in views from the public footpath to the rear. In its current form it is not considered to be in keeping with the locality.

The proposal was also to replace the existing side extension to the north of the house and create one long workshop structure, which linked into the detached coach house. The present added bay window would be removed in the process.

4.02 Planning Advice on proposal:

- In principle an addition to the side of the property, roughly equating to the current footprint could be accommodated.
- The roof pitch and materials need to replicate that on the garage/coach house i.e. a steeper pitched roof than existing, to accommodate a matching plain clay tile roof.
- The link walling at the front could be carried out in a number of ways. It could be in the form of coach house doors or as a simple pair of plain ledged and braced timber doors with the eaves carried tight to the head (no arch). In either case it would be advantageous to set the ends of the building in from the structures they abut and use a low eaves to provide a transitory building with some visual definition.
- The roof design channels water towards the house. A decent valley gutter is required to discharge water effectively and avoid blockage.
- There is no objection to the inclusion of glazing on the field/meadow side tucked up tight to the eaves as illustrated.
- In principle, roof lights to the workshop would not be unacceptable. However this needs to be a more considered "designed in" approach than the rash of standard roof lights shown.
- The design would lend itself to a section of patent glazing set either side of the ridge to provide a section of concentrated light

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4.03 The proposal for the single storey workshop is to set the limited southern elevation back from the existing adjoining buildings and maintain the same roof pitch as the existing older garage building.

4.04 The building lies directly on the northern boundary, and a continuous patent glazed rooflight is proposed.

4.05 All materials will match existing buildings with the majority of the north boundary brick walling retained.

5.00 Access Statement

5.01 The site has level access from Langstone High Street, and is within walking distance of Havant Railway and Bus Stations (10 minutes).

5.02 Access to the site accommodates -
- Highway Access
- Pedestrian Access
- Public Transport Access
- Cycle Access
- Emergency & Service Access
- Sustainability

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5.03 All users will have equal and convenient access to buildings, spaces and the public transport network.

5.04 Inclusive access will be achieved via compliance with Approved Document M of Building Regulations.

5.05 Access for emergency vehicles remains intact via Langstone High Street, with adequate turning facilities.

A.01
Site Plan

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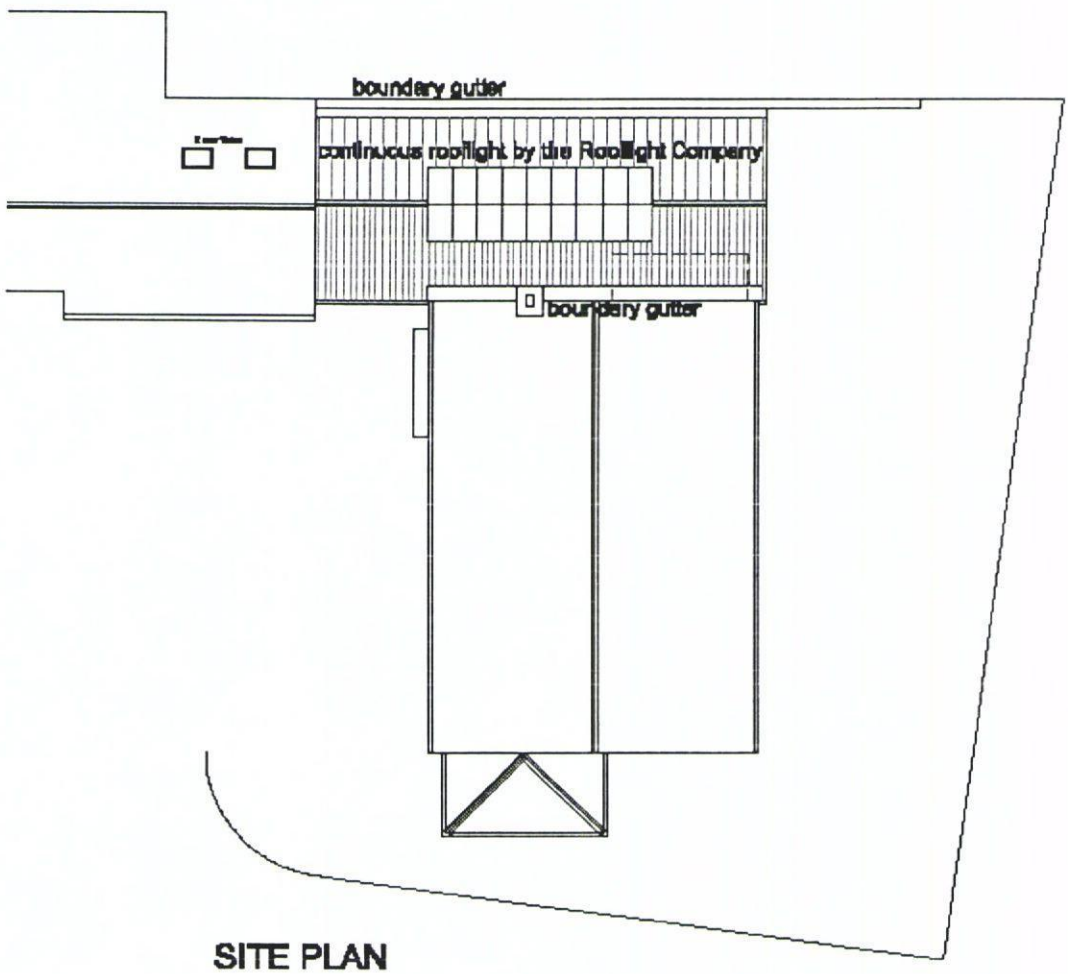

SITE PLAN

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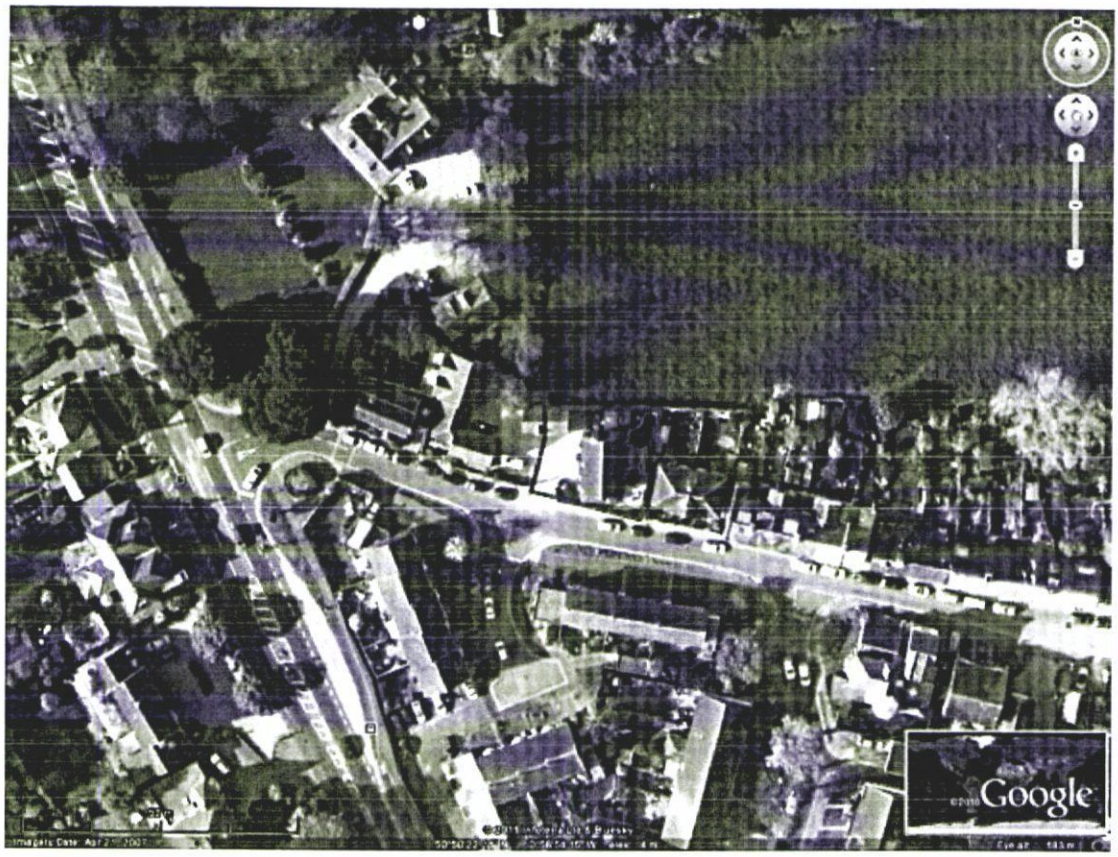

A.02
Aerial Photograph of Site



Views from North

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Views to rear of property

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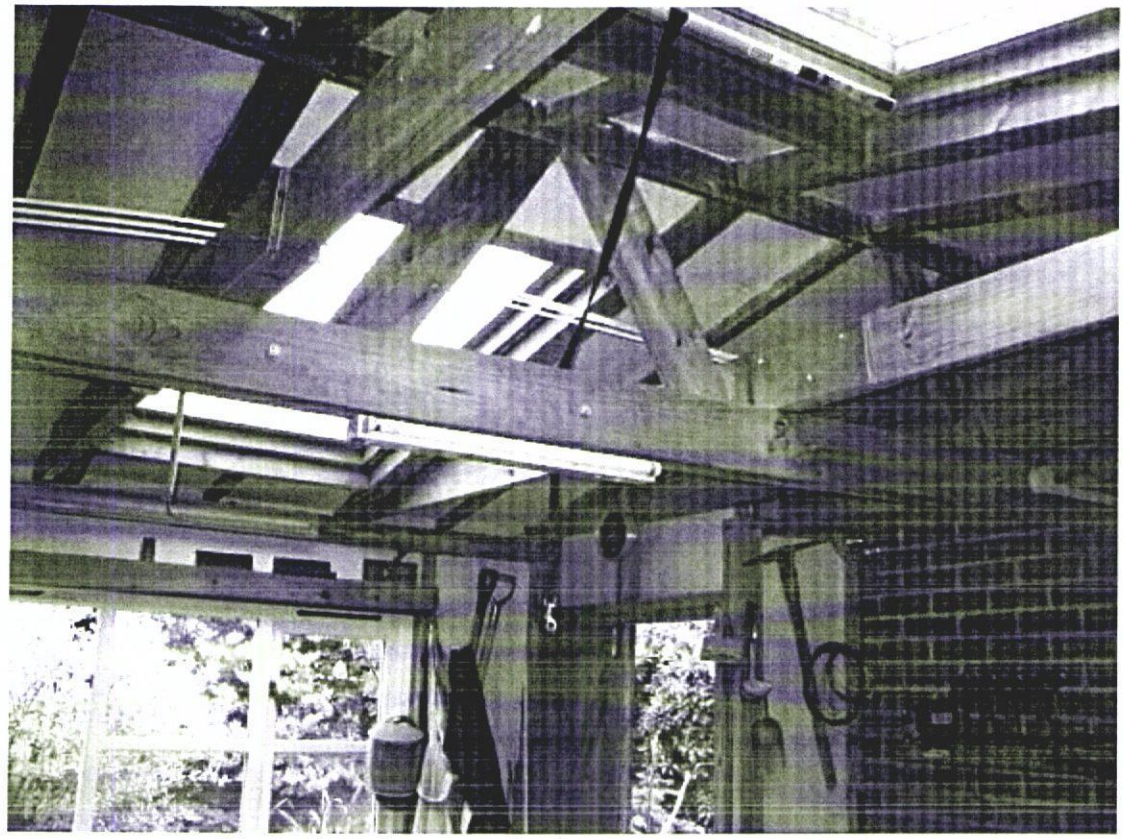

Existing Internal view

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View from South of existing garage



Application Dwelling

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Application Dwelling from Langstone High Street



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