

STUDIOHOMER

Design and Access Statement

The construction of a 2 bedroom bungalow with associated parking, bin & cycle storage in replacement of a residential annex to the rear of 18 Lower St Helens Road.

Land to the rear of
18 Lower St Helens Rd, Hedge
End, Southampton SO30 0LW

Location

The site lies within the urban area of Eastleigh which is identified as a mixed residential area. The proposed development is located to the rear of no. 18 Lower St. Helens Road in replacement of a reasonably sized residential annex. It should be noted that the plot size of no. 18 is considerably larger than comparable plots along St. Helens Road and rear garden development is a common development pattern along the road.



Planning History

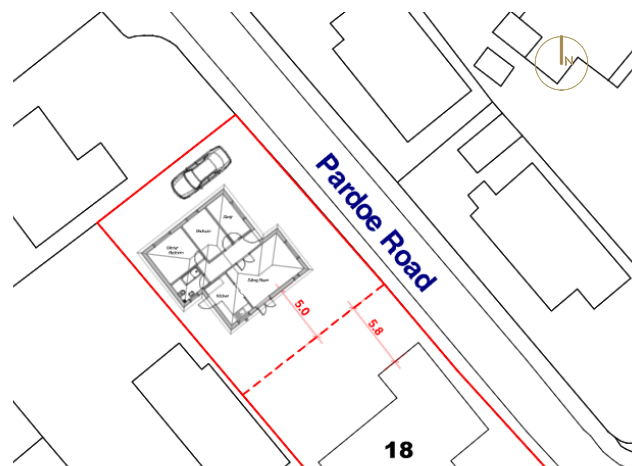
Reference	Description	Decision
Z/27582	Erection of a chalet bungalow and garage	Refused (Oct 1984) Dismissed on appeal
Z/27582/001	Construction of detached two bedroom bungalow	Refused (July 1993)
Z/27582/002	Construction of two bedroom bungalow following demolition of existing garage	Refused (March 1994)
F/19/84715	Erection of 1no. 2 bedroom detached dwelling following demolition of existing outbuilding.	Refused (March 2019)

F/19/84715

Erection of 1 no. 2 bedroom detached dwelling following demolition of existing outbuilding.

Reasons for Refusal:

- Proposal did not consider surrounding context. The proposed situation did not reflect the character of the area.
- Proposal did not provide usable private amenity space.



Layout

Street Character

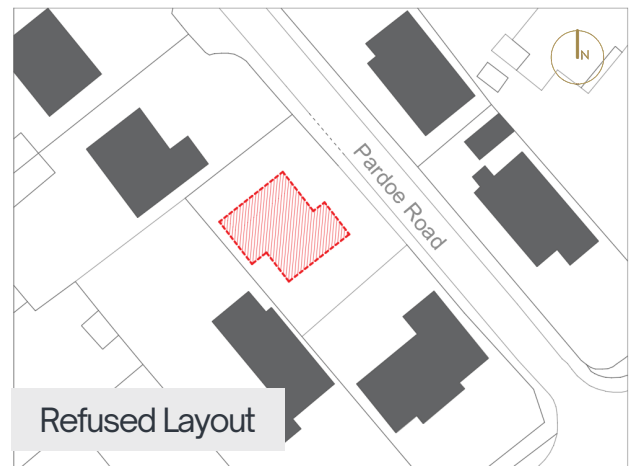
Entering Pardoe Close, 1 and 1a to the east present themselves as long thin single story dwellings approximately 12 x 7m with the long side facing the road.

Moving further down Pardoe Close, there is a change in character to the dwellings as the plots deepen in comparison to 1 and 1a.

The footprint of the dwellings increases, their shape is squared and their situation is set further into the plot.

It is clear that the proposed dwelling refused in application F/19/84715 intends to follow the form of dwelling identifiable further into Pardoe Close.

It would be far more appropriate to follow the character of 1 and 1a.



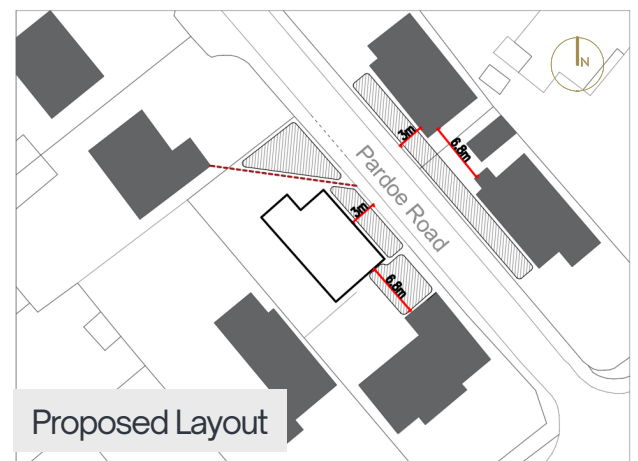
Proposed Layout

The diagram to the right identifies three negative areas.

- 1) a 45 degree line from the adjacent property.
- 2) a set back of 3m between 1 / 1a and the pavement.
- 3) a 6.8m separation between dwellings.

The proposed layout aims to follow the positioning of 1 and 1a Pardoe Close while maintain an appropriate off set from from the adjacent properties.

In following the prevailing patterns of development, the proposed layout preserves the visual relationship between the two character types.



Access

The site will be accessed from the East boundary which links the proposed development to Pardoe Close via the occupier's preferred transport method.

- For Vehicles, there is allocated parking for two vehicles to the side of the dwelling accessed via an existing drop curb. 2.5 x 2.5m visibility sprays on either side of the parking ensure safe use of the drive.
- For pedestrians, a dedicated path has been positioned to the front of the property in keeping the with entrance routes of the 1 and 1a Pardoe Close.
- For Cycles, 2 spaces are provided adjacent to the car parking via a secure cycle store. A 1.3m path is provided between the cycle store and car parking to ensure convenient access.

Appearance and Scale

The proposed dwelling intentionally mimics the scale appearance of 1 and 1a Pardoe Close. These characteristics are:

Scale: 12 x 7m single story bungalow.

Read: a central door with a rectangular window either size.

Materials: red brick up to 2-8 courses, white render to roof, and concrete roof tiles.

Layout: long side facing the road offset 3m with parking to the side.

With intentioned of a visual association with 1 and 1a Pardoe Close, the proposed elevation flows the characteristics described above.



1a Pardoe Close



Proposed Elevation

Residential Amenity

The officer report in application F/19/84715 outlines a lack of quality amenity space as a key reason for refusal.

Key points:

- Lack of usable private amenity space
- Failure to meet local guidance which recommends an equivalent of 60% of the dwelling floor area as amenity space.
- Overlooking and shadow from 18 and 20 Lower St. Helens Road.

The proposed dwelling takes these comments into account.

Amenity Area

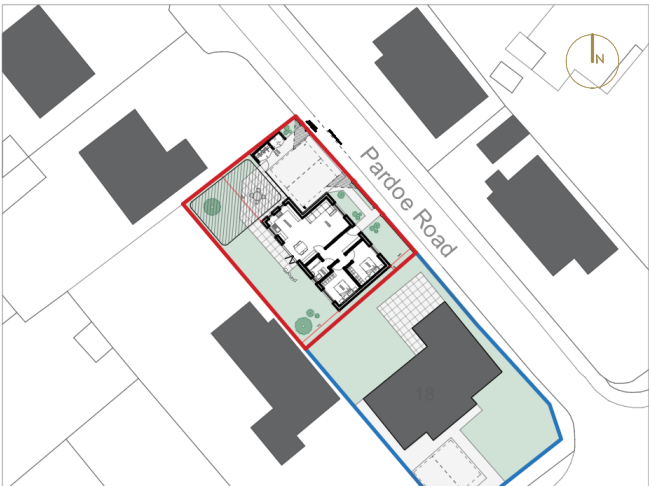
In respect to meeting local authority guidance for provisions of amenity space, the proposed development would leave both 18 Lower St. Helens Road and the proposed dwelling with amenity space that not only exceeds the 60% minimum requirement but exceeds the GIA of the dwellings. This tables demonstrates that there is ample amenity space for both existing and future occupiers.

Property	GIA	Amenity space (required)	Amenity space (proposed)
Proposed Dwelling	70m ²	42m ²	148m ²
No. 18 Lower St. Helens Road	170m ²	102m ²	198.5m ²

Lack of usable Private Space

Unlike the layout in the refused application F/19/84715, the proposed layout leaves space to the south - west of the plot for amenity space. Set away from the two story builds, this area has a high opportunity for direct sunlight and is out of view from the first story windows of 18 and 20 Lower St. Helens Road. This area is hatched to in the plan to the right and is split between grass and patio area.

To further increase the privacy of the proposed dwelling, planting has been proposed to the south east of the site to further solidify the separation between the three dwellings.



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