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Davies Architectural Services

## **DESIGN AND ACCESS STATEMENT**

TO ACCOMPANY

PLANNING APPLICATION FOR DEMOLITION OF EXISTING NON-TRADITIONAL BUNGALOW AND DETACHED GARAGE AND CONSTRUCTION OF 1NO NEW 2/3 STOREY DWELLING AT

**37 Hillside Road, Portishead, Bristol, BS20 8EU**

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## **1. INTRODUCTION**

1.1 This Design and Access Statement has been prepared in respect of the submission of a planning application for the demolition of the existing non-traditional bungalow and detached garage and the construction of 1no new 2/3 storey dwelling at 37 Hillside Road, Portishead, Bristol, BS20 8EU

1.2 This statement will provide a description of the site and the surrounding area. It will then go on to explain the proposal and explore the design and access considerations pertinent to it, in accordance with the relevant guidance. This statement will demonstrate that a reasoned and appropriate approach has been adopted in the preparation of this development proposal.

1.3 This statement should be read in conjunction with the accompanying drawings.

## **2. SITE LOCATION AND CONTEXT**

2.1 The application site is located in a predominantly residential area of Redcliffe Bay, Portishead with easy access to local facilities and public transport links along Hillside Road and Nore Road. The application site for the proposed new dwelling is predominantly in the same position as the existing non-traditional bungalow and detached garage.

2.2 The property is located on a substantial plot in the centre of Hillside Road. The existing property comprises a detached non-traditional bungalow with detached garage at high level above the road. The site slopes up and away from the road towards the rear of the site, as such has existing retaining walls to the rear of the property due to the large slope rising to the east.

2.3 The property is predominantly rendered with an unsightly coloured red cladding and green windows. The pitched roof tiles are also diamond shape with different degrees of pitch. Generally the property is in dire need of replacement due to the type of construction, as such the property cannot be mortgaged due to its non-traditional construction. This in turn makes this plot suitable for the demolition of the existing property and construction of a new, contemporary dwelling constructed to modern construction and sustainable standards.

2.4 The following images show the existing property:



*Above: Front of existing property from front garden level*



*Above: Front of existing property from street level*



*Above: Rear of existing property from garden level*

2.5 The application site is located within the defined housing development boundary of Redcliffe Bay. Its setting is within a residential area located on Hillside Road, opposite open space and then the coast. The street consists of a varied street front with no particular architectural character due to the diverse nature of the properties present in the street scene. This is due to the vast majority on the street having been re-developed from the similar existing property at no37 Hillside Road to larger 2-3 storey modern homes. There is a range of architectural styles along Hillside Road with no defined characteristic. The majority of building styles include properties set back from the street scene, with no clear building line identifiable.



*Above: Front of site from overhead*

2.6 The below images show all properties located to the immediate right of the property when looking from the road towards the south east. As can be seen there are a number of previously re-developed 2-3 storey properties including those located at no 41 and 43 which include the creation of an additional storey and low level garages at the same level as the road level:



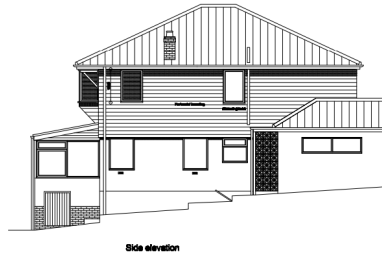
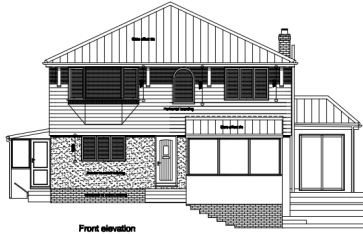
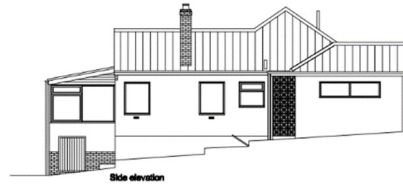
*Above: Front of neighbouring properties no 39 and 41*



*Above: Front of neighbouring properties no 39, 41 and 43*



*Above: Front of no 39, 41, 43, 45 and 45a*



*Above: Existing and Proposed Plans at no 43 – Recently approved and constructed*



*Above: Front of no 43 and previous split plot development 45 and 45a*



*Above: Front of split plot development no 45, 45a and 47*



*Above: Front of no 49 and 51*



*Above: Front of no 49 and 51*

2.7 The below images show all properties located to the immediate left of the property when looking from the road towards the south east. As can be seen there are a number of previously re-developed 2 storey properties including those located at no 31 (recently approved for increased ridge height and modernisation including additional glazing) and 33. The immediate neighbour of no 35 is the only other (not including 37) existing property that has not undergone redevelopment. The property is a single storey bungalow set above Hillside Road with rendered elevations and pitched roof tiles. The property also contains a detached garage set further away from the street scene.



*Above: Front of neighbouring properties no 35 and 33*



*Above: Front of neighbouring properties no 33 and 31*

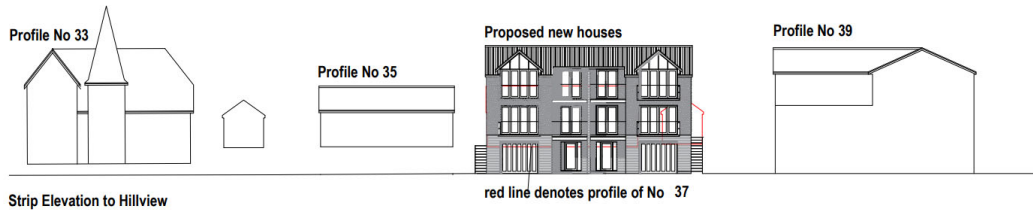




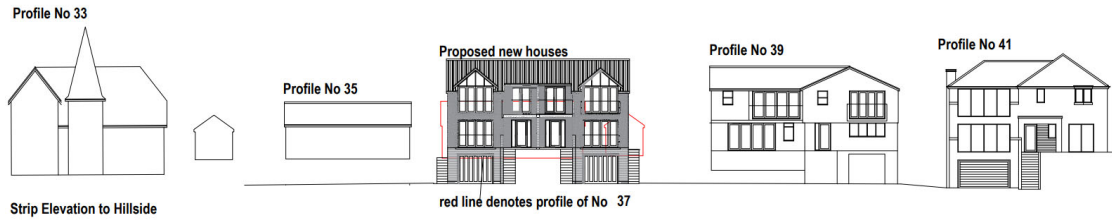
*Above: Existing and Proposed Plans at no 31 – Recently approved*

2.8 What is clear to see is that with the exception of no35 and no37 this section of Hillside Road has undergone extensive re-development in the past/present to form much larger dwellings than the existing single storey bungalows that were originally constructed on the street. As such, the proposed development at no37 forms a similar proposal with the existing re-developments on the street. It is also worth noting every property located on this section of Hillside Road other than no37 benefits from road level access to a driveway, as such this element of design is considered acceptable for the re-development of no37.

2.9 There is a significant amount of recent planning history surrounding the site in relation to the re-development of no 37. The previous developers opted for the submission of a split plot development for 2no 3 storey semi-detached town-house properties. Whilst there is an existing split plot development at no45 and 45a this site was not considered acceptable for this type of development and as such both applications were refused. For reference application references 19/P/2734 and 20/P/0547/FUL identify these proposals.



*Above: November 2019 application*



*Above: March 2020 application*

Following the two refusals the developer opted to sale the property to the new applicants which are a single family looking to build their dream home. As such the proposal is for 1no single detached dwelling which adopts the principles set by the planning officer’s requirements for the site.

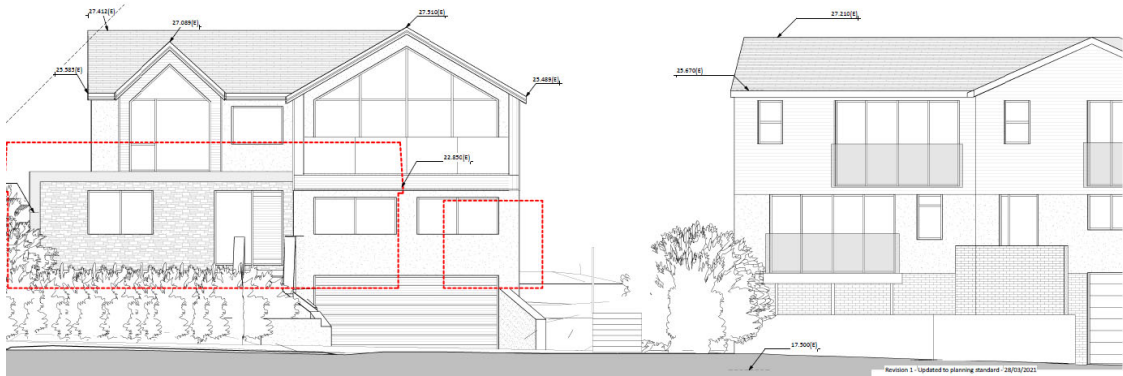
### 3. THE PROPOSAL

3.1 This is a full planning application that seeks approval for the re-development of the existing site including the demolition of the existing detached bungalow and garage to be replaced with 1no new detached dwelling with associated access, parking, storage and amenity facilities. The existing property is of non-traditional construction which is proving problematic to upkeep for the current owners and owners in the past. Further to this due to the property being of non-traditional construction the property cannot be mortgaged, as such does not provide the local area with a sustainable means of development thus detracting from the NPPF development plan. There is an opportunity to provide sustainable and environmentally modest dwelling adding to the housing stock in this popular residential area without having an impact on the street scene when compared to what has already been approved for the properties in close proximity.

3.2 This proposal provides an opportunity to construct 1no dwelling constructed to modern construction standards within the guidelines of the code for sustainable homes together with the provision of suitable external amenity space for the proposed property. This also provides an opportunity to construct appropriate housing within the defined housing boundary of Redcliffe Bay and therefore supporting the councils land supply for housing which in turn protects more of the surrounding greenbelt land.

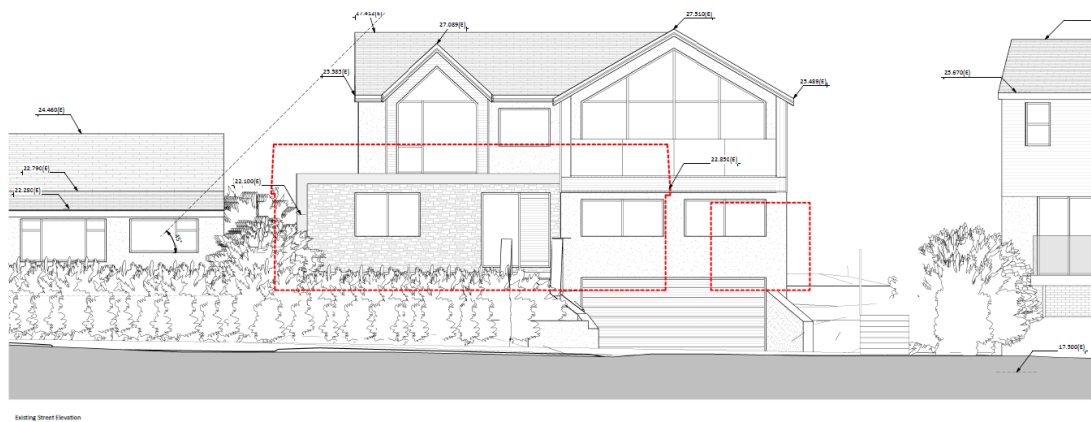
3.3 The site and its context have been assessed (as above) and it has been concluded that the site should be developed for residential purposes given that it is surrounded by predominantly domestic properties.

3.4 The proposal responds to and respects the context in which it is sited whilst also respecting the fundamental architectural principles of scale, height, massing and alignment of the neighbouring properties. The design and architectural proportions of the proposed dwelling are designed to have minimal impact on neighbouring properties with the proposal being of a similar form and mass to the neighbouring property no 39 Hillside Road. This includes a front gabled design with street level garage access to the right hand side with a set back at first floor level and side gable to the left hand side.



*Above: Extract from proposed street elevation*

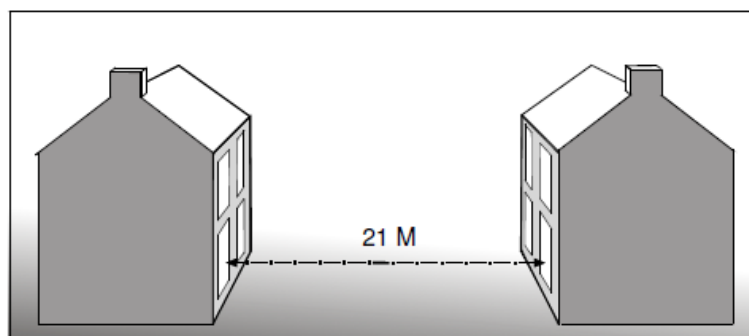
3.5 The proximity to the local houses has been assessed which has in turn determined the most efficient and effective use for the internal layout of the property. This is particularly in reference to the neighbouring property at no 35 which remains the only original single storey bungalow along this section of Hillside Road. The property has been designed so that the 'larger' element of the property falls on the boundary separating no 37 with no 39, as such the new proposal would form a harmonious link between the large rows of housing running from 39 – 51 Hillside Road. The left side of the property has been set in from the boundary as well as having a set back from the front elevation at first floor level, ensuring that the proposal is actually located further away from no 35 than the existing property as well as having a lower ridge level due to the single storey side wrap 'extension'. Due to the proposed boundary and front set-backs the 45° vertical sunlight angle from the nearest window of no35 is also protected. It is worth noting that this 45° vertical sunlight angle is already obstructed by the roof overhang of no35 alone, however the design still protects this angle if the overhang was ever removed. The form of the property therefore allows a continuation of the existing property form/scaling whilst also not having an overbearing or onerous impact on no35.



*Above: Extract from proposed street elevation*

3.6 The primary windows serving the property face towards the street and garden of the property. The clear windows serving primary rooms on the front façade are a considerable distance from the street providing the new occupants with the adequate levels of privacy. Further to this there are no buildings within reasonable distance of the rear elevation and therefore privacy is unaffected. As per the supplementary planning guidance for 'Space and Dwellings' section SD2 and SD5 this complies with external distances required.

SD2 For a one or two-storey building facing a building of the same height, at least 21 metres should be maintained between dwellings where the facing walls contain windows of principal rooms.



SD5. Where buildings are separated by a public highway, the 21m standard should be relaxed.

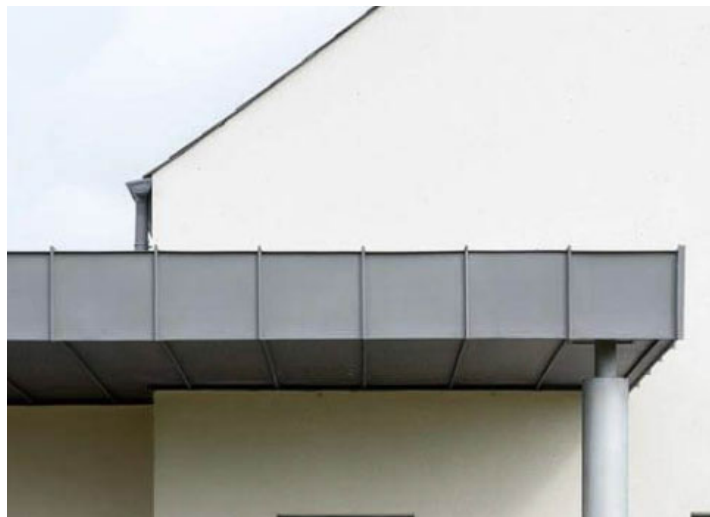
- 5.5 The 21m-separation standard should not be used when principal windows face a highway since this might force dwellings back from the highway. In areas where most of the dwellings front onto the footway this creates a very poor layout. Furthermore, the distance does not protect the privacy of occupants as it allows a longer period of visibility on the part of onlookers travelling along the highway.
- 5.6 In such circumstances, dwellings which have open frontages, such as those which are very close to, or directly abut the highway, may be designed so that principal areas of habitable accommodation face towards the rear of the dwelling where greater privacy can be afforded. Where circumstances do not allow all the principal rooms to be sited at the rear, the use of narrow windows on front elevations can help to reduce public views into front rooms. Alternatively, small front gardens that are bounded with walls or hedges will usually create a reasonable degree of privacy for accommodation sited at the front of the dwelling.

3.7 The property proposed is 2/3 storeys, 4 bedrooms, with a maximum occupancy of 8 people. As per the technical housing standards (2015) the property must achieve 124m<sup>2</sup> of internal floor space with 3.0m<sup>2</sup> space aside for storage. The proposed property is designed in excess of 260m<sup>2</sup> of total internal floor area (not including garage), with additional space including loft storage, therefore far higher than the minimum requirement and thus providing high quality housing in a much sought after area of Portishead. There are 4no double bedrooms in excess of 11.5m<sup>2</sup>, all of which maintain minimum widths over 2.2m. All internal spaces therefore comply with the technical housing standards required for new build dwellings.

Table 1 - Minimum gross internal floor areas and storage (m<sup>2</sup>)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

3.8 The street itself includes a wide range of material and design styles per dwelling with no defined material pallet noticeable on the street scene. Materials generally include coursed stone, different coloured renders (mostly white) and timber style cladding panels, plus large amounts of glazing. Roof styles vary from low pitched interlocking roof tiles to typical old style roman tiles. As such the materials selected for the proposal contain a combination of these materials including timber style cladding panels (composite due to wear from salt water spray), white render, dark course stone and dark zinc wrap at ground floor level with low pitched grey interlocking roof tiles. The concept images submitted as part of the application help identify material proposals and how they complement each other to give a well-rounded design embracing the modernisation of Portishead (in particular Redcliffe Bay) along with respecting the existing material pallet of Hillside Road. See examples below.



*Above: Example material pallet*

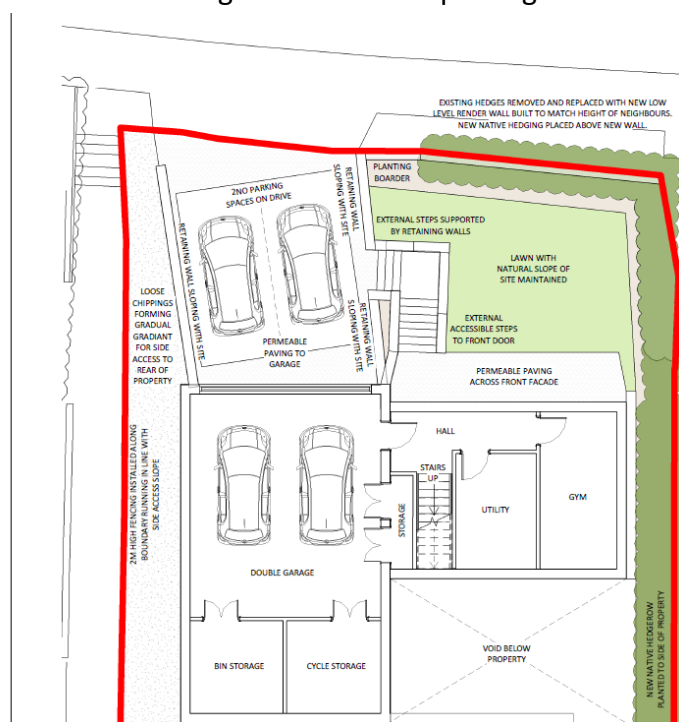
3.9 Additional design considerations as shown on the drawings include the following:

### 3.9.1 Parking

It is recognised that there is a minimum parking recommendation for different sized dwellings within North Somerset which is based on the North Somerset plan but that local circumstances and the degree of accessibility by sustainable means are also considerations.

The existing site benefits from some off-street parking (shown on the existing site layout) accessed off Hillside Road and has good public transport facilities. The nearest bus stop is on Hillside Road.

According to the minimum parking standard recommended for residences in 4 bedroom properties, the property must contain 3no off-street car parking spaces. As shown on the proposed site layout plan the proposal achieves 4no off-street car parking spaces and as such is in excess of the recommendations and therefore will not contribute to congested on-street parking.



Above: Extract from Proposed Floor Plans

With this in mind, the proposed parking arrangements under this scheme are far more enhanced when compared to the existing arrangements on site where the existing 3 bedroom property only has 1no functioning off-street car parking space. Further to this the site benefits from a wide access point onto the highway and therefore provides adequate visibility splay for highways safety.

Above and beyond this, as can be seen from the submitted drawings, a minimum of 4no cycle parking spaces are provided by means of purpose built storage to the rear of the garage. This promotes sustainable means of travel and reduces the strain on the off-street parking requirement.

### 3.9.2 Ecology:

The clients have passed on the ecology report supplied by the previous developers as part of the previous 2 planning applications that were refused. When the plot was sold to my clients the developers had assured all associated documents and third party reports formed part of the sale and transference of ownership, including the ecology report, as such the same ecology report can be submitted as part of this application. It is acknowledged that the proposal is now slightly different however the principles set in the ecology response are identical and do not warrant an additional report for the same site due to a negligible alteration in proposal (domestic to domestic). Further to this the ecology report was completed on 13<sup>th</sup> May 2020 and as such has not exceeded the 1 year expiration date of ecological studies. All ecology precautions and enhancements listed within the report are to be applied to this proposed project including the introduction of native shrubs as denoted on the plans.

3.9.3 Further to parking and ecology, these additional considerations have been applied against the new scheme proposal:

- The proposed front hard-standing is to be permeable.
- The natural slope of the site is to be maintained as far as practical without impacting too much on off-street parking.
- Inclusion of Bin and Cycle storage as per drawing.
- The proposal retains good permeable area of the site.
- The property will be accessed via Hillside Road.
- Rainwater will be taken via downpipes from roofs and into gutter / drainage that runs into soakaways located no closer than 5m to any surrounding building.
- Foul drainage will consist of gravity system discharging to the existing foul sewer in Hillside Road.



## 4. DESIGN AND ACCESS STATEMENT

4.1 In accordance with Government guidance this section sets out the relevant considerations in respect of the design and access elements of the proposal.

4.2 **Visual Impact:** The proposal has been carefully designed to respect the fundamental architectural principles of scale, height, massing and alignment. The design and architectural proportions of the proposed dwelling is derived from the local context and street scene.

4.3 The choice of materials serves to provide local context taking into account existing dwellings in the street.

4.4 Together with the variety of neighbouring building styles, the proposal follows other principles set out within the street scene (particularly at no 39) and enhances the character and quality of the area.

4.5 The proposal consists of 1no dwelling 14300mm wide at its maximum (12500mm minimum at first floor boundary set back) with an external maximum depth of 10600mm at ground floor (8700mm minimum at first floor level front set back). The design and layout makes efficient and effective use of the land, taking into account the layout and orientation of the existing dwellings surrounding the site in order to minimise any overlooking or overshadowing and create a harmonious street scene from Hillside Road.

4.6 **Residential amenity:** The external built form of the dwelling has been carefully assessed resulting in a proposal for a structure that resembles nearby developments and properties.

4.7 The proposal is approximately 9560mm in height from lower ground level to its ridge and 7100mm from ground level to its ridge.

4.8 The accompanying plans and elevations show how the orientation of the proposed dwelling has been applied to ensure that the proposal sympathetically relates to the street scene both in terms of layout, scale and design whilst at the same time minimising any adverse residential amenity concerns experienced by occupiers of neighbouring premises. The orientation of the front and rear elevations allows for future installation of solar photovoltaic panels which along with under-floor heating and sustainable methods of construction will assist to reduce the occupant's carbon footprint.

4.9 Vehicle access is proposed to the front of the proposed dwelling. No highway safety issues are anticipated as there is sufficient highway visibility from the main road onto the site with splayed access for all parking spaces. Cycle storage is provided in the store in the garage as per the drawing.

4.10 To the rear of the proposed property is a sufficiently sized garden laid to lawn ( in excess of 450m<sup>2</sup>), with access available via the front through a sloped side access lane or by both ground and first floor levels via rear 'bridge'.

4.11 Access to and within the property will be the subject of Part M of the Building Regulations, ensuring reasonable access for people with disabilities.

4.12 Flood Risk

The site is within floor risk zone 1, meaning there is no risk of flooding.

Water consumption will be reduced with a target usage of 120 litres per day per person with the following measures –

Dual flush WCs

Spray taps to kitchen and bathrooms

Eco showerheads

## 6.0 Sustainability and Energy Statement

6.1 Sustainable credentials of a development have been considered from its inception in order that this can be seamlessly integrated. It is considered that the most effective way to address sustainable issues is with intelligent design and the effective use of simple technologies, focusing primarily on efficiency and reducing energy waste, only using more complex systems where these are relevant and do not promote the use of unproven systems or expensive gimmicks. It is essential that sustainable design be considered in relation to the lifetime of the building from breaking ground, through occupation to the end of its useable life rather than purely in relation to energy consumption whilst the buildings are in use.

6.2 With the approach to the site the plan and section of the proposed new dwellings have been designed to utilise the topography of the site in order to minimise the amount of excavation required and hence the quantity of spoil that needs to be removed from the site. The section takes advantage of the existing drop in the front from Hillside Road ensuring minimal additional excavation is required to get to the desired lower ground floor level.

6.3 The considered design, both internal and external will provide high quality built environment that will contribute to the quality of life of the residence themselves and the community as a whole. The layout has been designed to be flexible in order to accommodate differing needs of modern family living.

6.4 The most effective way to minimise heat loss and energy use and therefore the best way to improve the environmental credentials of new buildings is by improving the insulation and air tightness of the building. It is proposed that the property is well insulated, to current building regulations. Robust detailing will be used in order to achieve a high level of air-tightness. The building is to be constructed using simple building technologies using easily sourced materials that will, where possible, be manufactured locally or within the UK.

6.5 It is proposed that a range of systems will be installed that reduce energy consumption directly, but also indirectly by helping the end users to understand their energy consumption and providing simple controls in order to be able to regulate this. Specialist advice will be sought as the design develops, however the following are an example of systems considered to be relevant:

### Heating and hot water

A high efficiency condensing boiler combined with a un-vented pressurised water cylinder are still the most proven and effective method of providing the primary heating source. The heating system will be designed such that solar heating can be added by the end occupants if desired.

### Ventilation

Heat recovery systems can be simply installed in buildings with high levels of air tightness to harvest the heat from the air that is extracted. This air can then be used to supplement the heating.

### Home control system

Fully integrated electrical systems are now standard technology and can be used to monitor gas/electric/water consumption to assist end users in understanding, controlling and regulating their consumption

### Low energy lighting

By using a combination of LED and compact fluorescents rather than halogen light fittings and installing PIR motion detectors to less frequently used spaces such as WC's and Utility rooms the energy consumption of the lighting can be significantly reduced.

### Voltage stabilisation devices

These simple fittings are now available for domestic scale projects and work by regularising the average voltage ranges of between 204V and 245V to a stable level of 220V. This simple installation results in whole house savings in electricity consumption of around 10%.

### Sanitaryware

The installation of water efficient Sanitaryware and brassware will help to minimise the water consumption during the lifetime of the building.

### Photovoltaic Cells

Photovoltaic cells are to be utilised to reduce the properties energy consumption by a minimum of 20%.

## **6.0 CONCLUSION**

6.1 This statement demonstrates that the proposal accords with the principal objectives of both national and local planning policy. In line with policy, this proposal recognises the importance of good design which is fundamental to the development of high quality new housing, and the need to contribute to the creation of sustainable, mixed communities. The design and layout makes efficient and effective use of the land and is easily accessible and well-connected to public transport and community facilities.

6.2 All the spaces will be used efficiently and safely and the dwelling will be accessible and user-friendly. The dwelling has been designed to a high quality to integrate with, and complement, the neighbouring buildings and the local area and will be built to a high standard. Careful consideration has also been taken into account relating to residential amenity and highway safety. Overall the proposal relates well to the surroundings and helps support a sense of local pride and civic identity.

6.3 It is respectfully requested that this proposal be granted permission.