Design & Access Report

38 Islingword Road

Request for Residential Planning Permission for two dormer windows, a change to window openings and the installation of external wall insulation.

November 2021 Revision 01

Agent and Applicant : Pierre Shaw ARB RIBA

Contents

Islingword Road as seen from above, as part of Hanover.

1. Executive Summary

This report outlines the design approach in relation to current planning policy for the proposed development at 38 Islingword Road.

The proposals have taken careful consideration of neighboring properties as well as the distinct character of the Hanover neighborhood to put forward a sensitive design that respects the original property.

The property holds the corner of Islingword Road and Hampton Road, facing Ewart Street and crossing that forms an important anchor point in the Hanover neighborhood.

As such, these proposals put forward a design that balances an appreciation for heritage and the contemporary in its choice of material palette and form.

The proposals also put together a robust plan to upgrade the external fabric. These moves seek to align the property with contemporary standards as part of the essential work required for a more sustainable future.

Therefore, full householder planning permission is sought.

Number 38 Islingword Road

2. Planning Statement

The main planning policies relevant to this application are listed below and are referred to throughout this document. These policies have been thoroughly consulted and have influenced the design of the proposals at 38 Islingword Road.

National Planning Policy Framework

12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change

Brighton & Hove City Plan Part One, Brighton & Hove City Council's Development Plan 2016

CP8 Sustainable Buildings

Brighton & Hove Local Plan 2005

QD1 Design – quality of development and design statements
QD5 Design – street frontages
QD14 Extensions and alterations

Supplementary Planning Document 2020

SPD12 Design Guide for Extensions and Alterations

Brighton & Hove Planning Advice Note 2016

PAN 08 Householder guidance on external wall insulation

Location plan showing 38 Islingword Road.

3. The Local Context: Hanover

The Hanover neighbourhood is an iconic residential area of Brighton and Hove, typifying the city's energy and vibrancy. Its stepped terraces are formed in rows usually stretching NE to SW whilst Islingword Road and Southover Street provide arterial routes from Lewes Road east to Queen's Park.

Built for workers of the railway in the 1850's, the rows are built from a mixture of bungaroosh and brick construction usually with a rendered external finish. Over the years the neighbourhood has developed a colourful palette with resident's choosing to paint the area with their individuality.

Bookending the rows are corner properties, often distinct themselves due to the land resolving the geometry in the coming together of roads. Many of these corner properties are an oddity in plan, differentiating themselves from the terraces and therefore commanding architectural interest.

Of these corner properties many remain as pubs, shops or other community amenities. Many others have been converted into residential use over time. They are none-the-less, a source of architectural focus to the neighbourhood. Number 38 Islingword Road is a corner property of Hampden Road and on the junction with Ewart Street and facing an important cross roads in the neighbourhood.

Number 97 Islingword Road typifying the eastern Hanover neighbourhood.

Number 15 Islingword Road corner property with dormer windows.

4. Developing a Design Approach

In the process of design, care has been taken to make sure the proposals at 38IWR are sensitive to the surrounding architectural and urban context, neighbourhood scale as well as the vital restoration the property is in need of after many years of neglect.

Whilst not in a Conservation Area itself, 38IWR is located 160m east of the Valley Gardens CA. Being in close proximity to the CA and being one of most properties in Hanover built over 150 years ago, 38IWR deserves architectural respect alongside its neighbours.

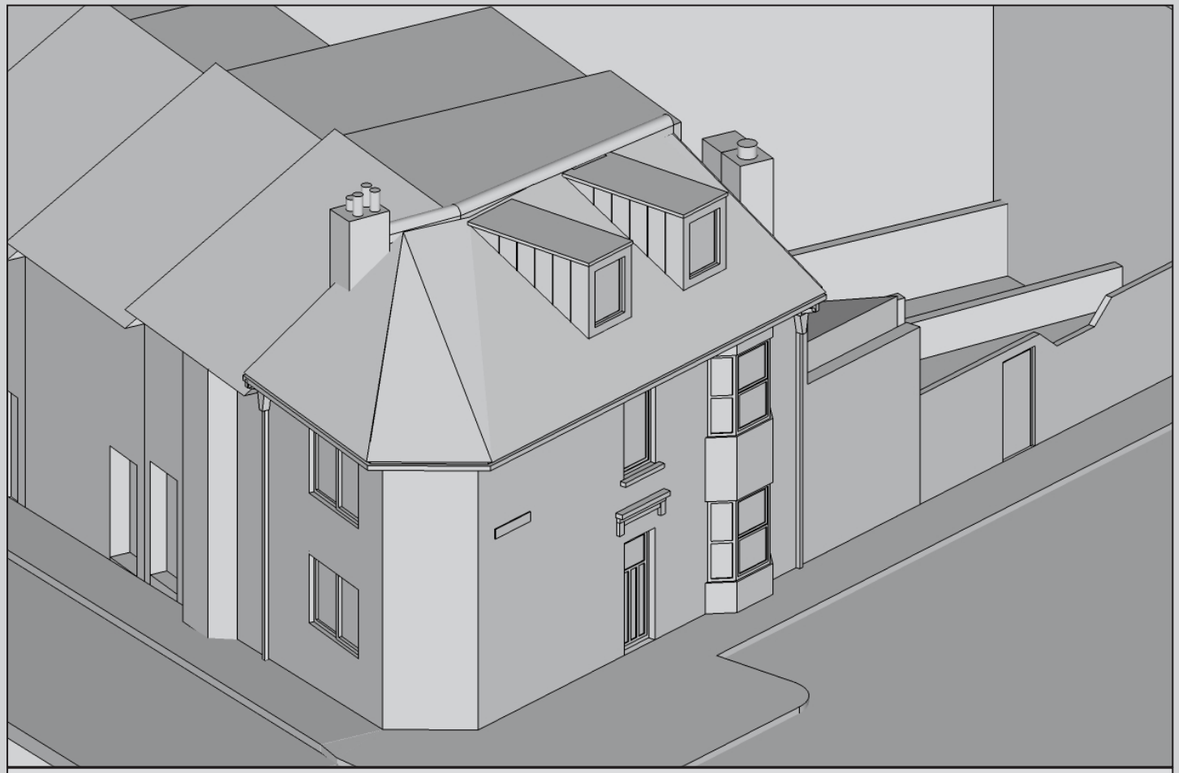
As such the Brighton & Hove Local Plan and Supplementary Planning Documents have been consulted extensively[1] in order to arrive at a proposal that is suitable, appropriate and within the architectural precedent set by Islingword Road and its wider context in Hanover.

The proposals take a proactive approach to future-proofing the property for inevitable climate change and are a direct response to the climate emergency facing the UK's building stock which currently fall below the standards required for energy efficiency to meet the UK's 2050 carbon neutral target.

These proposals show the extensive upgrade of the building external fabric to ensure the upmost efficiency in heating in line with guidance set by Brighton and Hove Planning Advice Notes.[2] The works include works to restore the property to its original roof material palette and is deliberate to make any new additions distinctly different but complementary.

1. (NPPF; 134) significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

2. PAN 08 Householder guidance on external wall insulation



Isometric drawing from SE of 38IWR showing the proposed dormer windows in 3D context.

Isometric drawing from NE of 38IWR showing the proposed dormer windows in 3D context.

4.1 Scale and Height

The proposals consist mainly of 2x additions to the roof in the form of dormer windows to the principal façade. The design of which has been restricted to follow the lines of the existing façade and window layout, respecting the original proportions. [3]

The dormer windows provide light to the second floor but do not overlook any neighbouring properties, facing east onto Hampden Road and Islingword Road. They do not result in any loss of privacy or sunlight to other properties. [4]

By minimising the dormer windows to existing lines, the windows appear minimal and not overbulky,[5] remaining subservient to the original roof form. The pairing of dormer windows above existing window openings ensures the balance of the façade is not offset. The dormers do not extend above the existing roof ridge and are set back nearly 1.2m from the roof eaves therefore reducing the visual impact from street level.

The dormers proposed are flat roofed, in keeping with the window dormers on similar properties [6] in Hanover (15 Islingword Road, 7 Hampden Road, 8 Hampden Road). The flat roof minimises the massing of the dormers thereby minimising their effect on the existing roof lines.

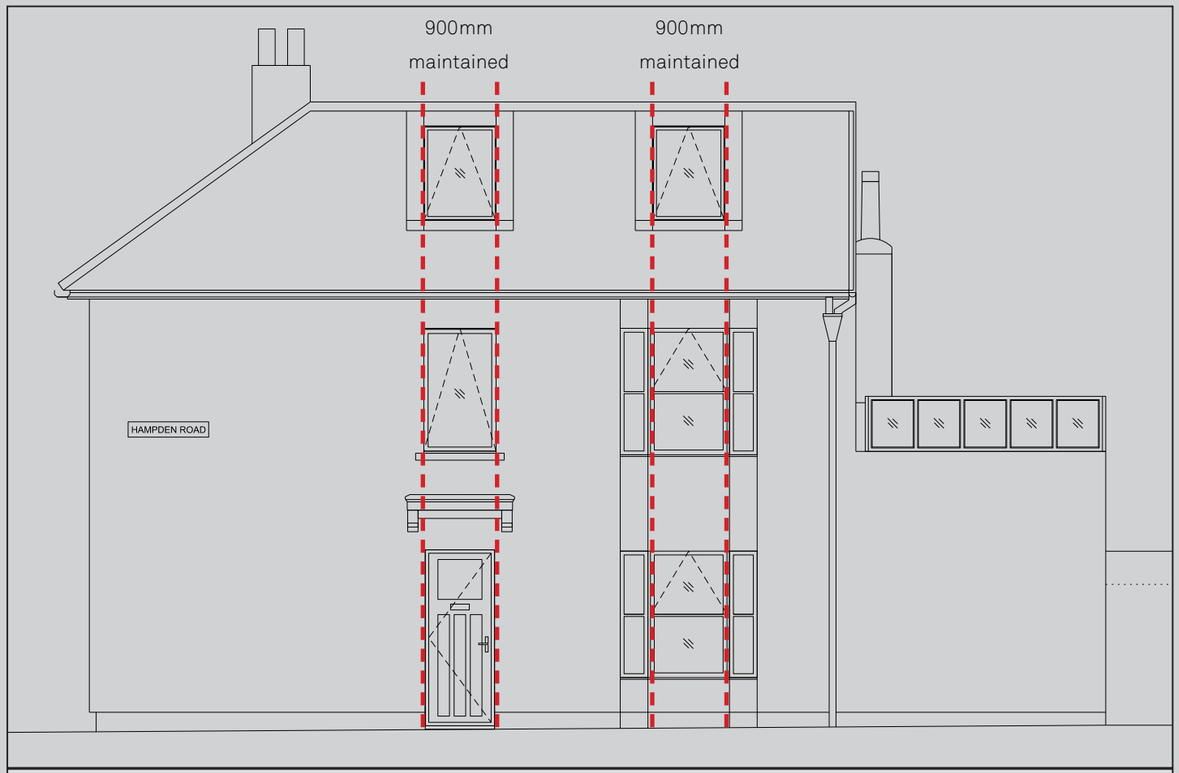
The dormers are set down below the ridge line, [6] respecting the original roof capping. Finished externally with standing seam metal cladding, it is conceived as a contemporary addition to the slate roof. This contrast is complementary and shows a clear and honest distinction between original roof and new addition.

3. Brighton & Hove Local Plan 2005 QD1: 3.6 Design – quality of development and design statements and SPD12:4 SPD12 Design Guide for Extensions and Alterations

4. Brighton & Hove Local Plan 2005 QD14 Extensions and alterations and SPD12:3B SPD12 Design Guide for Extensions and Alterations

5. SPD12:2B and SPD12:4 SPD12 Design Guide for Extensions and Alterations

6. SPD12:4 Design Guide for Extensions and Alterations



1. Hampden Road elevation showing the scale of the proposed dormer windows and their relation ship to the exsiting window openings.

2. Proposed elevation of Hampden Road showing the existing dormer windows to properties.

4.2 Architectural Detailing

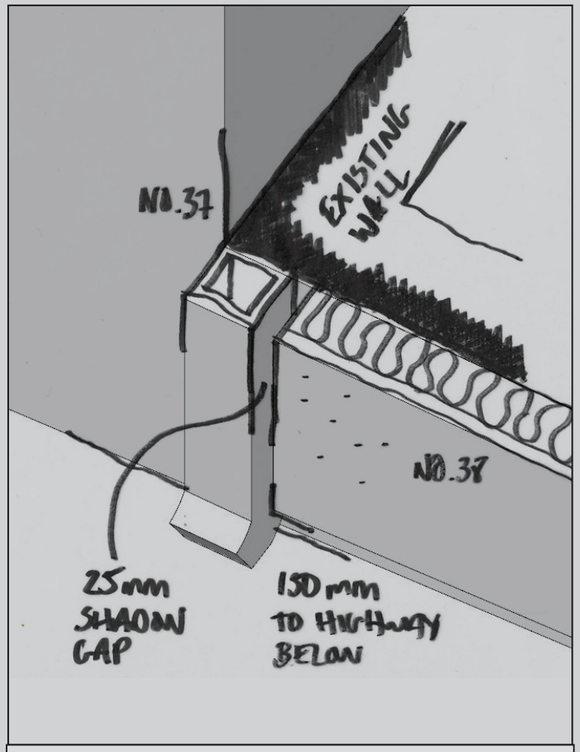
Great consideration has been taken to ensure the utmost architectural quality in detailing the design of the dormer windows and external wall insulation (EWI) to the property. The additional wall build up to the external face of the external walls (Appendix A) have been designed to a minimal projection over the highway.

The EWI is proposed to all external wall areas. It will project 90mm from the existing external face. The relationship with the existing street scene has been considered.[7] At the north end, the EWI terminates at the garden wall over 7.5m from the neighbouring property therefore it is suggested the step in façade between properties is not perceivable. The step on the garden wall helps to distinguish the end of the property from the garden.

The step resulting at the junction with number 37 Islingword Road will be negotiated with a recessed rainwater pipe (RWP) detail following the existing vertical line of the RWP. The step will therefore be 'disguised' by the RWP.[7] The detail includes a 25mm shadow gap between render and RWP, expressing the change in building element.

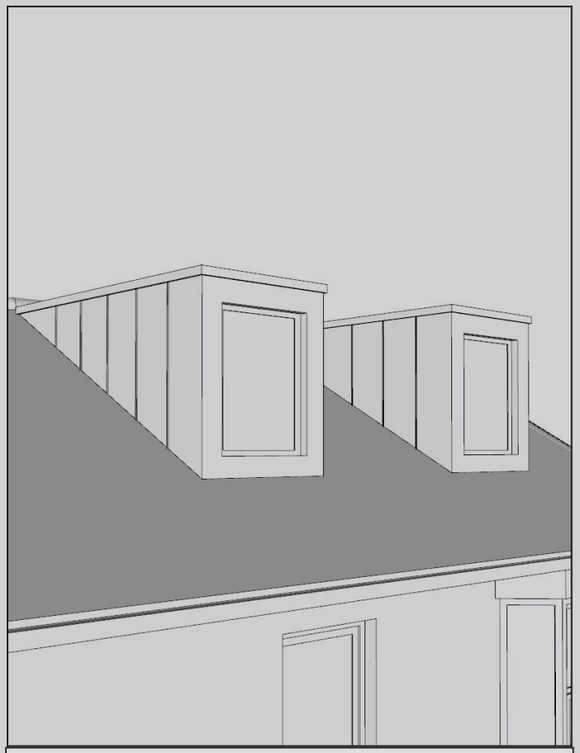
During the design process it was deemed more appropriate to finish the dormer windows in well designed standing seam metal to complement the slate roof tile.[7] The joints of the metal cladding run vertically at 300 – 500mm equal joints and provide a clearly identifiable addition to the roof form. The original roof lines are clearly maintained.

7. SPD12:3A Design Guide for Extensions and Alterations

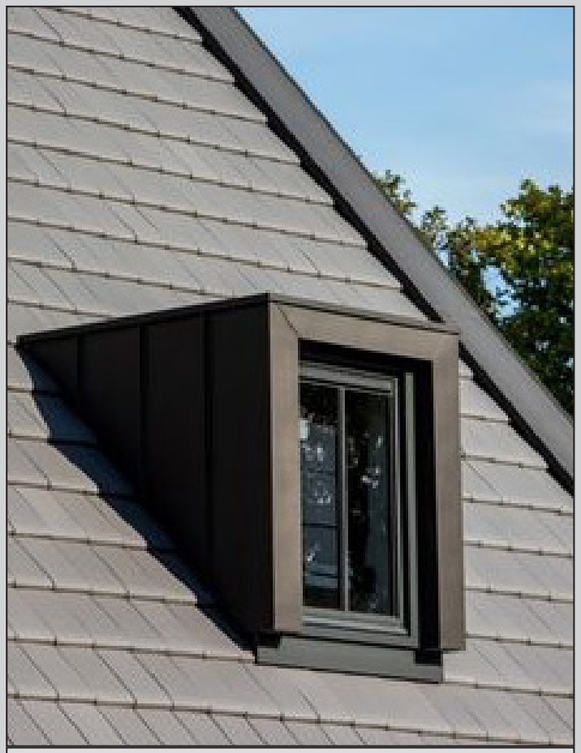


1. Section showing the external wall insulation meeting flush with the rainwater pipe which negotiates the facade with neighboring property.

2. Rainwater pipe at the eaves flush with the external render held off by deliberate 25mm shadow gap.



3. Proposed standing seam metal cladding to dormer windows.



4. Example of metal clad dormer window on slate tile roof of similar proportions and detail.

4.3 Visual Interest

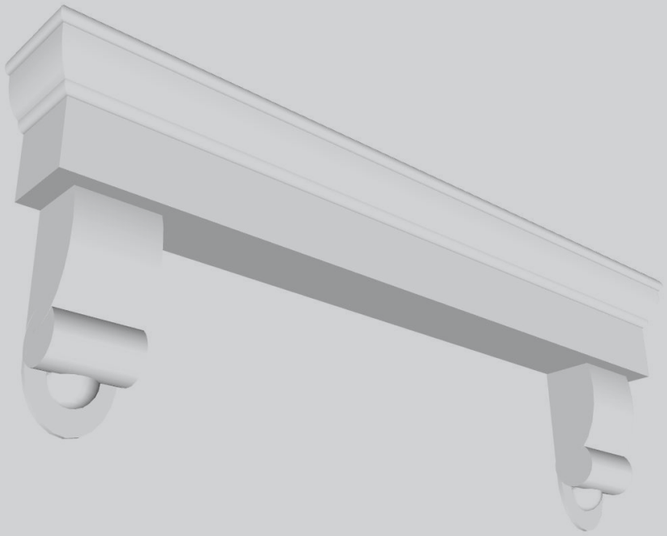
There are not many original features to the existing building after many years of accrued incremental alteration. However, an original exterior stucco feature in the form of a decorated lintel above the entrance door is of special interest.[8] This detail is featured on many of the properties on the roads around the property. It must therefore be regarded as significant to this property.

It is proposed to carefully remove the original stucco as a whole element before installing the EWI to prevent it from being covered. The feature will then be fixed to the new outside face of the façade ensuring the original detail is retained for the future.

The development proposes the return of the bay windows to original sash proportions in new aluminium slimline framing. As well as this, the development proposes altering the structural openings of existing windows on Islingword Road to match the proportions of other properties on this road,[9] returning the property to a more authentic representation of its original form. These alterations aim to make the property more honest to its Victorian heritage, repairing years of alterations to the detriment of architectural and visual interest.

8. Brighton & Hove Local Plan 2005
QD1: 3.6 Design – quality of development and design statements

9. Brighton & Hove Local Plan 2005
QD5: 3.24 QD5 Design – street frontages



3D visual of existing plaster detail on number 38 Islingword Road.

Windows and facade details.

4.4 Quality of Materials

The quality of materials is paramount to the development and wherever appropriate, natural or sustainable sources of material will be found. [10]

1.Standing seam metal cladding in PRISMO red complements the tone of the new render paintwork, whilst contrasting the grey slate tile of the proposed roof material. The metal cladding is a contemporary choice of material to clearly distinguish the dormers as new additions. [11]

2.In the proposal the non-original concrete tile is replaced for grey slate tiles, returning the property to its Victorian heritage.

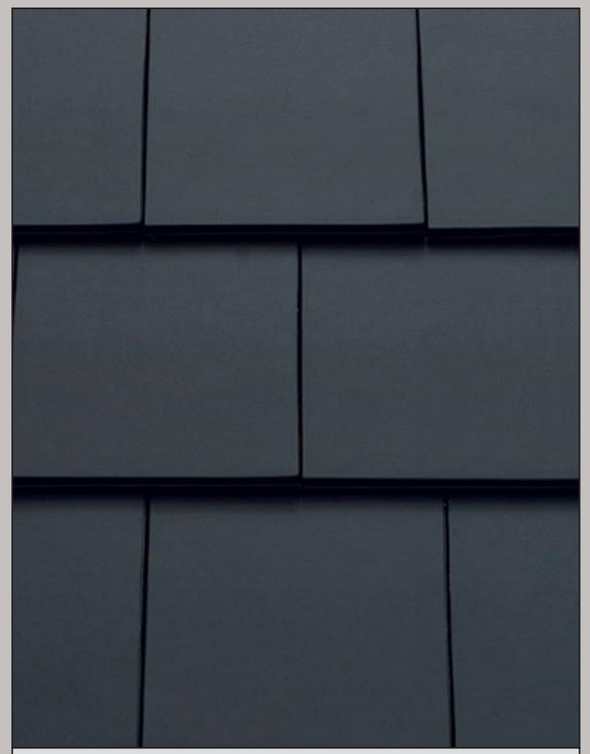
3.The render applied to the outside face of the EWI will be similar tone to the existing paint colour. The render is the same material as the existing external façade but proposes a lime-based product, a superior sustainable product using less carbon in production.

4.New slimline aluminium frames will vastly improve the air tightness of the building, lessening heat waste as well as returning windows to original proportions.

10. Brighton & Hove Local Plan 2005 QD1: 3.6 Design – quality of development and design statements

11. Brighton & Hove Local Plan 2005 QD1: 3.4 Design – quality of development and design statements

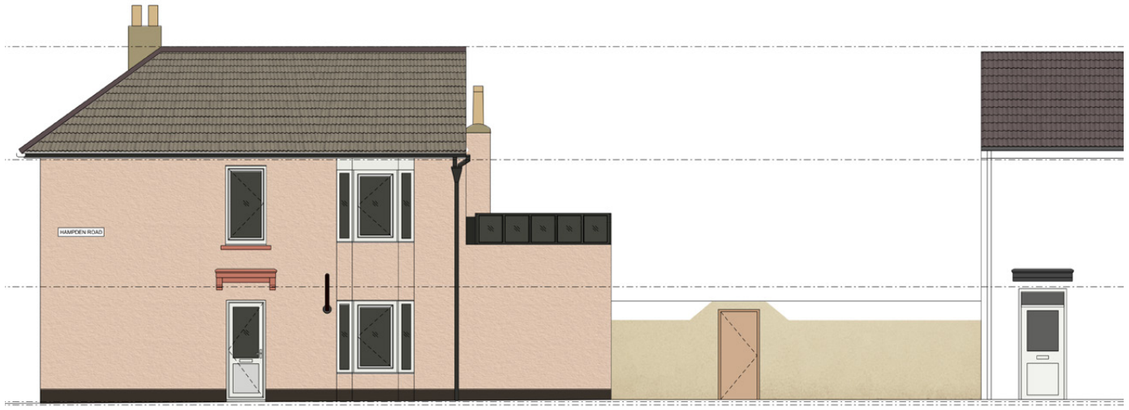
1. Standing seam metal cladding to dormer windows.



2. Dark grey slate tiles to roof.

3. Rerender and colour to earth red.

4. Graphite grey aluminium window frames.



No.38 No.1

Existing front elevation to Hampden Road

No.38 No.1

Proposed front elevation to Hampden Road

No.36 No.37 No.38

Existing front elevation to Islingword Road

No.36 No.37 No.38

Proposed front elevation to Islingword Road

No.38 No.37 No.36

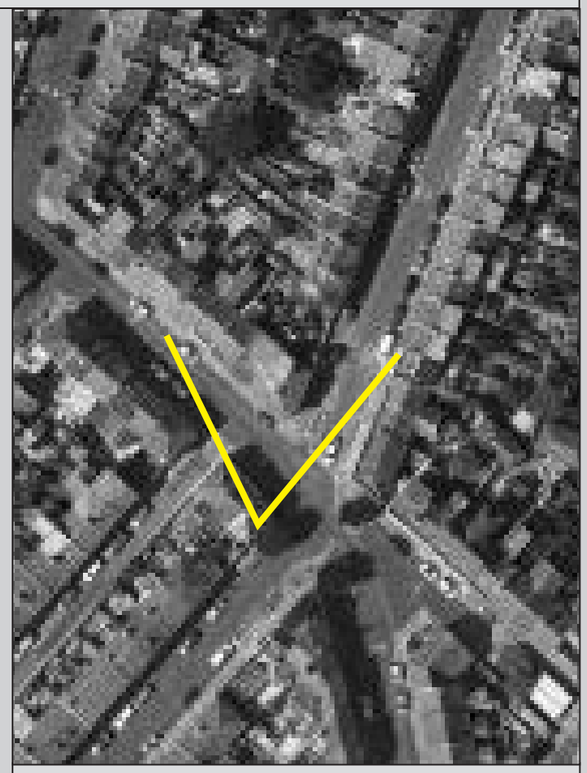
Existing rear elevation.

No.38 No.37 No.36

Proposed rear elevation.

View 1 - Existing

View 1 - Proposed



View 1 plan

View 1 - Existing

View 2 - Proposed

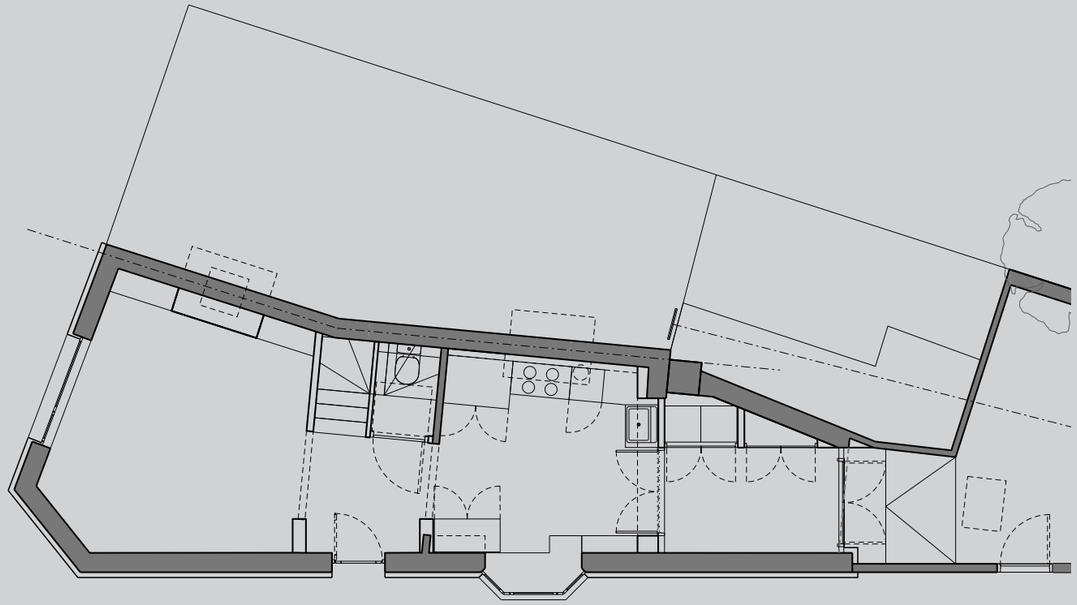
View 2 plan

5. Access

The means of access into the property is unchanged. There are two principal entry points via the front door on the front façade, or via the garden rear door. The position of both doors remain unchanged.

A raised ground floor creates new level access through the front door where there is currently a 140mm step down on the threshold. This improvement to accessibility runs across the ground floor and is level throughout the development.

There are no proposals to alter the pedestrian footpaths on the two principal facades. The EWI will project over the highway by 90mm and all other licenses will be sought following planning permission.



New level access through front door and throughout ground floor.

6. Sustainability

A main driver of the development at 38 Islingword Road is the need to improve the efficiency of building fabric in order to meet the target of UK net zero carbon in 2050.[12] It is widely accepted that retrofitting our existing buildings is absolutely critical if we are to achieve net zero. Around 18% of annual national CO2 emissions come from existing homes.[13] Following LETI advice, the proposal targets an energy consumption reduction of 60-80%.

A vital component of retrofitting homes to meet target 0.30 w/m2 u-values for external walls for existing buildings[14] includes fitting EWI to the outside face of existing solid wall construction. The existing property is built from 295mm solid bungaroosh and extremely limited on space internally, limiting the options for improving fabric efficiency. Typical details are included in Appendix A.

A new 60mm layer of insulation to the ground concrete slab ensures the property is sealed in insulating material. New double glazed window units and smaller window openings ensure heat is kept inside and the risk of over-heating is reduced.[15]

Once these improvements are installed, less energy will be required to heat the building opening options for future renewable heat sources such as air-source heat pumps.[16]

12. (NPPF; 152) The planning system should support the transition to a low carbon future in a changing climate

13. LETI Climate Emergency Retrofit Guide 2021

14. Building Regulations Part L

15. SPD12:3B Design Guide for Extensions and Alterations

16. City Plan CP8:2 Sustainable Buildings

Planning Advice Note PAN 08

Householder guidance on external wall insulation

December 2016

External Wall Insulation reduces heat loss from external walls

Image: Paul Early

This image is of three houses in a terrace. The house in the middle has had external wall insulation installed. Tthe other houses do not.

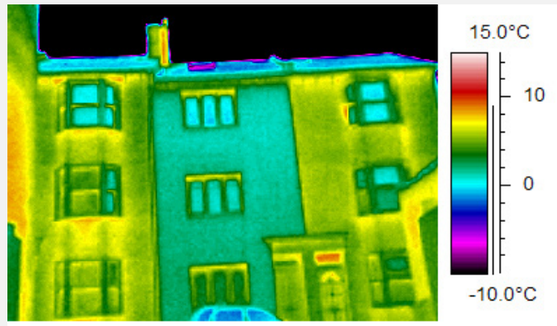


Image: ArchAngels Architects

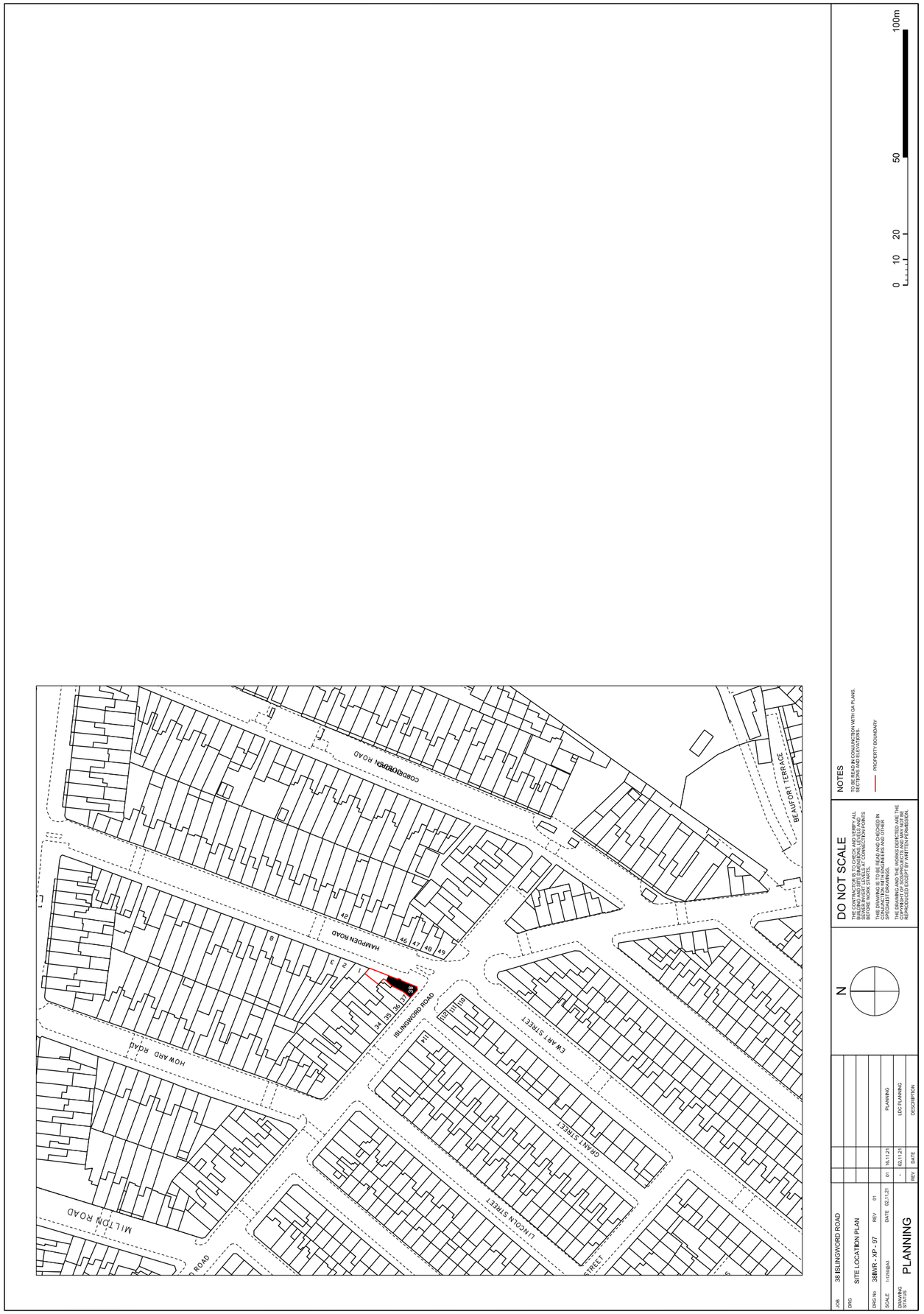
This thermal image is taken in winter whilst central heating is running. It shows that the house with external wall insulation in the middle has a lower surface temperature. This is because there is less heat escaping through the wall.

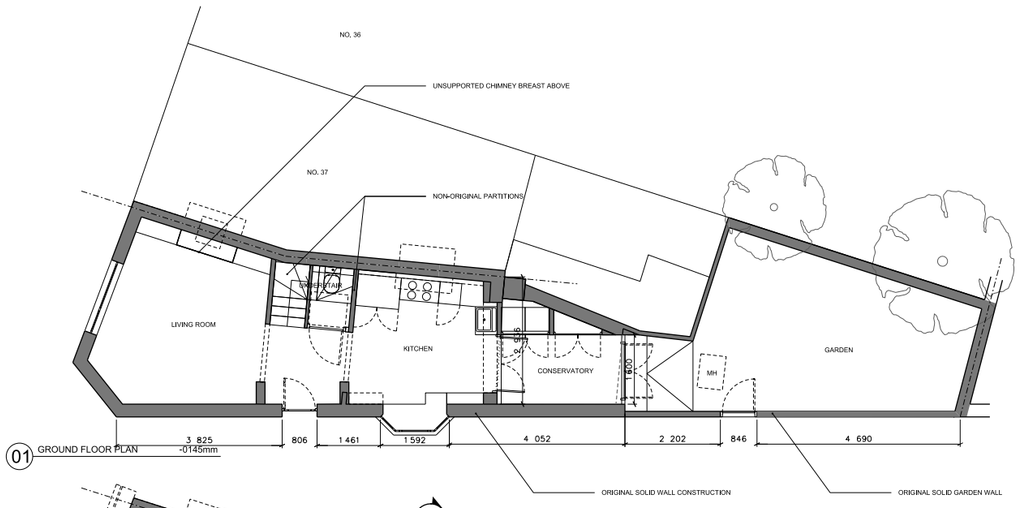
The houses on either side have much higher external temperatures: about 5^{oC} higher. This is because more heat from their central heating system is escaping and being lost through the walls of the houses without external wall insulation.

Extract from B&H CC PAN08 guidance on EWI.

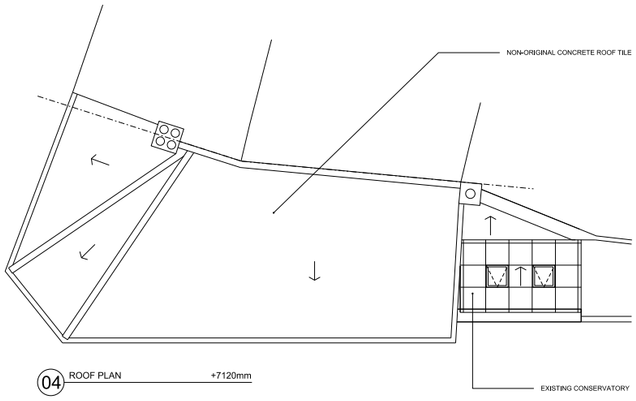
7. Drawings

The following drawings have been included in this short report for completeness. For larger format scale drawings please refer to the accompanying documents.

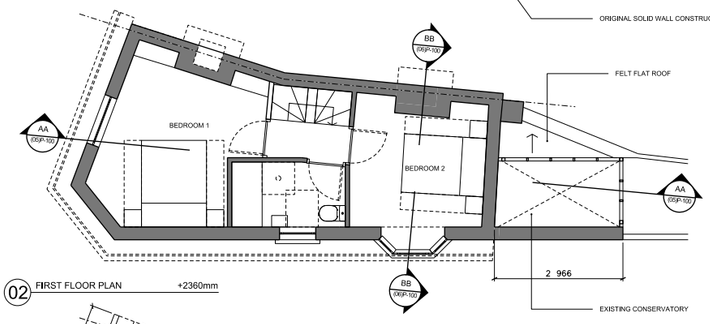




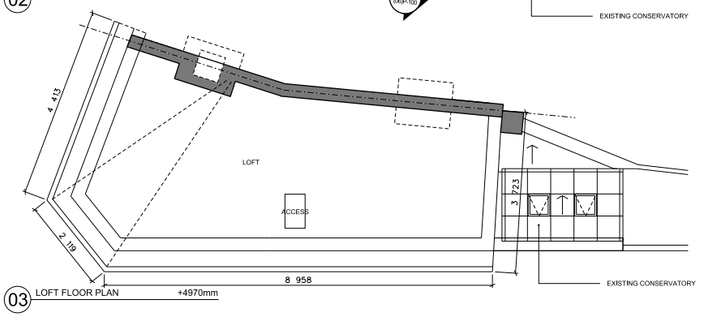
01 GROUND FLOOR PLAN -0145mm



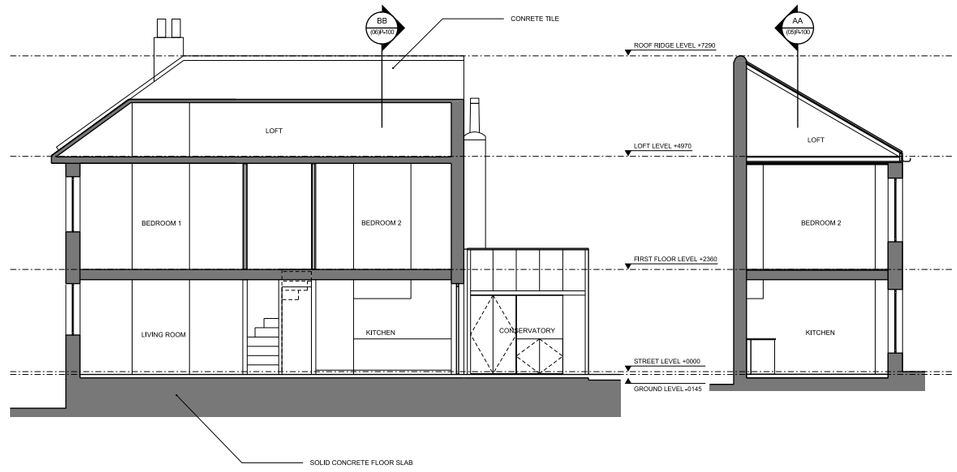
04 ROOF PLAN +7120mm



02 FIRST FLOOR PLAN +2360mm



03 LOFT FLOOR PLAN +4970mm



05 SECTION A

06 SECTION B

JOB	38 ISLINGWORD ROAD			
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THE CONTRACTOR IS TO CHECK AND VERIFY ALL BUILDING AND SITE DIMENSIONS, LEVELS AND SEWER INVERT LEVELS AT CONNECTION POINTS BEFORE WORK STARTS.

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NOTES

TO BE READ IN CONJUNCTION WITH GA PLANS, SECTIONS AND ELEVATIONS.

EXISTING STRUCTURE

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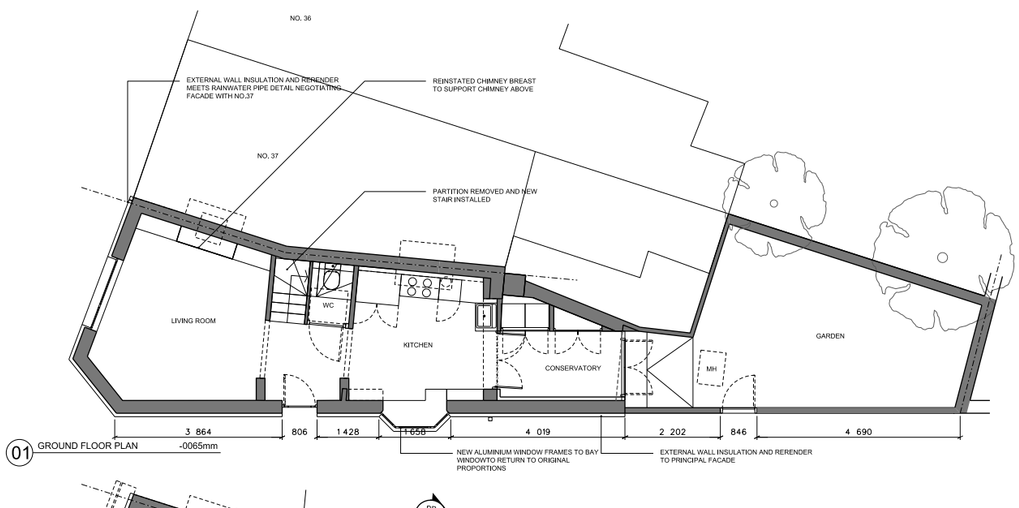
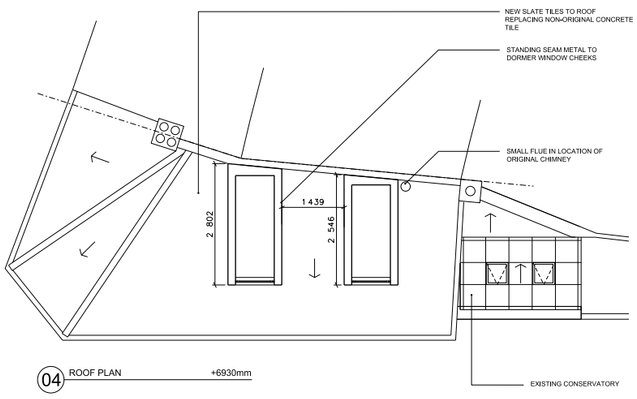
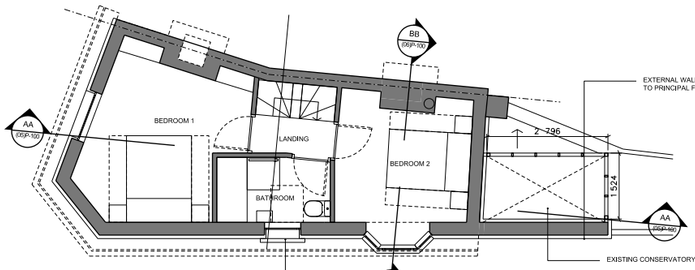


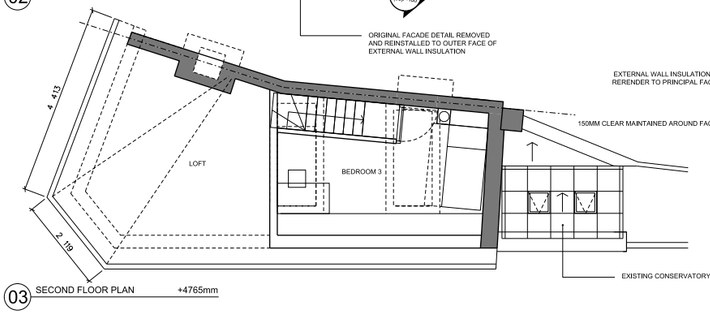
01 GROUND FLOOR PLAN -0065mm



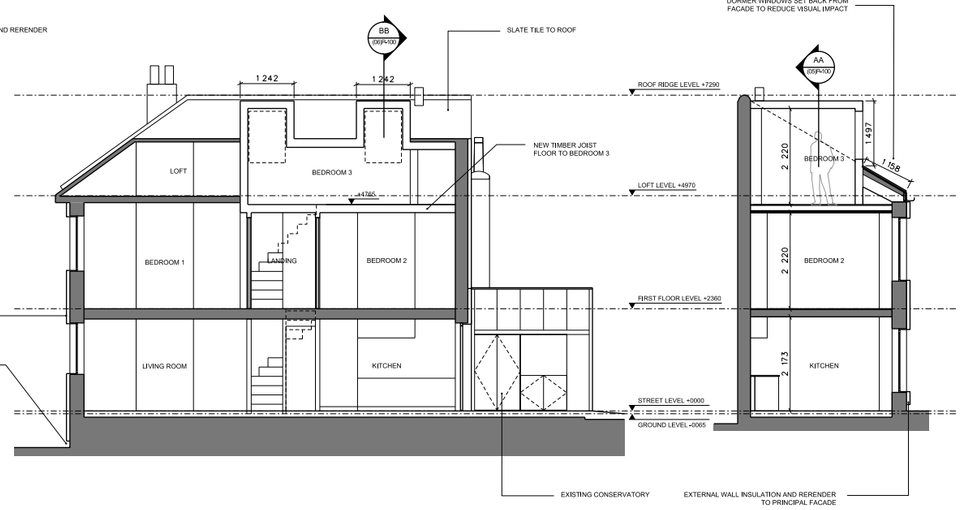
04 ROOF PLAN +6930mm



02 FIRST FLOOR PLAN +2360mm



03 SECOND FLOOR PLAN +4765mm



05 SECTION A

06 SECTION B

JOB	38 ISLINGWORD ROAD			
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NOTES

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EXISTING STRUCTURE

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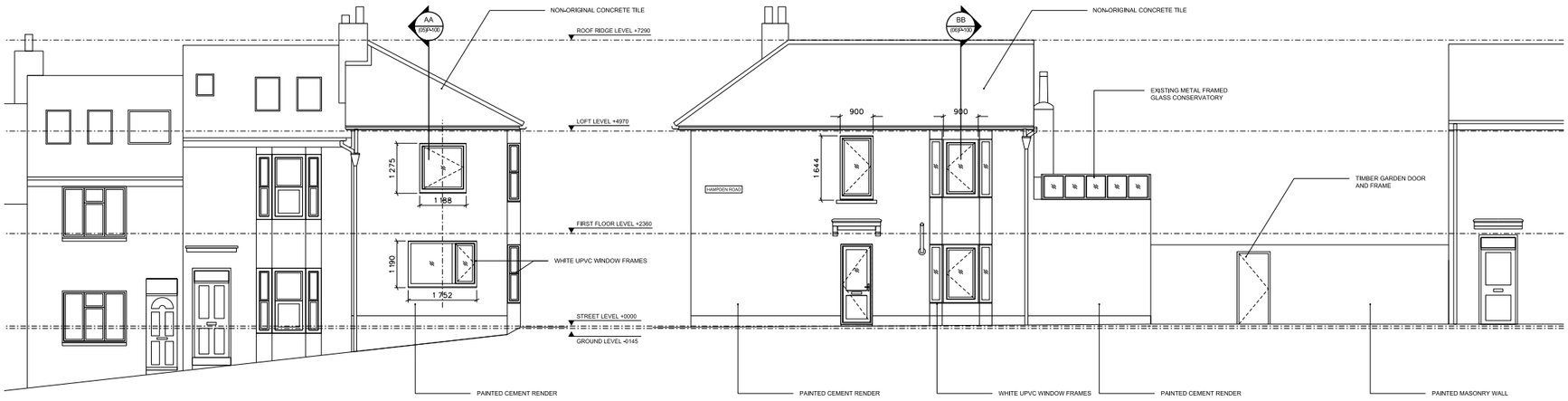
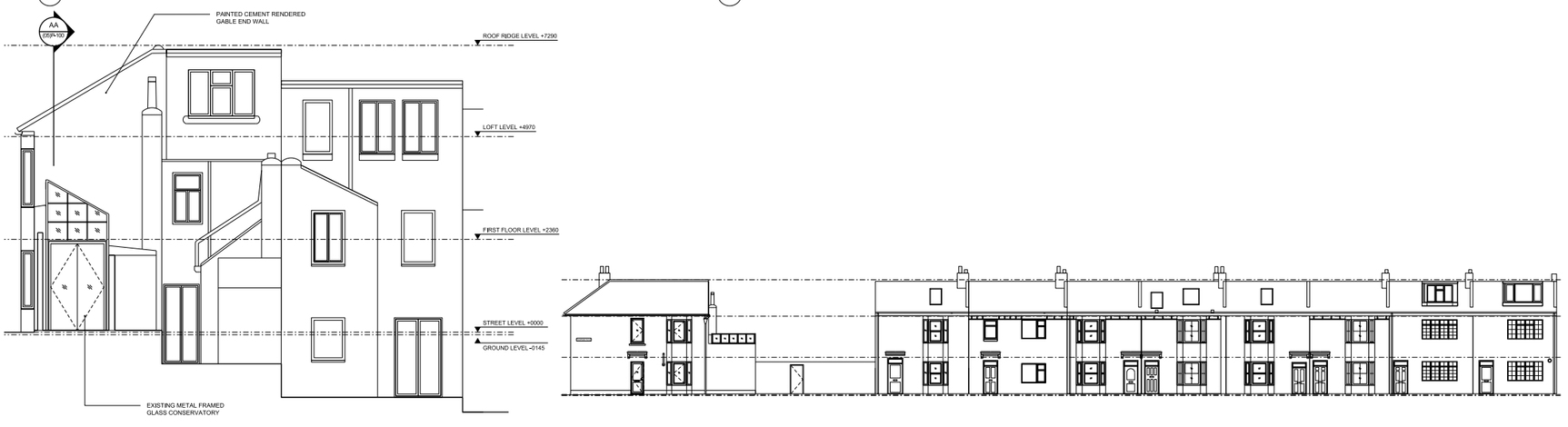


01 ISLINGWORD ROAD ELEVATION (SOUTH)

02 HAMPDEN ROAD ELEVATION (SOUTH EAST)



03 REAR ELEVATION (NORTH EAST)

04 HAMPDEN ROAD ELEVATION (SOUTH EAST)

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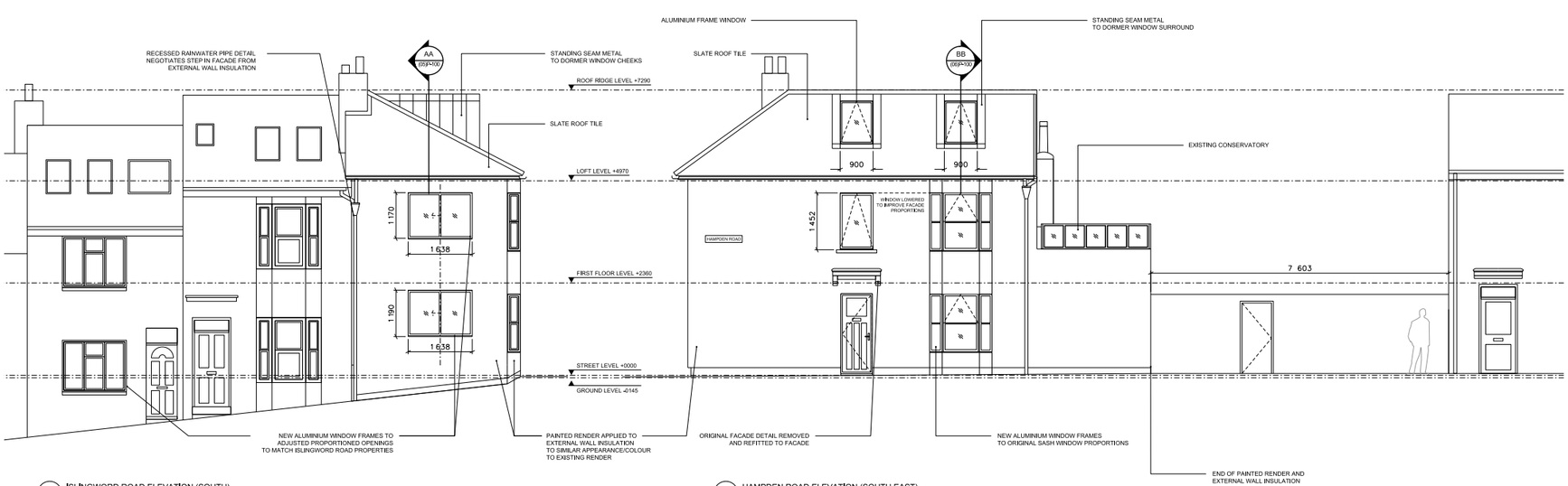
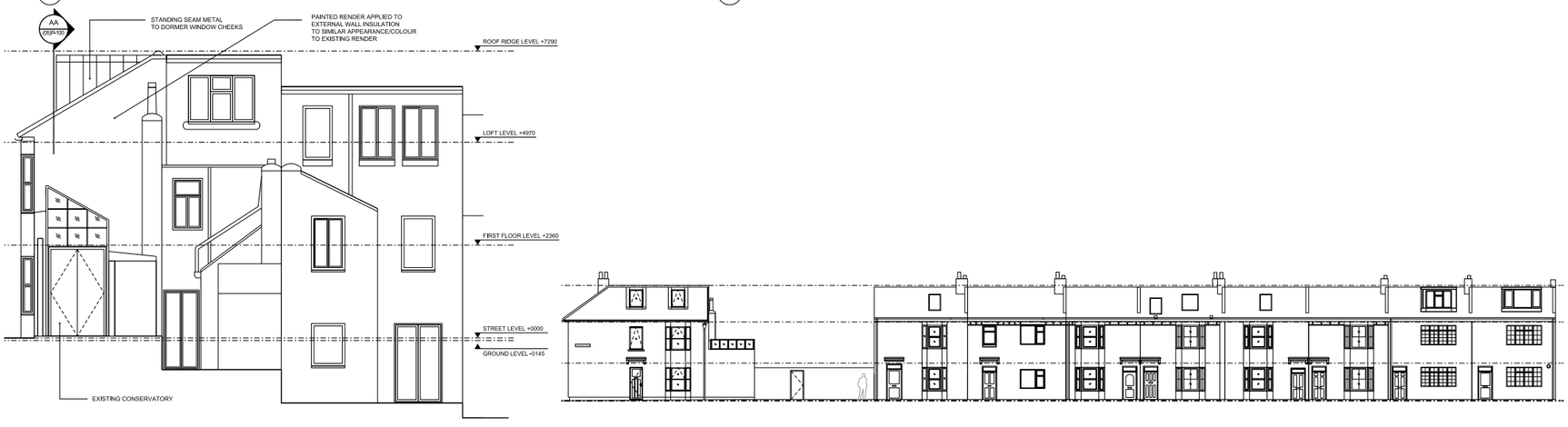


01 ISLINGWORD ROAD ELEVATION (SOUTH)

02 HAMPDEN ROAD ELEVATION (SOUTH EAST)



03 REAR ELEVATION (NORTH EAST)

04 HAMPDEN ROAD ELEVATION (SOUTH EAST) 1:125@A1

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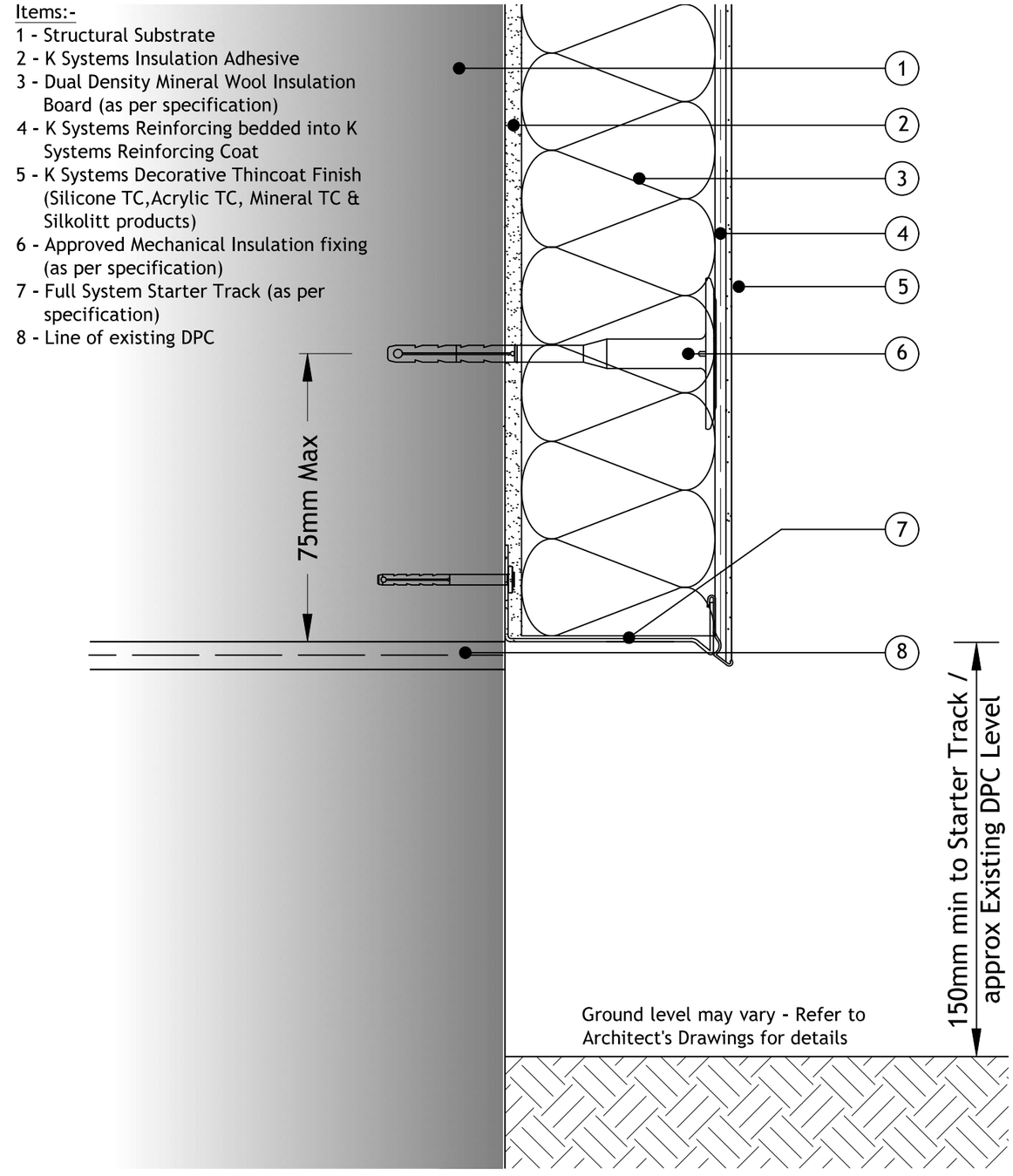
0 1 2 3 4 5 10m

Appendix A

Typical details from K System's External Wall Insulation system.



K Systems
Insulated Façades

Unit 203, Mere Grange
St Helens
WA9 5GG
☎ 01744 353 005
www.k.systems

DRAWING
K SYSTEMS M TC - BASE DETAIL

FC PC NC

DRAWN AO'R | **CHECKED** Jm

Refer to technical@k.systems for any Technical Assistance regarding Specification.

This drawing is intended to illustrate the correct application of K System products only. All other elements are shown indicatively. It is not the intention to detail the building's construction.

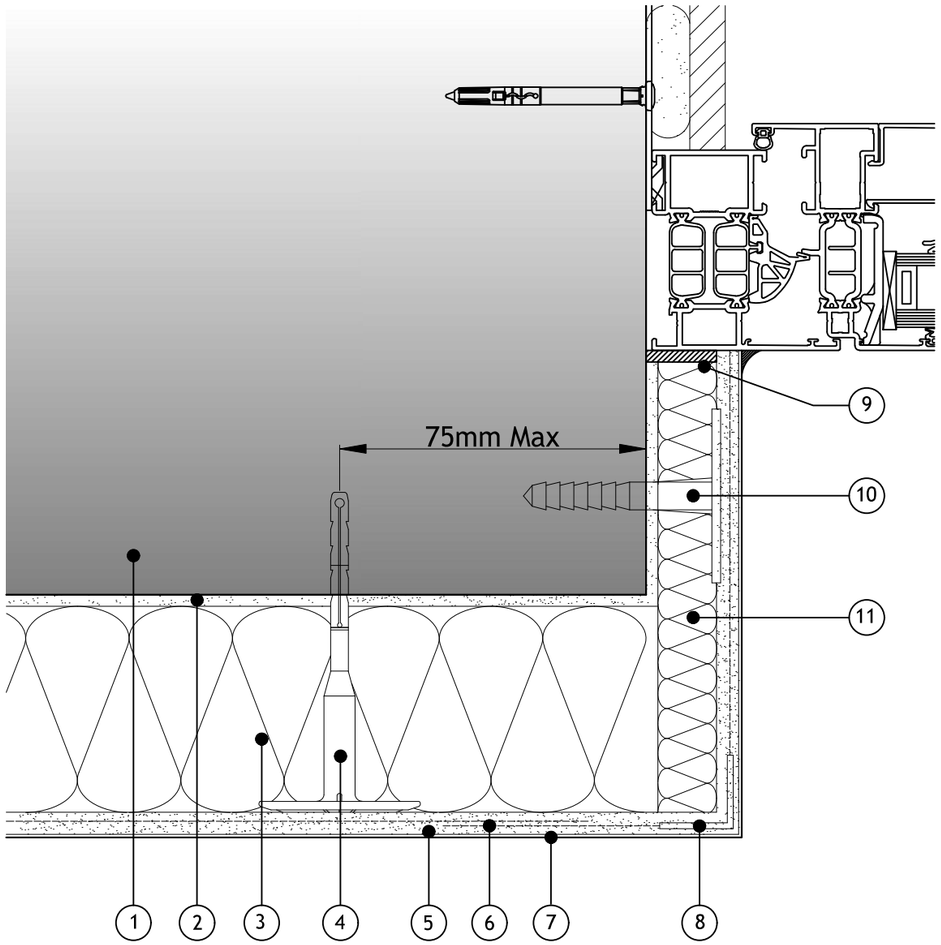
DRAWING REF KSM-TC-201

REVISION

DATE FEB 2021

SCALE 1 : 2

Items:-
1 - Structural Substrate
2 - K Systems Insulation Adhesive (please refer to specification)
3 - Dual Density Mineral Wool Insulation Board (as per specification)
4 - Approved Mechanical Insulation Fixings (as per specification)
5 - K Systems Reinforcing Coat (as per specification)
6 - K Systems Reinforcing Scrim bedded into K Systems Reinforcing Coat (as per specification)
7 - K Systems Decorative Thincoat Finish (Silicone TC, Acrylic TC, Mineral TC & Silkolitt products)
8 - Surface Mounted Mesh-Wing Corner Bead, bedded into Reinforcing Coat (as per specification)
9 - K Systems Sealing Tape with Low Modulus Silicone Sealant (as per specification)
10 - Approved Mechanical Insulation Fixings for Reveals (as per specification)
11 - Reduced thickness Dual Density Mineral Wool Insulation Board for Reveals (as per specification)



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DRAWING
K SYSTEMS M TC - INSULATED REVEAL DETAIL

FC PC NC

DRAWN PB	CHECKED JV	DRAWING REF	REVISION
		KSM-TC-305	

Refer to technical@k.systems for Technical Assistance regarding Specification.

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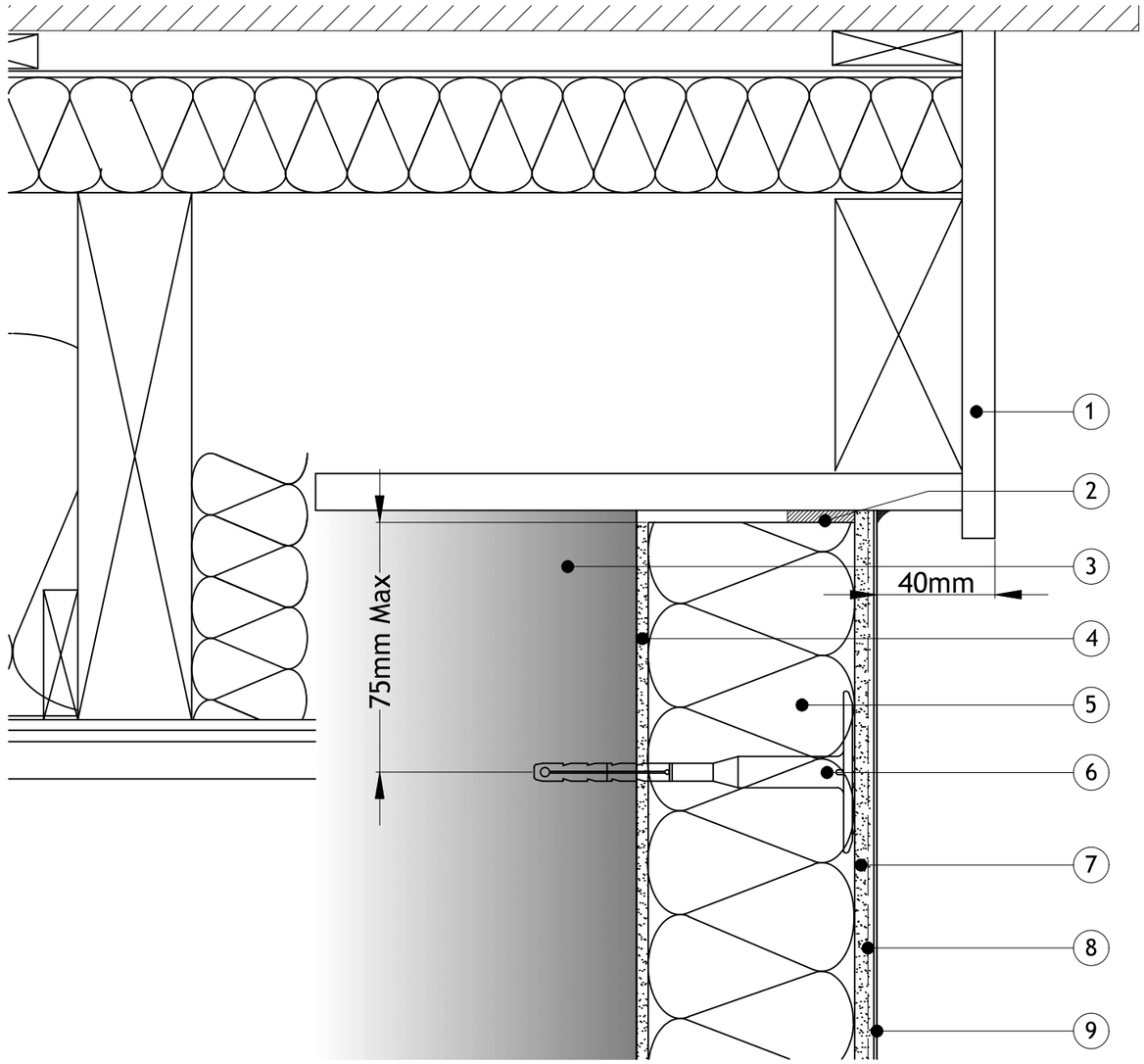
DATE	SCALE
JAN 2021	NTS

Items:-
1 - Roof detail
2 - K Systems Low Modulus Silicone Sealant & Sealing tape (as per specification)
3 - Structural Substrate
4 - K Systems Insulation Adhesive (please refer to specification)
5 - Dual Density Mineral Wool Insulation Board (as per specification)
6 - K Systems Approved Mechanical Insulation Fixing (as per specification)
7 - K Systems Reinforcing Coat (as per specification)
8 - K Systems Scrim Reinforcing Scrim (as per specification)
9 - K Systems Decorative Thincoat Finish (Silicone TC, Acrylic TC, Mineral TC & Silkolitt products)



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DRAWING
K SYSTEMS M TC - EXTENDED VERGE DETAIL

FC PC NC

DRAWN PB	CHECKED JV	DRAWING REF	REVISION
		KSM-TC-702	

Refer to technical@k.systems for Technical Assistance regarding Specification.

This drawing is intended to illustrate the correct application of K System products only. All other elements are shown indicatively. It is not the intention to detail the building's construction.

DATE	SCALE
NOV 2021	NTS