

HERITAGE & DESIGN STATEMENT

**1 ASH COTTAGES, MILL LANE, BROCKENHURST,
HAMPSHIRE, SO42 7UD**

**DETACHED OUTBUILDING, REPLACEMENT FENCE,
GATES & FRONT DOOR**

Prepared by:

Plan-It Design



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THE SITE

1 Ash Cottages forms one of two semi-detached cottages lying on the junction of Mill Lane and the A337, very close to the level-crossing in the village of Brockenhurst. The site comprises of a semi-detached, thatch cottage and a small, detached shed on the southern boundary of the site.

There are several mature trees on and adjacent to the site and a large storm drain runs across the site, turning into an open culvert running parallel to the north-western boundary. The applicant is responsible for the maintenance of this storm drain.

The site falls under the jurisdiction of the New Forest National Park Authority and lies within a Conservation Area. The cottages are both grade II listed (UID: 1094775), believed to be constructed in the 17th century as one dwelling and modified in the 18th and 19th centuries. The listing contains the structure itself and any object or structure fixed to it (inside or out) as well as any object or structure within the curtilage of the BUILDING.

LOCAL HISTORY

At the time of the Domesday Book, the immediate area was divided into four manors: Broceste (Brockenhurst), Brookley, Mapleham and Hinchelesey. The settlements came under Forest Law in the 1070s through the formation of the Royal Forest. Present day Brockenhurst developed on lands originally belonging to Broceste and Brookley.

At the beginning of the 19th century there were at least eleven farms in the Brockenhurst area with various cottages, typical of a dispersed rural settlement. The building of the railway in 1847 allowed a stimulus for the development of the area, particularly due to the small railway station, which is very close to the site. The station was enlarged in 1888 and further extended in 1936. There are twenty listed buildings within the Conservation Area including a medieval church.

THE WORKS

The proposed works consist of the construction of a detached, timber framed garage, new fencing/hedging, replacement front gates and a new front door.

The proposed garage will be 5500mm long x 3200mm wide. There will be a 1500mm open log store to the rear of the garage making the total length of the building 7000mm. The height to the eaves is 2100mm and the ridge height is 3612mm as measured from adjacent ground level. The garage will be sited 15.50m away from the front wall of the cottage and 650mm away from the boundary to allow for maintenance. The garage will be built off a brick base and will consist of an oak frame clad in softwood feather boarding. The roof will be a hipped design and will use a slate or clay tile covering. The garage will be positioned so as not to conflict with an underground storm drain that crosses the site. Rainwater goods will be in black plastic, and it would be proposed to discharge rainwater into the adjacent storm drain. If this is not permitted, a new soakaway will be provided in the front garden.

The new fence matches the existing section of fence (which will also be replaced) and is 1850mm at its highest point. The fence will be timber close board with softwood post and rails and matching gravel board. The new fence will start from the new gates and will run to the full extent of the site (approximately 23.50m) except where there is an existing tree on the front boundary. To soften the fence line, it would be proposed to plant native hedging on the outside of the fence. It would also be proposed to insert some timber bollards to match the existing bollards on the adjacent side of the gates, in order to discourage vehicle parking on the grass verge. The existing section of fence line being replaced, will be set back slightly adjacent to the entrance to allow a wider visibility splay.

The new gates will be timber with remote opening and will be the same height as the fence rising to just over 2m at the centre point. The opening for the gates will be slightly wider than the existing entrance at 3.60m and set further back into the site with inward opening panels, so incoming vehicles can be off the main road whilst opening the gates, which is not currently possible, making the arrangement unsafe and inconvenient. The existing driveway will be extended with shingle to match existing, and a new strip of granite setts will be provided over the entrance in order to retain the shingle.

The existing front door is a 'stable-door' door design in timber which is painted white. It is proposed to replace this door in a similar 'stable-door' design, in timber, colour to be decided. The door will have a very small, glazed opening, positioned centrally.

DESIGN CONSIDERATIONS & JUSTIFICATION

Given the importance of Ash Cottages due to their Grade II listing and its significance within the overall historical context of the town, it is particularly important that any new development should enhance the site and the buildings within it, and should not adversely impact on their appearance. When the applicants purchased the property, the north-western boundary of the site, which fronts onto Mill Lane consisted of dead trees, bushes and shrubs and these were removed, on the advice of the Council, in order to tidy up the site (CONS/21/0380).

Following a pre-app enquiry (22/50245), feedback from Conservation was received; this suggested that the design of the garage was acceptable but not the location. It was suggested that a better location may be close to the front (north-western) boundary. Locating the garage in this position raises several issues.

This would bring the garage very close to the open culvert which must be maintained and for this reason would not be practical. The ground by the culvert would become undermined by the foundations which would require a structural solution.

This location would also bring the garage closer to the mature trees on site, whilst this can be mitigated to a certain degree, it would further make this location difficult to build on.

One of the reasons the entrance is being made wider and set back from the boundary is so a vehicle can be parked off road whilst the gates are being opened. Locating the garage close to this boundary will make the turning circle tight when driving in.

We believe that locating the garage close to the road, will affect the appearance of the cottage more than if it was set further back into the site as we have suggested, which is one of the key points when constructing new outbuildings.

Furthermore, the neighbour at 2 Ash Cottages has no issues with the garage being located as proposed, and is considering a similar outbuilding in a similar location.

If there are concerns regarding the turning area, a small area of lawn could be introduced at the front of the cottage.

Following the pre-app enquiry, the applicants arranged a site meeting and met John Longdown from Enforcement on 22nd July. Whilst the applicants can appreciate that picket fencing is generally preferred, there are several instances where close board timber fencing has been used in the immediate vicinity. Furthermore, the site was recently broken into, [REDACTED]. Therefore, it would be unreasonable to expect the applicants to install low picket fencing to the north-western boundary. The [REDACTED], [REDACTED] picket fencing offers no deterrent to criminals. We would therefore propose to plant native hedging to the front of the close board timber fencing, and

once this is established at the same height, the close board timber fence can be removed, and a low wire fence installed on the inside in order to keep dogs in. John Longdown concurred with this proposal. The installation of a brick wall would not be practical given the close proximity of the open culvert which runs along the edge of the north-western boundary.

With regards to the new gates, the applicants can appreciate that 5-bar gates look appealing in rural settings, however, they do not provide security against criminals, and we feel this is again unreasonable to expect the applicants to install, given the fact that there has been a recent break in, [REDACTED].

IMPACT ON THE HERITAGE ASSET

The proposals, we believe, will cause no loss of heritage asset and will have minimum impact on the cottages.

ACCESS

Vehicular access to the site will be widened and set back further into the site as described above.