

01 INTRODUCTION

This statement is to support a full planning application for the following:

- New dwelling at the rear
- Front access and parking for the existing dwelling



01 – Proposal overview

02 THE PROPOSAL

The applicant wishes to utilize land at the rear of the existing residential property for the erection of a new dwelling. The land behind the residential property is currently used for the parking of private vehicles and the care and grazing of privately owned horses and includes an existing stable block.

In addition, and to facilitate a simple sub-division, a new vehicle access to the existing dwelling is proposed.

03 PLANNING HISTORY

In 2016 an application was submitted to convert the existing stables into a dwelling (16/01078/FUL). The application was refused and subsequently dismissed at appeal (APP/D3125/W/16/3157358). There were two main reasons for refusal; flood zone location and the effect on the character and appearance of the surrounding area.

The appeal was dismissed on one issue alone, that insufficient evidence was provided to support the development in the flood zone. The inspector’s view was that the character of the immediate and surrounding area would not be adversely affected by the development. His reasons included limited visibility from the public realm and the retention of the agricultural character. Regarding the principle of residential development, the inspector held the view that the site is not an isolated new form of development and found no conflict with local plan policy BE2 which seeks to ensure that new development respects the character and quality of its surroundings.

It is on the above grounds that the currently application has been considered regarding its siting and design.

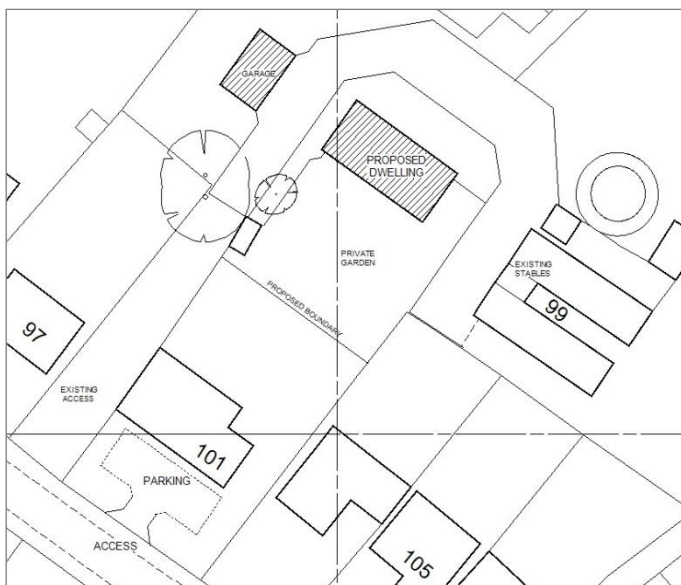
04 RELEVANT PLANNING APPROVALS IN THE VICINITY

The most significant recent approval that is currently being implemented nearby is at the rear of 77 Abingdon Road, 5 dwellings accessed from Martins Lane (21/00622/FUL). In addition, there is a significant number of approvals and completed developments at the rear of properties on Abingdon Road including 4 dwellings on Shifford Lane (20/03431/FUL) as an example.

05 SITING, DESIGN AND LAYOUT

Notably, this application is for a new dwelling and not the conversion of the existing stables. There are a number of reasons for this approach. The main one being flood risk. The stables fall partly within the 1 in 20 year high risk flood zone and residential development in this location would require both flood defences and compensatory flood storage measures. Given that current policy should support new housing under certain conditions, locating a new, agricultural style building outside of the 1 in 100 year + 30% flood zone is a more respectful and sustainable approach. This also retains the working stables which is a more efficient use of the land.

Secondly, the site is not isolated and is surrounded by previously developed land on three sides. A new building in the proposed location is well within the built-up area and in keeping with the existing pattern of development. The scale of the proposed building is modest being similar to the houses fronting Abingdon Road. There is an existing access that can be utilised and there is a significant distance between the rear of the proposed building and the existing houses (30m at minimum).



02 – Block plan

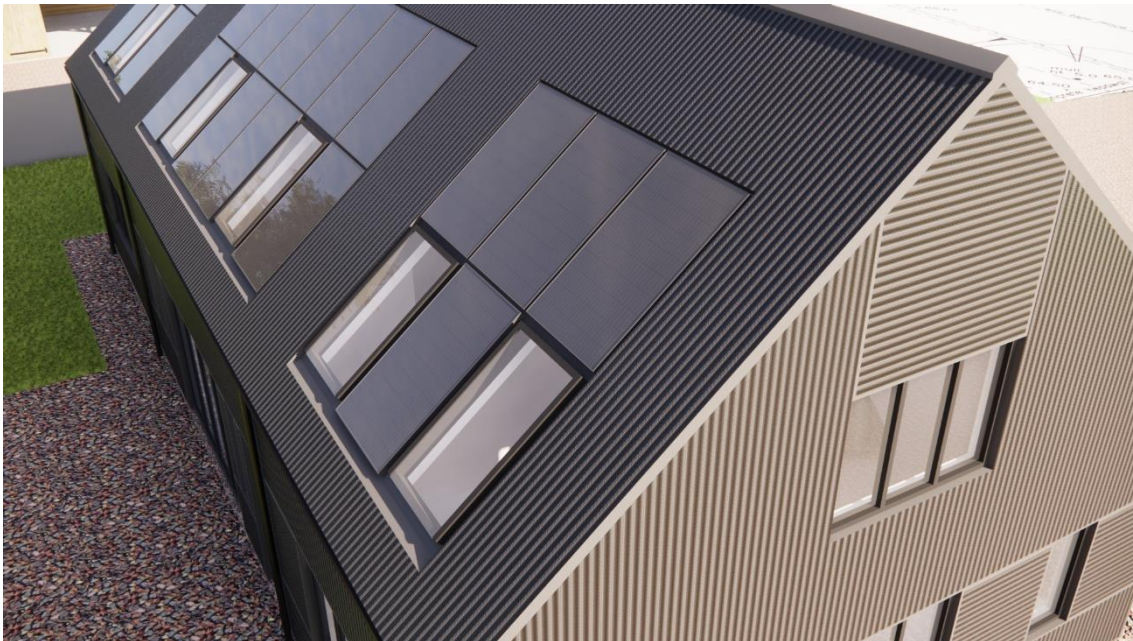
The new dwelling is positioned ‘back to back’ with the existing dwelling, which is the best arrangement with regard to private amenity and the avoidance of overlooking. The front of the new dwelling faces the rear field keeping all of the activity away from the existing dwellings. It can be seen that this arrangement actually improves the privacy and amenity of the Abingdon Road houses.

The house itself has adopted both form and materials from its agricultural setting. The gabled, rectangular volume has the geometry of an agricultural shed and is without protrusions or other domestic interruptions to the primary form. The building is clad in profiled metal sheeting with simple detailing at junctions.

Windows and openings are arranged on a regular, modular grid, following the economical, framed construction.

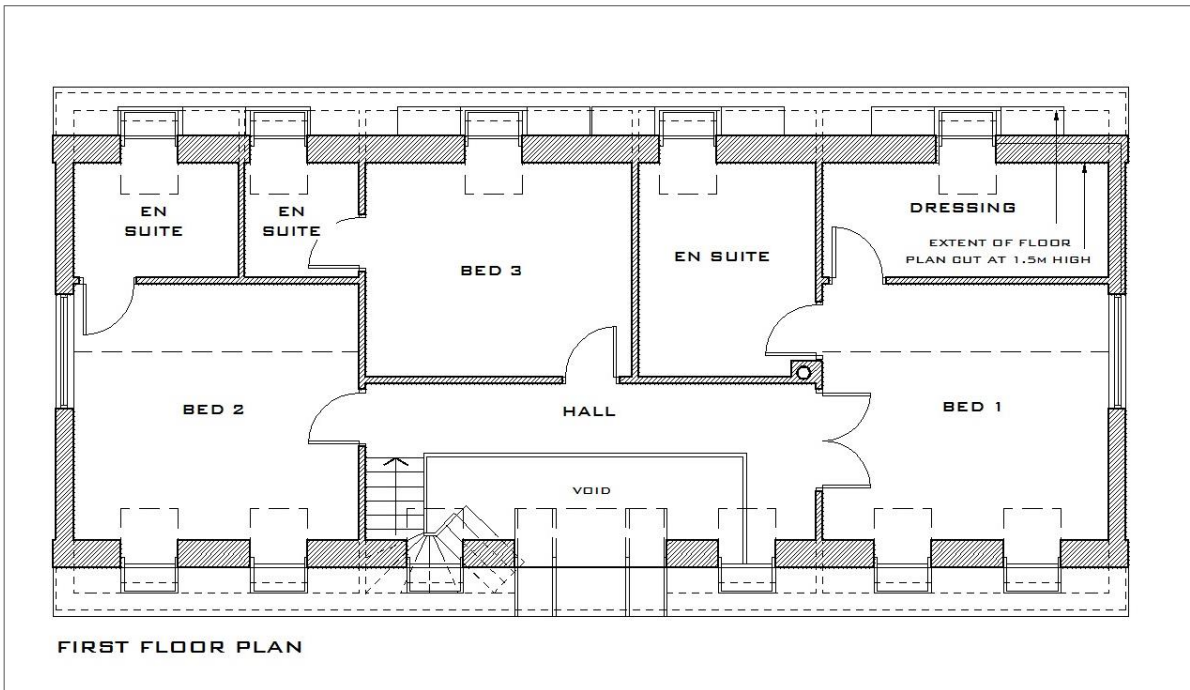
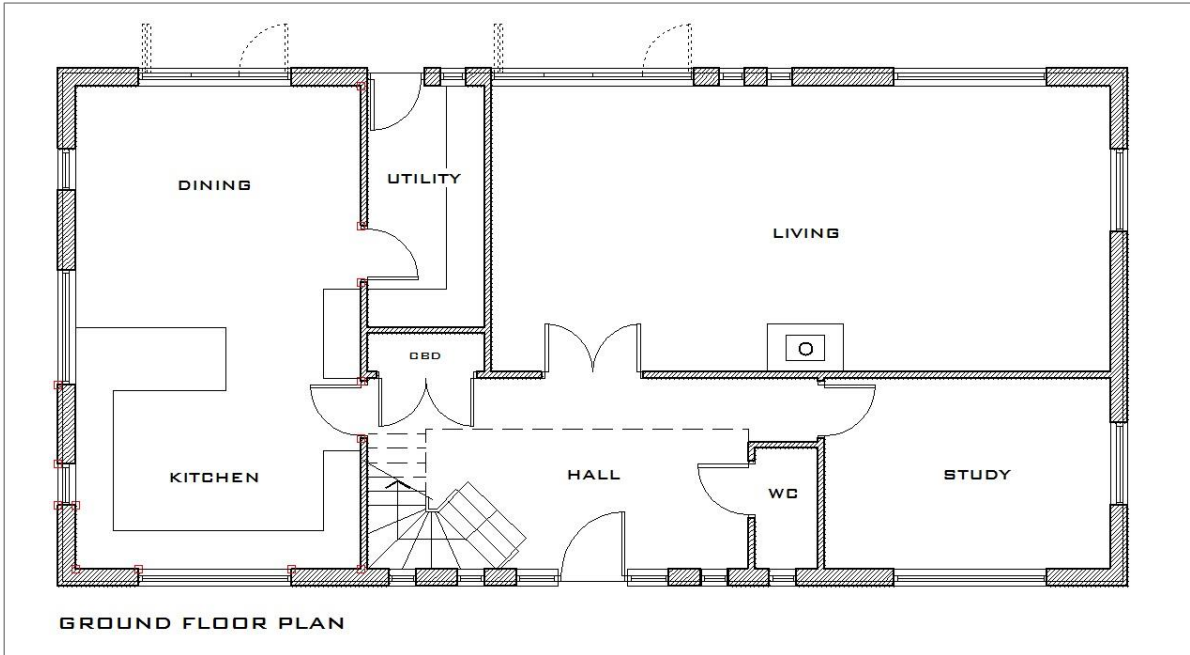


03 – 3d front view of dwelling



04 – View of roof showing roof windows integrated with PV panels

Internally the house is arranged over two levels with a total of 211 sq m of accommodation. The ground floor measures at 123 sq m and the loft level measures 88 sq m (at 1.5m high and above). The floor plan layouts are shown below:



05- Floor plan layouts (not to scale, refer to A3 drawings)



06. Internal outline view of proposed hall

In addition to the barn style house, a separate garage building is proposed. The design is a typical, vernacular style garage building, timber framed and timber clad. The garage footprint measures 6.0 x 9.15 m (internal area = 50.5 sq m) and a loft level with limited head height is accessed by an external stair. The attic style accommodation is suitable for use as a small office or occasional guest accommodation.



07. Garage floor plans and elevations (not to scale, refer to A3 drawings)

07 SUSTAINABLE HEATING AND VENTILATION

The proposed dwelling has been designed to be energy efficient and will incorporate several mechanical and electrical systems to maximize this.

An air source heat pump is proposed for heating and domestic hot water. Although heat pumps are incredibly efficient in transferring energy from ambient air to water, they still require significant electrical energy to run them. For this reason, an array of 19 photovoltaic panels have been integrated in the south west facing rear roof. The array will have a peak output of 6.5kW. This, when combined with battery storage, will dramatically reduce dependency on the national grid for electricity. The DC/AC inverter and batteries will be located in the eaves and loft voids at first floor level.

In addition to the heat pump and PV array, the house will incorporate a mechanically ventilated heat recovery system. This, when combined with the right levels of insulation and airtightness, provides high levels of ventilation with negligible heat loss. The result is exceptionally high air quality inside the house all year round. The heat recovery unit will be located in the loft above Bedroom 3.

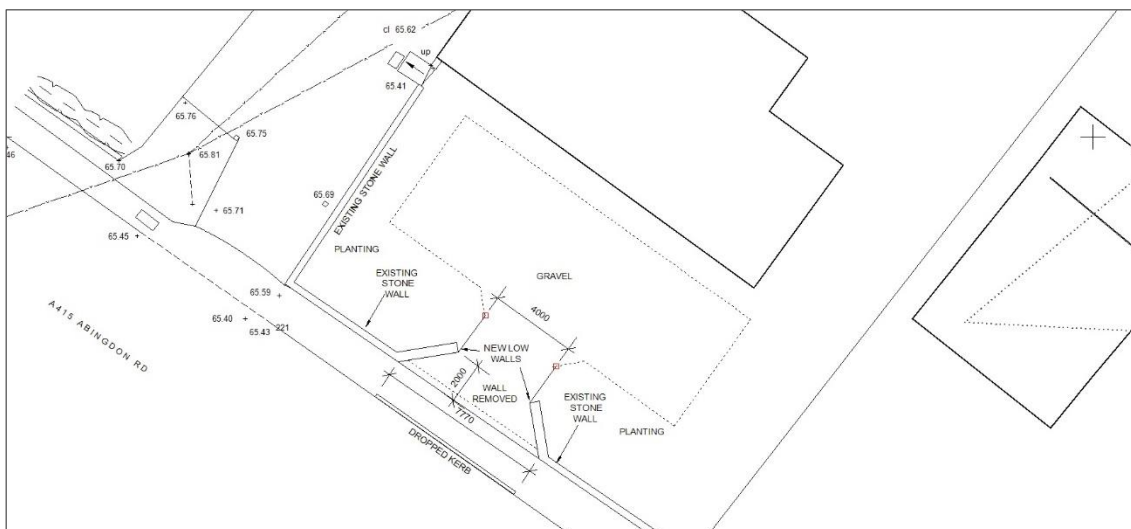
08 DRAINAGE

Foul drainage will be managed by connecting to the existing network via existing chambers in the access track. The invert levels have been checked to ensure there is sufficient fall to avoid the need for complicated pumped systems.

Rainwater from the roof will be directed to a soakaway, and if required, an overflow into the existing drainage ditch nearby will be provided.

09 VEHICLE PARKING

To facilitate the subdivision of the plot, separate access for parking is proposed for the retained dwelling at 101 Abingdon Road. Although there is potential access to the side boundary of no.101 from the existing track, a self-contained access by way of a new dropped kerb avoids the need for access rights, restrictive covenants or agreements between adjoining owners.



08. Site plan extract showing proposed dropped kerb and alterations to vehicle access for 101 Abingdon Road

10 REFUSE AND RECYCLING

There is sufficient space for the required refuse and recycling bins/boxes to be kept tidily on site for both dwellings, and for them to be moved to the kerbside on collection days.

### 11 CYCLE STORAGE

The new dwelling has sufficient space in the garage store for a number of cycles. The existing dwelling has ample land should a separate external cycle store be required by way of a small shed at the rear or side of the property.

### 12 TREES

The location of the proposed dwelling avoids areas where existing trees or their roots would be adversely affected. The garage is sited in a former orchard where the removal of one apple tree will be required.

### 13 ECOLOGY

The location of the proposed dwelling also avoids areas where ecology is likely to be affected. No detailed ecological survey has been undertaken.

### 14 ACCESS STATEMENT

Access within the site has been fully considered as part of this proposal. Access to and within the existing equestrian facility is unaffected, access to the existing dwelling is improved and access to the new dwelling utilises an existing, established route. The level site makes pedestrian access in an around the new dwelling straightforward.

### 15 CONSULTATION

The applicant is currently consulting with the adjoining owners.

### 16 CONCLUSION

The proposal has been carefully considered in relation to the surrounding context and impact on adjoining properties and it is therefore hoped that it will receive the support of the local planning authority.

For Simon Booth

17 AERIAL VIEWS



01 – Google aerial view (edited to reflect current landscaping)



02 – Aerial view with proposed block plan overlay





18 SITE PHOTOGRAPHS



01 – Existing access track looking north towards the site



02 – Existing access track looking south towards Abingdon Road. The rear of 97 Abingdon Road can be seen on the right



03 – Rear and side view of the existing dwelling, 101 Abingdon Road



04 – Front garden area of 101 Abingdon Road (showing remnants of recently felled conifer trees)



05 – View from the existing drainage ditch towards the proposed site with the rear of the Abingdon Rd houses in the background



06 – Part of the site for the proposed garage looking towards the rear of 95 Abingdon Road