

## Design and Access Statement



*Planning application for a new single detached dwelling with associated parking and garden*

44 Frys Lane  
Hordle  
SO41 0JY

## 1.0 Introduction

Our client Mr and Mrs Wood are the owners of the site and the family represented by the applicant P&R Eldridge, are seeking planning approval for a new detached dwelling with associated parking and gardens, within the plot on the site of the existing dilapidated double garage; situated alongside their home.

In summary:

- The plot is wide with approx. 10.5 0 11.5m of land alongside their dwelling, fronting the street, currently occupied by a single storey double garage.
- The frontage is substantially used for parking, and access to the existing garage; and benefits from a circa 4.0m wide direct access from Frys lane
- The site benefits from all services

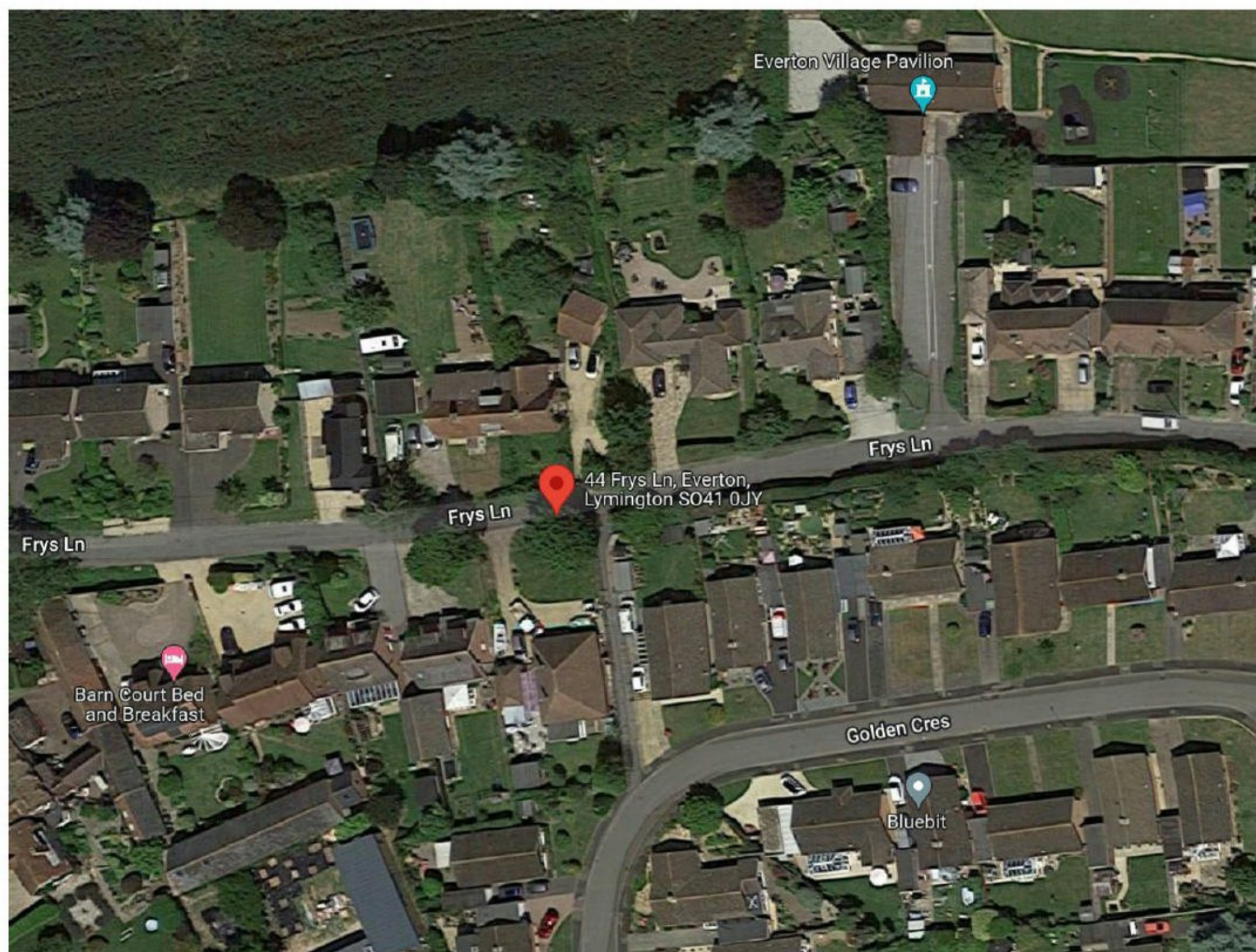
This statement is to read together with supporting drawings listed in section 4.0

## 2.0 Context

### 2.1 Surrounding context

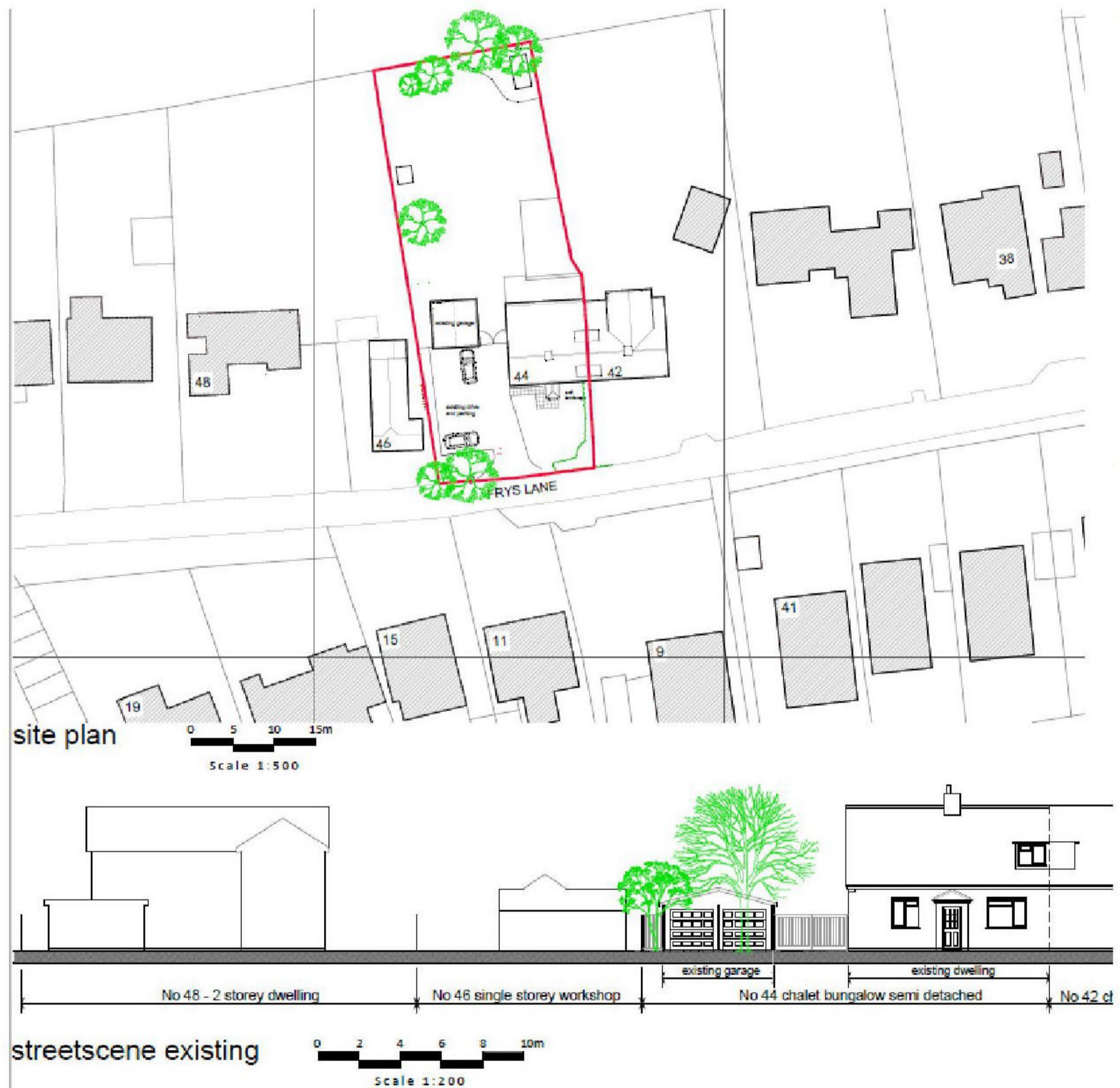
The lane is residential in nature, with a mix of detached, semi detached homes including bungalows and two storey homes set back from the lane, within relatively generous plots.

Plots are typically deep, especially to the North of Frys Lane, which many back on to fields to the rear, with a regular rhythm of dwellings separated with gaps, some narrow, between buildings..



**Google Earth image of context adjoining application site at 44 Frys lane**

The character of the area is defined by the nature of the lane, rather than by the built form itself. The lane is rural in character, is fronted by houses, predominantly to the northern flank, is of inconsistent width, narrow in places, winding in nature and mostly with soft verges. Dwellings vary in age, scale, design and materiality and are generally set back from the lane, some with open frontages, with footways and formal kerb lines, others have substantial planting, hedgerows and trees to the frontages.



**Existing site plan and street elevation**

No 44 is not typical, with its double plot and significant gap between the gable wall of this semi detached chalet bungalow and the two storey 70's detached dwelling at No 48. The intervening plot at No 46, is occupied by a workshop unit, small in scale, of timber construction, with a corrugated metal roof.



**Driveway, parking area and garage in the proposed location of the new dwelling**

### **3.0 Pre-application Consultation and Design Development**

This site has no specific planning designations but the proposal address the guidance set out in the Hordle design guide. Planning history on this site is as follows:

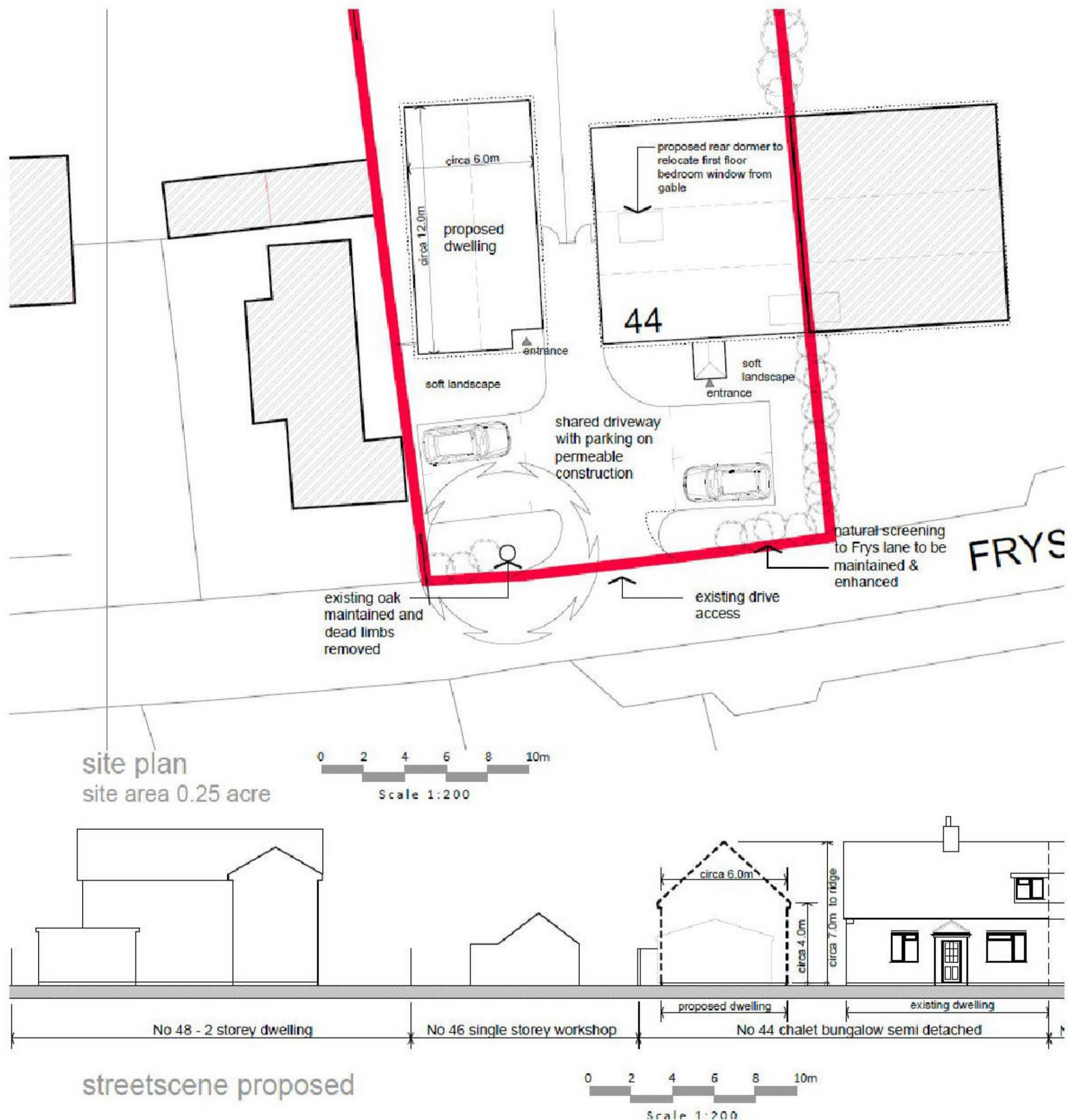
- 12/98971 – Single storey rear extension and two rear first floor dormers, granted 30.08.2012
- 12/99494 – Detached garage, granted 24.01.2013

The pre-app Ref 22/20294 response dated 17.10.22 provided feedback which in principle stated that a dwelling in this location could be acceptable but that the form of the proposed would reflect the character of the area if the roof form reflected the pitch and height of No 44, with east/ west gables and possibly a gable to the rear; provided that there was no harm to the tree, highway safety or residential amenity enjoyed by the host dwelling.

In response to this advice the scheme was developed in line with the advice given:

- Roof form to reflect pitch, ridge and eaves levels, including dormer window of similar size/ level to the host dwelling to more closely reflect its character

- Arborocultural survey and mitigation report undertaken which identified the only tree to be in proximity to any works was the oak tree in the road verge, which has limited life and is a category U. Works to the access involve resurfacing only and what is proposed will remain permeable in nature. When the tree reaches the end of its lifespan the proposal is to replace it with a new tree of an appropriate species and more favourably located within this verge.
- Residential amenity of the host dwelling is safeguarded, by virtue of the approved dormer to the master bedroom (ground floor extension implemented), which will form part of the scope for renovation and improvement of the existing dwelling
- Works to the existing access are minimal, with aesthetic improvements to the quality of surfacing and soft landscape only



**Pre-app submission**

## 4.0 Proposal

4.1 Use – existing residential use with proposal for additional single dwelling unit.

4.2 Amount – summarised as follows:

- The area of the application site is circa 0.25 acres as shown by the boundary line indicated in red on the submitted drawings.
- The proposed new additional chalet bungalow, occupies a footprint of approximately 6.1m x 12.6m, with living accommodation on ground and first floor bedrooms within the roof space, yielding an overall gross internal area of circa 115 sq.m GIA
- The floorspace and its orientation is of sufficient area, with associated daylighting and outlook, to provide a modest home of 3 bedrooms, 2 bathrooms and ground floor living, dining & kitchen space, with an additional study/ ground floor bedroom; to provide good quality accommodation for a family, with the flexibility to provide level access living accommodation for those with mobility issues on the ground floor.



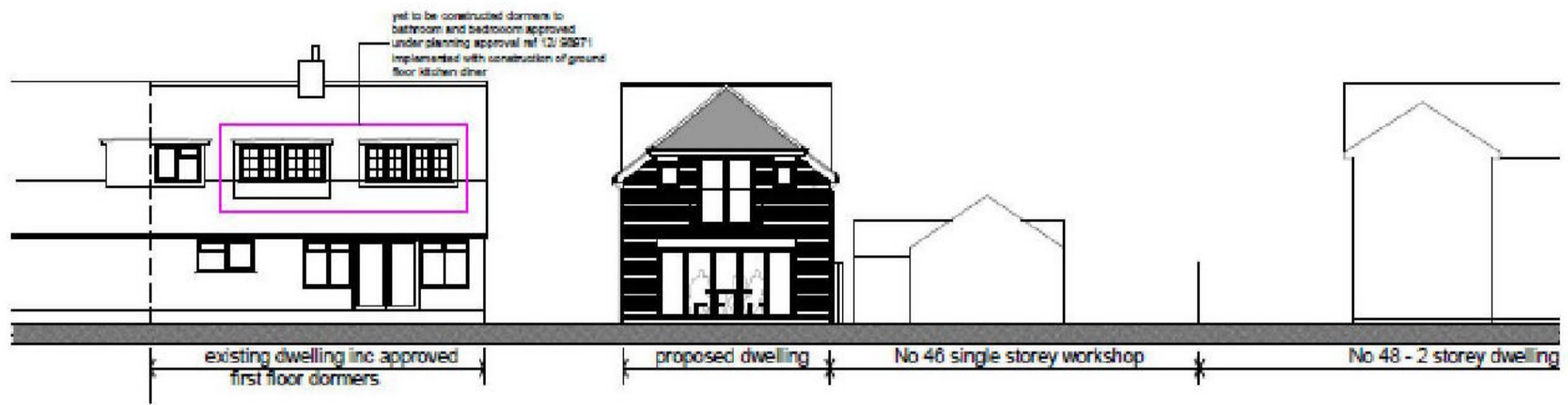
**Proposed site plan in context**

**4.3 Layout** – The proposed sits alongside the existing semi detached dwelling, within what is an underutilised area of land on the frontage.

- The plot is wide with approx. 10.5 – 11.5m of land alongside their dwelling, fronting the street, currently occupied by a single storey double garage. The frontage is currently and substantially used for parking, and access to the existing garage; and benefits from a circa 4.0m wide direct access from Frys lane.
- The proposed fronts the street, is aligned to be parallel to the western boundary and the building line to No 44 & 42. The accommodation and the layout optimised to take full advantage of views and orientation towards the frontage, and the associated private rear garden. The layout works to maximise views to the north and south whilst minimising glazed openings to velux rooflights, to the non habitable rooms (hall and bathrooms), which in turn safeguards overlooking and the amenity of adjoining properties. Note that No 44 currently has windows in the gable elevation facing the flank/ roof of the proposed dwelling. However there is planning permission granted – Ref No 12/98971 (implemented) to extend the property to the rear (constructed) in addition to 2 No dormers to the rear face of the roof (yet to be constructed), which provide increased floorspace and a large window to the master bedroom together with an additional dormer providing a bathroom at the head of the stairs. With the rear heavily glazed extension and the implementation of the consented first floor dormer to the bedroom the outlook to these spaces is improved. The windows on the western flank elevation are then not relied upon in order to provide good levels of daylight and ventilation to these rooms.



**Gable to No 44**

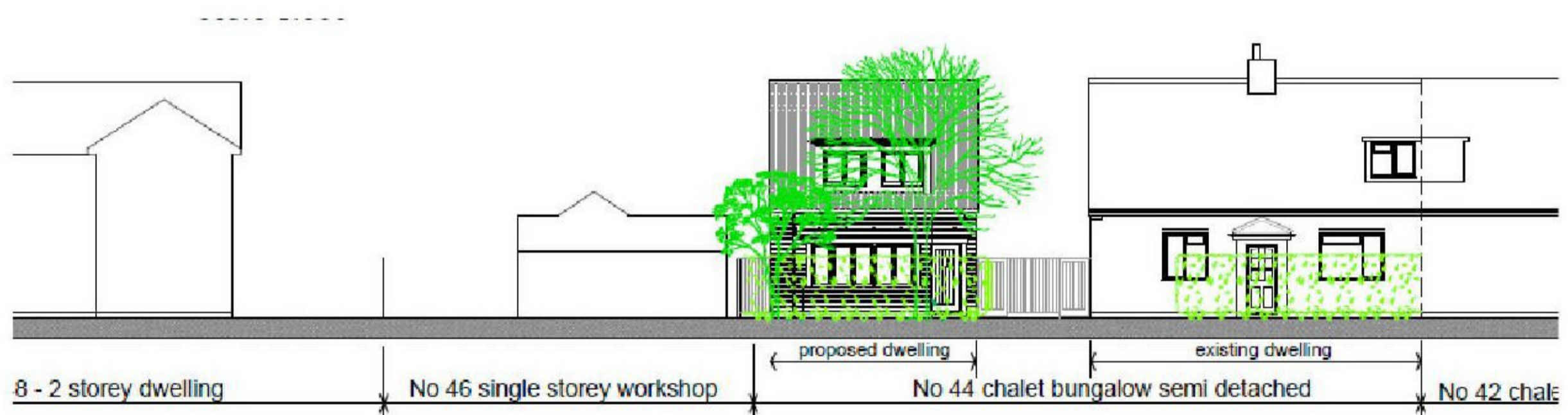


### Approved dormers to No 44 in context with proposed rear elevation

- The existing access is to serve both the existing and proposed, with parking to their immediate frontage, with an area for turning and an additional car space located between the dwellings.
- Whilst there are trees to the frontage and to the rear of the proposed dwelling, none are adversely impacted by either construction nor occupation – ref arborocultural report.

The proposed layout enables the provision of an additional dwelling, that appropriately fronts the street, on an underutilised piece of land, without loss of amenity or adverse impact on the adjoining dwellings and workshop.

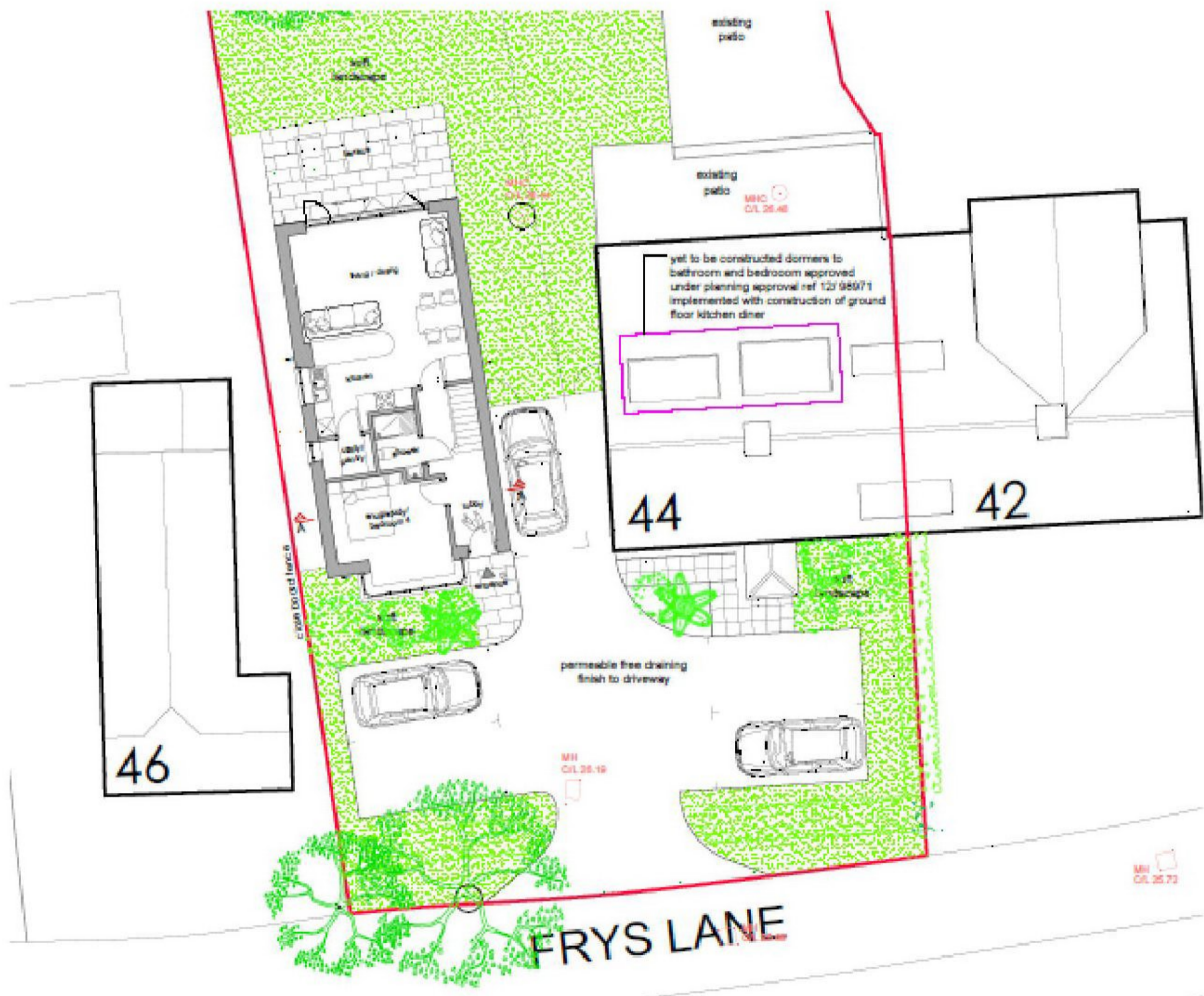
**4.4 Scale** – the new dwelling is designed to mimic the adjoining ridge and eaves height of No 44 when viewed from the street, with a pitched roof and central dormer, similar in design, level and size to the dormer to the existing dwelling. However as the dwelling has a narrow frontage (6.1m v 10.0m of the existing), the proposed is deeper in plan and the roof beyond the pitch to the frontage is orientated north/ south, with a higher eaves line and hipped gable facing the rear garden. This provides a modest but appropriate quantum of bedroom accommodation within the roof space. This mirrors the adjoining semi-detached property (No 42) with its full height gable, circa 5.5m wide to the rear, serving the first floor bedroom accommodation.



### Proposed front elevation in context with No 44



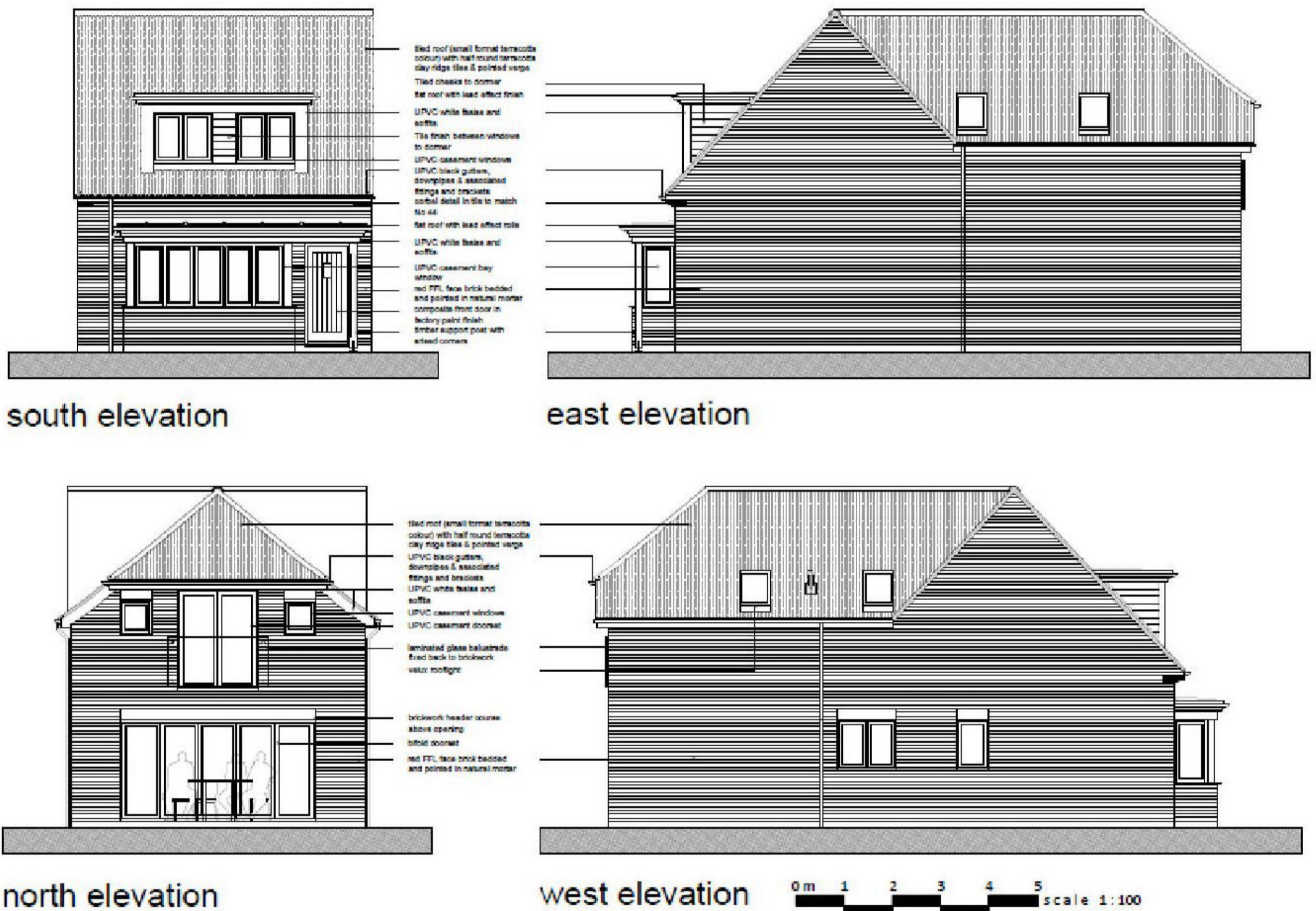
**4.5 Landscape** – The proposed siting of the new dwelling is to be located predominantly within the area currently occupied by the hardstanding to the double garage and existing parking area. It is proposed to provide parking for cars on both sides of what will be a shared access and turning area. This will involve some reinstatement of soft landscape to the frontage of what will be the new dwelling and conversely a loss of a section of the lawned frontage to provide two parking spaces. The owners are keen to improve the quality of the existing soft landscape and when the existing oak tree reaches the end of its life (arbo survey suggests limited lifespan and grades the tree as Cat U) and to replace it with a suitably located tree of an appropriate species. This will assist in maintaining natural screening from the lane and the preservation of both character and setting. No significant or material ecological or arborocultural impacts have been identified. Ref arborocultural reports appended.



**Proposed layout to site frontage and dwelling in context**

**4.6 Appearance and Materials** – The proposed new dwelling borrows heavily from the vernacular and materials of the adjoining dwelling. The proposals reference the existing scale, height and use of materials such as small format terracotta colour roof tiles, red face brickwork, vertically proportioned window casements and architectural features such as cills and corbels to the eaves constructed of clay tile.

The form of the proposed dwelling with a north/south aspect, with the front elevation aligned with the existing building line to No 44. The roof form to the street frontage mimics the roof form of the existing dwelling, and whilst the rear roof form, whilst perpendicular, opens up the opportunity for windows at first floor to the rear (referenced from the gable to the rear of No 42 but with hipped end to reduce mass); so removing reliance on dormers to the master bedroom.



**Proposed elevations**

**4.7 Access and Parking** – The proposals show the shared use of the existing access. The frontage is configured to re-provide 2 No car spaces in front of No 44 and a further 2 No spaces in front of the proposed dwelling, with a third space to the side, between the dwellings. The configuration of the driveways allow turning within the frontage and access & egress onto Frys Lane in forward gear. It is also proposed to provide level access through the front door to complement and facilitate use of the ground floor accommodation, inc study/ bedroom plus shower room for those with mobility issues. An electric vehicle charging point will also be provided to the parking bay to the side of the dwelling mounted on the flank wall. Secure cycle storage for min 2 cycles will be provided to the rear of the property within the existing shed. Refuse storage will be within the dwelling, with recyclable and household waste taken to the edge of the highway by the residents, for local authority refuse collection.

**4.8 Sustainability** – The sustainability of the proposals are supported via:

- Intensification of land use to provide an additional dwelling on what is effectively a double width plot
- Site location in close proximity to Everton village pavilion(200m), post office & general stores (400m), and Public House (600m) and benefits from bus linkages along the nearby Everton Road (100m) A337 and Old Christchurch Road (200m), which provide a regular service to the adjoining towns and railway stations in New Milton and Lymington
- The use of existing services infrastructure on to the frontage of the site
- Utilization of sustainable drainage to provide for the driveway through the use of permeable surfacing and soakaways located within the rear garden to accept roof drainage
- Provision of electric charging point to the parking space closest to the proposed dwelling plus electric charging provision to the existing shed for use with e bikes.
- Satisfaction of current building regulations in terms of u values and air permeability of its fabric, low energy lighting, measures to reduce water consumption, inc water butts to downpipes for watering of the garden, and high efficiency low carbon heating and hot water. Currently the options under consideration for heating and hot water are; high efficient gas boiler feeding low temp underfloor heating to the ground floor and wet rads to the first floor or air source heat pump serving a similar underfloor heating and wet rad system or electric wall hung radiators throughout. Currently the design process is insufficiently advanced to establish the optimum option but we will be taking the advice of a suitably qualified consultant to establish the energy performance of the proposed fabric prior to selecting the most appropriate heating and hot water solution plus any associated energy capture devices such as for roof mounted solar panels.

## 5.0 Summary

The proposals responds positively to its context and site specific constraints via:

- the siting, orientation and design of the proposed dwelling in a location that has no adverse impact on the host nor the neighbouring properties
- the proposals are complementary to the existing, with a simple and entirely appropriate addition to the street scene
- utilises the existing access, to provide 3 off road parking spaces for the proposed dwelling and a shared turning area to enable access and egress of vehicles in a forward gear
- is a windfall site within an established, well serviced and sustainable residential area, capable of contributing, and being delivered within a in a short timescale, towards local housing supply.

This application seeks to create a new high quality family home, on what is currently an underutilised area of land to the side of No44, occupied by a dilapidated double garage; in a form that will be a positive, complementary, and an appropriate addition to the street.

## **6.0 Accompanying Drawings**

2218/001 Rev A – Location, Existing Site Plan & Street scene

2218/003 –Location, Proposed Site Plan & Street scene

2218/004 – Proposed Site layout, Section & Floorplans

2218/005 – Proposed Elevations & North Elevation in Context