Davies Architectural Services

DESIGN AND ACCESS STATEMENT – REVISED

TO ACCOMPANY RESUBMISSION OF

PLANNING APPLICATION ERECTION OF 1NO NEW DWELLING TO SIDE PLOT AT

36 COMBE AVENUE, PORTISHEAD, BRISTOL, BS20 6JS

Contents

1. INTRODUCTION

1.1 This Design and Access Statement has been prepared in respect of the submission of a planning application for the erection of a 1no new build dwelling to the side plot at 36 Combe Avenue, Portishead, Bristol, BS20 6JS.

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 to the west of Portishead with easy access to local facilities and public transport links along Avon Way. The application site is located within the defined housing development boundary of Portishead. The site currently accommodates an semi-detached brickwork and rendered dwelling (no36) and associated amenity space for said dwelling including excessively large side garden, front garden and rear garden spaces. Combe Avenue is a highly sustainable location in an area which is well served by public transport. There are schools and shops within reasonably close proximity.

2.2 The property is located on a substantial triangular shaped plot in the centre of Combe Avenue. Its setting is within a residential area set amongst a street scene comprising 1970's and 1980's built semi-detached and terraced two storey houses.

2.3 The plot on which 36 Combe Avenue is just over 29.8m deep from front to rear (at its longest) with a frontage onto Dibden Road of 17m to front and 10m to the side. The rear boundary is also 25m long (bounding no34 Combe Avenue). The site area is approximately 345m². The footprint of the existing dwelling is approximately 65m² including the conservatory.

2.4 The property has duel pitch roof where the front has a section slightly higher than the side and rear elevations. This is repeated on a number of nearby houses including directly to the rear and side; however the houses on the opposite do not have this detail,

2.5 The property is predominantly red brick and beige render with roman roof tiles, white windows and UPVC guttering/facias etc. The side elevation has an existing single storey side extension that will be removed as part of the proposal. The adjoining houses are of a similar design, however this is a varying level of house types on the street scene including those on the same side road of Combe Avenue as the application site.

2.6 The application site and existing dwelling are set down from the street level to the front and follow the slope down Combe Avenue to the side. This means that much of the frontage is hidden from view when looking at the elevation. Further to this there is an existing screen of conifer trees that provide privacy to the side garden which is to remain as part of the proposal.

2.7 The following images show the existing property:

Above: Existing dwelling from front

Above: Existing dwelling from front/side

Above: Existing dwelling from rear/side

Above: Aerial view of site

2.8 There are a varying level of house types along the street scene as per the below extracts:

Above: Neighbouring properties directly opposite application site

Above: Neighbouring properties directly behind application site

Above: Neighbouring properties nearby the application site

Above: Neighbouring properties nearby the application site

3. ALTERATIONS

3.1 To address the below refusal alterations have been made as follows to be seen working with and being proactive with the local authority:
In order to reduce the properties scale and mass, the first floor building line has been moved back away from the street by 500mm. This in turn also drops the ridge height of the proposed dwelling by 320mm, thus ensuring the property is subservient to the adjacent dwelling as well as the siting of the corner plot.
The proposed development, by reason of its siting on a prominent corner plot, forward of the existing building line, scale and potential loss of boundary features will be out of keeping with the existing property and result in a cramped development that will appear unduly prominent and will be harmful to the street scene, contrary to policy CS12 of the North Somerset Core Strategy, policies DM32 and DM37 of the North Somerset Sites and Policies Plan (Part 1) and the North Somerset Residential Design Guide SPD Section 2: Appearance and Character of house extensions and alterations.

3.2 To address the below refusal alterations have been made as follows to be seen working with and being proactive with the local authority:
1no parking space to the front has been removed which shares the boundary with no38 and has been moved to be in line with the existing parking to the rear/side of the properties instead. The original parking space will now have planting/shrubs along the boundary line on the eastern boundary which will shield noise/light. In addition to this it is also worth noting less emphasis should be provided to parking due to the highly sustainable location of the proposed property with public transport links and short walks to major facilities, as such if require 2no parking space for the entire scheme should be considered adequate if required.
The proposed parking area, by virtue of its siting and proximity to neighbouring windows would have an adverse impact upon the living conditions of the occupants at no.38 Combe Avenue future occupiers by reason of noise and light nuisance. The application is therefore contrary to Policies CS3 and CS12 of the North Somerset Council Core Strategy and Policies DM32 and DM37 of the North Somerset Council Sites and Policies Plan (Part 1).

4. THE PROPOSAL

3.1 This is a full planning application that seeks approval for the construction of 1no new build 2 bedroom semi-detached / end of terrace dwelling. There is an opportunity to provide a sustainable and environmentally modest dwelling adding to the housing stock in this popular residential area which is in keeping with the existing characteristics of the street as well as the recent nearby developments/renovations.

3.2 This proposal provides an opportunity to provide 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. This design proposal is for a two storey dwelling with a footprint area of 40.2m² and a gross internal usable provision of 70m². The accommodation will be 2 bedrooms and this compares favourably with minimum space standards for a 2 bed , 3 person house which is 61m² (Inc. built in storage of 2m2). Private garden space to the rear of the new building will be over 78m², in excess of minimum requirements for a dwelling of this size. Further to this the existing dwelling with maintain a garden size in excess of 80m².

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. The siting of the new dwelling has been carefully considered in relation to privacy and overlooking from any of the adjoining properties or indeed from and into the host property. The Architectural Consultant has shown on the proposed site plan the window to window distances and the 45 degree angle from habitable rooms at first floor level windows which comply with general separation distance policy.

3.4 The rear of the property has been carefully designed to ensure there is no clear glazing on this elevation at first floor level to maintain the privacy of the adjoining property at 34 Combe Avenue. This is due to the internal configuration of the property ensuring no rear windows at first floor level are required to have clear glazing. Instead the bedroom has a window in the side elevation that fronts onto the highway and is in excess of 21m away from the nearest window on the other side of the street. Further to this the bathroom is also located on the rear elevation which will have a frosted opaque window with no section openable below 1.75m from internal finish floor level. The direct distance from this opaque window to no34 Combe Avenue is in excess of 14.6m, complying with the necessary separation standards.

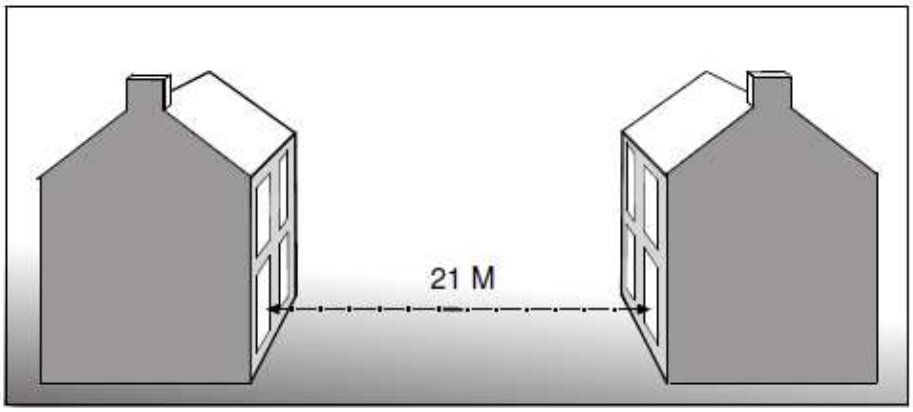
3.5 The proposal responds to and respects the context in which it is sited whilst also respecting the fundamental Architectural principles of scale, height, massing and

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 building line to the neighbouring properties along Combe Avenue. Further to this the width of the plot is of similar proportions to the vast majority of other dwellings within the street scene and includes the same design features as the existing dwelling on site.

3.6 The proposed new build dwelling is set in from all boundary lines as well as the road itself. There is a large curved pavement line to the front of the proposed property which in turn provides a 8.3m set back from the road at the angle. This coupled with the compliant 45° horizontal sunlight angles and separation distances from the nearest windows of the neighbouring properties is continuously protected means the proposed property is well positioned. The form of the property is therefore appropriately sited in terms of form and scaling to ensure they have no overbearing or onerous impact on the neighbouring properties or the street scene.

3.7 The primary windows serving the property face towards the two streets of Combe Avenue. 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. Finally the windows facing Combe Avenue are in excess of 21m to the windows of the dwellings on the opposite side of the road, as such compliant with the separation distances required over a highway (SD5) where generally 17m is acceptable (reduced from 21m). 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.

3.8 The Architectural Consultant has proposed a design, for early consideration, which shows a modern aesthetic for the new building comprising an in-keeping palette of facing materials reflecting the context of adjoining properties. Pedestrian access will be off Combe Avenue to the main entrance on the north west side of the new building. Vehicular access will utilise the existing dropped kerb from Combe Avenue to the rear/side for the new dwelling with 1no new parking space. The existing dwelling will utilise a new sloped driveway and dropped kerb from the front elevation of a similar appearance to that at 38 Combe Avenue's garage entrance. A new section of dropped kerb will be required.

3.9 The proposal involves no loss of mature or specimen trees. The site is well served with public utilities.

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

3.10.1 Parking

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

The existing site benefits from 1no off-street car parking space accessed from Combe Avenue and has good public transport facilities. This parking space is to remain for use by the new proposed dwelling. In addition to this purpose made cycle storage is also to be built within the garden of the new dwelling promoting sustainable means of transport.

In addition to this 2no new car parking spaces are to be formed at the front of the property for access to the existing 3-bedroom home. This therefore improves the existing parking of the existing dwelling by 1no car and therefore means the existing dwelling now complies with NS parking standards. The site has therefore gained 2no parking spaces as a whole.

According to the minimum parking standard recommended for residences in 2 bedroom properties, the property must contain 2no off-street car parking spaces. As

shown on the proposed site layout plan the new dwelling achieves 1no off-street car parking space with the existing achieving 2no off-street car parking spaces. The proposed dwelling therefore is slightly less than the recommended amount for a 2-bedroom dwelling however with the benefit of adding an additional parking space for the existing 3-bedroom dwelling the parking on the site as a whole should be considered as an improvement. Further to this the cycle storage proposed for the new dwelling should also be considered an improvement and reduce the need for the second car parking space.

With this in mind, the proposed parking arrangements under this scheme are adequate when compared to the existing arrangements on site. Above and beyond this, as can be seen from the submitted drawings, a minimum of 2no cycle parking spaces are provided by means of purpose built storage of the new build. This promotes sustainable means of travel and reduces the strain on the off-street parking requirement.

3.10.2 Further to parking these additional considerations have been applied against the new scheme proposal:

- The proposed hard-standing is to be permeable.
- Inclusion of Bin and Cycle storage as per drawing.
- The proposal retains good permeable area of the site.
- The property will be accessed via Combe Avenue with the existing right of way over the front of the land maintained.
- 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 behind Combe Avenue.

3.11 The site is not in a Conservation Area but the new dwelling is visible from Combe Avenue. The proposed dwelling will create an aesthetically pleasing dwelling. In preparing the scheme and requesting your advice and guidance we have been mindful of the North Somerset Local Plan comprising the Core Strategy and the Policies, Sites and Places Plan.

5. 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 and enhances the character and quality of the area.

4.5 **Residential amenity:** The external built form of the dwelling has been carefully assessed resulting in a proposal for a structure that resembles the existing property on site and neighbouring properties.

4.6 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 an design whilst at the same time minimising any adverse residential amenity concerns experienced by occupiers of neighbouring premises. The orientation of the 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.

4.7 Vehicle access is proposed to the front and side of the existing and proposed dwellings. 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 as per the drawings.

4.8 To the rear/side of the proposed property has a sufficiently sized gardens laid to lawn with access available via the front through a side access lane for both properties.

4.9 The proposal involves no loss of mature or specimen trees.

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

4.11 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

5.0 Sustainability and Energy Statement

5.1 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.

5.2 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.

5.3 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.

5.4 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 and above current building regulations as per the SAP compliance report attached to the application. 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.

5.5 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 volted 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 dwellings have 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.