

STORYBOARD
architects

Design and Access Statement

New Dwelling
at
24 Langton Close,
Winchester,
Hampshire
SO22 6RJ

Ref: 121

November 2020

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1.0 INTRODUCTION

1.1 Purpose of this Statement

This Design and Access Statement has been prepared by Storyboard Architects Ltd to explain the approach and design principles for a new 2-bed townhouse.

This statement should be read in conjunction with drawings:

- 121-LOC Location Plan
- 121-BLK Block Plan
- 121-001 Existing Site Plan
- 121-002 Existing Floor Plans and NE Elevation
- 121-003 Existing SE and SW Elevations
- 121-201 Proposed Site Plan
- 121-202 Proposed Floor Plans and NE Elevation
- 121-203 Proposed SE and SW Elevations
- 121-204 Relationship to Path Diagrams

2.0 CONTEXT

2.1 Location

The proposed site is located in Fulflood, an area on the edge of Winchester city centre. Fulflood is a well-connected area that is walking distance to Winchester Rail Station which provides regular train services to London Waterloo, Basingstoke, and Southampton as well as Southampton Airport. There are also prominent bus and road links to surrounding areas and easy access to the M3 motorway, A3090, A34 and A272.

The plot is situated on the corner of Langton Close and Stockbridge Road. The surrounding area comprises a mix of dwelling types and sizes including terraced townhouses, period properties, apartments and detached housing. The styles range from Victorian era constructed predominantly of red brick, 1950's span houses and late 20th century terraced housing providing a range of aesthetics.

2.2 Surrounding Context

The proposed site is well served by many local amenities. Winchester Train Station is a 5-minute walk from the plot, there are a collection of shops including a convenience store, café, dry cleaners, dentist, restaurants and public houses.

Recent applications in the area have seen planning approval granted for contemporary townhouses on a similar corner plot and large extensions, demonstrating a suitable, sustainable location for a development such as the proposed.

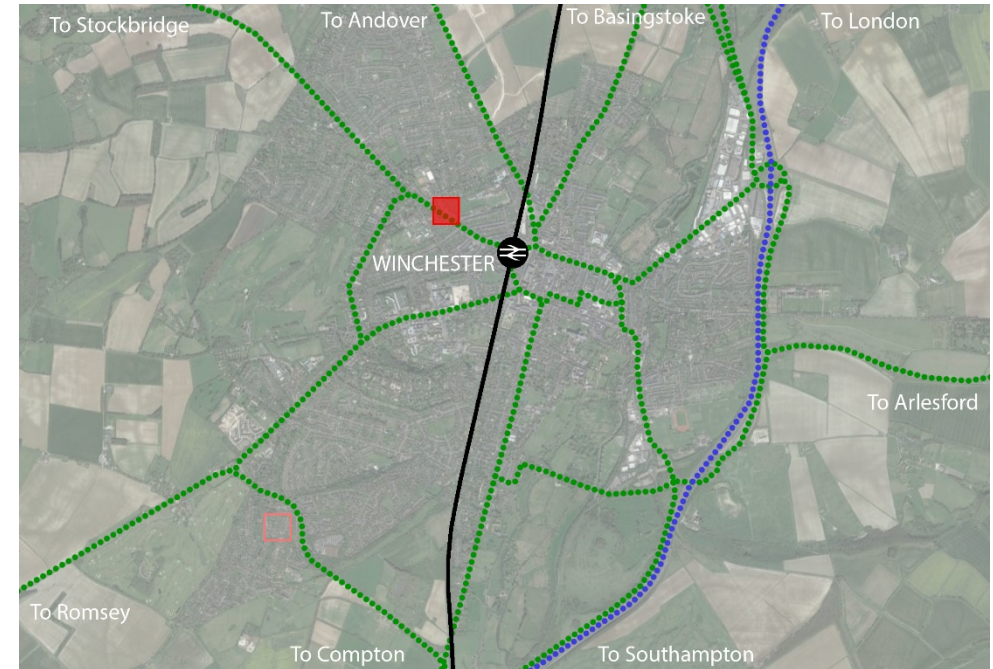


Fig 1 – Location in relation to Winchester



Fig 2 – Location in Fulflood



Fig 3-6 – Examples of residential architecture surrounding proposed development.

2.3 Existing Site and Dwelling

The site is located on Langton Close, a quiet cul-de-sac which is accessed directly from Stockbridge Road. The property is an end of terrace townhouse with a wide side garden and grass embankment that slopes down to the public footpath along Stockbridge Road.

The terrace is formed of 6no. three storey 'span houses' built in the 1950's. This typology has lent itself well to adaptable interiors, as such each property has been amended since the original construction to create unique internal layouts in conjunction with integral garage conversions at ground floor level. The retained exterior appearance above ground floor level has maintained the uniformity of the terrace through the continued use of facing brick, tile hanging, UPVC cladding boards and large UPVC windows to form the overall aesthetic.

The area of the plot (including 24 Langton Close) equates to 273 sqm and the combined footprint of the existing dwelling and proposed dwelling is approx. 66.2sqm.

The northern boundary fronts onto Langton Close and features a dropped kerb with space for 1no. off street car park space as well as permit parking spaces for use by residents and visitors. To the southern boundary lies a blank gable wall of Pilgrims House and a tall hedge (approx 2.3m high), to the eastern boundary is a close boarded fence that separates nos. 23 and 24. To the west is a 1.2m high chain wire fence adjacent to a 2.3m high hedge row.

The rear garden of the existing dwelling is south facing, receiving direct sunlight for the majority of the day throughout the year.



Fig 7-8 – Images of existing plot.



Fig 9-11 – Images of existing plot.

3.0 PRE-PLANNING APPLICATION

3.1 PRE-PLANNING SUBMISSION

In January 2020, a pre-planning application was submitted to Winchester City Council. The application included drawings for the erection of a three-storey side extension.

The response, received in February 2020, highlighted that a new development on this plot would likely be acceptable and that any development would likely have no detrimental impact on the amenity of neighbouring properties. This also extended to having no demonstrable negative impact on highways or the adjacent lime tree.

Whilst the application was for an extension, the same principles apply to the erection of a new dwelling (excluding other amenities such as parking provision).

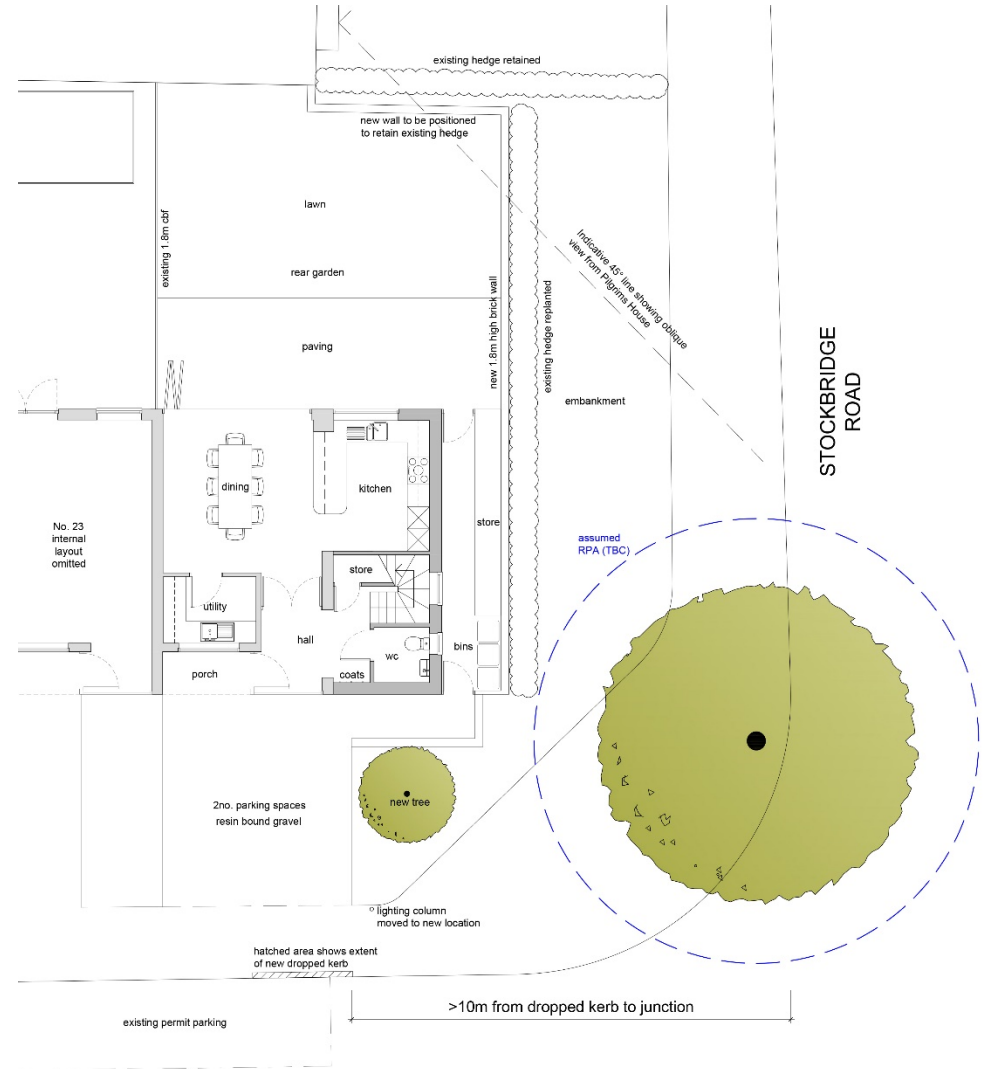


Fig 12 – Pre-Planning Site Plan

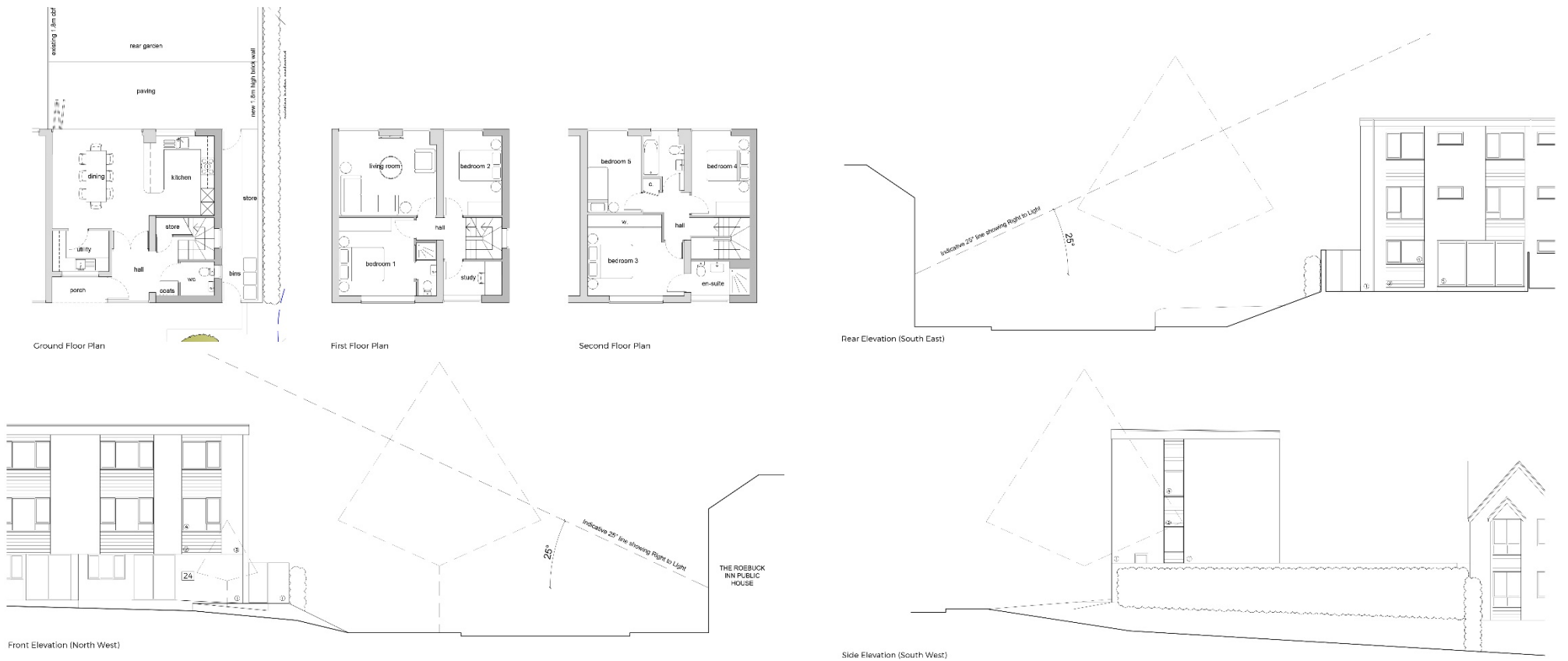


Fig 13 – Pre-Planning Floor Plans and Elevations

3.2 FULL PLANNING APPLICATION

A full planning application for the erection of a 3-bed townhouse to the side of the existing terrace was made in March 2020.

This design included a house which matched the existing 1950's dwelling in size, mass, scale, materiality and appearance to provide a sensitive, in keeping aesthetic.

This application was refused on the basis that the new dwelling protruded too far beyond the building line of Stockbridge Road and caused harm to the character of the street scene and the spatial characteristics of the area.

The principle of a building being built adjacent to the existing dwelling was established through the positive pre-planning application however it was determined that the new dwelling design, which increased the scale and mass of this, was harmful to the street scene and spatial characteristics.

A number of public representations were made. Six in support and two objections which resulted in the application being decided by the Planning Committee.

During the planning committee debate it was noted that the chair made comments about the architectural style of the proposals and stated that she did not want to see the current architectural style come closer to Stockbridge Road, whilst others made notes on parking provision and the overall size of the dwelling. Some councillors also made positive comments

about the effective use of brownfield land, the low impact on surrounding neighbours and the need for additional housing in sustainable locations such as this site. Subsequently the committee voted 5-3 to refuse the application and a refusal notice was received on 20th August 2020.

The reason for refusal was noted as being:

"1. The proposal fails to accord with the Development Plan Policy DM16 and guidance HQB2, HQB3, and HQB4 the High Quality Places SPD resulting in harm to the character of the street scene and the spatial characteristics of the area due to its position, massing and prominence."

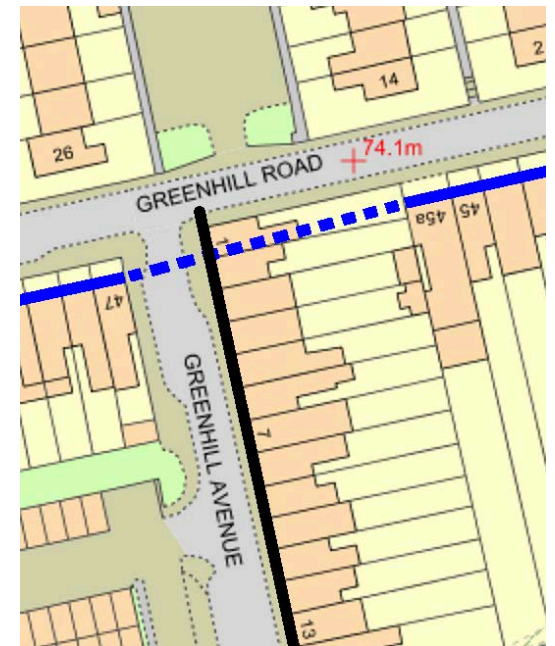
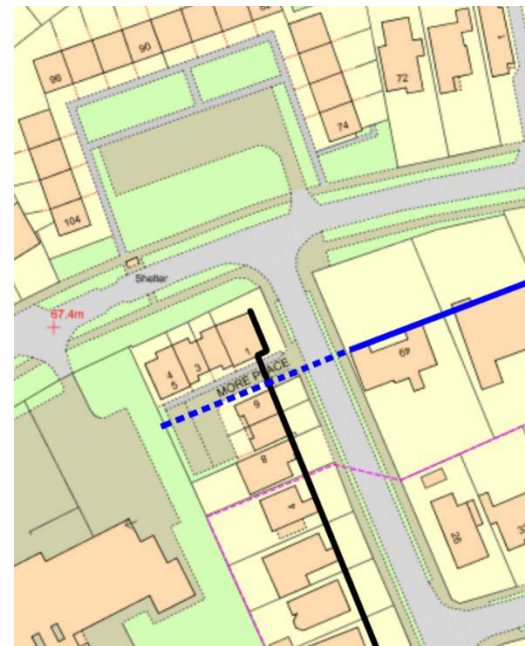
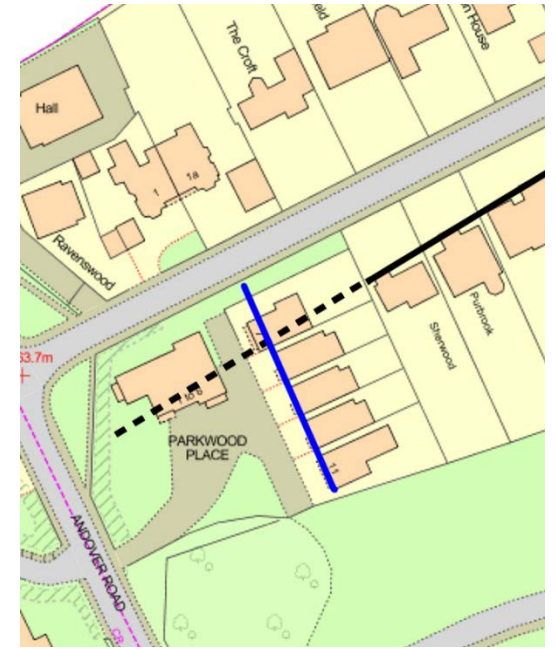
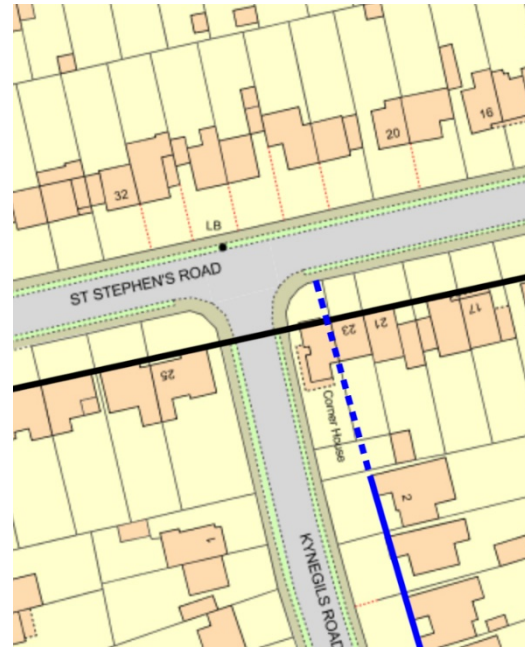
Whilst this supposed harm identified by the local planning authority is disputed and an appeal has been submitted, we have prepared a new design to address their concerns along with comments made by some members of the planning committee.

3.3 PLANNING APPEAL

An appeal has been lodged with the Planning Inspectorate in relation to application 20/00578/FUL and a start letter is yet to be received. This appeal contains arguments against the decision made by WCC and the interpretation, application and over simplification of planning policy and failure to recognise similar proposals granted throughout the city.

As the previous application was refused primarily for the relationship between the new dwelling, the building line of Stockbridge Road and the effects this had on the spatial characteristics, we have conducted further analysis on corner plot developments with similar spatial characteristics and use of landscaping as a means to mitigate steps in the building line which bring developments closer to the public realm. We believe there are a number of examples of corner plot developments that bear resemblance to the previous scheme with similar impacts on the spatial characteristics which the LPA have failed to recognise

A selection of examples where the secondary building line extends beyond the primary building line and allows the new massing to sit closer to the public pavements are demonstrated in images to the right. Most of these examples are contemporary schemes which use landscaping as a means to break up the building line relationship in a similar manner to our proposals and as requested in the High Quality Places SPD.



4.0 DESIGN PROPOSALS

4.1 Intent

This revised application takes on board comments received from the local planning authority and planning committee members. The main differences between this proposal and the previous application include:

- Reduction from 3-bedrooms to 2-bedrooms.
- Reduction in width by approx. 1m.
- Reduced height by approx. 150mm.
- Contrasting contemporary architectural style adopted.
- Improved response to the corner plot scenario.
- Revised distances to pavement.
- Clarity on landscape proposals.
- Spatial characteristic / building line analyses.

The proposed design provides a new dwelling that is respectful of the surrounding context, residential architecture, scale and appearance. The existing terrace is formed of 6no. span houses that demonstrate a strong uniform and repetitive typology.

By adopting a design strategy that utilises contemporary architecture to compliment the terraced typology, address the buildings key position on a corner plot whilst respecting the existing proportions, scale and massing, the appearance of the existing terrace, and by extension, the street as a whole is enhanced.

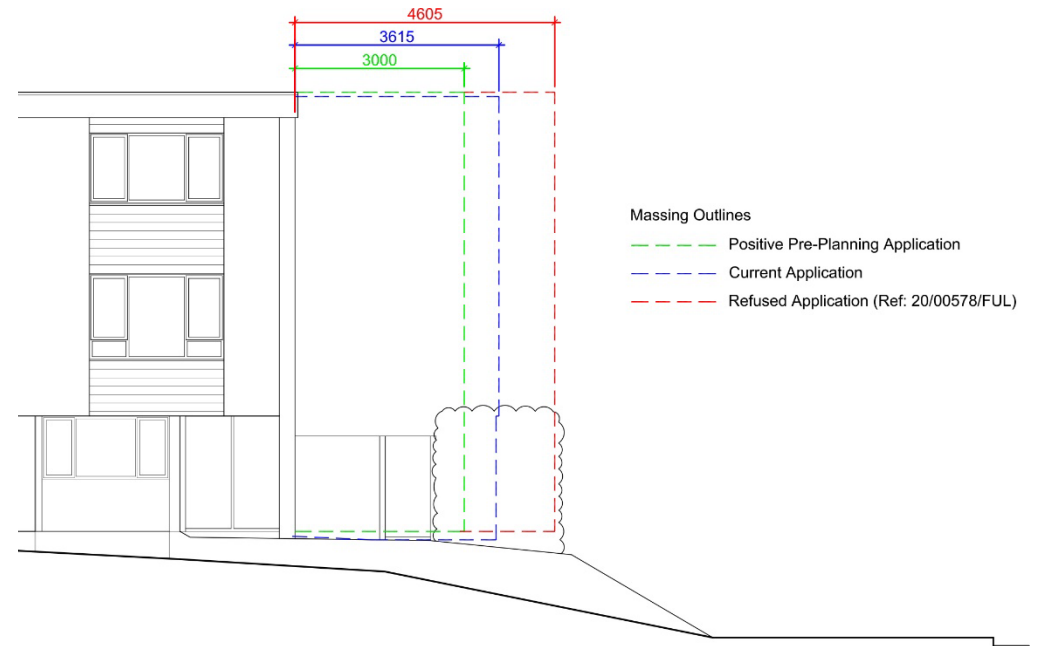
Subtle design features have been adopted to ensure the proposed dwelling is seen as subservient to the existing terrace. These features include setting down the proposed roof slightly, and creating small niches between the old building fabric and the new. The aesthetics and contrasting styles also embed a visual description of sequencing.

The location of the site provides a positive sustainability aspect through making effective use of an existing brownfield site which has established connections to infrastructure such as water, electricity and gas networks. The central location also reduces the need for car travel to access local amenities, local shops, the high street, bus station etc. Winchester train station also provides high quality connections to London and is located only 5-minutes from walk from the proposed site.

A fabric first approach is also sought that aims to minimise the energy demands, take advantage of the orientation for solar gain purposes and employ tried and tested construction methods that local trades can easily achieve, providing opportunities for local employers and businesses. Photovoltaic panels positioned on the roof also provide additional sustainability measures. The design has been earmarked for the use of a SIPS building system which not only has environmental benefits with improved insulation standards but also reduces the construction time (less disruption to neighbours during construction) and reduces onsite practices which have higher carbon emissions.

4.2 Reduced Mass

Notwithstanding the forthcoming appeal decision, this new application allows for a reduction in the overall mass of the building to reduce the impact on the spatial characteristics. The diagram to the right shows the outlines as submitted for pre-planning (green dashed line), the previous application (red) and this new proposal (blue). The overall mass reduction between the previous application and this new proposal is significant and brings the new proposal more in line with the notional building line of Stockbridge Road and closer to the pre-application massing which was considered reasonable. A slight difference in height is also demonstrated.



4.3 Building Lines

The new proposals show a narrower mass positioned to the end of the existing terrace and brings the proposals more in line with the notional building line seen along Stockbridge Road, the impact on the spatial characteristics is therefore reduced.

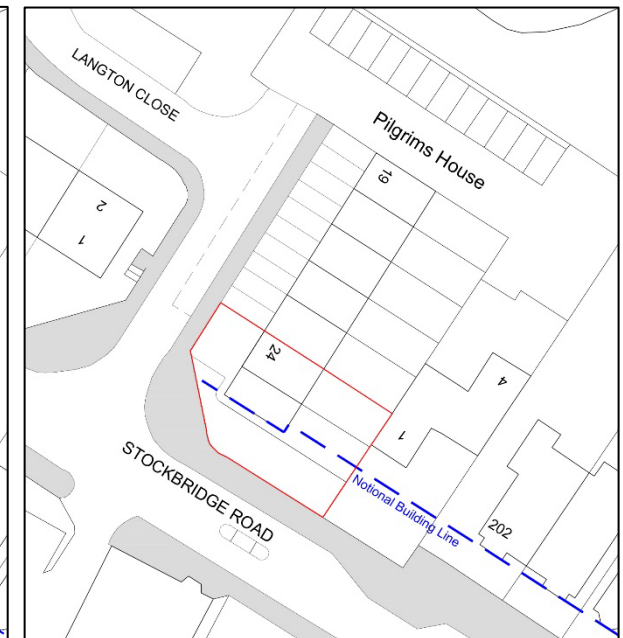
This approach is in line with similar developments that have been built throughout the city as demonstrated in the above section 3.3 (Planning Appeal)

Where the new building does encroach slightly beyond the building line, the corner window features add character and lightness to his section.

Previous Application



Revised Application



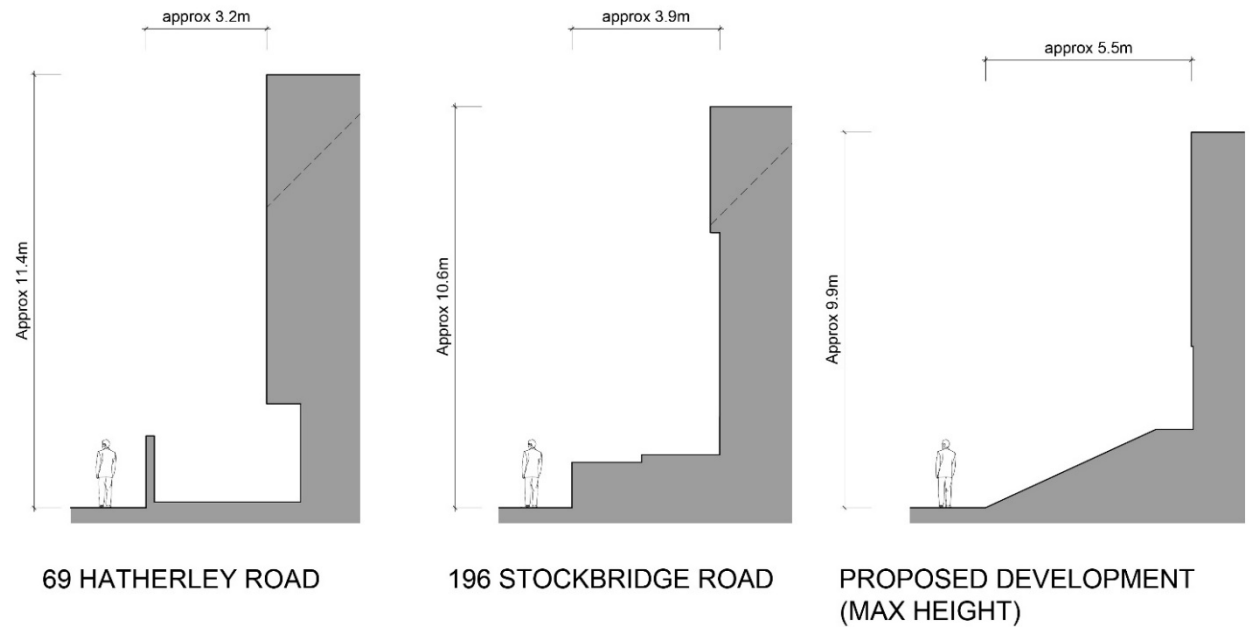
4.4 Relationship to Path Diagrams

The image to the right shows how the proposed design sits much further from the edge of the pavement than existing dwellings along Stockbridge Road. Furthermore, the overall height from the pavement to the ridge line is considerably lower than these existing dwellings.

No.69 Hatherley Road is a recently constructed dwelling and sits roughly 2.3m closer to the pavement and is roughly 1.5m higher than the revised design.

4.5 Proposed Landscaping

At a late stage of the previous application, it was proposed to plant two trees along the line of the existing hedge to enhance the green aspects of the site and provide visual protection to the proposed dwelling and create visual separation between the building lines of Stockbridge Road and Langton Close. This image to the right shows the screening effect against the existing scenario demonstrating that the spatial characteristics would not be negatively affected and the green aspects inherent in the site would be improved.



4.6 Use

The site is currently a generously sized residential garden. The use of the site will remain residential (Use Class C3) however the new proposal seeks to make more effective use of the land by allowing for an additional dwelling.

4.7 Site Layout

The existing dwelling sits at the end of a terrace. The new dwelling will adjoin this, matching the depth of the existing building. The new massing has a slight reduction in height and is narrower than the previous application by approx. 1m.

The proposed design maximises the south facing elevation to provide high levels of natural light into the internal spaces along with views and access to a private rear garden.

The existing dropped kerb to the front is to be retained and extended to provide access to a new off-street private parking space. The existing boundary treatments to the south and east are to be maintained whilst the hedge to the western boundary is to be uprooted and relocated closer to Stockbridge Road.

An existing lime tree is located nearby on the public footpath however the depth and steepness of the embankment and the distance from the proposed means it is unlikely the tree will be negatively affected by the proposed development. A tree report and constraints plan will be produced if requested.

4.8 Building Scale, Mass and Layout

The scale, mass and layout of the proposed building is reduced from the previous application. The overall width of the new dwelling is approx 3.6m, the height is slightly lower than the existing and the depth is consistent with the existing terrace with the inclusion of small niches where the new and old connect.

The mass of the proposed building has also been assessed with regards to impact on the surrounding properties in terms of overshadowing, overbearing, parking provision, contextual response etc. In all areas the impact is non-existent or negligible due to orientation and location of the proposed development.

4.9 High Quality Places SPD

Three policies of the High Quality Places SPD were highlighted in the refusal notice. These were:

HQB2 - respond positively to the character of the area in terms of scale and massing.

HQB3 - be well proportioned, particularly where the proportions are clearly visible from the public realm.

HQB4 - in the case of corner buildings, be designed specifically to address all aspects facing the street.

The new proposals have been amended to respond more appropriately to these criteria. The response to existing scale and massing through the relationship with adjacent buildings is sensitive, the effects of topography have been carefully considered and addressed, as has the orientation and enhancements to the character of the streetscene.

The windows and cladding features are responsive to the existing proportions and add elegance to the street. The corner windows also provide features and character to a street which otherwise lacks any and ensures the new development addresses the corner in a successful way.

The new development also introduces an element of variety, something which is sought by DM16.

4.10 Appearance and Materials

Materials have been selected to provide a contemporary aesthetic while responding harmoniously with the colour palette present. Whilst matching the existing materials and style was viewed as a more sensitive approach, the existing style of architecture is not popular and was part of the reason for the LPA and councillors rejecting the original application. A contrasting style with a harmonious colour palette provides a bold enhancement to the tired 1950's development and suits the new Winchester vernacular seen throughout the city.

Green zinc, sage coloured aluminium windows, timber cladding and red brick provides a fresh approach.

4.11 Sustainability

The design adopts a fabric first approach where insulated walls, windows with low u-values and roof/floor constructions which meet the latest building regulations standards.

In conjunction with a well-insulated and ventilated property, the orientation provides for a large degree of solar gain to minimise the heating needs.

Photovoltaic panels are discretely positioned on the roof to provide electricity generation and help meet carbon reduction goals.

4.12 Landscape

To the front, a newly laid driveway and path will be formed in a resin material. A new surface water drain will be installed at the threshold to prevent run off onto public land. The existing grass embankment will be maintained and the existing tree will be removed to ensure a consistent view for vehicles onto Stockbridge Road whilst the existing hedge maintains the outlook from the Roebuck Inn opposite.

4.13 Ecology

The proposed site is currently a side garden and offer no value with regards to ecology or biodiversity. There are no habitats suitable for bats, sloe worms or any other protected species.

4.14 Drainage

Surface water drainage will be handled on site through the use of soakaways. All new surfaces will be permeable or semi-permeable to ensure excessive run off is prevented. Foul water will connect to the sewer mains and a Nutrient Neutrality calculation with off-site financial contributions is proposed.

4.15 Accessibility

The proposed building will be designed to comply with Approved Document M of the building regulations. This will result in a level access to the main entrance. A WC suitable for ambulant disabled people will also be provided on the ground floor.

4.16 Transport

Current planning policy seeks a new 2-bed dwelling to have at least two designated spaces however the sustainable location of the proposed dwelling offers significant benefits and reduced parking for such a dwelling is deemed acceptable. This is demonstrated by the recent development on the corner of Hatherley Road and Stockbridge Road which provided a single parking space for each of the new dwellings.

Parking was a concern raised by councillors and two local residents during the previous application. It is worth noting that all houses have the ability to use two dedicated parking spaces (driveways and bays in front of driveways) whilst the apartments all have a garage as well as sharing 8no. off-street parking spaces and therefore comply with current policy. No.19 was mentioned specifically during the committee debate as only having one space however they also have a garage space as does no.17, No.20 and No.21. No. 18 is a four-bed dwelling with 3no. off-street parking spaces. The development also offers three visitor parking bays and residents have the option to use permit spaces dedicated for Zone L.

The parking situation in the area has vastly improved since the take-away which was operating out of the Roebuck Inn has ceased trading (due to not having the correct permissions).

Stockbridge Road is also well served by local bus routes.

5.0 CONCLUSION

This revised proposal will provide a high quality, sustainable dwelling in a highly sought-after brownfield location. The proposed design enhances the character of the streetscene and is more responsive to the existing spatial characteristics and notional building line of Stockbridge Road.

The new dwelling has been designed to harmoniously extend the terrace with a modern approach without having an incongruous appearance, mass or scale and provide a valuable 2-bedroom home in a highly sustainable location.

We trust that this application will be viewed favourably given the context of the high-quality design proposal, the improvements made following comments from planning and committee members and enhanced compliance with the adopted Planning Policies.

We therefore request planning permission is granted for the proposed development.