

DESIGN & ACCESS STATEMENT

For

Woodlea, School Road, Farnham, GU10 4BW

Introduction

This statement has been prepared on behalf of our client who is seeking full planning permission for the construction of a detached dwelling and detached carport with store following the subdivision of existing plot and demolition of existing garage.

The Design and Access Statement has been prepared in accordance with the guidance published by CABE, the Commission for Architecture and the Built Environment.

Site Location & Context

The application site is known as Woodlea, School Road, which is located in Farnham, Surrey.

The location benefits from its close proximity to transport links such as Fullers Road Bus Stop (0.2 miles), Cherry Tree Road Bus Stop (0.3 miles), Farnham Train Station (3.5 miles) and Junction 4 of the M3 (12.7 miles).

The site is located within a residential area characterized by large, detached dwellings on medium to large sized plots with private drives.

Existing Site Information

The site is broadly rectangular with a width of between 37m and 69m and a depth of between 41m and 53m. The overall site area is approximately 3413.9 sqm (0.34 hectares). The site is largely enclosed by close boarded fencing, hedgerows, and a number of well-established trees.

The existing dwelling is located towards the east of the site, approximately 2m away from the eastern boundary. There are currently two access points serving the existing dwelling. One is located towards the northeastern corner and the other located approximately 15m south of this. Both of these are accessed directly off School Road. There is an existing garage to the north of the site and a double carport with store is proposed near the existing house under application 23697/013.

The Proposal

Proposed Development

The proposal is for the construction of a detached dwelling and detached double carport with store. The property is to be a self-built dwelling which has been designed specifically with the applicants in mind.

It is proposed to subdivide the site into two with the existing dwelling retaining a plot area of 1302 sqm (0.13 hectares). No works are proposed to the existing dwelling itself and it will retain 634.1 sqm of private amenity space. It is proposed that the southernmost access point along the eastern boundary is retained for the sole use of the existing dwelling. There will be ample parking space for at least four cars as well as sufficient turning space to ensure that all vehicles enter and egress in a forward-facing gear.

The proposed dwelling will have a plot area of 1841.9 sqm (0.18 hectares) with 1127 sqm of private rear amenity space. The new dwelling is to be located approximately 4.9m west of the existing house, 2m from the western boundary, 22.6m from the northern boundary and 32.8m from the southern boundary, ensuring that the property sits comfortably within the site and respects the current grain of development.

The dwelling will be 2.5 stories high with a footprint of 206.9 sqm and a gross internal area of 414.0 sqm (4456.2sqft). The property will comprise the following:

- Open plan kitchen/ dining
- Utility
- Study
- Living Room
- Family
- Master suite with Ensuite and Dressing Room
- 1x bed with ensuite
- 3x further bedrooms
- 3x WCs
- Gym

The internal layout has been carefully designed to ensure that there is no sense of overlooking or loss of privacy to neighbouring properties. All first-floor windows to habitable rooms have been positioned on the front and rear elevations only. The front elevation has a minimum distance of 27m to the neighbouring property (Penrhos Cottage) and the rear elevation has a minimum distance of 43m to the neighbouring property (Highton). It is also believed that the proposed dwelling would not cause detrimental issues in terms of overshadowing or loss of light to any of the neighbouring properties due to large separation distances to all sides. Therefore, it is considered that the proposed development would not have a negative impact on the neighbouring properties or their amenities.

It is proposed to utilise the existing northeastern access point for the new dwelling which will lead to a large driveway with a double carport featuring a ground floor store. The scale and appearance of this carport takes precedence from the one proposed for the existing dwelling under application 23697/013. The carport is to be located in the northwest corner of the site, largely over the existing garage footprint in order to minimise any impact the new carport will have on trees along the northern boundary (please refer to accompanying Arboricultural Method Statement). There is ample space on site for at least four vehicles and there is sufficient turning space to ensure all vehicles enter and egress in a forward-facing gear.

The architectural style of the property has been designed to ensure that it is in keeping with the character of the area in regard to siting, scale, mass, and bulk. The overall scale of the proposed dwelling is wholly appropriate and proportionate to both the site and context of the wider area.

The development will be well screened by existing trees and hedgerows; however, it is proposed to incorporate additional landscaping wherever possible in order to soften the appearance of the development and break up the amount of hard standing.

Sustainability

South facing PV panels are proposed for the new dwelling and materials and suppliers will be sourced from within the local area wherever possible to minimise transport costs, ideally within 35 miles of the site.

Water

Water usage will comply with the current regulations as set out in Approved Document Part G. As a minimum the predicted water consumption will be assessed to ensure that the water consumption is limited to 110 liters per person per day. This will be achieved through a selection of the following types of fitting:

- Dual flush WC' s
- Low flow monobloc mixer taps
- Reduced volume bath
- Low flow shower fittings
- Low water usage washing machines and dishwashers.

Waste and Recycling

There is ample space on site for a dedicated refuse store for both dwellings. As existing, collection will take place from School Road and the occupiers will be required to make sure bins are at the end of the drive on collection days.

Conclusion

It is believed that throughout this document it is evidenced that a self-build, detached dwelling with double carport can be accommodated on the site in a way which respects and reflects the grain of development and character of the area.

The proposed dwelling will exceed minimum space standards and provide ample amenity space and parking.

The development has also been designed to ensure that the two TPO pine trees to the northern boundary are protected and there is plenty of scope for additional landscaping to be incorporated within the scheme to soften the built form and enhance biodiversity.

In addition to this, the dwelling will not cause any detrimental impact in regards to loss of privacy, overlooking, daylight or overshadowing.

For the reasons detailed in this document, it is believed that planning should be granted.



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