

Design & Access Statement

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Demolition of existing light industrial unit/office and replacing with six three-bedroom semi-detached dwellings



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Revision 00

1.0 Instruction

1.1 Primmer Olds BAS have been instructed to review the site of 3-7 Macnaghten Road, Southampton which is currently an unoccupied light industrial facility. In review with the consultant team the proposal for 6x 3bed houses has been developed and is put forward to Planning.

1.2 This document has been prepared as a Design & Access Statement to accompany and describe the proposal as part of the Full Planning Application.

2.0 Site Review & Context

2.1 The site is located at the northern end of Macnaghten Road in the Bitterne Park area of Southampton. Also see separate 'Site Location Plan' drawing.



Image 1 - Site Location

3.2 The site does not sit within a Conservation Area, nor is the building listed.

3.3 Macnaghten Road is a primarily a residential street. The site is question is therefore somewhat exceptional, having historically been a light industrial unit (a timber workshop) and office used for a shop fit out company. (now Class E).

3.4 Aerial images of the site as it lies can be seen below, showing the site's juxtaposition to the predominant residential use and appearance of the road.



3.5 It is however notable that the regular rhythm of semi detached properties towards this northern end of Macnaghten Road begins to break down around the point of the site and the last remaining plots (shaded blue above) offer a different rhythm of buildings, appearance and to a degree appearance of massing as a result.

3.6 The last remaining tenant of the site vacated the property on the 1st February 2022 and the site has been fully vacant since.

3.7 The majority of the existing buildings on the site were built purely for light industrial purposes and are of lightweight steel, timber and cladding panel construction. These areas are generally uninsulated and considered towards the end of their lifespan. (Further images of the existing building internally are supplied below)

3.8 There is an existing brick building at the northern end of the site that most recently formed a series of offices. This building is of particularly narrow floor plate and therefore whilst the best preserved of the buildings on the site, is not considered an ideal candidate for refurbishment due to the limited space it affords (unlikely to meet the nationally described space standards)



3.9 The buildings on the site are a mixture of single storey, and two storey pitched roof structures, which therefore are of equivalent scale to the surrounding residential buildings.

3.10 The buildings on the site also cover a good proportion of the site area (currently occupying 550sqm footprint of the total 922sqm site area giving a total of 60% site coverage. The remaining land is a mixture of hardstanding and scrub land.

3.11 There are no trees located directly on the site. There are however some tree canopies overhanging the rear site boundary.

3.12 The site is within Flood Zone 1, representing the lowest risk of flooding to the site.

3.13 The buildings surrounding the site are generally red brick faced, two storey semi detached houses, with a mixture of slate and concrete tile pitched roofs. Other key typological features of many of the houses on the road are also identified below:



Defined window
lintels and cills

Predominance of
red brick
structures

Bay window at
ground floor only

Mixture of on and
off street parking



Mixture of single
and dual window
fronted properties

Front doors
adjacent to one
another, some
with recessed
porch detail

Access to rear
gardens via side
path

4.0 Proposal

4.1 Overview

4.1.1 The Applicant is proposing to demolish the existing industrial and office buildings on the site and replace it with 6no. semi-detached dwelling houses.

4.2 Amount

4.2.1 Each house is designed to be a comfortable 3 bedroom 5 person house.

4.2.2 The houses are all designed to exceed the requirements of the Nationally Described Space Standards and measures 107.5sqm over 3 storeys of the allowable area. Other storage space is available in the eaves.

4.2.3 The overall width of the site will be equally divided amongst the proposed 6no. dwellings in order to keep a consistent appearance from the street front.

4.2.2 Each dwelling is proposed to be approx. 4.6m wide and 9.8m deep, leaving a 1.175m wide access route down the side of each property for access to the rear garden.

4.2.3 As a result of the design, the overall new building footprint on the site will be approximately 282sqm, a significant reduction in the amount of building coverage on the site, releasing land for garden/ecological benefit. Specifically this is a reduction from 60% site coverage to 31%).

4.2.3 Each dwelling is proposed to be two storeys high, with additional accommodation in the pitched roof, served by a rear facing dormer window.

4.3 Scale

4.3.1 As described above the existing streetscene is predominantly made up of 2 storey semi detached properties with pitched roofs, albeit this does 'break down' towards the northern end of the road where the site is located. The new dwellings are designed to respect and replicate the existing predominant semi detached rhythm of the road, alongside the scale of the buildings, having two storeys and a pitched roof.

4.3.2 The two 'outermost' dwellings of the new proposal are also designed with half hips to the roofs to further integrate the scale of the new proposed buildings with the surrounding properties.

4.3.3 Due to the fact the new dwellings are designed to be marginally stepped back from the street (further information to this end is provided in the parking section below) the buildings are further seen to be visually in scale with the surrounding properties.



4.4 Appearance

4.4.1 Each house is proposed to have a brick finish (to match that of the neighbouring properties), tiled roof and have a bay window to the front elevation replicating the rhythm and appearance of most other houses along the road.

4.4.2 Each pair of houses are to be mirrored in appearance, consistent to the remainder of the street and are to have access from the front for both ease of access and security.

4.4.3 Each house is to have a pair of windows over the door/bay at first floor level, with the windows replicating the scale, appearance and typological lintel and cill as neighbouring properties.

4.4.4 The proposed houses are less formal to the rear, whereby large windows/doors are proposed to provide easy access to the rear gardens, and good daylighting to the living areas.

4.4.5 The accommodation to the roof will be provided with a dormer window to the rear only, which is proposed to be formed from the same tile as the roof finish to seamlessly tie into the overall appearance. The dormer windows are not visible from the road and are hidden from houses to the rear by virtue of the rear to rear distance of a minimum of 39metres, and mature trees/vegetation already present here.

4.4.6 Small frosted windows are provided to flanking elevations to provide daylight into bathroom areas only. No overlooking will be possible from these windows therefore as a result.

4.5 Layout

4.5.1 The internal layout of each unit is the same, albeit semi detached house layouts are mirrored.

4.5.2 The ground floor comprises an entrance hallway, kitchen, living/dining room with direct access to the garden and a WC. The first and second floors comprise of the 3 bedrooms, an en-suite to the master and a family bathroom.

4.6 Access

4.6.1 The vehicular access to the site will be via a combination of existing and proposed new dropped kerbs to off street parking directly in front of each house.

4.5.2 The main pedestrian access to building will be at the front elevation, and houses will be provided with level threshold access.

4.5.3 A WC is available at the ground floor.

4.5.4 Each property is provided with private side access to allow a direct external route to the rear gardens. This will allow for safe storage of bins and bicycles to the rear of the property.

4.7 Amenity

4.7.1 Each house is designed with a rear private garden alongside the more practical parking and access front garden.

4.7.2 New planting and a new specimen tree is also proposed to be planted to the street frontage to enhance the biodiversity on the site.

4.7.3 Each house is proposed to be erected with two swift boxes, such as Ibstock Eco-habitat or similar, installed on the exterior of the southern part of the building. Swift boxes can be supplied and installed by Hampshire Swifts <https://www.hampshireswifts.co.uk> and a new soffit design is also available.

4.8 Parking

4.8.1 Each house is to be provided with offstreet parking for a maximum of 2 vehicles, minimising the risk of new residents affecting the existing on street parking situation.

4.8.2 An EV charging point is also proposed to be installed to each of the new dwellings – further enhancing the proposal for off street parking.

5.0 Conclusion

5.1 This Planning Application seeks to replace the existing vacant industrial unit and office at the Northern end of Macnaghten road with 6no. 3bedroom 5 person residential dwellings.

5.2 The proposed residential use is wholly suitable to the existing environment, and considerable more so than the current use, and will offer the opportunity to regenerate a vacant plot.

5.3 The proposed houses can be seen to be wholly in keeping with the surrounding building typologies and appearance, and will both uplift and enhance a brownfield city site.