

Design & Access Statement – 26 Forest Rd, Liss, GU33 7BH – Car Port

Introduction

The aim of the proposed development is to provide a covered parking area in an existing front drive parking location, for three vehicles to be able to park with access to electric vehicle charging facilities, such that damage from falling branches and leaves can be prevented.

Description of the Proposal

The proposed development comprises a 9100mm Long x 5,000mm Deep x 2,800mm High powder coated steel frame set into the ground, with timber slatted panels to the sides and rear, and aluminium powder coated pressings to the roof fascia concealing the flat roof. The flat roof will comprise corrugated metal panels with a sedum green roof.



Site Analysis

The existing dwelling is an Oak clad detached house with black powder coated windows, and a black slate roof, with a black glazed and zinc roof modern extension to the rear. The existing parking area is at an angle to the main road and nearly entirely concealed behind laurel hedging.

The site comprises a permeable gravel driveway and parking area owned and used by the residential dwelling, bordered by laurel hedging on three sides, a mature willow tree and a mixture of smaller mature trees behind. (see attached tree plan)



A flat roof design was chosen to minimise the scale and massing of the car port to reduce its overall size so that when viewed from road the roof is not visible above the hedging which will be enhanced.



The existing trees on the property boundary are important to the reduction in visual impact of the main dwelling from the road and neighbouring land. This development aims to allow their further growth whilst protecting property from recent damage due in particular from heavy leaf fall and storm damage.

Compliance with Local Policies

The development addresses the planning policies highlighted by the planning officer as being of note;

Core Policy SD2: Ecosystem Services

1. Development proposals will be permitted where they have an overall positive impact on the ability of the natural environment to contribute goods and services. This will be achieved through the use of high quality design, and by delivering all opportunities to:

- a) Sustainably manage land and water environments;*
- b) Protect and provide more, better and joined up natural habitats;*
- c) Conserve water resources and improve water quality;*
- d) Manage and mitigate the risk of flooding;*
- e) Improve the National Park's resilience to, and mitigation of, climate change;*
- f) Increase the ability to store carbon through new planting or other means;*
- g) Conserve and enhance soils;*
- h) Support the sustainable production and use of food, forestry and raw materials;*
- i) Reduce levels of pollution;*
- j) Improve opportunities for peoples' health and wellbeing; and*
- k) Provide opportunities for access to the natural and cultural resources which contribute to the special qualities.*

The development aims to address these policies as follows;

- A) Uses an existing parking area
- B) Not applicable
- C) Not applicable
- D) The use of a sedum roof will minimise surface run off, any additional run off will be used to water the laurel hedging
- E) Not applicable
- F) Additional hedging, and the promotion of growth of the existing planting and trees
- G) Not applicable
- H) Not applicable
- I) Not applicable
- J) Not applicable

Strategic Policy SD4: Landscape Character

1. Development proposals will only be permitted where they conserve and enhance landscape character by demonstrating that:

- a) They are informed by landscape character, reflecting the context and type of landscape in which the development is located;*
- b) The design, layout and scale of proposals conserve and enhance existing landscape and seascape character features which contribute to the distinctive character, pattern and evolution of the landscape;*
- c) They will safeguard the experiential and amenity qualities of the landscape;*

- d) Where planting is considered appropriate, it is consistent with local character, enhances biodiversity, contributes to the delivery of green infrastructure and uses native species, unless there are appropriate and justified reasons to select non-native species; and*
- 2. Where development proposals are within designed landscapes, or the setting of designed landscapes, (including historic parkscapes and those on the Historic England Register of Historic Parks and Gardens) they should be based on a demonstrable understanding of the design principles of the landscape and should be complementary to it.*
- 3. The individual identity of settlements and the integrity of predominantly open and undeveloped land between settlements will not be undermined.*
- 4. Green and blue corridors will be safeguarded. Development proposals should identify and take opportunities to create and connect green corridors.*
- 5. The restoration of landscapes where either natural or cultural heritage features have been lost or degraded will be supported where it contributes positively to landscape character.*

The development aims to address these policies as follows;

- A) The site is on a residential road, the design is intended to minimise any visual impact on the landscape, it utilises finishes already present on site
- B) The design is intended to match the black powder coated windows of the main dwelling, and through the use of timber slatted panels that will weather over time to blend in with the site. Its footprint will cover an existing parking area above three parked vehicles
- C) Not applicable
- D) Laurel hedging is extensively used in the local environment

2. Not applicable

Strategic Policy SD5: Design

1. Development proposals will only be permitted where they adopt a landscape-led approach and respect the local character, through sensitive and high quality design that makes a positive contribution to the overall character and appearance of the area. The following design principles should be adopted as appropriate:

- a) Integrate with, respect and sympathetically complement the landscape character by ensuring development proposals are demonstrably informed by an assessment of the landscape context;*
- b) Achieve effective and high quality routes for people and wildlife, taking opportunities to connect green infrastructure;*
- c) Contribute to local distinctiveness and sense of place through its relationship to adjoining buildings, spaces and landscape features.*
- d) Create high-quality, clearly defined public and private spaces within the public realm;*
- e) Incorporate hard and soft landscape treatment which takes opportunities to connect to the wider landscape, enhances green infrastructure, and is consistent with local character;*
- f) Utilise architectural design which is appropriate and sympathetic to its setting in terms of height, massing, density, roof form, materials, night and day visibility, elevational and, where relevant, vernacular detailing;*
- g) Provide high quality, secure, accessible, and where possible, integrated storage for general and recycling waste, heating fuel, and transport related equipment;*
- h) Provide high quality outdoor amenity space appropriate to the needs of its occupiers or users;*
- i) Ensure development proposals are durable, sustainable and adaptable over time, and provide sufficient internal space to meet the needs of a range of users;*
- j) Give regard to improving safety and perceptions of safety, and be inclusive and accessible for all; and*
- k) Have regard to avoiding harmful impact upon, or from, any surrounding uses and amenities.*

The development aims to address these policies as follows;

- A) The design seeks to make the least visual impact whilst drawings of the main dwelling finishes.

- B) Not Applicable
- C) By being of a similar design language to the main dwelling, it aims to complement the more contemporary nature of the property and to contribute to local distinctiveness
- D) Not applicable
- E) This will be achieved with additional planting, the use of natural wood slats which will weather to reflect the local trees
- F) It was decided that a traditional oak frame car port would not be in keeping with the design of the main dwelling or the local environment, and that such a structure would require a pitched tiled roof which would be detrimentally tall and large in scale when considering the position near the main dwelling and when viewed from the road. The design was chosen to minimise its impact.
- G) It has been designed to integrate electric vehicle charging points within its construction to serve three vehicles
- H) Not Applicable
- I) The use of a powder coated steel frame and galvanised roof covering was chosen to maximise the development life, and provide protected charging facilities for future occupiers
- J) Not applicable
- K) Not applicable

Development Management Policy SD22: Parking Provision

1. Development proposals for new, extended or re-located public parking will be permitted provided that they are located in or adjacent to the settlements listed in Policy SD25:

Development Strategy, or have a strong functional link to an established cultural heritage, wildlife or landscape visitor attraction, provided that:

- a) There is evidence that overriding traffic management or recreation management benefits can be achieved; and*
- b) It is a component of a strategic traffic management scheme which gives precedence to sustainable transport; and*
- c) The site is close to and easily accessible from main roads by appropriate routes, and well connected to the Public Rights of Way network.*

2. Development proposals will be permitted if they provide an appropriate level of private cycle and vehicle parking to serve the needs of that development in accordance with the relevant adopted parking standards for the locality. Wherever feasible, electric vehicle charging facilities must also be provided.

3. All new private and public parking provision will:

- a) Be of a location, scale and design that reflects its context;*
- b) Incorporate appropriate sustainable drainage systems.*

4. All new public parking provision will comply with the following:

- a) Wherever feasible, electric vehicle charging facilities must be provided. Where located with potential for onward travel by mobility scooter, this should include charging facilities for such scooters;*
- b) Where located with good accessibility to the bridleway network, include provision for horse box parking.*

- A) Not Applicable
- B) Not Applicable
- C) Not applicable
- 2. Not Applicable

3.

- A) Development is in an existing parking location
- B) Sedum roof used to reduce surface run off, watering of laurel hedging to utilise any run off

4.

- A) Electric vehicle charging points to be installed, height of the eaves designed to allow access of medium sized vans to charge
- B) Not Applicable

Strategic Policy SD25: Development Strategy

1. *The principle of development within the following settlements, as defined on the Policies Map*, will be supported, provided that development:*
 - a) *Is of a scale and nature appropriate to the character and function of the settlement in its landscape context;*
 - b) *Makes best use of suitable and available previously developed land in the settlement; and*
 - c) *Makes efficient and appropriate use of land.*
2. *Exceptionally, development will be permitted outside of settlement boundaries, where it complies with relevant policies in this Local Plan, responds to the context of the relevant broad area or river corridor, and:*
 - a) *It is allocated for development or safeguarded for the use proposed as part of the Development Plan; or*
 - b) *There is an essential need for a countryside location; or*
 - c) *In the case of community infrastructure, there is a proven need for the development that demonstrably cannot be met elsewhere; or*
 - d) *It is an appropriate reuse of a previously developed site, excepting residential gardens, and conserves and enhances the special qualities of the National Park.*
3. *In considering development proposals outside settlement boundaries within rural estates and large farms, positive regard will be had to the following:*
 - a) *The development proposals are part of a Whole Estate Plan or Large Farm Plan that has been endorsed by the National Park Authority; and*
 - b) *The development proposals deliver multiple benefits in line with the purposes and the special qualities of the National Park and in regard to ecosystem services.*

**Additionally, a portion of the Arundel settlement boundary is shown on the Policies Map. Other settlements not listed in Policy SD25 may also be shown on the Policies*

1.
 - A) Designed to fit with the existing landscape without being of excessive massing when viewed from the main dwelling
 - B) Proposed site is an existing parking area
 - C) Designed to fit within the existing parking area, and be concealed from view by evergreen hedging
2. Not Applicable
3. *Not Applicable*

Development Management Policy SD31: Extensions to existing dwellings, and provision of annexes and outbuildings

1. *Development proposals for extensions to existing dwellings, and the provision of annexes and outbuildings will be permitted where:*
 - a) *The proposal does not increase the floorspace of the existing dwelling by more than 30% unless there are exceptional circumstances;*
 - b) *The proposal respects the established character of the local area; and*
 - c) *The proposal is not overbearing or of a form which would be detrimental to the amenity of nearby residents by virtue of loss of light and / or privacy.*
2. *Proposals for annexes should demonstrate the functional and physical dependency on the host dwelling.*
3. *Proposals for outbuildings should demonstrate that they are required for purposes incidental to the use of the host dwelling.*
4. *Where permission is granted future extensions may be controlled by the removal of permitted development rights.*

1.
 - A) Not Applicable
 - B) The area is residential with vehicular parking
 - C) No detrimental effect will be suffered by local residents from the development
2. Not Applicable
3. The development is for the use of the host dwellings occupants
4. Not Applicable

Sustainability and Energy Efficiency

To promote sustainability the development has been designed to utilise a sedum roof to minimise surface run off.

Conclusion

The aim of this development was to provide cover to vehicles when parked and charging in a single location, whilst minimising its mass and visual impact on the dwelling whilst drawing on finishes of the dwelling, and to be virtually entirely hidden from view from the road.

This has been achieved through the use of steel which structurally allows minimal roof profiles rather than the use of a traditional oak frame which requires a pitched roof and the resulting mass.

By using a Sedum roof the development again aims to minimise its impact visually and on the environment. This would not have been possible with any other construction method without other negative impacts on the design and surrounding environment.