

Proposed Residential Development at 22 and 24 St. Anne's Road, London Colney, AL2 1LJ



Design and Access Statement

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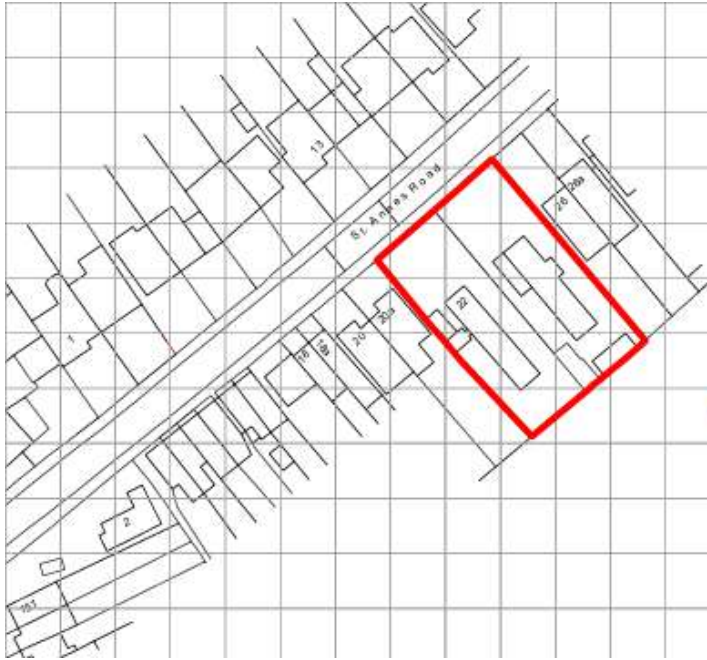
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1.0 Site Analysis and Evaluation

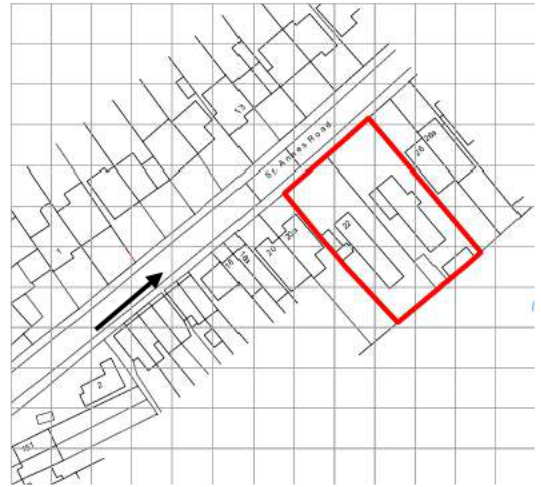
1.1 Assessment



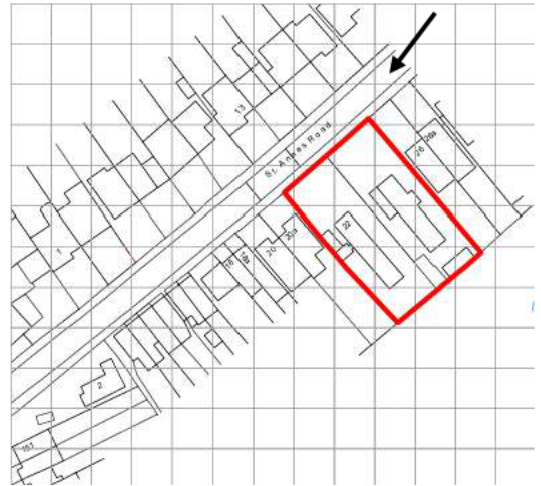
Existing OS map with site marked

- The site is form of the curtilage to the residential dwellings of no.22 and 24 St.Annes Road.
- This existing properties are detached bungalows, set back from the public highway with off street parking to the front.
- St.Annes Road is a residential road with a mix of detached, semi-detached and terraced houses all facing the street, some with off street parking and others relying on street parking.
- There are no parking restrictions along the road
- Facing materials are a mix, from facing brickwork, including red and buff, to pebbledash and render. All main roofs are pitched with a mix of plain tiles and profile tiles in red, grey or brown. Some older properties have natural slates.
- The existing properties have a narrow frontage and extend deep into the site to within 7metre of the back of the site. Both are rendered with low pitched roofs and a series of side windows serving three bedrooms and living accommodation. Both have side elements containing front entrance lobbies. No,24 has a partly covered parking bay and no.22 has a single garage.
- With the bungalows set back from the street, the majority of usable garden is to the front, with lawns sloping gradually up to the properties.
- Both gardens have mature vegetation and trees, and the fronts are divided from the street with a low concrete panel fence and decorative low timber fence, with metal gates to the two driveways
- .The site slopes gradually up from the street with a level difference of 1500mm across 43metres from the street to the back fence.
- The site is well situated, approximately 1 mile from the centre of London Colney and well served by public amenities. Colney Fields retain park is also within a mile of the site.
- St.Bernadette Primary School is within 5 minutes walk and Samuel Ryder Academy is 1.5miles away.
- The site is well served by public transport, with the nearby London Colney High Street on the main bus route linking St.Albans to Borehamwood. Radlett train station is 3.7 mile away.
- This all goes to demonstrate the site is very sustainable, being in a well-established residential area, well served by public amenities and services, reducing the reliance on car travel.
- The site is not within a Conservation Area.

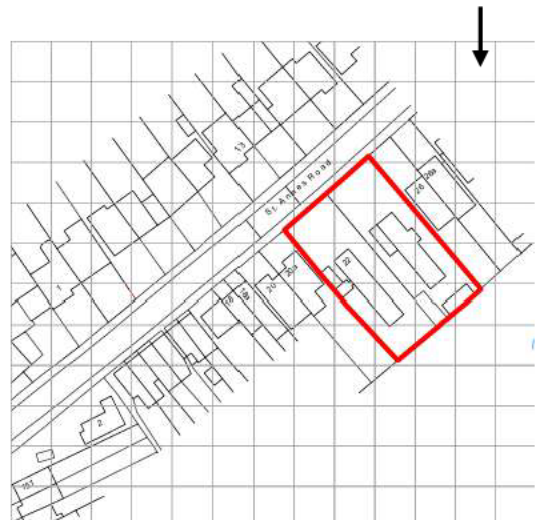
1.2 The Site and Surrounding Area



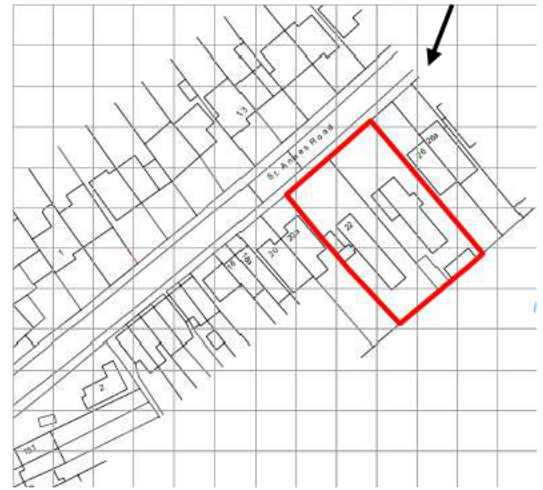
View down St. Annes Road looking north east



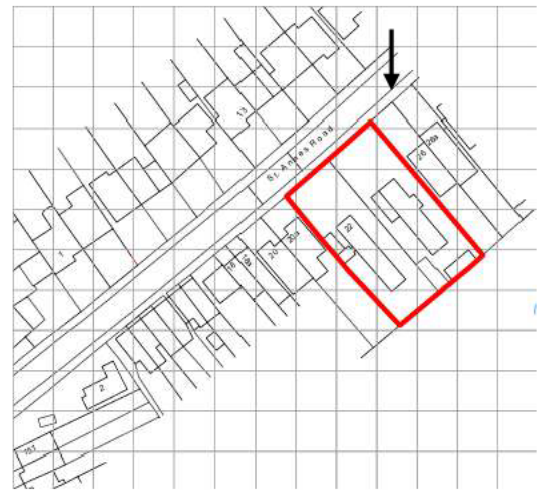
View of the site from St. Annes Road looking south west



View towards the neighbouring semi-detached dwelling at 34 & 36



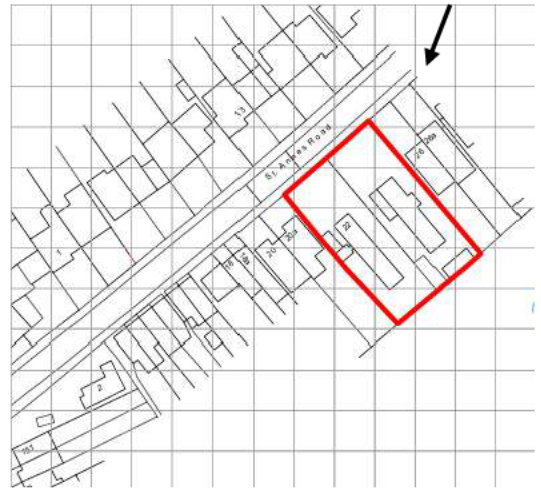
View of the neighbouring dwellings at no.26-32 St.Annes Road



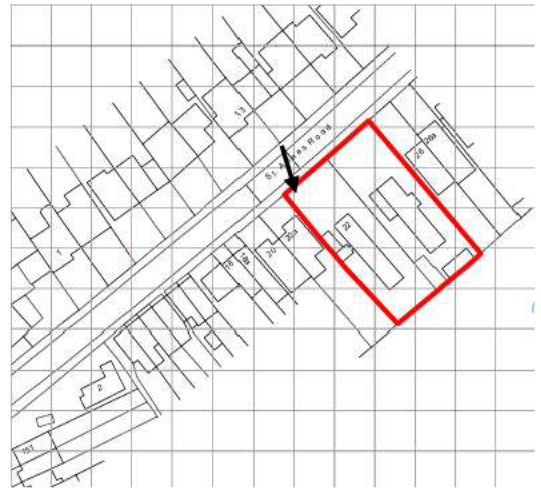
Closer view of no.26 and 28 St.Annes Road



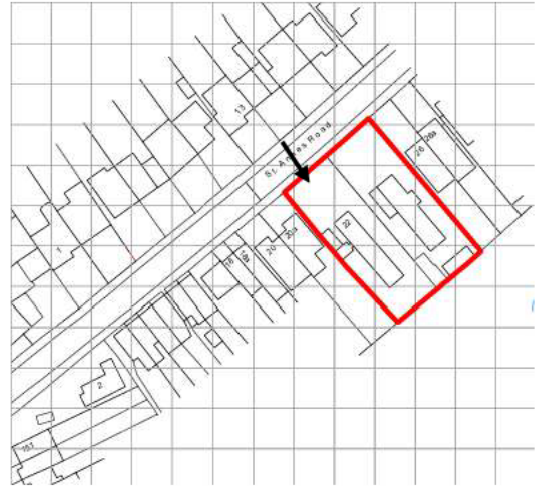
View of the site form the highway, with the front elevation of no.24 in the foreground



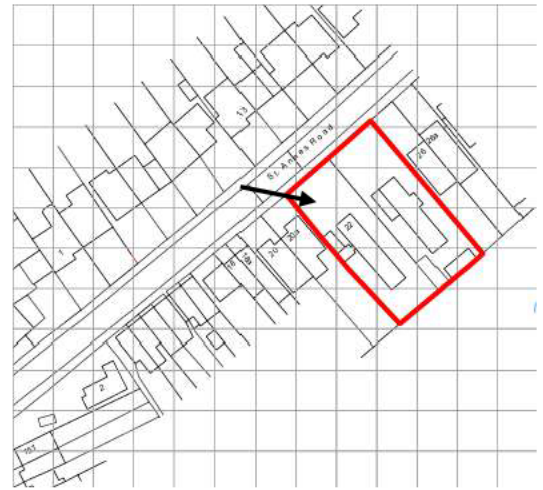
View of the neighbouring dwellings at no.20 and 18 St.Annes Road and no.16 and 14 further to the right



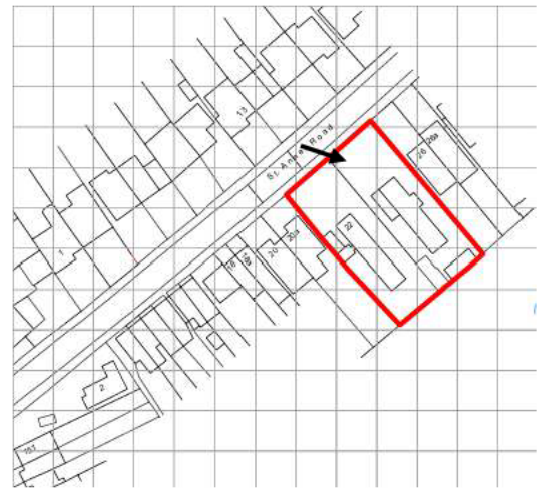
View of the neighbouring dwellings at no.20 and 18 St.Annes



View of the right hand dwelling occupying the site (no.22) and its relationship with the neighbouring dwelling



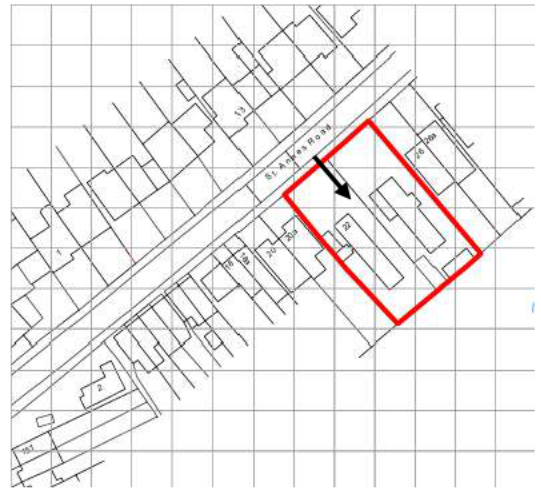
View to the front of no.22, with its front lawned garden



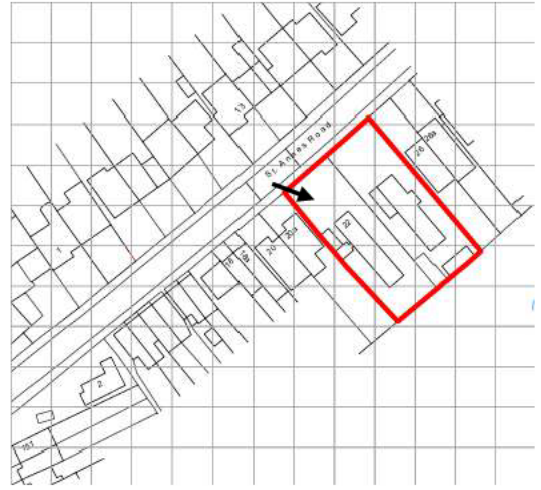
View to the front of no.24, showing the front lawn and driveway



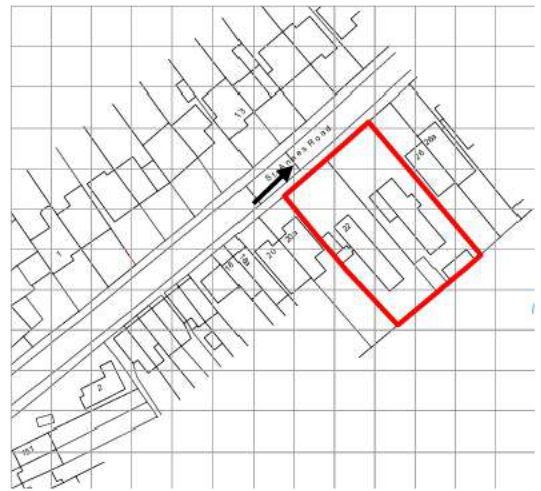
View to the front of no.24, with the front access drive and concrete panelled front boundary



View looking towards both dwelling on the site



View towards the front of on.22 showing the front drive, lawn and timber front fencing



View along the front boundary of the site

2.0 Design Statement

2.1 Approach and Principles

- Planning approval is sort for the demolition of the two bungalows and the construction of 5no. family homes over 2 storeys with rooms in the roof.
- The development aims to make better use of this valuable site within an established residential area, with a development that enhances the existing street scene.
- The existing properties are detached bungalows on large plots of land and do not add any design value to the street and are incongruous to the existing style and form of dwellings along the road.
- Two of the dwellings will be semi-detached and the others will form a terrace of three.
- Existing houses on the street are predominately semi-detached, but, there are also examples of lines of terraced houses, namely no. 4 to 14 St.Annes Road.
- All five dwellings face the front street and follow a similar build lines as the existing houses either side of the site.
- A five dwellings have off street parking for two cars and these parking spaces are accessed via the highway from a series of dropped kerbs. This is a very similar arrangement to other dwellings along the street.
- All five dwellings have long rear private garden to provide suitable amenity space.
- The dwellings are modern, but, with tradition forms with pitched roofs and front bays of contrasting brick.
- Materials have been chosen to blend into the existing street scene, with two different brick tones chosen to represent the two brick colours of neighbouring building. Roofs will be plain tiles again to match neighbouring dwellings.
- Where possible, existing trees are retained, but, some trees need to be removed and the application is supported by an Arboricultural Report and proposed landscaping scheme.
- Care has been taken to ensure the heights of the proposed dwellings are in proportion with neighbouring dwellings on the street. The ridge heights will be slightly lower than that of no.26 and 26a, to the left of the site. To the right, the existing houses at no.20 and 20a are lower, but, these houses are an exception to the street scene, being much lower than other properties, and the neighbouring no. 18 and 18a are again taller than the proposals.
- Care again has been taken to the rear of the properties to ensure the 45 degree line from the nearest neighbouring first floor windows have not been crossed.
- The two flanking dwellings are at least a metre away from the boundary, and external access is available to all five rear gardens.
- Additional living accommodation has been achieved by extending the rear of the dwellings with single storey elements that are natural lite from a large patio door and rooflight. The rear rooms are north facing and therefore will not overheat in summer.



View of the nearby terraces at no.4 to 14 St.Annes Road

- The relationship between the flanking elevations of the proposals and the neighbouring dwellings is improved by the use of full hipped gables to reduce the bulk of the dwelling and provide more open space between proposed and existing dwellings.
- Well designed recycling and refuse stores have been incorporated into the design to ensure adequate enclosed storage for all local authority bins and ensure they are not left exposed on the street frontage.
- The form of the development maximised the accommodation available for families by extending into the roof, but, this has been done using a series of front gables that removes the need for often unsightly flat roofed dormers.



View of the existing refuse and recycling bins left exposed on the edge of the kerb. The including of well designed enclosed bin stores will avoid this unsightly arrangement

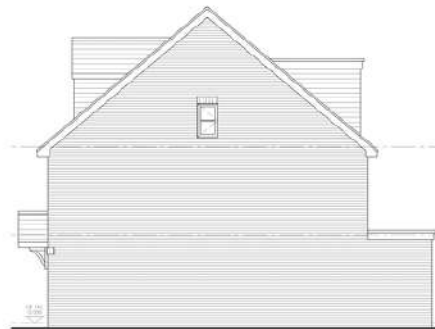
2.2 Previous Planning Approval

The site that is formed by no. 24 St. Annes Road has planning approval for two semi-detached dwelling (5/21/1523). Before work commenced on this scheme an opportunity arose to also develop the neighbouring site that also contain a similar bungalow structure. This has created the opportunity to produce a more significant development and make more sufficient use of this area of the road.

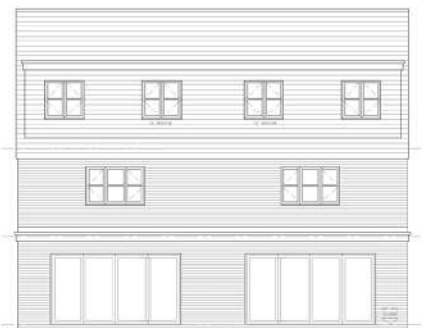
It is also believed the new proposed development will be of a great quality of design and will contribute more to the existing street scene.



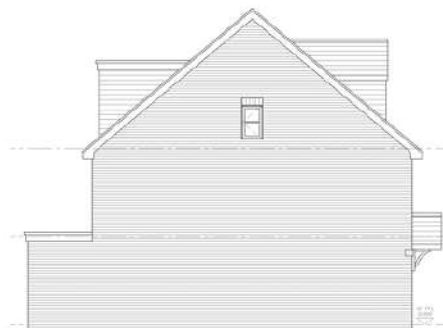
PROPOSED FRONT ELEVATION 1:50@A1



PROPOSED SIDE ELEVATION 1:50@A1



PROPOSED REAR ELEVATION 1:50@A1



PROPOSED SIDE ELEVATION 1:50@A1

Elevations of the approved scheme. The proposed scheme aims to improve upon the design quality shown in this scheme the

2.3 Relevant Planning Policies

NPPF General Policies

Sustainable Development

- The NPPF as a whole, promotes sustainable development as the purpose of the planning system, Paragraph 11 states that 'decisions should apply a presumption in favour of sustainable development'. This includes the stipulation that 'where...the policies which are most important for determining the application are out-of-date, granting permission unless...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole'. In a footnote clarifying this excerpt, it states that, 'this includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73)'
- Paragraph 9 states that planning decisions 'should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area'.

Efficient Use of Land

- Paragraph 68c states that windfall sites should be approached favourably-'given great weight to benefits of using suitable sites within existing settlements for homes'
- Paragraph 117 states that planning decisions should promote 'an effective use of land in meeting the needs of homes'.
- Paragraph 118 asserts that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and to promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained.

Design

- Paragraph 127 states that 'Planning policies and decisions should ensure that developments:
- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development
- Are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping:
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)
- Establish or maintain a strong sense of place, using the arrangement of streets spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit
- Optimise the potential for the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks: and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard or amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience'.

We believe the proposals will support and comply to these national planning guidelines to provide a new sustainable dwelling in a popular residential area, surrounded by local amenities and infrastructure.

Principle of Development (Policy CS1 And CS4)

The site is within a well established residential area and will occupy the site of two existing dwellings. No.24 has also recently been awarded planning approval for a set of semi-detached dwellings, therefore the principle of regeneration of this underdeveloped site have been established.

Quality of Design/ Impact on Visual Amenity (Policy CS11 and CS12)

New development should respect adjoining properties in terms of layout, scale, height, bulk and materials.

The proposed dwellings are of a similar scale and type to neighbouring dwellings along the road. The road is dominated by semi-detached family dwellings, with front off-street parking and large rear gardens and the development replicates this. The set of three dwellings ensures this valuable site is maximised to accommodate as many much-needed family dwellings as reasonably possible, without over development and there are precedents for linked dwellings just along the road at no.4-14.

- The existing properties along St.Annes Road are a mix of semi-detached dwellings with some linked terraced dwellings. All dwellings, except those that currently occupy the site are two storey, many with rooms within the roof.
- The proposed dwellings are set back from the public highway and follows the existing build-line, with front off-street parking, softened by well designed landscaping.
- Materials have been chosen to blend in with the existing dwellings on the street, with a mix of brick tones and plain roof tiles.
- The design used traditional building forms, but in a modern style, to lift the quality of the design from simple repetition. Windows will be large, to capitalise on natural light and solar gain, and rooflights will provide additional top light without the loss of privacy to neighbouring dwellings.
- The second floor is within the roof which provides additional floor space without adding bulk to the form. The roof form has been designed with a series of front gables and interconnecting roofs that remove the need for any roof dormers



Front elevation showing the proposals are lower than the neighbouring dwelling at no.26 and 28. The proposed scheme is higher than no.18 and 20, but, these properties are an exception, being much lower than existing dwellings on the road. The image shows the relationship between no.18 and 16, with small gap between the properties and no.16 rising up higher than no.18. The proposed relationship between the proposals and no.18 is helped by the full hipped gable.

Impact on Residential Amenity (Policy CS12)

The policy states that new development should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to properties in the surrounding area. Furthermore, saved Appendix 3 of the Local Plan (2004) states that residential development should be designed and positioned to maintain a satisfactory level of sunlight for existing and proposed dwellings.

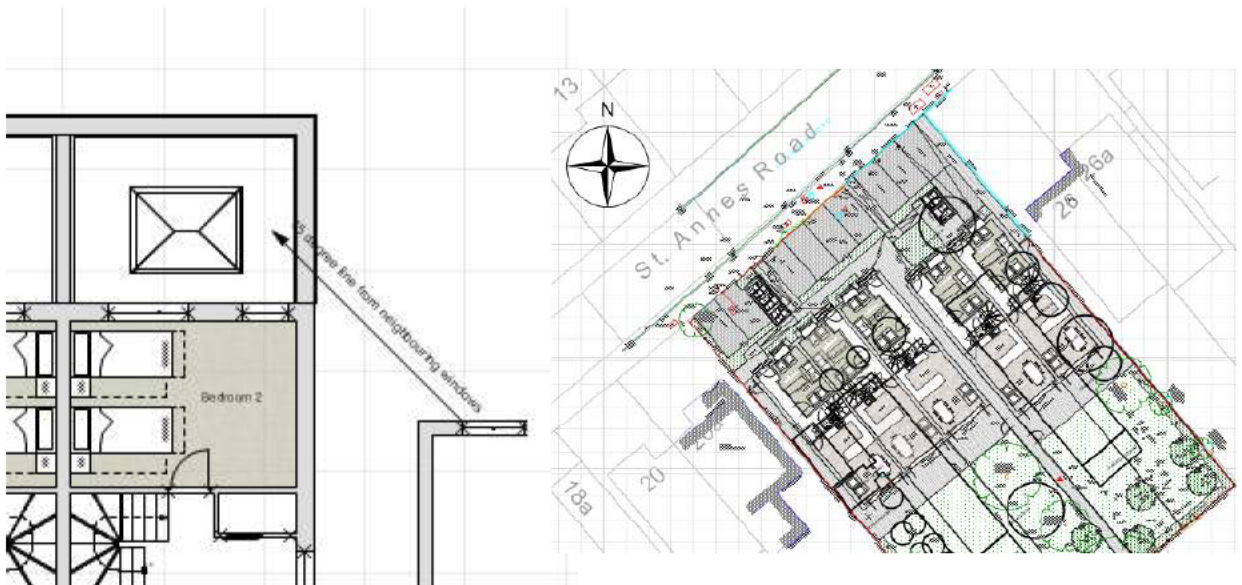
The design of the dwellings follows the existing build line and care has been taken to ensure the rear of the two flanking dwellings does not cross into the 45 degree line generated from the nearest neighbouring first floor window. The fronts of the dwellings are north west facing, so the sun will track around the back gardens meaning that the development will not create any overshadowing to the rear gardens or rear elevations of neighbouring dwellings.

Quality of Design/ Impact on Visual Amenity (Policy CS11 and CS12)

New development should respect adjoining properties in terms of layout, scale, height, bulk and materials.

The proposed dwellings will respect the existing dwellings along St. Annes Road by:

- Using traditional forms
- Utilising the roofspace for accommodation on the second floor to keep eaves and ridge heights low
- The ridge height of the proposed dwellings is lower than the neighbouring dwellings at no.26 and 26A. This has been done even with the ground floor levels having to be lifted above existing ground levels in line with the supplementary flood risk assessment.
- The proposed dwellings are set back from the street, in line with neighbouring dwellings.
- Materials of facing brick and plain roof tiles will complement existing building materials in the area.
- The development will improve the aesthetics of the street by removing the existing incongruous bungalows and concrete panelled front fence and replacing it with a modern, well-designed development, more in keeping with exiting dwellings on the street.



Plan showing the first floors do not cross into the 45 degree line generated by the nearest neighbouring first floor window

Site plan showing the existing build line is respected

Policy 39 Parking Standards, together with DLP Appendix 1 – New Development Parking

Parking requirements are given with Policy 39 and policy 40. Policy 39 states that, if necessary, the standards may be varied with justification based on the individual circumstances of the development. In addition, Revised parking Policies and Standards (January 2002) allows for the provision of fewer spaces than required in Policy 40.

Each parking space will be a minimum of 2.4x4.8 metres wide, with at least 6 metres free space to the front. The new dwelling is provided with at least 2no. off street parking spaces, accessed via a new dropped kerbs onto the public highway. Vision lines a very good along the street providing plenty of visibility when accessing the parking spaces..

Policy 40 Residential Development Parking Standards

It is proposed to provide at least 2no. parking spaces for each of the dwellings. This is in line with most dwellings along the street and the area is well served by local amenities and public transport. The previous approved scheme for two similar dwellings provided the same level of parking.

Policy 69 General Design and Layout

Policy 69 (General Design and Layout) states that a high standard of design is expected which must take into account context including the scale and character of surroundings looking at the height, size, density, materials and plot to floorspace ratio of the area

i) Context.

The proposed dwellings takes into account their context. The dwellings are of a comparable size, scale and height to neighbouring dwellings and the wider street scene. The dwellings provide much needed family accommodation within a well established residential area and are similar to properties in the area. Materials will be high quality and sympathetic with the street and near neighbours. Ridge heights are comparable with existing dwellings on the street.

ii) Materials

The dwellings take reference to the character of the street in terms of using traditional materials of facing brick and plain roofing tiles.

Policy 70 Design Layout of new Housing

The design of new housing development should have regard to its setting and the character of its surrounding and meet the objectives set out below

- i) The traditional form and siting creates an attractive new residential development that is on a domestic scale and comparable to other dwellings on the road. The dwellings relate to the public domain, with front access doors and windows that look out on the street, providing natural surveillance. Easy access is available via the new front driveways and paths.
- ii) The proposal site is small and too minor to provide a mix of dwelling sizes. A decision was made to provide the maximum number of bedrooms possible to provide much needed family houses with good amenity space and access to local schools and facilities.
- iii) The dwellings will be served by off street parking accessed via new and retained existing dropped kerbs. There is a pedestrian path along this side of the street, but the relationship is typical of multiple dwellings along both sides of the road.
- iv) Off street parking is provided to the front of the proposed properties,
- v) The application is supported by a soft landscaping scheme that will help to soften the new front parking hardstanding.

vi) The new dwellings are set at least 7metres away from the side of the existing dwelling, and the front elevation is at least 39metres front the front elevation of dwellings across the lane.

vii) The new development follows the existing arrangement of dwellings set back from the street and follows the existing building line. The houses face existing houses across the road, with a distance of 27metres from front to front. There are no dwellings to the rear of the site. To the flanking sides a 1 metre gap has been left between the flanking walls of the new dwellings and the neighbouring dwellings and this is a common arrangement along the road. Windows along these flanking walls have been restricted to high level strip windows serving corridors.



Relationship between existing neighbouring dwelling with narrow gaps and full flanking gable ends



Windows in the flanking walls of the neighbouring houses either side of the site are restricted to bathrooms, utility rooms and circulation and there are no primary existing windows serving living or bedrooms.

- viii) The houses have been designed to maximise natural light, via either windows and/ or rooflights. The rear of the houses have large patio doors and a roof lantern, but, the space will comply to Building Control Part O (overheating), as the glazed elements will be less than 30% of the floor area of the kitchen/ family rooms.
- ix) Each of the new dwellings will have adequate amenity space of approximately 95m² each.
- x) The new dwellings face the public domain, with many windows overlooking the new front parking areas to provide natural surveillance. The houses are set well back from the road, with reasonable defensible space.
- xi) The scheme is minor and too small to provide any public open space.
- xii) Proposed materials of brick and roof tiles will be durable and are compatible with surrounding buildings.

Policy 74 Landscaping and Tree Preservation

Policy 74 states that 'significant healthy trees and other important landscaping features...shall be retained unless it can be shown that retention is compatible with overall design quality and/or economic use of the site. Along with this, screening at the edge of settlements will be required and the construction must not harm trees

i) Retention of existing landscaping

- a) In order to provide these 5no. much needed family homes a number of trees need to be removed. The loss of these trees is compensated for by the planning of new species. No other significant features are present on the site.
- b) The application is supported by an Arboricultural Report and Landscaping Scheme..
- c). The application is supported by a tree report to show how existing trees are protected, where necessary
- d) No lopping of existing trees is proposed.

ii) Provisional of new landscaping

- a) Additional planting is proposed to the front of the new driveways, as shown on the landscaping scheme.
- b) The application is supported by a full landscaping scheme.
- c) The development is too minor to merit any wildlife corridors.

Additional information:

Policy 3 Housing Land Supply 1881-96 and 1986-2001.

Although out of date, there is an even higher demand for housing nationally and especially in the local area. This site, within an established urban area, is ideally situated to provide much needed family dwellings. The proposals are sustainable as there is a need for housing in the area, and the site benefits from established infrastructure, such as drainage, power and access, as well as local facilities such as school, shops and recreational areas.

Policy H1 Housing Strategy

New residential development should be delivered on sites allocated in the Neighbourhood Plan and infill and brownfield development

- The proposals are on the site of two existing bungalows.

Policy H2 Housing Renewal

The redevelopment of existing residential properties that are robustly demonstrated to be no longer fit for purpose will be supported.

- The existing bungalows are two small three bedroom units sited within large plots of land. They do not make sufficient use of the valuable land available in this established residential area. They also do not add to the streetscene, being of poor architectural quality, incongruous to other dwellings in the area, and of poor construction, with inadequate insulation.

Policy H7 Lifetime Houses

New housing should be capable of meeting the changing needs of residents over their lifetimes.

- The new houses will comply to Part M standards are suitable for adaption to Lifetime homes.

Policy H9 Private Outdoor Space for Residential Development

Development proposals should be designed to retain ancient, veteran and mature trees.

- No ancient, veteran or mature trees are proposed to be removed as part of the works. The trees to be removed are all category C2 or U and therefore not of high quality.

Policy T11 Residential Parking Standards

Proposal for new homes to be built in St.Albans should provide an appropriate level of off-street parking for cars and bicycles...

- Parking standards have been met and in addition the site has excellent accessibility to local public transport, infrastructure and facilities.
- Secure external stores will be provided for the storage of bicycles.

2.4 Sustainability Approach

- The development will instigate:
 - A fabric first approach – to maximise the levels of insulation of the exposed fabric, including ground floor, external walls, roof, windows and doors.
 - A low emissions heating systems combined with photovoltaic panels. The houses can be heated and provided with hot water using air source boilers, combined with electricity generated from photovoltaics and possible electric storage.
- Adaptability - The dwellings are fairly modest, but, could be adapted internal for the changing circumstances of the occupants. The dwelling will comply to Part M access requirements with wide doors and level thresholds to rear doors, but, the layout is suitable for adaption for elderly or wheelchair users, with the stairs suitable for chairlifts, and even the installation of through floor domestic lifts. The ground floors contains accessible living accommodation and a wc.
- Carbon Reduction, the three-pronged approach:
 - Fabric first approach to minimise energy loss and thereby reduce energy demand. The installation of smart meters will also allow residents to monitor their energy usage
 - Installation of low energy rated appliances and the installation of low energy lighting and external lighting with PIR and dusk to dawn sensors.
 - Installation of photovoltaic panels and possible electric storage
 - Possible use of air source boilers
- Natural ventilation – the dwellings has windows on at least two adjacent external walls allowing cross ventilation.
- Overheating – a natural approach to overheating will be taken, but, ensuring cross ventilation and ensure that the element of glass complies to Building Control Part O (overheating). Glazing that is vulnerable to overheating will be fitting with low emitting glass.
- Existing services and infrastructure is already available to the site, including power, internet and public services, including waste and recycling collection.
- Sustainable modes of transport:
 - The site is well positioned to local transport with local buses running along nearby main roads. Radlett train station is 3.7 miles away.
 - The location of parking will allow the infrastructure to be installed for electric car charging points for all five properties to encourage the ownership of electric cars and scooters.

2.5 Flood Risk

- The site is within an area vulnerable to flooding from surface water and subsequently we commissioned a flood risk assessment, which forms part of this submission.
- The assessment has set a finished ground floor level which has been adhered to, and this has resulted in the ground floor of the proposed dwelling being approximately 500mm higher than existing dwellings either side. This flood assessment takes into account possible future climate change and the additional rise in level required by the Environment Agency.
- Part of this level change has been taken up in the natural slope of the site from front to back, but, the dwellings do have a stepped approach which cannot be avoided due to the requirement for the higher protective ground floor level.

3.0 Access Statement

3.1 The Approach

- As reported in the previous section, the ground floor level has been set much higher than the street level to protect the dwellings from possible future flooding and climate change. The front driveways and paths have been graded up at 1:20 but the required levels do still require a stepped approach to the front entrance doors. Pedestrian access is deemed level with a maximum gradient not greater than 1:20.
- The ground floor rear patio doors do allow a level threshold and access to these rear gardens is possible via external access paths which are at least 900mm wide and suitable for a wheelchair.
- Part M of the Building Regulations does allow for a stepped approach to dwellings where the natural topographical and surrounding conditions prevent a level threshold and we believe this is the case here where the natural surface water flooding prevents the ground floors being at the existing ground level.
- The stepped approach will be designed fully in accordance with Building Control Part M and steps will have a maximum riser depth of between 150 and 170mm and goings of no less than 250mm. The maximum rise from path to ground floor is 450mm and therefore no handrails will be required.
- The front entrance doors will have a minimum clear opening width of 850mm.
- The ground floor will have an accessible wc.
- The stairs will be suitable for a chair lift and there is an opportunity to install a through floor lift.
- The ground floor rooms will also be accessible for wheelchair users.

External steps forming part of an additional route

- 2.11 To enable a wide range of people to use steps safely, a stepped approach should comply with all of the following.
- a. Steps are uniform with a rise of between 150mm and 170mm and a going of between 280mm and 425mm (for tapered steps measured at a point 270mm from the 'inside' (narrow end) of the step).
 - b. Steps have suitable tread nosings.
 - c. No individual flight has a rise between landings of more than 1800mm.
 - d. Every flight has a minimum clear width of 900mm.
 - e. Top and bottom and, where necessary, intermediate landings are provided and every landing has a minimum length of 900mm.
 - f. Every flight with three or more risers has a suitable grippable handrail to one side, (or to both sides where the flight is wider than 1000mm). This grippable handrail is 850-1000mm above the pitch line of the flight and extends a minimum of 300mm beyond the top and bottom nosings.

Relevant extract from Building Control and part site plan showing the ramped approach up to 3no. steps

