

DESIGN AND ACCESS STATEMENT

and

PLANNING STATEMENT

for

PLANNING APPLICATION

for

**THE DEMOLITION OF EXISTING CAR PORT AND THE ERECTION OF A
NEW SELF BUILD FOUR BEDROOM DWELLING AND CREATING A
NEW ACCESS AND CLOSING EXISTING ACCESS**

at

**55 CODICOTE ROAD
WELWYN
HERTS AL6 9TY**

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INTRODUCTION

This Statement is being submitted on behalf of the applicant, the owner/occupier of 55 Codicote Road in support of the Planning Application.

The proposal is for the removal of the existing Car Port, and parking area to provide a new detached dwelling, including a new vehicular access, parking and other associated works for the use of the applicants family and the closing up of the existing access.

I have been appointed to design the property to serve the family needs so that the applicant can carry out the development as a 'Self-Build'. The Applicant's vision for the site is to create a high quality design that would be in keeping to the area and construct the property to near as possible to Passivhaus Energy and Comfort Standards.

This statement explains the design principles and concepts that have been applied by reference to the following:

Physical and historical context

Amount, layout and scale of development

Appearance

Landscaping

Planning Policies

SITE DESCRIPTION and HISTORY

No. 55 is a chalet bungalow located in the Green Belt and situated on the junction of Codicote Road and Rollswood Road.

The property sits on a large plot, being 0.68 hectares with 50% of the site at the rear falling in Welwyn Hatfield Council.

The property has had various approvals for extensions and a large double garage from 1978 to 2018.

Immediately north of the site is a recently constructed residential development, known as Salix Close, consisting of two storey houses.

To the south of the site there are bungalows, many of which have been extended into two storey properties, such that bungalows are no longer the predominant feature of the road frontage.

The application site for the proposed new dwelling is within the grounds of 55 Codicote Road, and located between the Salix Court development and the existing chalet bungalow, and is 0.095ha in area.

WIDER CONTEXT

The site is only 700m from Codicote High Street, which is to the north., although the postal address is Welwyn. Welwyn High Street is 1100m to the south.

DESCRIPTION OF THE PROPOSAL

The proposal is to demolish the large double car port and construct a two storey detached dwelling, provide a new access off of Codicote Road to serve both the new dwelling and the existing property and close off the access from Rollswood Road.

DESIGN

Appearance

The proposed design has been influenced by the immediate surroundings, that is, two storey properties to the north and the existing bungalow to the south. Therefore the house has been designed so that there is a two storey gable element at the front to the north and low eaves at the front to the south. This allows for the proposed property to be in keeping with the two storey houses in Salix Close and to line with the eaves to the existing chalet bungalow. The roof is a tiled pitch roof with dormer window at the front. The property will be constructed of brickwork with weatherboarding to the first floor external walls to match some of the properties in Salix Close.

Layout

The orientation of the proposed dwelling is dictated by the size, location and shape of the site and its relationship to neighbouring properties. Therefore the dwelling has been laid out so that there are no habitable windows overlooking the neighbouring properties. Furthermore the proposed development would not block any views from existing neighbouring properties.

Scale and Amount

The scale of the dwelling proposed will be in keeping with the surrounding buildings as described above.

Accommodation.

The accommodation to the proposed dwelling will comprise of a kitchen, dining area/study, lounge, utility room, cloak room on the ground floor with an integral double garage. On the first floor will be four bedrooms, with two of the bedrooms having en-suite facilities and a family bathroom. The property has been designed to utilize the roof space by incorporating an attic store room/playroom and a plant room to accommodate the air-conditioning equipment.

The dwelling will be to Lifetime Homes standard and fully accessible to mobility standards.

ACCESS, PARKING and AMENITY

The current access to no 55 Codicote Road is off of Rollswood Road which is a narrow road and close to the junction to Codicote Road, such that problems are created when accessing Rollswood Road from no. 55 Codicote Road and when vehicles are entering Rollswood Road from Codicote Road.

Therefore by creating a new access directly off of Codicote Road allows for a free flow of traffic that serve the residents of Rollswood Road.

The new access can provide 2.4m. x 90m visibility splays.

The proposed new driveway leading off from the new access drive leads to the front door of the new property which will have level thresholds for wheelchair use in compliance to Part M of the Building Regulations.

Parking for the new dwelling is provided by a double integral garage and two additional parking spaces with a turning point, with one parking space providing a width of 3300mm to Mobility Standards and space to turn in order that the site can be egressed in a forward direction.

The garage is of sufficient size to store bicycles, and space has been created for the storage of recycling bins behind the garage.

Although not part of this application, a new turning space will be provided for no. 55 together with the intention of building a double garage, which will be subject to a separate planning approval.

The property has the benefit of generous size front and rear gardens which are much larger than the gardens now being provided in new developments.

LANDSCAPING

The application site contains a existing trees, none of which will be disturbed except for the overgrown conifer trees that abut the boundary to Salix Court which are proposed to be removed and replaced with some native hedging.

The access drive, parking and manoeuvring areas will be surfaced with porous block pavers to enable its use by wheelchair users.

ENERGY EFFICIENCY

The aim of this development is to construct the properties to Passivhaus Energy and Comfort Standards.

- Energy efficiency /CO₂
- Water efficiency
- Household Waste Management
- Use of Materials
- Electric Car Charging point will be installed

Construction

The external walls comprise of cavity walls with 300mm cavity, fully insulated providing a thermal insulation far above what is required under building regulation.

Water Efficiency and Recycling

The property will be fitted with dual flush toilets, spray taps and water efficient showers. Recycling bins will be built into the kitchen and low energy light fittings throughout.

Hot Water

It is proposed to supply hot water by a Solar Panels. This comprises of panels which provides heat and electricity making the system Zero Carbon, as the pump for the water circulation is solar powered.

Flooding

The site is not within a flood zone and there are no flood risks to deal with.

Contamination

There is no contamination on the site as it has been used as amenity space serving the existing dwelling

Biodiversity.

There are no issues with regard to Biodiversity as there are no features on the site that would encourage wildlife that would be effected by the proposed development.

PLANNING CONTEXT

The key issues for consideration are as follows:

- a) Whether the proposed development would be inappropriate development in the Green Belt for the purposes of the National Planning Policy and Local Development Plan.
- b) The impact the proposal would have on the openness of the Green Belt
- c) The impact the proposed development would have on the character and appearance of the property and the surrounding area.
- d) The impact that the proposed development would have on the living conditions of nearby neighbouring properties.
- e) The impact that the proposed development would have on car parking provision in the area and on public highways.

Impact on Green Belt and Impact on Openness is addressed with the following NPPF requirements:

NPPF 2024

This latest December 2024 NPPF does allow development in the Green Belt, especially if the land is regarded as Grey Belt.

Grey belt has been defined as:

For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

This description confirms that Grey Belt land is not just for previously developed land and is land that meets the criteria under paragraph 143.

NPPF Paragraph 143

The relevant purposes in this paragraph are:

- a) to check the unrestricted sprawl of large built-up areas;*
- b) to prevent neighbouring towns merging into one another;*
- d) to preserve the setting and special character of historic towns;*

I do believe that the site does not 'strongly' contribute to any of the above purposes and therefore could be considered as 'Grey Belt'.

NPPF Paragraph 153

*When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its **openness** (55) Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.*

Footnote 55 states that any harm to 'openness' is not inappropriate in the Grey Belt, therefore if this site is accepted as Grey Belt then openness is not an issue.

NPPF Paragraph 154

Development in the Green Belt is inappropriate unless one of the following exceptions applies: The most relevant is:

e) limited infilling in villages;

Although the site does not fall within the settlement boundaries of Codicote or Welwyn it is located within a built up area and therefore it could be considered as Infill as it sits between no 13 Salix Close and 55 Codicote Road.

NPPF Paragraph 155.

The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where:

- a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*
- b. There is a demonstrable unmet need for the type of development proposed;*
- c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework;*
- d. Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below.*

It is believed that the application site meets all of the above criteria as it would utilise grey belt and would not undermine the remaining Green Belt across the area as stated in (a) above.

It is also believed that the proposal for an additional dwelling would provide an unmet need, as stated in (b) above, as the Council are unable to meet their housing requirements, which has been found to be the case up to 14th. March 2025 where it was confirmed under planning application no. 24/02877/FP.

With regard to sustainability, under (c) above, 55 Codicote Road is in an urban area and in close proximity to Codicote and Welwyn, and taking into consideration the availability of public transport links via a regular bus service between Welwyn Garden City and Hitchin, provides links to leisure, employment and retail opportunities. Therefore the site should be considered to be in a sustainable location.

The 'Golden Rules' under (d) are not applicable as the application is for only one dwelling

Economic benefits would arise due to the use of local services and contractors and social benefits would arise due to the site comprising the provision of a new dwelling on a windfall site

Design and Appearance:

Policy D1 of the Local Plan states that development will be granted provided the design of the development appropriately and positively responds to the site's local context together with other criteria to encourage a positive and sustainable form of development.

Policy D2 of the Local Plan requires extensions to houses and the erection or replacement of buildings to incorporate design that is sympathetic to the main building in terms of its scale, form and orientation and does not harm the character and appearance of the locality around the site. These policies are broadly consistent with Section 12 of the National Planning Policy Framework.

As stated in the DAS section of this Statement the proposed design has been influenced by the immediate surroundings, that is, two storey properties to the north and the existing bungalow to the south. Therefore the house has been designed so that there is a two-storey gable element at the front to the north and low eaves to the south to line with the eaves to the existing chalet bungalow. The roof is a tiled pitch roof with dormer window at the front. The property will be constructed of brickwork with weatherboarding to the first-floor external walls to match some of the properties in Salix Close. Other external materials will be timber casement windows/doors and permeable paving surfaces.

It should therefore be considered that the traditional built form and overall scale of development are acceptable in what is a substantial plot suitable for a dwelling of this size.

Impact on Neighbouring Properties

The proposal should be considered not to result in any unacceptable harm to the character and appearance of the locality and would be in compliance with both local and national planning policies. The application site benefits from being separated between neighbouring properties and the height and design should be considered as not creating any unacceptable impact upon the amenities of neighbouring occupiers and therefore conclude that the proposal is compliant with policy D3 of the Local Plan and the aims of the National Planning Policy Framework.

Highways and Parking:

The proposed new access can provide sufficient visibility splays to enable the access to be safe, and the creation of the new access in place of the existing access is an improvement to the safety of the highway. Sufficient car parking for both the new dwelling and the existing dwelling can be achieved and therefore there will be no car parking issues arising from the proposed development.

Summary.

The benefit of this proposal is that a new energy efficient dwelling will be created in a sustainable location and will be in keeping to the character of the area and the access to no. 55 will be improved and there will be no effect on any existing trees or biodiversity.