

DESIGN AND ACCESS STATEMENT

FOR

PROPOSED NEW DWELLING

AT

10 LIDSEY ROAD
WOODGATE
CHICHESTER
PO20 3SU

February 2008

Architectura
Architectural Design & Drawing Service
Design

Design Principles and Concepts

Introduction

The proposed site is land within the ownership of 10 Lidsey Road, Woodgate. There is currently a detached garage and workshop on the site, which would be demolished as part of the project. The plot has direct road frontage, with the rear of the site laid to lawn, bordered along the existing boundaries by mature hedging.

The existing dwelling is a semi detached bungalow. It has been extended in the past to add a rear extension, and a bedroom and bathroom at first floor level. These are alterations that many of the neighbouring properties have also made.

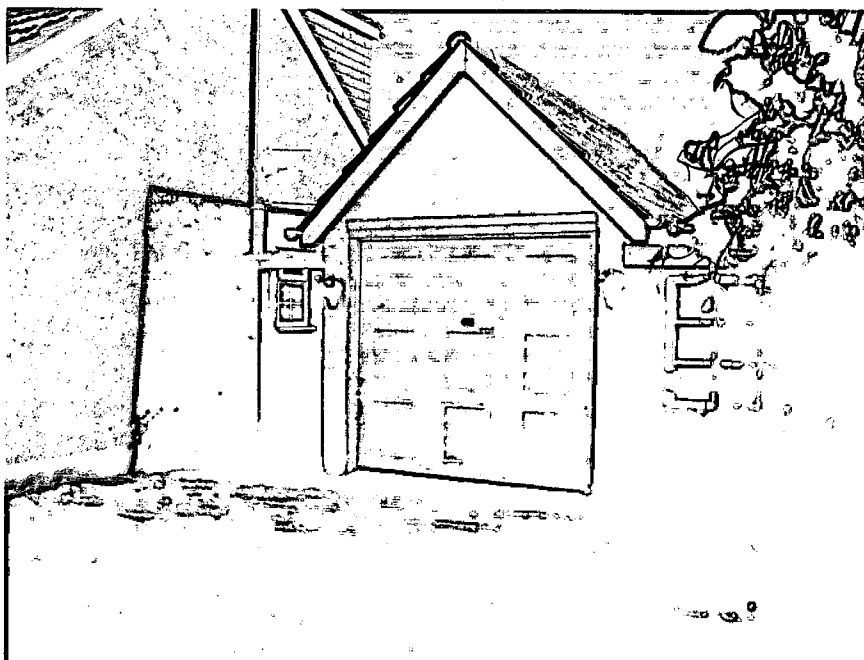
The property sits in a plot of 33m x 14m, and is set back from the road approximately 8m. There is off road parking for 5 cars to the front of the property, in addition to the single garage.

To the south of the existing bungalow is an area of disused land, which provides access to an electricity substation.

This outline application has all matters reserved, however consideration of the relevant factors in the design has been made at the stage, and are briefly detailed in this document.

Proposed Use

The proposed unit is a two bedroom, two storey dwelling, intended to be totally separate from the existing house on the site. The house is to comprise a kitchen, cloakroom and living room on the ground floor, with two bedrooms and a bathroom on the first floor. The land to the front of the property is for vehicular parking, with the land to the rear to be garden, enclosed by hedging and fencing.



The existing detached garage

Amount of Development

The proposal is for a single detached dwelling.

The approximate gross external floor area for the unit is to be 80m², with a footprint of approximately 45m². As a comparison, the existing dwelling on the site (which has been extended in the past) covers a footprint of 73m². Similar unimproved properties in the road have a footprint of 63m².

Layout

The new dwelling is to be set in a plot of approximately 6m x 33m, along the south boundary of the existing plot. A 1m wide access is to be maintained between the new and existing dwellings, and to be in within the ownership of the proposed house.

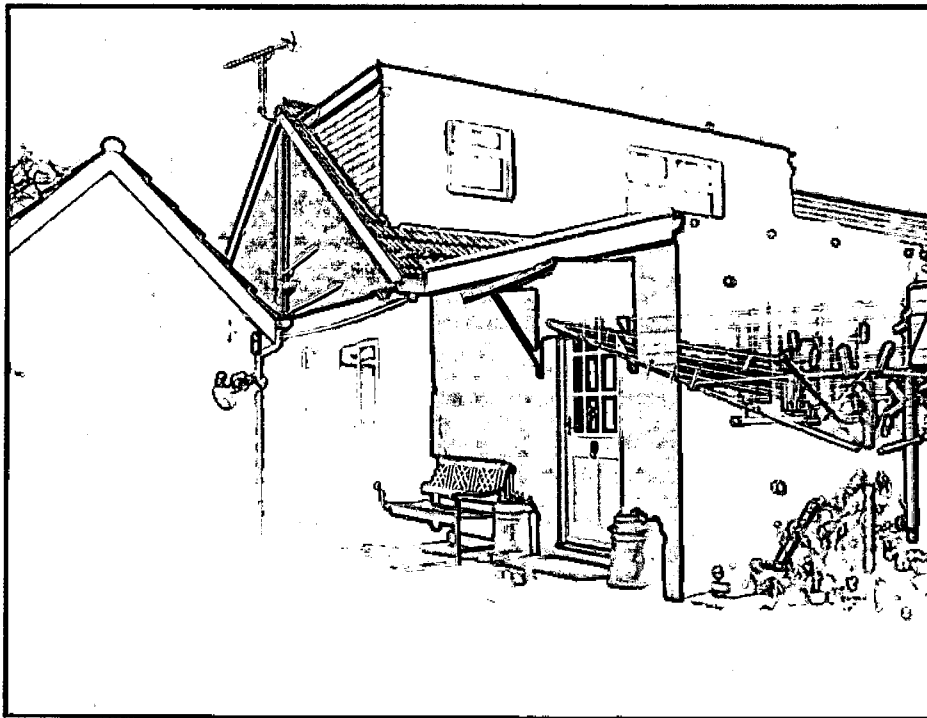
The building is set further back from the road than the existing bungalow at approximately 10m from the kerb, to ensure that adequate parking and manoeuvring space is provided within the site. This will also ensure that the new unit does not appear dominant.

Scale

The footprint of the proposed dwelling has been designed to fit comfortably within the available site width, maintaining access between the new and existing dwellings. The rear of the building extends no further than the existing extension on the property adjoining 10 Lidsey Road to the north, and is set back further back than the front façade of the bungalow.

Whilst the ridge height of the proposed unit is slightly higher than the existing property, the ridge runs perpendicular to the front elevation and therefore the slope of the roof is emphasised rather than the maximum height. The eaves level is as low as possible to provide reasonable first floor space and height, but to maintain the scale of the street scene.

The open land adjacent to the proposed site provides a visual break in the row of similar style properties, and therefore the positioning of a different style of property here would not look out of place.



The rear of the existing garage and bungalow

Landscaping

The existing landscaping is to be retained and adapted where possible. The driveway area to the front of the existing and proposed dwellings is to be hard surfaced in a single material, this is in keeping with the other properties along the road. The hedge along the south boundary of the site retained; to the rear of the building, the existing lawned garden enclosed by hedging and fencing will be also remain, with a new fence erected along the shared boundary.

Appearance

The existing bungalow has a painted rough render finish, with white UPVC windows, doors and fascias. The neighbouring properties are similar, painted in a number of different shades.

The proposed dwelling is to be of masonry construction, with finishes sympathetic to the neighbouring properties.

Response to Context

Consideration of the West Sussex Structure Plan (WSSC) and Arun District Council Local Plan (ADC) has been made. The following policies from the documents are considered to be relevant:

GEN 2 (ADC) GEN 4 (ADC) LOC1 (WSSC) DEV 3 (WSSC)	Built-up Area Boundary Location and Travel Demand Locational Strategy Infrastructure Requirements The proposed site is within the built up area boundary, and in an established residential area with similar size properties. It is adequately served by local amenities, with a local shop within walking distance. The site also benefits from good transport links, with the road having bus services to Bognor Regis town centre and station (3.5 miles) as well as Barnham (2.5 miles) which has a mainline station and numerous shops. Out of town shopping facilities are within 2.5 miles. The site is also within 2 miles of the proposed Bognor Regis relief road and associated upgrading of local amenities. Local primary and secondary schools are within walking distance. Existing utility services are established and the site is not in an area at risk from flooding. Careful choice of landscaping materials will also ensure no additional flooding risk is caused.
GEN 5 (ADC) NE 3 (WSSC)	Provision of New Residential Development Housing Provision The proposed site is classified as previously developed land within an existing community, and therefore a preferential location for new development.
GEN 7 (ADC) DEV 1 (WSSC)	The Form of New Development High Quality Development The proposed dwelling has been designed to be sympathetic to the scale and layout of the existing surrounding properties. The level of accommodation is similar, and will be finished in materials to complement the street scene. The proposed house will have little impact on the neighbouring properties, with maintaining the privacy and outlook of the neighbouring properties being carefully considered at the design stage.

Access

The proposed site is located on the A29, providing good access to the A27 to the north and to Bognor Regis town centre to the south. It is also on a local bus route that serves Barnham and Bognor Regis, both of which have mainline stations. A number of connecting bus services are also available from the town centre, providing access to the wider county area.

A wide pavement runs along the front of the site, and allows safe pedestrian access to a local amenity store and primary and secondary schools. The 30mph speed limit and relatively wide road also mean that cycling to access local services is possible.

The off road parking in front of the existing bungalow would remain, with two spaces outside the proposed dwelling allocated to the new unit. Although the location of the spaces may necessitate reversing off or on to the road, the sight lines in both directions are very good, and the 30mph speed limit and proximity of the railway crossing mean that traffic is not fast flowing and frequently at a standstill allowing easier manoeuvring. It is an arrangement used by the majority of the existing dwellings along the road.