

Design and Access Statement

Date:

Client / Applicant:

Agent:

3 Selsey Avenue, Aldwick, Bognor Regis, West Sussex PO21 2QZ

Conversion of Existing Dwelling House to Ten in number 1 and 2 bedroom flats

February 2012

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Architectural Design Services

7 South Way

Bognor Regis

West Sussex PO21 5HB

Development name:

“The Pearl”

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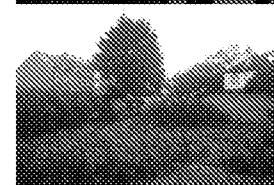
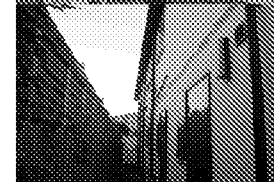
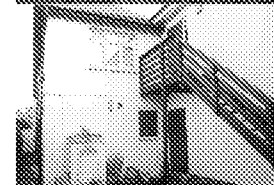
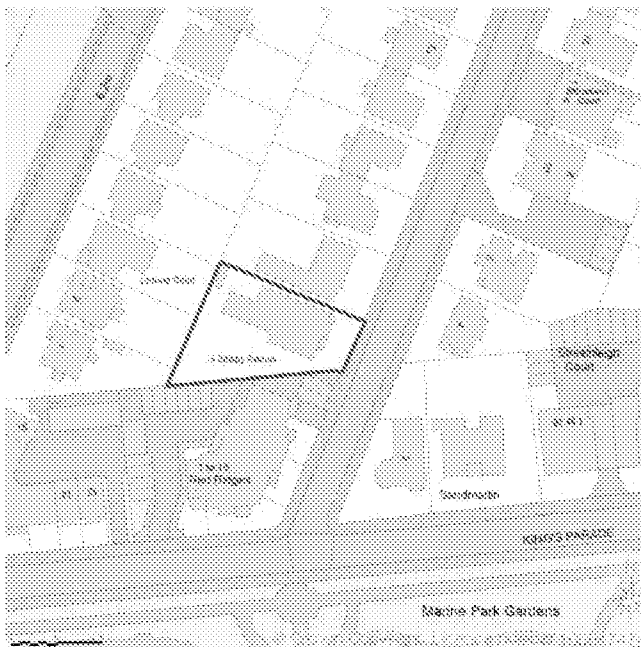
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1. Location

The existing detached dwelling house is located in Selsey Avenue off Marine Parade in the Arun Ward of Aldwick East. The site is in easy walking distance to nearby public bus routes on Aldwick Road to the north which serve the local and regional area and is well provided for by local amenities such as schools, local convenience shops and other services. The secluded avenue is well catered for in respect of off street residents parking as well as paid for visitor parking on Kings Parade, 20 metres away. The site has some restricted and unrestricted views from upper levels of the beach and sea to the south and enjoys the proximity of the Victorian gardens and popular promenade and beach within easy walking distance. There is also excellent public amenity space provision at the nearby West Park.

The Avenue predominantly consists of single detached residential dwellings originating from the 1930's, some of which have been extended and upgraded. In addition there a number of dwellings converted to multi-occupancy flats, as well as new build developments on the corner of Selsey Avenue and Kings Parade neighbouring the plot.

The existing dwelling can be easily viewed from the street. For further more detailed inspection, arrangements can be made with the owner.



2. Access

Selsey Avenue can be accessed from the south via Kings Parade or from the north via Aldwick Road. There is good local area public transport provision along the busy Aldwick Road thoroughfare, a short walk from the plot. This includes regular bus services to and from the town centre at Bognor Regis and Aldwick. The town is served by regular national and regional rail services as well as taxi hire facilities. Walking distances of under a mile to local convenience stores, restaurants, pubs and post office mean potential for limiting car use is good.

Selsey Avenue is a public paved and tarmac road and is part of WSCC Highways provision. There is excellent on street parking provision for local residents along the Avenue. Regular visits to the plot have illustrated an abundance of space for any additional on street parking requirement.

The plot benefits from an existing drop down curb which would be subject to widening as part of the proposal to facilitate vehicle access to designated off street parking bays.

The proposal makes clear delineation between external vehicle and pedestrian access in its hard and soft landscaping.

Internal areas are designed and planned to facilitate ease of transit between areas with open plan units where appropriate. Horizontal circulation has been kept to a minimum both in and between internal units, again to facilitate ease of transit. Whilst there is no specific Disabled Design and Access consideration for the proposal, all minimum requirements are expected to be exceeded and have been considered in the preliminary design and planning stages.

3. The Existing Dwelling

i. Appearance and Materials

The existing dwelling house was constructed circa. 1935 and is of standard brick and block construction. The street elevation (east facing) retains much of its original visual appearance. Primary materials are red, London brick to First Floor level, white render above with applied timber “post and beam” cladding. Windows are replacement Upvc. The pitched and hipped roof is of concrete profiled tiles. The street elevation is tired and in need of upgrade to bring it line with other residences in the Avenue and is endemic of the buildings lack of occupancy in the last five years prior to the clients purchase.

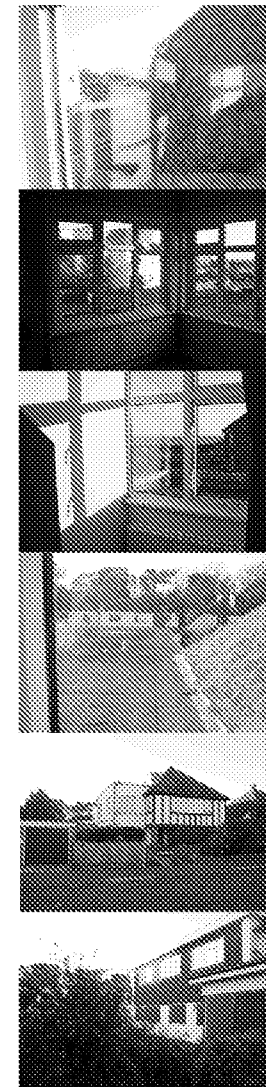
The roof space has been converted into living space and utilises lead clad dormer windows with restricted southerly views to the beach and sea.

There are also considerable additions and extensions to the original structure dating from the late 1960’s and 1970’s. These have been applied to bring the building into use in its previous guise as a hotel/ bed and breakfast and more latterly as a care home for the elderly.

There is a large two storey extension to the south-east elevation of standard brick and block construction and finished in white render with a flat roof. This is supplemented by a smaller single storey predominantly glazed element finished with a flat roof which acted as a conservatory for elderly residents.

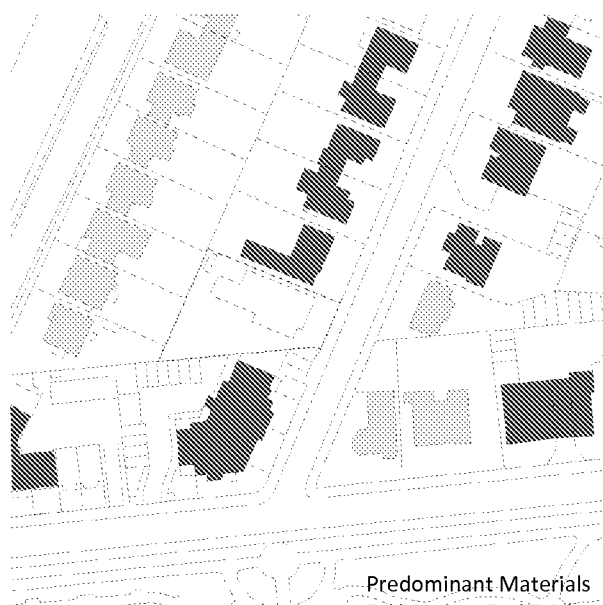
There is also a larger two storey extension to the original structure finished in white render and of standard construction; It has a pitched and hipped roof and sits close to the northern boundary of the site. It is proposed the pitched roof will be demolished with a lower profiled flat roof to allow increased light/sunlight to the neighbouring garden.

Finally, a large flat roof extension finished in white render to first floor level and concrete vertical hung tiles to second floor level adjoins the original structure to the back of the property. It is of low quality design and has a flat roof in need of attention. This formed the living quarters of elderly residents before the building fell into disuse.

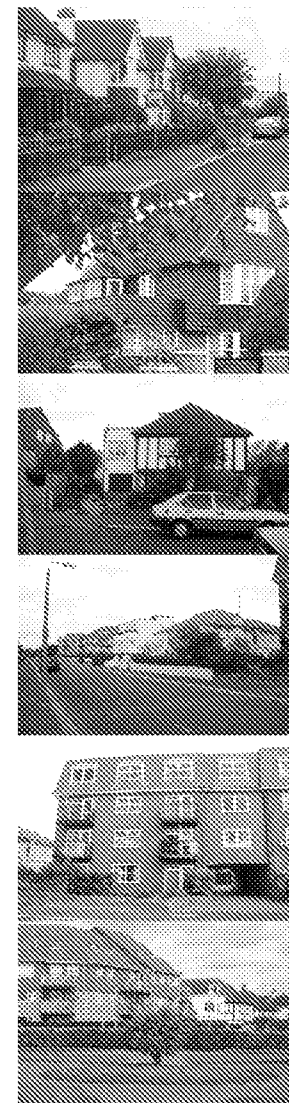
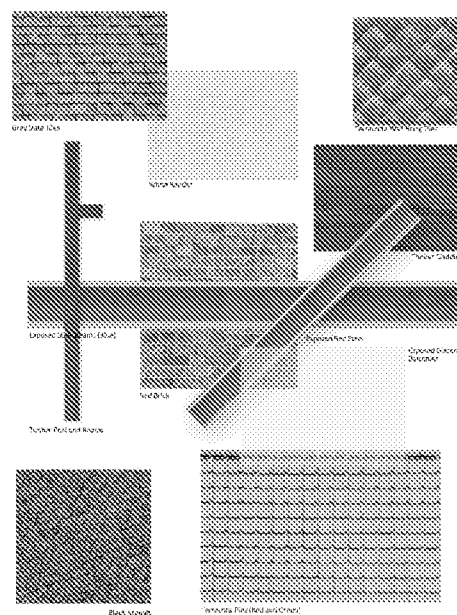


There is a diverse blend of construction materials being employed in the immediate locale. These range from traditional red brick, terracotta tiling and wall hung tiles to white render finishes and green roof tiles to horizontal timber cladding and exposed Steel Beams and posts.

With the exception of a blue plaque building of white render and green tiled roof that fronts Kings Parade there are no buildings of particular architectural merit. The area is not a conservation area, neither are there any listed buildings within the immediate vicinity. The pallet of materials already utilised in the immediate context suggest a flexible approach can be taken to aesthetic material selection.



Predominant Materials
Red Areas – Red Brick
Grey Areas – White Render



Internal finishes are in need of considerable upgrade and attention with some areas of damp and water penetration. Although some remedial works have been carried out to the property in its life span the structure is poorly insulated and would benefit from upgrading in line with statutory guidelines.

There is large external amenity space within the plot and fenced to boundaries. The proposal makes use of these areas through division into amenity/parking and access areas without recourse to over-development and in accordance with policy guidance H1.



Existing Elevations (NTS)

ii. Land and Boundaries

The plot and associated building is currently categorised as C2. The building has been unoccupied for over 5 years prior to the client's purchase in November 2011 and been the subject of concern amongst local authority, police and local residents due to its potential misuse for trespass or squatting. The property has been boarded up for this period.

The plot is bordered to the north boundary by a single two storey detached and extended dwelling house; to the south by the three/four storey "Red Ridges" development of residential flats and to the west by residential gardens of two storey detached dwellings of Silverstone Avenue which runs parallel to Selsey Avenue. A small brick wall separates the plot from the pedestrian pavement of Selsey Avenue. Adjacent to the property and across the road is the three storey Montrose Hotel.



4. Factors

There are a number of factors that have been carefully considered prior to application for planning consent.

1. Style and Aesthetic Impact

A consideration of the street aesthetic has informed the proposal along with regard of local area materiality. It is felt the proposal whilst being visually unobtrusive also maximises the orientation with regard to the south elevation and upgrades the aesthetically unpleasing characteristics of the structure at the back of the plot;

2. Heights and Ridge Lines

All Ridge Lines and building heights have been adhered to with regard to visual appearance and scale;

3. Massing

Considerable regard has been taken to reduce the mass and scale of the development inline with pre-planning consultation guidance;

4. Ratio to plot

It is felt adequate external ground floor provision for amenity, vehicular and pedestrian circulation has been carefully considered and is appropriate to the scale of the development;

5. Overdevelopment

The design has been scaled appropriate to plot size and local area context with regard to massing, sight lines, right to light and amenity infrastructure. Pre-application consultation has resolved these concerns along with neighbourhood consultation conducted prior to design by the client and design team. All elevations to boundaries with neighbours have been considerate of building profile;

6. Number of Units

It is felt an appropriate number of units to provide spacious and appropriate living accommodation targeted at the demographic market as well as respecting on-street parking use and public facilities has been appropriated;

7. Parking

Early consultation with WSCC Highways have indicated a preference towards minimal allocated parking provision to encourage alternative transport means through proximity to services;

8. Overlooking

There are overlooking considerations and possible right to light issues to the west and north which the proposal has addressed through the imaginative use of kinked windows, roof lights to FF level and



frosted glass to bathroom windows. The scale and mass of the development in no way effects light or sun path /shadow lines to Number 5. By removing the hipped extension to the rear of the property the proposal will increase sun and light into the garden of Number 5. All existing ridge lines have been adhered to.

6. Site;

The proposal plans to retain as much external space as possible to facilitate access and amenity provision and ensure overdevelopment concerns are restricted.

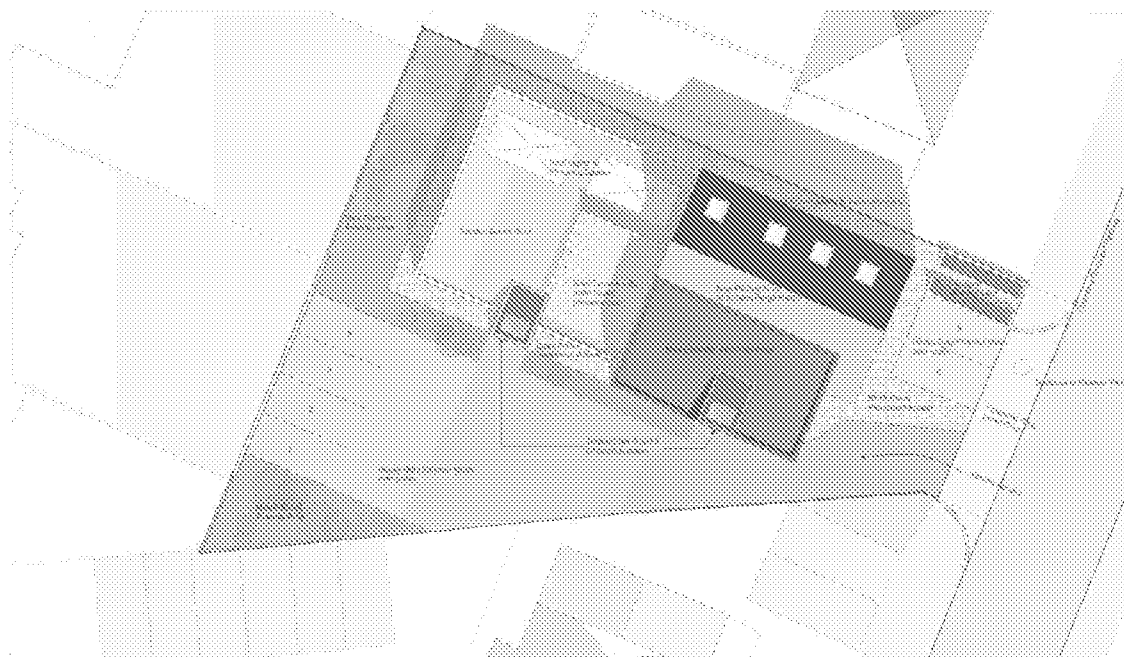
A roadside accessible Bin Store of 14 x 240 litre Bins is proposed;

A new extended drop down curb will facilitate vehicular access to circulation and access areas as well as access to the proposed parking bays to the front;

The roadside on-street parking is felt to be sufficiently supportive of additional vehicles should the need arise. Whilst the development takes note of WSCC Highways assessment of minimising allocated parking to encourage non-car use to local amenities, the design hopes to counter any resident concerns of increases in on-street use.

It is felt the soft visual approach of surfaces and planting to amenity spaces offers a positive contribution to the built-up environment of the area.

A small tree that fronts the property will be removed to facilitate transit to off street parking bays to the front of the property. It is not protected by TPO.



7. Access;

The plot benefits from an existing drop down curb which would be subject to widening as part of the proposal to facilitate vehicle access to designated off street parking bays.

The proposal makes clear delineation between external vehicle and pedestrian access in its hard and soft landscaping.

Internal areas are designed and planned to facilitate ease of transit between areas with open plan units where appropriate. Horizontal circulation has been kept to a minimum both in and between internal units, again to facilitate ease of transit. Whilst there is no specific Disabled Design and Access consideration for the proposal, all minimum requirements are expected to be exceeded and have been considered in the preliminary design and planning stages.

Communal vertical circulation accesses two flats per stack per floor.

Bin Stores are located to the roadside front of the building to facilitate ease of pickup and distribution. There are paved areas around the footprint of the building as a clear delineation from vehicle access with planted buffers between the two in places.

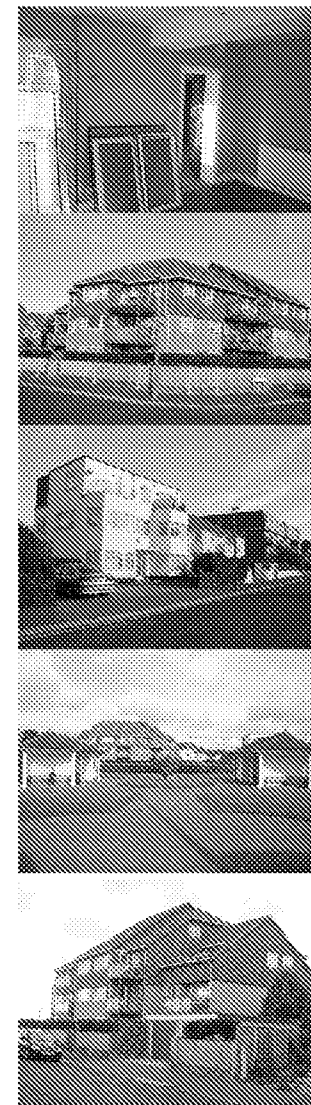
8. Materials;

The palette of materials has been chosen in keeping with the original building and will constitute red brick at Ground Floor Level, White Render to upper storeys and Larch or similar Timber cladding to vertical circulation areas. A Timber Decked Roof terrace will be provided for Unit 09 with appropriate visibility/privacy screens to avoid overlooking to Number 5. In addition a planted Green Roof will be laid on external flat roof areas. The Pitched Roof will be re-roofed to accommodate 2F living space and be tiled with profiled Tiles in keeping with local area context.

Heavy Duty Polymer Mesh will be laid to external vehicle access surfaces. Planted areas provide soft features and buffer vehicle/pedestrian access routes. All Pedestrian Access areas will be laid with block pavers or similar.

Bathroom windows will be of frosted glass; All other windows are to be replacement double glazed units in keeping with existing buildings.

Velux windows are provided to roof areas and of UPVc or similar double glazed units.



9. Environmental Statement

The client and agent are committed to investigating the possibility of future secure provision of renewable energy systems in the design and planning of the overall scheme. The development will benefit from an unobstructed south facing orientation allowing for passive solar gain to the glazed portions of the main structure. Furthermore the pitched roof element allows for the possibility of UV and PV solar cell installation that could provide for water heating and electrical supply. These will be implemented dependent on more detailed analysis of requirement and use.

In addition and given the large amount of available land there is scope to investigate the installation and use of either, ground, or more localised air, source heat pumps as well as mechanical ventilation/heat recovery units in independent flats.

The landscaped areas with reference to the vehicle access provision of the development will benefit from the use of heavy duty polymer mesh over existing or seeded grass. This will considerably reduce water drainage and soak-away issues that often arise from large tarmac or asphalt covered areas, whilst providing an easily maintained and constant surface appropriate to its use. Planted areas will soften and positively enhance the overall external appearance of the site.

A “Green” roof is proposed as a visually enhancing addition to the scheme. It is suggested this will be planted with appropriate local vegetation in accordance with the proposals seaside context.

Material construction will aim to use locally resourced products and services wherever possible to allow for transport/journey efficiencies. Local contractors and consultants will be selected for the same reason. Timber construction elements will ensure low embedded energy of construction materials. By super insulating the wall, roof and floor elements and ensuring maximum air tightness efficiencies across the structure it is felt the energy performance of the proposal will be considered a substantial improvement on the existing requirement with considerable carbon emission reduction and cost saving well into the future.

Additional Services

All existing on-site drainage will be utilised with additional work where necessary.

10. Space Provision

Total GFA Footprint (excluding external hardscaping) existing property	=	218.8 sqm
GIA (Gross Internal Area) existing over GF, FF and 2F levels	=	509 sqm
Total GFA Footprint	=	261 sqm
GIA (Gross Internal Area) proposal over GF, FF and 2F levels	=	653 sqm
Proposed number of units	=	10
Proposed number of 2 bedroom units	=	8
Proposed number of 1 bedroom units	=	2
GF		
Flat 1 2 Bedroom GIA	=	58 sqm
Flat 2 2 Bedroom GIA	=	57 sqm
Flat 3 2 Bedroom GIA	=	57 sqm
Flat 4 2 Bedroom GIA	=	49 sqm
FF		
Flat 5 1 Bedroom GIA	=	56 sqm
Flat 6 1 Bedroom GIA	=	56 sqm
Flat 7 2 Bedroom GIA	=	55 sqm
Flat 8 2 Bedroom GIA	=	52 sqm
2F		
Flat 9 2 Bedroom GIA	=	56 sqm
Flat 10 2 Bedroom GIA	=	47 sqm
Total Amenity Space including Access and Parking	=	452 sqm

Planted or Green Amenity Space including Roof Terrace to Flat 9	=	136 sqm
Off Street Allocated Parking Provision	=	6 x spaces
Proposed Bin Store Provision	=	14 x 240 litre Bins in enclosed street front Bin store