

Design & Access Statement

to accompany the
Application to re-develop

7 Nelson Road

ALDWICK

Prepared for

Mr Ian Freeman

*This design statement has been provided to help the local authority analyse
the accompanying planning application for the above site.*

Context

7 Nelson Road is located in Aldwick. The location is outlined in red on the attached drawings.

Within a 2 mile walk of the site there are:

- A mainline railway station.
- A major bus station.
- Bognor Town Centre, providing a plethora of leisure, retail, commercial and employment opportunities.

Nelson Road has medium sized pitched roof buildings varying from 2 to 2.5 storeys buildings all domestic in nature. These buildings are generally either detached or semi detached and are arranged in a linear fashion either side of the road. The speed limit of the road outside the site is 30mph but the road itself is wide and dominates the physical context of the site.

Amount.

The site is rectangular shaped measuring approximately 21m x 22m [it has an area of 470 m.sq. Our proposals have 2 units illustrated [1 existing retained but reduced and 1 no. new build dwellings. The density is comparable to others in the vicinity.

On site there is currently detached house. We believe it dates back to approximately 1940 and has been extended and refurbished over the years. Our proposals include the demolition of the single storey extension to the rear.

Due to the nearby railway stations, and bus stops the site enjoys excellent public transportation links by both bus and rail. We propose modest on site car parking – opting instead for plenty of cycle storage and promoting the use of public transport.

The site provides easy pedestrian access to the town centre and all the services that Bognor Regis has to offer.

Layout

The proposed layout and sitting has been chosen since this continues the pattern of development already established on the Road. It also adheres to the spaces and buildings adjacent to the site and thus is in scale with its context.

We have placed the bin and cycle store to the front of the site for easy access and use.

• S

As mentioned above the heights of the buildings relate well to the site's context. The articulation between the front large mass and the rear section all helps break down the bulk of the building.

- **Landscaping**

As illustrated – low landscaping to front – soft landscaping to rear and retaining structures

- **Appearance**

The architectural style/ aesthetic is in sympathy with the surroundings and follows the established pattern of development.

The palette of materials around the site is quite varied and contains, brick, red clay tile and white windows [both UPVC and timber]

- **Socio-economic context and planning context.**

If the scheme were to be permitted it would lift the areas character and ensure that the site was retrained in residential use for many years to come and can only have a positive effect on adjacent land values.

The scheme will also increase the housing accommodation on the site and thus provide some much needed low income housing in the area.

When reviewed the Governmental, District and County Council advise and believe our scheme accords with this.

Some of the Guidance we have followed is listed below

- New developments should be given priority that make use of previously developed land within urban areas.
 - Developments should seek to provide access to public transport, jobs, education, health facilities, shopping, leisure and local services
 - Developments should make more efficient use of existing land
 - Developments should seek to reduce car dependency
- Developments should promote good design, should improve the area of the development and create attractive high quality living environments
- Developments should seek to create mixed and inclusive environments
 - Developments should seek to provide a mix of dwelling sizes, types and affordability.
- The government is committed to promoting mixed use developments
 - To maximise the reuse of previously developed land
- Local authorities and developers should provide good facilities for pedestrians and cyclists as well as access to appropriate bus services
- Local housing authorities should allow housing developments with limited or no off street car parking in areas with good transport access recognising that car ownership varies with income, age, household size and location

- Applications that seek greater than 50 dwellings per hectare should be allowed in places with good public transport accessibility and town centres

"Preliminary Enquiry" procedure.

We issued an earlier scheme to Arun D C. Mr Jonathan Parsons, we submitted a scheme unseen by Arun D C and it failed at outline stage. Subsequently we have had a meeting with Mrs Susan Leeson who advised us to make the new build appear as one house and to remove 1 of the front dormers. This and other changes have been implemented. Following the above revisions an application was submitted for 2 dwelling but due to planning issues and potential sale values it was withdrawn and a 1 dwelling application was submitted with the agreement of the Council Planning Committee.

• Evaluation.

Having reviewed the sites context and the potential of the site we decided on a small scaled development of houses as illustrated in the scheme drawings.

The style, materials and massing follow the established street pattern of this class of building on the road.

• Design Principles

As outlined above the scheme is a residential development. This will fit in with the local plan and the context of the site which too is residential.

• Access

All of the dwelling is level. The external hard landscaped surfaces allow the passage of a wheelchair. Car Park spaces can be used by disabled people.

We have followed the advice and guidance contained in Approved Document M. Disabled/ wheelchair users can use the ground floor accommodation; each has a level threshold, a WC that can facilitate a wheelchair. The entrance and internal doors are also wide enough for a wheelchair to pass. On the upper floor accommodation we have also followed the guidance and have a WC and door widths complying with Part M of the building regulations.

Site photographs.



Exterior view on site.



Aerial view from Air.