

Design and Access Statement

In support of the planning application for the construction of a
replacement bungalow and outbuilding at

31 Lagoon Road, PO21 4TQ



31 Lagoon Road, existing bungalow

CONTEXT

31 Lagoon Road is situated on the southern side of Lagoon Road.

The existing properties on the site include a 2 bedroom bungalow, a detached garage and an out-building. All are in very poor condition.

The properties are situated on a plot approximately 12m wide and 34m deep.

The previous planning application states that both neighbouring bungalows are larger replacements. The site is well screened by vegetation. The fencing has been damaged and will be replaced as part of the proposal.

There are no trees in the vicinity that will be affected by the proposal.

DESIGN and LAYOUT

The proposal is for a modest replacement 3 bedroom bungalow which runs to a total floor area of 156m². This remains below the 45% development threshold in accordance with the Pagham Neighbourhood Plan. The bungalow is split into two buildings. Building A to the North of the plot at 122m², and building B to the south at 34 m².

Building A is set back from the road as per the existing and neighbouring bungalows.

The buildings will be set in from the site boundary to the North and South. A new boundary fence will be erected to the South to replace the fence which was destroyed by strong winds.

Building A roughly follows the existing building footprint though slightly larger. The existing out-building to the rear will be demolished and replaced by building B to the bottom of the garden. A generous garden will be maintained.

There will be adequate parking for one car on the property as well as sheltered cycle storage space alongside the North elevation of the bungalow.

The bungalow sits on the boundary of flood zone 3, the floor level will be raised 600 mm off the ground as a precautionary measure.

SUNSTAINABILITY

Environmental considerations are central to the design of the buildings. As such the following considerations have been made.

Where possible, all materials from the demolition of the existing bungalow and outbuilding will be reused. Salvaged timber will be re-used to build the new structural frame and rubble will be used for the new foundations and floor slab.

The bungalow will be a timber framed construction with straw bale infill and a natural clay and lime render to the outside and inside. The entrance will be clad in reclaimed timber.

Straw bales are an incredibly sustainable construction material with excellent insulation properties providing high carbon savings . Both the straw bales and additional timber will be locally sourced to reduce embodied carbon. All other insulation materials used (for example for the roof and internal walls) will be natural materials.

As part of our commitment to a low carbon and sustainable future in the construction industry we will be working with the School of Natural Building during the straw bale construction phase. This will see our construction site being used to give students practical experience in building with straw.

Solar panels on the roof will generate electricity both for use by the buildings and to contribute to the national grid.

Efficient water and heating technologies will be used throughout.

Windows will be triple glazed while a generous overhang will prevent excessive solar gain from southern facing windows.

Provisions will be made for rainwater collection.

SIZE, SCALE APPEARANCE and VISUAL IMPACT

The size, scale and appearance of the new dwelling responds to and is in keeping with the surrounding area. Materials are in keeping with the visual character of the surrounding area.

The height of the proposed scheme sits comfortably between roof heights of neighbouring houses at n29 and n33.

The footprint of the bungalow has been carefully considered so as to minimise the impact on neighbouring plots.

Both buildings are mono pitched, both sloped at 3.5 degrees allowing for rainwater collection, both slope up towards the centre of the plot.

The front of the plot is split in half by a fence which created the separation between car parking and a small enclosed courtyard. The front door is accessed through this small courtyard. The street elevation is understated and unobtrusive.

The strategies ensure the size, scale and appearance of the building is in keeping with the character and existing pattern of development of the area.

ACCESS AND LANDSCAPING

The proposal provides two car parking spaces as well as ample cycle storage space.

EV charging station provided to front of property.

Boundary fences to the South will be replaced/repared with the same where they have been damaged.

The new dwelling will meet current accessibility requirements of Approved Document M.