

52 EAST FRONT ROAD, PAGHAM, BOGNOR REGIS, WEST SUSSEX

DESIGN AND ACCESS STATEMENT – REVISED SCHEME

LOCATION AND SITE

The site is located between the shingle beach to the South and an area of sand dunes, which is the habitat for rare and protected flora and fauna, to the North. The foreshore of the beach is designated as part of the Pagham Harbour Site of Special Scientific Interest and the area to the North is designated as part of the Bognor Reef Site of Special Scientific Interest. The ground of the site slopes down from the beach to the road by approx. 2.5m.

EXISTING BUILDING

The existing building is part of the Pagham Beach Estate, which was founded in the 1920s and 30s as a holiday village formed out of disused railway carriages set on brick piers on the shingle beach. In 1995 the Pagham Beach Estate was designated an Area of Special Character (ASC).

The existing single storey house dates back in parts to the 1930s and is formed by two railway carriages, which stand perpendicular to the beach. A pitched roof forms a large hall between them. A later addition with a slightly higher roof extends the dwelling towards the road and contains a kitchen, utility and shower room.

A small conservatory style UPVC extension was later added on the sea facing elevation.

In the garden, along the boundary to No. 54, are two single storey buildings - a bedroom with a FFL of 4.15m AOD and a storage room - and a boathouse.

Access to the existing building is via a sandy estate road, which leads to a dead end. There is also pedestrian access from the beach.

The existing building, including the railway carriages, is finished in white pebbledash, windows are either UPVC or metal and the pitched roofs are covered with felt. The external appearance of the main house and outbuildings is modest but in poor condition.

EXTENSIONS AND PROPOSED ALTERATIONS

The proposed scheme includes a single storey seaside extension, which replaces the UPVC extension, and a single storey garden extension, which replaces the three outbuildings, including one bedroom. The proposed alterations to the main house are mainly internal and to the south elevation.

Alterations to the Main House

We propose to preserve the unique railway carriages, dating back to the 1870s. The carriages are one of the main characteristics of the Pagham Beach Estate, an Area of Special Character (ASC) and are the main feature of this proposal.

The utility room and WC are relocated to the new garden extension to allow for a large open plan kitchen.

A large, horizontal 'drop down' window allows views from the kitchen and living area to the North. Vertical timber cladding to the south elevation accommodates the window and mediates to the timber clad garden extension.

Seaside Extension

The existing UPVC extension is to be replaced. The new extension takes up the height of the existing roof and extends the living area towards the seaside wall. A large 'drop down' window allows views over the shingle out onto the sea. Glazed doors open the room to two decked areas.

The dual aspect of the living room is underlined by the two opposite windows, letting light, views and air flow through the building - living between sea and garden.

Garden Extension

The proposed garden extension replaces three outbuildings, which include one bedroom. The footprint of the existing dwelling is only slightly increased.

The position of the extension on the boundary line is chosen firstly, because the development it replaces on No. 52 is built already very close to the boundary and the on No. 54 there is a garage and a storage shed built up very close to the boundary as well, and secondly to keep the garden as open and undivided as possible.

The new timber clad extension has the clear, simple and recognizable shape of a beach hut. It is subordinate to the main house in scale and height and is set back from the road and the beach to not impose on them. (Please refer to THE REVISED SCHEME).

The proposed extension accommodates a bedroom with dressing room, a shower room, 2 WCs, a utility room and the new entrance area.

The FFL of 4.80m AOD is a significant improvement of the FFL of 4.15 m AOD of the existing bedroom. To counteract the raised floor level a very modest room height and a shallow pitch (to match the main house) were chosen to keep the height of the building as low as possible - to minimise its impact on neighbouring properties and to keep it in line with the characteristics of the Pagham Beach Estate.

Large sliding doors in the South West elevation open from the bedroom onto a veranda, which connects to the garden. Sliding timber screens on the veranda offer a way to adjust privacy and to offer protection against sunlight and coastal weather conditions.

The main entrance to the house is via the timber-decked veranda, which is reached by three steps from the garden.

The roof light over the entrance area is purely for light purposes and cannot be seen from any direction. The two velux windows in the East elevation are a way to provide natural light and ventilation to the WC and shower room and were chosen to avoid overlooking of the neighbouring property.

Under the extension is an undercroft storage area for the storage of boats, sailing equipment and bicycles. This area is not designed or intended for habitation and has a low ceiling height. The FFL of the basement lies on average 1.5m under the existing ground level. Boats and sailing equipment can be brought in from the beach through a 'slot in the wall', via a temporary ramp. Pedestrian access is via six steps from the parking area.

The building is made up of different shapes, which reflect the various phases of extensions. The external finish underlines the shapes. The main house is mainly kept in white pebbledash/render with vertical timber cladding to the garden elevation to accommodate the 'drop down' window. The new garden extension is clad with horizontal timber boarding.

The outside space is mainly kept as one modulated garden. Timber decked areas are located towards the sea and to the East and replace concrete slabs to aid natural drainage.

[REDACTED]

To the West is a shingle path, which is dedicated to local vegetation, as can be seen in No.50.

Access is improved by the adjustment of levels. The existing access to the property is by a flight of eight steps, which is now reduced to three. The pedestrian access to and from the beach is retained.

The one on site parking space is retained.

THE REVISED SCHEME

The proposed planning application is a resubmission of the planning application for 'Single Storey Extensions', P/47/11, which was refused on 22nd August 2011. It incorporates alterations discussed and agreed in principle with Arun District Council Planning Department (on 13th September 2011) as acceptable to overcome the previous reasons for refusal. The Environment Agency and the District coastal engineer have been consulted about the changes and no concerns have been raised against the revised scheme in principle.

The roof shape of the garden extension has been altered to a pitched roof and a flat roof area, which leads to a reduced ridge height. A lower proposed FFL for the ground floor of the garden extension results in a further reduction of the overall roof height and the height of the boundary wall.

These combined changes achieve that the revised garden extension appears subservient to the existing main building - the ridge height of the proposed garden extension will be approx. 1.2m lower than the ridge height of main building.

The revised proposal for the garden extension is significantly lower in height, at the ridge and boundary wall to No. 54, than the refused scheme and hereby overcomes the (third) refusal reason relating to the impact on the adjoining property i.e. No. 54.

The number of roof lights has been reduced from six to two velux windows in the East elevation, the remaining lights being the only way to provide light and ventilation to a shower room and WC. A third roof light over the entrance area will not be visible from any direction.

Planning permission exists for this site for the 'alteration and extension to single storey residential property incorporating the existing railway carriages' (P/99/08 approved on 17th September 2008, renewed on 21st October 2011 as P/72/11).

Scheme P/72/11 proposes to raise the FFL and roof of the main house and two single storey extensions, which share many similarities with the current proposal:

The footprint of the seaside extension is identical. The currently proposed footprint and position of the garden extension is very similar, but the length and height of the garden extension have been significantly reduced in the current proposal, compared to the approved application. (Please refer to drawing A21)

The proposed undercroft storage area under the garden extension is not designed or intended for habitable purposes but only for the storage of boats, sailing equipment and bicycles. The undercroft area is proposed with a low room height of 2.0m and there is no internal, connecting staircase to the ground floor. Access will be via a flight of external steps located away from the main house and adjacent to the parking area. Loading for boats and other equipment will be via a beach-facing opening, which will require the temporary moving of decking to the east of the main building, converting into an access ramp over sloping shingle.

Sabine Kunze, 25th October 2011