

ST JOHN'S COURT, LANCING

DOC.01 DESIGN AND ACCESS STATEMENT

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1.0 INTRODUCTION

1.0 INTRODUCTION

This Design and Access Statement has been prepared to identify and explain the design process and decisions which have resulted in the submission of this Full Planning Application.

The proposed application is located at St John's Court, where a 9 unit flat block exists along with St Davids Gate a 24 unit sitting adjacent, on Penstone Close, Lancing. This document sets out the approach to the design process which has sought to modernise the existing block and create a well-considered and high quality extension that provides the addition of 9 flats.

The drawings enclosed with the Planning Application include a Location Plan, Site Plan, Floor Plans, Elevations and Sections of the proposed building.

This statement will cover the existing site context that set out the approach to the proposed new development, summarising the design intent.

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2.0 THE SITE

2.01 SITE LOCATION



KEY

1 - Monks Recreation Ground

2 - Croshaw Recreation Ground

3 - Lancing Health Centre

4 - Asda Lancing Supermarket

5 - Lancing Train Station

6 - Lancing Business Park

2.02 SITE DESCRIPTION

The site is located in Lancing and is accessed via Penstone Close. The site sits approximately 0.4 miles north of Lancing Train Station and to 0.6 miles to the south of A27 providing links to Worthing, 4 miles to the west.

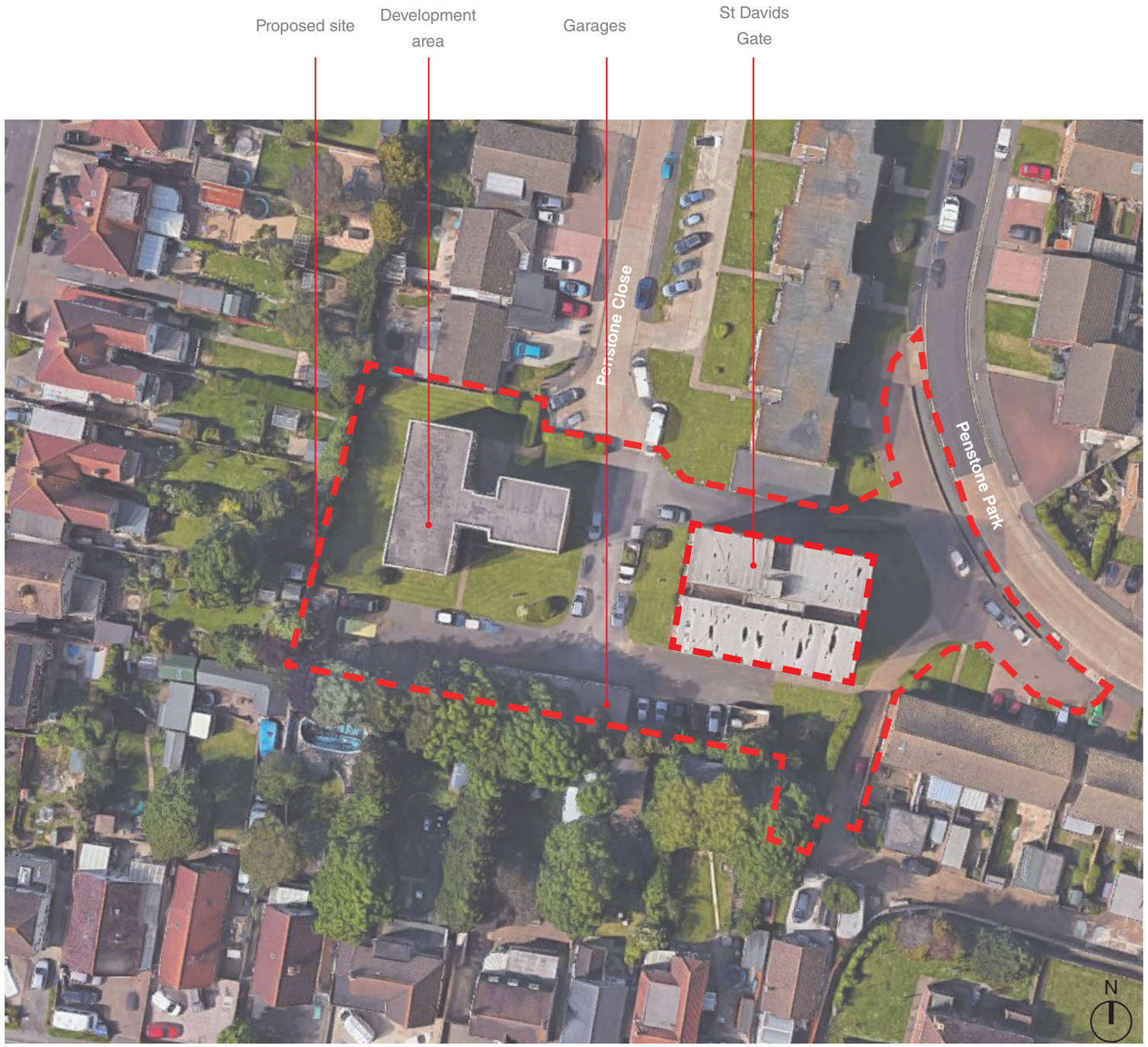
The site is set within a residential area with bungalows immediately to the north of the site and a flat block (St Davids) to the east. Rear gardens are located in the south and west boundaries of the site with significant trees and hedgerow that protects views towards the properties.

The site is tucked away from the Penstone Park frontage, with vehicle access from the end of Penstone Close. St Davids Gate is a 6 storey flat block containing 24 flats and no changes are proposed to this building as part of the application. The site also contains St John's Court, a more modest 3 storey apartment block containing 9 flats. The flats were constructed around 1960s with an uninspiring architectural character and no expression of modern design comprising of buff facing brick.

There is a row of garages to the south, which are currently rented to off-site users. The existing parking arrangement for these flats is largely informal with cars parking in an inconsistent manner. This results in a haphazard parking arrangement in various locations, including on grass verges around the periphery of the existing flat block.

Footpath links adjacent St David's Gate allow pedestrians easy access to Penstone Park and onwards toward the railway station and main village centre, a 7 minute walk to the south.

To the east, the proposed site boundary extends to Penstone Park where a number of cars are parked informally in a lay-by along the edge of the road.



2.03 SITE CONSIDERATIONS

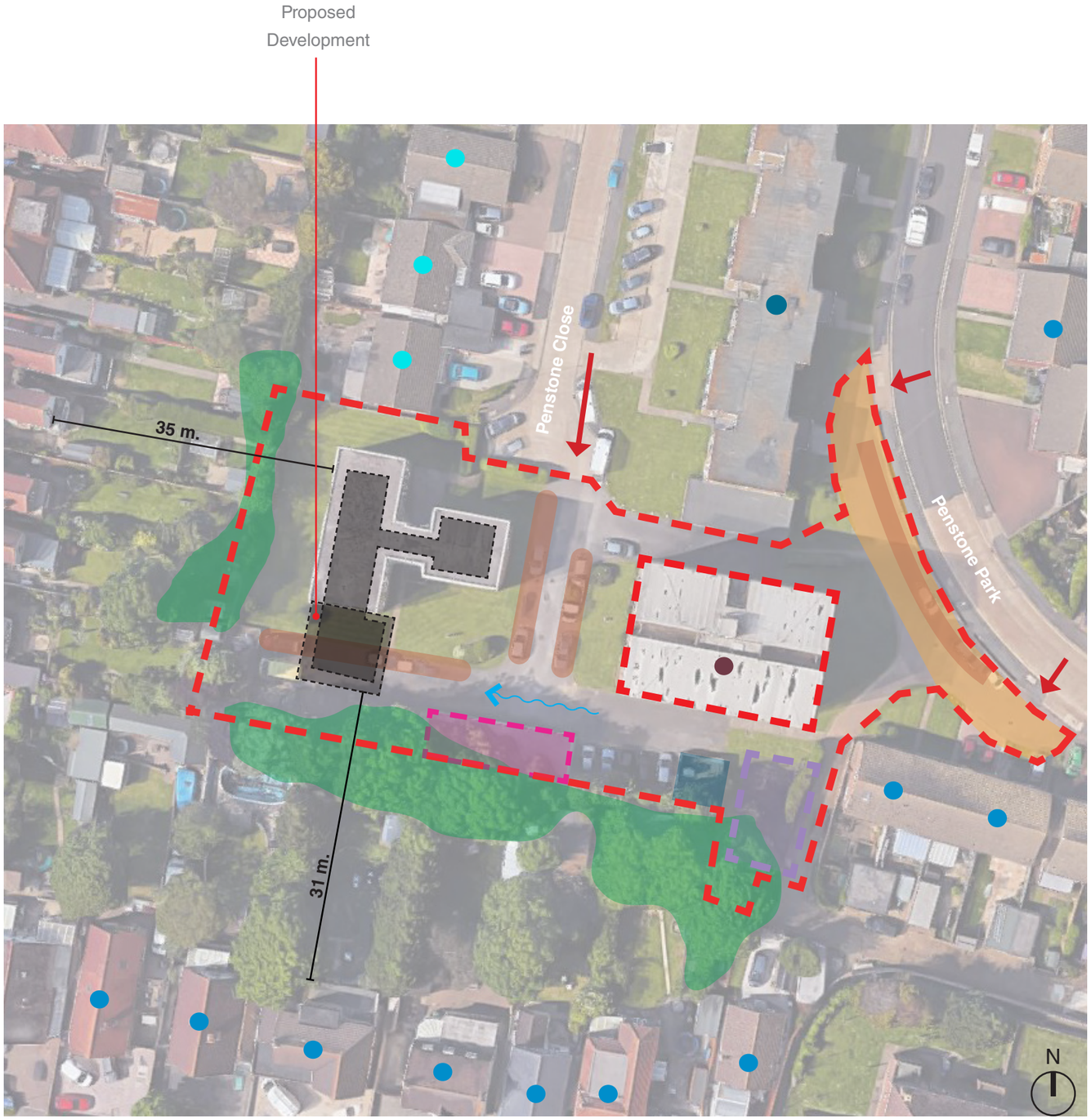
Key Considerations

A site analysis exercise was conducted at the outset of the design process to define the opportunities and constraints within the site.

- There is an opportunity to remove the garage block and replace it with car parking spaces to create a formalised arrangement for the site.
- Opportunity to formalise the existing parking arrangement to organise the site and preserve clear pedestrian and vehicle access routes.
- Opportunity for new areas of parking to the accessed from Penstone Park.
- Opportunity to enhance the existing open space west of the site to provide a communal area to all residents whilst also providing ecological enhancements.
- An electric substation sits along the southern boundary and will be retained.
- Proximity to adjacent properties on the south and west boundaries need to be considered to prevent overlooking with the proposed extension and new window openings.
- Significant off-site planting along the southern and western boundaries protect views to the rear gardens of properties in these locations.
- The south-west corner of the site is well screened which presents a good opportunity to be utilised for additional development. This will also create a vista from the parking courtyard.
- Opportunity to add an additional recessed floor on top due to the height of St Davids Gate.

KEY

- Application site
- Garages currently rented to off-site parties
- Existing overgrown shrubbery
- Existing informal parking locations
- Private lay-by
- New Parking area
- Electric sub-station
- Site access
- Single storey
- Two storey
- Three storey
- Six storey
- Views



Aerial Site Photo

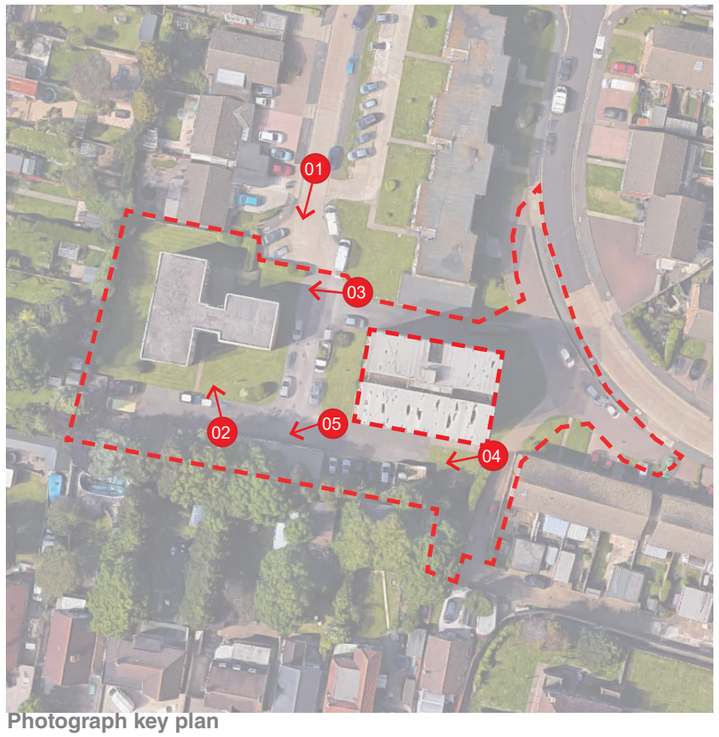
2.04 SITE PHOTOGRAPHS

A site specific study was carried out to understand and illustrate the existing St John's Court building and it's surrounding context.

St John's is a three storey flat block set in a typical 1960's aesthetic and is considered to be of low architectural and material quality. Overall this gives the flat block limited importance in the existing street scene.

The block consists of white upvc windows, low quality buff brick and painted bands which pick up the floor levels of the building. Despite the building's lack of architectural merit, there could be some value in the simplicity, proportions and scale of the block. However, when coupled with low quality materials and detailing, it has no positive impact on the building's architectural character.

To the south of the block are seven garages in buff brick with adjacent parking spaces either side. East of the garage is the sub-station bounded by close boarded fence.



Photograph key plan



01 - Approach view of St John's Court


02 - Rear view of St John's Court


03 - View of St John's Court and relationship to neighbouring buildings on Penstone Close


04 - View of garages and sub-station

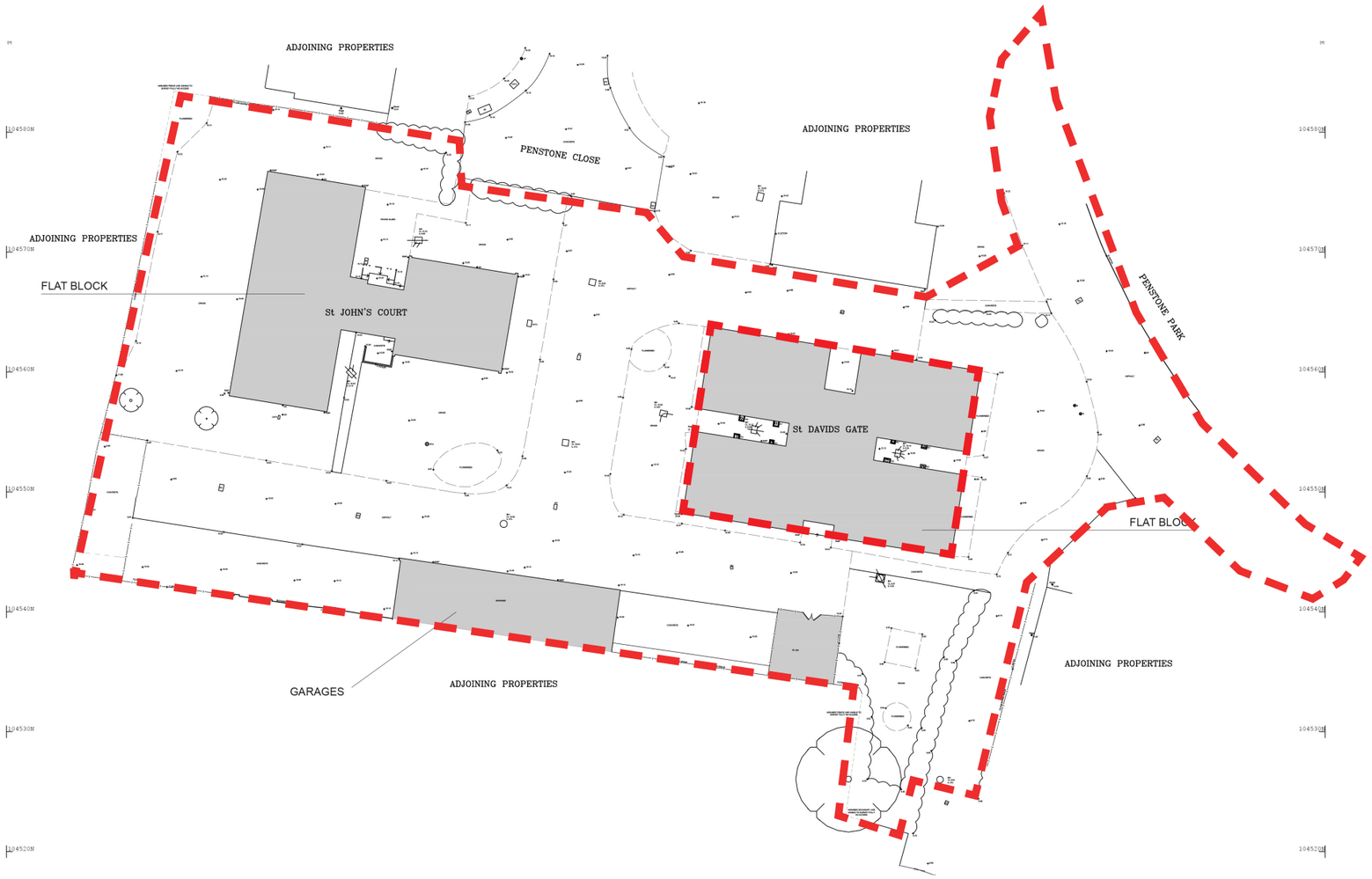


05 - Approach view of garages

2.05 EXISTING SITE PLAN

Within the site there are two flat blocks; St Davids Gate, a 6 storey apartment block consisting of 24 flats and behind this sits St John's Court, which is a more modest 3 storey apartment block.

Along the southern boundary is a row of garages (7 spaces), currently rented out to off-site residents, thus reducing the car parking capacity on the site. It was identified that there are approximately 23 informal parking spaces through site and adjacent areas. This equates to 0.7 spaces per flat in each block.



2.06 PLANNING CONTEXT

At the outset of the project a pre-application scheme was prepared in August 2018 to demonstrate an initial feasibility document with indicative proposals for the site. This information was presented to the planning department for an initial review and was positively received.

Pre App feedback stated that the proposed extension to the south appeared to be able to be constructed without harming the amenities of neighbouring residential occupiers due to the separation distances involved.

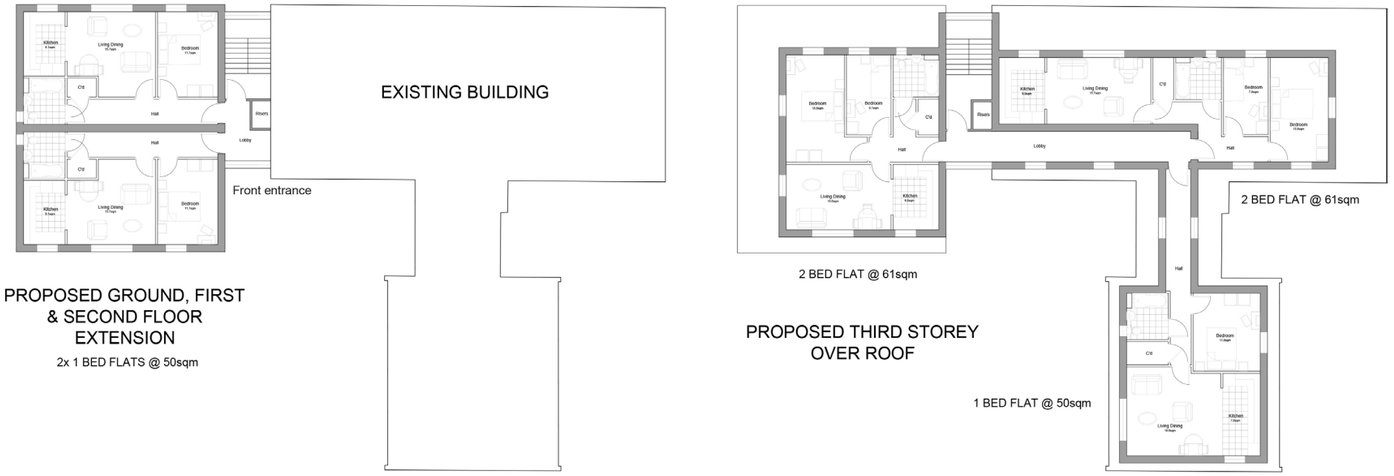
It was also highlighted that the proposed additional floor was unlikely to cause significant harm by way of overlooking or loss of light due to being set back from the building perimeter.

In terms of design the initial massing and layout focused on following the existing building lines and heights in a proportional manner. This was considered appropriate at the pre-application considering the six storey context of St Davids Gate sitting adjacent to St John's.

As a result, the scheme presented in this document looks to develop the principles of the Pre App design.



Indicative Pre-application View - Looking West



Indicative Pre-application Plans

3.0 ACCESS & LAYOUT

3.01 ACCESS & SITE LAYOUT

Site Layout

The proposed site plan sees the introduction of a new block extension to the south of St Johns Court. The existing road arrangement has been shortened and the garage will be removed to create a new area of parking spaces. Generally the parking arrangement has been formalised to move the vehicles off of the main access routes through the introduction of parking spaces set within the grass verges. This approach provides 31 amount of car park spaces which equates to a ratio of 0.7 spaces with 1 visitors space. Two new shared cycle stores have been introduced for St John's. One is located in proximity to the existing entrance to the flat block (North of the site) and the second one is located on the south-west of the site in a very close proximity of the southern new flat block entrance. A shared bin storage is being provided for the residents of St John's.

To the rear of the flat block, private amenity gardens have been introduced in order to create a more natural relationship with the neighbouring residential gardens. A communal garden area, abutting rear residential gardens to the west, has been formalised with paths, hard standing spaces and planting along with the provision of a fenced private amenity. St John's Court would be refurbished with an insulated render system and new windows, improving its energy performance.

Site Access

The site is proposed to be accessed via the existing bell mouth from Penstone Close, which will continue to serve both the existing St Davids Gate block and new St John's Court block. There is a secondary access of to Penstone Park to the north and south of the existing lay-by. There will be increased safety for pedestrians circulating the site via the proposed shared surfaces. There will be pedestrian links between Penstone Close and Penstone Park.



Proposed Site Plan (NTS)

Key

- Refuse vehicle access
- Vehicle access
- Pedestrian links
- Cycle/Refuse store location
- Site access

3.01 APARTMENT LAYOUT & DESIGN CONCEPT

Dwellings on ground floor benefit from private garden amenity spaces. All flats will have access to a shared landscaped amenity space, located to the rear on the western section of the site. The two ground floor flats in the new portion of the block will have their own private entrances off of the parking courtyard. A new communal entrance will serve the upper floors of the new element of the block with two flats situated on the first and second floors and three flats in the recessed third floor.

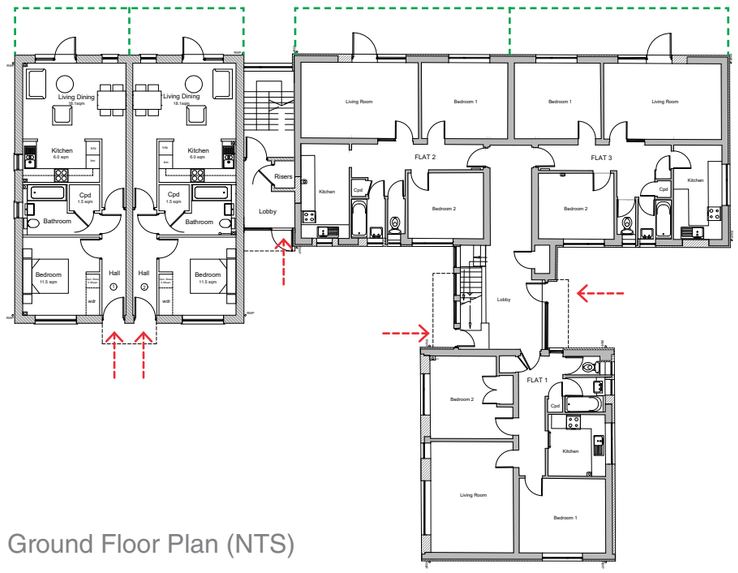
The ground floor flats address the central courtyard aiding in passive surveillance. Landscaping and planting is provided to the front of the ground floor flats to enhance the public realm and soften the hard standing, along with aiding passive surveillance of the area.

Each apartment has been designed to meet the Nationally Described Space Standards. Where possible ancillary spaces have been placed on the western edge of the new block to limit the amount of glazing fronting onto the residential boundaries. Living spaces are positioned to look out southwards over the parking courtyard and northwards to benefit from views across the communal amenity area.

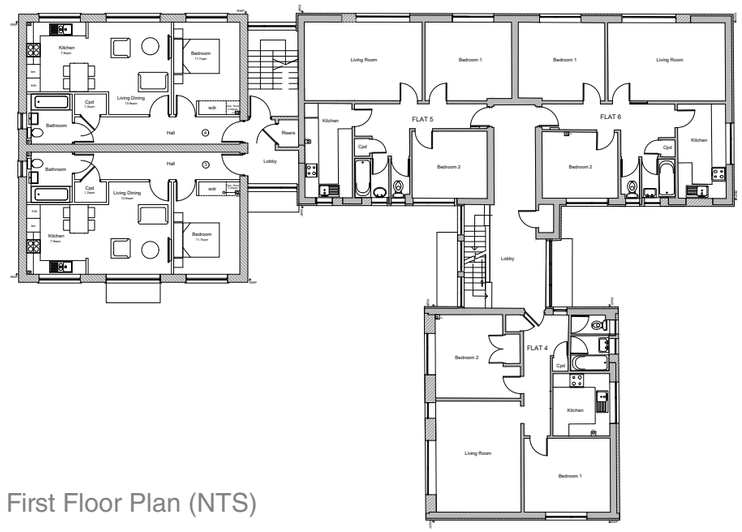
The additional floor on the third floor has been set back in more sensitive locations in order to reduce visual impact on neighbouring properties.

SVP (soil vent pipe) drainage runs proposed which have been sensitively positioned within the scheme to avoid any impact on the existing flat layouts below. Several SVPs (soil vent pipes) on top floor are carefully positioned and connected to existing SVPs (soil vent pipes) within cupboards in order to limit disruption on the existing flat layouts below.

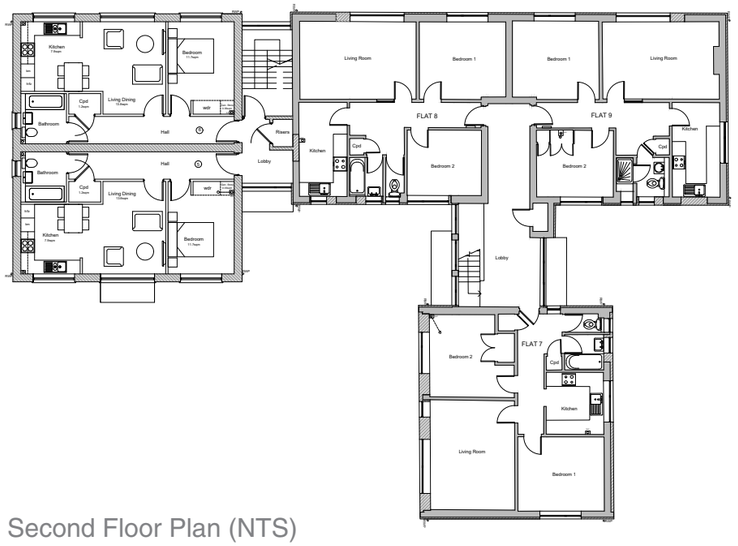
RWPs (rain water pipes) have been introduced on top floor and they have been sensitively designed to match the colour of the cladding. They will be connected to the already existing RWPs (rain water pipes) of the scheme.



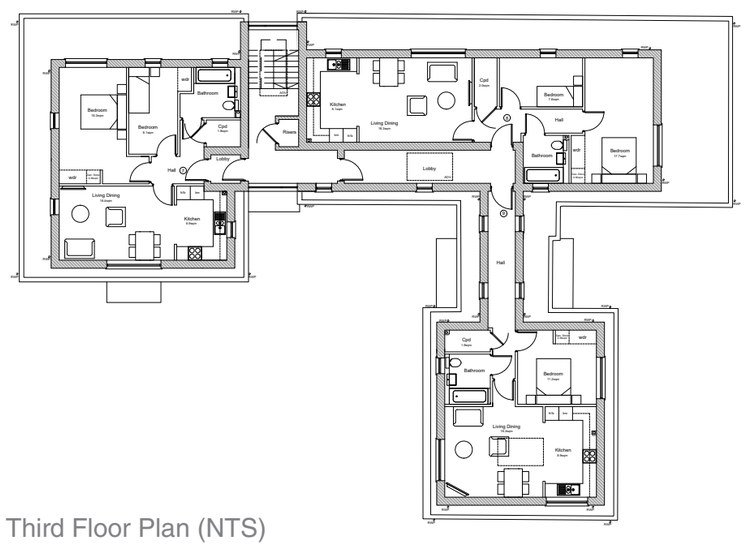
Ground Floor Plan (NTS)



First Floor Plan (NTS)



Second Floor Plan (NTS)



Third Floor Plan (NTS)

Key

- Access to dwellings
- Private amenity spaces
- Proposed structure
- Existing structure

4.0 USE & AMOUNT

4.01 USE AND AMOUNT

Site Use

The site currently consists of 9no. apartments in the existing St John's Court, as well as 7 garages which are rented by off-site users.

The St Davids Gate flat block will be retained as existing and St Johns Court will provide an additional net gain of 9 dwellings within the extension.

Amount

The proposal comprises retention of the 9no. existing flats and construction of 9no. new flats at St John's Court on a 3,421m² (0.34ha)site. The adjacent accommodation schedule provides a breakdown of each new build unit size.

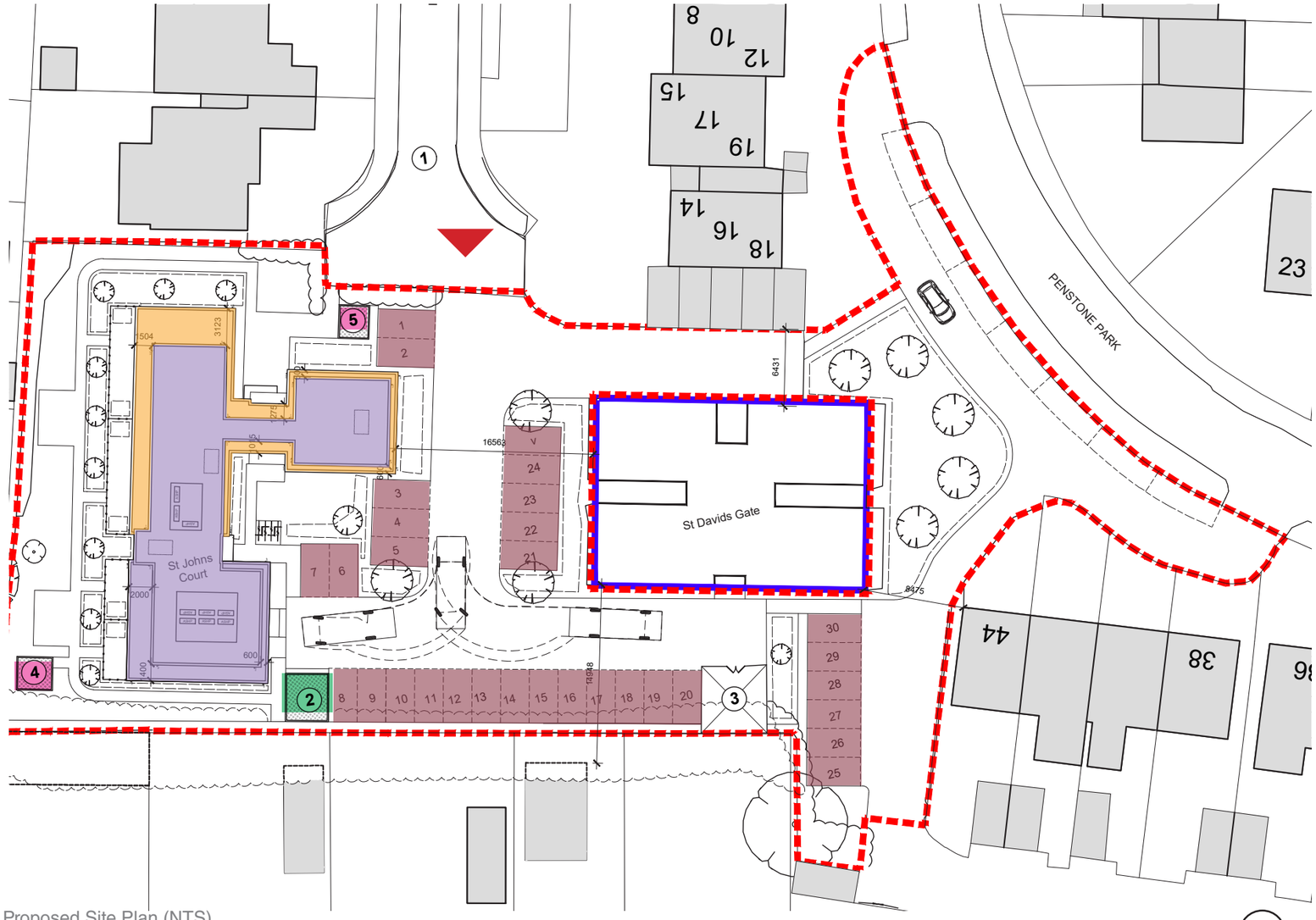
A total of 31 parking spaces are provided which equates to 0.7 spaces per unit plus 1 visitor space for both St John's Court and St Davids Gate.

There are two shared cycle and refuse storage with 4 x 1100L shared bins as well as a provision for 12 bicycles as shown in the adjacent plan.

Accommodation Schedule:

Existing Flat 1	2-Bedroom Flat	66.0m²
Existing Flat 2	1-Bedroom Flat	65.0m²
Existing Flat 3	1-Bedroom Flat	65.0m²
Existing Flat 4	1-Bedroom Flat	66.0m²
Existing Flat 5	1-Bedroom Flat	65.0m²
Existing Flat 6	1-Bedroom Flat	65.0m²
Existing Flat 7	2-Bedroom Flat	66.0m²
Existing Flat 8	2-Bedroom Flat	65.0m²
Existing Flat 9	1-Bedroom Flat	65.0m²

Proposed Flat 1	1-Bedroom Flat	50.0m²
Proposed Flat 2	1-Bedroom Flat	50.0m²
Proposed Flat 3	1-Bedroom Flat	50.0m²
Proposed Flat 4	1-Bedroom Flat	50.0m²
Proposed Flat 5	1-Bedroom Flat	50.0m²
Proposed Flat 6	1-Bedroom Flat	50.0m²
Proposed Flat 7	2-Bedroom Flat	62.2m²
Proposed Flat 8	2-Bedroom Flat	66.4m²
Proposed Flat 9	1-Bedroom Flat	56m²



Proposed Site Plan (NTS)

Key

- 9no. Existing St John's Court apartments
- 9no. New apartments
- 31no. Reconfigured parking spaces
- Bins location
- Access
- Cycle Store Location

5.0 SCALE & APPEARANCE

5.01 SCALE

The scale of the development has been carefully considered to achieve a respectful relationship to the existing St John's Court building and mitigate any overbearing impact on the context, specifically to the bungalows to Penstone Close.

The proposed extension on the residential building is set within a cluster of flat blocks ranging between three and six storeys high. The proposed scheme creates a new fourth storey through the introduction of a recessed third floor. The third floor is to be set back to diminish the appearance of scale from Penstone Close and other residential boundaries.

The site sits behind established tree and hedgerow planting, which will reduce the appearance of scale and conceal the proposal from the residential buildings along the south and west boundaries.

It is considered that the proposed scale is wholly appropriate for the site given the scale of the adjacent flat blocks.



Site Section showing relationship to the adjacent dwellings (NTS)



Site Section showing relationship to the adjacent St Davids Gate (NTS)

5.02 APPEARANCE

The appearance of the building has been designed to reflect the value in the simplicity and proportions of the existing building. The existing window opening are altered to introduce a more contemporary window style and make the block cohesive as a whole. The proposed windows will preserve the existing head heights but are often changed in width and swapped to full height windows to create a contemporary aesthetic and boost natural daylight within the existing flats. Large picture windows are introduced at the lobbies to create dual aspect upon approach and help mark the entrances. A number of smaller window sizes overlooking boundaries.

The proposed extension is to be white render along with the existing St Johns block which is proposed to be over clad in insulated render. This will visually tie the elements together while also providing increased thermal efficiency to the existing flats. Standing seam aluminium is used on the third floor as well as a feature in between windows. ASHPs are going to be installed on the roof of the extension providing efficient heating and cooling solution for St John's residents.



West elevation (NTS)



East sectional elevation (NTS)



South elevation (NTS)



East elevation (NTS)

5.03 MATERIALS

The design adopts a material palette that reflects the materiality of the existing building. The material palette is simple and focuses on providing lasting durability with carefully consideration to the contextual material language.

The determining factors in the material choices are listed below:

- The proposed design uses a simple material pallet with the two main materials of white render as the primary cladding and standing seam aluminium for the third floor extension
- Limiting the material pallet to 2 materials to create a strong composition, held together by simple contemporary detailing such as metal parapet coping, large picture windows and cantilever metal porch canopies.
- Window/door frames are to be a dark grey UPVC
- Bin and cycle store to be in white painted timber with buff brick plinth



North elevation (NTS)



01 - Black aluminium rainwater goods



02 - Insulated



03 - Standing seam aluminium red/brown



04 - Dark grey UPVC aluminium window/door



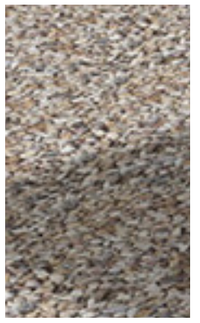
05 - Glazed entrance door with dark grey metal frame



06 - Dark grey entrance door



07 - Powder coated aluminium porch



08 - Dark grey aluminium coping



07 - Buff brick plinth

5.04 VISUALISATION 1



6.0 SUSTAINABILITY

6.01 SUSTAINABILITY

The site is considered to offer good accessibility, being in close proximity Lancing train station, as well as Lancing town centre, approximately a 10 minute walk. There are multiple bus stops along North Road, one being 5 minutes walk east of the site. The site is therefore sustainably located and offers various modes of transport.

A dedicated cycle store will be provided for the new dwellings as well as an easily accessible store for refuse and recycling bins in a shared location.

The site has been designed to be accessible and safe for all users and types of transport uses. The parking strategy is 0.7 parking ration which results to 30 spaces plus 1 space for visitors.

To reduce the consumption of potable water, efficient sanitary ware and water-saving features will be specified within the buildings, to include:-

- Low and dual flush WCs - Dual flush cisterns with low effective flush volume will be specified;
- Taps – Wash hand basins and sinks will be water efficient.
- Showers – Aerated or low flow shower heads will be included to help reduce water consumption.
- Kitchen appliances – Low water consuming equipment to be considered.
- All external planting will rely on manual watering or precipitation only.

The orientation of buildings and aspect of the main habitable rooms allows for good levels of daylight within the dwellings, with natural ventilation to habitable rooms where possible. Dual flush toilets, water saving baths and flow restrictor taps are to be provided to all bathroom areas to minimise water usage within the dwellings.

Throughout the development it is proposed to use an enhanced building fabric. The existing block is to be over clad in insulated render which will improve the thermal efficiency of the block, improving the living conditions for the residents and reducing the energy demand. The new block element has a fabric first approach to achieve the U-values set out in the emerging Part L(2) standards.

All dwellings within the scheme will meet the water efficiency requirements as set out in Policy 18 of the Adur Local Plan (2017) by achieving a water efficiency standard of no more than 110 litres per person per day.

In addition to Policy 18 and Policy 19 of the ALP the Sustainable Energy Supplementary Planning Document (2019) has been considered in the preparation of this planning application.

Full regard has been given to Adur and Worthing Council's Sustainability and Carbon Emission Reduction Design Strategy (2019-2020) in the following ways:

Building Fabric
The building fabric will meet the required u-values outlined in the above document.

Thermal Bridging
A continuous insulation layer is proposed for the entirety of the new building envelope to manage cold bridging and ensure optimum building performance.

Managing Overheating
The air tight new building envelope will not encounter the risk of over heating due to the orientation of the built form. The largest opening sit on the east and west axis capturing morning and evening sun with minimal glazing to the east and south, in order to minimise solar gain in the apartments. Additionally, internal solar shading techniques will be used to obscure any unwanted solar gain.

Comfort and environmental control
All apartments will be naturally ventilated with cross ventilation in the main living spaces, in order to mitigate formation of condensation or mold. Openable windows are provided to all living spaces and bedrooms for regulated internal environment and heat loss. Installation of ASHPs will be installed on the roof of the proposed extension in order to achieve low carbon emissions heating and cooling solutions for the residents.

Simplifying ongoing maintenance and repairs
The proposal comprises common high quality equipment manufacturers and types in order to simplify ongoing maintenance and repair.

7.0 CONCLUSION

7.01 CONCLUSION

This Full Planning Application offers an important opportunity to provide an appropriately designed extension scheme within a sustainable location. It will improve the existing accommodation in St Johns block while also contributing towards the local housing need with 9no. new apartments.

In summary, the application details a sustainable development proposal which provides an extension of 9no. residential dwellings together with amenity spaces, supporting landscaping, improvements to the existing block and associated parking at 0:7 ratio.

The design process resulting in this application has been rigorous and carefully considered to create a high-quality design solution that respects the character of the surrounding area and the specific visual and topographical constraints of the site.

Tree and hedgerow planting has been integrated in the scheme to boost biodiversity and offer further variety to the local setting. The proposed landscaping will soften the proposal with trees and native shrub planting being used to define the courtyard edges and frame the shared surface approach.

The detailed design has carefully considered the constraints. As a result, a scheme has been created that respects the surrounding land uses including the housing within the local setting, creating an aesthetically pleasing and sustainable residential development within a well landscaped and pedestrian-oriented setting.



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