Design and Access Statement

A proposed residential development
of 2 semi detached houses at
110 Brighton Road, Lancing
(revised 14th September 2010)

PLAN No. AD/0340/10
2010



View of existing building from the South

Introduction

110 Brighton Road is a development site which is currently occupied by a building comprising 3 flats. The construction of the existing building is in such a poor state of repair that a mortgage cannot be raised on it. Two of the existing flats are unoccupied with the 2nd floor unit let on a short term leasehold basis.

The site is typical of many timber frame, sub-standard residential buildings scattered around the coastal locations of Shoreham and Lancing; it is a Brownfield site that would benefit from redevelopment.

Planning Permission is sought to redevelop the site to provide a scheme of 2 residential dwellings of 3 bedrooms, 2 bathrooms, living room, kitchen and dining room over the 2 upper storeys. Ground floor accommodation would comprise 2 parking spaces, bicycle storage for 4 bicycles per house, utility room, WC and refuse and recycling storage. No habitable rooms are proposed at ground floor.

With its architectural treatment and design it is considered that it will greatly enhance the character and appearance of the area and in accordance with government guidance and

best practice will be a sustainable form of development which will make the best use of the land.



Existing building: 110 Brighton Road

Amount of development

Site area is 388m.sq (0.0388Ha)

Existing Residential Building
Foot print 103m.sq
Total gross internal area: 226.61m.sq
The existing building site coverage is 26.5%

The proposed residential development comprises:
2 x semi-detached houses:
Footprint: 127.5m.sq
Each house is 3 bedrooms with a gross internal area of 145m.sq. Not including the under croft parking.

The proposed building site coverage is 32.8%

The proposed scheme represents an 6.3% increase in site coverage.

The total development has a gross internal area of 290m.sq.

The existing buildings on the site has a gross internal area of 226.6m.sq

There is therefore a 28% increase in the gross internal area.



Elevation facing the Brighton Road in Context

Economic Statement:

The existing building which comprises 3 self contained flats has been on the market as a single building for over 12 months with Warwick Baker Estate Agents. Due to the building being un-mortgagable, the building has not been sold. If the site were developed as 2 houses, the development would have to comply with current building regulations and NHBC standards.

By complying with current standards a mortgage could be raised on each house. If the development were not carried out, the existing building would be let as 3 flats. The existing building falls very short of current building regulations standards for habitation.

The proposed development would therefore make a far better contribution to the current housing stock of Shoreham and Lancing.

Layout

The proposed site plan has been laid out so that 4 site constraints can be solved:

1. The site is located within a flood plain (please see the flood risk assessment statement). The building at ground floor has a 1 in 1000 chance of flooding each year. The ground floor has therefore been entirely dedicated to non-habitable space. This is a vast improvement over the existing building which has a residential unit on the ground floor.

   The proposed design elevates all the habitable accommodation to the 1st and 2nd floor.

2. The proposed building is no deeper than the existing building i.e. 11.9m. The width of the proposed building complies with Local Planning Guidance for 'space around buildings' which requires a minimum of 1m each side of the building. The proposed building exceeds this guidance; the gap between the boundary and the proposed building is 1280mm on one side and 1500mm on the other.

3. The living room and kitchen are located at 1st floor level. This is so that on the south side of the building the living rooms can overlook the garden towards the sea. Privacy of both the proposed houses and the neighbouring houses is maintained because there are no habitable windows that overlook the neighbouring properties in the side elevations. The proposed houses are no deeper in their front to back dimension than the neighbouring houses.

4. The Brighton Road is a busy road. The current site has 2 car parking spaces located to the east side of the existing building shared between 3 Flats. The proposed layout would offer 2 off street parking spaces per house and secure bicycle storage within the under croft parking area. The principle of under croft parking has been used in other schemes along the south side of the Brighton Road in Lancing. These examples offer generous and safe means of parking off road and ease of access and exit from the car parking space to the highway.



A recent development on Brighton Road with under croft parking

The proposed accommodation will be self contained and efficiently laid out within the curtilage of the site. We have deliberately made sure that each unit has generous outdoor space on the south side.

Having regard to the proposed layout and the design, it is not considered that the scheme will introduce conditions that would be harmful to the amenities of neighbouring properties. Indeed nearby residents' outlook will be greatly enhanced by the proposed development.

Refuse collection would be via Brighton Road which is the existing collection point and by far the safest road for the refuse collection vehicle to temporarily stop.

Refuse/ Recycling Collection Strategy

The current arrangements for collection of waste in the Brighton Road area is to collect refuse once a week and recycling on alternate weeks. On the day of collection, residents move their wheelie bins to the front of the site. After collection residents move their bins back to the storage position. This is the existing refuse collection practice along the Brighton Road. This strategy has also been agreed with Adur District Council Waste Management department for previous similar projects.

Scale

The existing immediate neighbouring buildings are predominantly two full storey heights with rooms within the roof space. There are 3 storey buildings near to the site which overcome the topography of the site where the south side of the building is 1 storey higher than north (Brighton Road) side. Some examples of 3 storey buildings are successful and some are not so. In our opinion, the buildings on the Brighton Road which try and disguise the 3rd storey as roof space are less successful visually than buildings that are 3 full storeys.

Here are a few examples:



Example 1: A group of buildings which uses large dormers for the top storey within the roof space. In our opinion this makes the roof appear bloated and ungainly.



Example 2: A terrace which is 3 storey's on the south side via poor quality roof conversions and 2 storeys on the north side. The north side is bereft of any architectural character and offers no indication of the beach on the south side.



Example 2: From the south side. The 2 houses of the terrace which have converted their roof space via dormer windows have created a visually poor roofscape.



Example 3: this building is 3 full storey's and because it has been well designed, it has great presence upon the Brighton Road and adds to the character of the Road. In our opinion, this building is the best example of a 3 storey building facing the Brighton Road.

The proposed building is designed as a full 3 storeys on the north side facing the Brighton Road. On the south side, because of the topography, the building is 2 storeys. The architecture facing the Brighton Road offers a coastal flavour of the scenery beyond the south side of the building by using coastal materials such as timber cladding and slate roofs.

The scale for both the north and south side of the building is proportional to its existing context and sets a positive president for future developments along the Brighton Road.

Landscaping

The landscaping for this project is modest in its proposal. The coastal location of Shoreham Beach and Lancing does not offer favourable conditions for growing trees. All but the hardiest plants perish in the salty sea air. No mature trees existing on the site and no mature trees are proposed to be planted.

The rear garden will be laid to lawn.

Appearance

Brighton Road is an area of mixed architectural appearance and merit. It is not within a Conservation Area, nor does it have any emerging local character. It is an area that has missed the most important feature of Lancing: the Beach. In our opinion, none of the recent developments along the Brighton Road give any clue of the glorious beach and wide water lagoon which lies beyond the south side.

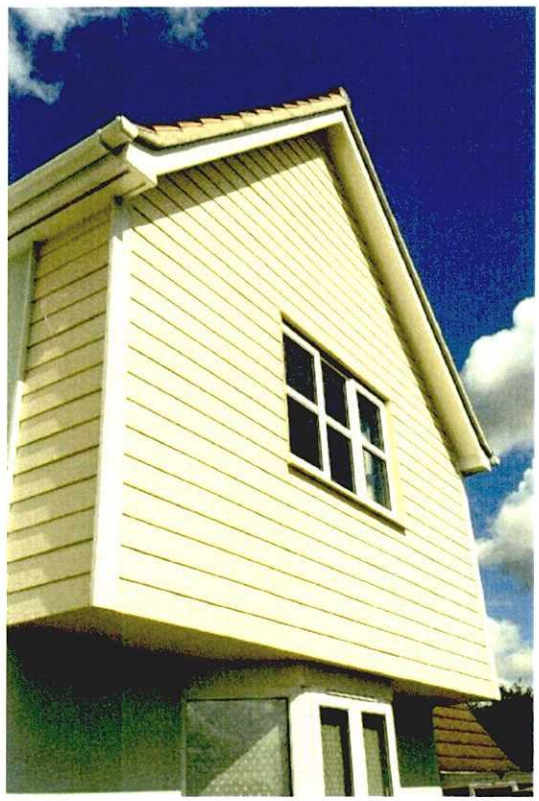
This is a missed opportunity. The proposed composition facing the Brighton Road is fresh and contemporary. The jetted 1st floor and mono-pitch roof would be clad in 2 different colours of timber cladding. This choice of material is inspired by the beach huts which line the beach front beyond.

On the south side the building is a simple composition of brickwork from ground to 2nd floor and timber cladding to roof level. The roof is pitched so that solar hot water heating panels can be angled to face the southern sun.

Materials

The proposed materials are chosen from the palette of materials which already exist in the area. Please see drawing number 240/03A which illustrates the proposed materials:

Roof:	Natural Slate
Rainwater goods:	Black Plastic
External timber such as front doors:	Natural timber stained dark
Windows:	Metal frame painted grey
Walls:	Brickwork from a local Sussex Stock: Chailey stock or a Freshfield Lane
Timber Cladding:	Light blue and yellow hardi-plank with cream coloured corner beads



Hardi-plank timber cladding

Use:

The existing use of the site is residential. The building contains 3 self contained flats. Each flat is self contained for the purpose of the Community Charge. The proposed development would remain entirely residential.

Access:

Both houses are accessed at the Brighton road level via a front door. Front doors will have level thresholds.

The requirements of Part M of the Building Regulations will be complied with: Access and Facilities for Disabled People.

There will be a total of 4 car parking spaces, two car parking spaces for each house.

The site is in a sustainable location close to the town centre and further off street parking provision is considered to be unnecessary. A secure cycle store is proposed which will encourage and provide for a non-car mode of transport to and from the site. The site has good pedestrian links to Shoreham, Lancing and Worthing and there is public transport available nearby which provides access to other destinations such as Brighton and London.



View looking east towards wide water lagoon

Sustainability:

In its construction, the development will meet current energy and Building Regulation requirements to produce a low carbon footprint. Carbon emissions and heat loss will be minimal. Potential features include: highly insulated construction, use of 75% energy efficient lighting, use of A+ ratio domestic appliances, low flow taps and shower units to reduce water consumption. The boiler and hot water storage system will be rated level 'A' for energy efficiency and, for most of the year, hot water will be provided free via solar hot water heating panels located on the roof. A waste bin enclosure to include recycling provision will be provided and secure cycle parking.

Flood Risk Assessment Statement:

According to the Environment Agency Website the site is located within a flood plain. It should be noted that all housing along the Brighton Road on both sides of the road are located within a flood plain. The flood plain is likely to be affected by a major flood, with up to a 0.1percent (1 in 1000) chance of occurring each year.

The design proposals overcome the risk from flooding by locating all habitable accommodation at 1st and 2nd floor. There is no habitable space at ground floor. This is an improvement over the existing building because, at present, there is a flat located on the ground floor.

Feedback from the Planning Department:
14th September 2010

Following the submission of the application ADC/0218/10 we have had some feedback from the Planning Department. The general comments have been supportive towards the overall principles of the design which may be supportable with some minor amendments. We have therefore withdrawn the application and resubmit with the following amendments:

1. The overall with of the building has been reduced so that there is a gap on the east side can be increased to 1.5m (the requirement between the boundary and the house is 1m). We have improved on the space around building standard by 50%.

2. The roof form has been revised so that the flank walls facing neighbours are not gable ends but hipped. This reduces the impact on neighbours.

3. We have reduced the height of the eaves on the flank elevations by 300mm.

Appraisal of context

The existing building falls short of standards for habitation and is currently un-mortgagable. By redeveloping the site the proposals would enhance both the experience of living at 110 Brighton Road and enhance the local environment through good design.

The effects of the flood plain are mitigated by raising the habitable accommodation to 1st and 2nd floor. The ground floor is entirely dedicated to non habitable uses making best use of this under croft area.

Parking is proposed in the form of 2 'off street' parking spaces per house. This is an increase of 100% where, as existing, there is only 2 spaces shared between 3 flats.

The scale of the building is comparable with other modern developments along the Brighton Road and sets a positive president for future developments.

The use of coastal materials in the construction of the design proposals would offer a fresh and contemporary elevation towards the Brighton Road.

The design proposes a positive contribution to the area, it would comply with current local and national planning policy and we commend it to the Local Authority.

Design and Access Statement written by

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