

ST PETER'S PLACE, 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 proposal site is located at St Peter's Place on Western Road in Lancing. This document sets out the approach to the design process which has sought to create a well-considered and high-quality residential development.

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

This statement will cover the existing site context and proposed new development, summarising the design intent, taking into account guidance in the National Design Guide.

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Architect	**ECE Architecture**
Planning Consultant	**ECE Planning**
Topographical Surveyor	**HB Surveys Ltd**
Highways	**Reeves Transport Planning**
Air Quality Consultant	**Phlorum Ltd**
Contamination Consultant	**Soils Ltd**
Noise Consultant	**Acoustic Associates**
Drainage Consultant	**Motion**

2.0 THE SITE

2.01 SITE LOCATION

East Worthing
train station

Proposed Site

Lancing train
station



2.02 SITE DESCRIPTION

The site is located on Western Road, a major route through Lancing, which links the coast road A259 to the main road A27. As the name suggests, this is on the western edge of Lancing.

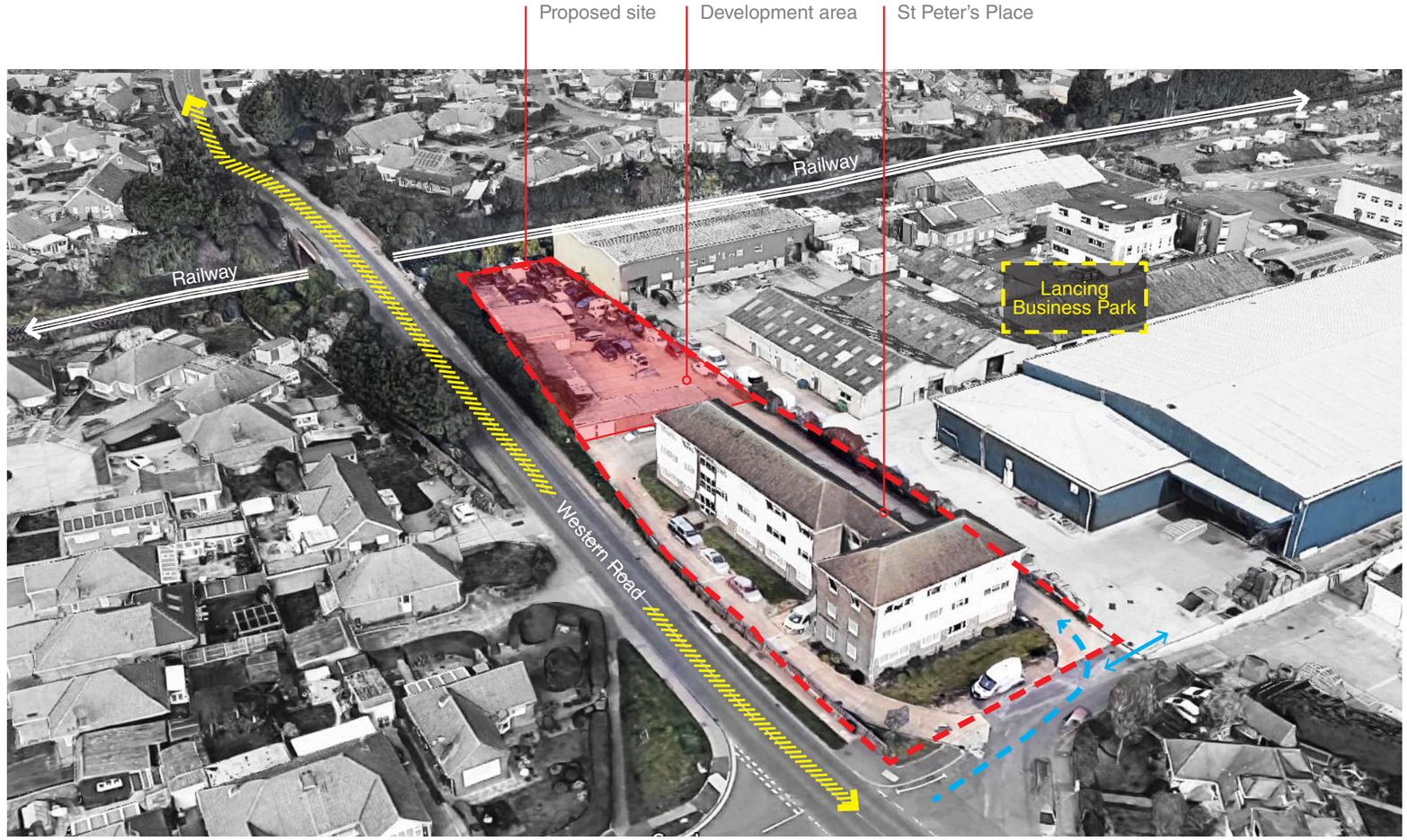
To the east of the site there is an industrial area forming part of Lancing Business Park, with two of the adjacent units sharing the existing access to St Peters Place from Western Road.

The railway line runs along the northern boundary and Western Road rises adjacent to the western site boundary to form a bridge over the railway. This results in a rising embankment on the sites western edge, diminishing the site's visibility in views from the north-west.

The existing site is of mixed use, comprising a block of 3 storey flats, garages, and a car service yard which is currently operating without consent. The car service yard and garages are accessed by a narrow access road to the rear of the flats.

The flats were constructed between 1962 and 1970 with an uninspiring architectural character and no expression of modern design, despite the recent re cladding of the tile hanging elements to white render.

The garages, are currently rented to off-site parties. This arrangement, coupled with the car service yard, leaves the existing flats with limited car parking. It results in haphazard parking in various locations including on grass verges around the periphery of the existing flat block.

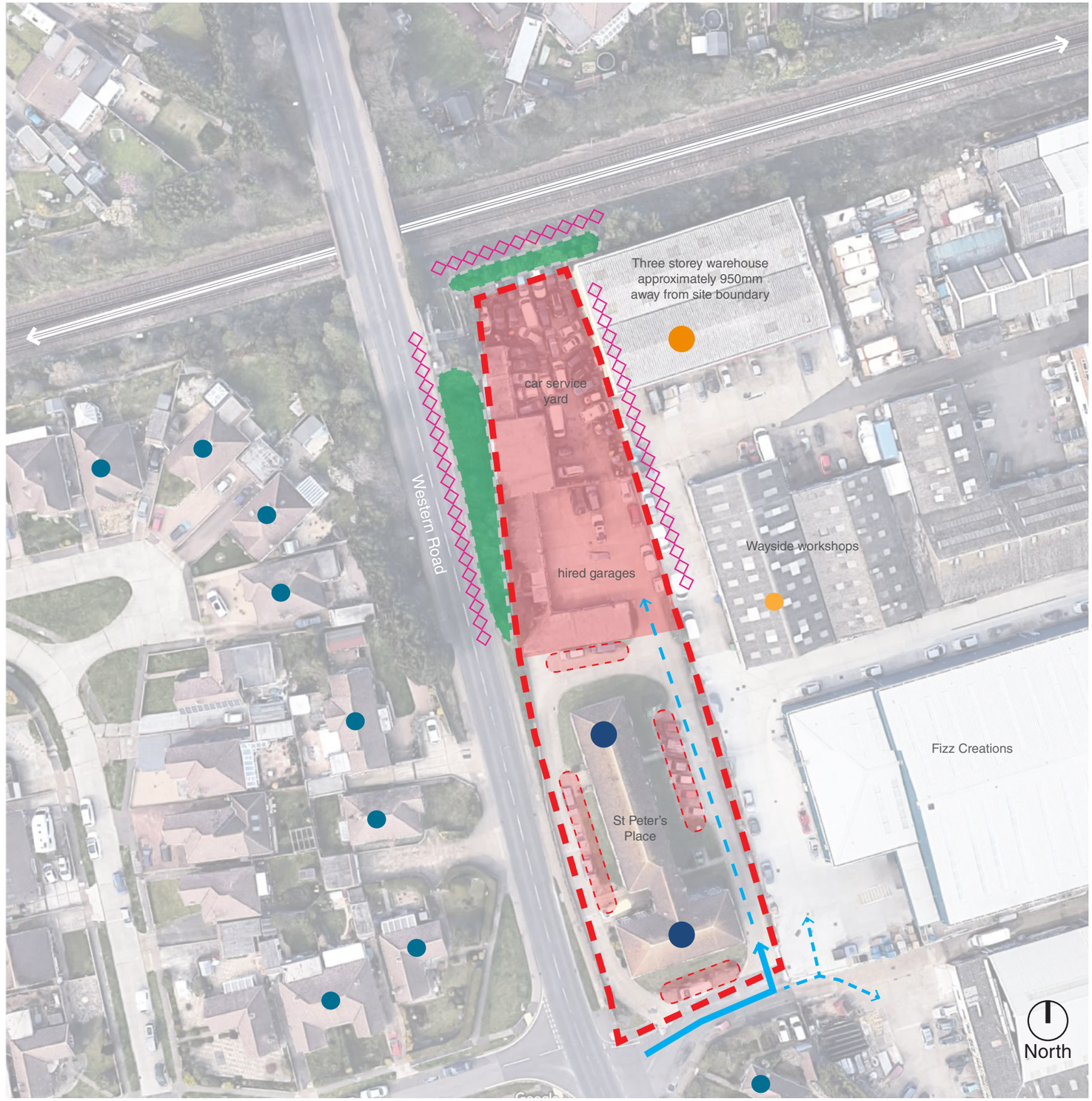


2.03 SITE CONSIDERATIONS

Key Considerations

There is an opportunity to remove the commercial use which is accessed via the existing apartments, in order to provide a scheme comprising entirely of residential units. With regards to the new apartments, there is an opportunity for some scale to these, given the site surroundings and rising over grown embankment, without any issues of overlooking or overbearing.

The immediate context to the east of the site, comprises large industrial volumes, rising to approximately 7.8m above ground. The bungalows to the west are separated by the rising level of Western Road, thus not in the immediate context. Equally, the 3 storey existing St Peter's Place building separates the development site from the bungalows to the south, thus the proposal would not need to respond to this single storey context.



Application site

Development site: Car service yard and garages currently rented to off-site parties

Existing overgrown shrubbery - natural sound buffer

Railway line

Noise generators - Western Road, railway and adjacent industrial estate

Site access maintained

Existing Formal and informal St Peter's Place parking locations to be rationalised and improved

Single storey residential context

Three storey residential context

Single storey industrial context (approx 6m above ground)

Two storey industrial context (approx 7.8m above ground)

2.04 SITE PHOTOGRAPHS

A series of images were captured on site to understand and illustrate the existing St Peter's Place building and it's context, as shown on this page.

The site consists of a three-storey building and several garages which are partly used as a car service yard. Image 01 demonstrates the aesthetics and scale of the existing St Peter's Place building. It displays a low architectural and material quality, resulting in no distinct assets for the Western Road street scene or the immediate locality.

The panoramic image 01 also shows the site's relationship to the industrial units on the adjacent site, as well as Western Road rising over the railway to the north of the site.

Image 02 shows the materiality and window locations on the rear of the existing St Peter's Pace building. Despite the building's lack of architectural merit, there could be some value in the simplicity, proportions and scale of the left flank elevation seen on this image. However, when coupled with low quality materials and detailing, it has no positive impact on the building's architectural character. This image in conjunction with image 04 also shows the current arrangement for refuse storage of St Peter's Place residents.

Images 03 and 04 demonstrate the state of the garages. Image 03 shows their relationship to Western Road which is rising behind, while image 04 shows the access road in relation to the St Peter's Place flat block.

The immediate context consists predominantly of bungalows, which are similar in appearance and scale to the property seen on image 05.



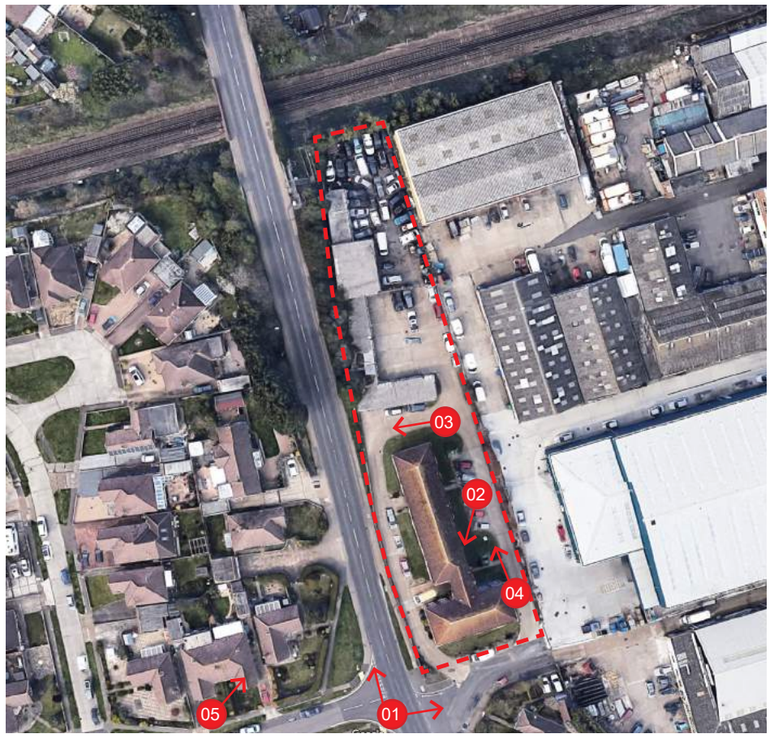
01 - Approach view of St Peter's Place and relationship to Western Road



02 - Rear view of St Peter's Place and current bin arrangement



03 - Existing garages and retaining wall to Western Road



Photograph key plan



04 - Approach view of garage site and current bin arrangement



05 - Bungalows in the immediate locality

3.0 ACCESS & LAYOUT

3.01 ACCESS & SITE LAYOUT

Site Access

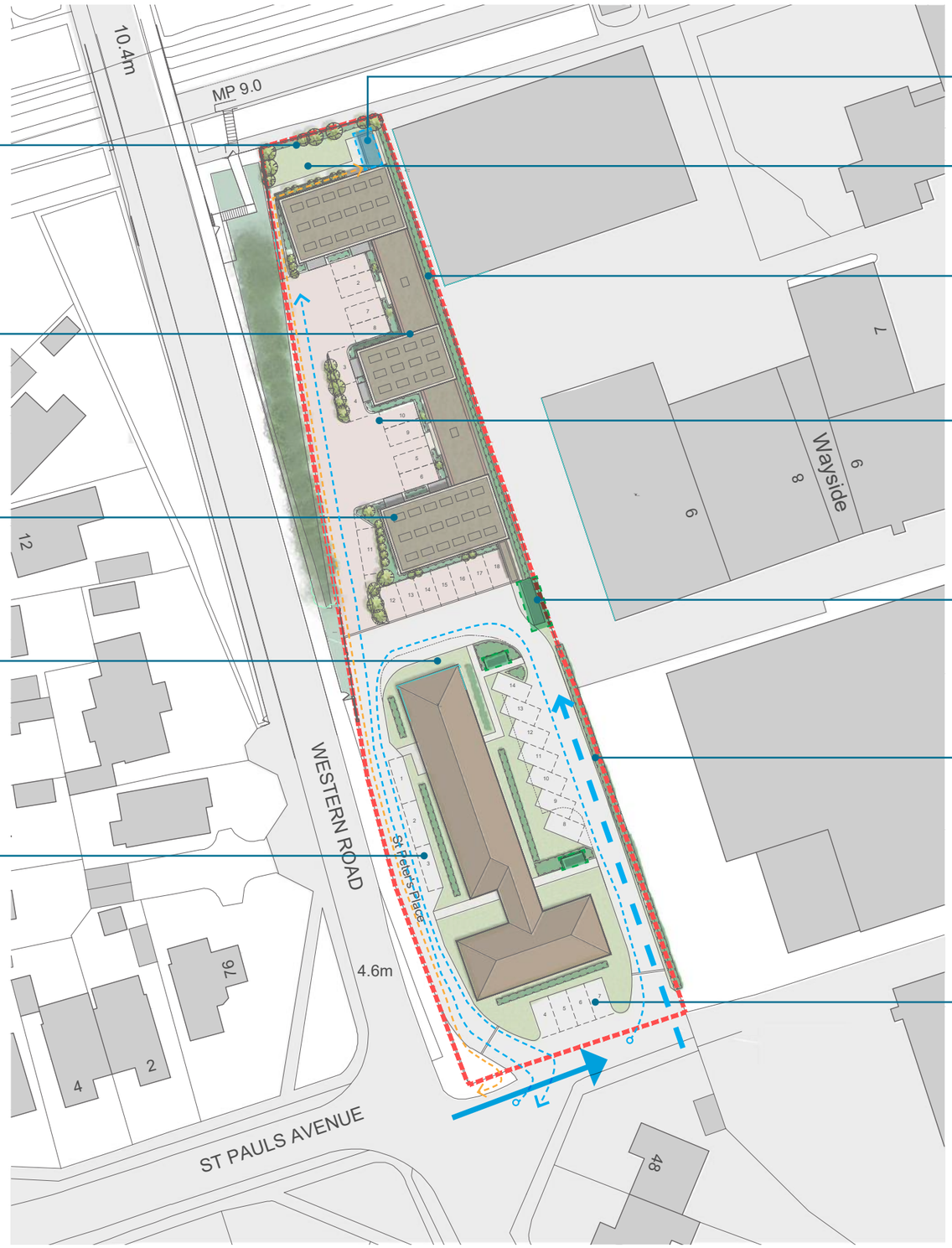
The site will be accessed via the existing bell mouth from Western Road, which will serve both the existing and new St Peter's Place apartments. A tracking exercise has been carried out as part of the Transport Assessment submitted to support this Application.

The refuse access and collection strategy will be retained as existing and the fire strategy has been tracked and elaborated upon in the Transport Assessment.

Site Layout

The existing garages and car service yard will be removed and replaced with 18no. new 1 bedroom apartments, and in doing so create additional car parking for the existing residents including the formalisation and improvement of the existing parking arrangement as shown on the site plan.

- Refuse vehicle access
- Vehicle access
- Cycle access
- Fire rescue location
- Refuse store location
- Cycle store location
- Site access



Natural and enhanced green buffer with 2.4m acoustic fence to the north boundary to reduce noise levels from the railway.

18no. parking spaces serving the 18no. new flats.

PV panels on brown roofs to collect solar energy and aid the existing biodiversity of the site.

Existing kerb line to be adjusted to facilitate new parking arrangement, with new and improved landscaping

3no. formalised parking spaces with new and improved landscaping and 3m road width.

Two-tier cycle storage racking (Broxap type) for 20 cycles

Shared landscaped amenity for new residents of St Peter's Place.

2.4m high acoustic fence to eastern boundary with adjacent planting buffer.

New shared surface in red/brown herringbone paving for vehicular, pedestrian and cycle access.

Proposed bin store for new flats providing 4x1100L bins.

Boundary hedgerows will soften the junction between the site and adjacent hard surfacing to commercial units.

4no. new parking spaces for current St Peter's Place residents.

Proposed Site Plan (NTS)

3.01 APARTMENT LAYOUT & DESIGN CONCEPT

Careful consideration has been paid during the design process to mitigate any impact of potential noise arising from the surrounding context.

The living spaces open up towards the western boundary and central courtyard areas with the ancillary spaces wrapping around the exterior of the plan to act as a buffer to the railway and adjacent commercial units.

A 450mm deep wall with a 1.2m wide corridor constitute a spine for the proposed spaces to hang from. This is the primary design feature of the development and is expressed in the plan layout, as well as the sections and elevations.

All dwellings are 1 bedroom apartments with the first and second floor flats benefiting from private balcony amenity spaces. All flats have access to a shared landscaped amenity space, located on the northern section of the site. All the flats exceed 50m² and the bedrooms also exceed 11.5m² to comply with National Space Standards.

Two protected circulation cores serve all flats and are accessed from the central courtyards.

The ground floor flats include a planted buffer to the front in order to enhance the public realm and soften the hard standing. Whilst the central flats primary windows are orientated to the west, the remaining flats address the central courtyards. This will help to aid passive surveillance of the area whilst also benefitting from the soft landscaping. These landscaping features will help to minimise the hard standing and soften the building's brickwork in conjunction with the planted climbers and the green roofs.

Diagram Key

Potential noise from adjacent commercial and railway

Protective spaces - corridors / bathrooms

Protected spaces - Bedrooms / Living spaces

Indicating orientation of living spaces with increased glazing and architectural detailing

Access to dwellings

Bin store and cycle store



4.0 USE & AMOUNT

4.01 USE AND AMOUNT

Site Use

The site currently consists of 15no. apartments in the existing St Peter's Place flat bock, as well as 15 garages hired by off-site users and an area used as a car service yard.

The flat bock will be retained as existing and the service yard and garages will be replaced by 18no. new apartments.

Amount

The proposal comprises 18no. new and 15no. existing apartments on a 3,204m² (0.32ha)site. This results in 103 dwellings/ha, which is slightly high but entirely suitable for the urban context and the local housing need.

The adjacent Accommodation Schedule outlines the proposed dwellings and their size, which include 1:1 parking ratio and covered cycle storage for 20 cycles. There are 4 x 1100L shared bins located as shown in the adjacent plan.

The current formal and informal parking to St Peter's Place residents will be reconfigured to provide 8 additional formalised spaces with improved associated landscaping.

Diagram Key

15no. Existing St Peter's Place apartments

18no. New apartments

18no. Parking spaces to new apartments

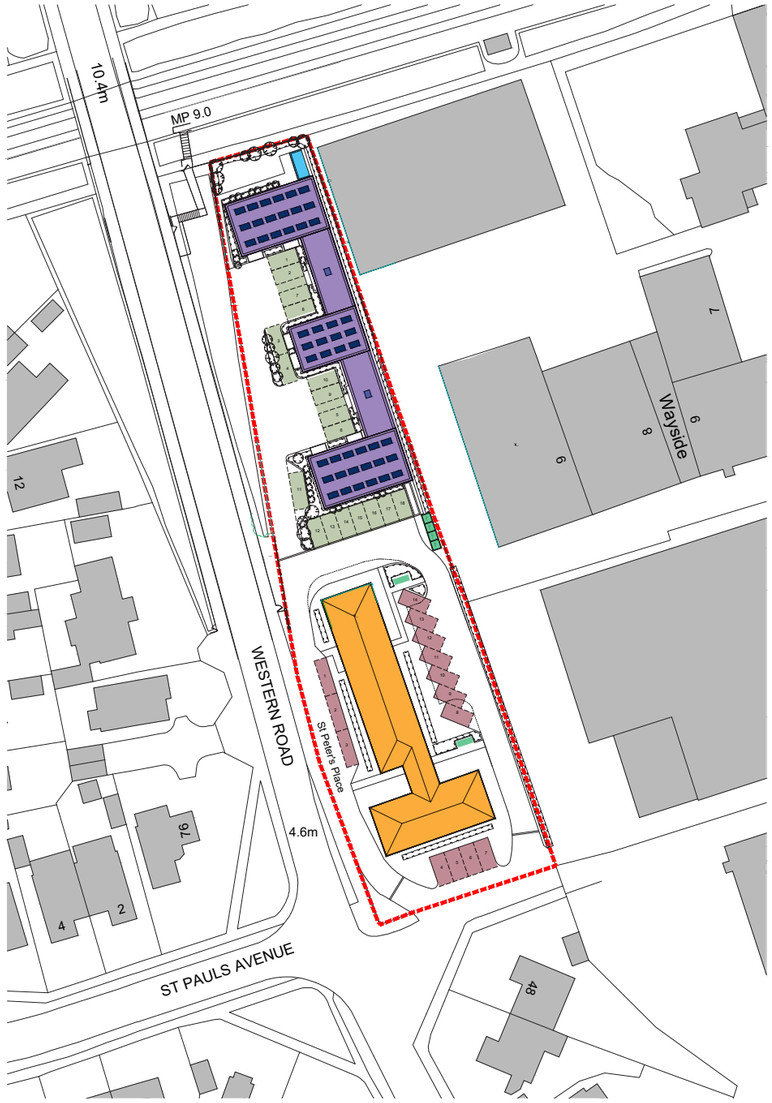
14no. Reconfigured parking spaces to existing apartments

Bin store location

Cycle store location

Accommodation Schedule:

Plot 1	1-Bedroom Flat	53.26m²
Plot 2	1-Bedroom Flat	55.85m²
Plot 3	1-Bedroom Flat	54.95m²
Plot 4	1-Bedroom Flat	54.95m²
Plot 5	1-Bedroom Flat	55.85m²
Plot 6	1-Bedroom Flat	53.26m²
Plot 7	1-Bedroom Flat	53.26m²
Plot 8	1-Bedroom Flat	55.85m²
Plot 9	1-Bedroom Flat	54.95m²
Plot 10	1-Bedroom Flat	54.95m²
Plot 11	1-Bedroom Flat	55.85m²
Plot 12	1-Bedroom Flat	53.26m²
Plot 13	1-Bedroom Flat	53.26m²
Plot 14	1-Bedroom Flat	55.85m²
Plot 15	1-Bedroom Flat	54.95m²
Plot 16	1-Bedroom Flat	54.95 m²
Plot 17	1-Bedroom Flat	55.85m²
Plot 18	1-Bedroom Flat	53.26m²
TOTAL: 18 DWELLINGS		**984.36m²**



Proposed Site Plan (NTS)

5.0 SCALE & APPEARANCE

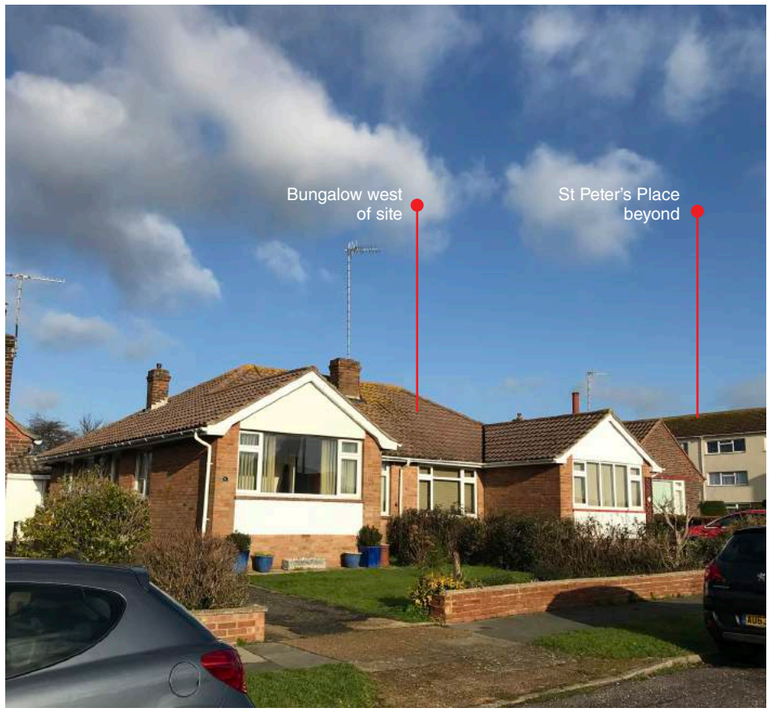
5.01 SCALE

The scale of the development has been carefully considered to achieve a respectful relationship to the existing St Peter's Place building and mitigate any overbearing impact on the immediate context. The parapet line on the proposed building will sit lower than the ridge height of St Peter's Place, as shown on the west elevation below.

There is a clear transition between the single storey context and the existing St Peter's Place building, with the large commercial volumes beyond. The site therefore lends itself to respond to the 3 storey context and create a strong relationship to the adjoining railway and commercial units.

The site sits behind established tree and hedgerow planting, which will reduce the appearance of scale and conceal the proposal from the public realm on Western Road.

Western Road rises to approximately 4.8m from the proposed finished site level to bridge over the railway, which culminates in additional large scale to the immediate site context.



Bungalows within immediate context



St Peter's place approach view



West elevation extract showing proposed building relationship to existing St Peter's Place building



Section showing relationship to the existing bank and adjacent industrial building

5.02 APPEARANCE

The appearance of the building has been designed to reflect the defensive nature of the plan layout. Due to the potential for noise arising from the commercial units to the east and the railway line to the north, the ancillary spaces have been located along the exterior of the building. In doing so, the defensive, smaller openings to bathrooms and corridors are located on the east north and south elevations, while the larger living and bedroom openings are located on the interior facing the courtyard. This architectural concept will also provide passive surveillance to the central courtyards.

Due to the poor architectural quality of the existing St Peter's Place building, the contemporary aesthetic of the proposal is entirely appropriate.

Balconies and brick detailing are used to further emphasise the building's sensitive elevations, which primarily open up to face the public realm. The architectural detailing include large openings and picture frame windows referencing the simplicity, rhythm and proportions seen in the north elevation of St Peter's Place building, which addresses the proposal. This is done with carefully considered materials and detailing to result in high quality contemporary features.

Recessed brick features are used to provide relief to the elevations and express the sensitivity of the western elevation. Protruding brick elements emphasise the entrances and enhance the sense of arrival, whilst linking to the second floor material with a zinc porch. This helps to ground the building and tie the two prominent materials together.

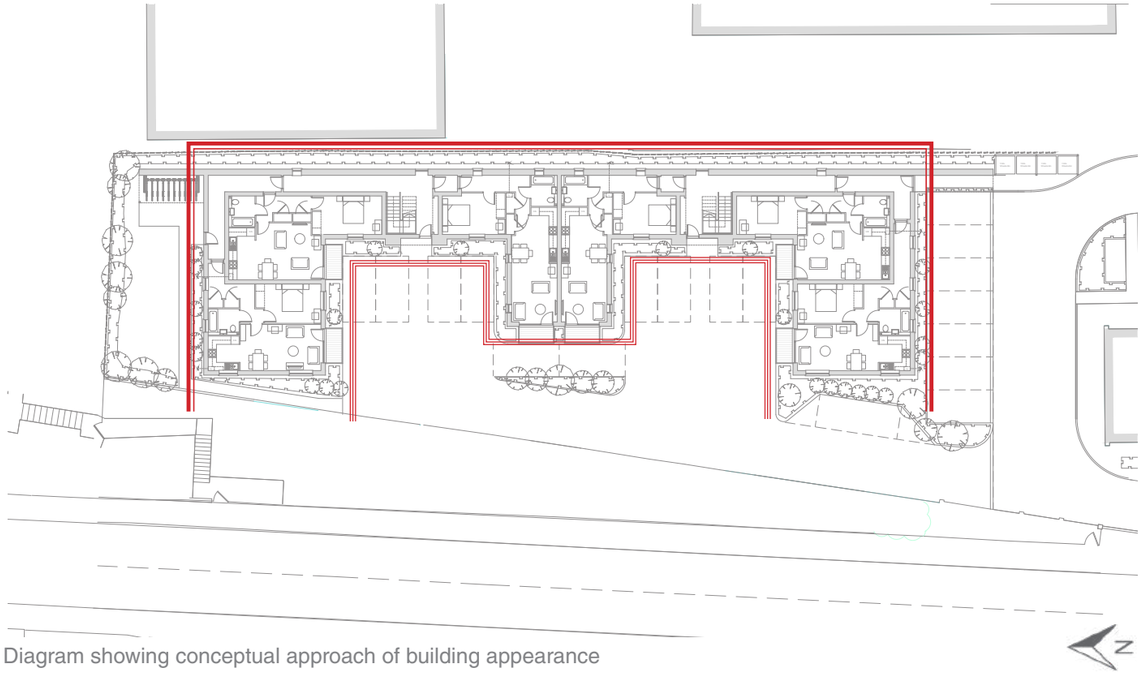


Diagram showing conceptual approach of building appearance

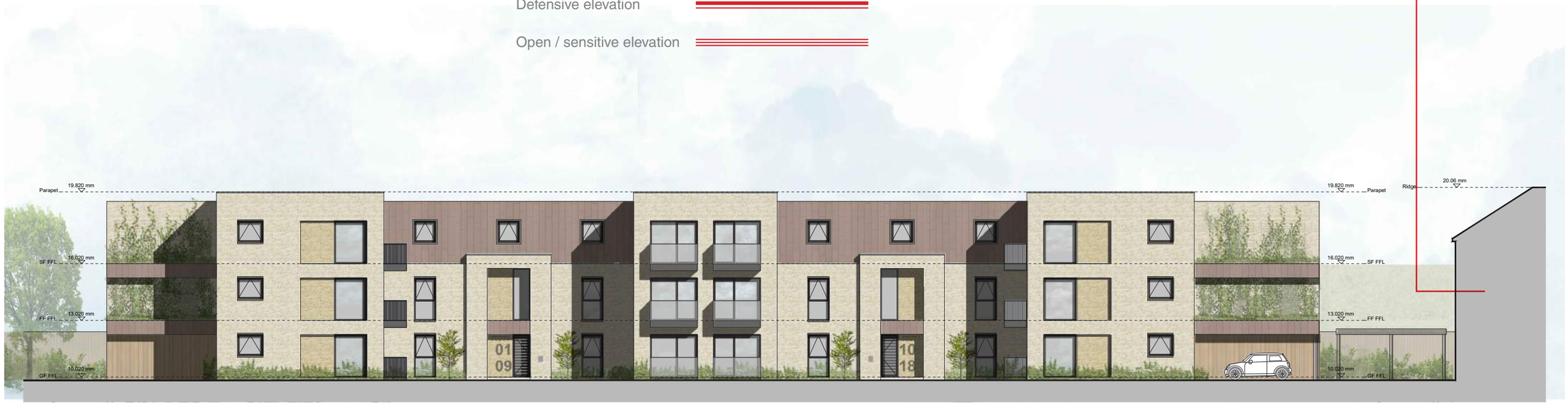
Diagram Key

Defensive elevation

Open / sensitive elevation



St Peter's Place north elevation addressing the proposal



West elevation - primary elevation facing Western Road

5.03 MATERIALS

The design adopts a material and architectural detailing palette to reflect the industrial, railway and edge-of-residential setting of the site. Using a limited pallet of materials, the proposal responds effectively to the existing St Peter's Place building in a contemporary manner. The approach to materials is based on the following principles:

- Limiting the material pallet to 3 materials to create a strong composition, held together by simple contemporary detailing such as zinc sleeves, metal parapet capping, large picture windows and brick on end as seen in the precedent images 01 & 02. Window/door frames are to be a dark grey UPVC while the capping and balconies to match red-grey standing seam zinc.
- Two out of the three materials are used as prominent, while the third, the timber, is used as secondary. This hierarchy and contrast in primary materials will define the top floor and visually break up the scale of the building.
- Red-grey standing seam zinc is used as a prominent material to reference the industrial context to the east, the red brick found frequently in the immediate context, as well as the newly build residential scheme on South Street, Lancing illustrated on image 05.
- Contemporary buff brick with recessed features in a warmer tone, which acts as a transitional tone from the traditional red brick found in the locality. The recesses also provide visual relief on the elevations in place of large windows.
- Climbing plants, green roofs and natural timber are used to frame the building and boost biodiversity within the site.
- External lighting will be provided in communal areas and entrances for visibility purposes to allow navigation through the site.



Light buff brick - Prominent material



Standing seam zinc - Prominent material



Balconies - Thin metal balcony railing



Timber cladding - Secondary material



Climbing plants - To soften the brick



External Lighting - To communal entrances and areas





01 & 02 - Brick on end detailing and glazing



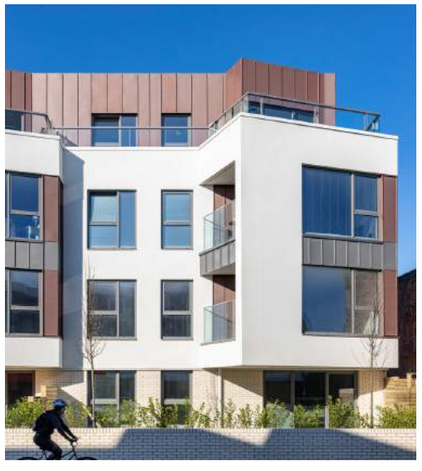
03 - Verticality



04 - Timber features on ground floor



04 - Recessed brick



04 - Red standing seem zinc in Lancing

5.04 VISUALISATION 1



6.0 SUSTAINABILITY

6.01 SUSTAINABILITY

The site is considered to offer good accessibility, being located on Western Road and in close proximity to two train stations, as well as under a 20 minute walk to Lancing town centre. There are multiple bus stops along Western Road, one being less than 5 minutes walk south 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.

Sustainable drainage techniques (SUDS) will be used where practical to fully disperse surface water, including permeable surfaces on the parking court and access drives, as well as other hard surfaces. Building materials will be sustainable and locally sourced where possible, built with sustainable construction methods.

Green and brown roofs are used to aid biodiversity of the site and local area, as well as provide natural high quality insulation to the dwellings. The roofs are coupled with the enhanced green areas for the local biodiversity, which also work as a natural sound buffer to the railway and adjacent commercial units.

Boilers and appliances will be energy efficient with low NOx levels and all dwellings will undergo a full SAP assessment to ensure energy efficiency within the building envelopes.

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.

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.

PV panels will be placed on the roof of each block to meet the low carbon energy and renewable energy aspirations set out under Policy 19 of the ALP (2017). These will be positioned on a framing set which will be set to the optimum orientation and pitch and will be located within the flat roof areas.

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. Triple glazed windows are proposed in some area of the building, which will exceed the required 1.6 W/(m².K).

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

Managing Overheating
The air tight building envelope will not encounter the risk of over heating due to the orientation of the built form. The building faces west capturing the evening sun and has 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.

Energy Efficiency
Photovoltaic panels are used as a low-carbon energy source, which can be sized to secure a proportion of a residential unit's energy supply. In this regard the scheme seeks to provide sufficient PV panels which are in excess of the recommend provision as set out by guidance. Please refer to the Energy and Sustainability Statement for further information. Additionally, the required pipework systems will be insulated in order to manage system efficiency, as well as uncontrolled heat gains.

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 housing scheme within a sustainable location. It will meet Adur Council's design requirements while contributing towards the local housing need with 18no. new apartments.

In summary, the application details a sustainable development proposal which provides 18no. residential dwellings together with public open spaces, supporting landscaping and associated parking at 1:1 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 been developed in conjunction with a full consultant team prior to submission. 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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