

Design and Access Statement

Land to the rear of Denmark Villas, Hove



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1.0

Introduction

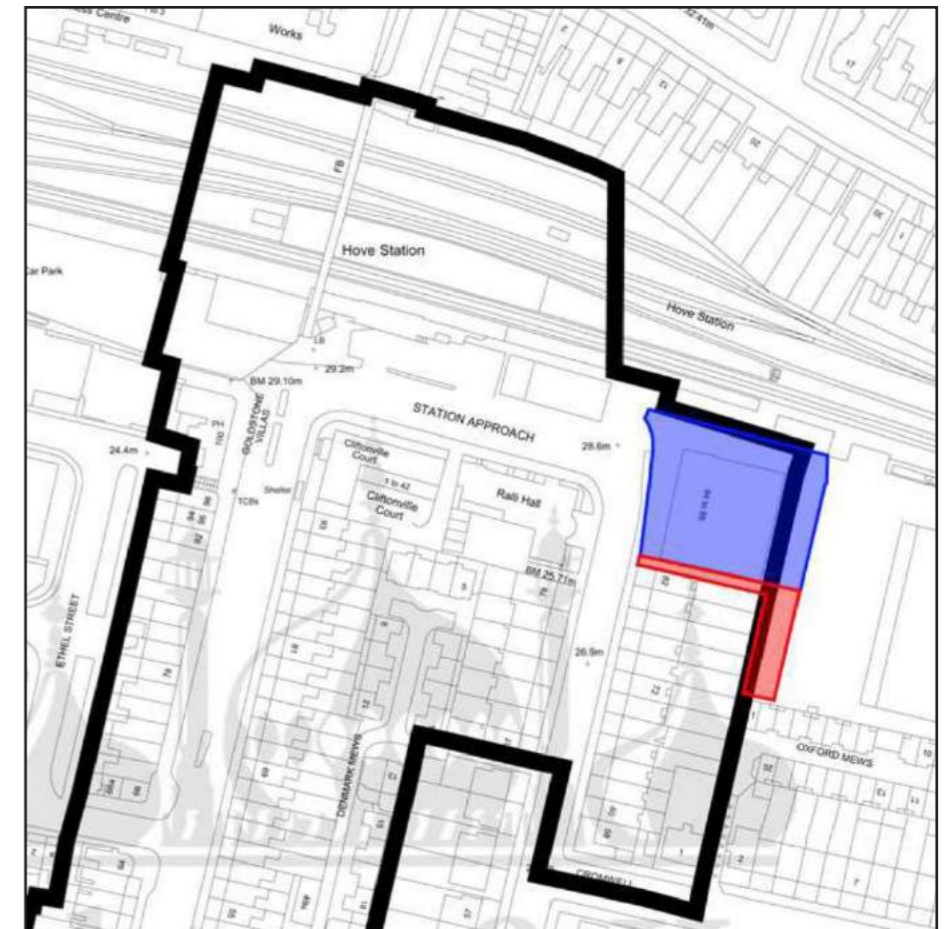
This Design and Access Statement is prepared to outline the matters in relation to the four proposed new flats to the land to the rear of Denmark Villas, Hove.

This document is to be read in conjunction with the planning drawings and documents as submitted. The proposal intends to develop the site while being sensitive to the surroundings and neighbouring buildings. The proposal seeks to provide four new flats with gardens or courtyards and proposed landscaping.

The site lies just outside the eastern edge of the Hove Station Conservation Area. The site entrance lies immediately opposite the Grade II listed Ralli Hall. This entrance path (between nos. 82 & 84-86 Denmark Villas) lies within the Hove Station Conservation Area, whilst the majority part of the site that is proposed to be developed, is not within any Conservation Area. An assessment of the proposal in relation to the heritage assets associated with the site is included in the accompanying heritage statement.



Google maps satellite view - site location



Hove Conservation Area

Red denotes the proposed site

Blue denotes the land adjacent also owned by the applicant

(Source of Conservation Area maps: Brighton & Hove City Council www.brighton-hove.gov.uk.)

2.0

Existing Building and Context

2.1

The Setting and Site Description

The application site is a private car parking area within central Hove. The entrance to the site falls within Hove Station Conservation Area, however the area to be developed is not within the conservation area. Positioned 100m from Hove Railway Station. The site itself is not visible from Denmark Villas, but is accessed via a pedestrian route between nos. 82 and 84-86 Denmark Villas, and vehicular access to the north of 84-86 Denmark Villas.

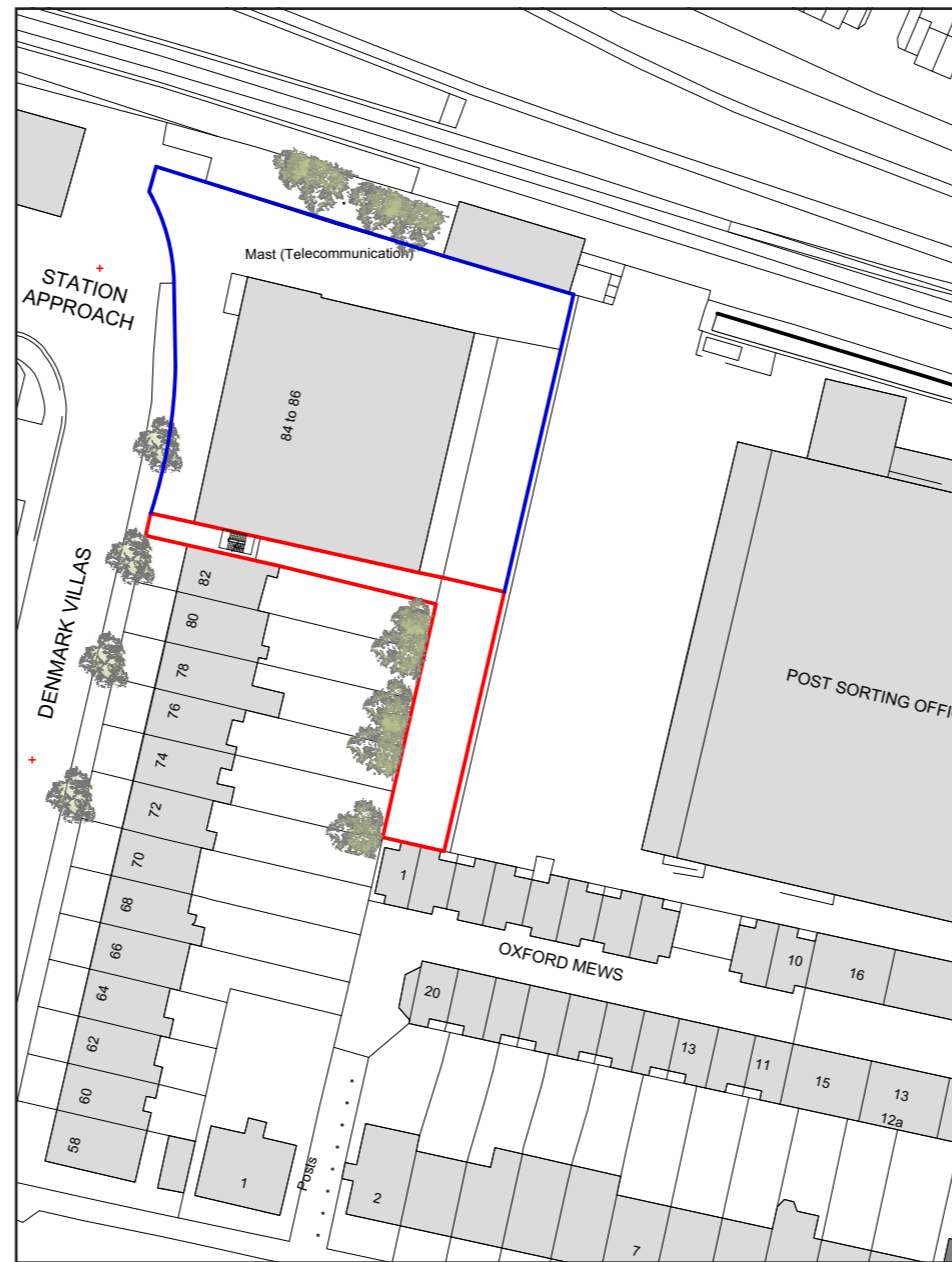
The entrance is opposite grade two listed Ralli Hall.

The application site is an area of backland, with private gardens to the west and south. To the north is commercial uses including Tesco Express and a private car park. To the east is light industrial use with the royal mail sorting office and car park.

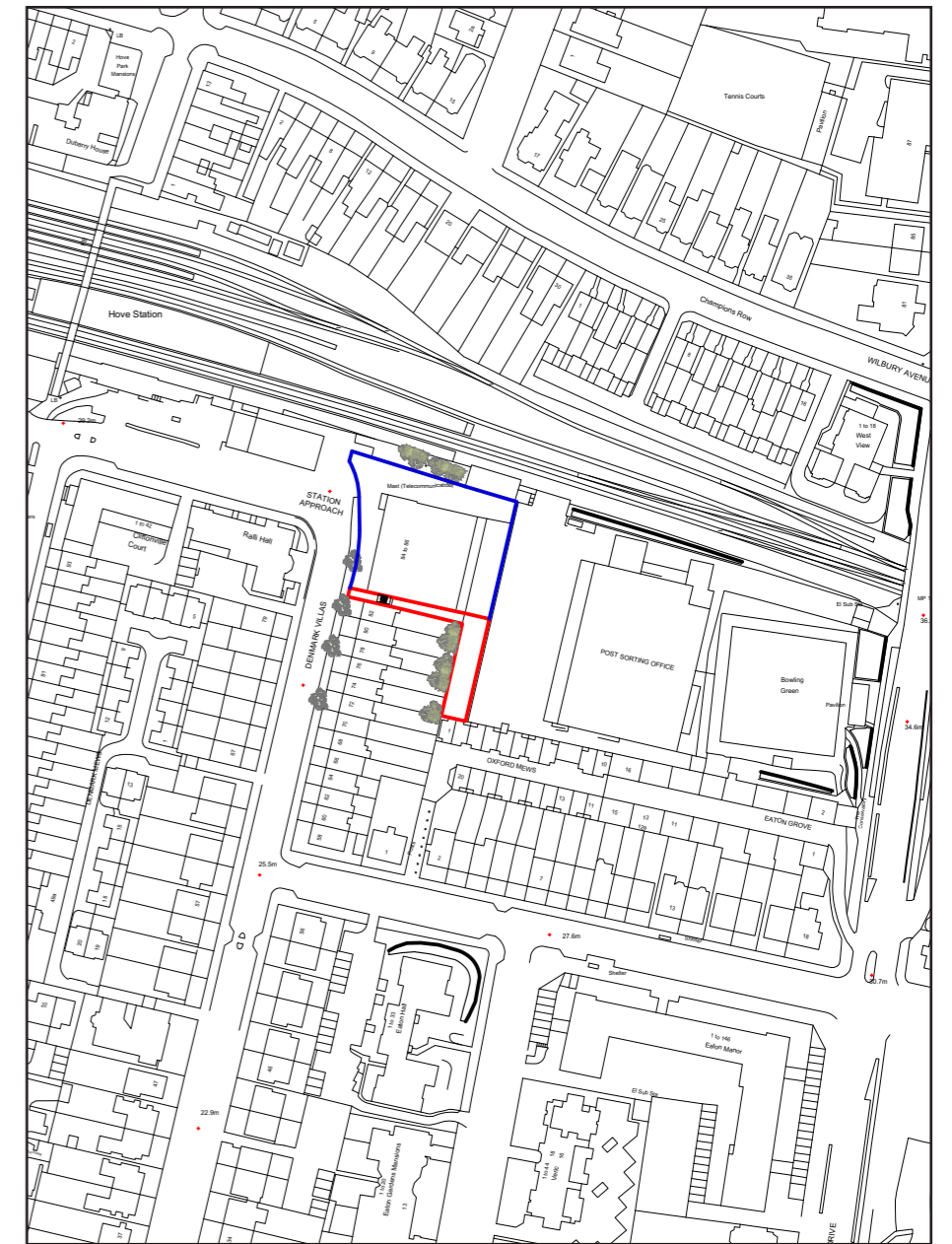
The application site is currently used as a private car park/redundant service yard. The existing vehicular access is via the service yard of nos. 84-86 Denmark Villas with additional pedestrian access through a 3.2m wide access between nos. 82 & 84-86 Denmark Villas. The current entrance is not in keeping with the street-scape and detracts from the row of terraced properties and the outlook from Ralli Hall.

There is currently no trees or vegetation on the site. Currently the northern end of the site is open to the service yard to the rear of 84-86 Denmark Villas. To the east an existing 2.4m wall separates the site and the Royal Mail sorting office and associated car park. To the south and western boundary is a 1.8m fence.

Hove train station is located 400ft away from the site meaning access to main line train services to London and Worthing/Eastbourne is readily available. Bus stops within 100m of the site provide access to bus routes leading throughout the city.



Existing Site Plan



Existing Site Context



2.0 Existing Building and Context

2.2 Neighboring Buildings

Around the corner in Station Approach is Hove Railway Station.

Directly opposite the entrance to the site is an important listed building, the Ralli Memorial Hall (listed grade II). This building was constructed in 1913 to the designs of a London practice, Read and McDonald, for Mrs Stephen Ralli. The design is in the Renaissance style, with red brick walls laid in English bond, a hipped clay tile roof with upswept eaves and a strongly moulded wooden dentil cornice. The main entrance with mullioned and transom windows faces Denmark Villas, with the long length of the assembly hall fronting Station Approach. The brick walls and wrought iron railings are also listed grade II.

To the north of the application site is a modern block with shops including Tesco express to the ground floor. This site is also owned by the applicant.

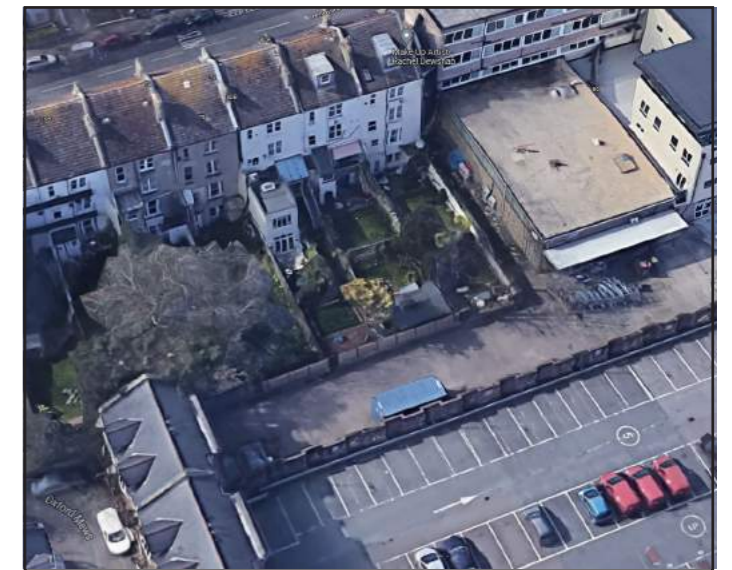
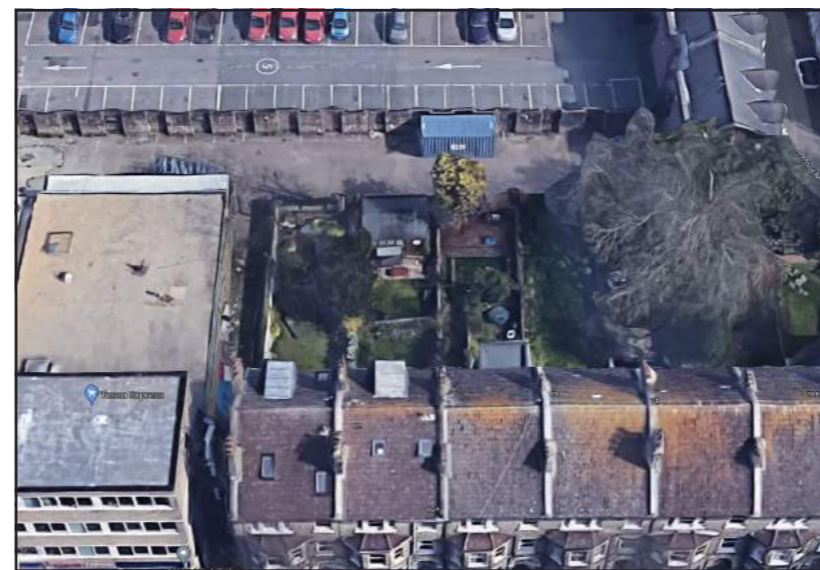
To the south Victorian terraced properties with low boundary walls to the street and large gardens to the rear.



Existing Site Entrance within Hove Station CA.



Ralli Hall



3d views of proposed site from Google Maps

2.0

Existing Building and Context

2.3

Previous Planning Applications

BH2016/00559 - REFUSED

Reason for refusal

The proposed development would provide for an unacceptable standard of accommodation to the detriment of the well-being of future occupants by reason of limited outlook and privacy to each unit. Furthermore, the applicant has failed to demonstrate that the existing neighboring commercial uses would not have a significantly harmful impact upon future occupiers of the residential units by way of noise and disturbance. The proposal is therefore contrary to policies SU10 and QD27 of the Brighton & Hove Local Plan

BH2017/01161- REFUSED

Reason for refusal

The proposed development would provide for an unacceptable standard of accommodation to the detriment of the well-being of future occupants by reason of limited outlook and lack of privacy. The proposed one bedroom flat located to the northern side of the site, by reason of its limited floor area, would result in a residential unit that would provide a poor and cramped standard of accommodation. The proposed development would be detrimental to the residential amenity of the future occupiers of the units, contrary to policy QD27 of the Brighton & Hove Local Plan. QD27 of the Brighton & Hove Local Plan

New Application addresses above concerns by:

- Increased the size of the north garden to flat 1, improving the outlook and outdoor amenity.
- Improved outlook with vertical garden with high planted fences to northern boundary (see inspiration image 5.)
- Reduced the footprint from first application (BH2017/01161) whilst providing equally sized flats of a good size and standard.
- Well planted and landscaped entrance pathway to provide both privacy and improve the bio diversity and ecology of the site and surrounding areas.
- Courtyards to first floor are completely private.
- Windows onto the front path are fire rated and have opaque privacy glass to lower pane providing privacy to flat 1.
- Large doors and windows to the north and south elevations provide 'inside out' living.
- All habitable rooms face onto gardens or have privacy glass so can not be seen from the common pathway.
- An Acoustic/Noise Impact Assessment was carried out as part of the previous application BH2017/01161 confirming that the neighbouring commercial uses would have no harmful impact upon future occupiers of the residential units by way of noise and disturbance. The uses of surrounding sites have not changed since this was carried out and the results are considered still relevant.
- The entrance to the site has been redesigned to improve the street-scape and is in keeping with the local architecture in particular the Ralli Hall gates and railings that are grade two listed.
- As suggested by the heritage team the entrance to the west of the site is now in keeping with properties to the south with a low boundary wall and railings with the inclusion of large stone flags to match the original pathways to the terrace to the south.



Plan of site illustrating previously refused application & proposed footprint



3.0

The Proposals

3.1

The Design Response

The proposal seeks to deliver high quality flats that provide a high standard of living for the occupants.

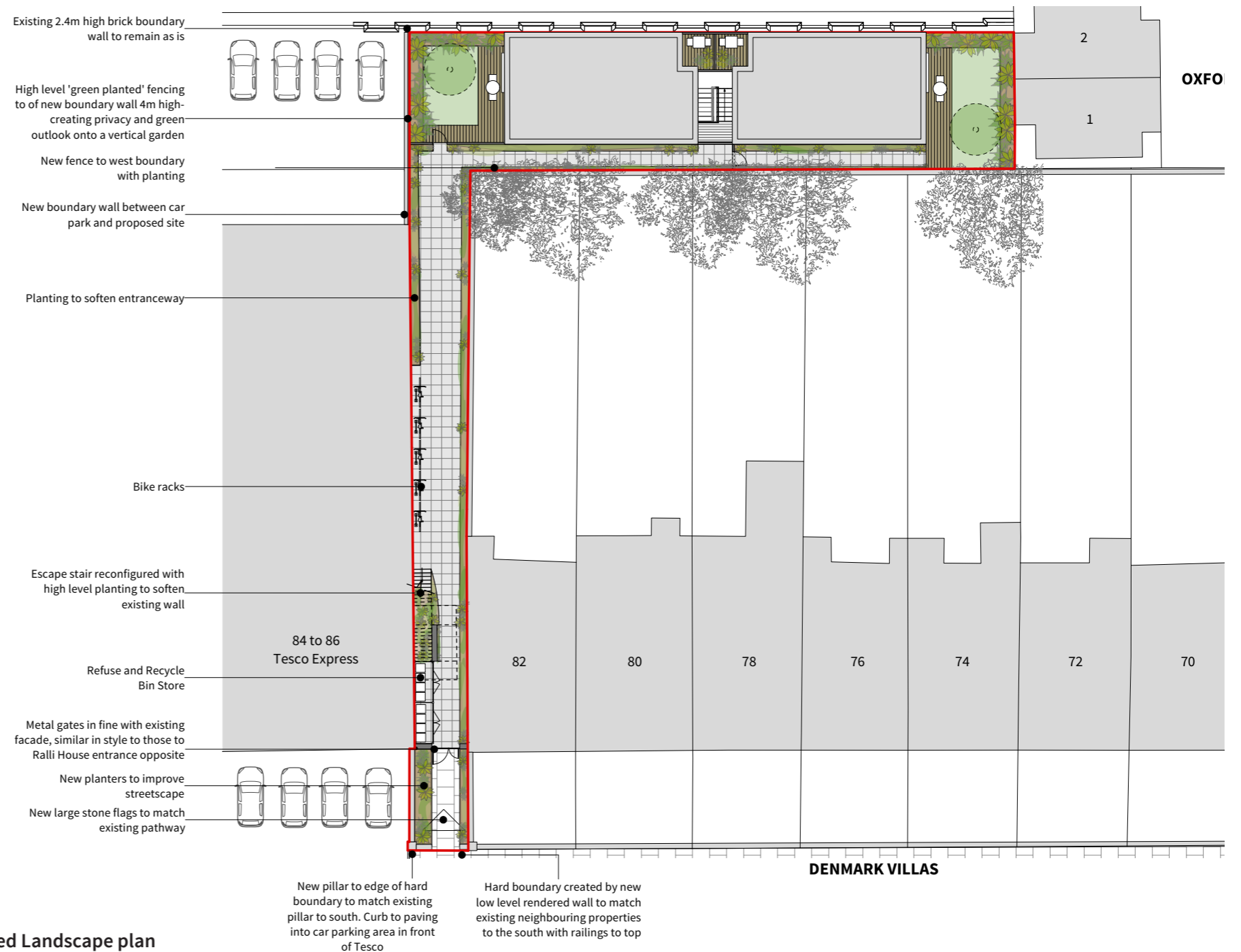
The four two person flats all provide modern open plan living with the ground floor flats having access to generous sized gardens. The first floor flats have an outlook onto the ground floor gardens and outdoor lightwell courtyards accessed from the bedrooms.

The landscaping has been well considered to soften the site through from the entrance on Denmark Villas, to the re-worked exterior fire escape but specifically to the gardens and the pathway along the western elevation, creating privacy and a buffer zone from the communal pathway. A high fence to the northern boundary dividing the site from the rest of the car park will offer the opportunity to create an interesting planting feature that will provide a private and green outlook from both flat 1 and 3 (see inspiration image 5.) The landscaping scheme will add to the local biodiversity which is currently lacking from the site.

This application proposes the construction of one two storey block comprising of four, one-bedroom, two-person flats.

The entrance to the site from Denmark Villas has been well considered in line with surrounding context in particular the Ralli Hall gates and railings that are grade two listed. As suggested by the heritage team the entrance to the west of the site is now in keeping with properties to the south with a low boundary wall and railings with the inclusion of large stone flags to match the original pathways to the terrace to the south.

The proposal also includes the re-configuration of the ground floor flight of the escape stairs to no. 84-86 Denmark Villas. This will make a new route for pedestrian access to the proposed site and means better use of a disused space.



3.0

The Proposals

3.2

Proposed Accommodation

The development proposes the construction of:

- 1 no. Two storey block comprising of four, one-bedroom (2 person) flats.
- Flat 1 and 2 are at ground floor and are each 61sqm.
- Flat 1 to the northern side of the site has a 35sqm garden with a vertical element increasing privacy and outlook for both this flat and the first floor property.
- Flat 2 has a 57sqm garden.
- Flats 3 and 4 are at first floor accessed by external stairs and covered lobbies. Both flats are 58sqm with small private lightwell courtyards of 3.5sqm.
- The new dwellings are all compliant with the current minimum standards for a one-bedroom, two person dwelling.

Flat 1- Northern end of site at ground floor- 61sqm/ 35sqm garden.

This flat has a covered entrance with hallway as you enter. The shower room is accessed at the end of the hallway with open coat and/or office space and two person bedroom. A large open plan kitchen/dining/family room area with doors out to the garden. Well landscaped private garden. Bike storage is provided in the locked entrance pathway.

Flat 2- Southern end of site at ground floor- 61sqm/ 57sqm garden.

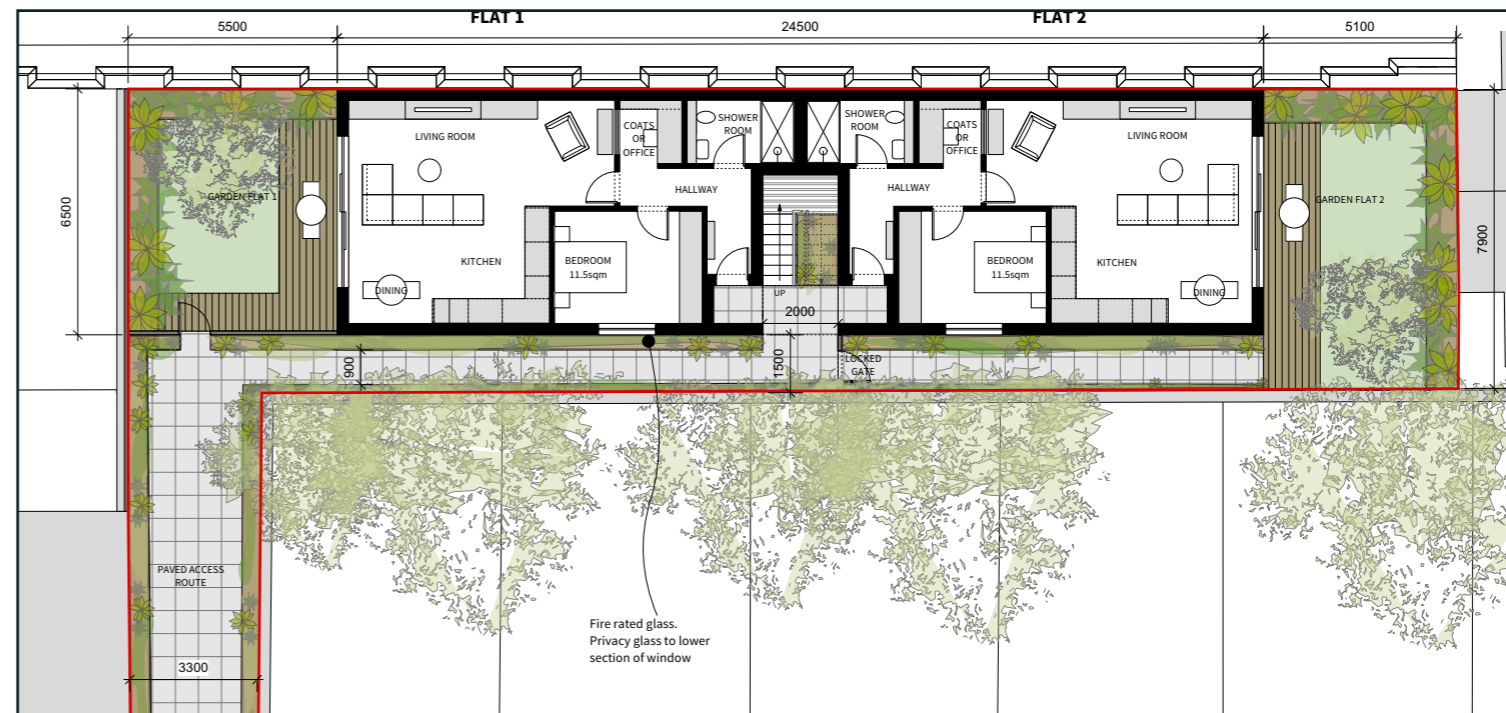
This flat has a covered entrance with hallway as you enter. The shower room is accessed at the end of the hallway with open coat and/or office space and two person bedroom. A large open plan kitchen/dining/family room area with doors out to the garden. Well landscaped private garden. Bike storage is provided within the locked entrance pathway.

Flat 3- Northern end of site at first floor- 58sqm/ 3.5sqm courtyard

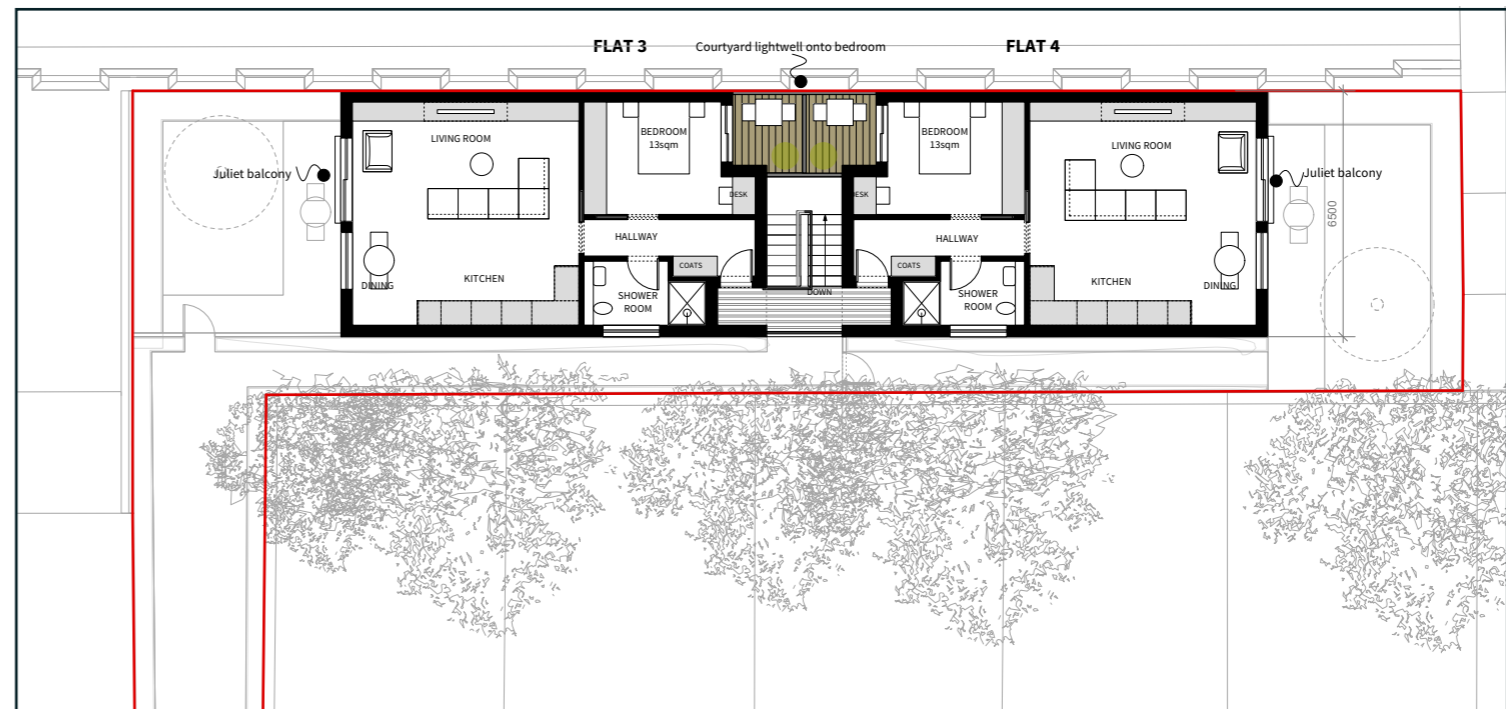
This flat is accessed via an external staircase and has a covered entrance with hallway as you enter. A shower room to the west elevation with privacy glass. A two-person bedroom with planted private courtyard. A large open plan kitchen/dining/family room area with doors with a juliet balcony. Outlook onto high vertical garden to northern boundary. Bike storage is provided within the locked entrance pathway.

Flat 4- Southern end of site at first floor- 58sqm/ 3.5sqm courtyard

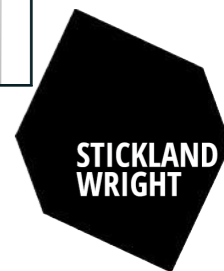
This flat is accessed via external staircase and has a covered entrance with hallway as you enter. A shower room to the west elevation with privacy glass. A two-person bedroom with a planted private courtyard. A large open plan kitchen/dining/family room area with doors with a juliet balcony. Bike storage is provided in the locked entrance pathway.



Proposed Ground Floor Plan



Proposed First Floor Plan



3.0 The Proposals

3.3 Materiality

The proposed building is of high quality materials to include:

- The proposed windows as detailed on the enclosed drawings will be grey powder coated aluminium with double glazing.
- Rainwater goods proposed to be grey powder-coated aluminium.
- External staircase and handrail grey spray painted mild steel.
- Through colour white rendered walls to all elevations with larch timber details (as shown on north and south elevations.)
- Larch timber cladding to 2.4 m high to west elevation to soften walkway.
- Landscaping including decking to reflect the larch timber cladding.
- Single ply roof.

3.4 Bulk and Massing

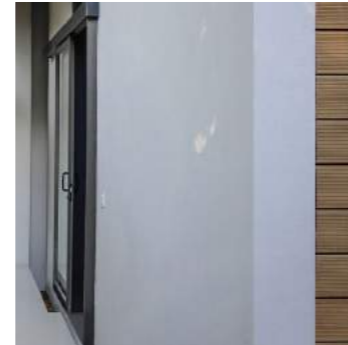
The proposal does not overpopulate the site with careful consideration given to balancing the exterior spaces whilst not detracting from the interior living areas. The west elevation of the building is 23m from the rear facade of the majority of properties backing onto the site from Denmark Villas and 18m from closest outrigger (number 78.) The long gardens with established planting mean that the site is not overlooked and does not overshadow these properties.

Planting buffer zones further soften the new facades providing privacy for the occupiers and a pleasing outlook from within.

3.4 Sustainability

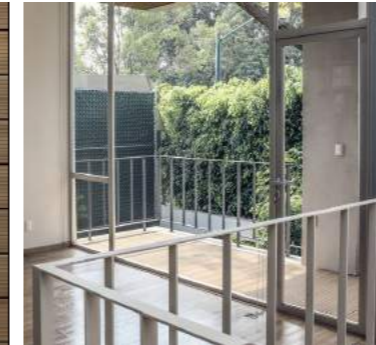
The proposed dwellings will be designed and constructed to achieve target energy efficiency as required by building regulations. Where possible all materials will have low embodied energy and low CO2 emissions.

1.



White render/ timber cladding

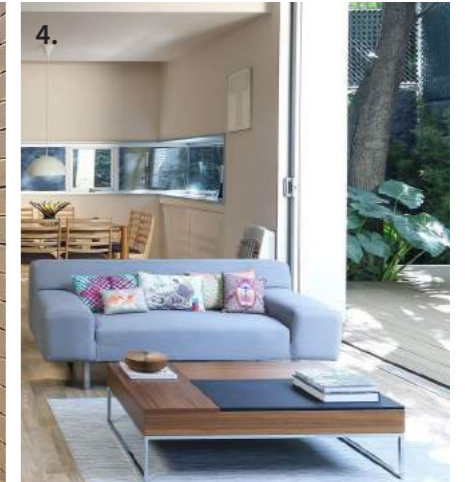
2.



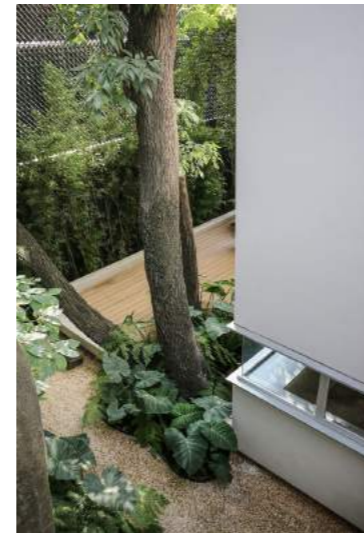
Grey powder coated aluminium



Vertical planting creating private green outlook



Open plan



5. High planting for privacy



6. 'Inside out' large openings



7. Grey window frames



8. Small bedroom lightwell courtyard

Inspiration imagery and materiality

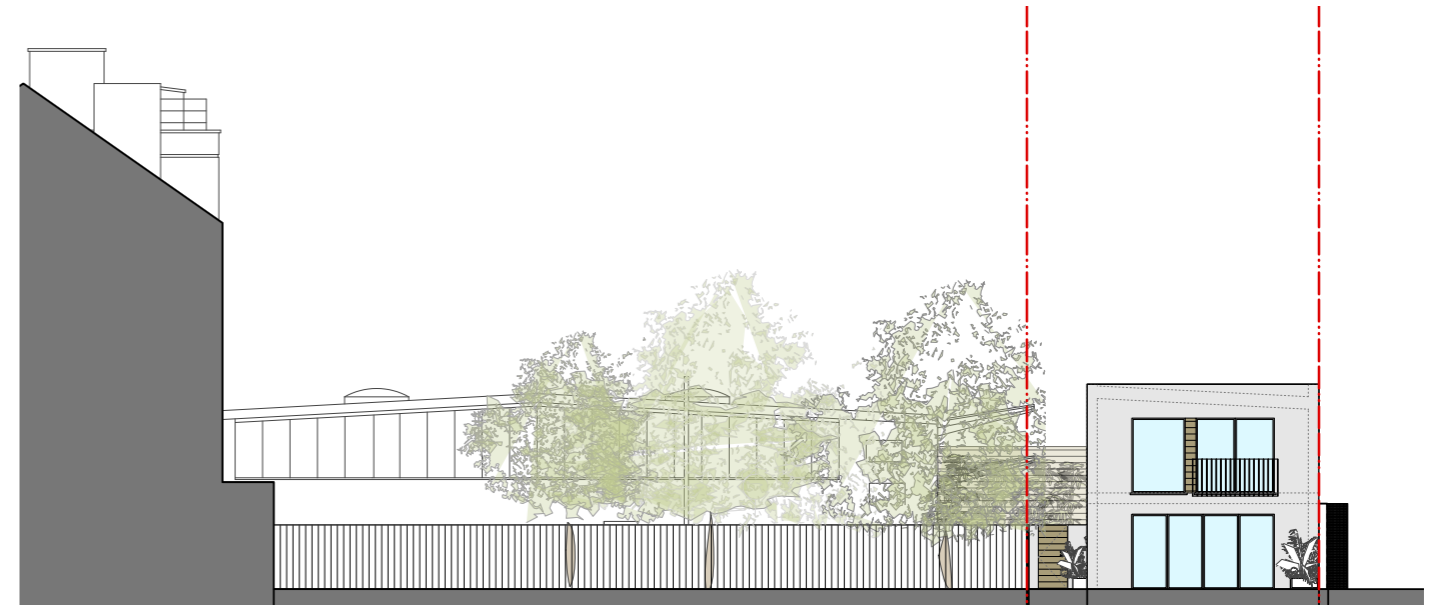


3.0

The Proposals



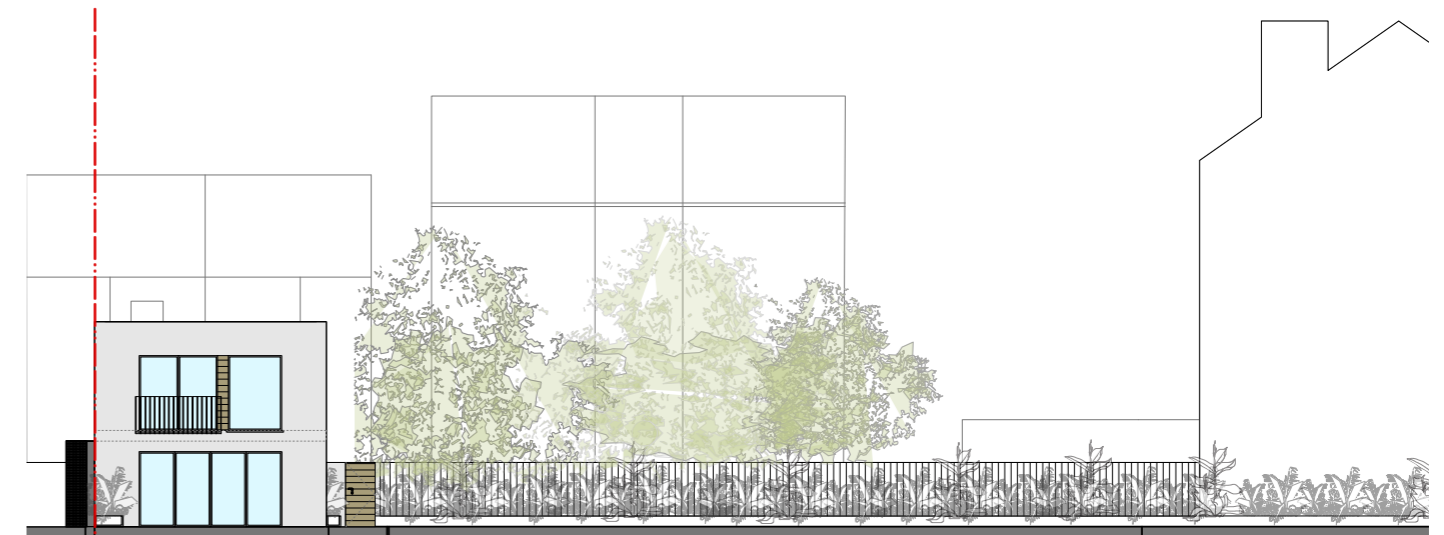
Proposed West Elevation
Not to scale



Proposed South Elevation
Not to scale



Proposed East Elevation
Not to scale



Proposed North Elevation
Not to scale

Proposed External Elevations

4.0

Design Considerations

4.1

Drainage

All new drainage will connect to existing drainage to the rear of the property on the adjacent site (84-86 Denmark Villas) which is owned by the applicant. The new permeable paving and turf will improve run off.

4.2

Biodiversity & Ecology

The proposed landscaping has been designed to reflect the 'back-land' nature of the site. The existing tarmac will be removed and permeable paving will be laid. Planting beds have been introduced along the entrance path and to the main entrance. Further planting and small trees to the garden and courtyards will provide green outlooks from all of the four flats.

The removal of the existing car parking on the site will reduce the impact upon the adjacent residential gardens, which abut the site. This will enhance the immediate environment around the site and result in a huge benefit to the neighbouring properties.

4.3

Refuse Strategy

Refuse collection will be from Denmark Villas, with bin storage set behind the gates hidden from view from the street.

4.4

Flood Risk

The site is not within an identified flood risk zone.

4.5

Noise

Application BH2017/01161 addressed noise concerns providing an Acoustic/Noise Impact Assessment confirming that the neighbouring commercial uses would have no harmful impact upon future occupiers of the residential units, by way of noise and disturbance. It is further considered that the proposal will contribute less noise than the existing use as a car park. The uses of surrounding sites have not changed since this was carried out and the results are considered still relevant.

4.6

Transport Matters

The application site is located off of Denmark Villas, which benefits from good transport links including 24-hr main bus routes and Hove railway station. This proposal is therefore a vehicle free development with secure bicycle racks provided. This will encourage the use of more environmentally friendly modes of transport.

In line with heritage comment the proposal now includes large stone flags to the front entrance on Denmark Villas to match the original pathways to the terrace to the south. This improves the current pavement for disabled access which is currently a mix of tarmac and paving.

5.0

Conclusion

In conclusion, the proposal for the four new flats, does not significantly harm the amenity and privacy of neighbouring properties. All due consideration has been taken for access, sustainability and materiality to develop a holistic and robust proposal which is suitable for the context. The design, construction and finishes will be to a high standard to create desirable new accommodation in a sustainable and well connected location.

Therefore it is considered that the proposal conforms with local planning policy and should be permitted.