

Adam Norman,
Johnsons Marine Stores
The Old Pier,
Lamlash
KA27 8JN



The site

Is situated in Lamlash just off the A841 at the junction of The Old Pier Rd and forms a collection of buildings comprising a Coffee shop with a flat above (The wheelhouse) and the old chandlery of Johnstone Marine stores.

On the shore side of this group of buildings is the RNLI building, which is a reasonably dominant building (constructed of modern materials comprising brick and roughcast finish) in this series.

Lamlash is a typical Scottish coastal village in so far as there is a blend of old and new buildings. The newer buildings such as Pier House shown below





and the new Lamlash Yacht club, club house and storage:



South West elevation

North Eastern elevation



and the wheel house flat over the coffee shop have all used modern composite insulated panels.

Please find two images below of the Wheel House flat above the coffee shop.



South western view



Northern elevation

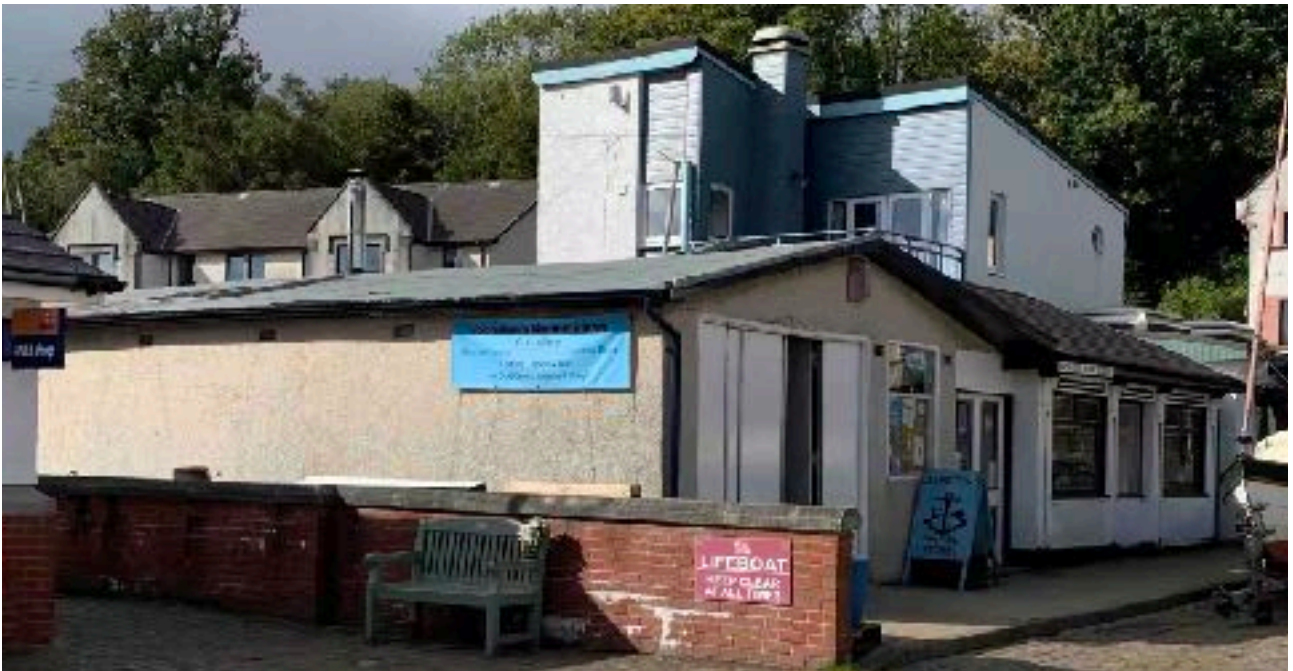
Below is the original building that became Johnston's Marine Stores. The Old Pier Rd is situated in an area that is historically Commercial with accommodation above.



Please see below the two buildings that make up the current property.

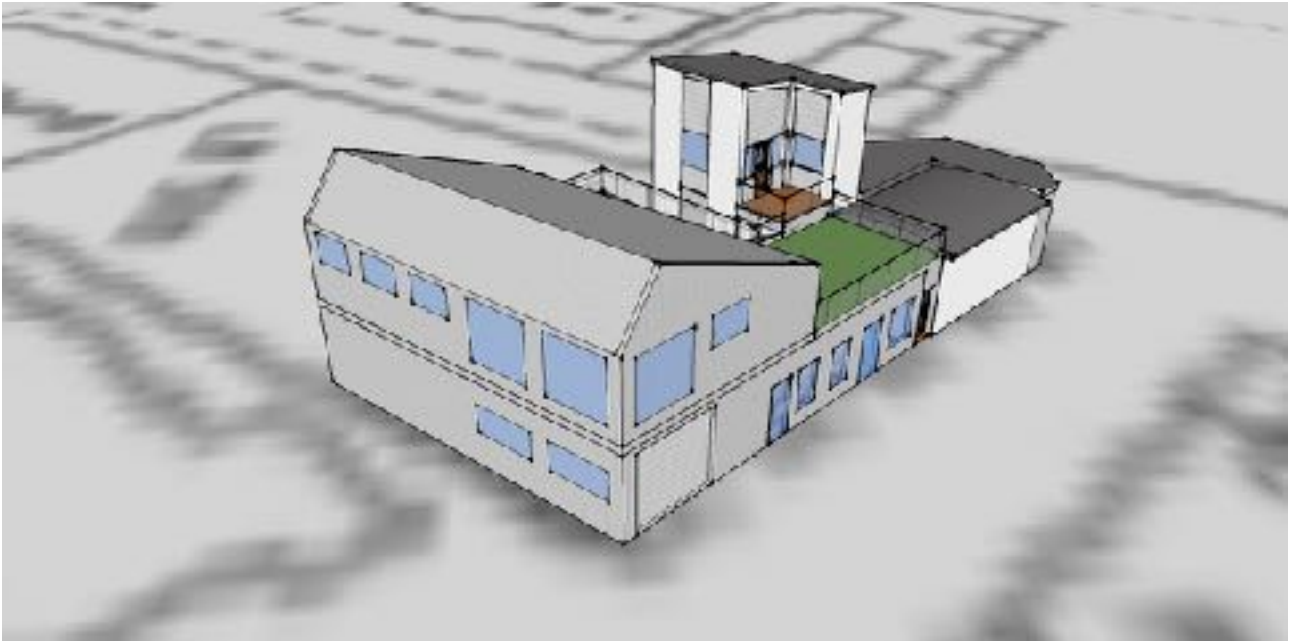
One of the existing buildings is an ex world war two temporary accommodation constructed out of timber and single leaf brick. The second is a timber shed that forms part of the one building. Both are deteriorating and have rotten sections that are starting to fall in. It is therefore prudent to replace them with a more modern counter part.

Please see page 5



The south western elevation (rear of the building)

Given the previous discussion, the commercial nature of the chandlery, the character of Pier House, and the new Lamlash Yacht Club, I have proposed the design below which is to be constructed out of twin skin PIR composite panels.



It is proposed to construct the new structure out of insulated composite panels in the same



new clean edged angular style.

The original buildings are single storey and allow a reasonable level of light to fall on the Wheel House flat.

By keeping the original shop a single story and the domestic area to the south-side of the building, this maintains the visible permeability and light and views for the wheelhouse balcony.

The development therefore is in line with the LAMLASH TOWNSCAPE AUDIT by ARPL Architects & surveyors by maintaining the visual permeability as outlined in line with

North Ayrshire Council's document as stated on page 3 point F refers to the pier area of the village:

“**F** The pier head area of the settlement is of a different character to the main frontage. The scattered arrangement of buildings creates a more permeable layout. This allows views of the sea and access



to the shore. Any development must maintain this access and through views.”

Concept and design principles

Whilst the report is dealing with the village as a whole this site forms part of the area that is somewhat different to the rest of the village as it is a semi commercial area, that has built up around the pier, ie retail shops, coffee shops and hotels, like the Pier Head Tavern and Drift Inn.

By keeping the residential area of the building to the southern side of the development this maintains the visual permeability of the area whilst providing accommodation for the proprietor of the chandlery.

So far as massing of the site is concerned the Wheel House is 7.950m tall and the proposed development is 7.2m tall, 750mm shorter and is of comparable height to the RNLI building to the south of the island of buildings.

The Doorways & Windows

It is intended to predominantly use glazed doors to allow natural light into the building with large glazed windows to the first floor south eastern corner of the building. All openings will use UPVC frames as have the other new buildings in the area.

The Roof

The main residential area will have a front roof pitch of 55° which will maximise Solar collector radiance for maximum & winter energy generation. This also brings the massing of the roof structure as far away from the Wheel House as possible. The rear of the buildings roof structure will be at 11° maintaining sufficient height for a door from the first floor to the roof garden to the north side of the development over the shop maximising light for the residents and the Wheel House flat.

Given that there is currently no garden area associated with this site the roof garden now facilitates that and rainwater harvesting will be an integral part of this development thereby facilitating Sustainable Urban Drainage.

It is also intended to insert a large roof light into the coffee shops (as agreed with the proprietors) roof extension adjacent to the roof garden as the development to increase the existing light to the coffee shop.

Site infrastructure

There is relatively little current infrastructure other than running water electricity and a foul drain between the Coffee shop and chandlery.

This development will bring into the building a full bathroom for the accommodation solar collectors to augment the grid electricity and will maintain its connection to the existing foul system.

The rear of the building

Currently this is a dilapidated area which could be termed planning blight and will be transformed into a clean tidy yard adjacent to the neighbouring building plot associated with the old demolished bank.

Existing transport infrastructure

There is no onsite parking other than that provided by pier road and that will not change. The site is adjacent to the A841 which has a regular bus service and refuse collection route.

The current island of commercial and residential accommodation that is the Wheel House, the Coffee shop the Chandlery and the RNLI building

