

# Design and Access Statement

## Southchurch Road

Southend-on-Sea, SS1 2PN

January 2021

**Client: Castelnau Strategic Property Investment**

The logo for AWW, consisting of the letters 'A', 'W', and 'W' in a bold, white, sans-serif font. The 'A' is slightly larger and positioned to the left of the two 'W's.

# Revisions

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Issue	Date	Status	Description	Checked	Approved
01	16/12/20	Draft	Initial Issue	IS	IS
02	26/01/21	Planning	Proposed addition to commercial mirrored	IS	IS

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SITE

# 1.1 Introduction

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Site Plan

AWW have been appointed by Castelhou Estates Ltd to develop a planning application for the site on Southchurch Road, Southend-on-Sea.

This document has been prepared to describe the design of a development of residential units to replace the existing garages and extension at ground floor to the rear of the retail units.

## 1.2 Site



Site Location Plan

The site is comprised of 613-619 Southchurch Road and a run of garages, with access road to the rear.

613-619 Southchurch Road forms part of a red-brick parade of shops which continue and replicate along the road. It contains one commercial unit at Ground Floor with two residential units above and to the rear. Both residential units have a separate entrance from Southchurch Road.

The pitched-roof garages have doors onto the access road which also provides vehicular access to the rear of the other commercial units in the parade.

The total area of the site is 0.1462 hectares.



Google 3D View

# 1.3 Site Photos



613-619 Southchurch Road



Run of Garages from West

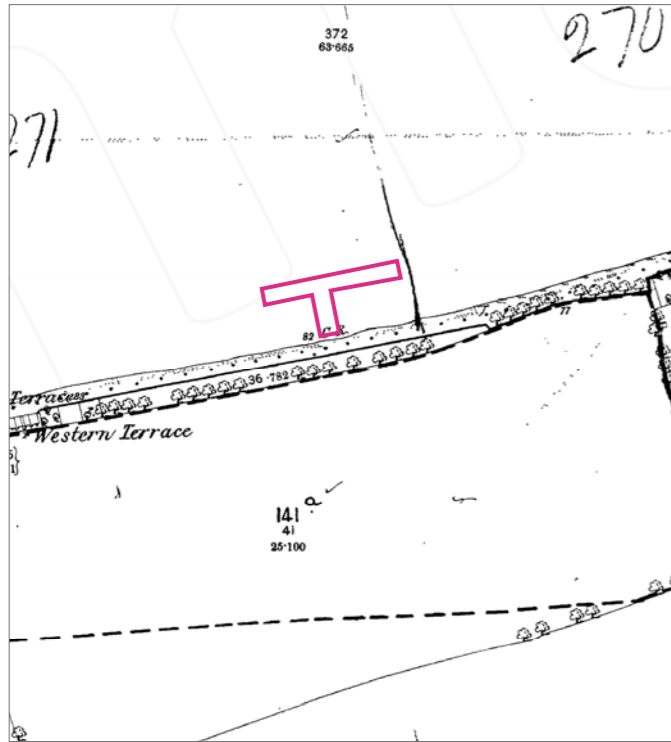


Rear of Parade

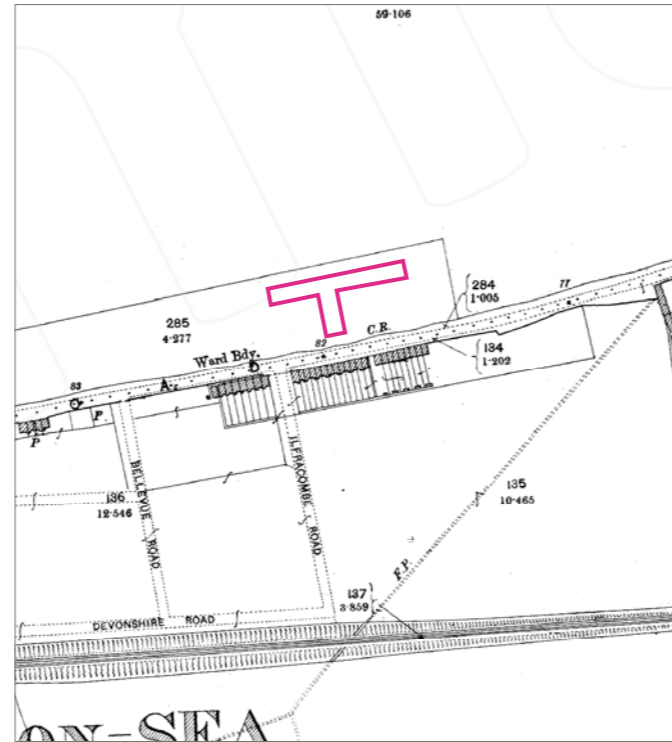


Run of Garages from East

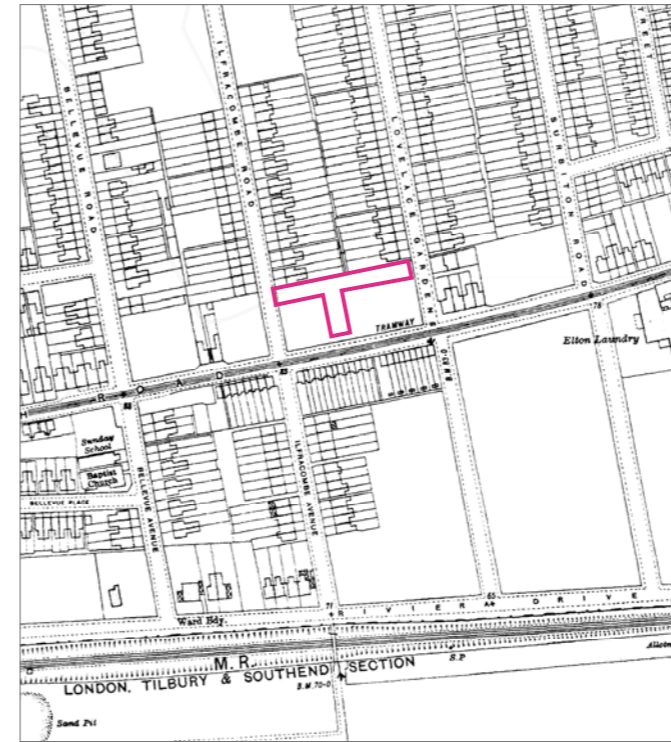
# 1.4 Site History



1870s



1890s



1920s



1930s

The Historical OS map extracts above show the development of the site from the 1870s.

The construction of the railway brought extensive development to the area from the late 19th Century as can be seen through the prevalence of Victorian housing in the area. The buildings currently occupying the site appear to have been constructed in the 1930s and remain largely unaltered.

The garages and mews have been developed on many similar plots in the area providing additional accommodation on otherwise under-utilised land.



# PLANNING CONTEXT

## 2.1 Planning Context

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The proposed design has been planned with reference to:  
The National Planning Policy Framework (NPPF) (2019)  
Planning Practice Guidance and National Design Guide (2019)

Core Strategy (2007): Policies KP1 (Spatial Strategy) KP2 (Development Principles) CP3 (Transport and Accessibility) CP4 (Environment & Urban Renaissance) CP8 (Dwelling Provision)

Development Management Document (2015): Policies DM1 (Design Quality) DM2 (Low Carbon and Efficient Use of Resources) DM3 (The Efficient and Effective Use of Land) DM8 (Residential Standards) DM13 (Shopping Frontage Management outside the Town Centre) DM15 (Sustainable Transport Management)

Design & Townscape Guide (2009)

National Technical Housing Standards (2015)

CIL Charging Schedule (2015)

Relevant planning history at and around site:

18/00832/FUL: Change of use of ground floor from shop class A1 to nail salon sui generis at 639 Southchurch Road. Approved.

16/01692/PA3COU: Change of use of existing first floor offices class BA to 1 self-contained flat class C3 prior approval at 593 to 599 Southchurch Road. Approved.

16/01201/PA3COU: Change of use of existing first floor office class B1a to one self-contained flat class C3 at 593 to 599 Southchurch Road (prior approval) Refused.

13/01559/FUL: Extend existing vehicle access onto Ilfracombe Road at 2B Ilfracombe Road was refused for the following reason:

The proposed crossover by virtue of its proximity to the street tree would compromise the health of the street tree which would be detrimental to visual amenity and character of the area contrary to the provisions of the National Planning Policy Framework, Policy KP2 and CP4 of the Core Strategy, policy C14 of the Southend on Sea Borough Local Plan and advice contained within the adopted Design and Townscape Guide (SPD1).

10/01296/FUL: Use kitchen showroom class A1 as offices class A2 at 633 Southchurch Road. Approved.

07/01749/CLE: Use of balcony for recreational purposes

certificate of lawful use as existing at 635 Southchurch Road. Lawful development certificate granted.  
03/00824/FUL for use of 613 Southchurch Road as a beauty salon was approved.

DESIGN DEVELOPMENT

# 3.1 Pre-Application Response

Following pre-application discussions, the following changes have been made to the design of the proposed development.

The proposal should show that it would not materially affect the viability and vitality of the secondary shopping frontage. For example, commercial unit(s) would still be capable of suitable access and servicing (including waste provision)

**AWW: The redesigned proposal maintains through access for rear servicing of the existing commercial units, which also retain access to the rear through the reduction in the size of the proposed addition..**

The absence of a defined cartilage to the front of the street facing properties in particular is a strong negative aspect of the proposal. As far as reasonably possible soft landscaping should be introduced to form a setting to the buildings within street scene and to assist with achieving a net gain in biodiversity across the site.

**AWW: Further soft landscaping has been introduced to the site.**

Hard surfacing should be in permeable paving to reduce surface water runoff.

**AWW: Hard surfaces are now shown as permeable paving.**

As submitted the impacts of the mews dwellings on neighbour privacy would be unacceptable, as the first floor windows would look from a fairly direct angle towards the rear private amenity spaces of existing dwellings. This would not be overcome by the window to window distance of some 20m. It may be overcome by the use of 'oriel'-type windows, for example. However this would affect the design and may impact negatively on privacy conditions to occupiers at Southchurch Road.

**AWW: New asymmetric Oriel windows have been introduced to provide directional views and more privacy.**

The submitted plans show that the dwellings would provide within the 'proposed house type' a gross internal area as 97sqm and providing a 3-bedroom 5 person unit. The submitted plans show the proposed mews type dwelling as providing a gross internal area of 103sqm and also 3-bed 5 person units. The submitted plans show the single bedroom, annotated bedroom 3 within the mews type house, as measuring some 7sqm. This would be below the minimum requirement as set out in the National Technical Housing Standards and would be an unacceptable aspect of the proposal.

**AWW: The indicated bedroom has been expanded to meet national space standards.**

Daylight and outlook conditions to the four dwelling houses appear to be acceptable. While no detailed floor plan has

been provided for the proposed single storey Southchurch Road flat, it appears from the submitted layout plan that it would have a single northerly aspect and no private useable amenity space. Its north-facing windows would look out on to hardstanding, vehicular access and parking. It would also appear to have very limited amenity space. These aspects of the proposal would be unacceptable, particularly combined with the above concerns regarding the scale of the extension.

**AWW: The extension has been reduced in size, and space allowed for soft landscaping along with Private Amenity Space.**

The submitted plans should indicate scope for secure covered cycle storage for each dwelling. In the case of the end dwellings it would appear that it is possible to access the rear garden directly however it is not clear with respect to the mews dwellings how secure covered and reasonably accessible cycle storage would be achieved.

**AWW: Cycle storage has been added**

M4(2) accessibility standards would be required, and any submitted plans should indicate that this is achievable.

**AWW: M4(2) accessibility standards are achievable**

Sufficient vehicular access and turning space is required in order that vehicles can enter and leave in forward gear. This may require reconsideration of the blocking up of the alleyway, however space would be needed to allow vehicles to pass.

**AWW: The design has been amended to allow through traffic**

Two storey front projection - bed 3 seems to conflict with bay - needs to work well with gable if retained - appears a bit unresolved at roof level , front window appears under scaled

**AWW: Layout and Window scale have been adjusted**

Asymmetric side profile will be apparent in street scene - it is unclear why the proposal is cut back at first floor to the rear. This is creating an awkward relationship at the rear – lots of joins, and significantly skewed side profile which does not seem to be integral to the design approach

**AWW: The profile has been altered**

Windows - This may be a modern interpretation – so scope for amended window arrangements but need to be well proportioned and detailed and not too small.

**AWW: Window proportions have been altered.**

Landscaping should be included on frontages.

**AWW: Additional space for landscaping has been included**

No objection to flat roofed modern design in principle but

modern houses can also be pitched roof and this may better reference edge houses.

**AWW: Flat roof has been retained to keep building heights down.**

Designs seem to be lacking in fenestration and active frontage to south/front - brick detailing can be positive. Is there a reason why there are no windows even at ground floor and why glass brick are proposed rather than regular windows? - only the front door provides any activity and this appears likely to be unglazed.

**AWW: Overlooking issues have precluded heavy fenestration, but more active frontage has been included in the redesign.**

Regarding slanted windows - thin horizontal rectangles and corner windows sit better with boxy shapes –slats may jar with the right angles of the property generally

**AWW: Windows replaced with Oriel window**

Rear projection - sloped roof here when all else is flat - this should be adapted to flat or proposal amended to pitched roof.

**AWW: Roof has been made flat**

Refuse stores appear over scaled – stores could be in gardens freeing up habitable space

**AWW: Mews refuse stores have been moved to gardens**

Whilst integral refuse stores are preferred to free standing waste containers on frontages the projecting refuse store to middle house is rather dominant – this could be more discreet or in garden/entrance

**AWW: Mews refuse stores have been moved to gardens**

If 4 houses there may be more flexibility in materials, but designs need to be more cohesive than just having the same rear projection.


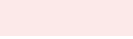





**AWW: Materiality has changed to reference existing buildings and provide further cohesiveness to the 4 house design approach.**

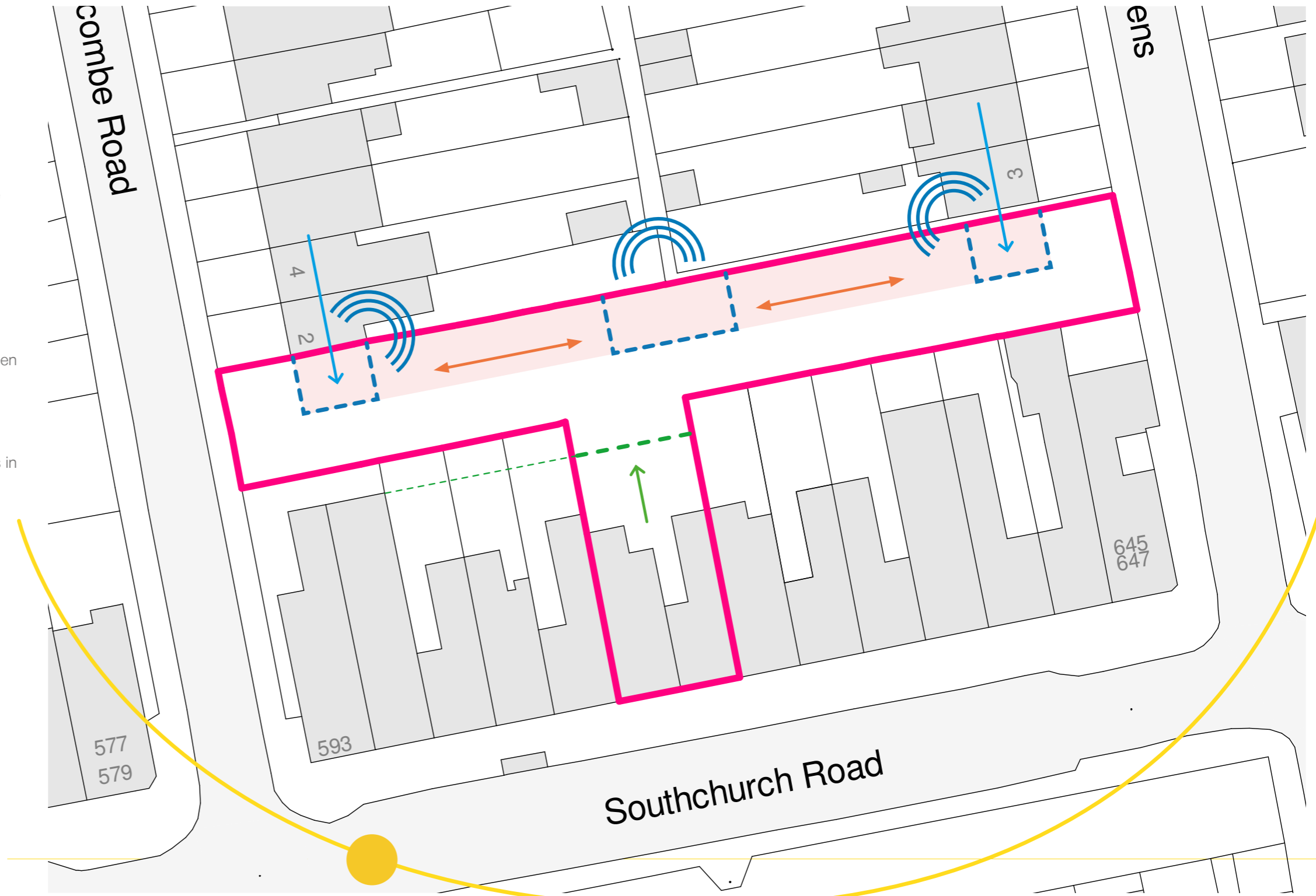
Resurfacing of mews welcomed but also need more landscaping.

**AWW: Additional space for Landscaping Included**

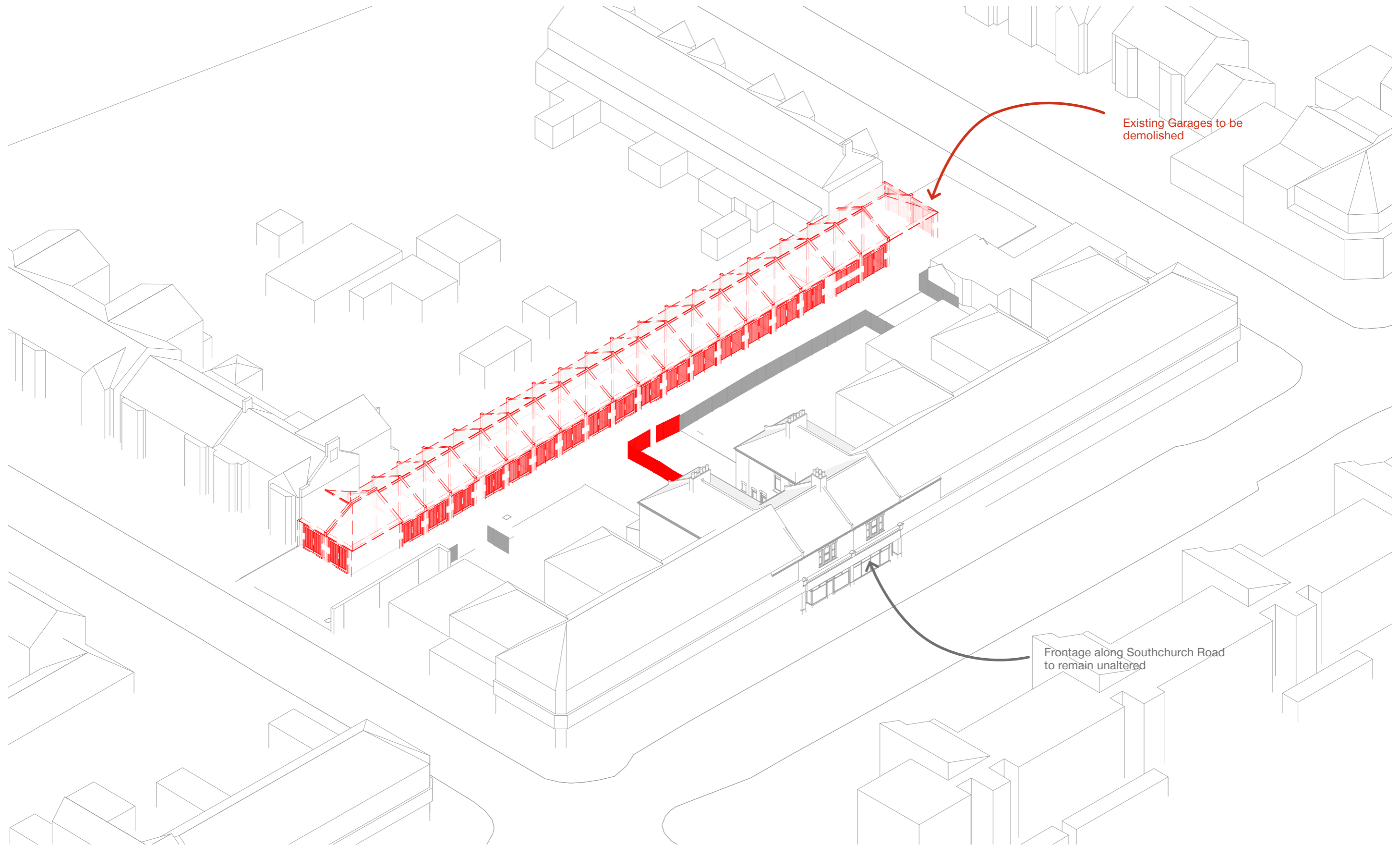
DESIGN

# 4.1 Concept

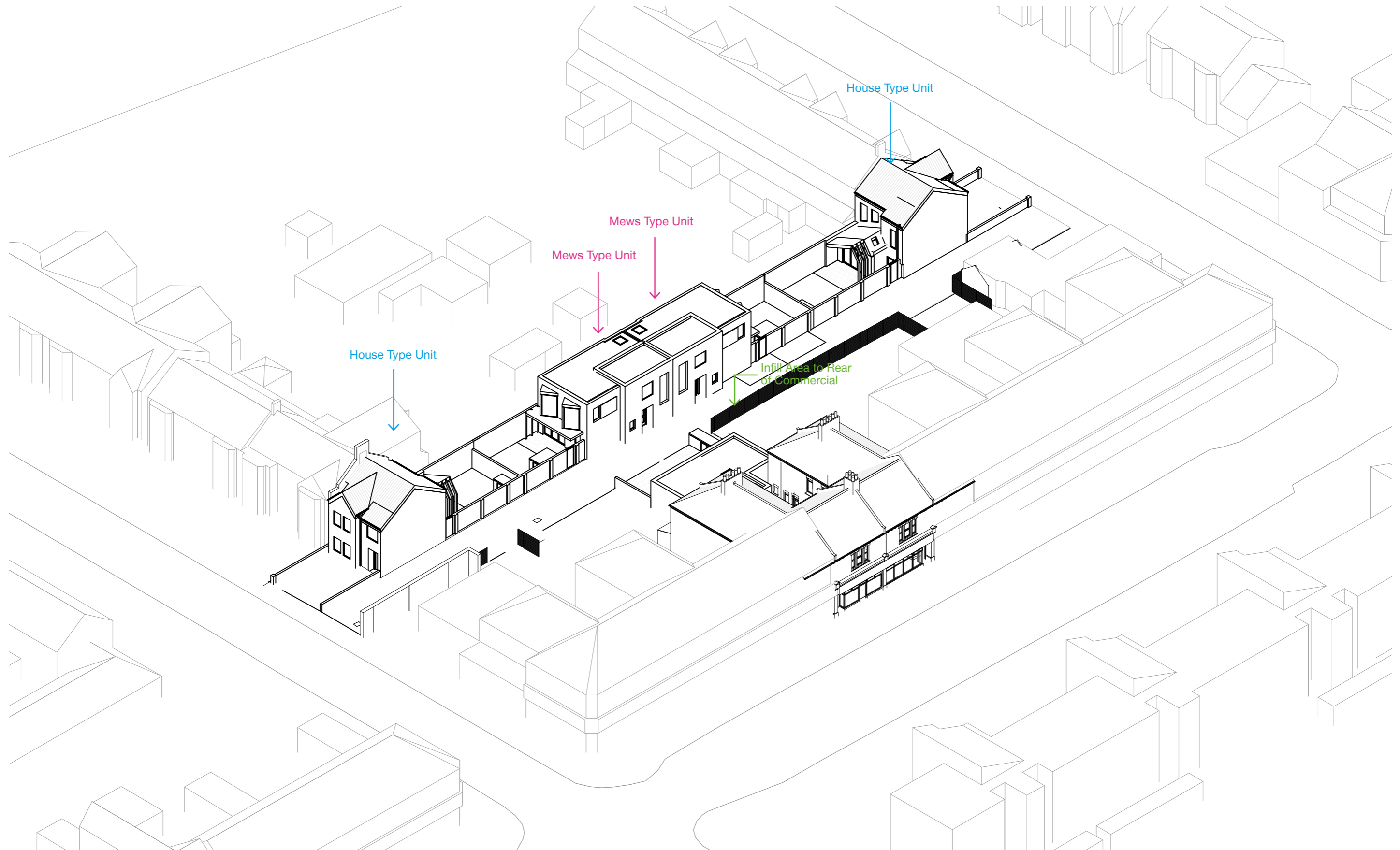
- KEY**
-  Site Boundary
  -  Existing garages to be demolished
  -  2 storey mass
  -  Continuation of existing building profile
  -  Reduce the impact of overshadowing
  -  Sun path
  -  Maintain suitable separation between habitable windows
  -  Single storey mass
  -  Lining through with existing extensions in the surrounding context



## 4.2 Existing Massing



## 4.3 Proposed Massing





# 4.4 Proposed House Type

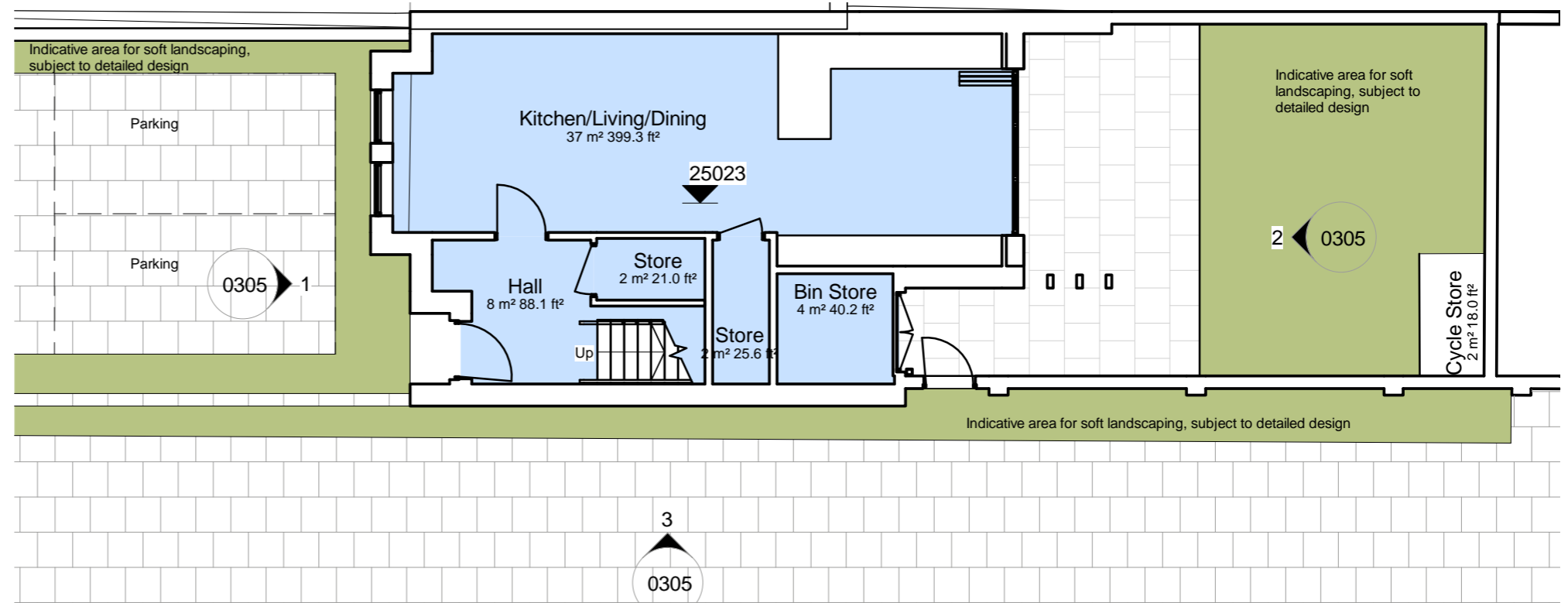
## AREAS

3Bed 5 Person Unit

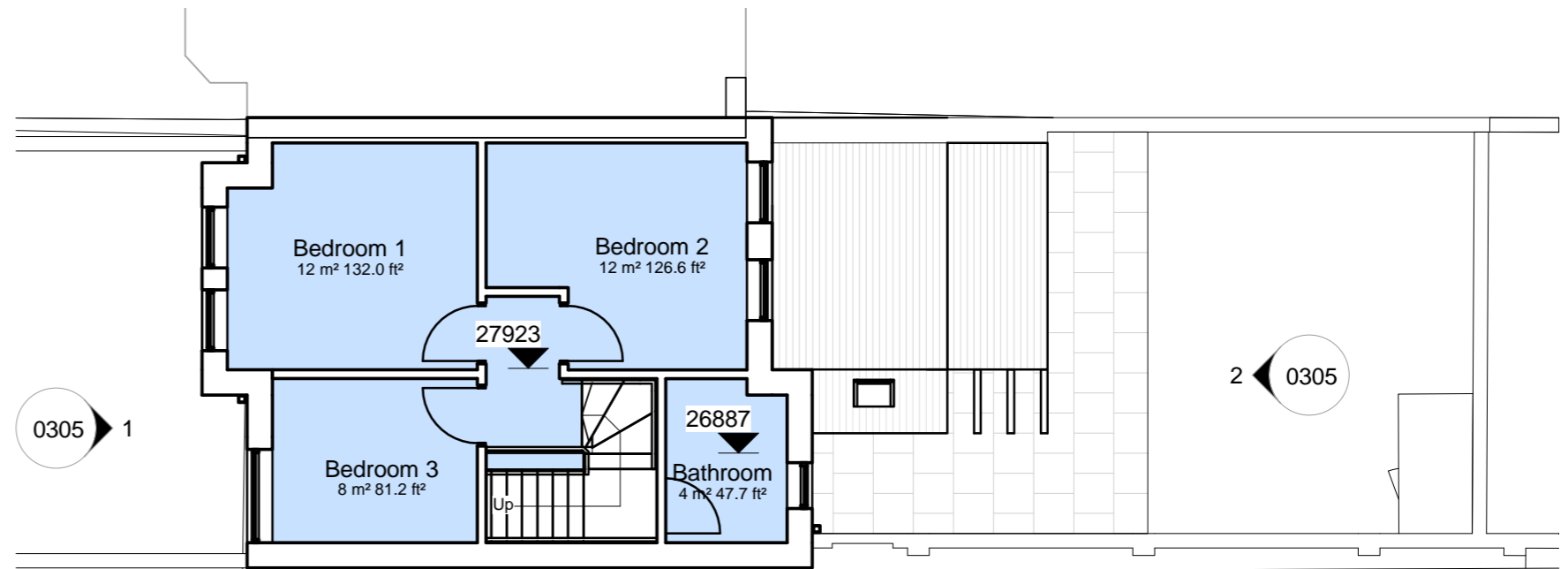
Ground Floor GIA - 52m<sup>2</sup>

First Floor GIA - 46m<sup>2</sup>

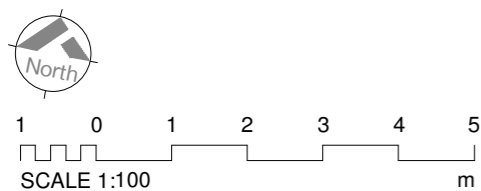
TOTAL - 97m<sup>2</sup>

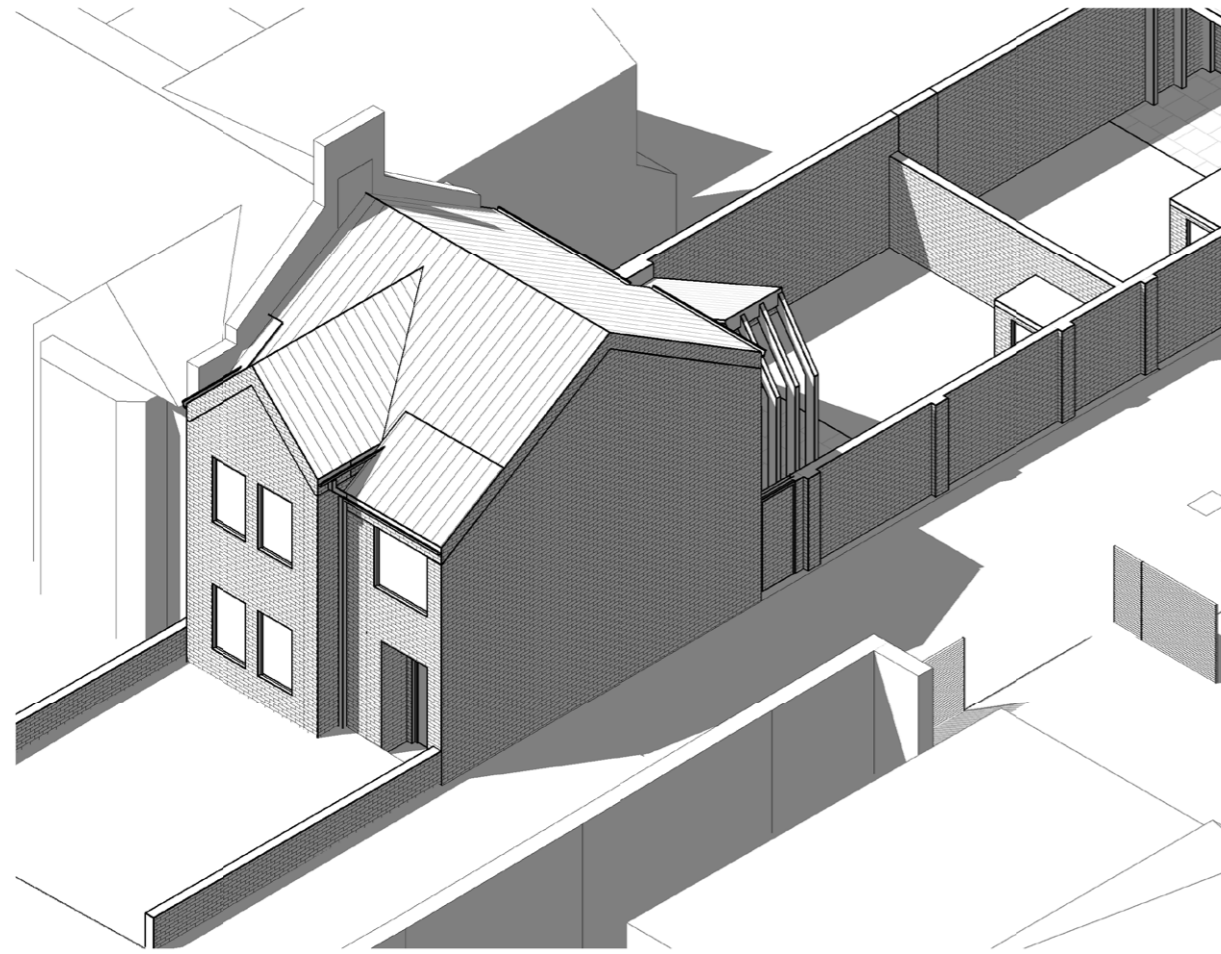


House Type Ground Floor Plan

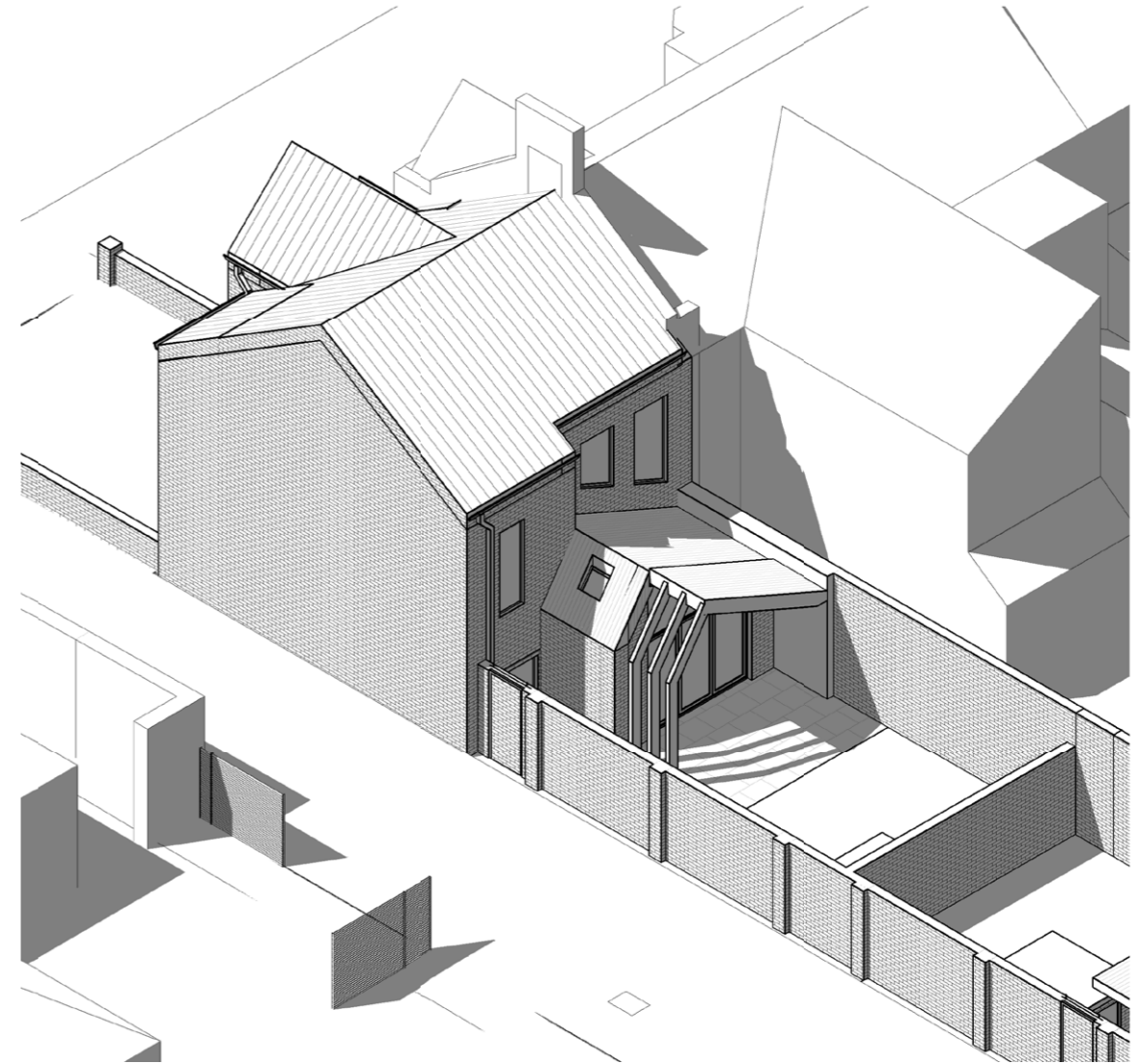


House Type First Floor Plan



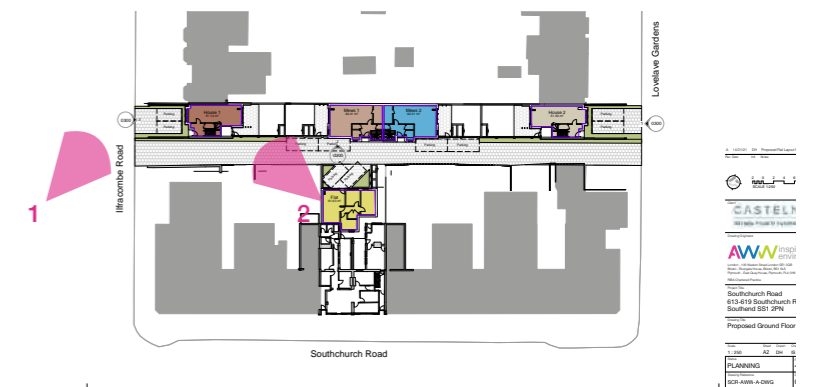


1. Front 3D View



2. Rear 3D View

The proposed mass follows the existing building profile of the adjacent properties and the form follows similar proportions of the Victorian houses along the road to be in-keeping with the context. The mass of the two-storey element has been reduced on the south-eastern corner to limit the impact of overshadowing on the neighbouring property and the single storey element to the rear takes reference from the existing pitched garages. The asymmetric pitch and overhang serve to reduce any overlooking and visual impact from the adjacent property and maximise light into the living space.



Key Plan

# 4.5 Proposed Mews Type

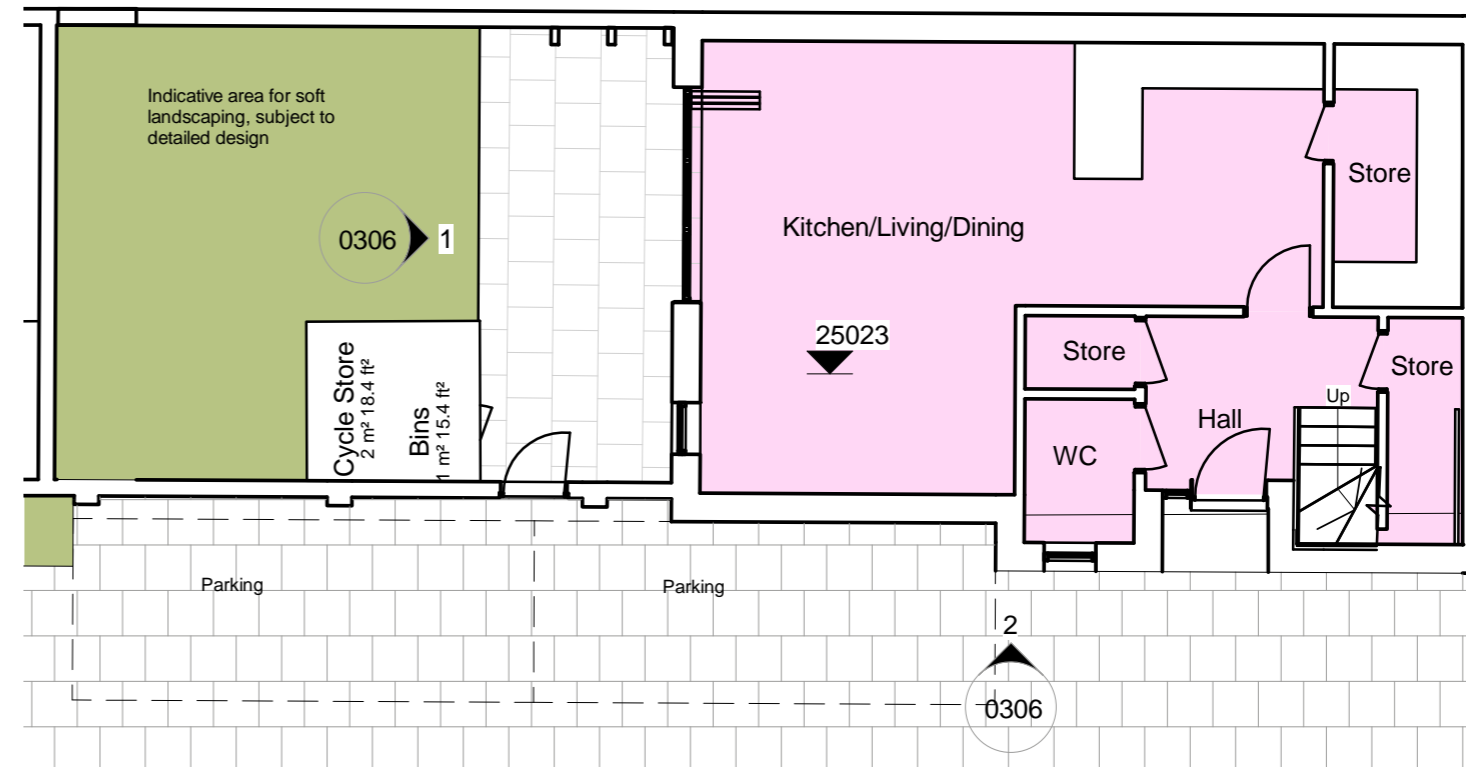
## AREAS

3Bed 5 Person Unit

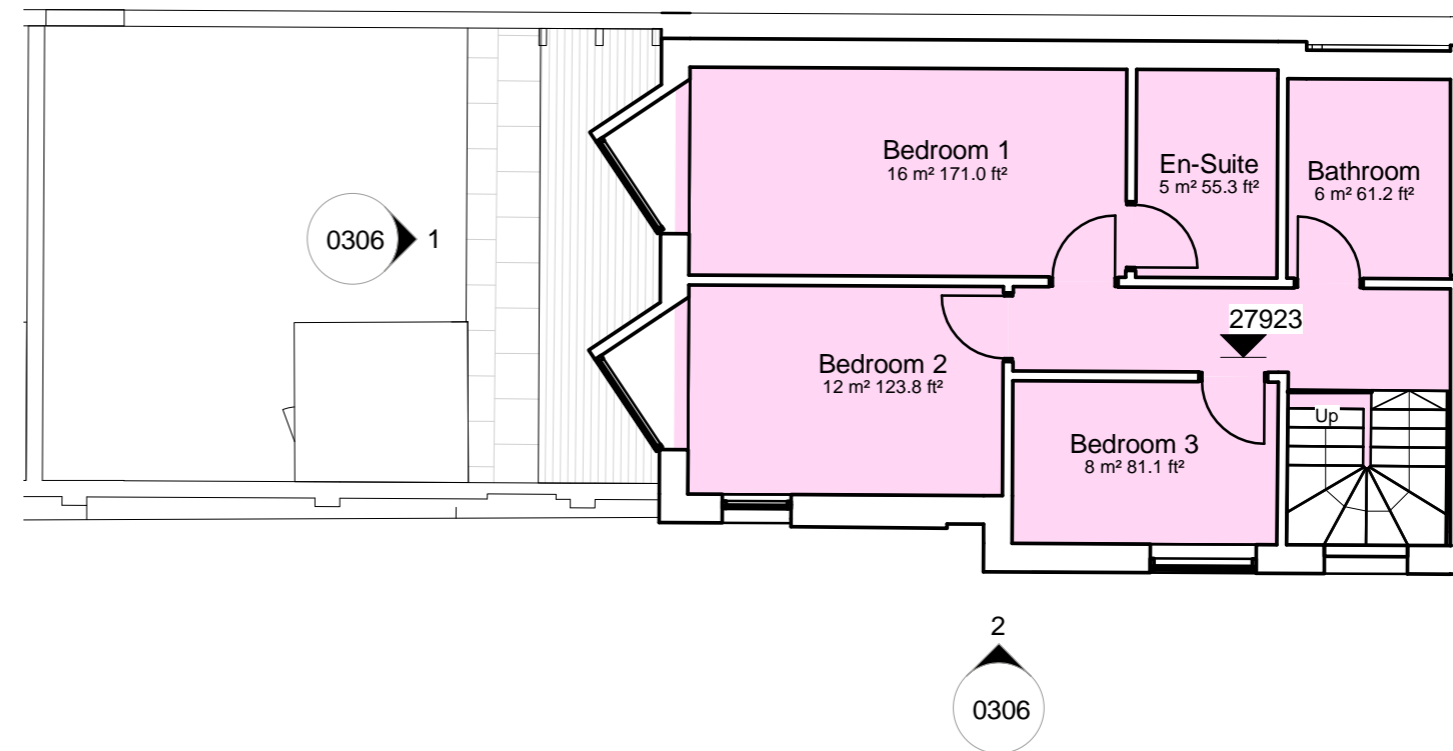
Ground Floor GIA - 61m<sup>2</sup>

First Floor GIA - 61<sup>2</sup>

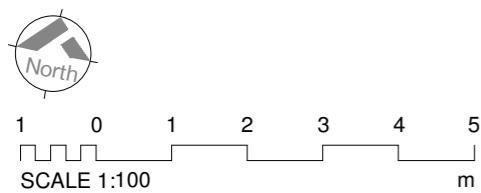
TOTAL - 122m<sup>2</sup>

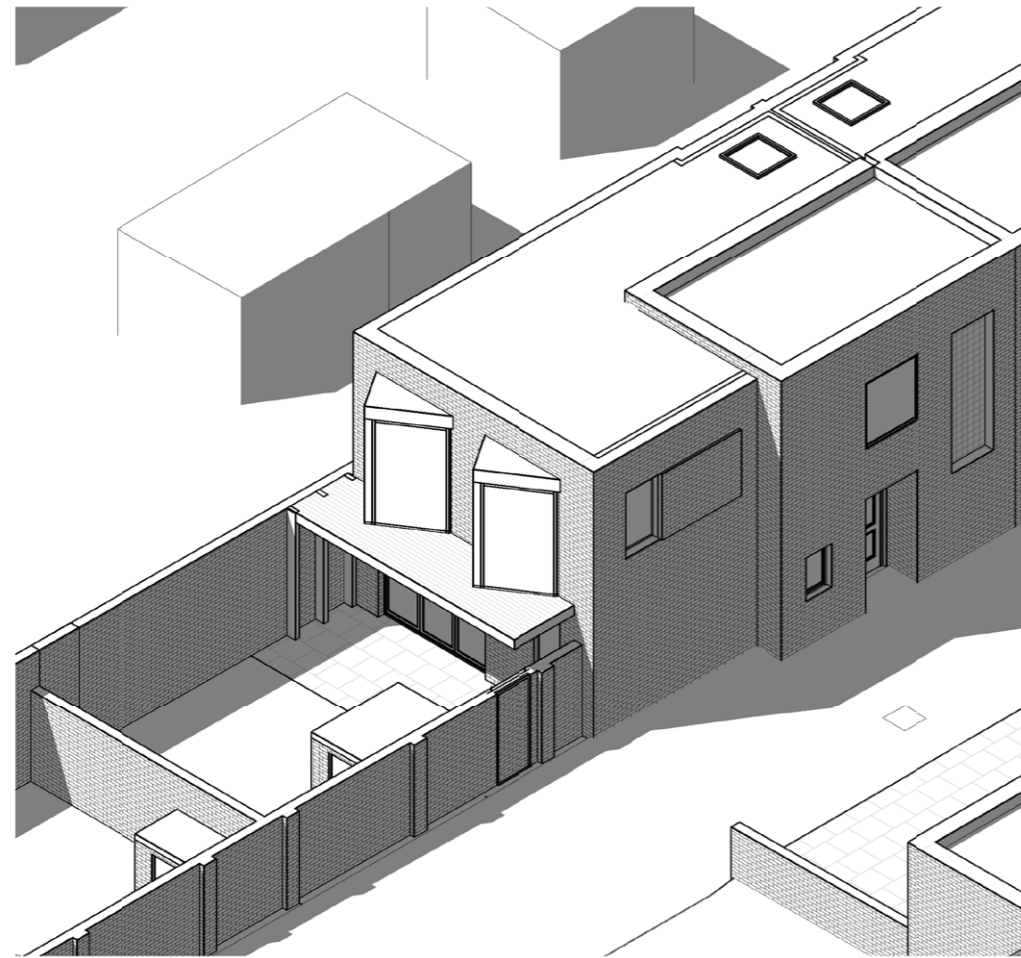


Mews Type Ground Floor Plan

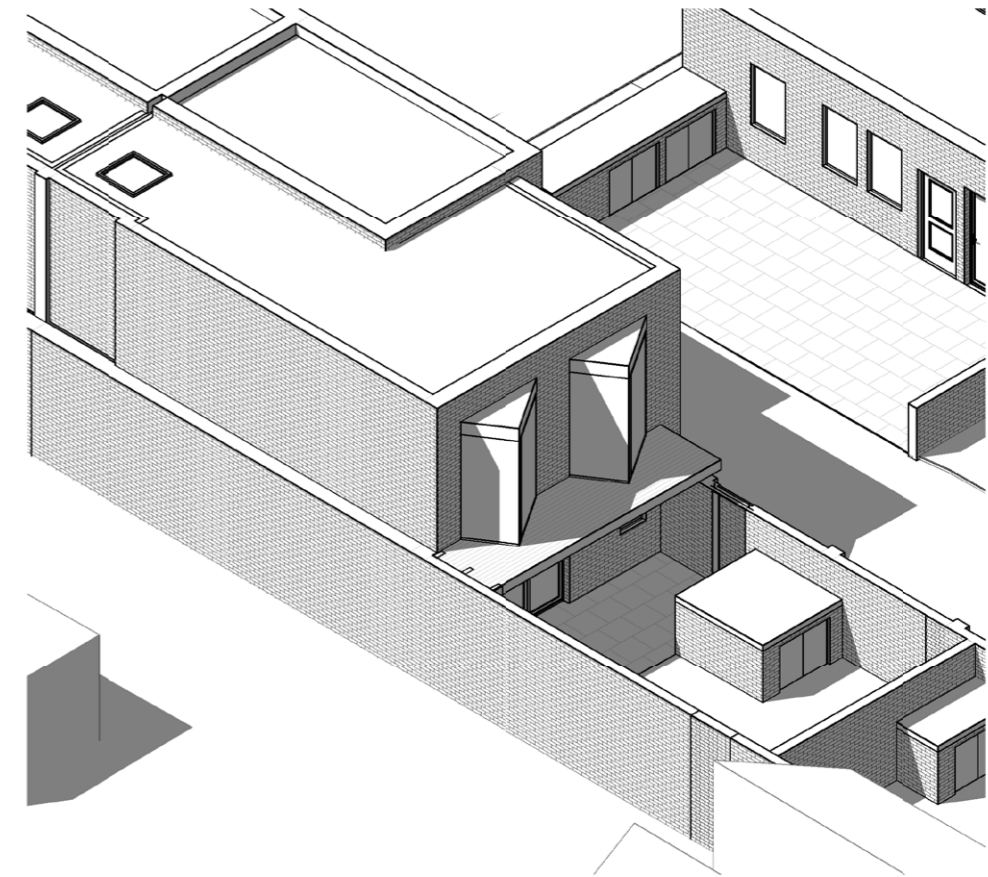


Mews Type First Floor Plan



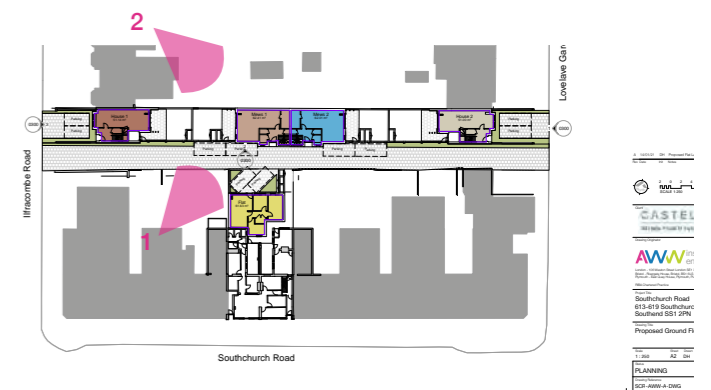


1. Front 3D View



2. Rear 3D View

The form of this unit type is more in-keeping with typical mews houses and the taller element sits towards the centre of the site, again to limit the impact of overshadowing on the neighbouring properties. The form of the single storey element replicates that in the House Type, maximising the internal area, and windows have been positioned to benefit from the longest views out from the rooms whilst reducing any overlooking.



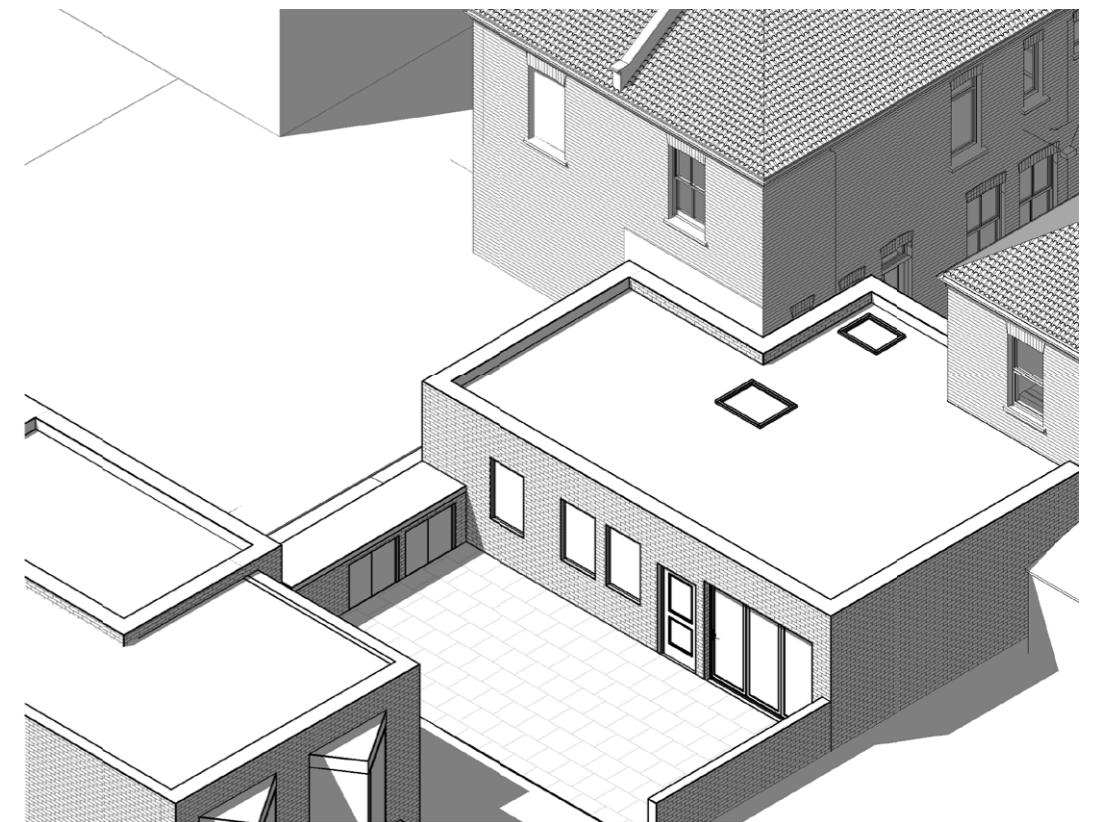
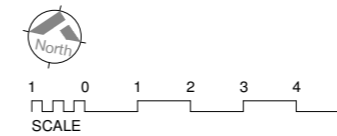
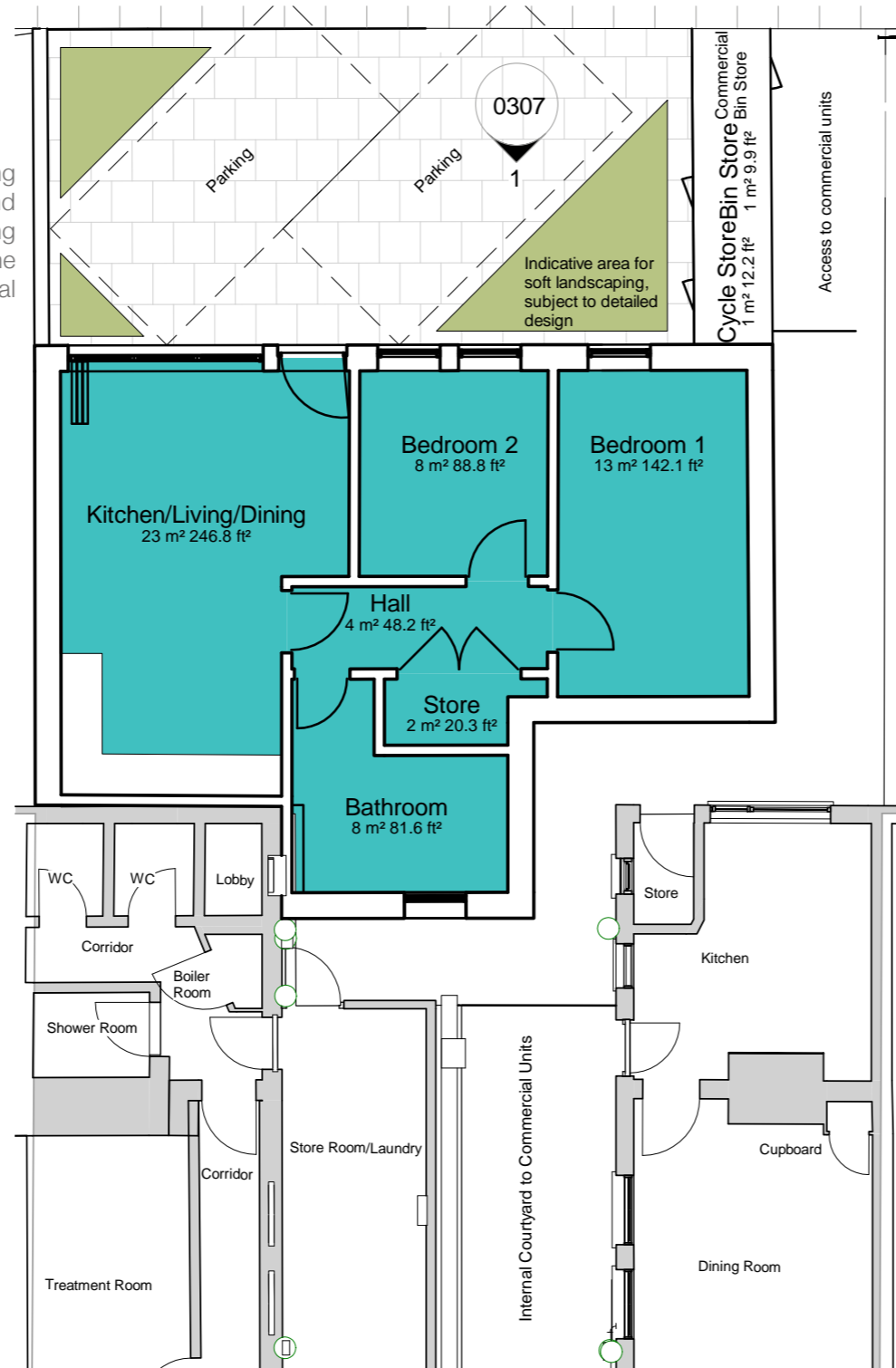
Key Plan

# 4.6 Infill Area to Rear of Commercial

## AREAS

TOTAL - 63m<sup>2</sup>

A new residential property backing on to the existing commercial unit is proposed with its own parking and amenity space facing the alley. A mixture of north facing glazing and skylights provide daylighting. Access to the existing commercial units is retained and new commercial bin storage is provided.

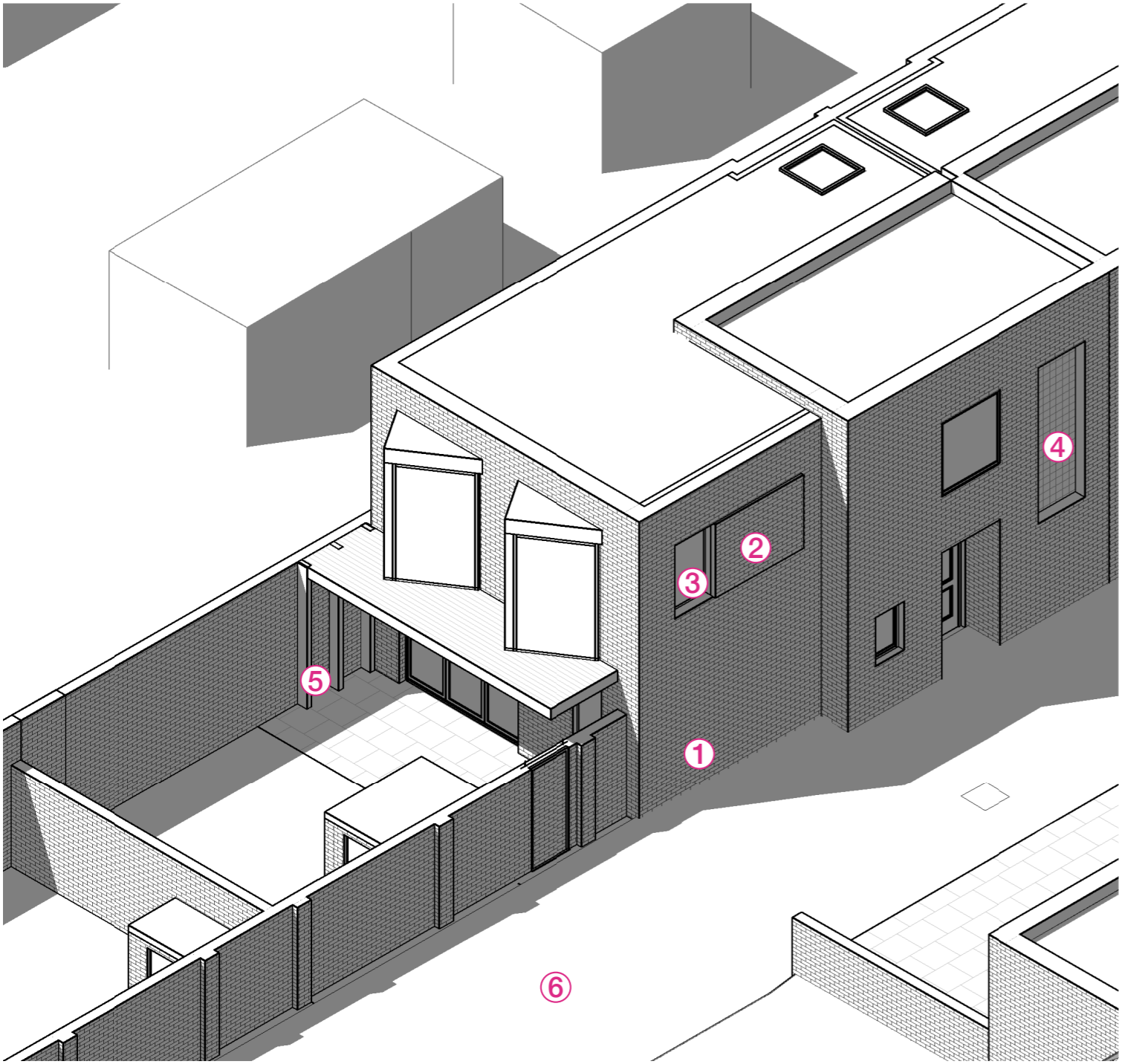


Key Plan

Infill Area to the Rear of the commercial Unit

1. Rear 3D View

# 4.7 Materiality



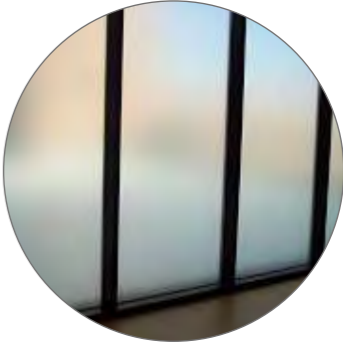
1. Brickwork complementing existing context



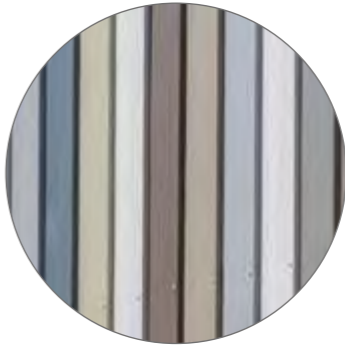
2. Contemporary brickwork features



3. Double glazed aluminium windows



4. Privacy glazing with plain manifestation to create translucent glass




5. Vertical cladding

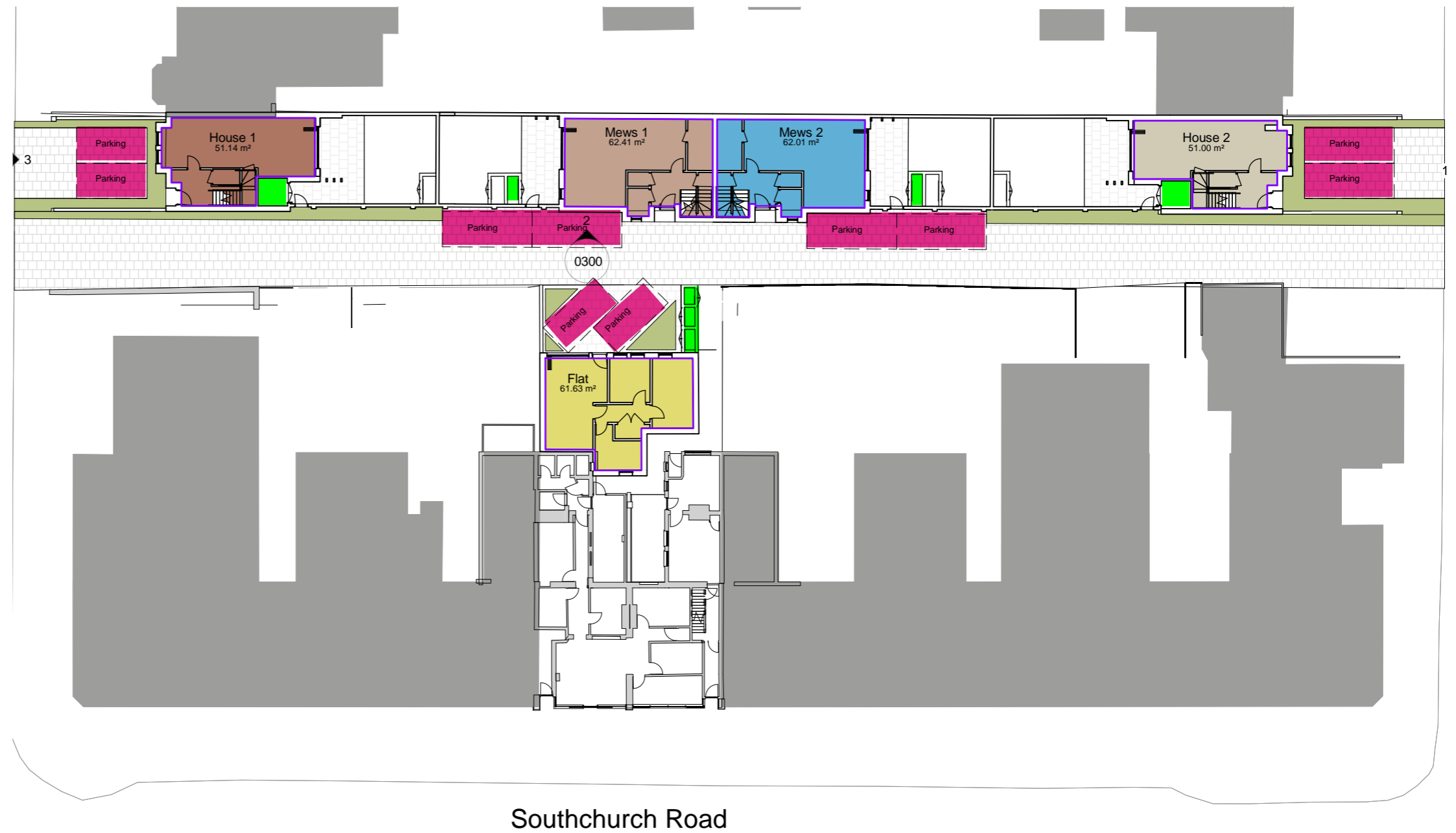


6. Resurfaced vehicular access with permeable paving

# 4.8 Refuse Storage & Parking

-  Parking space
-  Refuse storage

Each proposed unit has dedicated off-road parking and refuse storage with the vehicular access retained to the other commercial units in the parade.



# 4.9 Precedents





# DRAWING SCHEDULE

# 5.1 Architectural Drawing Schedule

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0100 - Site Location Plan  
0110 - Existing Site Plan  
0111 - Proposed Site Plan

0150 - Existing Ground Floor Plan  
0151 - Existing First Floor Plan  
0152 - Existing Garage Plans  
0153 - Existing Commercial Plans

0160 - Existing Site Elevations

0200 - Proposed Ground Floor Plan  
0201 - Proposed First Floor Plan

0210 - House Plans  
0211 - Mews Plans  
0212 - Flat Plans

0300 - Proposed Site Elevations

0305 - House Elevations  
0306 - Mews Elevations  
0307 - Flat Elevations

0400 - Existing and Proposed Axonometrics



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