

DESIGN AND ACCESS STATEMENT

Site: 1, Woodlands Road, Hockley.

The applicant wishes to redevelop the site by the demolition of the existing bungalow and the erection of a building containing a number of flats, together with car parking.

USE.

The site is situated within a few metres of the junction of Main Road, Spa Road and Southend Road, Hockley, the junction being in the centre of Hockley Town centre, and known as Hockley Spa. Woodlands Road extends in a southerly direction from Hockley Spa and is developed with a mixture of houses, bungalows, chalets and flats, but mainly all the properties are two storeys high with pitched tiled or slated roofs.

No.1 Woodlands Road is situated approximately 35 metres from the junction of Main Road and Hockley Road. The intervening 35 metres is currently occupied by a three storey block of offices, a large private car park occupying the space between the building and the southern boundary of 1. Woodlands Road. To the rear of Nos.1, 3, and 5 Woodlands Road is a public car park. At or very close to the Hockley Spa junction is a library, doctor's surgery, a variety of shops, banks, and a frequent bus route. Hockley Station is within a few minutes walk of the junction. Thus, the area is of mixed uses – residential, shopping, and commercial, with public car parking.

In the light of the above character of the area the development of the site for residential purposes is entirely appropriate and since the site is allocated for residential purposes in the in conformity with the Council's Local Development Plan residential development in principle complies with the policy.

AMOUNT OF DEVELOPMENT.

No. 1 Woodlands Road has a frontage of nearly 15 metres and extends back by some 53 metres where the eastern boundary adjoins the public car park. A vehicular access and driveway exists close to the northern boundary but is separated from the fence by a number of conifer/cypress trees which exist along and within the northern boundary of No.1 Woodlands Road. Although the trees are between 6 and 8 metres high, the occupiers of the offices have trimmed back all branches overhanging their car park, so presenting a lop-sided appearance to the row of trees. Nevertheless, at present the trees provide a reasonable amount of privacy and since they exist very close to the 1.8 metre high boundary fence, and it was decided to retain most of the trees in the development scheme.

Several other trees exist along the other three boundaries, but very few in the centre of the site because of the siting of the existing bungalow. The bungalow is set back towards the rear of the site, well behind the general building line of the dwellings in Woodlands Road. The adjoining dwelling No.3 is a house set back some 12 metres from the road and extends back about 12 metres. It was therefore considered that

any new building should be roughly in line with the adjoining dwellings, and any projection beyond the rear of No.3 should be small and should not cause any overshadowing or loss of privacy.

Although the existing vehicular access is some 3 metres wide and the driveway extends deep into the site, it was considered that subject to being widened to conform to Highway Standards and pedestrian sight visibility splays being provided, the driveway should provide access to car parking at the rear, with amenity space separating the car park from the building.

Bearing in mind the constraints of the siting of the building as outlined above, and that the Council's policies required at least 25 sq.m of amenity space per flat, with at least 1 car space per dwelling a layout was evolved incorporating all those requirements. In order for a new building to satisfactorily integrate with the surrounding development it was considered that a pitched roof building with a normal eaves height of about 5 metres would be appropriate. Allowing for the required isolation distances and adequate width of driveway a building 13.6 metres wide by 13.5 metres deep appeared to be the optimum size to integrate satisfactorily in the street scene. In view of the adjoining three storey offices, it was considered that the provision of three small hipped dormers in the roof front and rear would not be unduly obtrusive either in the street scene or be out of character with the building.

A building of similar proportions and appearance, and located adjoining other two storey dwellings, and providing flats has recently been built in Dawes Heath Road, Rayleigh, and a photograph has been included in the application documents.

From the above considerations it was possible to design a building providing 9 dwelling units with 9 parking spaces and a total amenity area of some 36 sq.m per unit, well in excess of the Council's minimum of 25 sq.m. The floor area of each flat was arranged to conform with or exceed recommended standards, with small screened balconies at first floor level

Enquiries of a local estate agent confirmed that having regard to the location of the site within the town centre, close to bus routes, shops and a train station a high demand exists for affordable flats for single working persons or couples. Of particular interest to such occupiers would be the convenience of bus routes and trains to Southend, London, or nearby places of work without the need for car travel, which would greatly assist the fight against air pollution.

LAYOUT.

The layout proposed for the scheme allows access to the amenity areas without entering car parking areas, and the driveway is completely clear of any access to the building. Discussions with the Fire Service were held regarding the scheme from which it was agreed that part of the forecourt should be hard-surfaced to permit the stationing of emergency appliances if necessary.

The access complies with Essex County Council highway standards and a pedestrian gate could be provided to avoid pedestrians using the driveway.

The two entrance porches to the building are capable of providing ramps for access by the disabled. Three ground floor flats are provided and doors to toilets could easily be of the 1 metre width required under the Building Regulations. No changes in level are shown on the ground floor flats, which would otherwise require internal ramps. Whilst it is possible for lifts to be incorporated in the vicinity of the staircases, the desirability of providing accommodation for wheelchair-bound occupiers on upper floors is questionable for the reason that lifts cannot be relied upon to operate properly in the event of a fire, and not being able to use the stairs, disabled persons would be trapped.

For that reason it is considered that the building is not large enough to warrant the provision of enough lifts to satisfactorily ensure the escape of disabled persons from upper floors and therefore the building should provide for such disabled persons on the ground floors only.

As far as disabled occupiers are concerned, the site is flat, the public footway from the site to the nearby shops, library, doctor's surgery, buses etc is also flat, and the ground floor units are quite suitable for such occupiers. Naturally all the staircases would be totally enclosed and conform to the building Regulations regarding fire resistance and means of escape.

SCALE.

The location and size of the proposed building would not be detrimental to the outlook of any adjoining property. The access and car park is well removed from any habitable rooms of adjoining properties, and no windows to habitable rooms of the proposed flats would abut the access.

LANDSCAPING.

The survey of the existing trees provided indicates that the site is well provided with existing trees on all boundaries, and that only very few would be removed. Of those, one conifer would be removed to provide space for refuse bins, together with a few conifers in the vicinity of the proposed car park. In the vicinity of the building, a dead tree and a holly would be removed. Other existing trees will be retained to provide a reasonable amount of landscaping.

APPEARANCE.

The overall design, location, and retention of existing trees should not result in the appearance of the site being materially different from that which currently exists, and the replacement building will be more in line with other existing buildings than the existing bungalow. The indicative floor layout provided could provide elevations similar to that shown on the photograph provided of the building in Dawes Heath Road, Rayleigh.



1 WOODLANDS ROAD



1 WOODLANDS ROAD



VIEW OF PROPERTIES OPPOSITE
WOODLANDS ROAD,



AS ABOVE



←
THE
SITE

1 WOODLANDS ROAD, HOCKLEY



←
THE
SITE.



VIEW
OPPOSITE



← THE
SITE
1 WOODLAND
ROAD
HOLKLEY.



VIEW
UP THE
ROAD

SUPPORTING
PHOTO



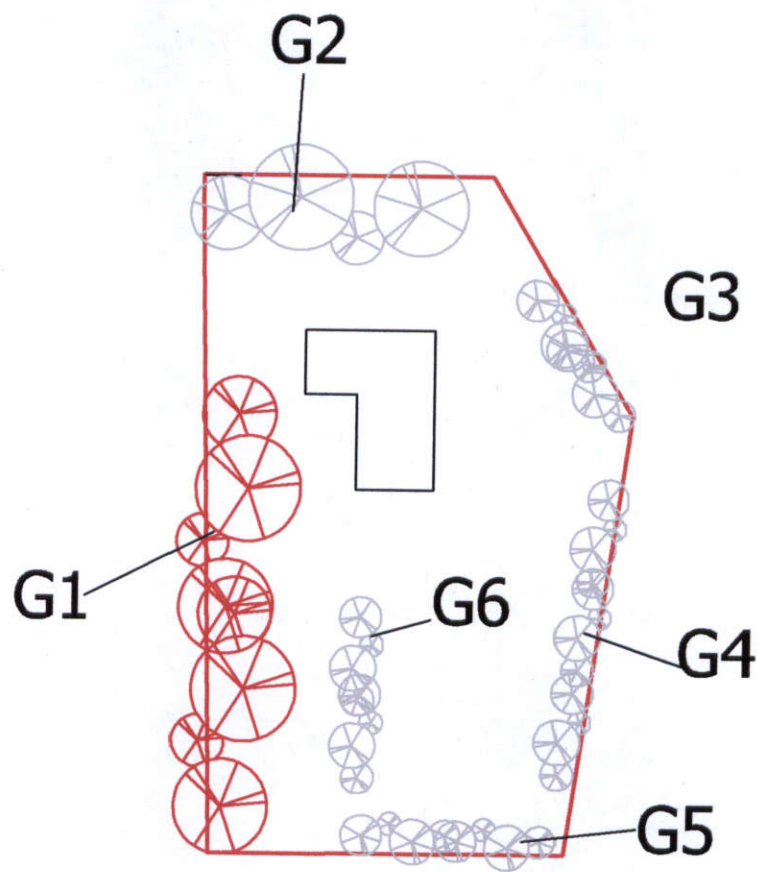
Flats under construction in Dawes Heath Road, Rayleigh, within Rochford District, of a similar design to the indicative plan submitted with the outline application for 9 flats at 1 Woodlands Road, Hockley.

District 2005.ukp



Scale 1:734 0 10 20 30 Metres

Sketch Plan (not to Scale) 1 Woodlands Road



Woodlands Road