

POW BECK EXTRA CARE – Construction of 36 Retirement Apartments

DESIGN AND ACCESS STATEMENT



Site of Former Pow Beck House Residential Care Home, Meadow Road, Whitehaven, Cumbria

STANIFORTH
ARCHITECTS

Contents

1	Introduction	2
2	Context & Existing Site	3
2.1	Existing Site & Photos	4
2.2	Site Appraisal	5
3	Design Proposals	
3.1	Use & Amount	6
3.2	Scale & Massing	7
3.3	Form & Massing	
3.4	Layout	10
3.5	External Layout	11
3.6	Elevational Treatments & Materials	12
4	Access	15

Associated Supporting Documents:

Flood Risk Assessment
Bat Survey
Demolition Method Statement
Planning Statement



1. Introduction

This Design and Access Statement has been prepared by Staniforth Architects as part of a full planning application for the construction of retirement living accommodation (Use Class C2) comprising 36 purpose-built apartments for people aged 60 and over. Ancillary and shared facilities will include accommodation for support staff assisting residents and managing the day-to day running of the development, a communal lounge, resident's bistro and hair & beauty salon.

The proposal will include the demolition of the vacant 'Pow Beck House', a former care home comprising circa 1400m² of floor area – refer to section 2.1 for photographs.

This application takes into consideration the following policies from the National Planning policy Framework (NPPF 2019) and the Copeland Local Plan (CLP)

CORE STRATEGY:

ST1 Strategic Development Principles

SS1 Improving the Housing Offer

SS3 Housing Needs, Mix and Affordability

DEVELOPMENT MANAGEMENT POLICIES:

DM10 Achieving Quality of Place

DM12 Standards for New Residential Developments

DM14 Residential Establishments

DM16 Replacement Dwellings



2.Context & Existing Site

The Site lies approximately 1.75 miles south of Whitehaven town centre in the Mirehouse East housing estate within the Pow Beck Valley area. The immediate context is predominantly residential with nearby amenities consisting of shopping parades and general community facilities. The residential buildings are a mix of single and two storey semidetached and town houses assumed to be originally of local authority housing stock. The site itself is currently occupied by the vacant Pow Beck House, a former care home comprising circa 1400m² of floor area on the of 0.3 Hectare site.

Notable recent developments include the 17 dwellings Directly opposite on Meadow Road (planning consent ref: 4/12/2516/OF1 now known as Benedicts Walk) and the associated 10 unit development of St Andrews Crescent (planning consent ref: 4/12/2515/OF1) of which this proposal shares a public vehicular right of way serving both sites for car parking and service vehicle access. Both Benedicts Walk and St Andrews Crescent are single storey retirement dwellings of contemporary design. To the north of the site lies St Andrews Church, a 1950's construction with steeply pitched roof and low-level ancillary extensions. The sites southern boundary backs onto the rear gardens of a row of bungalows on Link road. The gardens have a number of mature trees and shrubs acting as screening between the bungalows and vacant building (development site).

The western boundary (Meadow Road) is the most open aspect to the public domain; the public footpath delineates the boundary, with a narrow margin of lawn between footpath and building demise. It is proposed that this building line will be retained for the new building.

The existing building occupies much of the site in a 'horseshoe' shaped footprint forming a south facing landscaped courtyard. The courtyard is relatively small in proportion to the building footprint and the proposal will seek to improve and expand and improve external amenity space. The current building also has a 'peninsular' of accommodation close to the boundary with the Link Road bungalows resulting in c.14 metres distance between habitable rooms. Naturally, the proposal will comply with *Development Management policy 12 (DM12)* by ensuring a minimum distance of 21m between facing windows within habitable rooms.

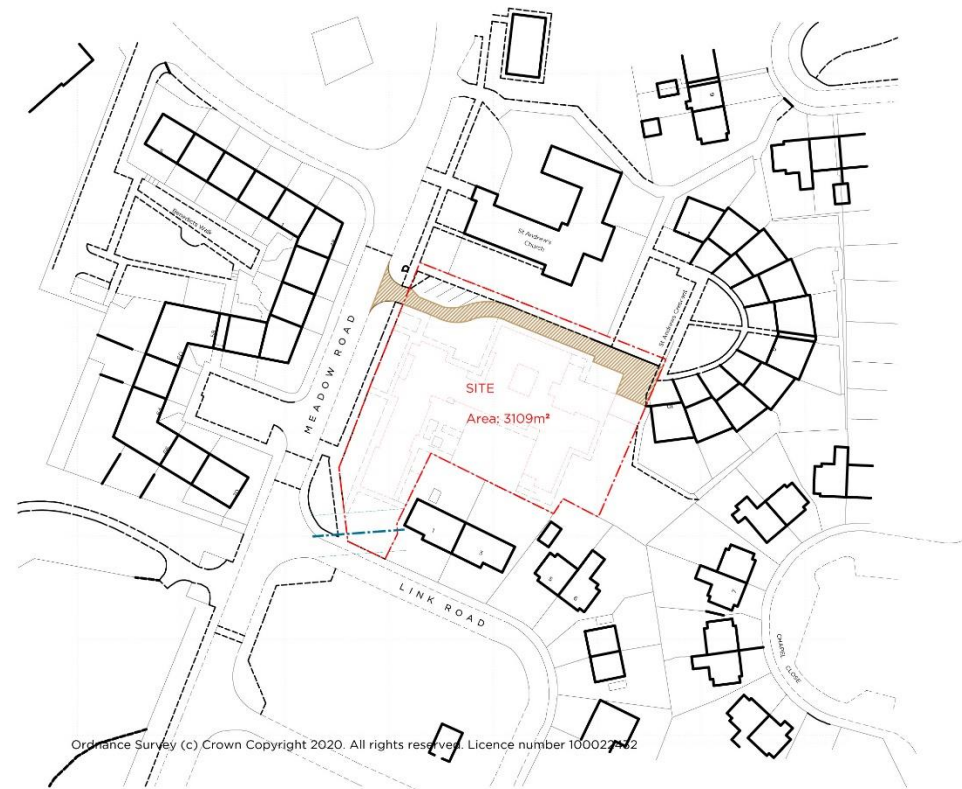
Constraints.

Within the site curtilage is the afore mentioned right of way serving St Andrews Crescent. In order to maintain sufficient parking provision and the right of way, the developments northern demise will be limited to ensure LA highways compliance.

A water authority main/sewer runs diagonally through the southernmost 'tip' of the site (corner f Meadow Road and Link Road) and an assumed 10 metre easement zone has been allowed for thus dictating the maximum extents of development to this part of the site. The remaining available space will be soft landscaped for amenity and to provide adequate separation distance to adjacent housing.

The proposal presents the latest phase of renewal of the existing residential accommodation and will not have a significant impact upon existing infrastructure.

2.1 Site & Location Plan with Survey Photographs



LOCATION PLAN



outline of existing building



AERIAL VIEW



EXISTING EAST ELEVATION 'PENINSULAR'



ST ANDREWS CRESCENT CAR PARK



ST ANDREWS CHURCH AND SHARED VEHICULAR ACCESS



MEADOW LANE ELEVATION



SOUTHERN BOUNDARY WITH LINK ROAD BUNGALOWS

2.2 Site Appraisal



3 Design Proposals

3.1 Use & Amount

The proposal seeks to deliver a level of accommodation appropriate for the site and demand and in accordance with the recommendations of extra-care providers and widely adopted design standards, notably the *Design Principle for Extra-Care* published by the Department of Health.

Following modelling analysis exercise of appropriate levels of building volumes for the site (refer to Form & Massing section), the extent of areas available for apartments, communal and ancillary space was determined, resulting in an overall residential accommodation of 36 1 and 2 bed flats arranged over three floors.

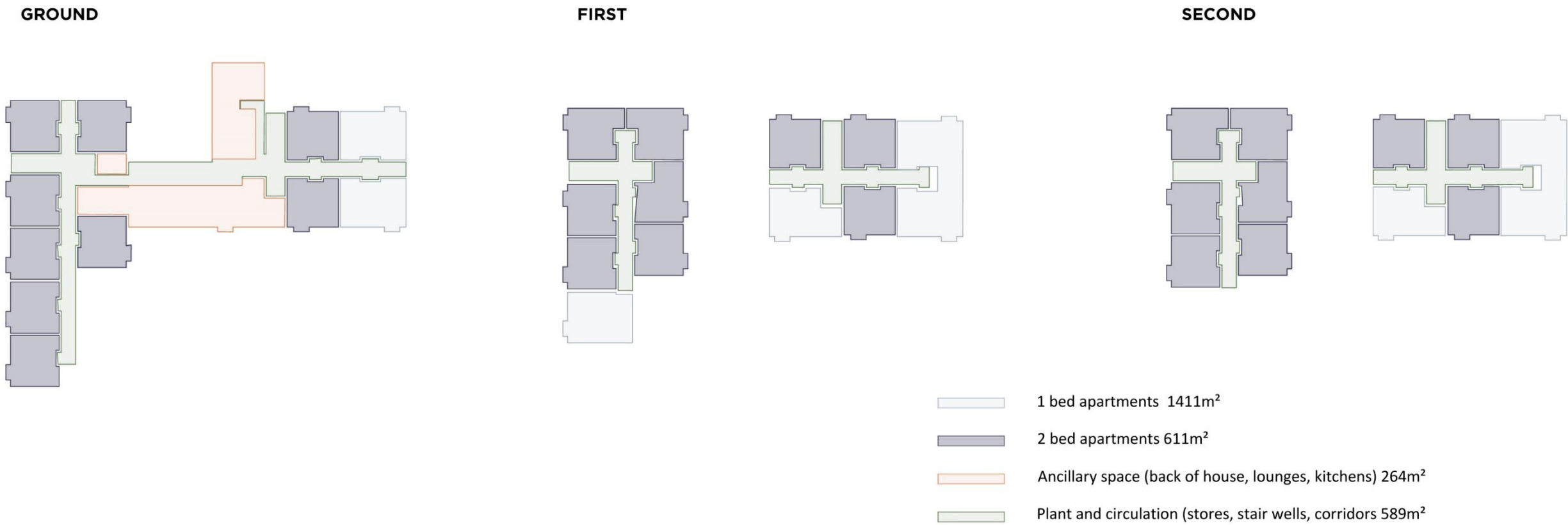
Apartment Accommodation Mix

Floor	1 bed	2 bed	Total Flats	GEA/m ²
2nd	9	3	12	964
1st	9	4	12	1045
Ground	9	2	11	1287
Tot. flats	27	9	36	3296

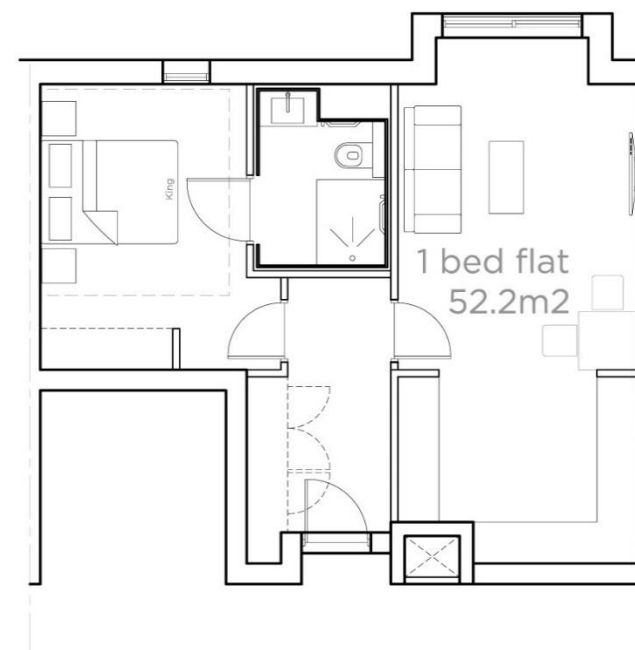
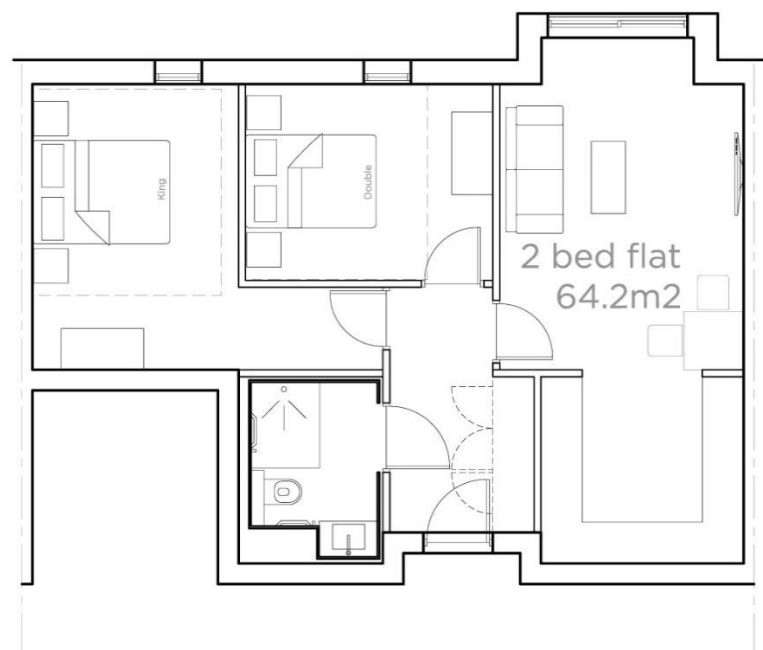
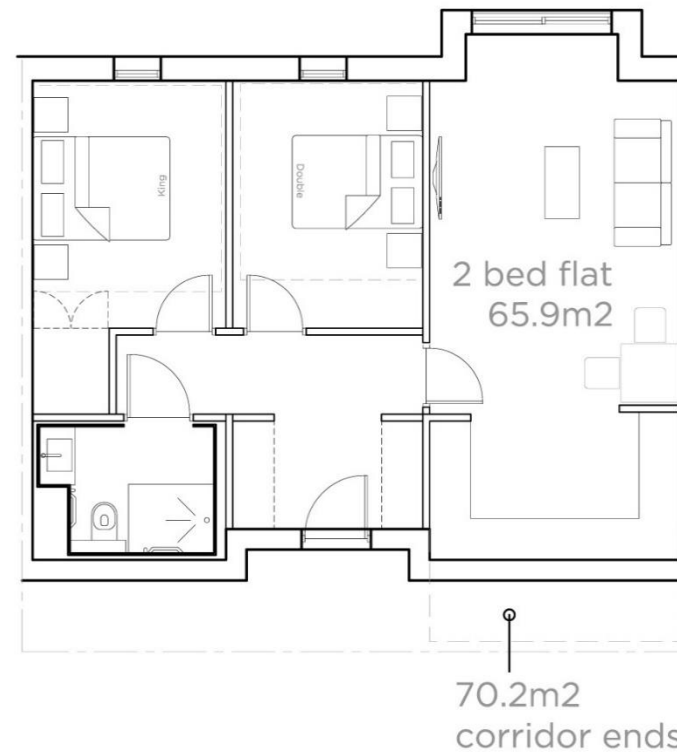
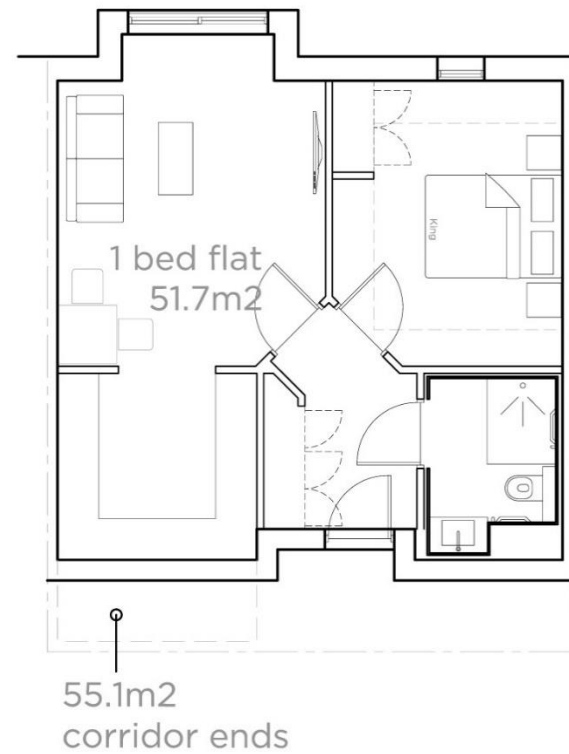
75%

25%

SUMMARY OF ALL ACCOMODATION TYPES INCLUDING CIRCULATION, PLANT & ANCILLARY/SUPPORT



3.2 Residential Space - Typical Flat layouts



The proposed overall gross internal areas for individual apartments take into consideration the following minimum recommend space standards as dictated by *Design Principles for Extra Care (Department of Health,)* along with *Approved Document M & BS8300. E*

The generic layouts opposite illustrate typical minimum room areas.

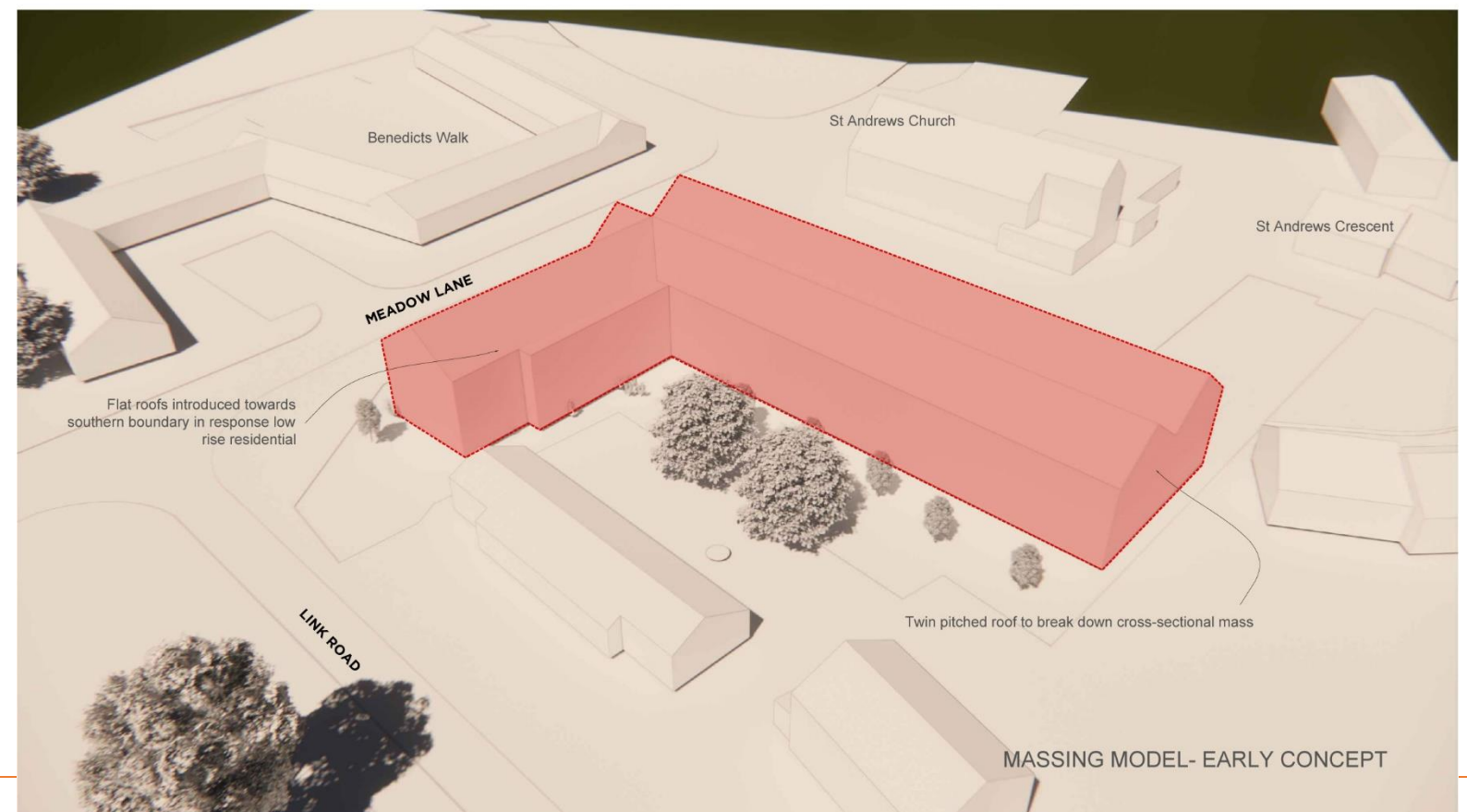
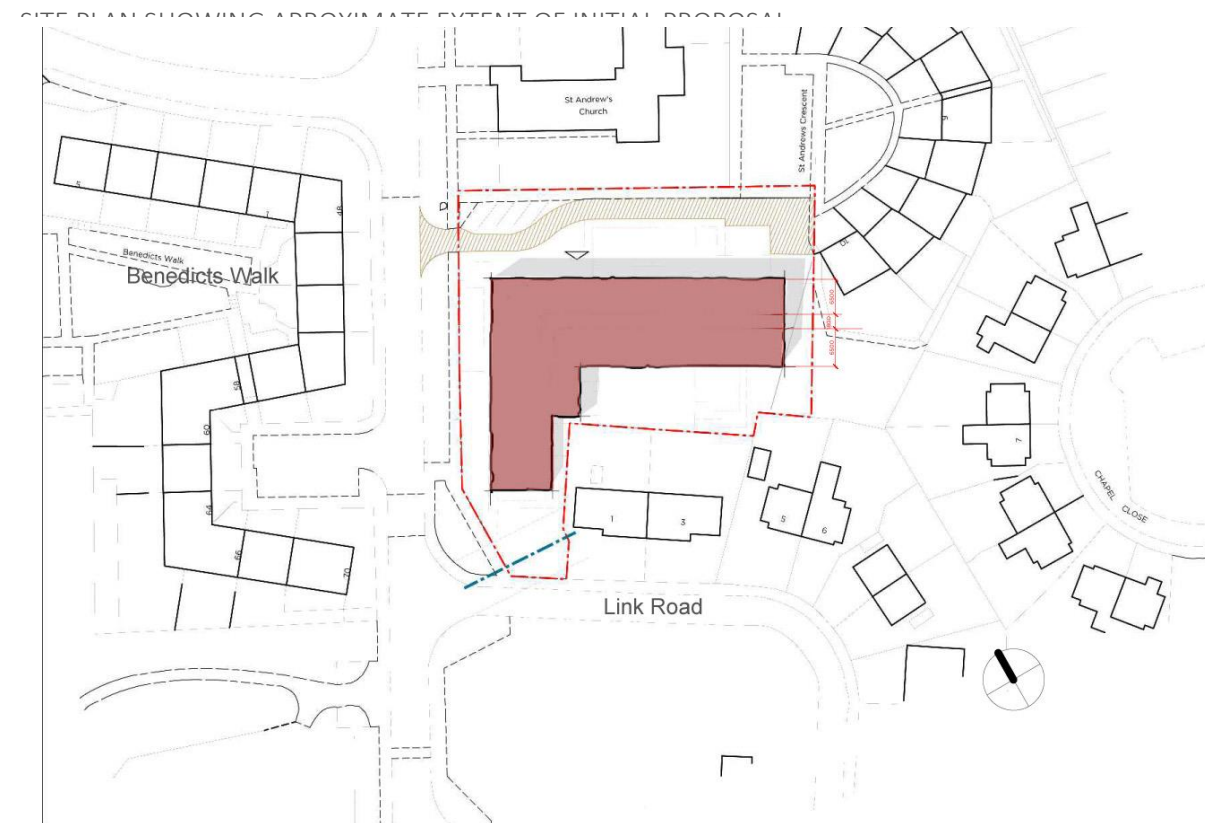
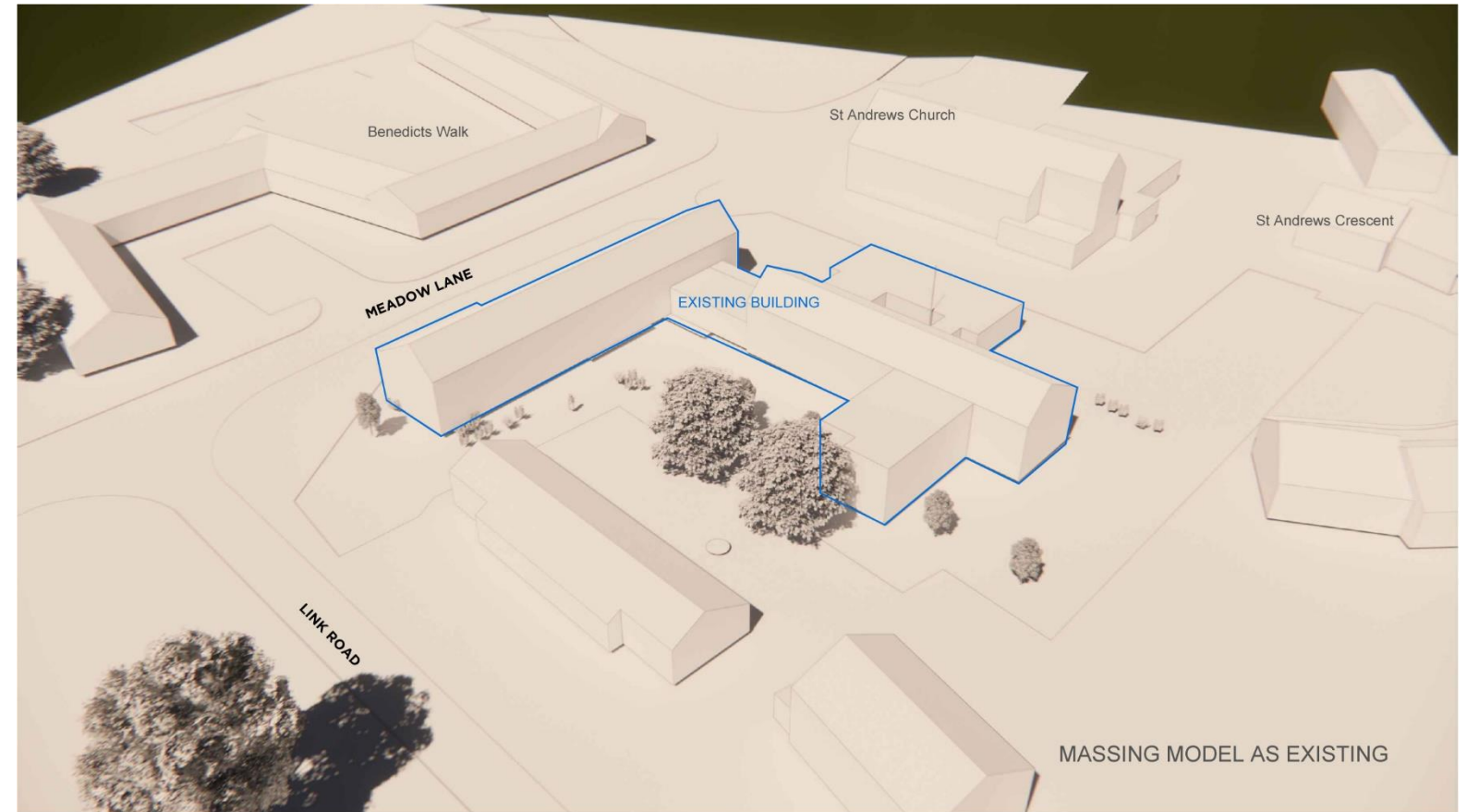
It is proposed that en-suits will be off-site manufactured bathroom 'pods'

3.3 Form and massing

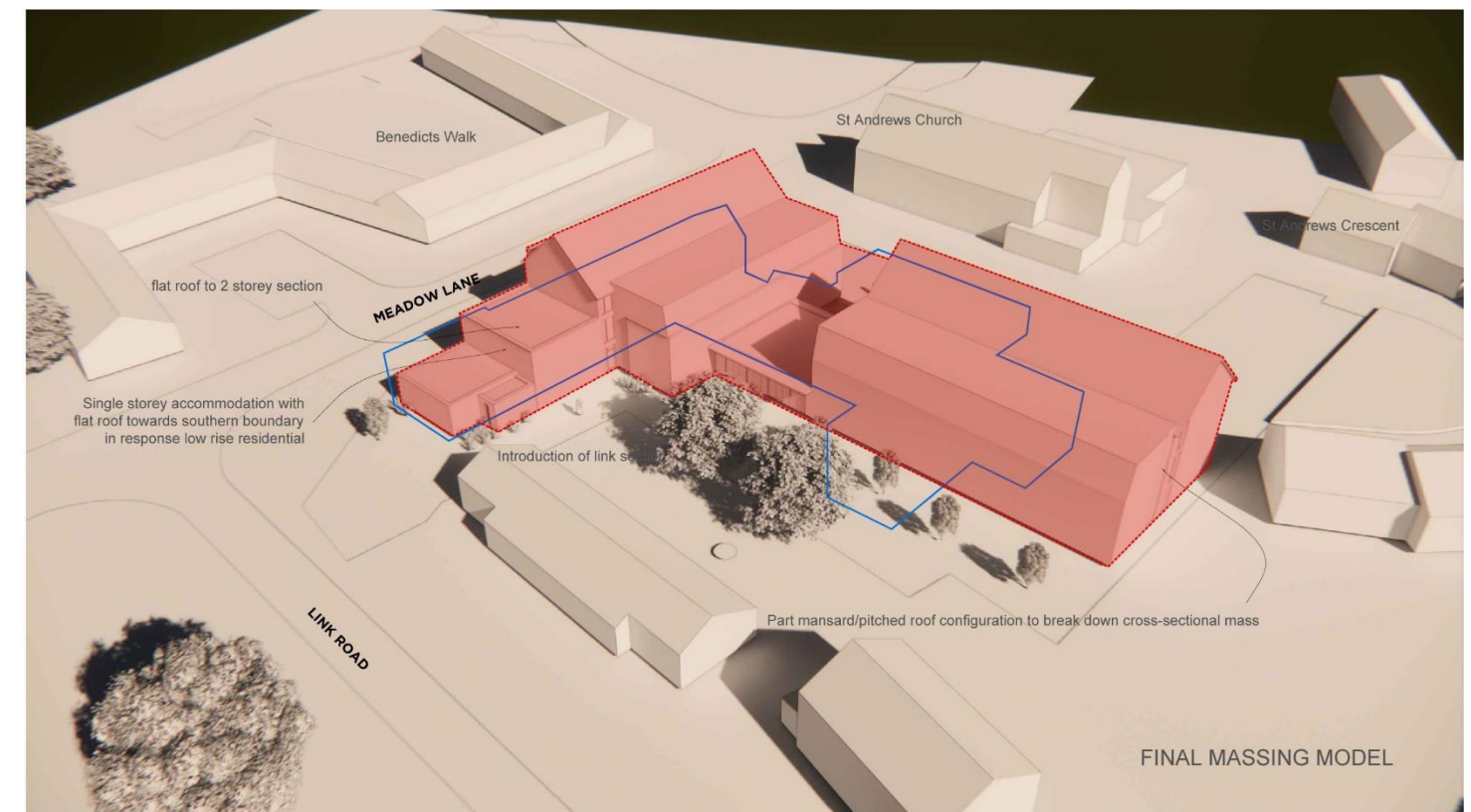
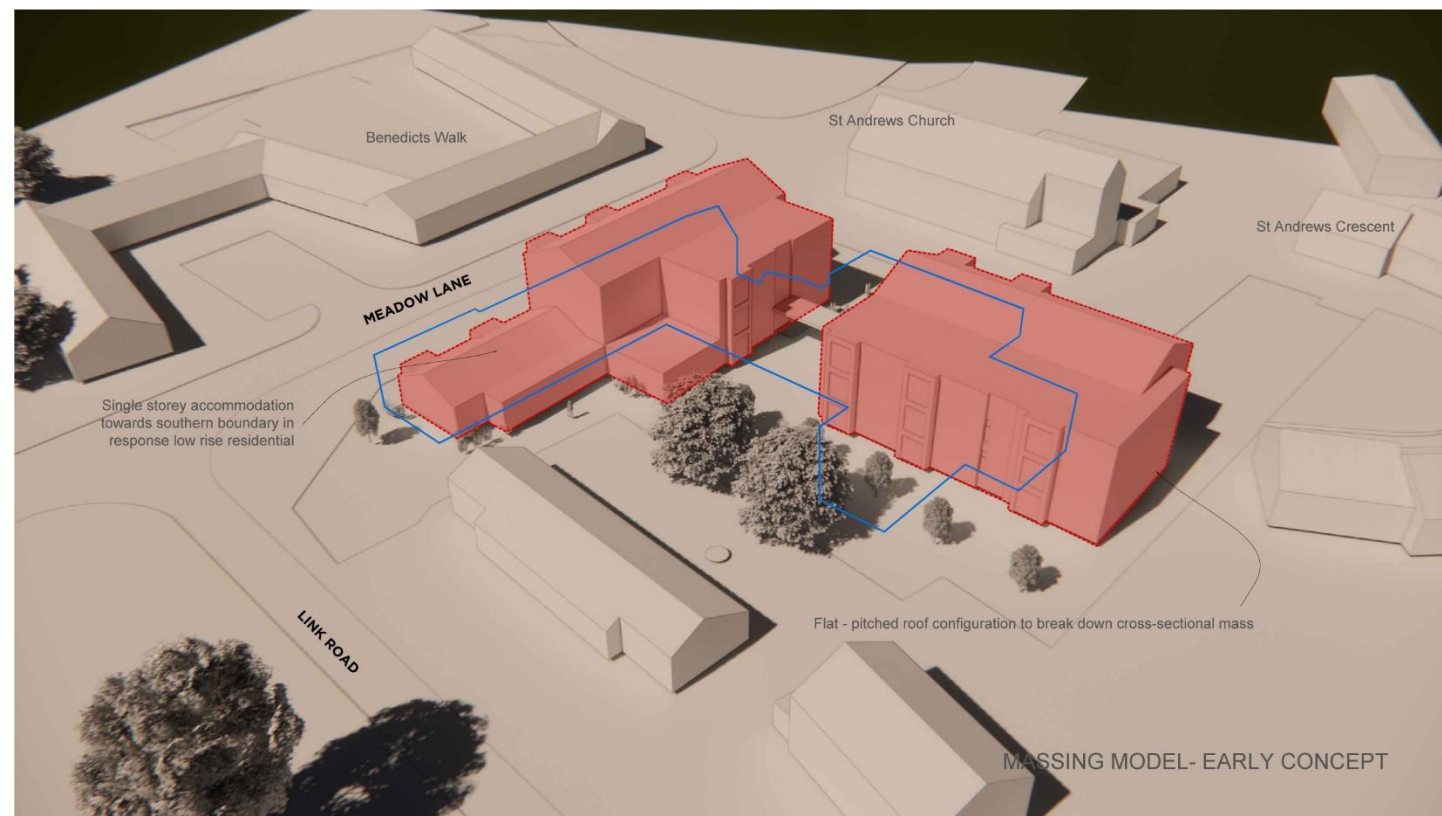
Fundamentally, the site shape, orientation, and existing buildings dictate the rudimentary form – essentially an ‘L’ shaped plan, thus, utilising the space as efficiently as possible. The massing, to a large extent, has also been informed by the brief; a key design objective is to deliver a viable level of accommodation and requisite number of units whilst maintaining a scale in response to, and appropriate for the context. With this in mind, the proposal will largely remain within the confines of the existing building demise. Modern space standards and regulations dictate that a general increase in plan depths to that of the existing will be necessary; for instance, each apartment will be circa 6.5m deep with corridor widths between apartments a minimum of 1.8m for compliance. Resulting in potentially excessive massing for the context. The proposal seeks to overcome this with careful consideration given to the cross-sectional profile of the wings – refer to final massing model image.

The scheme incorporates a strong sense of massing hierarchy with the bulk of the mass located towards the north of the site opposite St Andrews church and incrementally smaller scales nearer the bungalows on Link Road.

The design has undergone a small sequence series of development options, each with subtle adjustments in massing strategy.



Below left – a scheme comprised of two standalone buildings with the Meadow Road wing having a single storey element. The cross-sectional mass broken down with a combination of flat/mansard and pitched roofs. This concept was developed in response to the potential for two separate operators, the brief then changed resulting in a single building offering the potential for a single storey link section providing additional internal area for communal facilities.
Below right – the final massing with refined roof scape further contributing to a perceived reduction in mass and a gradual, stepped reduction in eaves level to the Meadow Road elevation



Site section through the north-south axis of the site. The blue outline denotes the extent of the existing building with the red illustrating a stepped reduction in eaves level towards the bungalows of Link Road.



SITE SECTION (north - south)

3.4 Layout

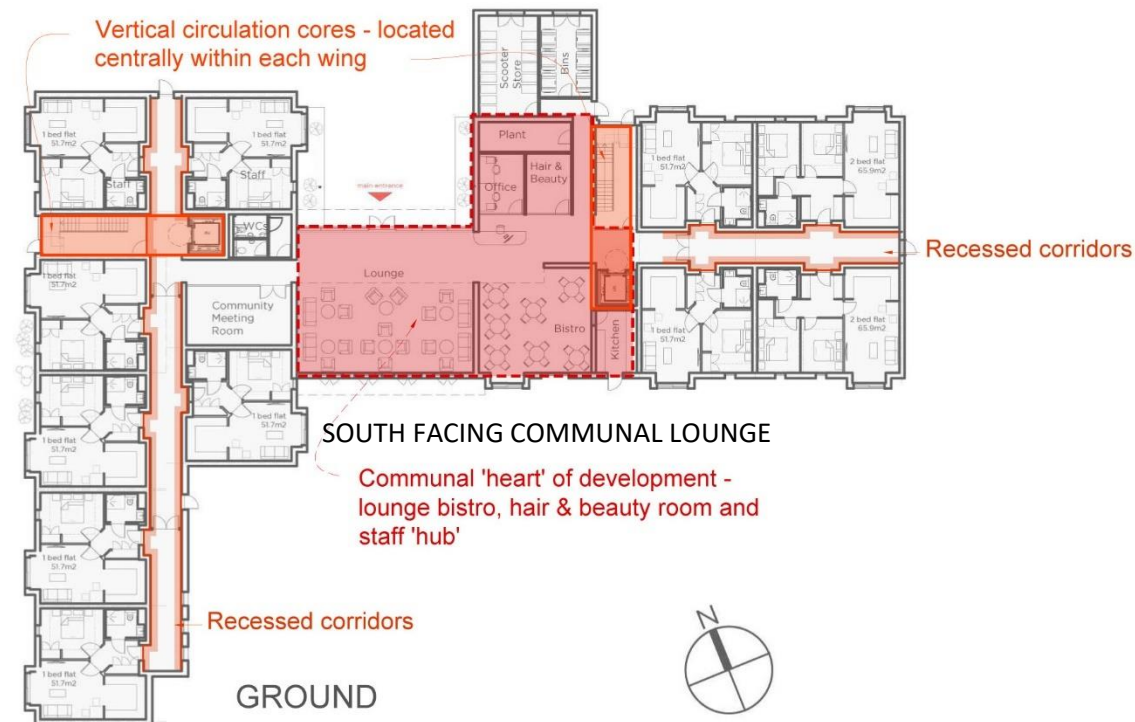
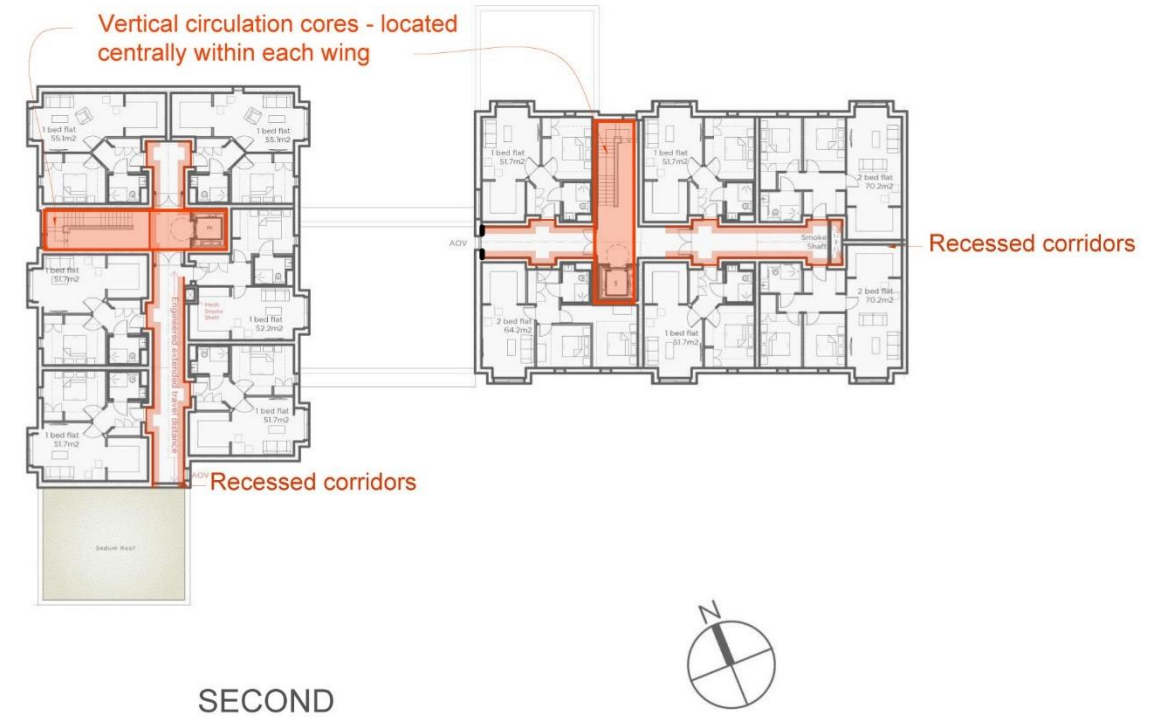
The scheme essentially comprises two wings centred around a communal 'heart' and staff 'hub' situated close to the principal entrance. The

Circulation Spaces

Avoid long monotonous, featureless, flush corridors and introduce 'nodes' of interest en-route where possible. The proposal has recesses within corridors located outside flat entrances and may serve as wheelchair passing places and/or small display areas.

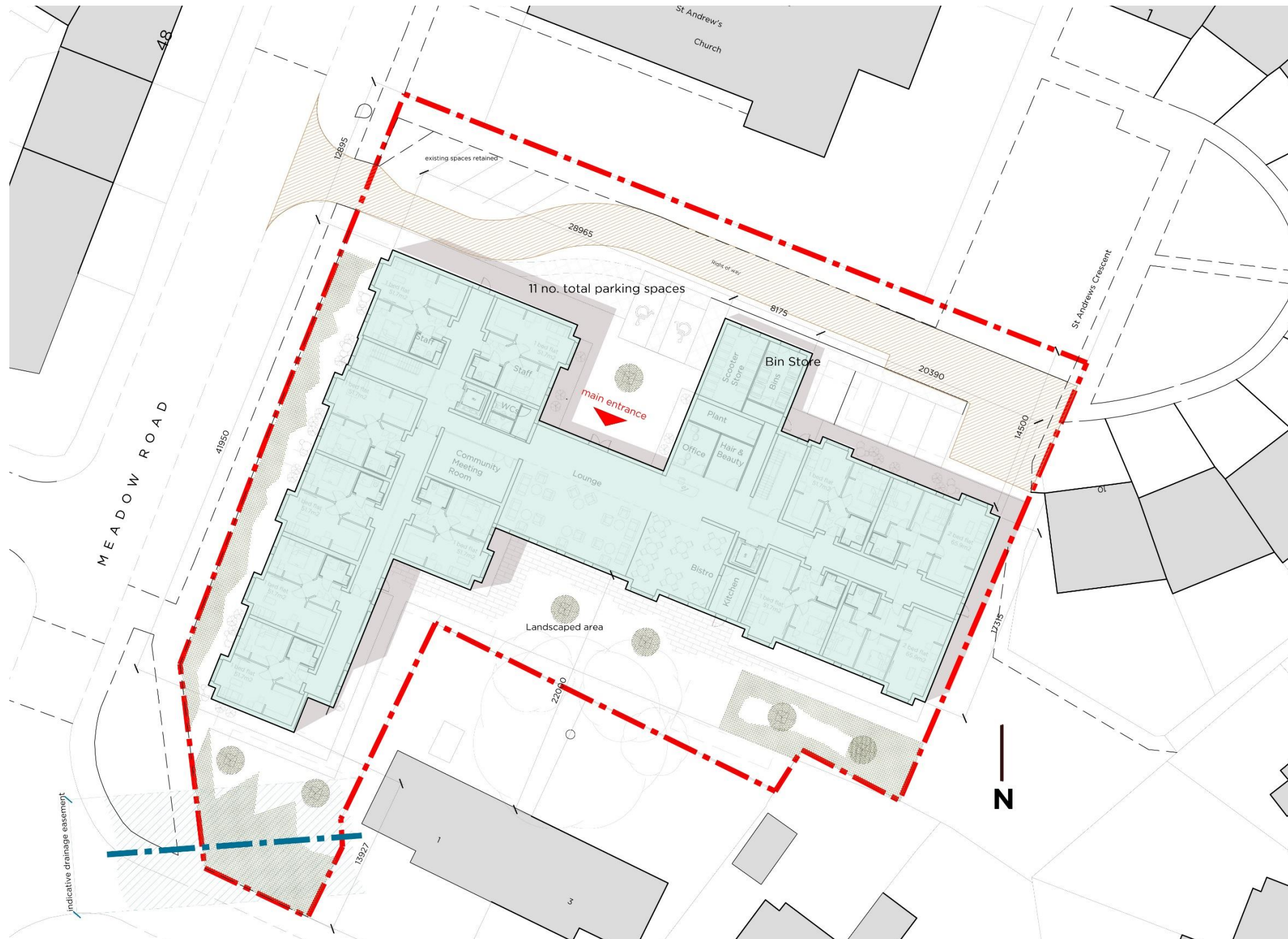
Intuitive, rational layout with circulation routes clearly identifiable – of particular importance for residents with dementia.

Vertical circulation cores located in central locations thus keeping travel distances down to a minimum. The scheme has



3.5 External Layout

The proposed building footprint has been positioned to provide adequate external amenity space and to adhere with Policy DM12 – Standards for New Residential Developments; the distance between windows pertaining to habitable rooms of the proposal and those of adjacent dwellings are no less than 21m.



3.6 Elevational Treatments & Materials

Individual dwellings are expressed with metal clad bay windows. The bays add depth and interest interrupting what would otherwise be an extensive plain of facing bricks.

Inward facing (south and east) elevations respond to the reduced scale of the adjacent low rise residential buildings through the inclusion of a top floor clad with a standing seam metal cladding, thus, achieving the effect of a 2-storey building with accommodation in the roof space. The windows of the top floor consequently read as dormer windows.

Street facing elevations (west and north) have a more conventional eaves, albeit lower than the internal ceiling level to deliver a more forgiving three storey structure for the context and reducing the overall height of the development. The metal clad bay windows terminate higher than the eaves level which further assists in breaking up of long repetitive elevations.

Fenestration

The regular window pattern is punctuated with arrow bands of vertical timber cladding and instances of recesses in the brickwork. Generally, all windows have cill heights 150mm above finished floor levels with head heights either at 2100mm or corresponding to the underside of ceilings. The windows are consequently slender proportions offering a more satisfying aesthetic to standard 'punched hole' openings.

The bin compound and mobility scooter store is enclosed with decorative brickwork and timber cladding with dentil detailing to the parapet.



Principal Entrance & Communal 'heart'

The principal entrance and foyer space will have 'shop-front' or curtain walling up to the underside of canopy soffit on both north (entrance) and south (garden/amenity space) elevations to admit as much light as possible into the 'heart' of the building. The glazing is interrupted with vertical bands of timber cladding to soften the aesthetic and mitigate solar gains. The glazing to both sides also provides a penetrating line of site through the 'heart' (foyer & lounge) and the external landscaped areas beyond providing a sense of arrival and increasing legibility for visitors.

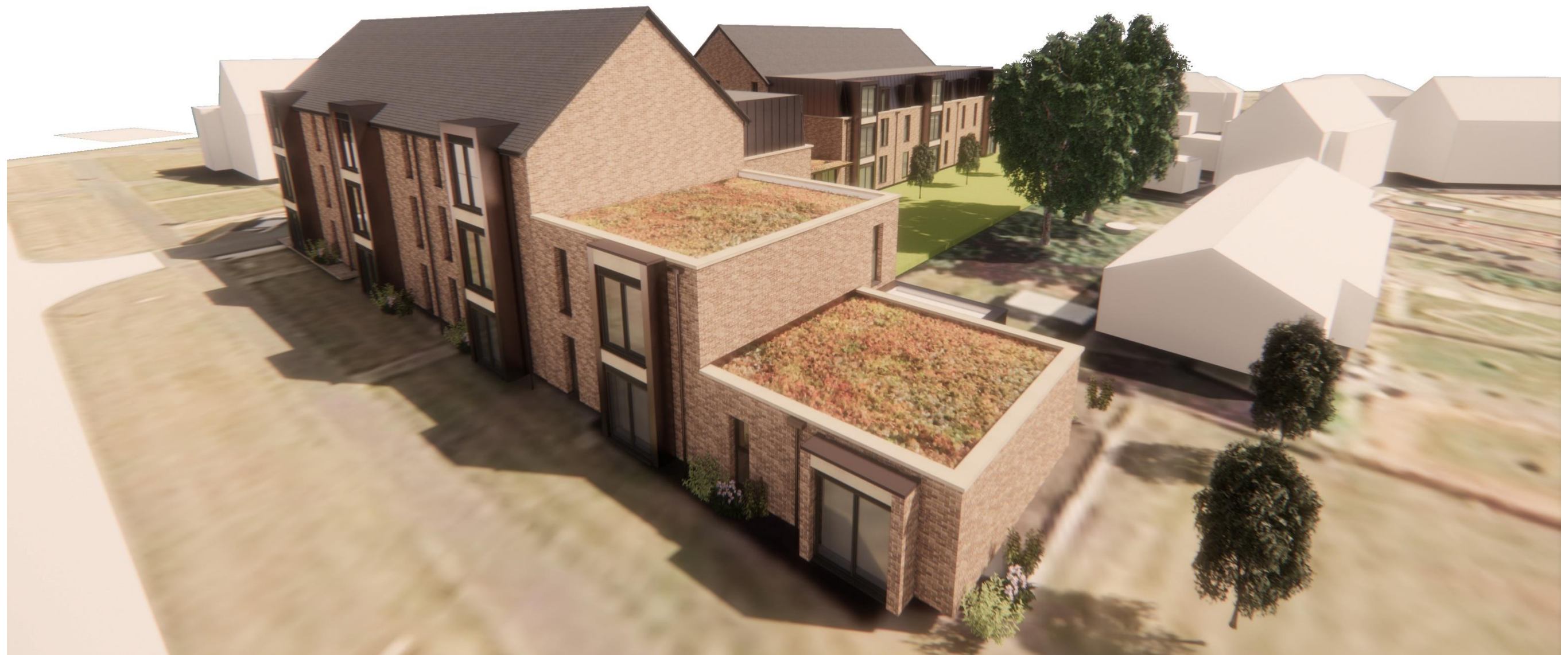


View on approach to main entrance

The principal street facing elevation along Meadow Road features stepped parapets as referred to in the form and massing section. All significant expanses of flat roof will receive a sedum blanket to soften the aesthetic and contribute towards the projects sustainable urban drainage strategy (SUDS).

All pitched roofs are to be clad with natural slate effect tiles in keeping with the regional vernacular. Facing bricks will be from a buff/brown multi range with intention of presenting a transitional material between the vivid red brick of more recent developments and the light coloured render of the surrounding 1950's housing estate.

Aerial view from south-west corner (Meadow Road) showing sedum roofs and relationship to Link Road dwellings



4 Access

Access for wheelchairs and older people with mobility aids has been considered throughout the development.

The site is level and any gradients across the site are gentle, providing opportunities to maximise accessibility throughout the site. The requirements of Approved Document Part M of the Building Regulations ensure that reasonable provision is made to construct buildings which are accessible and usable. This applies to gaining access to the building entrance and to use the communal facilities, both as visitors and as people who live and work in them and using sanitary accommodation within the communal areas.

This extra care housing scheme goes beyond these statutory requirements in that level access will be afforded to all areas of the building and the space planning of the building allows for wheelchair access throughout.

- Nine fully wheelchair accessible apartments
- Level access at all external entrances and exits
- Level access gardens with suitable external finishes with adequate path widths
- Disabled parking bays with a 1200mm accessible zone provided to the side of the bay
- The main entrance will have an audible door entry system and a clear opening of 1000mm, the doors will be fully glazed to give clear visibility
- Internal corridors of sufficient width to allow two wheelchairs to pass at regular intervals
- Flats designed to be wheelchair adaptable with level access showers
- Main circulation routes fitted with continuous handrails.
- Lift access to upper floors, the lift will be of adequate size to accommodate a stretcher lift and will have clear audible and visual information