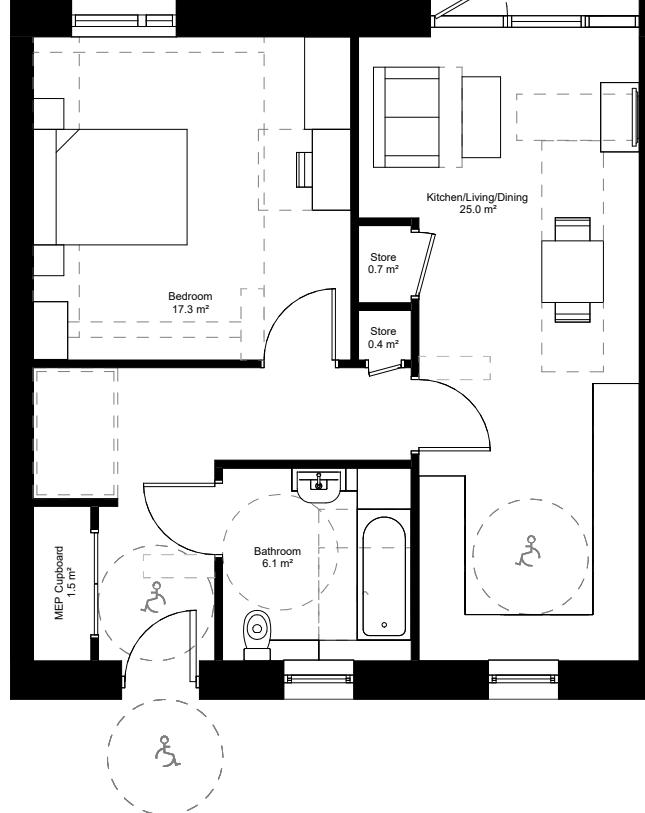


PROPOSED RESIDENTIAL TYPOLOGIES

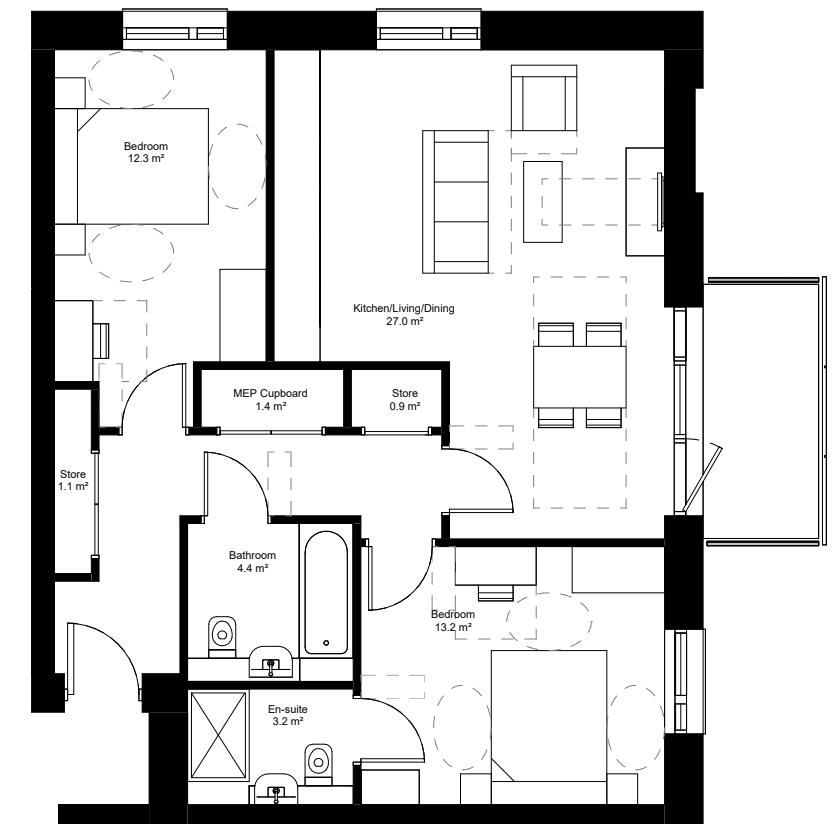
EXAMPLE APARTMENT LAYOUTS

All units have been designed to a minimum of M4(2) standards, with 5% of units designed to M4(3) Standards.

*Mews houses are in principle M4(2) with the exception of level access to living room. This has been consulted and agreed with HDC as this is a result of the 'upside down' living internal layout for the Mews houses.



01



02

01 Proposed Typical 1 bedroom M4(3) apartment
02 Proposed Typical 2 bedroom M4(2) apartment

PROPOSED VEHICULAR ACCESS STRATEGY

ACCESS AND CIRCULATION

The existing vehicular access into the site from Wimblehurst Road is being maintained to ensure that the proposal maintains the primary view corridor along the boulevard, terminating at the Locally Listed Heritage Building [C14].

The vehicular access strategy for the overall residential site [therefore both Lovell and Muse sites respectively] is designed to ensure that each site maintains a separate access from the highway totally independent from each other. A lockable bollard allows vehicular access between the two residential sites, to be used solely by the emergency services vehicles.



01 Proposed Access Arrangements Site Plan - NTS

PROPOSED VEHICULAR PARKING STRATEGY

PARKING PROVISIONS AND STANDARDS

32% of all parking spaces across the residential scheme will be allocated to individual residential units [81 spaces of 252]. Further given the low level of allocated spaces no dedicated visitor parking is proposed [less than the policy threshold of 50%].

- The basement car park under C12, C13 and C14 will be accessible to these residents only. The remaining parking across the wider residential scheme (on-street and the within parking courts) will be available to all residents.
- The scheme will deliver 'active' EVC charging points to the:
 - Housing - a total of 43 parking spaces which equates to 1 space per residential townhouse unit.
 - Apartments - a total of 34 parking spaces which equates to 20% of all apartment vehicular parking.
- All remaining space will be "passive" which is in line with the requirements of Part S of the Building Regulations..
- The wider residential scheme will deliver 12 accessible vehicular parking spaces, which equates to 5% of the total (which is aligned with the WSCC policy).

Total Parking Requirement			
Unit Type	Residential Unit Count	Parking ratio	Parking Req
1B2P	71	0.9	63.9
2B3P	11	1.1	12.1
2B4P	80	1.1	88
3B5P	1	1.7	1.7
3B6P	24	1.7	40.8
4B7P	19	2.2	41.8
Total Required	206		248.3

*Parking Standards have been calculated in accordance with West Sussex Residential Car Parking Provision 2020. The Site is located in Parking Behaviour Zone 4.

● Total Electric Vehicle Charging	240
● Total Disabled Parking	12
<u>Total Parking Required</u>	249
<u>Total Parking Proposed</u>	252



01 Proposed Parking Arrangements Site Plan [Combined plan showing both 'on grade' and 'basement' within a single view]

PROPOSED CYCLE STORAGE STRATEGY

CYCLE PROVISIONS AND STANDARDS

The proposed cycle storage has been designed in accordance with the approved policy and divided between private storage for dwelling houses and communal storage for the apartment buildings.

The design and provision of the necessary cycle stores are described in relation to the 'block' types as outlined in the following tables:

Total Cycle Spaces Required			
Unit Type	Department	Units	Bike Spaces
1B2P	Apartment	71	35.5
2B3P	Apartment	11	5.5
2B4P	Apartment	76	38.0
3B5P	Apartment	1	1.0
2B4P	House	4	2.0
3B6P	House	24	48.0
4B7P	House	19	38.0
Total Required		206	168.0

Total Cycles Spaces Achieved		
Block	Type	No. Bike Racks
	2000mm x 1500mm 2 Bike Garden Store	86
C07	800x1485 1 Bike Vertically	2
C10	800x1485 1 Bike Vertically	2
C11	Two Tier Racks	20
C12/13	Two Tier Racks	58
C14	Two Tier Racks	20
C14	HB Sheffield Stand	12
C15	Two Tier Racks	20
CYCLES ACHIEVED		220

*Parking Standards have been calculated in accordance with West Sussex Residential Car Parking Provision 2020.



PROPOSED REFUSE & RECYCLING STRATEGY

RECYCLING PROVISIONS AND STANDARDS

Refuse provision has been designed to be discrete and located within the private curtilage of the townhouse dwellings and individual apartment blocks so as to not detriment the street scene.

Figures for capacity requirements for waste have been obtained

Dwelling houses to be provided with 1x 240l garden waste bin

Refuse for typical blocks				
Typology	Unit Type	Refuse	Recycling	Storage type
Gatehouse	4B7P	1x 240l wheeled bin/unit	1x 240l wheeled bin/unit	store/unit in rear garden
Townhouse	3B5P	1x 140l wheeled bin/unit	1x 240l wheeled bin/unit	store/unit in rear garden
	4B7P	1x 240l wheeled bin/unit	1x 240l wheeled bin/unit	store/unit in rear garden
Mews house	2B3P	1x 140l wheeled bin/unit	1x 240l wheeled bin/unit	store/unit adj. entrance
C11/C15 Buildings	varies	12x 1100l wheeled bin total	16x 1100l wheeled bin total	Communal storage
C14 Building	varies	9x 1100l wheeled bin total	12x 1100l wheeled bin total	Communal storage
C12/C13 Buildings	varies	8x 1100l wheeled bin total	10x 1100l wheeled bin total	Communal storage

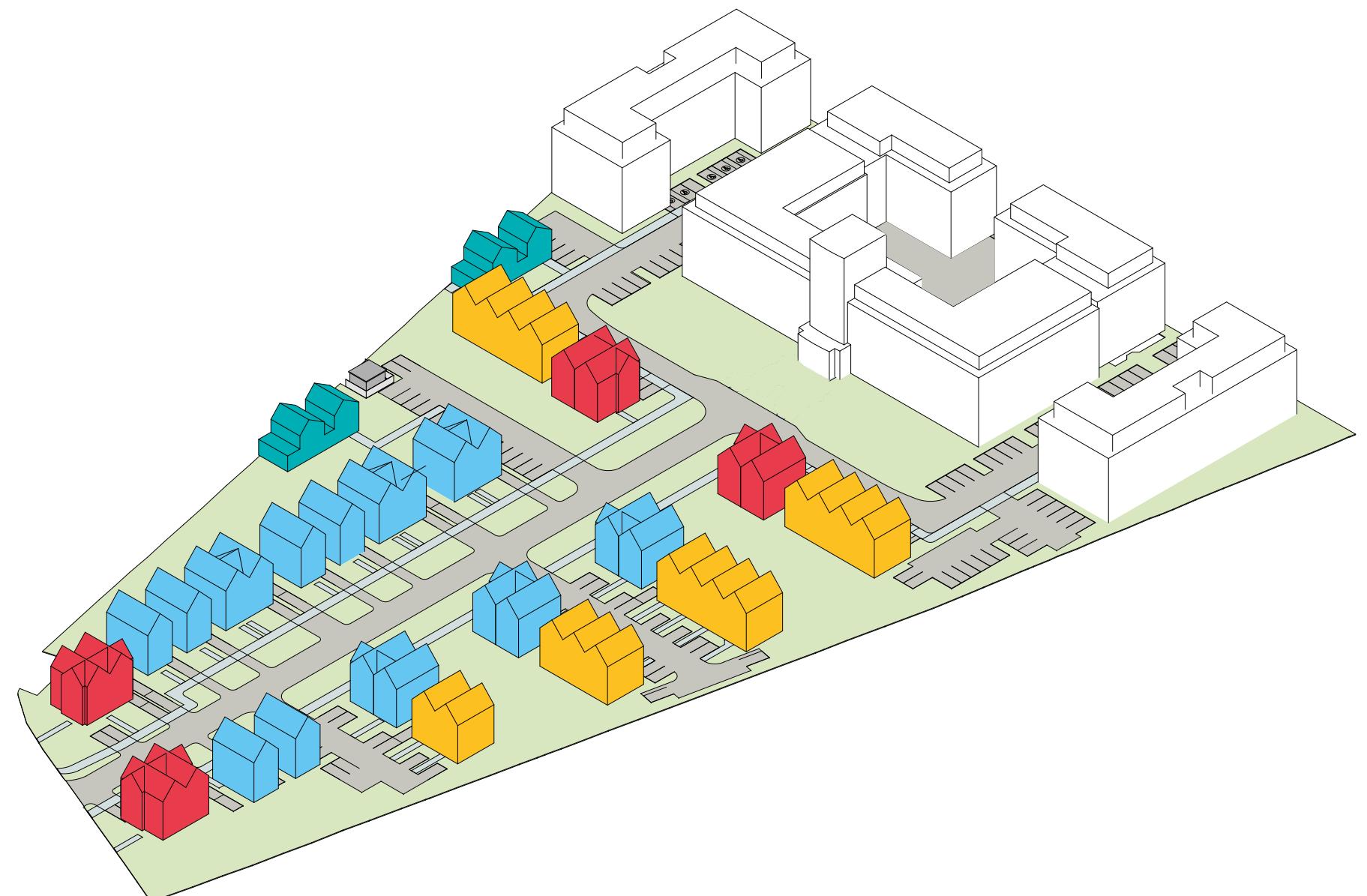


01 Proposed Refuse Strategy Site Plan

PROPOSED HOUSING LAYOUT HIERARCHY

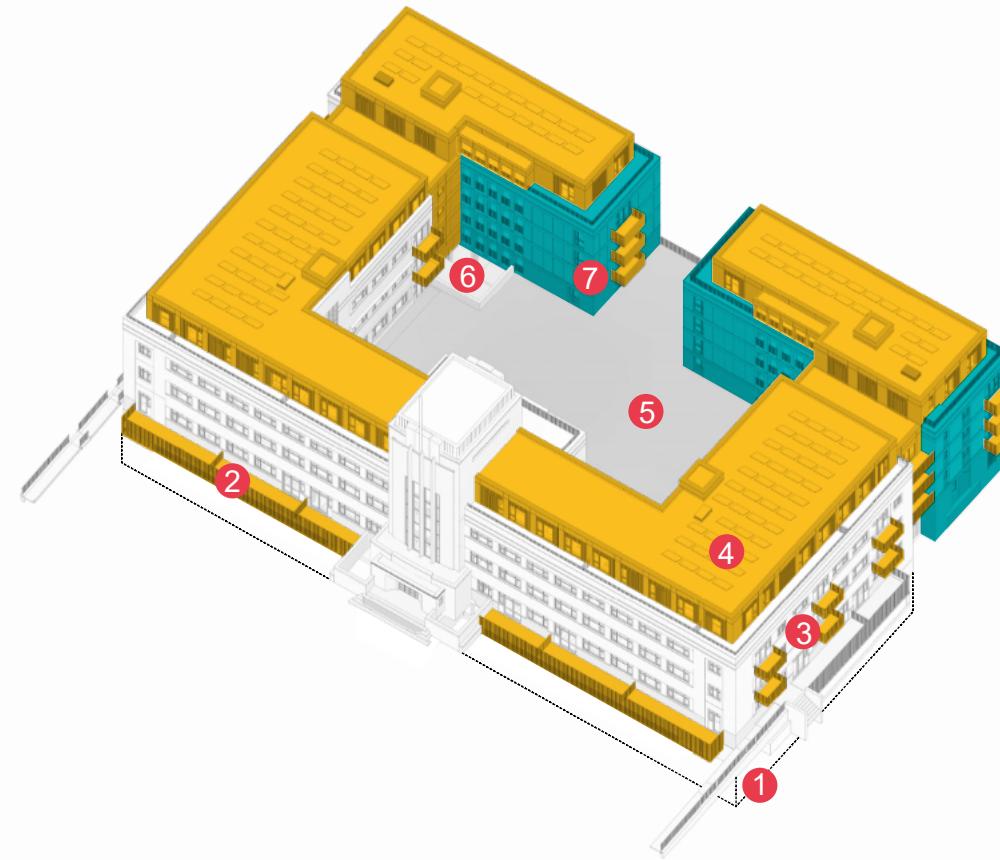
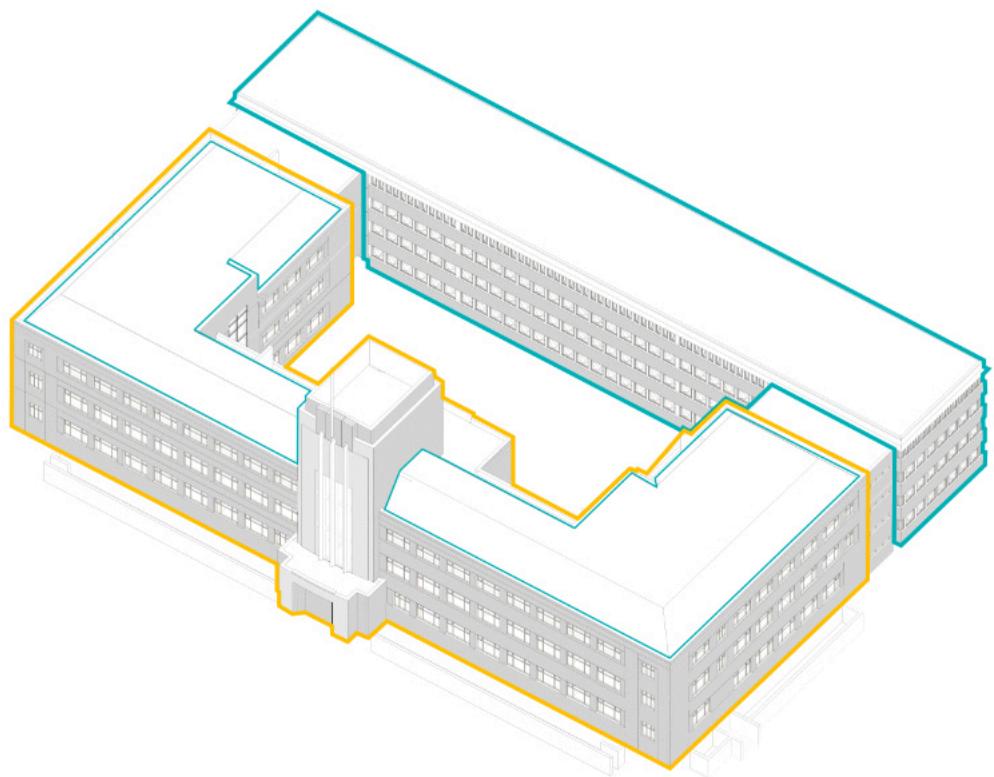
- Primary gatehouse and boulevard semi detached 'anchor' or 'bookend' dwellings
- Boulevard fronting detached / semi detached dwellings
- Secondary access road fronting - semi detached/terraced dwellings
- External perimeter road fronting - semi detached/terraced dwellings

01



01 Axonometric diagram of the site showing hierarchy through housing typologies

PROPOSED HERITAGE STRATEGY - CONVERSION BLOCK



OVERVIEW

This page intends to outline the strategy and extent of alterations necessary to convert the locally listed building (C14) and the integration of the proposed new apartment (C12 & C13) buildings to ensure that the residential conversion is fit for purpose and any upgrades necessary to meet current residential Building Regulations are implemented.

ELEVATIONAL STRATEGY

It is necessary to upgrade the existing building fabric to ensure dwellings are fit for purpose and can meet relevant Building Regulation standards.

- The existing external walls of C14 (highlighted in yellow) are masonry supported on a concrete frame with a limited 50mm wide existing cavity. Retaining the external skin is essential to maintain the quality and distinctiveness of the overall development, it is therefore proposed that any upgrade of the external skin to achieve thermal or air tightness criteria will take place internally.
- The existing mansard roof to C14 (highlighted in a thin blue line) is not suitable for conversion to residential accommodation and therefore is proposed to be demolished and replaced with a set back contemporary light weight structure.

PROPOSED ALTERATIONS

1. Existing basement within C14 is extended into the central courtyard to be utilised as car parking.
2. Existing retaining wall to basement lightwell is retained. A raised perimeter terrace to Level 00 is proposed to provide private amenity spaced to the ground floor homes and 'cap' the extended basement below.
3. Balconies are proposed on both secondary and internal courtyard elevations [C14]
4. Replace the existing rooftop mansard [C14] with a new third floor of accommodation and maintenance roof, set back from the line of building below.
5. New landscape courtyard constructed at Level 00.
6. New vehicular ramp down to the basement parking, open partially into the new courtyard space.
7. The wing returns of the existing rear block are demolished to provide a comfortable separation between the structures which provide a clear and distinct visual break between the locally listed building [C14] and the re-constructed C12 and C13 blocks. This allows for key views of the clock tower from within the adjacent Muse site.

NEW BUILD AND RETROFIT COHERENCE

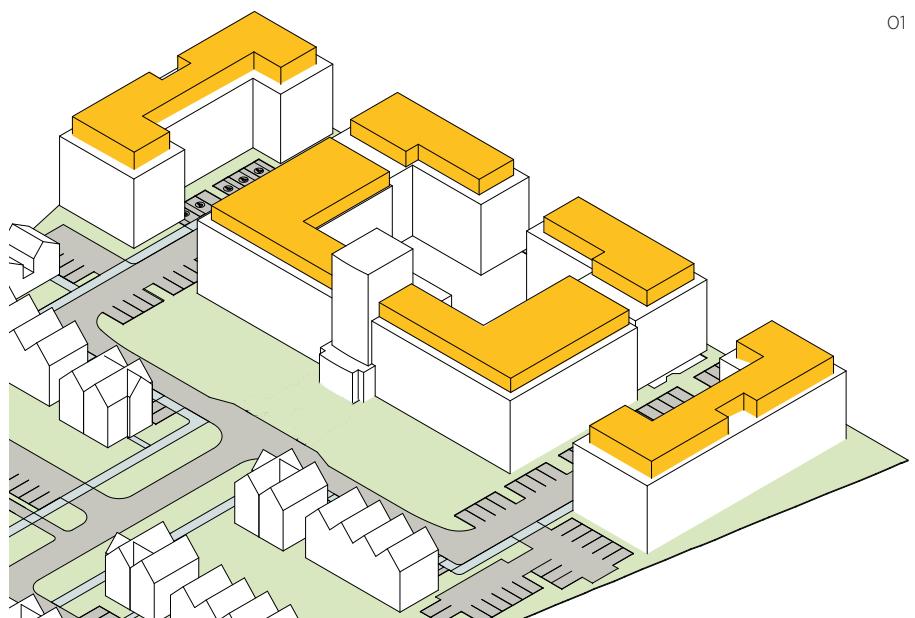
Several measures have been taken to ensure that the proposed new build apartment blocks don't detract focus from the central heritage building, but rather are seen as having a similar architectural language.

MATERIALS

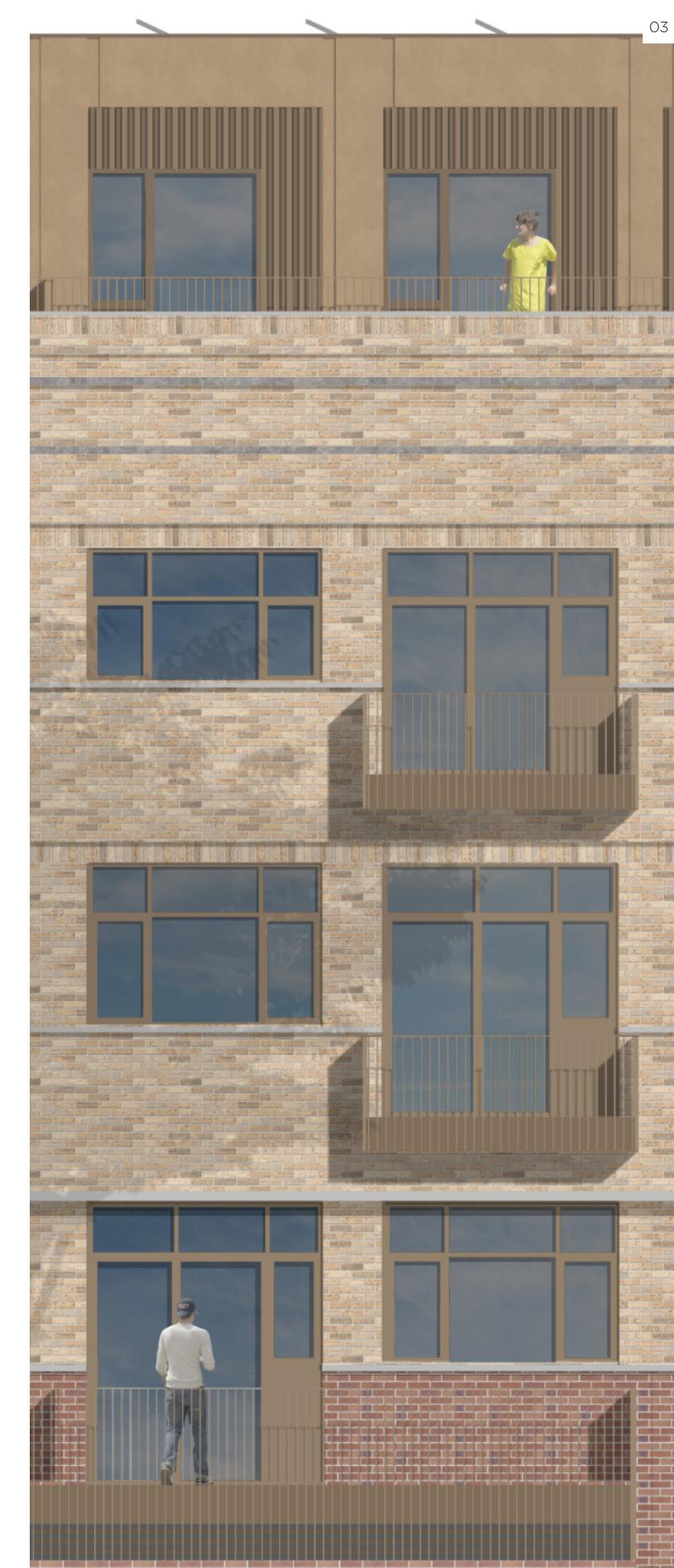
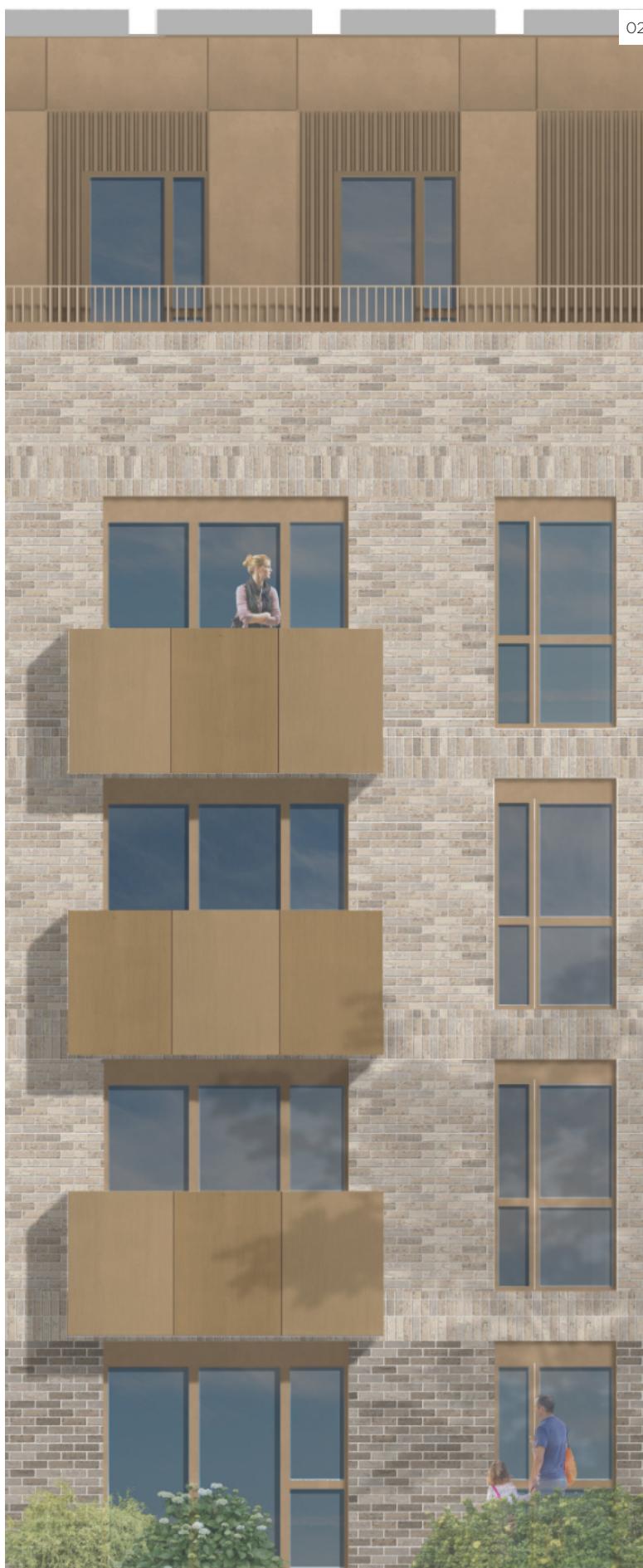
The new build blocks (C11, C12, C13 and C15) will be predominantly brick to match the heritage building (C14) and the wider conservation area surrounding the site. Both the new build blocks and the retrofit of the heritage building will include a top floor clad in smooth aluminium (see 01) which will also be applied to all secondary cladding elements (infill panels, windows, rainwater goods, etc.) thereby visually unifying this area of the site.

HEIGHT

The brick facade on blocks C11 & C15 stop at a similar height as the existing facade of C14, this maintains cohesion. Visual hierarchy is then emphasised by the height of the top floor, which gives C14 more dominance.



- 01 Axonometric diagram of the site showing rooftop setback cohesion
- 02 Bay elevation of proposed new build apartment blocks - NTS
- 03 Bay elevation of proposed refurbishment to heritage building - NTS



PRIVATE AMENITY SPACE

External private amenity space has been allocated to all houses and where possible to apartments. The private amenity is proposed in three forms:

- Private front and rear gardens to Gatehouses and Townhouses
- Terraces to ground floor and rooftop apartments, and first floor terraces to Mews houses
- Balconies to upper floor apartments

Further description of these private amenity spaces and the reasons for any exceptions are outlined below.

THE HOUSES

The Gate and Townhouses all have external amenity space to the front and rear of the units and secured external access to the public realm. The Mews houses are an innovative 'upside down' dwelling, whereby the living space is located on the first floor, through which a first floor terrace is accessed. This external terrace enjoys a pleasant prospect of being raised and adjacent to tree canopies.

THE APARTMENTS

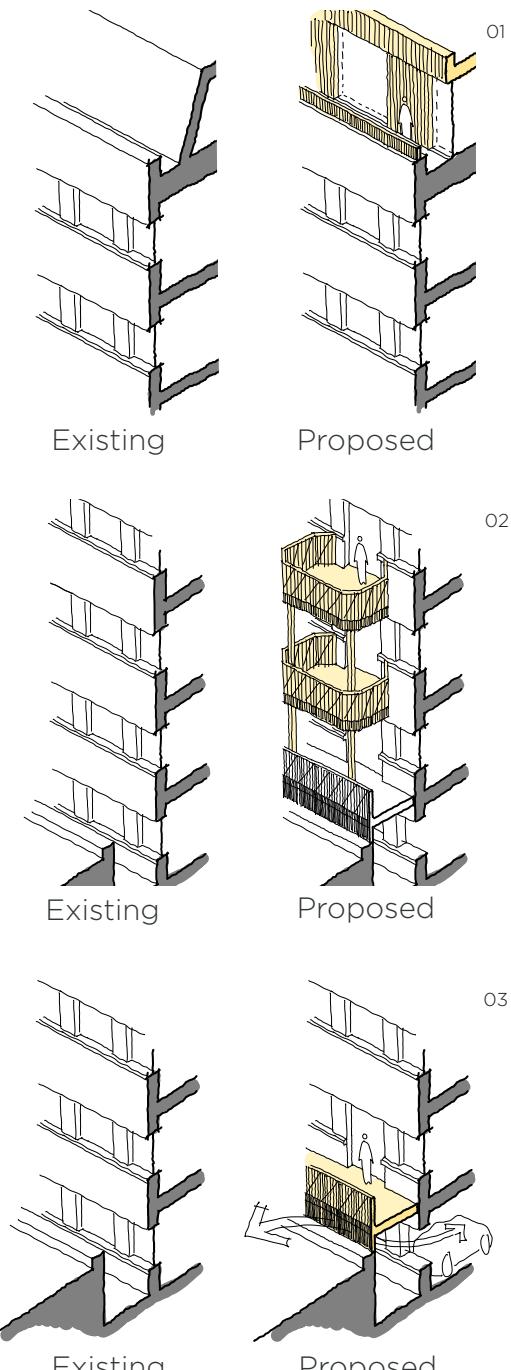
Typically homes in the apartment blocks all have 5sqm projecting balconies. Privacy is provided by solid metal panels to the front of these. On the 4th floors where the accommodation is set back from the building line generous roof terraces are provided.

There are a number of 1 bedroom apartments in buildings C12 and C13 that front the Muse site where providing projecting balconies would compromise the privacy of both sites, in these locations Juliette balconies have been provided to the living spaces.

In providing private amenity space for the Heritage building C14, consideration had to be given to balance this requirement without compromising the inherent quality of the locally listed structure. Therefore any external balcony facing the public realm is limited to the secondary NE and SW elevations of each 'wing', preserving the

primary elevation and vista from the boulevard and oblique views on approach to the main entrance.

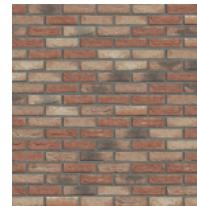
The previous light wells to the basement level (now basement parking) are topped with a private terrace for amenity to the ground floor units, defensible through height difference by benefit of level access from ground floor which is raised above the surrounding street level. The new 3rd floor is set back from the existing brick elevations allowing private amenity to all the top floor units. Additional balconies face the internal courtyard, providing the courtyard facing units with private amenity space.



01 Roof terrace from set back extension
02 Balconies to secondary elevations
03 Terrace 'lid' over light wells to car park in basement

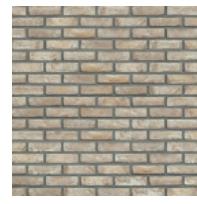
APPEARANCE AND MATERIALS

The site contains three character areas defined by the choice of brick hue, which relate to their position relative to the central boulevard spanning the proposal, as well as the use of metal which maintains the cohesion between old and new:



GATEWAY AND BOULEVARD GATE AND TOWNHOUSES

Medium Density: These are designed to respond to the surrounding vernacular context, particularly the Richmond Road conservation area. The predominant material will be red hued brick.



THE TRANSITIONAL MEWS HOUSES AND NEW BUILD APARTMENT BLOCKS

High Density (and Mews houses): These buildings, forming a 'campus' are designed to mediate between the Boulevard and Heritage character areas, but also with the mews houses to enhance the streetscape of Parsonage Road. The predominant materials will be grey-buff brick.



THE HERITAGE C14 AS A CENTRAL FOCAL ASPECT

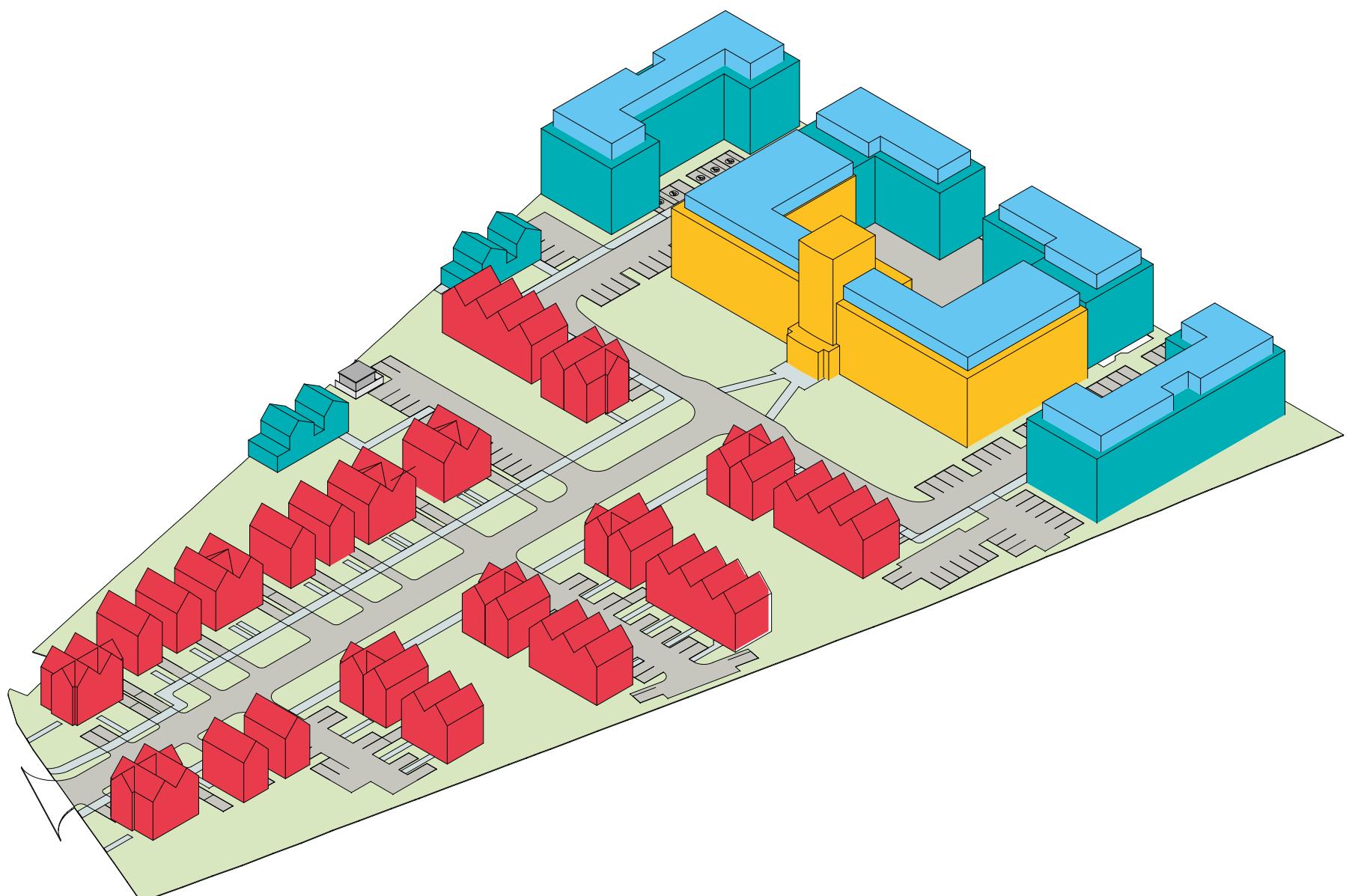
Heritage Block: These are designed to respect the existing heritage block C14 with a sympathetic residential conversion. Predominant materials will be the existing buff brick of C14.



THE CONNECTION NEW BUILD AND HERITAGE TOP FLOOR

To maintain cohesion amongst the retrofit and new build apartment blocks, they all share a smooth aluminium top floor which is then also used in all secondary metal features such as balconies, rain water pipes, etc.

01



01 Axonometric diagram of the site showing the different primary materials