

**DESIGN & ACCESS STATEMENT IN SUPPORT**

**OF**

**PLANNING APPLICATION**

**FOR**

**PROPOSED CONVERSION OF FORMER CARE HOME**

**INTO**

**RESIDENTIAL APARTMENT COMPLEX**

**DATE** - March 2015

**ADDRESS**

Former Brydan Court Nursing Home  
Galsworthy Road,  
South Shields  
South Tyneside,  
NE34 9HN

**THE SITE**

This Design and Access Statement has been prepared in support of a Full Planning Application for the proposed change of use from a Nursing Home for the elderly to a Residential Apartment Complex, incorporating internal and external alterations.

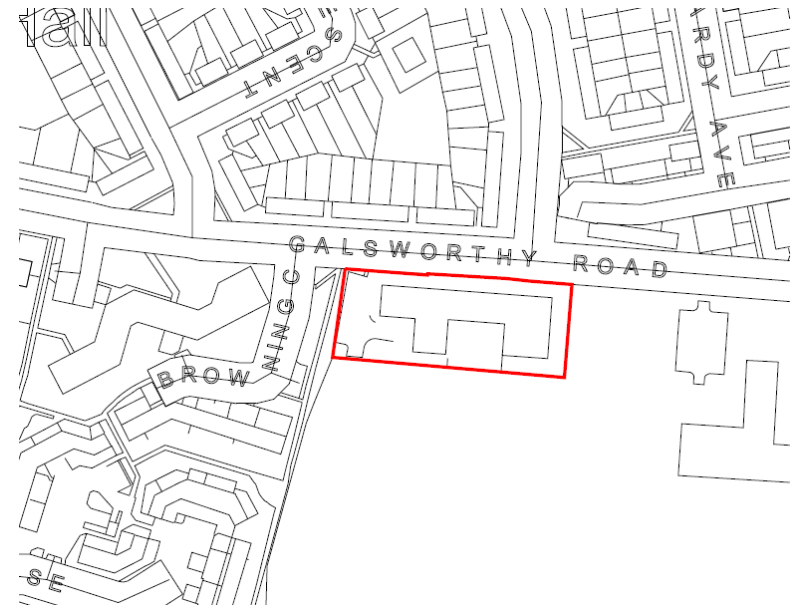


Figure 1 – Location plan extract

## **SUMMARY**

The site consists of a single, two storey brick built care home with UPVC windows and concrete interlocking roof tiles, along with associated hard standing area's with vehicular access and parking area's

The former care home was built in 1996 and consists of following facilities:

- 52 private bed spaces.
- 4 dayrooms and 2 dining rooms.
- Offices, staffrooms, treatments, kitchens and laundry facilities.
- Car parking area.

The submitted planning application seeks to convert the former care home into;

- 22 private two & three bed residential apartments
- Retaining the existing vehicle access.
- Increased onsite parking from 14 to 30 bays, providing parking at a ratio of 1.3 per unit.
- Introduction of three communal door entry points to the front elevation along a further two communal door entry points to the rear elevation.

## **APPLICANT**

Norman Fada  
NorFad Developments  
156 Beach Road  
South Shields  
Tyne & Wear  
NE33 2NN

## **EXISTING STATUS**

The former Brydan Court Nursing Home was a purpose built Nursing Care home for the elderly. Unfortunately, the building has now been unoccupied for approximately 8 years and has fell into disrepair. The site lies to the South of Galsworthy Road opposite Chesterton Road, South Shields, in the catchment of South Tyneside Council.

The surrounding area is predominately residential, with terrace housing to the North, Chuter Ede Education and Community Centre occupies the East side, with the Playing Fields to the South side.

The west side is also occupied with residential properties, with a mixture of houses and apartments. The site is not within a Green Belt or within a Conservation Area.

The former care home held 52 Bedrooms under the operation of the Four Seasons Health Care group, a large national Health Care company.

## **THE PROPOSALS**

The site itself measures at 0.323 hectares (3233 sq.m). The existing building footprint occupies approximately a third of the overall site at 1146 sq.m.

The proposals will convert the existing property in its entirety to provide 22 apartments. External onsite parking will be increased to provide 30 bays, at a ratio of 1.3 per unit.

The full accommodation schedule is as follows:-

- 16 x 2 bedroom apartments
- 6 x 3 bedroom apartments



Figure 2 – Birds eye site view (2008)

## **Layout**

As previously mentioned, the proposal involves internal alterations leading to the introduction of three new external entrance points.

Externally, the parking area to the West will be clearly laid out and distinctively marked to provide 14no. parking bays accessed from the existing North West site access point and private road. New works to the South of the site will provide a further 16 bays accessed via the extension of the existing private road. The general external layout is illustrated in figure 3.

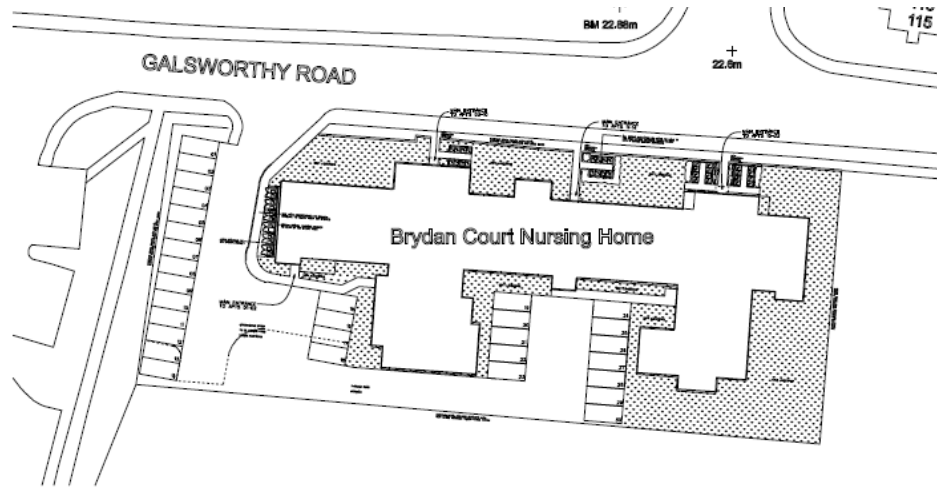


Figure 3 – Proposed site plan

Generally, the circulation within the communal areas and apartment entrance halls utilises the existing corridors due both to the convenience of their sitting and the restrictions on modifications due to their load bearing characteristics.

As mentioned previously, new entrance points are situated front and rear, leading to the same corridor systems, as typified in figure 4. The front entrance points are designed to serve occupants and visitors arriving on foot, as well as providing the most efficient link between the apartments and refuse stores. Furthermore, following consultation with Building Control, this design strategy provides integral access for approaching fire engines in emergency situations.

Rear access points are positioned to provide convenient access directly from the rear parking areas for occupants and visitors travelling by car.

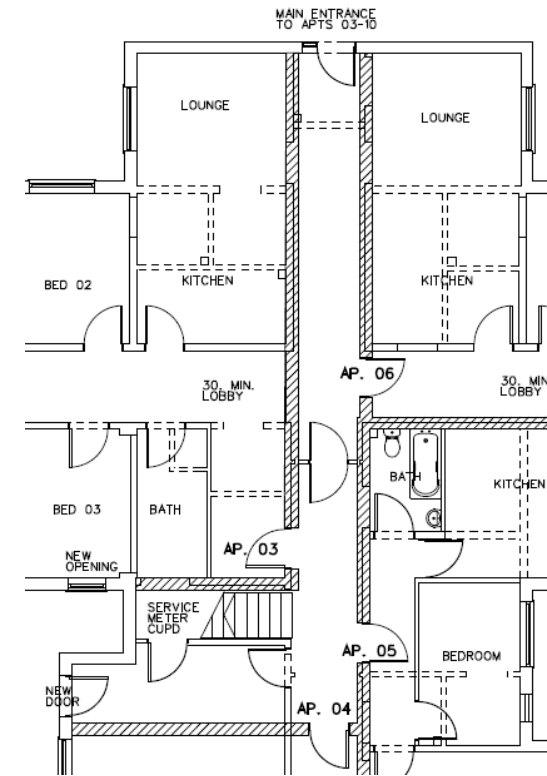


Figure 4 – Example of front and rear linkage

The apartments themselves are designed primarily to adopt maximum daylight and viewing amenity. Where possible, Lounge and Kitchens have been situated to the Galsworthy Road elevation. Bedrooms have been located toward the rear of the building – away from the passing road - to give future occupants a more tranquil sleeping environment.

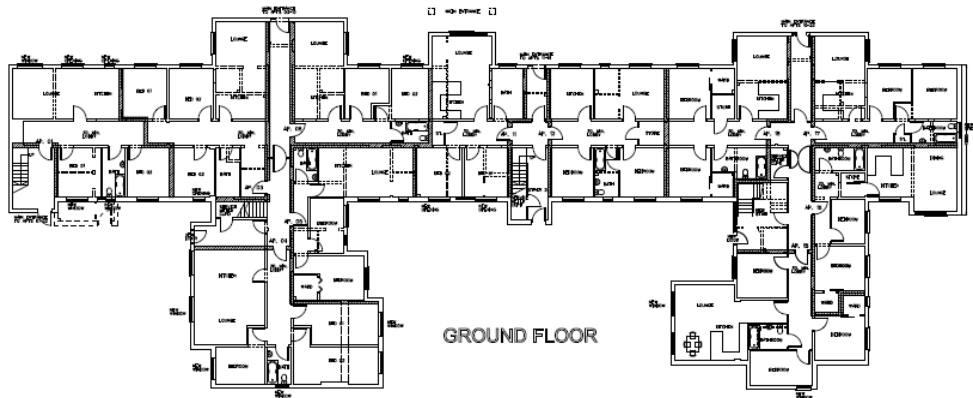


Figure 5 – Proposed ground floor

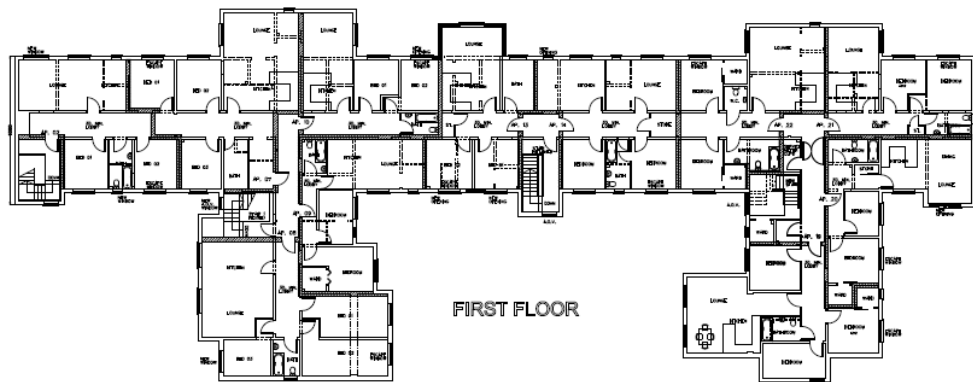


Figure 6 – Proposed first floor

### Scale

A major component of the design strategy was to minimise the modifications to the existing building. The load bearing nature of the building, coupled with the simplistic qualities of the external appearance, meant any major changes to the structure would be complex.

Furthermore, the similarity between the existing use – care accommodation – and the proposed use – residential private accommodation – made it simplistic 'change of use' design transition via conversion of the existing building. Thus, minimal external changes are proposed. As a result, no issues of scale or variance in mass occur as part of the development.

The only minor issue that could potentially be considered as an effect on scale is the first floor extension above the (former) ground floor entrance to the North elevation. However, the single storey former entrance appears lost and weak in context to the scale of the overall elevation. When comparing the existing and proposed frontage (North), the first floor extension brings this particular element in line with the overall scale of the elevation. This improves the design and proportional scale, as illustrated in the following images.



Figure 7 – Existing front elevation



Figure 8 – Proposed front elevation

### Landscaping

The existing site area sits in a basic condition, typical of a vacant but contemporary development. The hard standing to all areas remains relatively intact, with block paved parking bays and tarmac road surfaces in a good state of repair.

Green landscaping is largely absent. Barren dry soiled areas are dominant, with some elements of patchy grass remaining as a result of poor maintenance during the developments recent unoccupied history.

The proposal will fully tend to the existing hard and soft landscaping.

Parking bays 13 & 14 will form an extension to the Western block paved parking bays, and will be afforded the same surface finish. The extended private road and parking bays to the rear (South) of the site will be formed from tarmac to match the existing West road surface. Whilst the new proposed parking bay's 15-30 inclusive will also be afforded the same block paved materials as the existing parking places 1-12.



Figure 9 – Illustration of existing hard surfacing

New footways within the site will be formed from matching precast concrete paving.

The existing soiled areas to the North and East of the site will be subject to newly levelled clean lawned areas, along with infill's to the rear parking areas, as demonstrated on the proposed site plan.

Bins stores serving apartments 11 to 22 will be buffered with attractive shrubbery at a height of approximately 1.3m to provide attractive screening. All bin stores will be subject to 1.3m high close boarded timber enclosures (see figure 13).

### Appearance

The existing appearance is very simple and modular in nature, which is to be expected from a contemporary former institutional building. The original design is based on a dominant red facing brick with a subservient dark blue brick adopted to break up the expanse of the elevation with soldier bands and quoins corner detailing, while framing external window and door openings, as shown below.



Figure 10 – Typical corner and window detailing

The roof is crowned with a simple pitched profile incorporating hip ends, and is cloaked with a Smooth Grey Wessex Interlocking concrete roof tile finish. Windows and doors are formed from UPVC framed units.

The external appearance and finishes will remain unchanged as part of the proposals. The new layout necessitates a series of new apertures. To respect the current design, these openings will be treated with quoins blue brick reveals, fashioning proposed elevations that will appear as though they were part of the original build. In keeping with this philosophy, new windows will have a different casement opening format to form a secondary escape route in order to comply with the Building Regulations, but will adopt the same transom/mullion appearance to match the existing frames. In essence, once implemented, the elevational changes will not be distinguishable from the existing to the naked eye.



Figure 11 – Proposed rear elevation

External boundary treatment to be retained with alterations to the North and West Boundary brick wall. It is proposed to provide matching brick piers positioned at approximately 2 meter centres with the infill walls being raised from 0.9m to 1.3m.

### Access

The existing vehicle access point to the North West of the site will be retained to serve the apartment complex, leading directly to Galsworthy Road. In addition, the private road to the West and the run of parking bays will be retained, and extended. To accommodate the additional parking required, the private road will be extended along the Southern boundary, leading to additional Branch type parking format.

30no. car parking spaces are proposed to serve the development, with a provisional ratio of 1.3 bays per apartment. This ratio complies with the Local Authority guidelines of 1 per apartment plus 1 visitor bay for every 3 apartments.

Careful consideration has been given to the future refuse arrangement to minimise the impact on the Local Authority service. A series of bin stores have been situated along the Galsworthy frontage (typical bin store shown below) to allow refuse workers to collect and empty bins without the wagon having to enter the site.

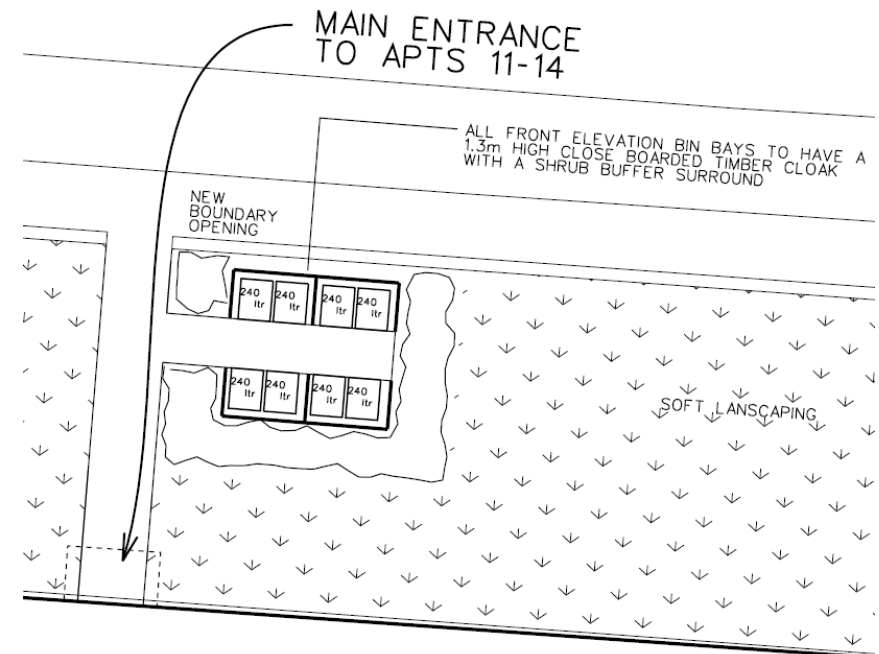


Figure 12 – Typical bin store arrangement

### Planning Considerations

Pre-application advice has been sought with regard to all matters of the application. Feedback was returned via Planning Officer Garry Simonette.

The principle of converting the former home into an apartment complex was a natural assertion due to its sitting within the immediate community. The Local Planning Authority agreed with the potential for such a proposal and advised



accordingly. There were no specific issues raised regarding the submitted pre-application drawings, which have only since been subject for minor changes.

One of the concerns to the developer was the previous refusal (ST/2080/09/FUL) in February 2010 to convert the current building into assisted living centre providing step down rehabilitation for those recovering from drug and alcohol issues. However, the reasons for refusal were directly related to the specific type of residents and the personal problems they would have, giving rise to the fear of crime and anti-social behaviour to the local community.....a problem not at all associated with a residential apartment complex. Infact, natural surveillance of the area would be a welcomed byproduct produced by an active apartment complex, and would therefore positively address the concerns raised as part of the previous refusal.

Due to the location and financial constraints of the project, any requirement to provide affordable housing as part of the development could have jeopardised the proposed scheme. This was one of the key reasons why pre-application advice was sought and, having presented the financial appraisal along with a detailed drawings package, the Local Planning Authority agreed with the principle that any planning gain provision requirement was not a viable option in delivering such a scheme.