

# DESIGN AND ACCESS STATEMENT

*FOR*

## A NEW RESIDENTIAL DEVELOPMENT

*AT A REDUNDANT COMMERCIAL YARD AT*

## KINGSTON BROADWAY

SHOREHAM BN43 6TE



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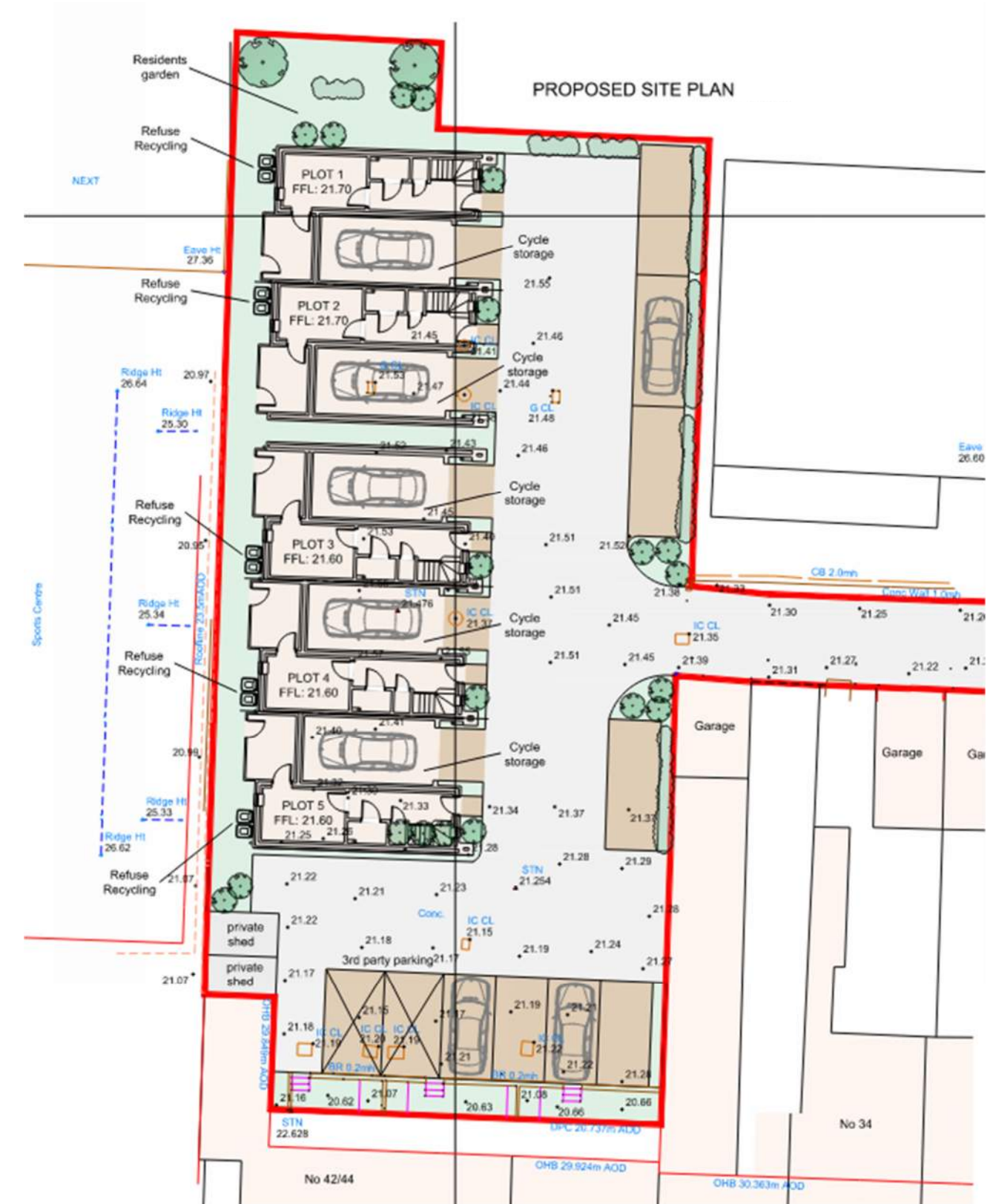


# EXECUTIVE SUMMARY

This application seeks planning approval for the re-development of a redundant commercial yard and garages to provide 5 new townhouses.

The benefits of the proposal are as follows:

- The site is currently redundant and makes good use of formally developed land to avoid expansion into undeveloped areas of Shoreham and pressure on other local green field sites
- Access to the site is already established via an existing road from the main highway.
- The scheme will provide 5 new contemporary residential units with a total GIA of 560m<sup>2</sup>.
- Each townhouse will be built over 3 storeys in a reverse living arrangement with the main living, dining and kitchen areas on the top floor to maximise light and outlook. In addition, each unit will have 3 bedrooms and a private rear yard.
- All units will benefit from a 3rd floor balcony looking west, together with full height glazing and access doors for views out, light and general wellbeing
- All units have been designed to restrict overlooking potential, limit daylight/sunlight loss, control noise impact and eliminate any overheating risk.
- The site will provide on-site parking for all units and visitors, including a secure garage on the ground floor for every plot, and EV charging points in every garage in compliance with the latest building regs.
- New landscape features will be introduced to the site, including a private residents garden to the north.
- Existing privately owned sheds and parking spaces will be retained within the scheme.
- Secure cycle storage will be provided within each garage
- The site is available for immediately development





# INTRODUCTION

This application seeks planning approval for the re-development of a redundant commercial yard and garages to provide 5 new townhouses. The site is located within a mainly residential area, but with local retail shops and a leisure centre bordering the site.

The plot measures 0.11 hectares and is currently a redundant commercial yard with mainly garages and workshop for the repair and storage of vehicles. There are also two private owned sheds and parking spaces that will be maintained and made fully accessible once the development is completed.

It is proposed to develop the site into residential housing in a sympathetic and respectful manner to protect the amenities of the local residents. The units will be built in two blocks to the west of the site to maintain adequate separation distances from nearby houses and flats. The northern block will accommodate Plots 1 and 2, and the southern block will accommodate Plots 3, 4 and 5.

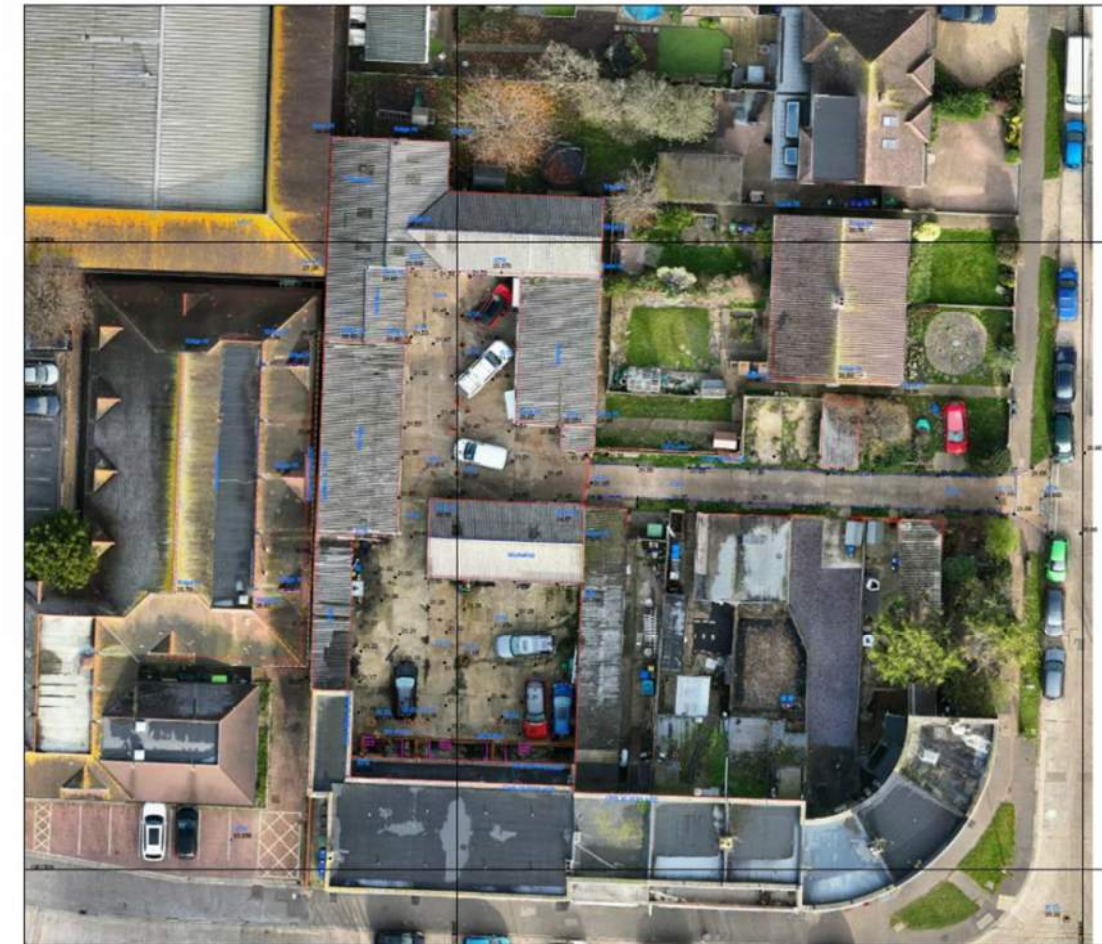
The main living accommodation of every unit will be provided on the top floor to provide maximum light and views. All east facing windows on this level will be designed as high level to restrict any overlooking to nearby residents, so protecting their amenities.

Access to the site will be via the existing entrance which will not be altered or blocked off, allowing full access to existing private garages located here.

The site currently has hardstanding throughout, but it is proposed to introduce soft landscaping and a small residents garden to provide a pleasant, peaceful surrounding and to encourage some wildlife to the site.

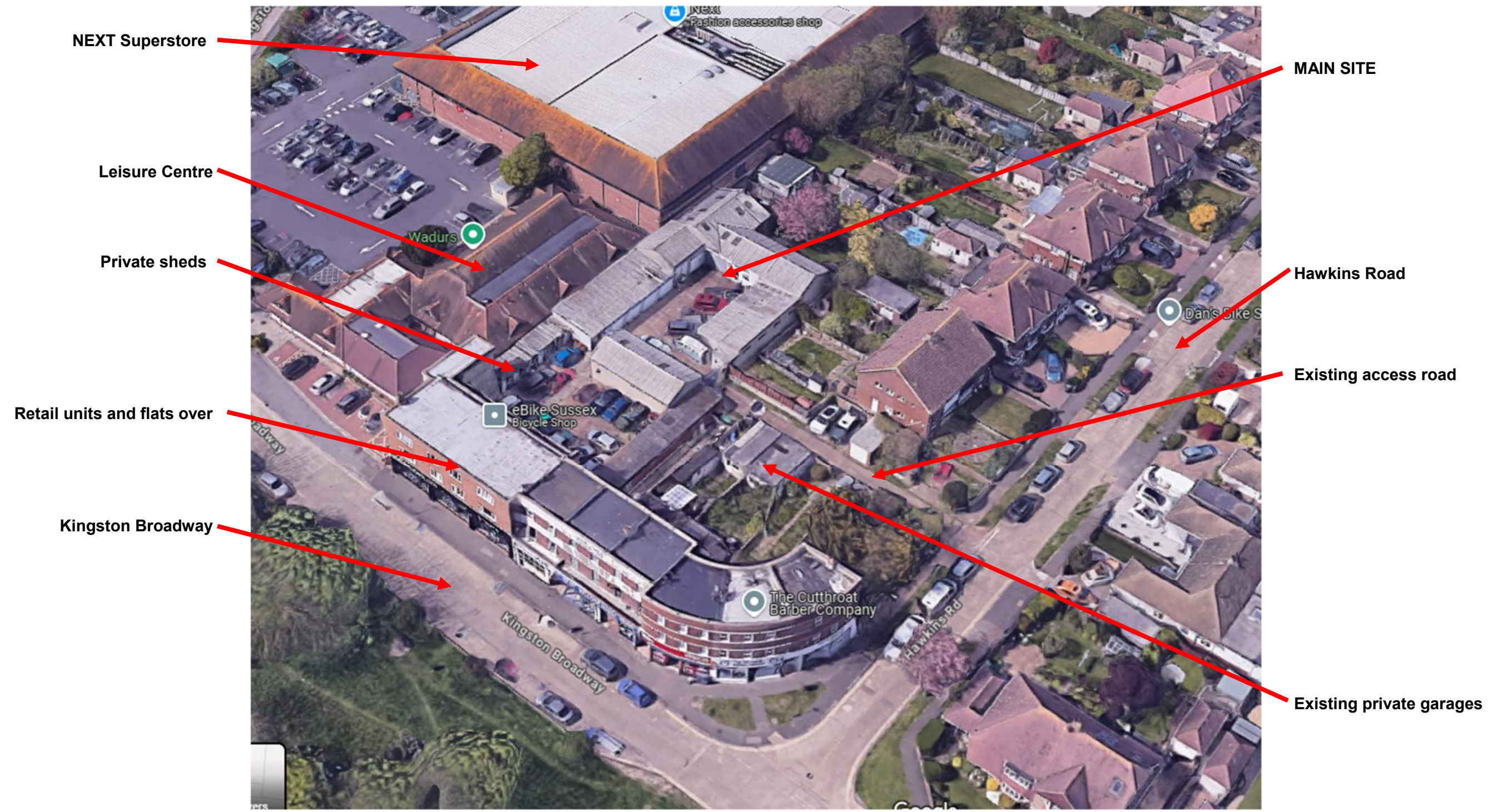
This Design and Access Statement is to be read in conjunction with the following supporting documents:

- Existing and Proposed Site Plans (by Mark Alford Design Limited)
- Floor plans and Elevations of all units (by Mark Alford Design Limited)
- Indicative building sections (by Mark Alford Design Limited)
- Planning Statement (by Inception Planning)
- BNG Appraisal (by Lizard Ecology)
- Drainage Design (by CGS Civils)
- Transport Statement (by Brightplan Ltd)
- Energy and Sustainability Statement (by Mach Group)
- Internal Daylighting Assessment (by Mach Group)
- Overheating Risk Assessment (by Mach Group)
- Daylight and Sunlight Impact Assessment (by Mach Group)
- Environmental Noise Assessment (by Mach Group)





# SITE CONTEXT



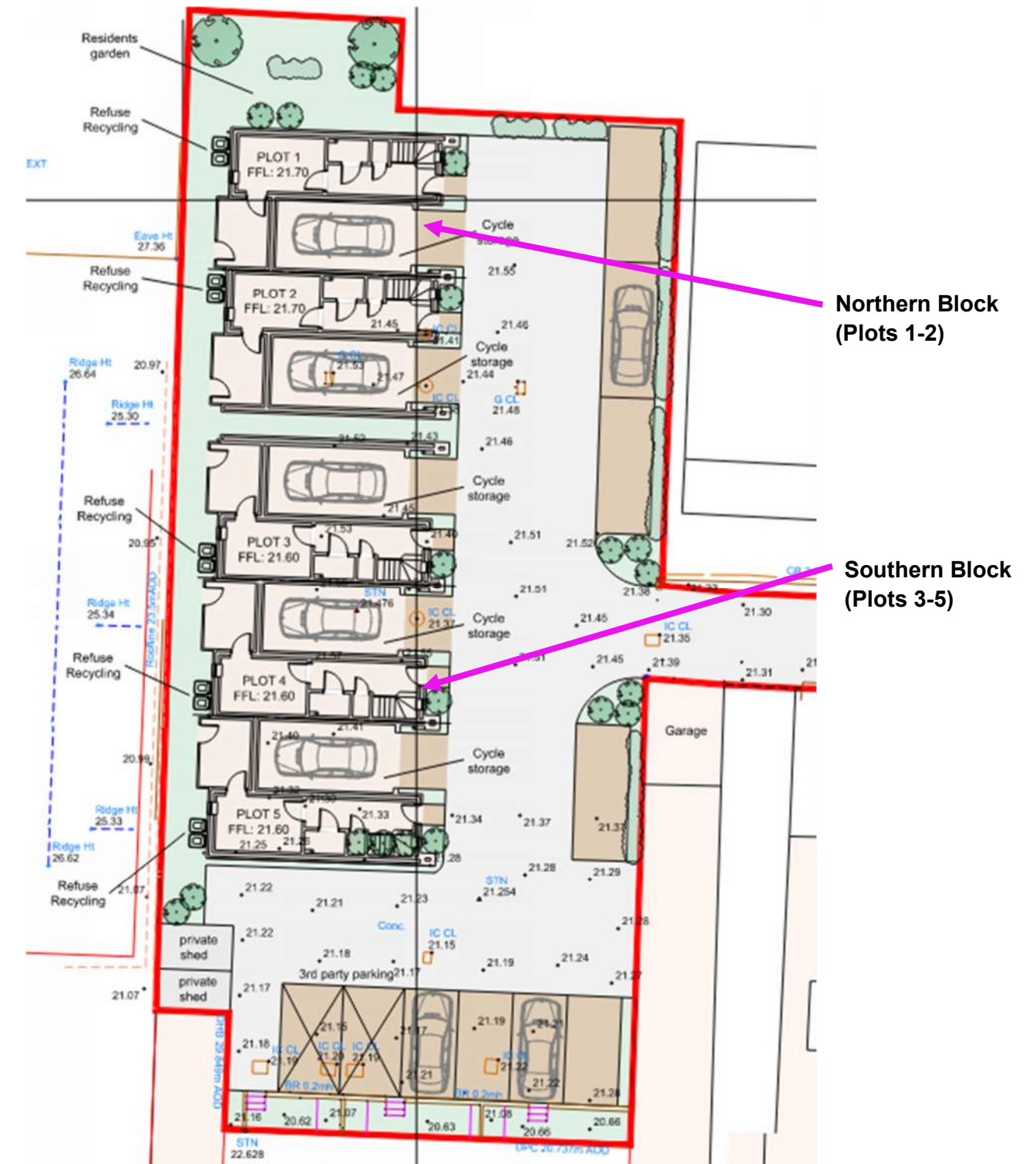


# AMOUNT AND LAYOUT

This application will provide 5 new townhouses located in two blocks.

Each townhouse will be 3 storeys, and provide 3 bedrooms on the ground and first floor, a family bathroom and en suite to one bedroom, and main living accommodation on the 3rd floor including an open plan kitchen/dining, living area and glazed balcony. Each unit will be 112m<sup>2</sup> GIA, giving a site GIA of 560m<sup>2</sup>.

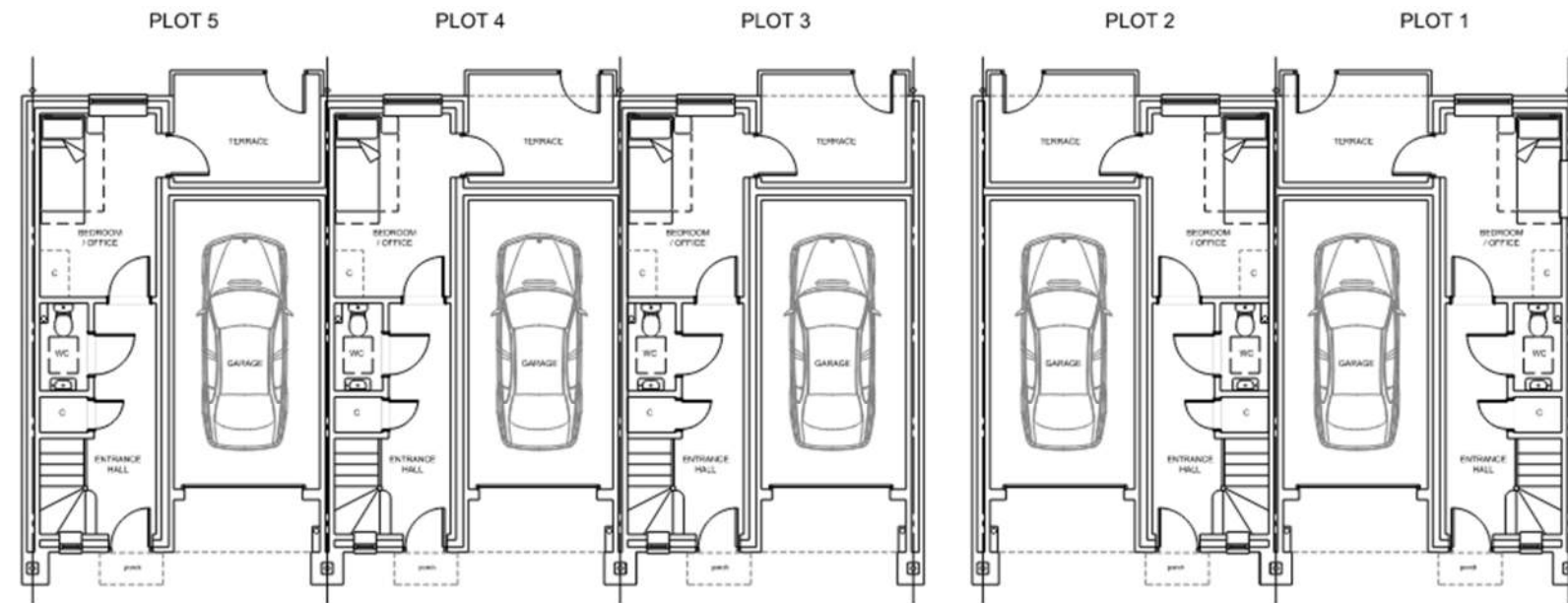
The main site will be laid out to provide on private parking for all units and visitors. Each unit will be allocated a secure integral garage on the ground floor, with a further 8 parking spaces outside for general use. Secure cycle storage will be inside the garage, and refuse storage will be located at the rear of each unit.



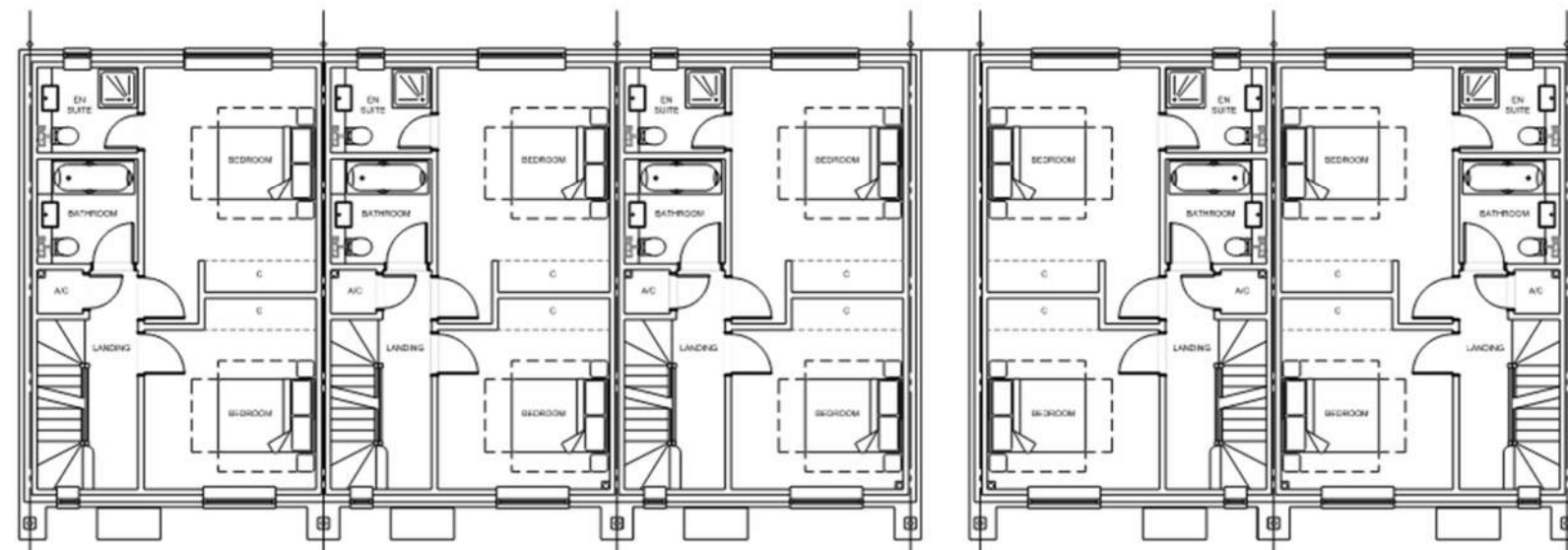


# AMOUNT AND LAYOUT

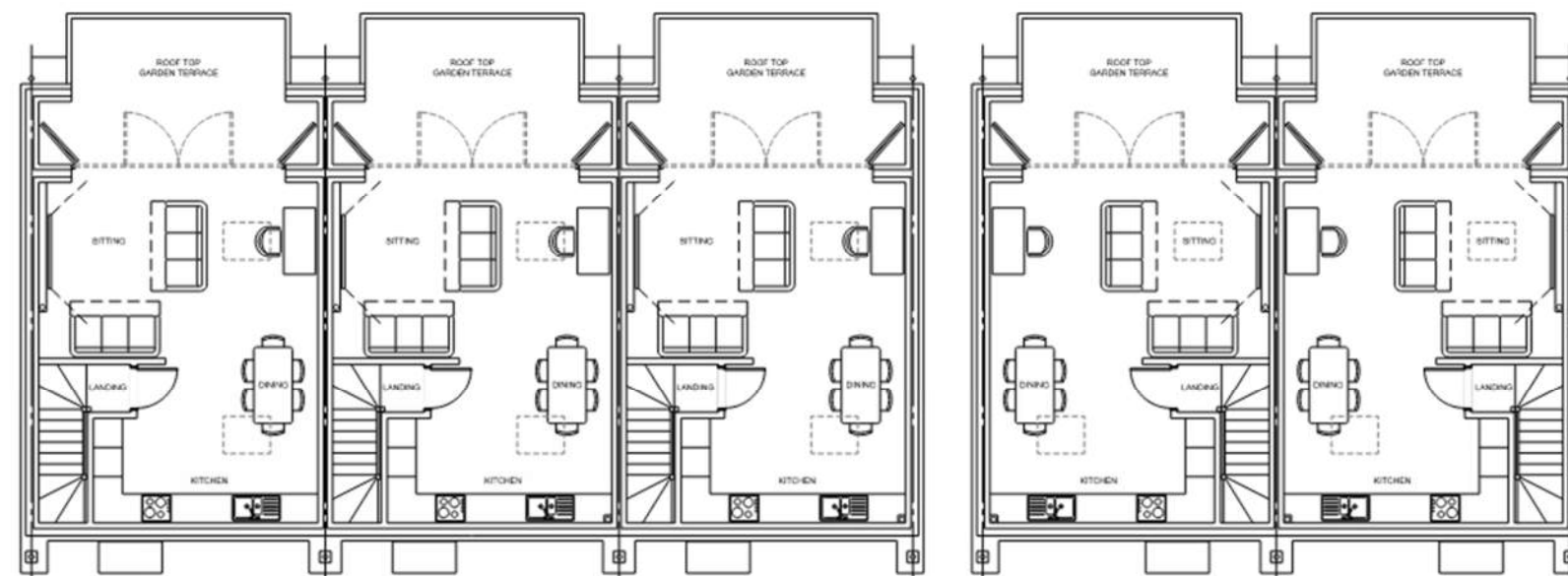
The proposed floor plans are shown here:



PROPOSED  
GROUND  
FLOOR  
PLANS



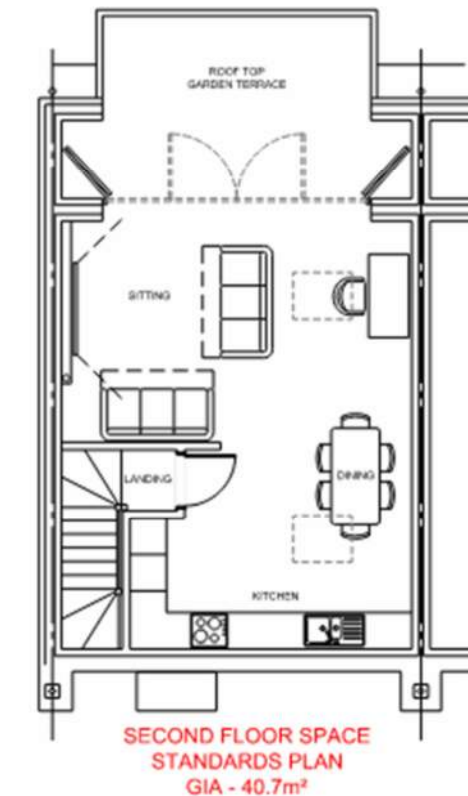
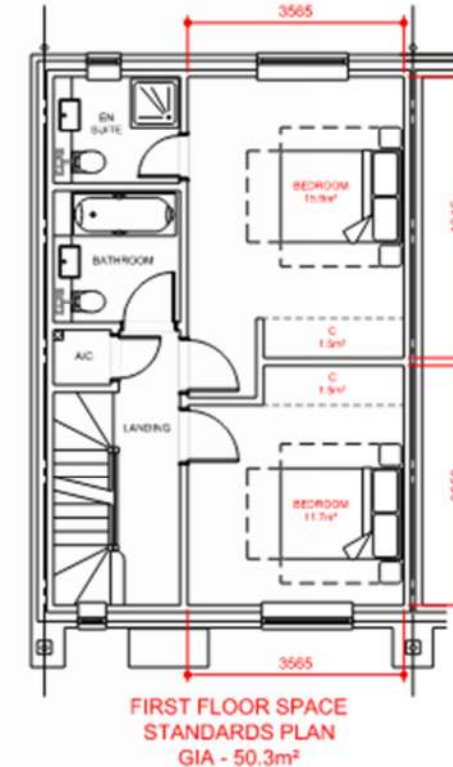
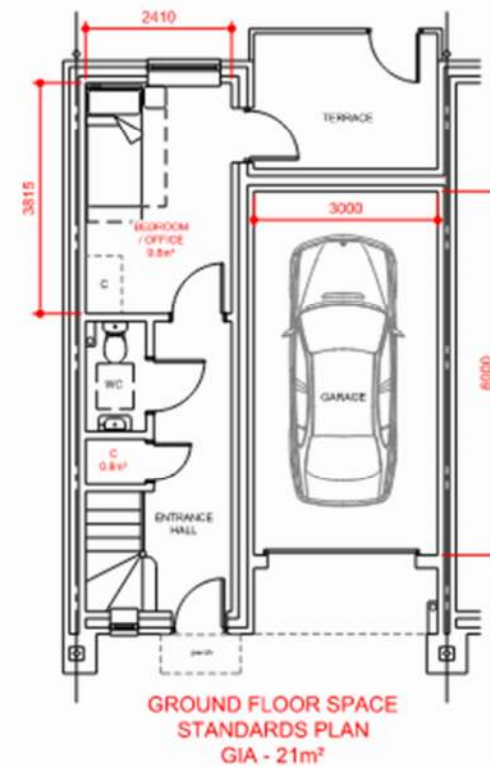
PROPOSED  
FIRST  
FLOOR  
PLANS



PROPOSED  
SECOND  
FLOOR  
PLANS

# AMOUNT AND LAYOUT

National Space Standards compliance is shown here



10. The standard requires that:

- the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below
- a dwelling with two or more bedspaces has at least one double (or twin) bedroom
- in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide
- in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²
- one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area)
- any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement
- the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

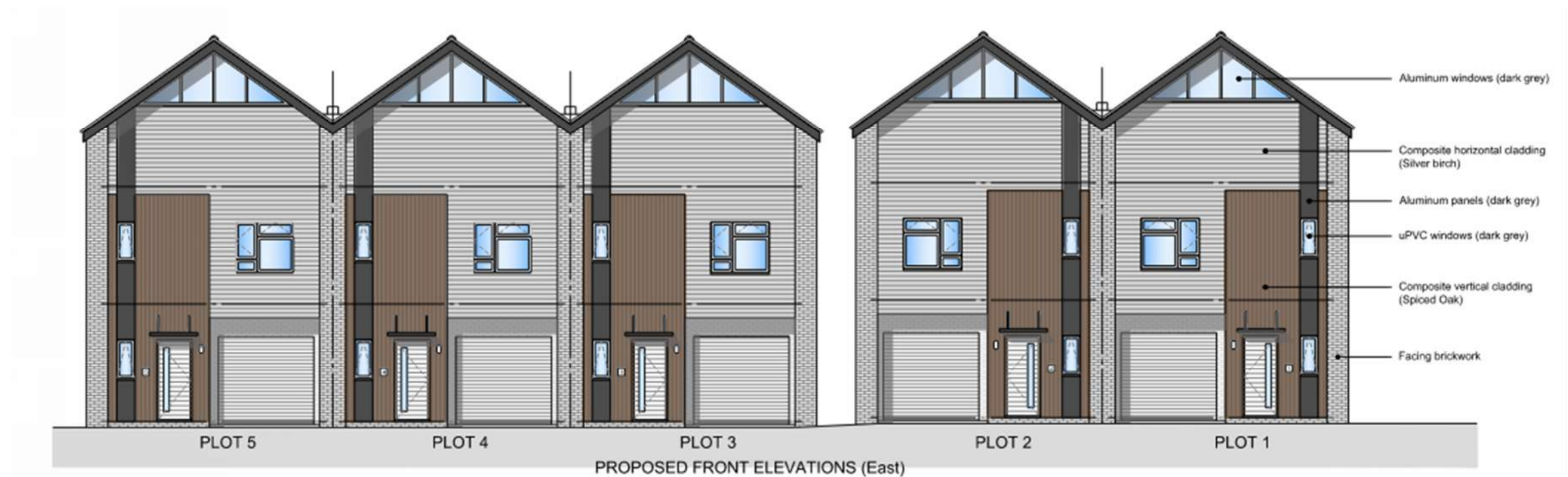
SCHEDULE OF ACCOMMODATION:  
5 x 3 storey townhouses (3B/5P) -  
GIA 112m² each



## APPEARANCE AND SCALE

All the proposed units will be designed with a visual theme to reflect a modern, contemporary design with the use of high quality materials throughout.

Material choices will compliment the location and provide a mixture of different styles and textures to provide elevations that are interesting to look at and will provide piers and setback walls to achieve shadow lines and reduce the vertical height. All materials will be composite and maintenance free, and suitable for this coastal location.



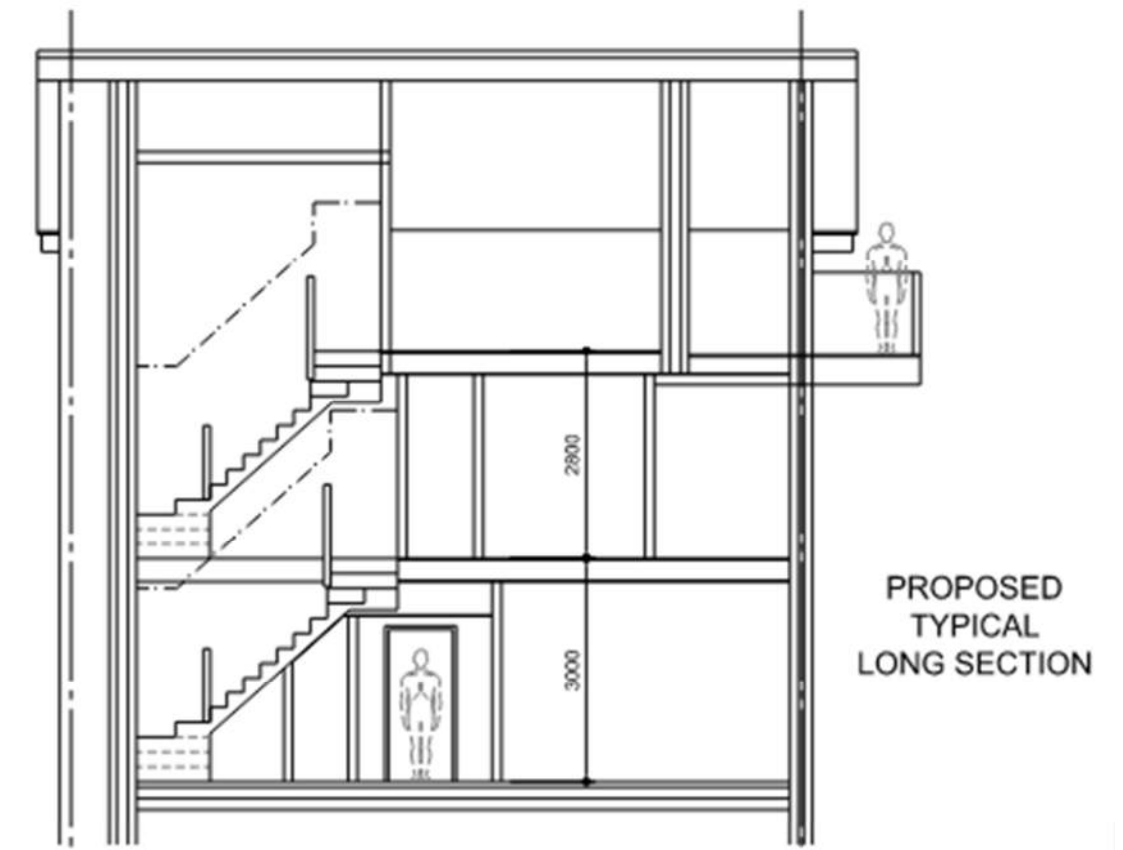
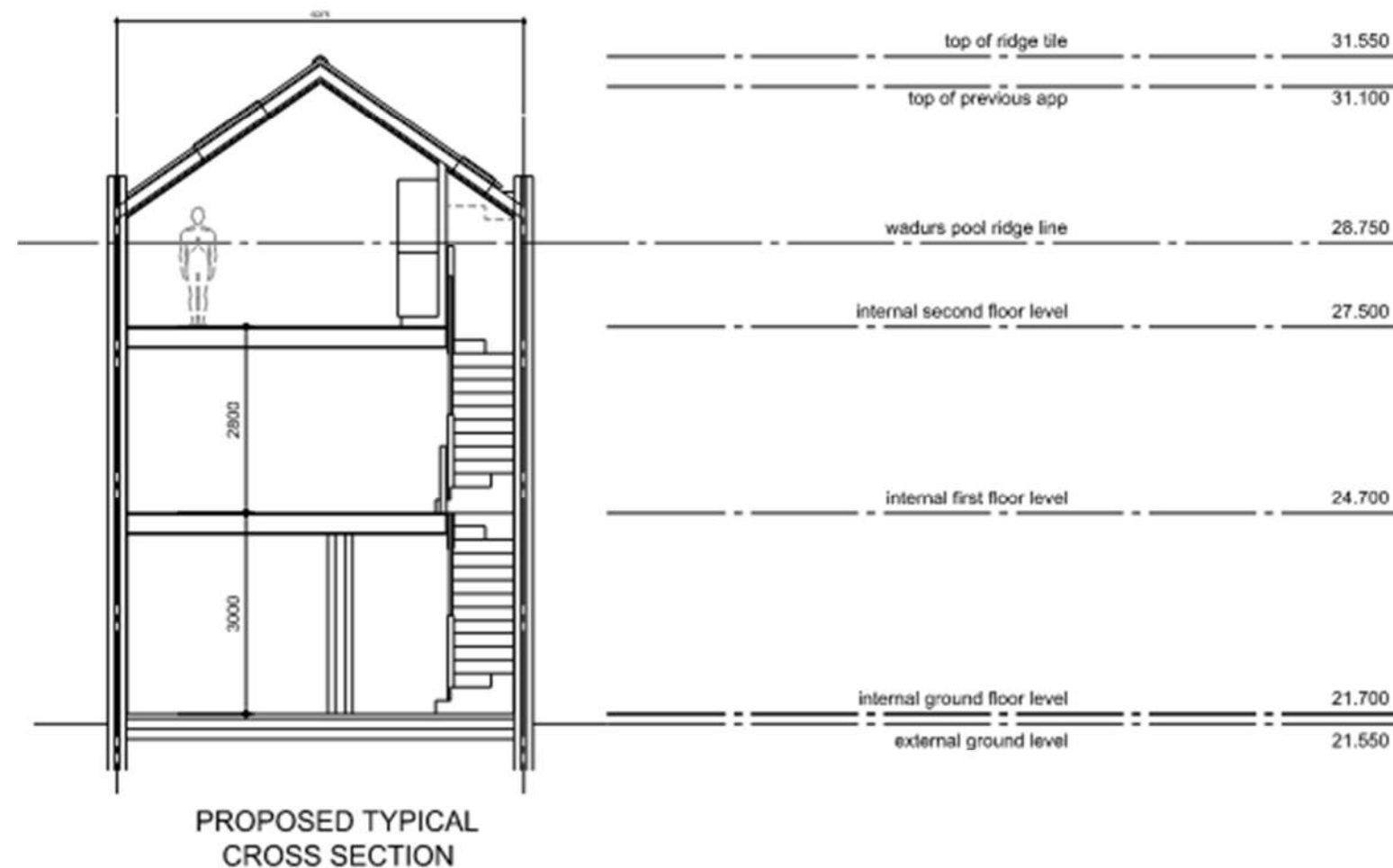


# APPEARANCE AND SCALE

Due to site's sensitive residential location, the scale of the development has been an important factor when considering design options

The following measures will be adopted to limit scale and over-development:

- A three storey design to maximise accommodation whilst reducing overall footprint size on the site
- The third floor is designed as a 'room in the roof' to limit overall height whilst providing an interesting internal living accommodation for each dwelling
- Only the roof apex will be visible when viewed from the west, looking over the current leisure centre roof
- This application is only marginally higher than the previous approved residential scheme, with many design principles repeated on this application.





## SUSTAINABILITY AND ENERGY

- The proposed dwellings will be designed to current Building Regulation standards for energy usage and water consumption. Renewable energy usage will be considered as part of the SAP energy calculations including possible use of heat recovery technology and solar panels on the roof.
- High level's of modern insulation materials will be used throughout the development and enhanced construction details will be applied wherever possible to ensure a highly efficient, air tight dwelling is available for the new residents. This will then ultimately save on energy costs.
- Water saving measures will be implemented throughout the site to save water including use of rain water harvesting for grey water appliances. In addition, it is proposed that all new dwellings will achieve a minimum of 120 litres per person per day including external water use.
- EV charging stations will be positioned throughout the site in specific parking bays as agreed with the LPA. Each station will be incorporate a 7Kw charger with provisions for future upgrading and expansion by underground ducts.



Please refer to the accompanying Energy Statement by Mach Group for further details of energy use and design



# ACCESS STATEMENT

## SITE ACCESS CONSIDERATIONS

- **Car access** - The proposed development will utilise an existing access point off the main highway
- **Car parking** - 10.5 car spaces will be provided throughout the site, including dedicated garage spaces. Please refer to the Transport Statement for further details
- **Cycles** - Secure covered cycle storage will be provided in each garage
- **Bus** - There are currently regular bus services (Services 2, 19 and 46) located nearby on Upper Kingston Lane. Please refer to the Transport Statement for further details
- **Refuse Vehicles** - The site layout will be designed to allow access for council refuse vehicles. Bins will be stored to the rear of each unit and dragged out to a suitable collection point, as agreed with the LPA. Please refer to the Transport Statement for further details
- **Fire Access** - Fire access provision has been incorporated into the site design. Fire tenders will be able to drive forward into the site and stop within 45m of all dwellings in accordance with ADB1 of the current Building Regulations. Please refer to the Transport Statement for further details

## DWELLING ACCESSIBILITY AND SAFETY

- All dwellings will be provided with a 1.2m wide access path and covered entrance porch
- All entrance doors will incorporate a level threshold and enhanced security locks
- All ground floor doors and windows will be designed to PAS 24:2012 security standards
- All internal doors and corridor widths will be in accordance with ADM of the Building Regulations
- An ambulant accessible WC will be provided on the ground floor of each dwelling
- The units have been design in accordance with ADB1 of the Building Regulations for Fire Escape purposes



## APPENDIX A - Existing Site photographs

