Design and Access Statement

4 No. New Houses, Overstrand, Shopsdam Road, Lancing



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Design Statement

The proposal is for 4 no. new houses in an established residential area that is defined by an eclectic and varied vernacular ion the surrounding area. Oft-extended standalone houses or 'semis' jostle with bungalows and blocks of flats all with different roof forms, and finished in different materials and colours.

Houses 1 -3 are inspired by the simplicity of the beach hut with a small ground floor 'annex' in the form of a cube, providing a balcony on top, with frameless glazed balustrade (taller and frosted on their north sides to maintain privacy). The internal first floor space is low at the sides and rises to an internal ridge with a roof-light on the south side which can be opened in summer to provide natural ventilation.

These rear annexes and garden deck is level in House 2, slightly raised on House 3 to enable headroom for the vehicle access below and slightly lowered in House 1 to match the external rear balcony on the Old Lifeboat House next door.

The side elevations to houses 1 – 3 are very simple, each finished in natural or stained timber shiplap, with a simple slot for the entrance door and wc window above, this slot is mirrored on the opposite side with frosted glass to maintain privacy but allow light into both sides of the central spine stair which extends down to parking at the lower ground floor level.

Car access to houses 1 – 3 is via a single access between houses 3 – 4 with good visibility in both directions. Car movement is completely hidden from all neighbours with the garden decks above and full height close-board fencing to the sides which are enhanced by trellis and climbing plants.

All four houses follow the same basic external strategy with a separate side access allowing steps (the ground floor is raised up 700mm above the road level to allow for flood risk) to be easily negotiated with cycles or bins etc. The internal strategy puts bedrooms on the ground floor with kitchen dining and living areas on the first floor to take advantage of the sea views.

House 4 has the beach frontage and has been designed to take full advantage of panoramic sea views at first floor level with lots of glazing on its south and west elevations. The glazing will be modulated by external timber shutters which can be extended fully along both these elevations, important to guard against excessive solar gain in high summer, and the worst sea storms (all this glazing will be toughened).

The unusual stepped form of house 4 is derived from the need to provide covered parking at ground floor level with a balcony at first floor level away from the road. Shifting the first floor accommodation achieves this with dramatic simplicity. The sturdy simplicity of Lancing Sailing Club is echoed in the simple massing of this house. Ostensibly a flat roofed building, the house gives the impression of a similar mono-pitch to the sailing club building, the feature solar panels highlighted not only as a foil to the rear mono-pitch of the sailing club, but to provide a shade in high summer and emphasise the buildings green credentials.

Materials and colours are inspired by the varied mix on the surrounding houses, flats and other buildings. Off-white render is modulated with natural, blue or green stain timber panels and white painted shiplap boarding, the pitched roofs on houses 1 -3 are finished in slate effect tiles.

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Highways

The previous planning permission for 3 no. houses was accompanied by a detailed highways statement, which has been re-submitted due to the similar nature of both proposals. This document deals with access issues from Shopsdam Road onto the A-259. Vehicle circulation is markedly improved by the new proposal, with there now being a single vehicle access onto Shopsdam Road for houses 1 -3 and house 4 having simple in-line parking.

Landscaping

The existing site has an existing plum tree which is maintained with the proposed design. One Tamarisk and three conifer saplings (which although they could be retained) are of poor quality and are proposed to be replaced with new specimen trees which will be specified as part of a detailed landscape design if the proposals gain planning permission. Two no. specimen trees mark the car entrance for houses 1 -3, low level planting adjacent to house 3 providing space for safe visibility of pedestrians on Shopsdam Road.

The paths to all houses are brick paved, as is the hard landscaping and plinth surrounding house 4. Lighting will be discrete and limited to a security porch light for all 4 houses.

Sustainability

As well as adhering to the current strict building regulations, these houses will further reduce their impact on resources by giving the householder the opportunity to generate electricity or hot water from integrated solar panel frames. Houses 1 – 3 will also generate enough electricity to power their lighting (for example) via a "secret energy turbine", which is a silent running, un-obtrusive 30cm cowl on top of the wood-burning stove flue, which simply looks like an extension to the flue, These are shown on the elevations.

Access

This access statement intends to demonstrate the applicant's approach to inclusion, and show how people, regardless of disability, age or gender, can access and enter the houses. The following should be read in conjunction with Urban Views drawings 1113-P-202 site-plan, 1113-P-203 plans, 1113-P-204 elevations, 1113-P-201 existing survey.

Allowing for people's diversity and aiming to minimise unnecessary barriers and exclusions, also benefits society as a whole. It addresses the fact that many people currently remain unnecessarily 'disabled' by the design and management of existing environments.

The houses have been designed to create an adaptable and sustainable home and often exceed the current building regulation requirements in certain areas, allowing for choice, flexibility and independence in our increasingly diverse population.

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The site enjoys excellent bus links along the coast that serve Lancing between Worthing and Shoreham. Lancing Railway Station is approx. 1km away. The development is well placed to encourage a sustainable approach to transport by reducing car use and encouraging the use of public transport, by people of all mobility capabilities.

To prevent the risk of flooding, the ground level is raised above the external floor level, which requires stepped access, however all steps and stairs can be served by retro-fitted wheelchair platforms, which would allow wheelchair access throughout. All doorway and hallway widths meet or exceed the required minimum dimensions and wheelchair circulation within the ground floor of the units have been designed to meet or exceed the required minimum requirements. All doors will have flush thresholds.

The ground floor has been designed so that the large master bedroom can be utilised as a living room. The main bathroom / toilet can be simply re-configured to allow a shower to be fitted (either in the bath, or instead of the bath), along with the ability to fix handrails where required.

There is potential for a hoist to be fitted within the bathroom if required, alternatively a hoist can run from one of the bedrooms into an adjacent bathroom.
The main bathroom is sized to allow full and easy internal circulation for wheelchair users (should the wheelchair platform be installed) and the ambulant disabled.

The master bedroom and living room windows have the glazing designed to allow seated occupants to benefit from maximum natural lighting and distant views.
All units will have accessible switches, sockets, controls and door furniture, as per the stated requirements.

Consultations were undertaken with an access consultant in the preparation of this scheme, and the design has been developed using the following references and guidance documents.

The Approved Document to Part M (2004); BS 8300:2001; Building Sight (RNIB); The DRC Codes of Practice; Guidance on Access Statements (DRC); Inclusive Projects (DPTAC); Planning and Access for Disabled People – A Good Practice Guide (ODPM); Inclusive Mobility (Department for Transport); The New Metric Handbook: Planning and Design Data (Tutt and Adler)

We intend that this Access Statement, read along side the current drawings, demonstrates that the proposed development will be reasonably accessible to all visitors.