

DESIGN AND ACCESS STATEMENT

Blenheim Estates

October 2025

Revision 04



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Executive Summary

Holder Mathias Architects have been appointed by Blenheim Estates to prepare the Stage 3 Report and develop the outline planning submission for housing on 37-41 Brighton Road site, currently occupied by a single storey industrial unit with Kwik Fit as a tenant.

This Stage 3 Report outlines the development site and its local context. Additionally, it presents the design evolution and final design for a 49 unit housing scheme, with one commercial unit on the ground floor, set within a quality public space. The scheme includes 24 parking spaces in the undercroft.

At this stage, only a limited number of consultants are involved in the project. Structural, M&E and landscape elements are shown in this document for illustration purposes only and will be developed and coordinated at a later stage.

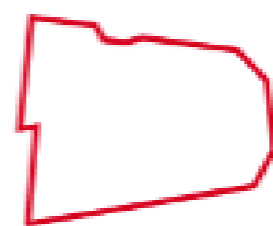
The scheme has undergone one pre-application advice service, during which a number of comments were received with the majority incorporated or addressed.

Additionally, the community was consulted through various channels, and the team responded to key feedback. The refined option now forms the basis of the illustrative proposals.



Key Strategic Moves:

- 49 residential units in total, a mix of studios, 1, 2 and 3 bedroom flats
- One block between 6 and 9 storeys. Tenure is not confirmed
- Two wheelchair accessible 1-bed units on the Upper Ground Floor.
- Respect third party right of way across the site
- Public realm improvements
- Careful design of building forms to address the local context largely shaped by the newly appearing Free Wharf development
- Avoid jeopardising neighbouring sites and allow the new developments to proceed in line with the emerging masterplan



0.215 Hectares
Site Area



3,370 sqm
Residential GIA



49
Apartments



30 %
Affordable Homes



57 sqm
Commercial GIA



24
Total Residential parking



31+1
Total Residential Cycle Spaces (incl. visitors)



2
Total Commercial Cycle Spaces (incl. visitors)



2
Cargo Residential Cycle Spaces



5.5 - 9.5 sqm
Private Amenity per Apartment



150 sqm
Communal Roof Terrace at 5th floor



130 sqm
Green roof at Upper Ground Floor

Project Brief

The project brief has developed over the course of RIBA Stages 1 to 3, following a RIBA Stage 0-2 feasibility study carried out by Holder Mathias Architects in 2023.

Holder Mathias had progressed the design through a series of exercises across these stages, refining the massing and developing more detailed plans. This process has been guided by strategies developed alongside a broader, though limited, consultant design team and through consultation with the local authority via the pre-application process.

The current brief is based on:

- A T-shape urban block
- No tenure agreed but the scheme will provide policy-compliant provision on site
- Shell and core flexible commercial or community unit at ground floor
- Building height: a maximum of 9 storeys
- 49 units: studios, 1, 2 and 3-bedroom flats
- 2 wheelchair-accessible units to comply with AD Part M4(3)
- Flats units to be designed to incorporate sprinklers
- Flats to be dual-aspect wherever possible.
- Maximise car parking opportunities
- Landscape design and sustainability measure to meet local policy requirement for no net loss in ecological value and will incorporate management of rainfall. Surface water run off through SuDS and green roofs
- Energy strategy to meet requirements of local policy

Design Team

Client: Blenheim Estates

Architect: Holder Mathias Architects

Planning Consultant: Axiom Planning

Transport Consultant: WSP

PR consultant: Fairthorn Consultancy

Reports to accompany the Outline Submission:

- Transport Assessment & Travel Plan
- Flood Risk Assessment & Drainage Strategy
- Utility Statement
- Air Quality Assessment
- Noise Assessment
- Waste Strategy
- Preliminary Ecological Assessment
- Ground Conditions / Preliminary Risk Assessment
- Economic Statement
- Energy Statement
- Sustainability Statement
- Daylight Assessment



— Site Boundary

PLANNING POLICIES

Key Policies

The site is located on Brighton Road in the Shoreham Harbour Regeneration Area:

Policy Map

The site is located in the following policy areas:

Adur Local Plan Area 2017

Policy JAAP 11: Western Harbour Arm (SS4)

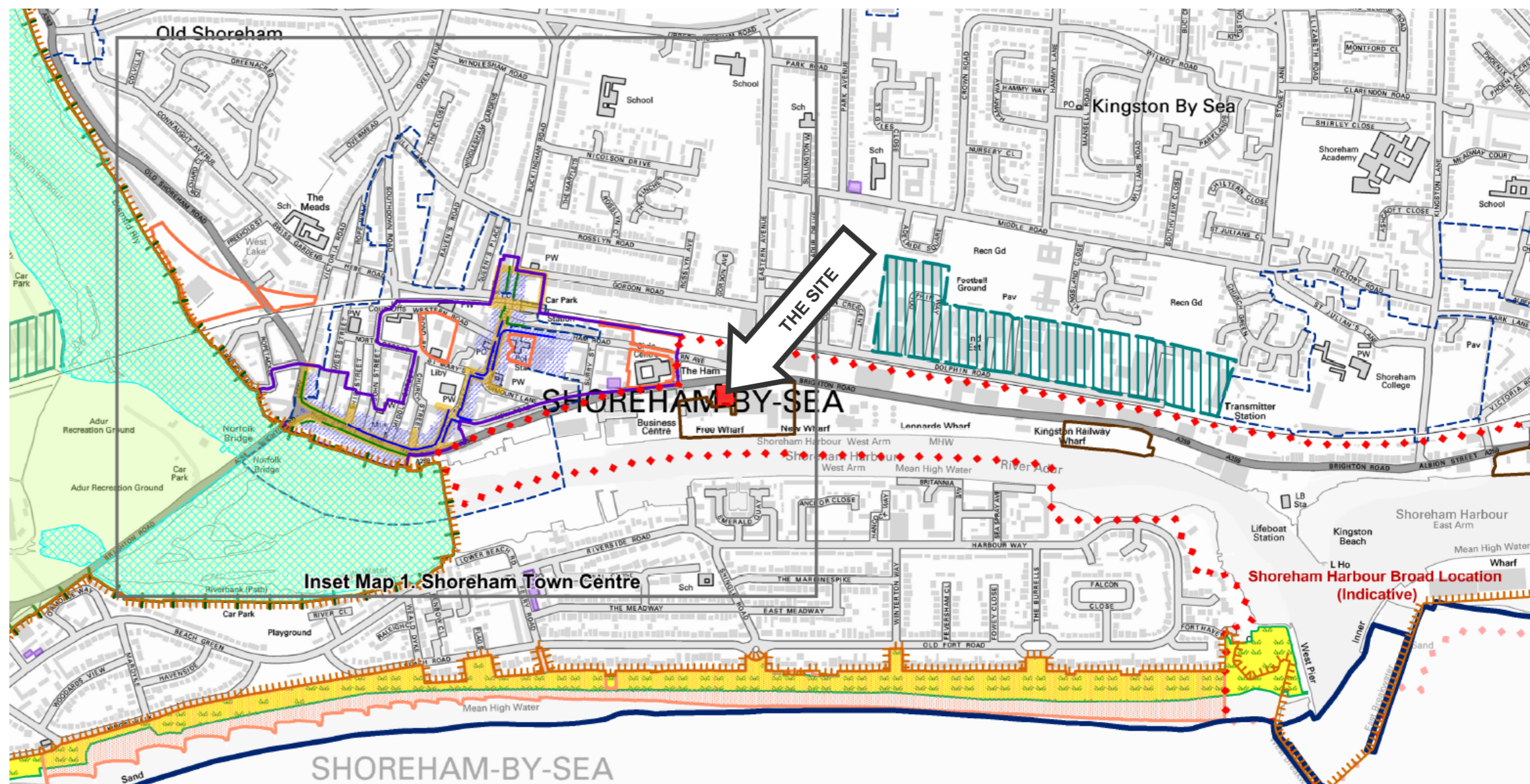
Approximately 1050 new homes will be delivered on the south-side of the A259 within the plan period (with up to a further 500 on the north-side in the longer term)

Policy 8: Shoreham Harbour Broad Location:

The Council will facilitate the delivery of between 1200-1600 new dwellings within the Shoreham Harbour Regeneration Area within Adur District (approximately 1,050 of these during the plan period to 2031).

Shoreham Harbour Joint Area Action Plan (JAAP)

- The Shoreham Harbour Joint Area Action Plan (JAAP) was adopted in October 2019.
- The plan sets the strategic development and land-use priorities for the Shoreham Harbour Regeneration Area up to 2032.
- Western Harbour Arm, of which the site is located in, is one of the 7 distinct character JAAP areas and one of the four key development opportunity areas (Strategic Site 4(SS4)) that have been identified as being critical to the realisation of the long term strategy for the harbour which are proposed to be the focus for delivery.



Key

| | | |
|---|---|---|
| Adur Local Plan Area | Site of Special Scientific Interest (SSSI) - Policy 32 | Conservation Areas - Policies 17, 18 |
| Built Up Area (BUA) - Policy 2 | Site of Nature Conservation Importance (SNCI) - Policy 32 | Town Centre Boundaries - Policy 28 |
| Strategic Site Allocations - Policies 5, 6, 7 | Local Nature Reserve (LNR) - Policy 32 | Primary Shopping Area - Policy 28 |
| Potential Development Sites (in or on edge of Shoreham Town Centre) - Policy 11 | Proposed Extension to SNCI - Policy 5 | Primary Retail Frontages - Policies 9, 11, 12, 28 |
| Protected Employment Sites - Policy 26 | Local Green Gap - Policy 14 | Secondary Retail Frontages - Policies 9, 11, 28 |
| Eastbrook Development Opportunities - Policy 12 | Countryside - Policy 13 | Local Shopping Parades - Policy 28 |
| Shoreham Harbour Broad Location - Policy 8 | Ricardo Boundary - Policies 4, 13 | Town Centre Blocks (Numbered) - Policies 9, 11 |
| Proposed Roundabout (Indicative) - Policies 5, 7 | Safeguarded Wharves (as per WSCC Minerals Local Plan, 2003) | |

Fig 1: Adur Local Plan Policies Map, September 2014

Western Harbour Arm

- The Western Harbour Arm is formed by the mouth of the River Adur and is the gateway to the historic core of Shoreham-by-Sea.
- Highly constrained by Brighton Road (A259) and the railway, the Western Harbour Arm is the principal approach corridor to Shoreham-by-Sea from the east.
- The waterfront sites are predominantly large industrial and open storage premises
- The majority of the sites are privately owned with the exception of Kingston Railway Wharf, Kingston Wharf and part of Free Wharf which are owned and leased by the Port Authority.
- Closer to Shoreham town centre there is a car show room and some office and workshop units such as the Riverside Business Centre, Ham Business Centre (west of the site), the Sussex Yacht Club and 'The Ham', a popular children's skate park (directly north of the site).
- On the north-side of the A259 are mainly 'big box' retail warehouses including B&Q, Dunelm Mill and Halfords and the local municipal waste facility.

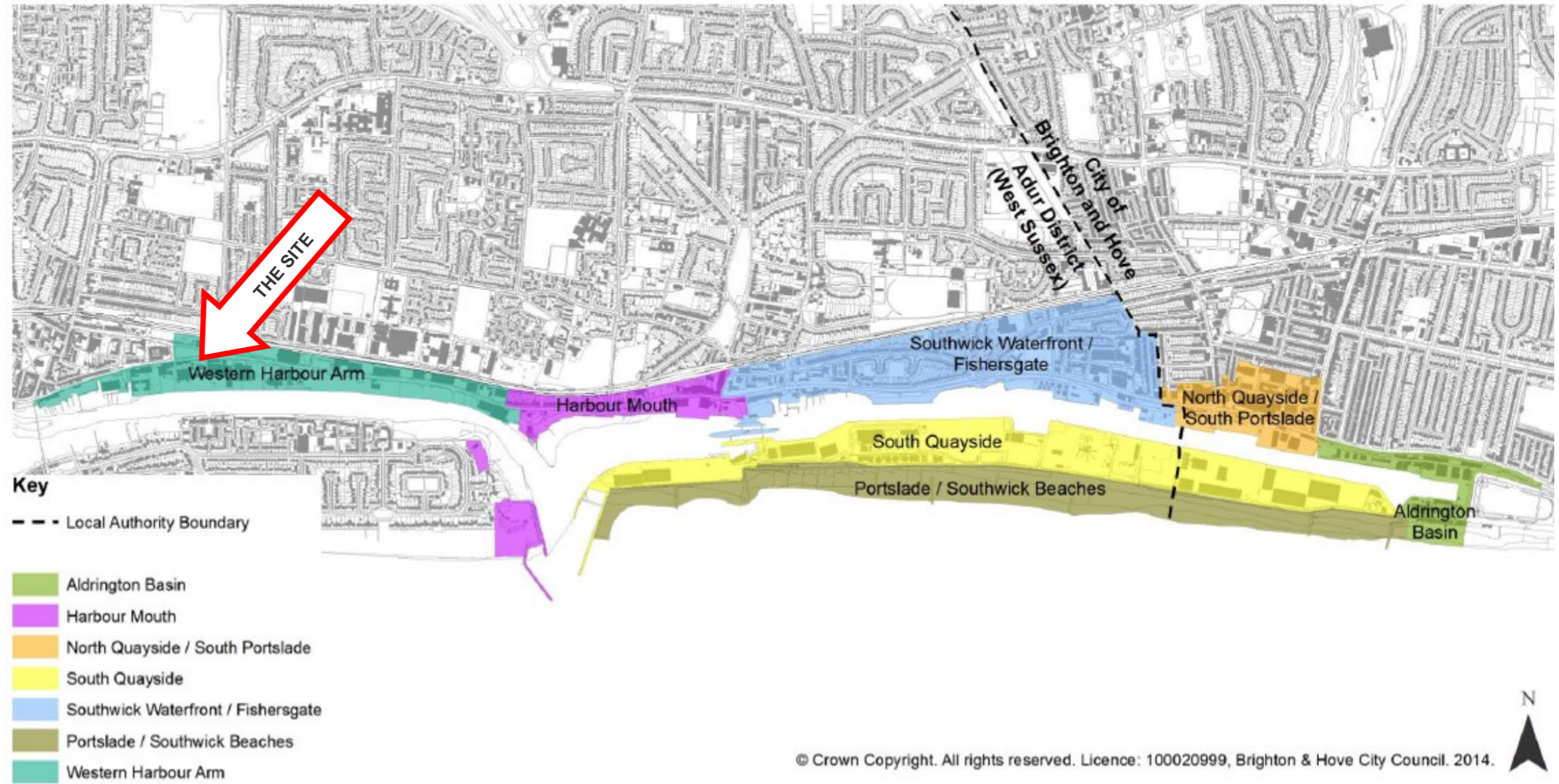


Fig 2: Shoreham Harbour Joint Area Action Plan, 2014; Character Areas

Free Wharf Masterplan

Although the Western Harbour Arm is a current Policy, the new context is now emerging as Free Wharf Development (587 units) is being built.

Its scale and massing will be a guide for the Proposal.

Housing Standards

Residential Density

Percentage of new development large sites (6 or more net dwellings) to achieve a minimum density of 35 dwellings per hectare.

Affordable Housing

- 30% target with threshold of 11 dwellings or more (75% social rent, 25% intermediate)

Accessibility

- 10% of all dwellings to be Part M4(3) wheelchair users, rest Part M4(2)

Parking Standards

In West Sussex Transport Plan, 'Vision and Objectives' sets out the following objective to reducing reliance on vehicles and reducing car parking. The most relevant policies include:

- Objective 7: Achieve Net Zero Carbon Emissions by 2050
- Objective 11: Reduce the need to travel by car by enabling local living
- Objective 12: Improve Road Network Efficiency

Policy SH5: Proposals should include adequate levels of car parking for residential development or measures to promote lower levels of car ownership. The amount of surface and on-street car parking should be minimised wherever possible and innovative solutions to the provision of car and cycle parking are encouraged as informed by the Shoreham Harbour Transport Strategy. Measures could include the creation of new car clubs or the extension of existing car clubs, by providing additional vehicles in appropriate locations and access to membership, to cover the regeneration area"

Space Standards

The site is located in Parking Behavioral Zone 3: St Mary's.

- Disabled persons parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site. For sites with no or low parking provision due to site constraints, justification of exclusion of disabled person parking places should be clearly set out in planning applications. However, it is advisable that a minimum of one disabled parking space is provided.
- Developers should take an approach that is consistent with national research which suggests; "that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2/spaces per dwelling"
- West Sussex County Council sets the following local standards for both vehicle and cycle parking: see tables to the right.

Open Spaces

- New developments must incorporate open space, appropriate planting, green roofs and / or green walls (suitable for coastal growing conditions) to reduce levels of surface water run-off and consequent risk of flooding.
- The Adur Open and Worthing Open Space Study sets the following local standards:

Table 1: Minimum levels of cycle provision

| Type | Dwelling Size | Cycle Provision (per unit) |
|--------|---------------------------|---|
| Houses | Up to 4 rooms (1 & 2 bed) | 1 space |
| Houses | 5+ rooms (3+ bed) | 2 spaces |
| Flats | Up to 3 rooms (1 & 2 bed) | 0.5 space (if communal storage otherwise same as 1 & 2 bed house) |
| Flats | 4+ rooms (3+ bed) | 1 space |

Table 2: Residential Parking Demand (spaces per dwelling)

| Number of bedrooms | Number of habitable rooms | Parking Behaviour Zone | | | | |
|--------------------|---------------------------|------------------------|-----|-----|-----|-----|
| | | 1 | 2 | 3 | 4 | 5 |
| 1 | 1 to 3 | 1.5 | 1.4 | 0.9 | 0.9 | 0.6 |
| 2 | 4 | 1.7 | 1.7 | 1.3 | 1.1 | 1.1 |
| 3 | 5 to 6 | 2.2 | 2.1 | 1.8 | 1.7 | 1.6 |
| 4+ | 7 or more | 2.7 | 2.7 | 2.5 | 2.2 | 2.2 |

Table 7.4 Open space requirements resulting from housing allocations

| | A | B | C | D |
|---------------|------------------------|-----------------------------|-------------------------------------|--|
| | Assumed household size | Housing numbers (2018-2036) | Predicted population increase (A*B) | Open space requirements against quantity standards (C* quantity standards-see Table 6.6) |
| Adur District | 2.27 | 3,130 | 7,105 | Allotments: 1.42 ha Amenity Greenspace: 4.26 ha Parks & Recreation Grounds: 5.68 ha Play (Children): 0.43 ha Play (Youth): 0.43 ha Accessible Natural Greenspace: 7.10 ha |

SITE CONTEXT

Shoreham-by-Sea, located on the south coast of England in West Sussex, offers excellent transport links and local employment opportunities, as well as access to nearby towns and cities. Its waterfront location and proximity to the South Downs National Park provide a variety of leisure and recreational activities for residents and visitors.

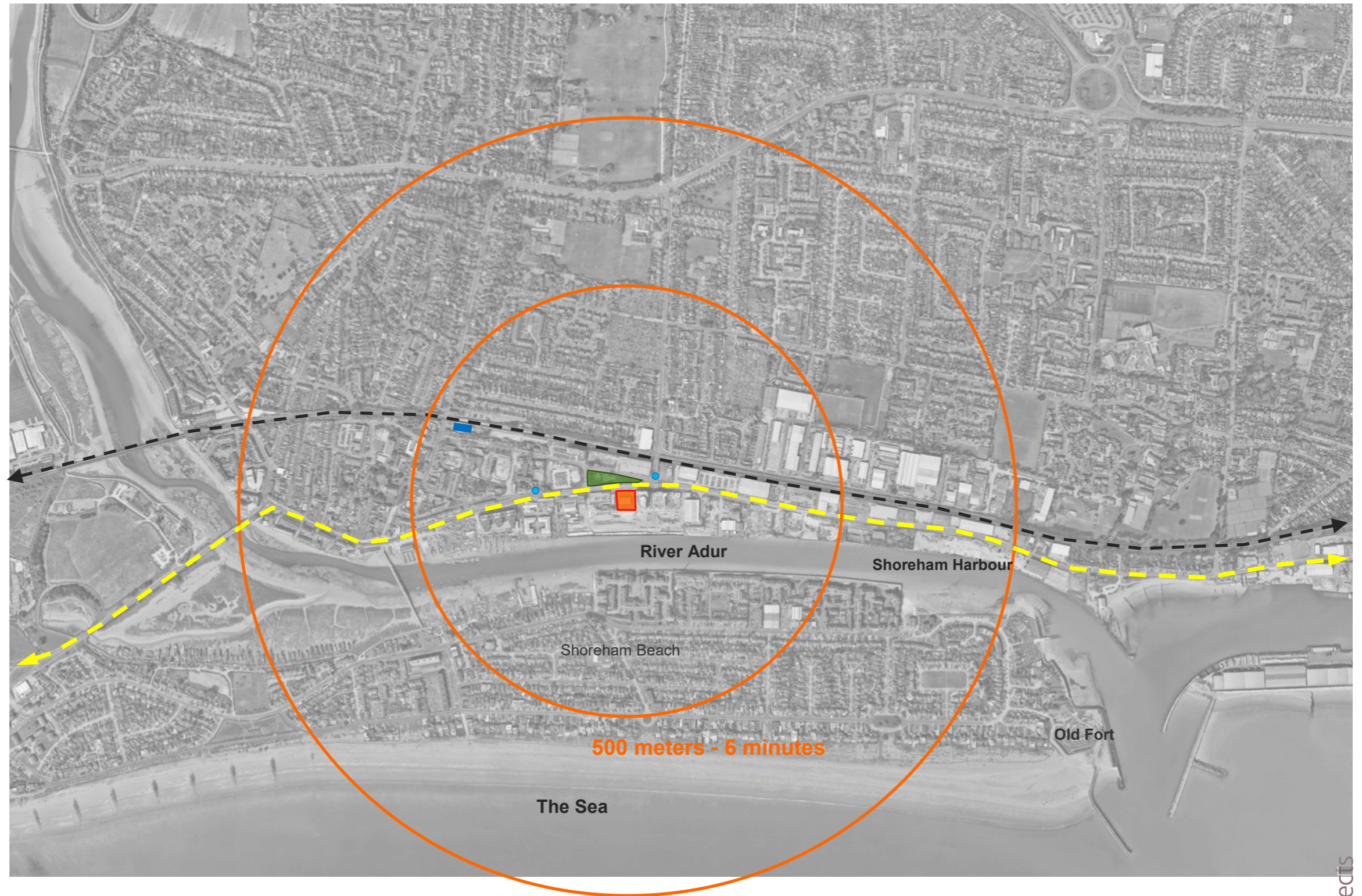
Site Location

The site, approximately 0.215 hectares in size, is located east of Shoreham-by-Sea town centre and is currently occupied by a Kwik Fit workshop. Its northern frontage faces the A259 (Brighton Road). To the north, across Brighton Road, lies Ham Recreation Grounds, while a car wash facility is immediately to the west. The new residential and commercial development of Free Wharf borders the site to the east and south.

Transport Links

The site is in a highly sustainable location with excellent access to bus and rail networks, as well as Shoreham-by-Sea town centre:

- **Train station:** 640m (9 min walk)
- **Bus stop:** 100m (2 min walk)
- **Skate Park:** 20m (1 min walk)
- **Cycle route:** 1000m (3 min cycle) – The South Coast Cycle Route
- **Gatwick Airport:** 31.9 miles (40 min drive)



- Site
- Railway
- Railway Station
- Brighton Road A259
- Ham Recreation Grounds
- Bus stop
- Walking distances

1,000 meters - 12 minutes

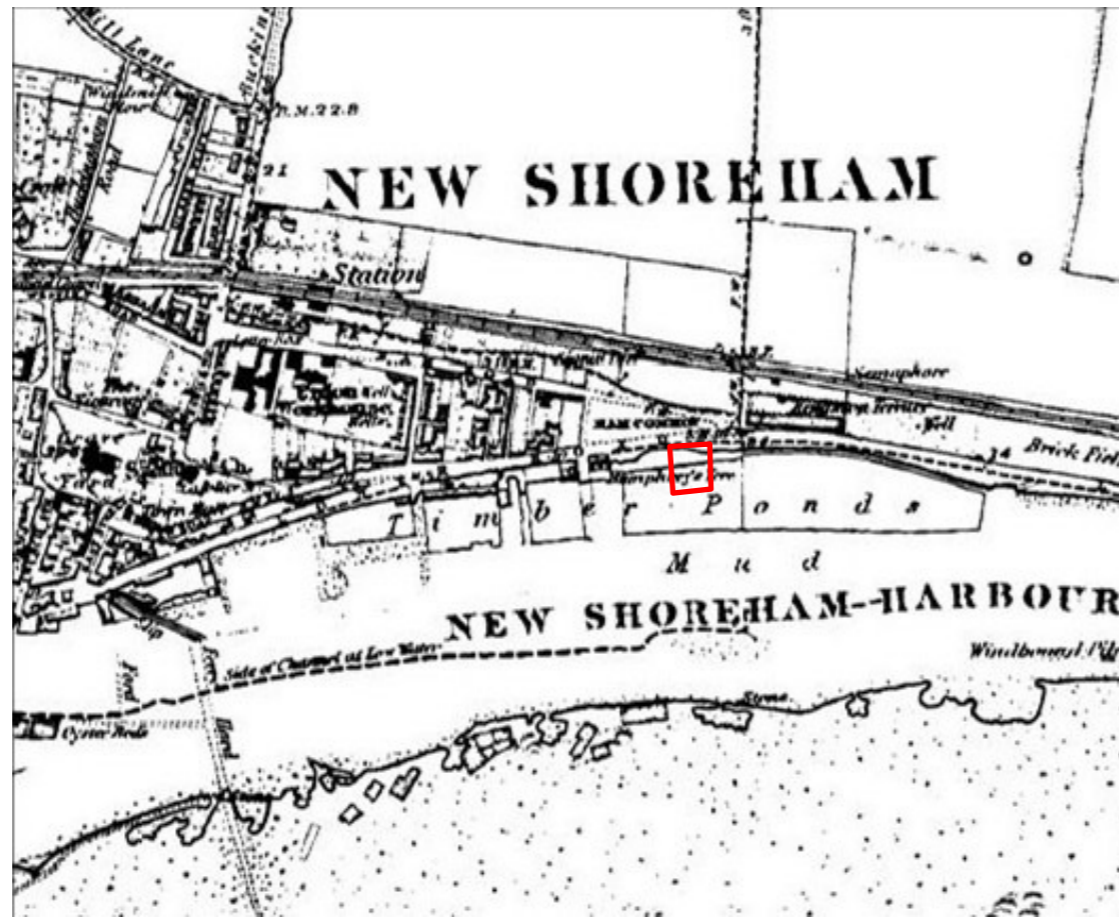
500 meters - 6 minutes

Historical Development

Shoreham is a Norman town with a rich historic character, centred around the Grade I listed St. Mary de Haura Church, a prominent feature in the town's Conservation Area. By the late 16th century, a land spit formed along the river, protecting the town but causing the port's decline. Shipbuilding thrived though, and the port was revitalized in the early 19th century with the construction of the cut, creating the current channel.

In the 20th century, eastern developments affected traffic patterns, while the railway to the north limited commercial growth. The town's riverside location fostered a strong maritime heritage, which is still evident today with an active fishing industry and a working port along the River Adur, including Shoreham Harbour and Shoreham Sailing Club.

The Kwik Fit site was historically used as a timber pond in the 18th and 19th centuries for storing and seasoning timber, essential for shipbuilding.



1875, Ordnance Survey Map

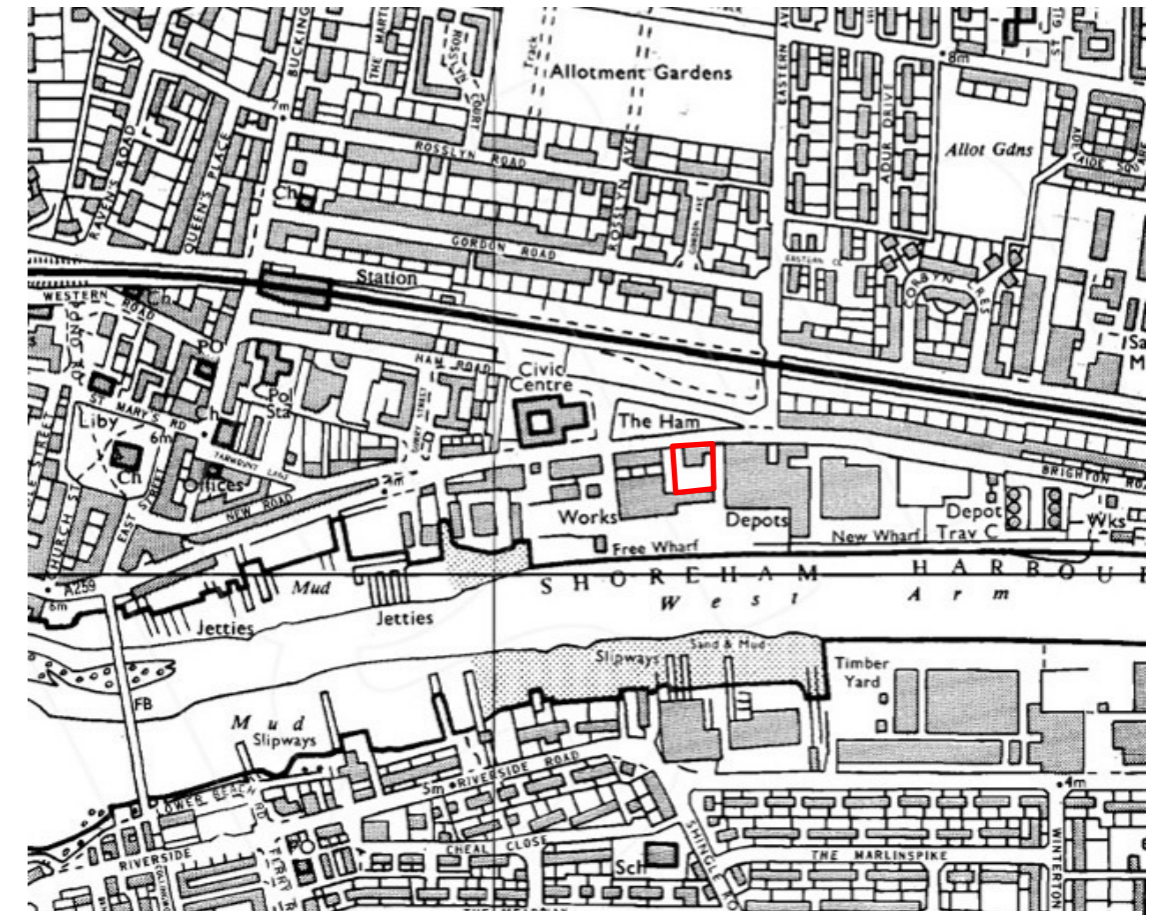


1910, Ordnance Survey Map

<https://www.adur-worthing.gov.uk/maps/historic-map/>



1931, Ordnance Survey Map



1980, Ordnance Survey Map



Aerial historical photography

In this 1980s photo, a small warehouse building can be seen on the Site with metal scrapyards at the back.

The entire harbour area is dominated by large-scale industrial buildings.

Interestingly, there is still a small residential terrace at the Ham Business Park site, west of the location.



— Site Boundary

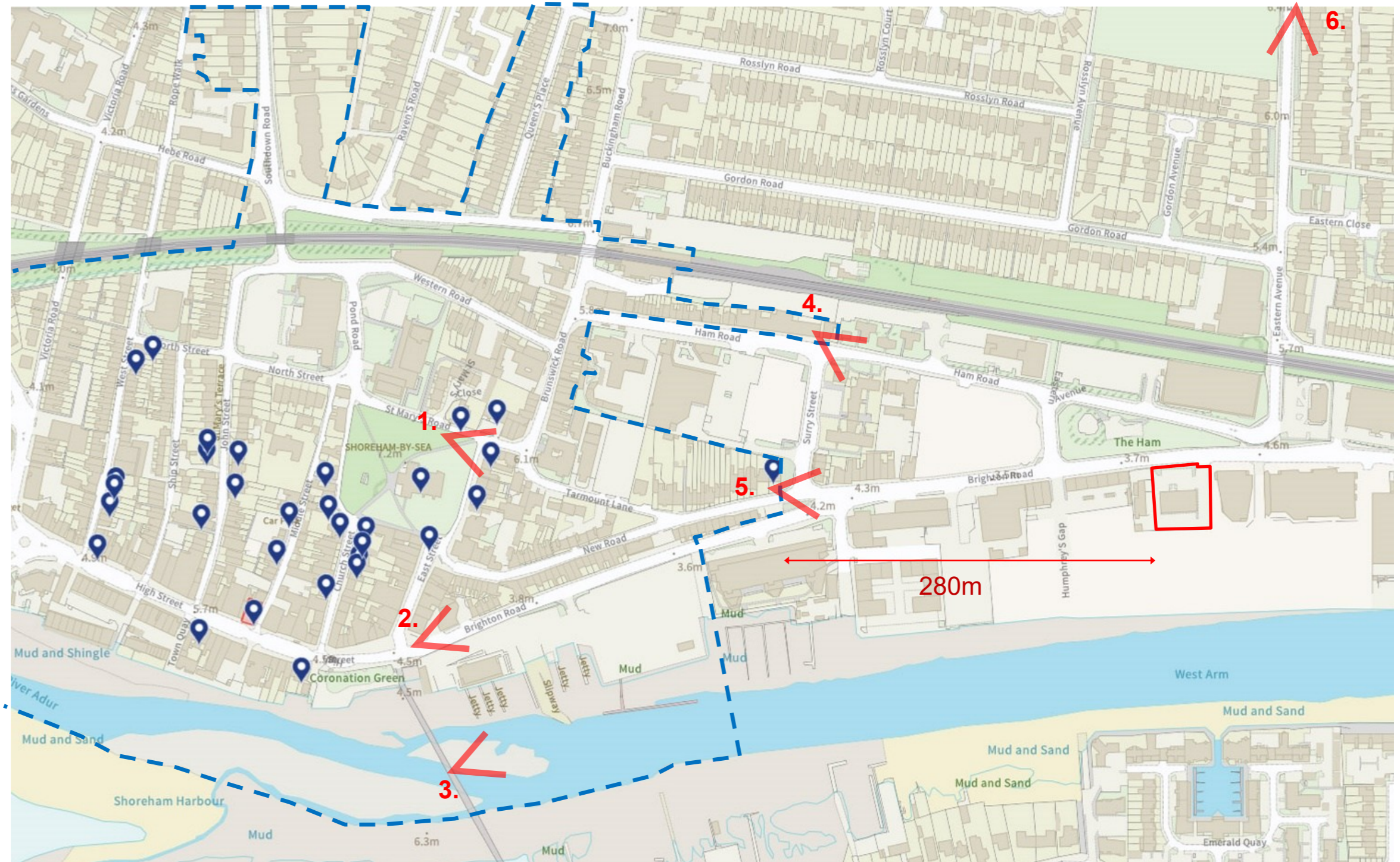
The Shoreham-by-Sea Conservation Area and Listed Buildings

The Shoreham-by-Sea Conservation Area currently contains 47 listed buildings. They are distributed throughout the conservation area with the majority located within the central zone.

Although the Site is approximately 280 meters away from the Conservation Area, the views from the Conservation Area towards our site may need to be considered.

Several potential viewpoints are shown on the map to the right.

1. View from St Mary's Churchyard
2. View from High Street near Marines' Point
3. View from Adur Ferry Bridge
4. View from Conservation Area at Ham Road
5. View from Conservation Area near listed building (55-57, New Road)
6. View from Eastern Avenue



- Site Boundary
- - - Conservation Area

Landmarks and Buildings of Interest

1. St Mary de Haura

Norman Church, 11th century

2. Marlipins Museum,

The oldest non-religious building in Sussex and probably in the whole of Britain. 12th century

3. Ropetackle Arts Centre

Performance and Arts Venue, established 2007

4. The Old Town Hall, former Chambers Bistro

Neo-classicism, Grade II, 1830

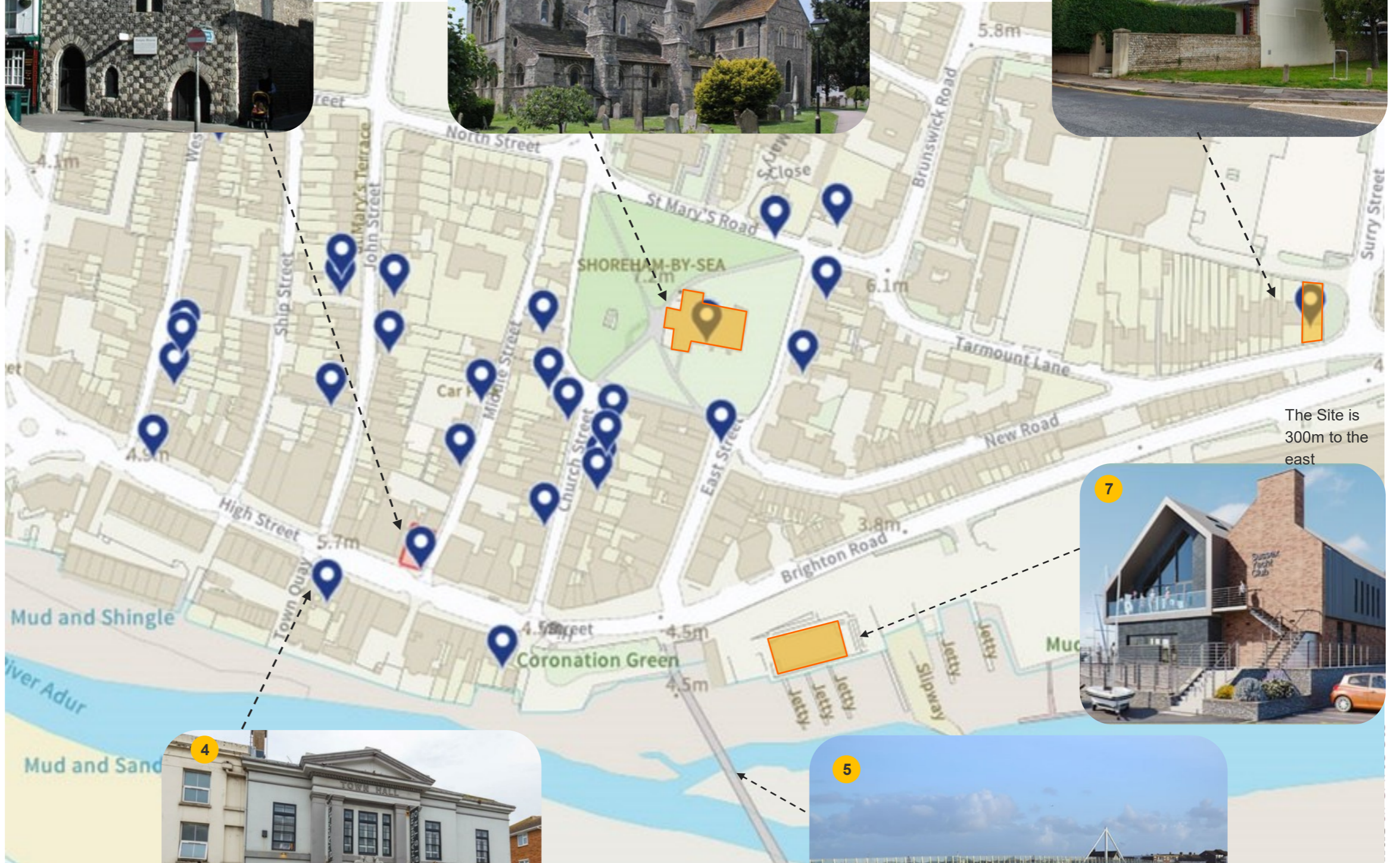
5. Adur Ferry Bridge

Pedestrian and cyclist bridge, 2013

6. 55-57, New Road

Grade II, House 1839, The closest listed building to the Site.

7. Sussex Yacht Club



The Site is 300m to the east



Surrounding Land Uses



- Industrial
- Residential
- Retail
- Religious Institution
- Leisure
- Train Station
- Site Boundary



[Add Another image](#)



Building Heights

The buildings surrounding the site range in height from 1 to 9 storeys, mostly depending on their typology. These include commercial and industrial structures from 1 to 4 stories and old stock residential developments that stand at 2 to 4 storeys.

To the south, the new Free Wharf development features a mix of heights between 5 and 9 storeys. This project set the context for considering height on the Kwik Fit application site.



Surrounding Development History

There are several developments near the application site, either recently completed, under construction or recently granted planning approval.

These proposals range in scale from medium to large, with most being residential—led, except for the Focus Building which is office space.

1. Free Wharf
2. Former Parcelforce Site (Mariners Point)
3. Focus Group Building
4. New Wharf
5. Former Adur Civic Centre
6. The Mannings
7. 69-75, Brighton Road (Land at Frosts Cars)

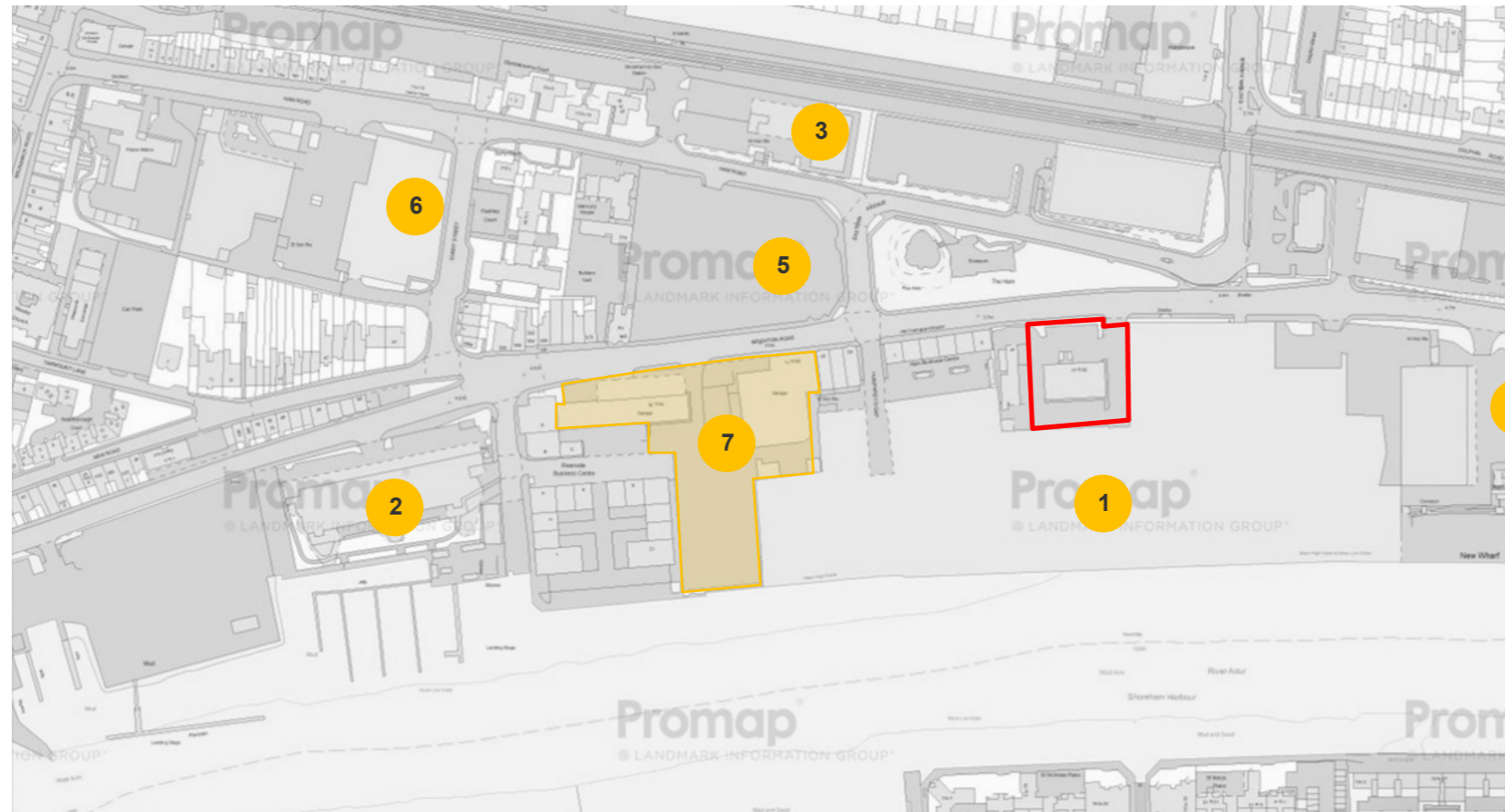
 Site Boundary



5. Former Adur Civic Centre site



1. Free Wharf



7. 69-75 Brighton Road (Frosts)



4. New Wharf



2. Former Parcelforce Site. Mariners Point.



3. Focus Group Building

6. The Mannings

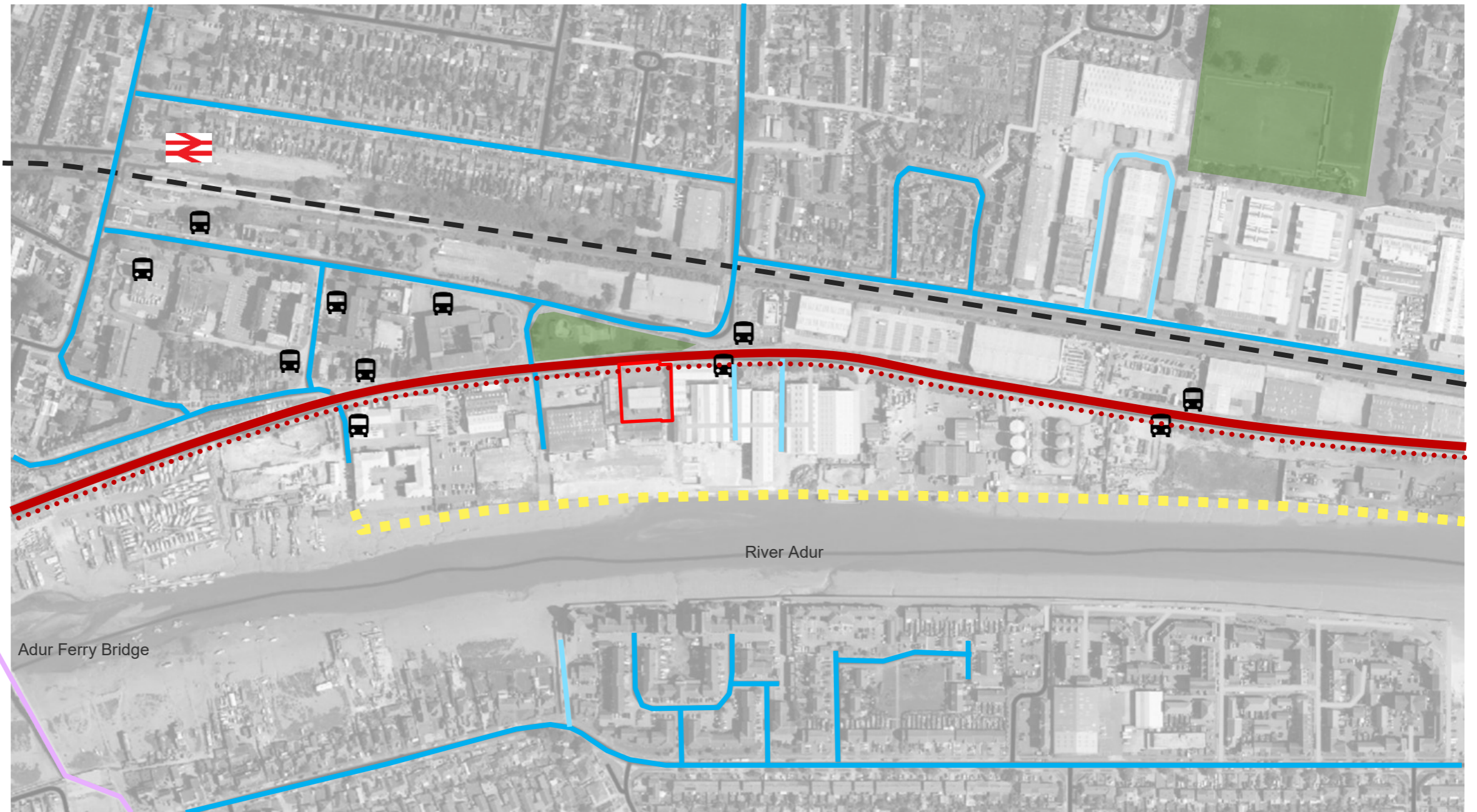
SITE ANALYSIS











Movement and Circulation

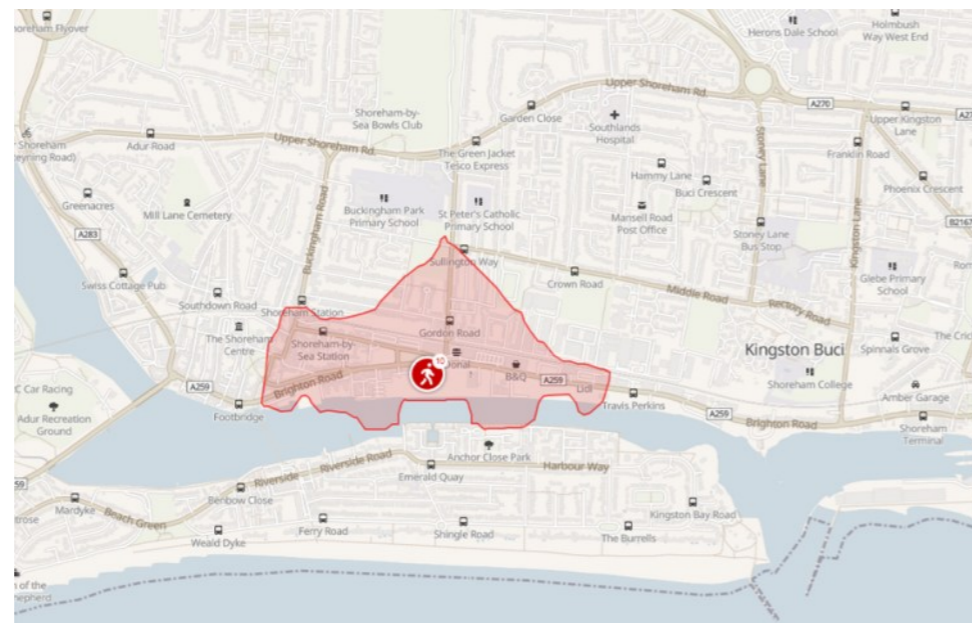
Access to the site is via Brighton Road to the north, connecting east to Brighton and west to Shoreham-by-Sea and beyond, with Eastern Avenue linking north to the A27.

Shoreham Railway Station is 640 meters away, and bus stops along Brighton Road provide good public transport connections.

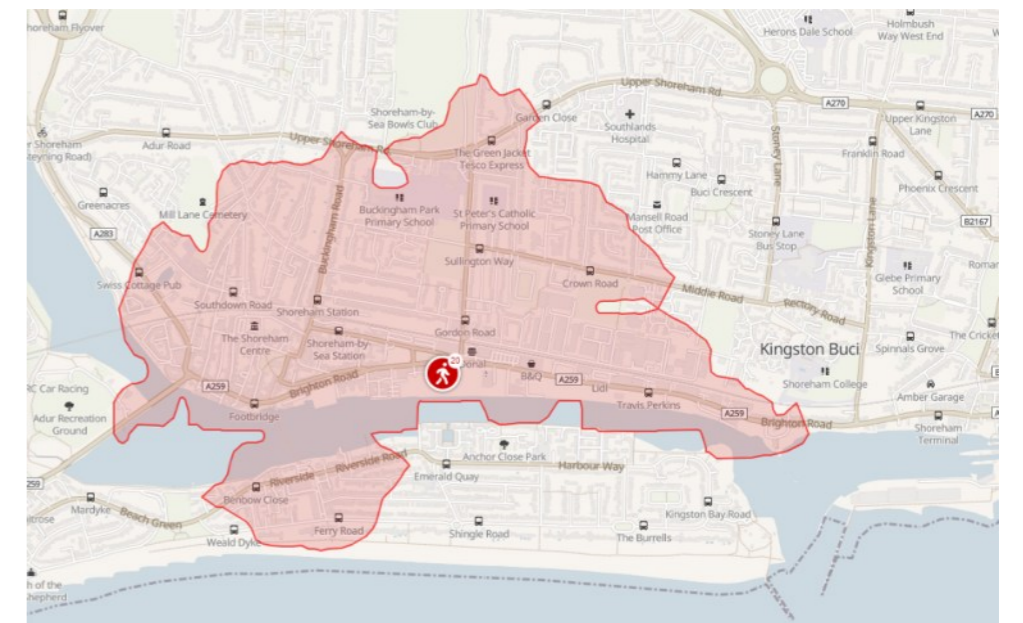
As JAAP developments progress, the new Boardwalk and proposed cycleways will promote more sustainable transport, reducing car dependence.



-  Site
-  Primary Routes - A Roads
-  Secondary Routes - B Roads
-  Maintained Footway (Ferry Bridge)
-  Unmaintained Roads
-  Bus stop
-  Pedestrian Routes
-  Future Boardwalk
-  Future national cycle extension
-  Train Station



10 min walk from the Site



20 min walk from the Site

Open Spaces

Near the site, there is a mix of open spaces serving both public and private areas for recreation and leisure. Most notably, The Ham, located directly across Brighton Road from the site, includes informal play areas and a skate park.

About 670 meters to the north, a 10-minute walk away, is the Middle Road recreation ground, which features a children's playground and includes Shoreham Football Club's pitch, stands, and club-house.

To the south, the newly built Free Wharf development will feature green spaces such as the Plaza and Humphry's Gap.

Further north, Buckingham Park and Playground, a 16-minute walk from the site, offer additional recreational areas.

As the JAAP sites and Boardwalk progress, there is a great opportunity to link these new open spaces, play areas, and commercial zones along the river's edge, creating a network of landscaped amenities for both residents and visitors. This will enhance access to open spaces for all ages and activities.

Additionally, Shoreham Beach is just 1.1 km away, providing further access to outdoor leisure opportunities.



- Site
- Green Open Spaces
- 1 Ham Recreation Gardens
- 2 Middle Road Recreation Grounds
- Future Boardwalk



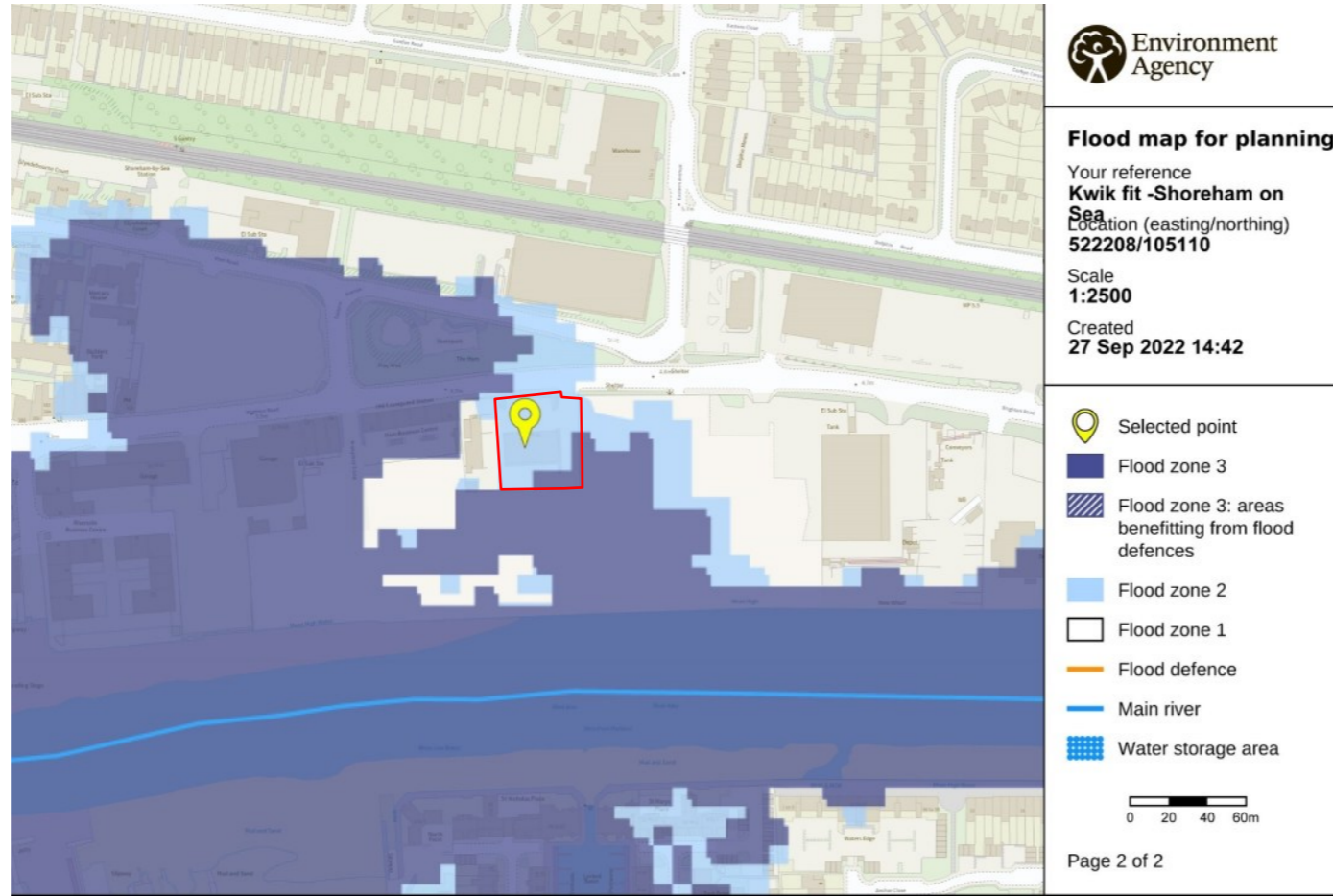
Flooding

The site is largely within Flood Zone 2, with a small southwest portion in Zone 3.

A Flood Risk Assessment has been prepared, stating that the principle of development has been accepted on the site, and no residential accommodation is proposed on the ground floor. The properties will be protected against flooding from the River Adur by the 5.6m AOD hard defences along the river front.

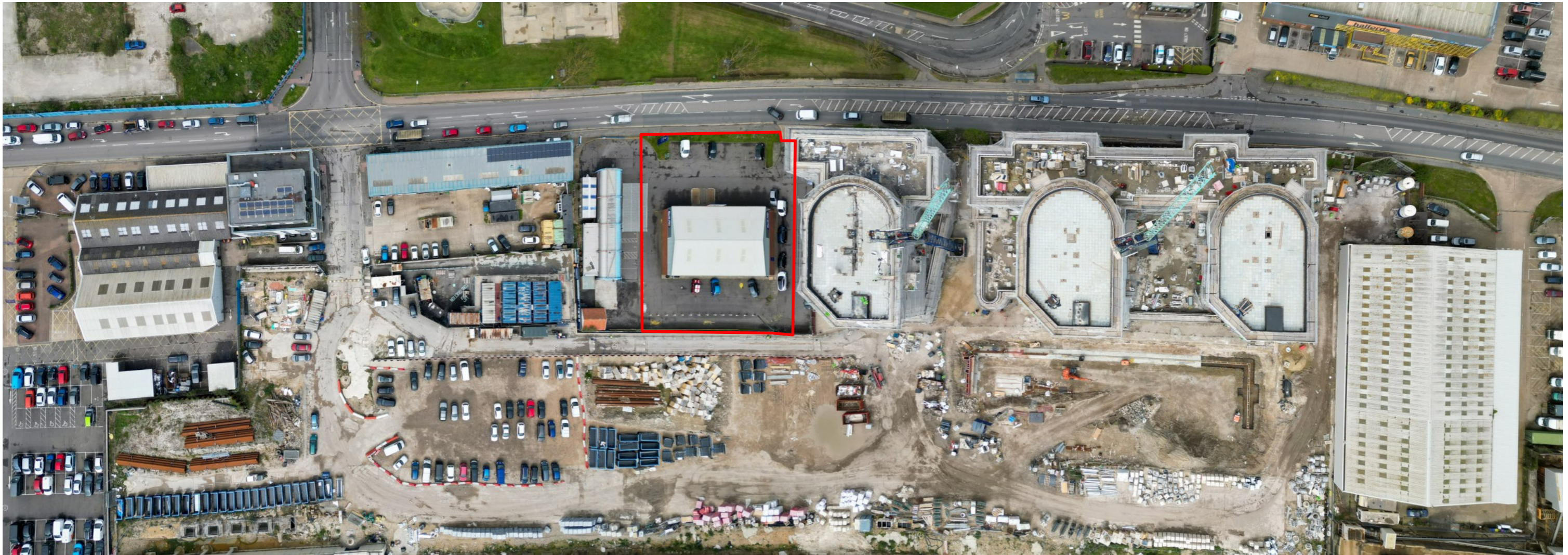
The proposed commercial finished floor levels are to 4.40m AOD. Therefore, flood resilience and resistance measures will be incorporated into the structure of the building and the commercial development to mitigate the residual risk of floodwaters entering the site.

Please see the supporting Flood Risk Assessment which accompanies this application for further details.



— Site Boundary

Site Location



— Site Boundary

The red site outline appears slightly distorted because of the nature of drone imagery.

Existing Uses

The site is currently occupied by a single storey industrial unit with Kwik Fit as a tenant. The unit area is approximately 4,530 sq feet, 420 m2.

The site is tarmacked throughout.

An adjacent site with a car wash facility has a right of way at the front as well as at the rear of the Site. Details are shown on the legal plan later in the document.



Boundary Conditions

The Site's frontage to Brighton Road is currently ill defined. There is a slither of unkempt greenery between the narrow pavement and Kwik Fit forecourt.

To the east, the newly planned Free Wharf Development abuts the Site. A pedestrian path next to block H rises from the road level to the level of the Lane. There is a right of access to the River Adur for the whole development located on the Site, as well as a right of way for the car wash facility to the west. The right of access ends with the shared access ramp linking the Site to the Lane.

The south boundary is a retaining wall between the Lane and the Site. The level difference is approximately 1,200mm. The Lane has a wide planter and a balustrade.

There is currently a line of densely placed bollards defining the right of way to the car wash facility. It also defines the soft western boundary.



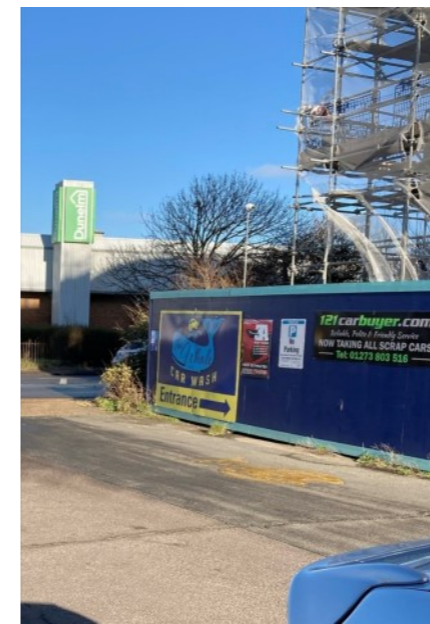
View onto the Site from Ham Recreation Grounds



View across the Kwik Fit forecourt onto east boundary



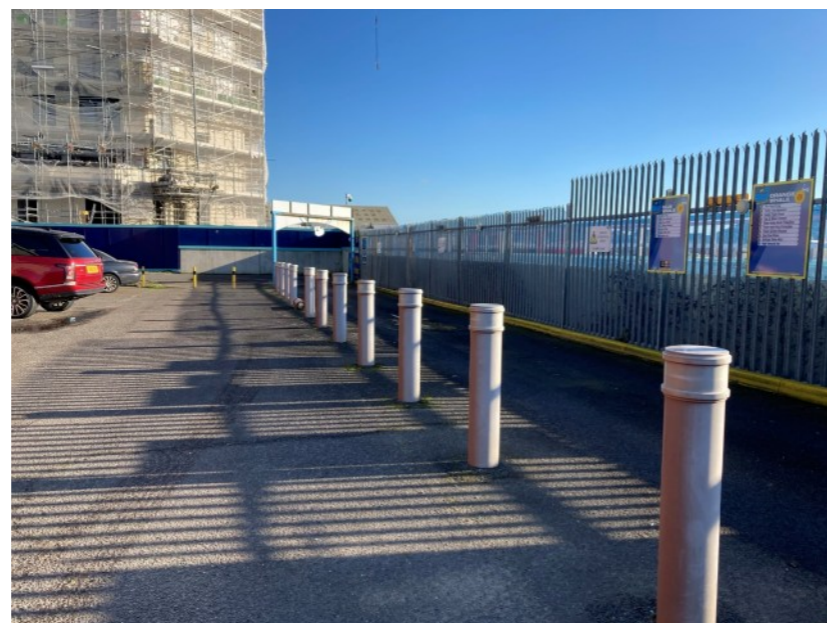
Kwik Fit forecourt



Eastern boundary



Frontage to Brighton Road



Right of way to Car wash and change of level with the Lane



Access to Car Wash facility along the southern boundary

Brighton Road Character

Brighton Road (A259) is a relatively busy road linking Worthing and Brighton.

Architecturally, this part of the road is very fragmented and still dominated by large industrial units. New residential developments are gradually replacing the “out of town” industrial units. Mariner Point, new Humphrey House and Blocks H and G of the Free Wharf project, are developments which define the newly proposed strong frontage for the road.

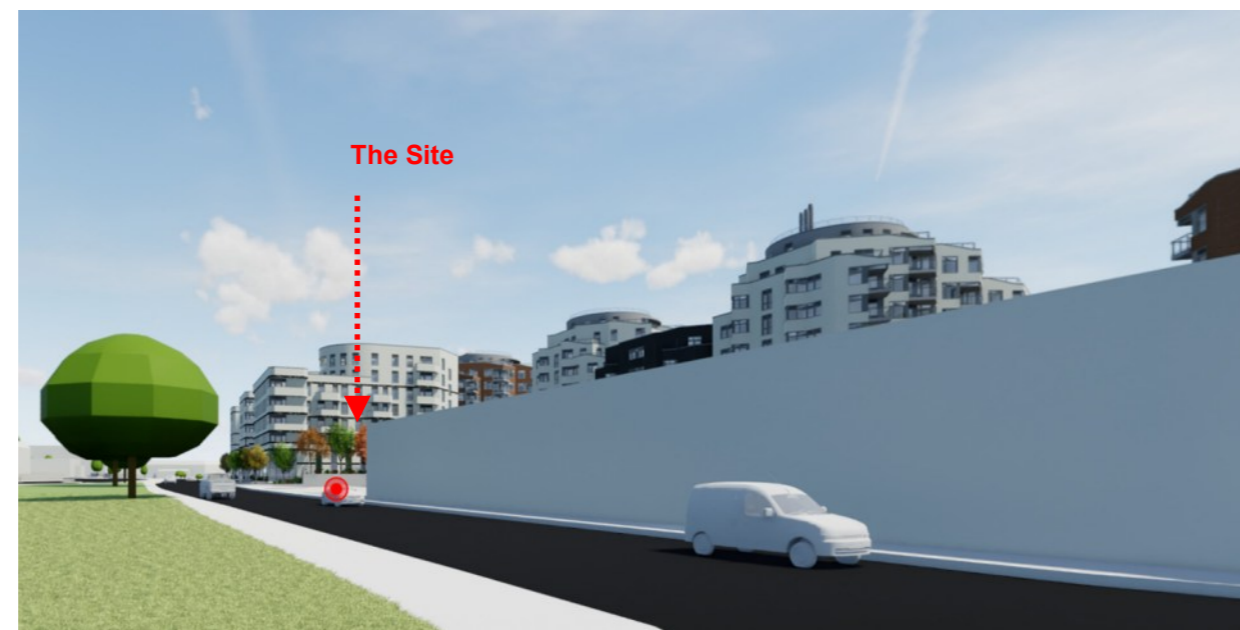
The northern side currently breaks around 370 Brighton Road where a large poplar tree is still standing. The new 5 to 9-storey residential development is proposed between this spot and Ham Recreation Grounds which is opposite the Site.

Further to the west Eastern Avenue joins Brighton Road and large industrial units continue.



Free Wharf - proposed views around the Site

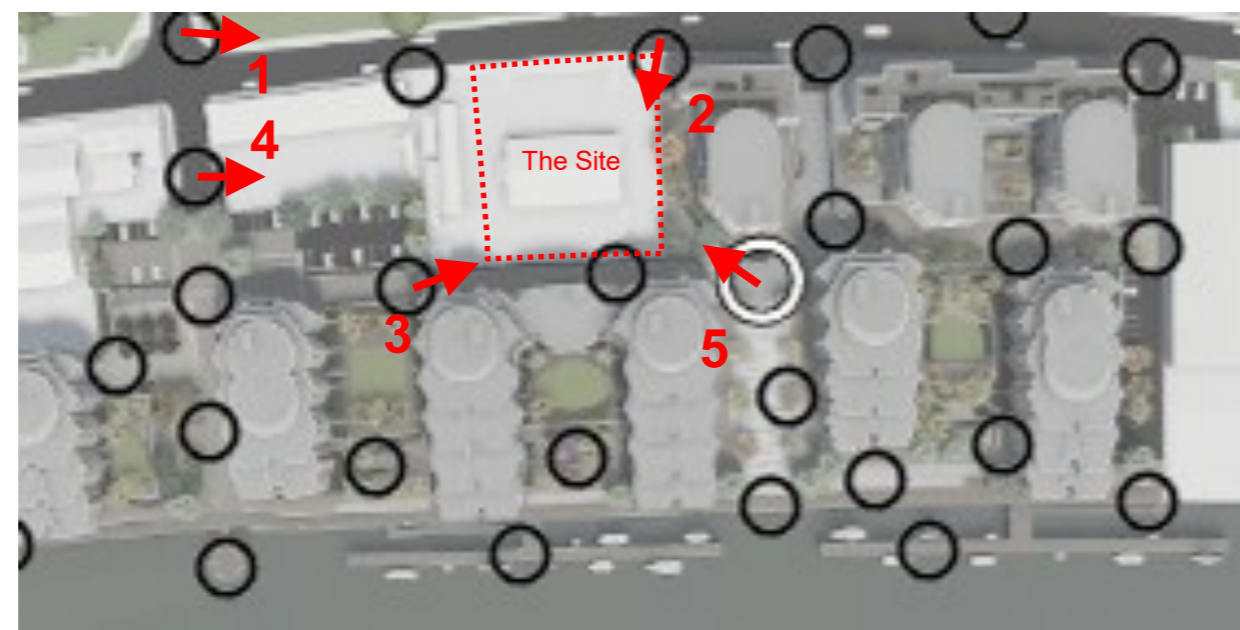
The new character of Free Wharf has a crucial impact on the immediate area. The Site is surrounded by this development from three sides and it will be one of the important drivers for the new proposal on the Site.



View 1



View 2



Plan Diagram



View 3



View 4



Street Views

Views East and West along Brighton Road demonstrate emerging strong frontage.



Wider Character - River Adur West of the Site

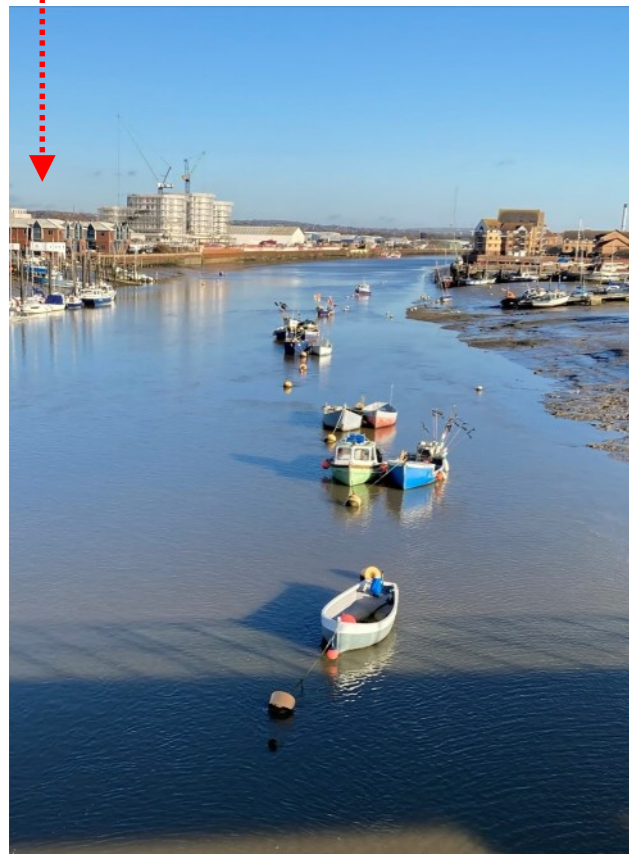
Images on this page illustrate the feel of the river Adur around the Site.

The proposal on the Site will not be visible from the other side of the river Adur or the bridge as it will be mostly obstructed by the Free Wharf Development.

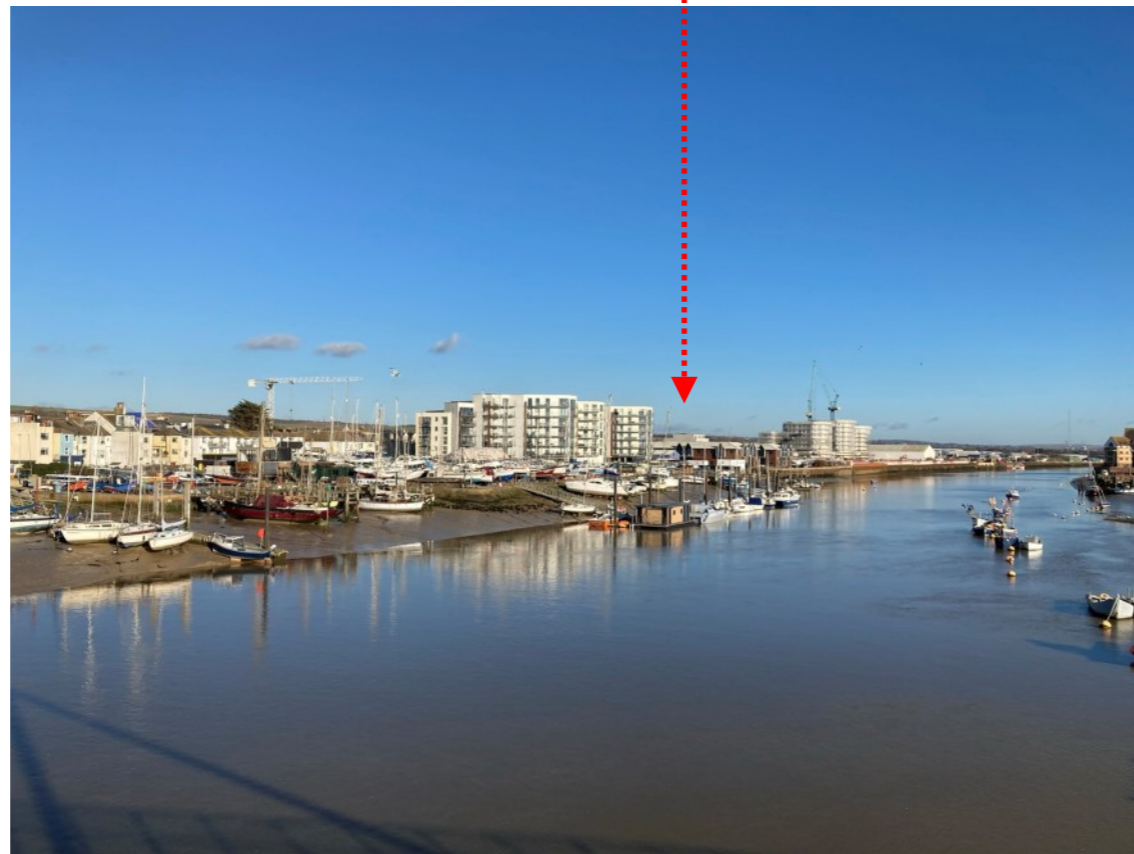
Shoreham-by-Sea is a coastal town and the picturesque boat-filled banks (Surry Boat Yard and Sussex Yacht Club) of the river Adur are only 250m away. When completed, the Free Wharf development will create an impressive public realm and inclusive access to the river which will be very beneficial for the Site and its immediate surroundings.



The Site



The Site



Free Wharf Development. Masterplan and Elevation from Brighton Road

This slide shows position of the Site in relation to Free Wharf Development.

— Site Boundary



© CZWG. Free Wharf Plans are from Adur and Worthing planning portal



Free Wharf Development Massing

Current masterplan shows a strong rhythm of buildings along Brighton Road. The element facing the road is 5-storey high including the prominent frontage of retail.

The perpendicular to the road “finger” elements range from 6 storeys in building G to 7 storeys in buildings G1 and H.

..... Site Boundary

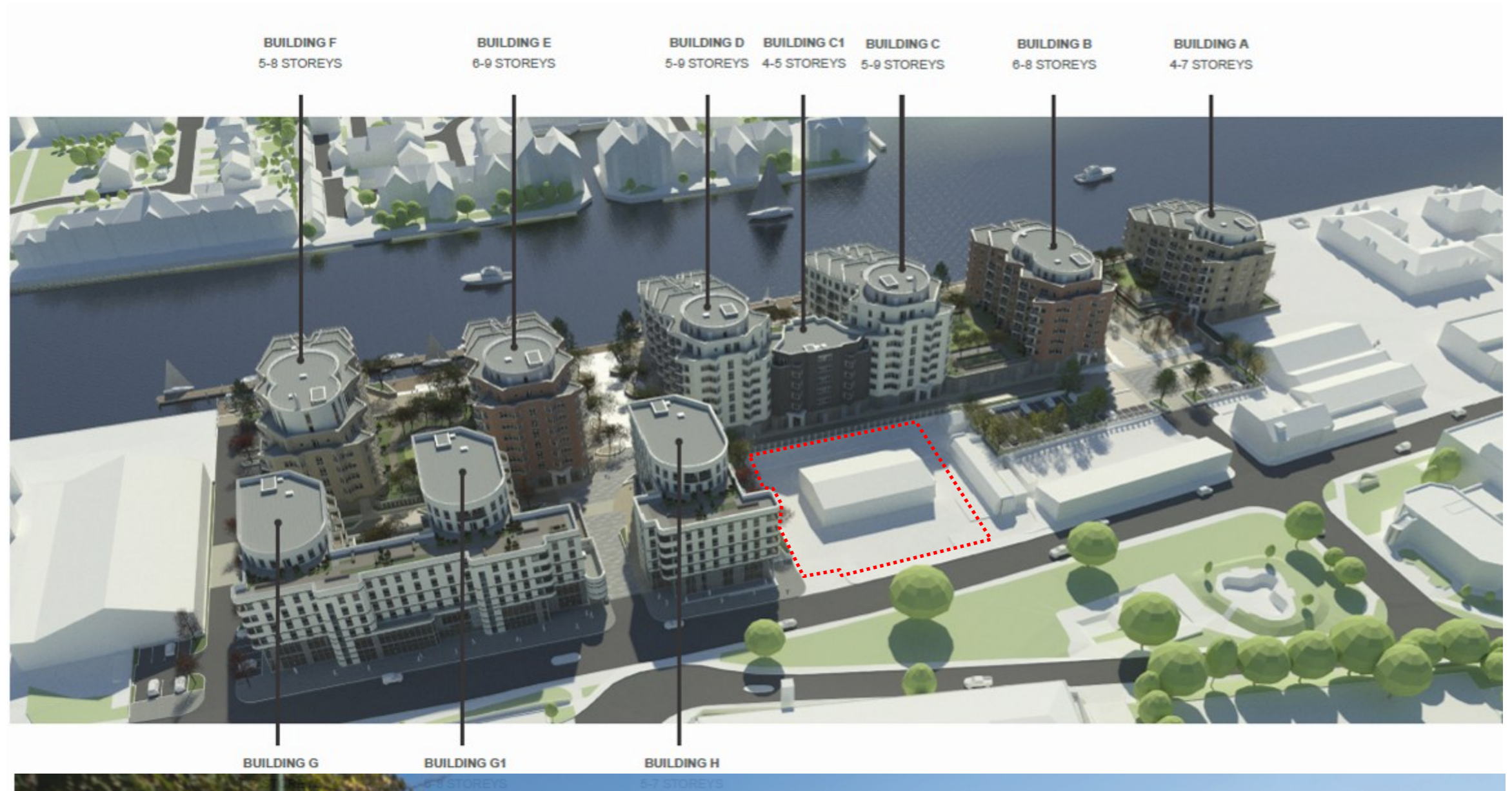
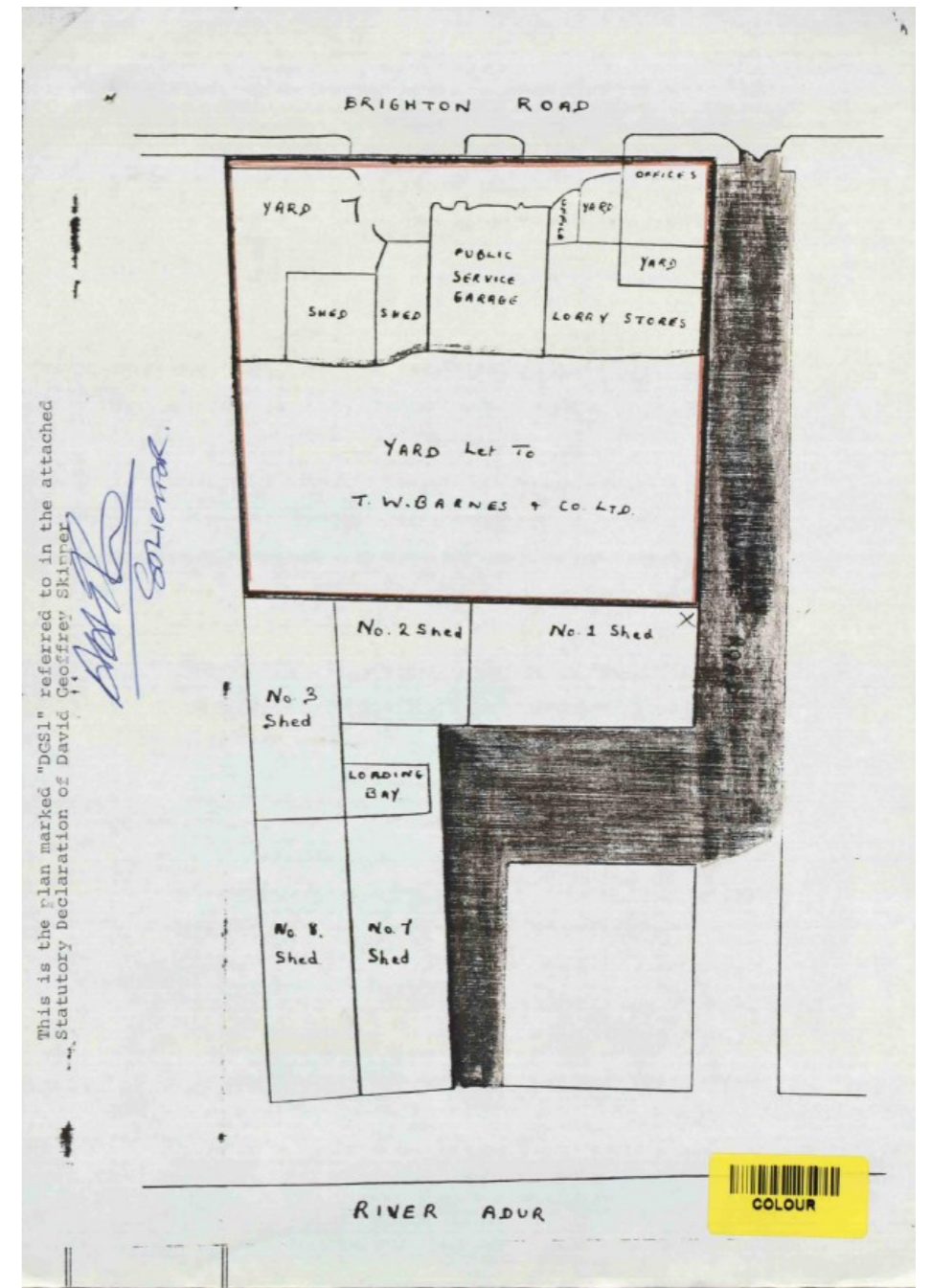
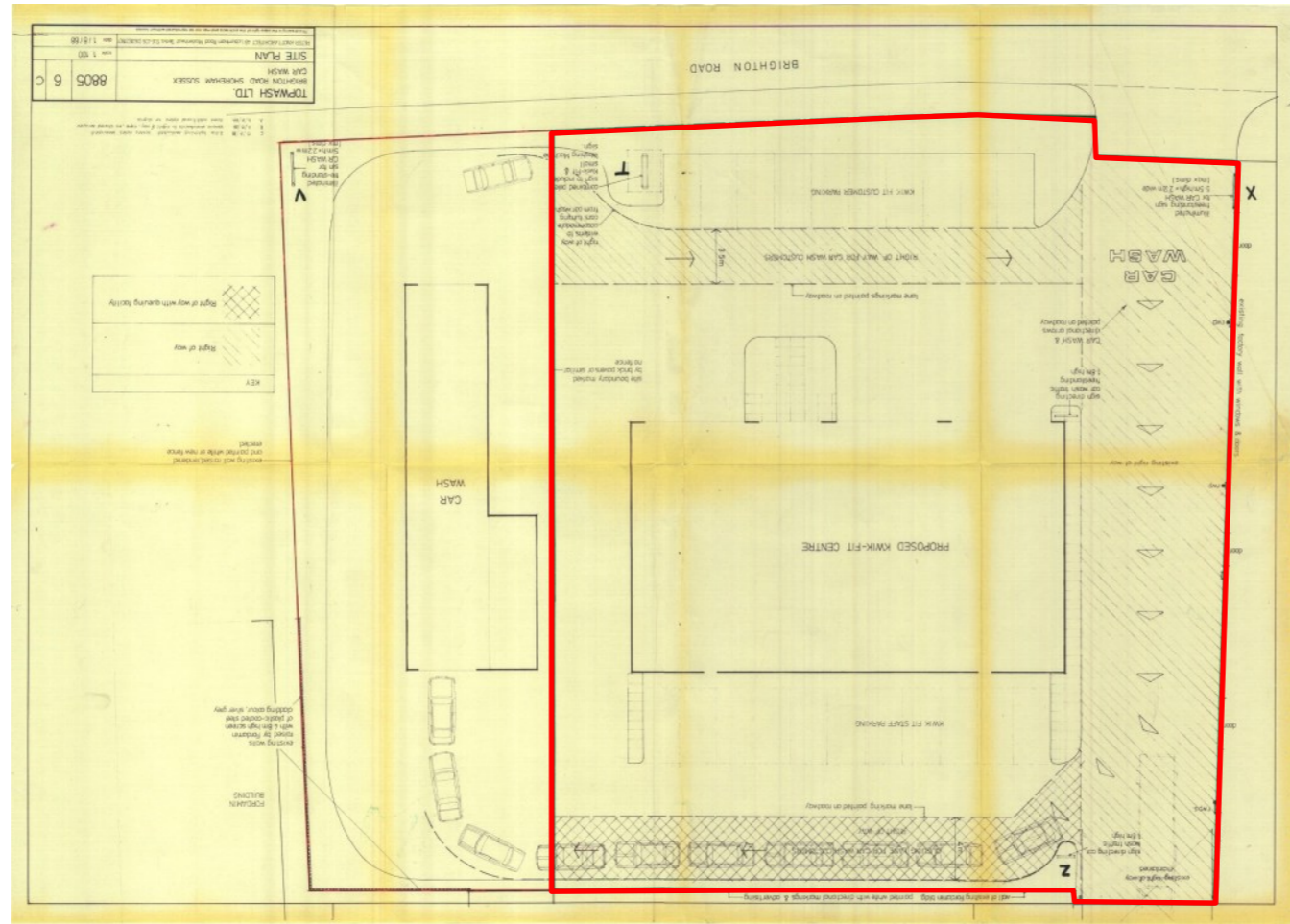


Photo is taken from Eastern Avenue behind the Skatepark.

Third Party Right of Way

The Car Wash facility right of way is hatched and cross hatched on the drawing to the right.

The proposed development will maintain the existing right of way.



This official copy is incomplete without the preceding notes page.