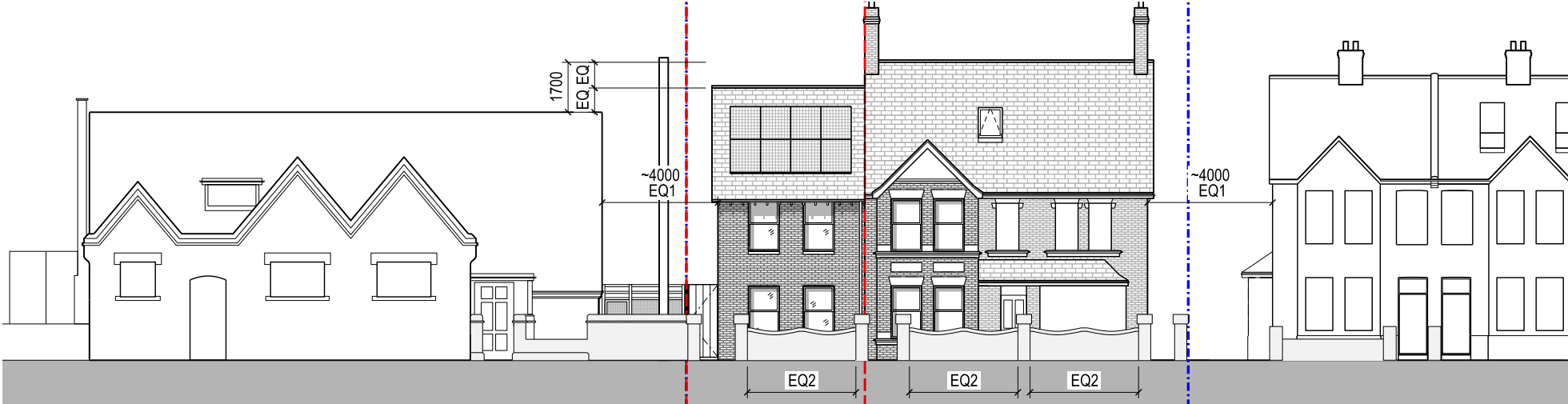




01 Gordon Road
Shoreham
BN43 6WF

Design And Access Statement
March 2026
Bush-Craft Architects

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1.0 Introduction & Site Description

The site is located within the existing curtilage of 1 Gordon Road, Shoreham-by-Sea, West Sussex.



1. Google Satellite Imagery of Shoreham-by-Sea
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1.0 Introduction & Site Description



2. Location Plan 1:1250 @ A3

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1.1 Bush-Craft Architects has been instructed by our client to prepare a Planning Application for a new-build house adjacent to their existing home at 1 Gordon Road, Shoreham-by-Sea, BN43 6WF. Our client would like to down-size, remain in the area and offer their existing property to the community for use as a family home again.

1.2 1 Gordon Road occupies a site of 454sqm, of which the application site is 182sqm. The gross internal floor area of the existing property at 1 Gordon Road is approximately 180sqm across two floors including a loft conversion.

1.3 The plot has neighbouring buildings on the north, east and western sides. To the east is 3 Gordon Road, to the west is Shoreham Free Church and to the north is Oakland Court, it's grounds and carpark beyond. The existing detached house at 1 Gordon Road does not share a Party Wall with any neighbour. Across the road, to the south, is the carpark and refuse area for Tintagel Court. Beyond this is the station carpark and rear wall of the northern platform.

1.4 Gordon Road, serving the property and positioned to the south of the site, is accessible from Buckingham Road to the west. Rosslyn Avenue and Eastern Avenue provide access from the east. Gordon Avenue, a cul-de-sac, is accessed from Gordon Road at the eastern end.

1.5 Shoreham-by-Sea Station is within one minute's walk to the south of the site via Buckingham Road, providing public transport links along the south coast and towards London. There are a number of bus stops within a short walk, offering routes to local and regional areas. Upper Shoreham Road is found just north of the site while with the A27 only a few minutes drive away.

1.6 The applicant site is within Adur District Council. It is not Listed and nor is it within a Conservation Area. There are no Tree Preservation Orders on site. The property is not within a Flood Risk Zone.

1.9 The proposed development qualifies for exemption from the mandatory Biodiversity Net Gain (BNG) requirements on the basis that it is a custom-build dwelling, meeting the criteria set out in the Biodiversity Gain Regulations 2024 and associated guidance.

1.10 Government guidance confirms that self-build and custom-build housing is exempt from BNG where the development:

- consists of no more than 9 dwellings,
- is located on a site no larger than 0.5 hectares, and
- consists exclusively of dwellings that meet the statutory definition of custom housebuilding.

1.11 This proposal comprises a single custom-build dwelling on a small residential plot well below 0.5 ha. It therefore satisfies all exemption criteria and is not required to provide a BNG metric, calculation, or gain plan.

1.9 The proposal is for the demolition and replacement of the existing, temporary, prefab garage with a new semi-detached property of contextually sympathetic massing. The proposed semi open-plan ground floor comprises a living room, kitchen-diner and separate WC/utility room. Upstairs there are two bedrooms and a family bathroom, with storage in the loft maximised. The construction, while being in-keeping with the street scene in its form and massing, is to be of a low-embodied carbon, low-energy consuming, sustainable construction, with passive environmental services integrated within the architectural design.

1.10 This report establishes the significance of the local historic vernacular, assesses the impact of the proposed development on the local setting and assesses the proposals in relation to the brief and national and local planning policy.

LEGEND

Site Boundary

Site Extents

Existing Building

Architects
Registration
Board

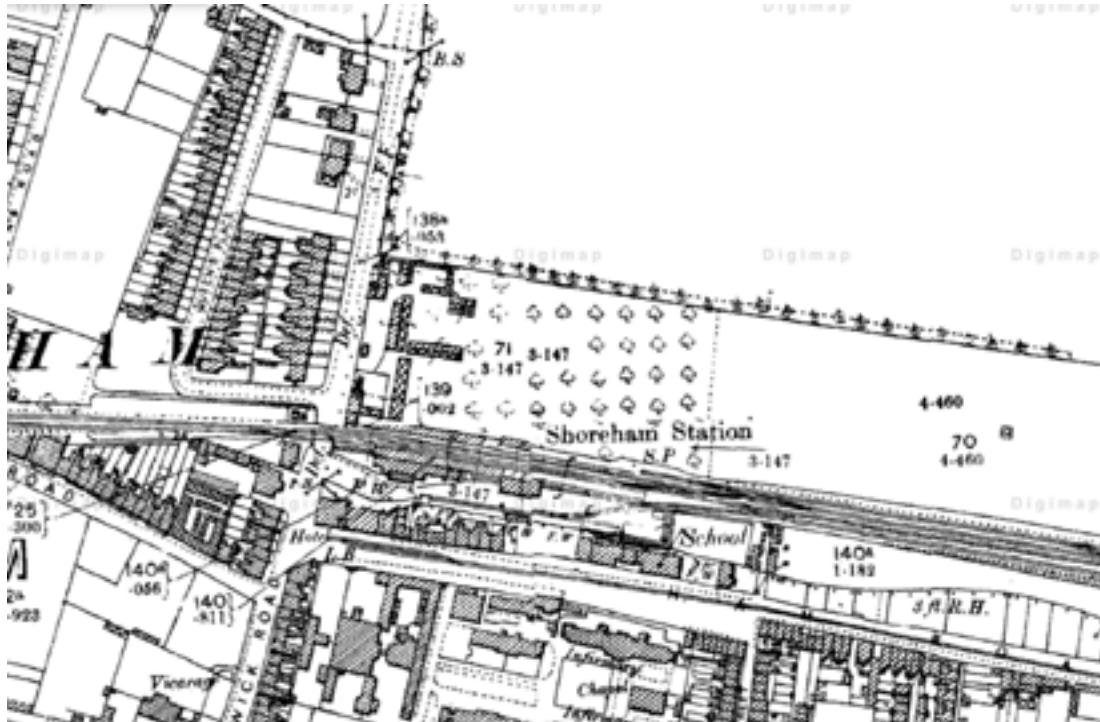
arb

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2.0 Historic Context



3. 1870



4. 1890



5. 1910



6. 1930

2.1 While Shoreham Harbour was established via an act of parliament in the 1700s, Shoreham-by-Sea railway station was opened in 1840 by the London & Brighton Railway, initially as a terminus. The line extended to Worthing in 1845 and the line included the now-closed Bungalow Town Halt and Shoreham Airport stations which played a crucial role in the town’s growth and development, particularly in the early 20th century. In 1846, The London & Brighton Railway merged with others to become the London, Brighton & South Coast Railway. The line and station itself saw various developments and changes, including electrification in 1935. These local stations served the burgeoning community, holiday camps, and the nearby aerodrome while Shoreham-by-Sea Station facilitated travel for the local community and influenced the expansion of residential areas.

2.2 The farmstead north of Shoreham-by-Sea Station was the subject of redevelopment prior to the First World War. As part of this, Shoreham Free Church was established (Fig. 5). The full extents of the plans were not realised however, due to the interruption of the war and consequential loss of skilled labour, limited material availability, and funds.

2.3 The Manse; 1 Gordon Road, was also constructed prior to The Great War, soon after Shoreham Free Church and after the majority of Gordon road had been subdivided and developed by small-scale developers (Fig. 6). The architectural character of the detached property differs from the adjacent vernacular to the northwest of Gordon Road, with the use of red brick, a steeper pitched roof and humble detailing to the main facade.

2.4 Further developments spread to the north and east of Gordon Road during the 20th century. There are various architectural styles present with provisions varying between large detached family properties, workers terraces and areas of social housing.

3.0 Local Vernacular: Gordon Road



7. The Varying Vernacular of Gordon Road

3.0 Local Vernacular: Gordon Road



No.3 + no.5



No.7 + no.9



No.11 + no.13



No.15 + no.17



No.23 + no.25



No.35 - no.41



No.67 + no.69

8. Varying Facade Treatment to Northern Side of Gordon Road



9. Varying Material Treatment to Northern Side of Gordon Road

3.1 Much of Gordon Road was developed during the early Edwardian period as semi-detached family housing. From the west, the northern side is initially characterised by semi-detached dwellings with the occasional four-dwelling terrace. The pairs of houses are separated by gates leading to rear gardens. Some of the architectural features found at the western end include both single and double storey, square-faced and canted bay windows, with and without gables, porches and various decorative features. These details generally transition to a more unassuming style towards the eastern end of the road (Figs. 7, 8).

3.2 To the south side are small terraces of six or sometimes four dwellings, with an occasional semi-detached pair. The terraces are separated by a narrow shared path giving access to the rear of multiple properties. These dwellings to the south are generally both narrower and lower, with six houses to the south occupying the width of four to the north. They typically feature more simple period features (Fig. 7).

3.3 The eastern end of Gordon Road shifts somewhat abruptly into sea-side, post-war, and social housing vernaculars. There are a handful of detached dwellings – bungalow and chalet style bungalows – at this end, however the typology is not typical of the road (Fig. 7).

3.4 Whilst some planted front gardens remain, many properties now feature hard standing for bins and vehicles, detracting from the historic character. The massing and roof forms differ between dwellings, reflecting the various periods in which properties have been constructed, refurbished and extended (Figs. 7, 8).

3.5 The typical materials visible on Gordon Road are diverse with a wide range of brick colours, painted render, pebbledash, clay tile, and slate, incorporating various architectural details to brickwork, bays, entrances and gables. (Figs. 7-9).

3.0 Local Vernacular: Surrounding Streets



3.6 Many of the properties on Gordon Road and beyond have been subject to refurbishment and development, with an increase to the average number of bedrooms in each property. While most properties were constructed as two storey dwellings, around 40% have extended into the loft – with many hip-to-gable and rear dormer loft conversions – 50% at the rear and almost 60% have an outbuilding in the garden. Whilst these property expansions exemplify a need for larger housing in the area, they have resulted in a reduction in the number of small to medium sized non-flatted homes.



3.7 Adding to the varied massing, a number of properties in the surrounding streets feature visual additions to the side. In a few cases these were original or part-original, starting off as a garage, however many are entirely new additions. While some of this development is utilised as an extension of the host building, elsewhere they form separate properties entirely. Typically, the new massing is in line or set back from the front facade of the host, with either aligned or lower ridges and matching or simplified detailing. Generally, materials and colours are consistent with the host dwellings, however this is not always the case. Some of the additions leave a space to the boundary, whilst others abut it. These side additions appear across various typologies and eras, including a number of detached, period and prominent properties (Fig. 10).



10. Side Additions to Local Buildings

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LEGEND

--- Site Boundary

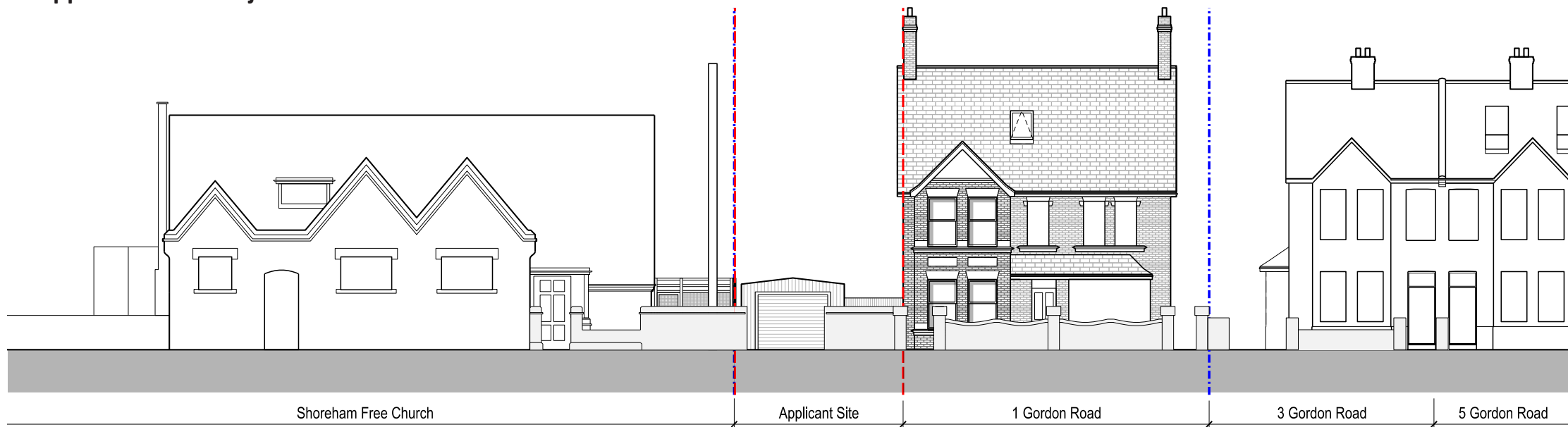
--- Site Extents

Architects
Registration
Board

arb

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4.0 Applicant Site & Adjacencies



11. Existing - Street Elevation



12. Existing - Street Elevation



13. Existing - Rear Elevation

4.1 1 Gordon Road was built around 1911 as the manse for Shoreham Free Church. The two storey building is set away from the church and is a detached, double-fronted house with a double-storey, gabled box bay to the west wing, a central covered entrance, and a single-storey standard bay to the east wing. Materials and architectural features are typical of this period in the South East: red brick, stucco detailing and timber sashes (Fig. 12). The property remains largely original, however a rooflight conveys a loft extension behind, and windows have been replaced with U-PVC casements. Alongside the house is a green metal pre-fab garage with a mis-matched wall and hard standing in front.

4.2 The Church Sanctuary, for which 1 Gordon Road was constructed, was originally conceived as the Church Hall: designed as part of a more substantive design which would have commanded a more significant presence on Buckingham Road. The appearance of the existing church is rather mis-matched considering the turn-of-the-century design was later subject to the addition of a Modernist facade to the main entrance on Buckingham Road. Part of this expansion in the 1950's included Huntington Hall to the north; the pre-fabricated concrete framed structure which runs parallel the main church hall. The church features an irregular triple gable to its southern boundary with Gordon Road. A side entrance is set back off the road and covered by a flat-roof porch. The main roof of the hall creates a gable-end to the east which is set back from the boundary and faces the applicant site. Materials are generally stock brick with limited ceramic details and a clay tiled roof. The ridge height is slightly lower than that of 1 Gordon Road while the gap between the two creates an uncomfortable break in the massing of the street.

4.3 Numbers 3 & 5 start the original terrace from the turn of the century which spreads east along Gordon Road. The detailing is more intricate than number 1, however the proportions are considerably more modest with the bays narrower and the ridge and gables of the pair marginally lower than number 1. Two double rooflights highlight the loft extension at number 5.

5.0 Relevant Planning History Case Study: Shoreham Free Church



14. Existing - Rear (East) Elevation adjacent to 1 Gordon Road



16. Existing - Ground Floor Plan



15. Proposed - Rear (East) Elevation adjacent to 1 Gordon Road



17. Proposed - Ground Floor Plan



18. Shoreham Free Church - Side (South) Elevation on Gordon Road

5.1 Shoreham Free Church was granted planning permission in 2023 for redevelopment of a portion of the site, including up to the boundary with 1 Gordon Road (AWDM/0784/23) (Figs. 14-18).

5.2 At present, the main windows to the apex of eastern gable end serve a refreshment area at ground floor and a storage space within the eaves at first floor.

5.3 As part of the proposal, the newly formed courtyard, which would face 1 Gordon Road's western side elevation, is due to contain the air-source heat pump. It would also serve the disabled WC and the plant room windows, both of which would be subject to intermittent use. The new boundary wall between the church and 1 Gordon Road is to be 2.5m high.

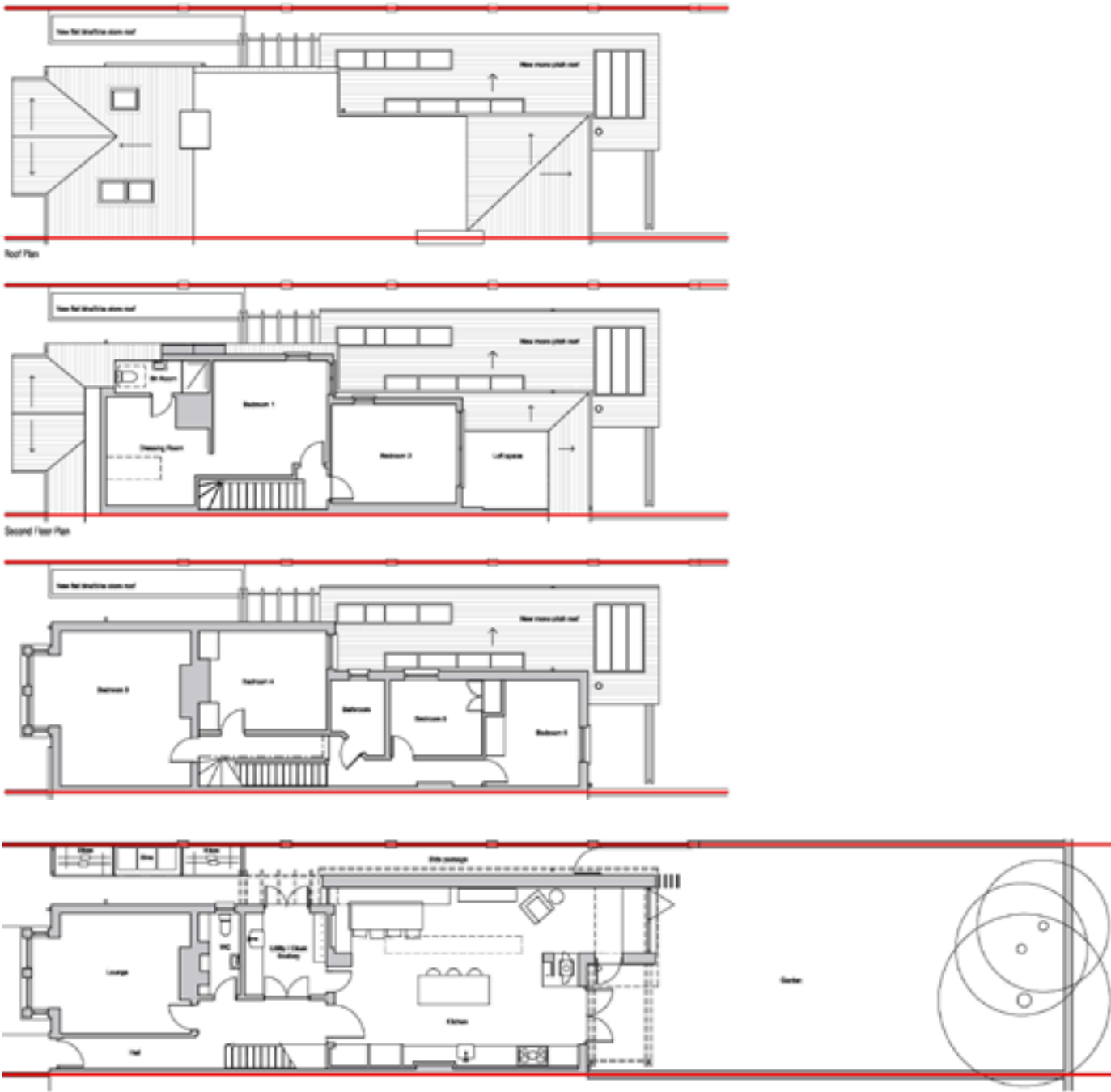
5.4 The relocated baptistry would be located behind the main congregation which, in turn, would, typically be orientated west toward Buckingham Road.

5.5 At first floor, the main aperture is due to remain a back-of-house storage space.

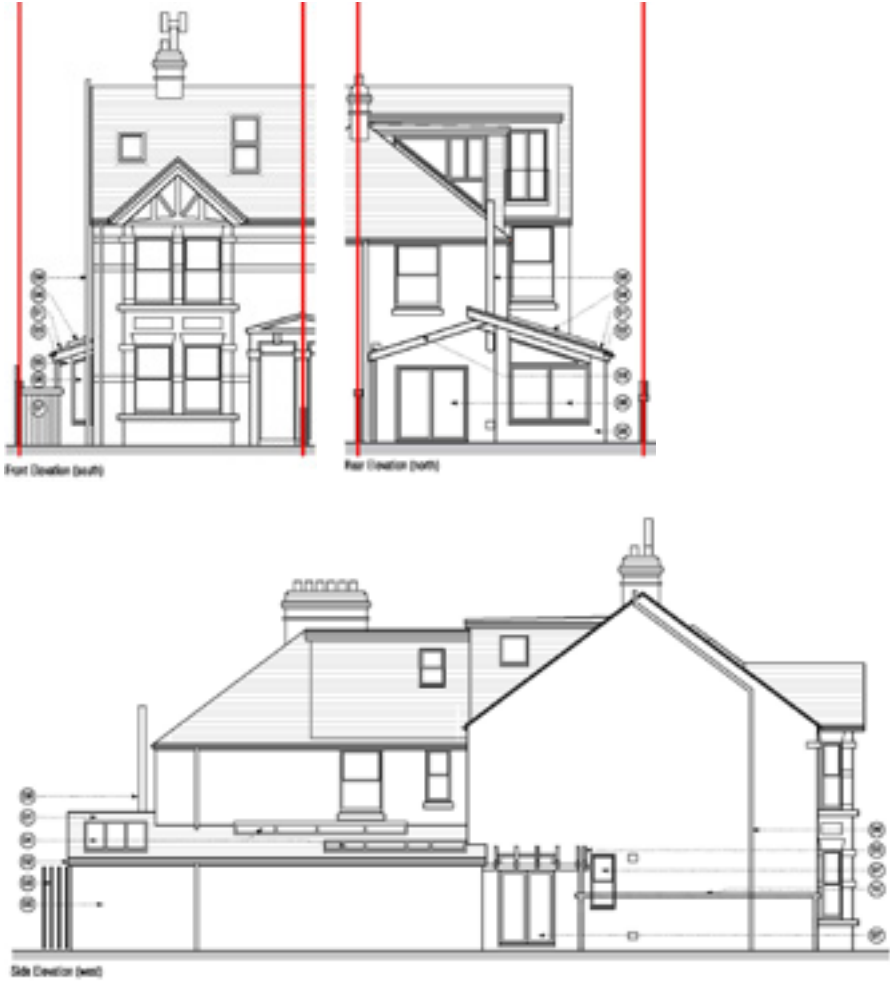
5.6 Beyond the main church sanctuary, the replacement Huntington Hall will contain service spaces such as a food bank store, a kitchen, a tea & coffee counter and WC's. This development will infill the plot up to the perimeter and will have a hard boundary to 1 Gordon Road. The single storey brick boundary will replace the existing party fence wall. There are no new windows or skylights to the east side of the development proposed.

5.7 The proposed development has not yet made a material start on site.

6.0 Relevant Planning History Case Study: 07 Gordon Road



19. 7 Gordon Road: Proposed - Plans



20. 7 Gordon Road: Proposed Front, Rear & Side Elevations



21. 7 Gordon Road: Additions Outlined on Google Satellite Imagery

6.1 7 Gordon Road is a typical representation of a number of period, semi-detached dwellings along Gordon Road with a gabled front bay built as part of the original Shoreham-by-Sea Station development. The property has been subject to expansive development in recent years, reflecting the typical works undertaken to enlarge homes across the local area.

6.2 Under rights for permitted development afforded to the site, the property has undergone a roof conversion and extension to the main pitch and rear outrigger which provides two additional bedrooms, an en-suite, and a dressing room to the existing property; originally a three bedroom house. As part of this, the massing has increased by extending the roof forms from the ridge lines at the rear of the property with flat-roofed, vernacular materials. Within the roof extensions, the newly formed apertures include a Juliet balcony to the new master bedroom, large windows toward the rear garden of the new second bedroom, smaller side windows toward the neighbours, and roof lights to the front pitch on Gordon Road.

6.3 More recently, the property has been granted planning approval under Ref. No: AWDM/1524/23 for a ground floor rear and side extension. This provides open-plan living arrangements to better serve the increased accommodation of the property (Figs. 19-20).

6.4 As an example, 7 Gordon Road conveys the general demand for properties in the area to better accommodate growing families as the location grows in popularity. This type of refurbishment and expansion is prevalent in the area and the associated massing, materials, and details are visible on many properties locally. The form of the massing at roof level in particular, with large full width rear dormers, is typical of many of the dwellings along Gordon Road (Fig. 21).

7.0 Relevant Planning History: Pre-Application Consultation



22. Proposed - Roof Plan



23. Proposed - Street Elevation



24. Proposed - Front (South) Elevation
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25. Proposed - Side (West) Elevation



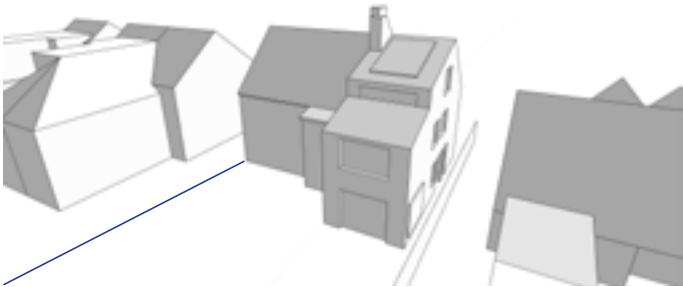
26. Proposed - Rear (North)
Elevation



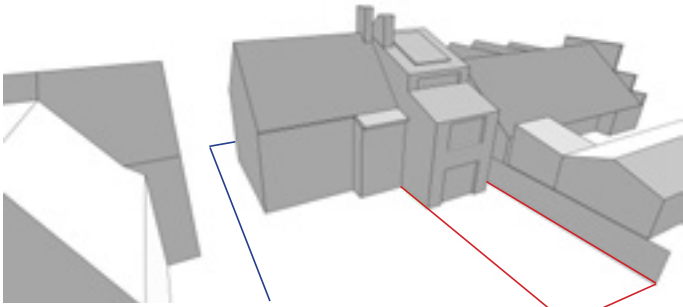
27. Street View - East Bound



28. Street View - West Bound



29. Rear Massing - Perspective 2



30. Rear Massing - Perspective 1

7.1 A pre-application submission was prepared and shared with Adur & Worthing Council in early May 2025 with feedback received in August 2025.

7.2 The submission proposed a new two bedroom house with loft space forming a semi-detached pair with the existing detached house at 1 Gordon Road.

7.3 The ridge and front facade aligned with the host dwelling and echoed its massing with a double-storey, gabled box bay. Whilst many of the pairs of dwellings along Gordon Road feature gabled bays, the double bays and gables proposed were a direct reference to the adjacent church and nearby semi-detached pair at 35-37 Buckingham Road (Fig. 10). At the rear, the main roof had a shallower angle, partway between that of number 1 and the numerous rear flat-roofed dormers along the northern side of Gordon Road. A second, lower, roof enclosed the portion of dwelling extending beyond the manse allowing for a slot window to the loft space.

7.4 The contemporary design allowed for a number of environmental benefits including natural stack ventilation, ample windows providing natural light and integrated solar shading to the south-facing glazing. Solar panels were proposed to the street facing roof.

7.5 Internally, the proposal comprised an open stairwell with a skylight at roof level, living room, kitchen-diner adjacent to the rear garden and a utility with WC at ground floor. At first floor, a generous landing led to two double bedrooms and a family bathroom. The loft was proposed to include plant, storage and a small studio space with skylight above.

7.6 The materials were selected to be intentionally different from 1 Gordon Road in order to be read as a new and separate contemporary dwelling. A number of options were reviewed before a charred timber facade with a dark grey zinc roof was proposed.

7.0 Relevant Planning History: Pre-Application Consultation

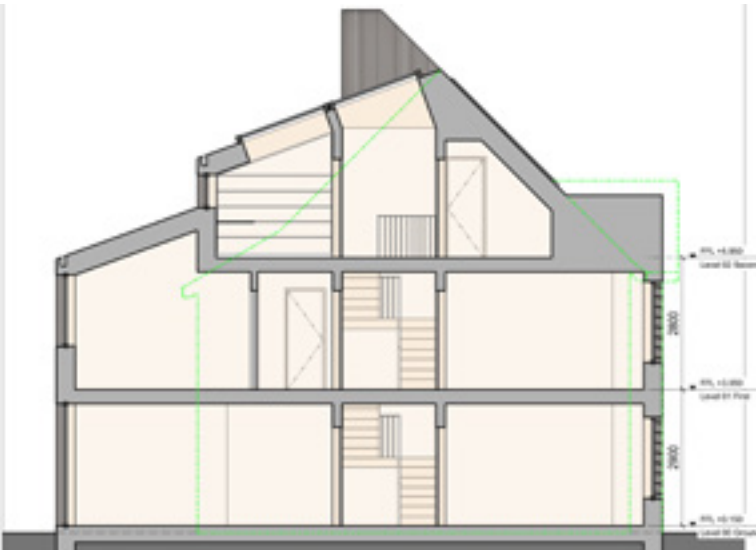


31. Material Design Options



32. Proposed Plans

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33. Proposed - Section

7.7 The pre-app feedback included the following:

7.2 The site is narrow and limited and close to the side boundary. The design represents a development which is contrived to allow a small two bedroom dwelling to be created at this site.

7.3 There are significant changes to the rear roof form behind the ridge line to gain accommodation. This gives rise to poor design. A bulky form of development which is prominent and out of keeping with the existing building and locality.

7.4 The development is unbalanced and competes with the host dwelling. The creation of the double bay form is not a local feature which is visible within the street scene. Introducing this creates an unbalanced building and is harmful to the established character of the locality.

7.6 The use of materials and contemporary design approach gives rise to a striking contrast with the existing character building. This is considered to be harmful in this context and cannot be supported.

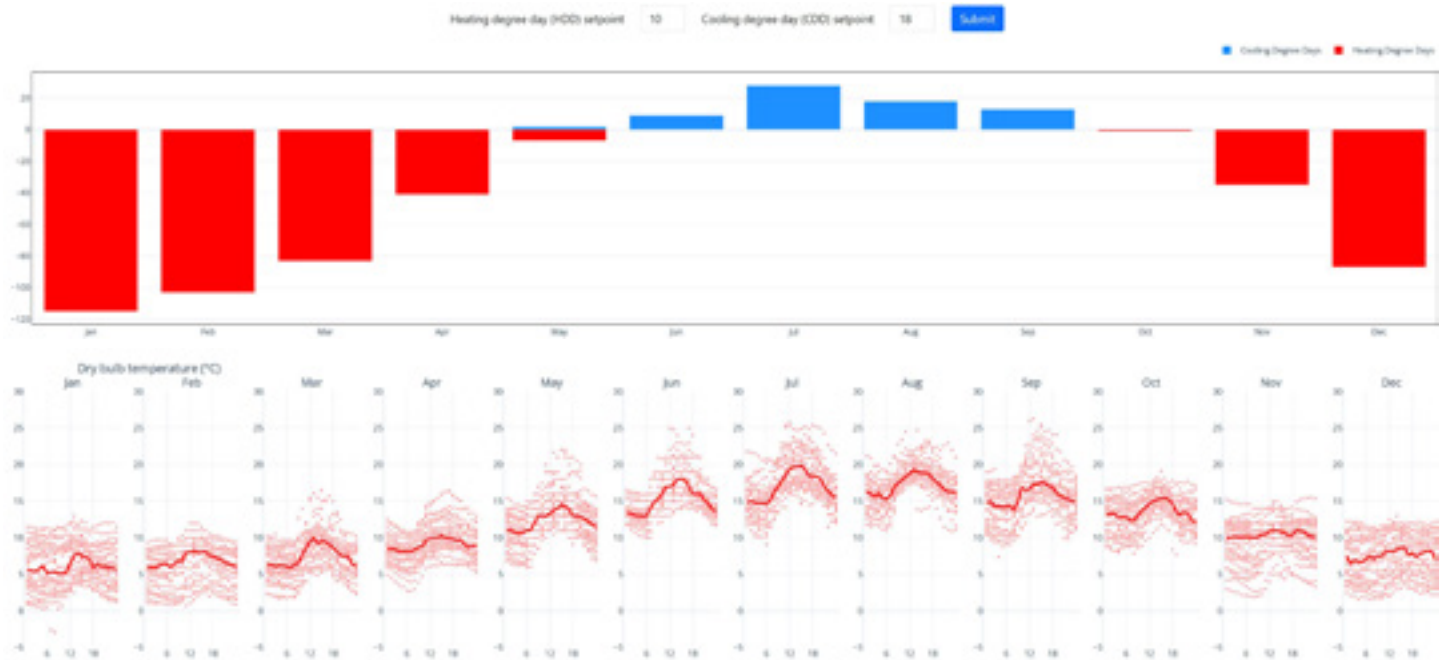
7.7 Solar panels are welcome and details of which should be included with any application along with other sustainable energy measures which could be incorporated into any development.

7.8 It is not considered that the proposed development would give rise to unacceptable overlooking, loss of light or overbearing impact.

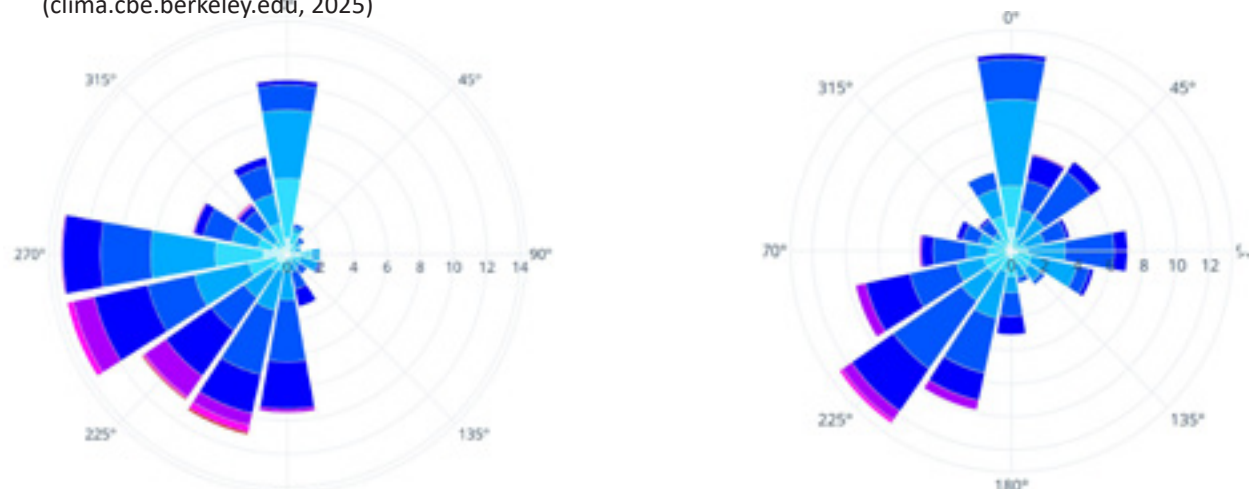
7.9 There would be a loss of off street parking space as a result of the development... however due to the sustainable location it is not likely to be of concern.

7.10 You may wish to pursue the option of a two storey addition to the existing dwelling house... a design which is subservient and does not replicate the existing bay in matching, traditional materials could be an option here.

8.0 Site Analysis: Climatic Data



34. Average Temperatures - Brighton City Airport (clima.cbe.berkeley.edu, 2025)



35. Wind Rose: Dec - Feb

36. Wind Rose: Mar - May

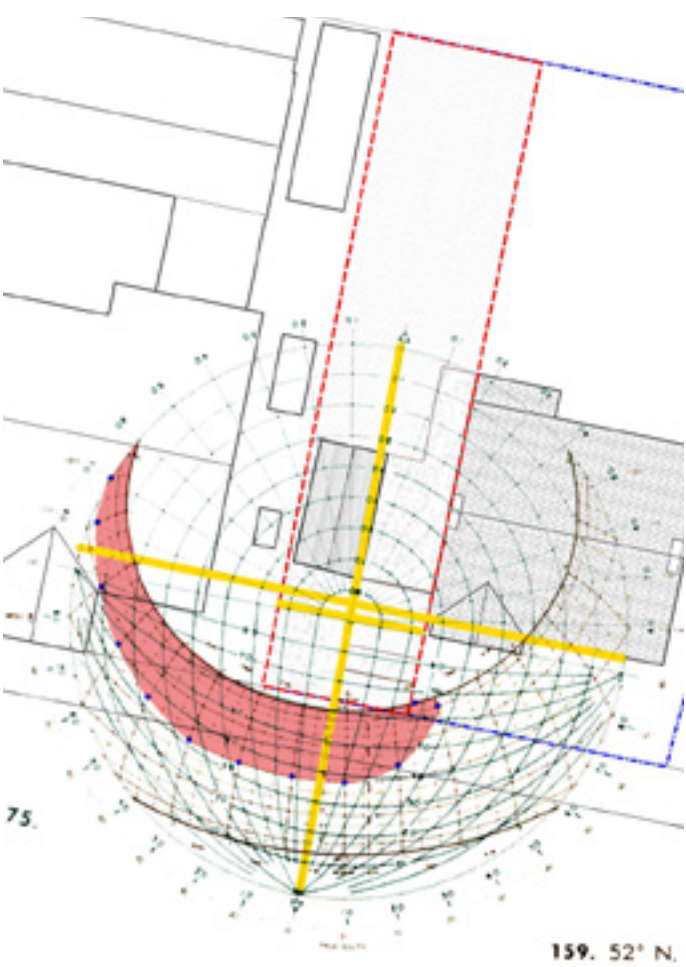


37. Wind Rose: Jun - Aug

38. Wind Rose: Sep - Dec



39. Location Plan 1:1250 @ A3



40. Site Orientation + Overheating Period

8.1 The proposals for the new-build property at 1 Gordon Road are designed to synergise a number of climatic and environmental considerations. To be successful, it is important to first analyse and understand the setting and context of the site. Data has been provided by Brighton City Airport which is approximately 1km from the site.

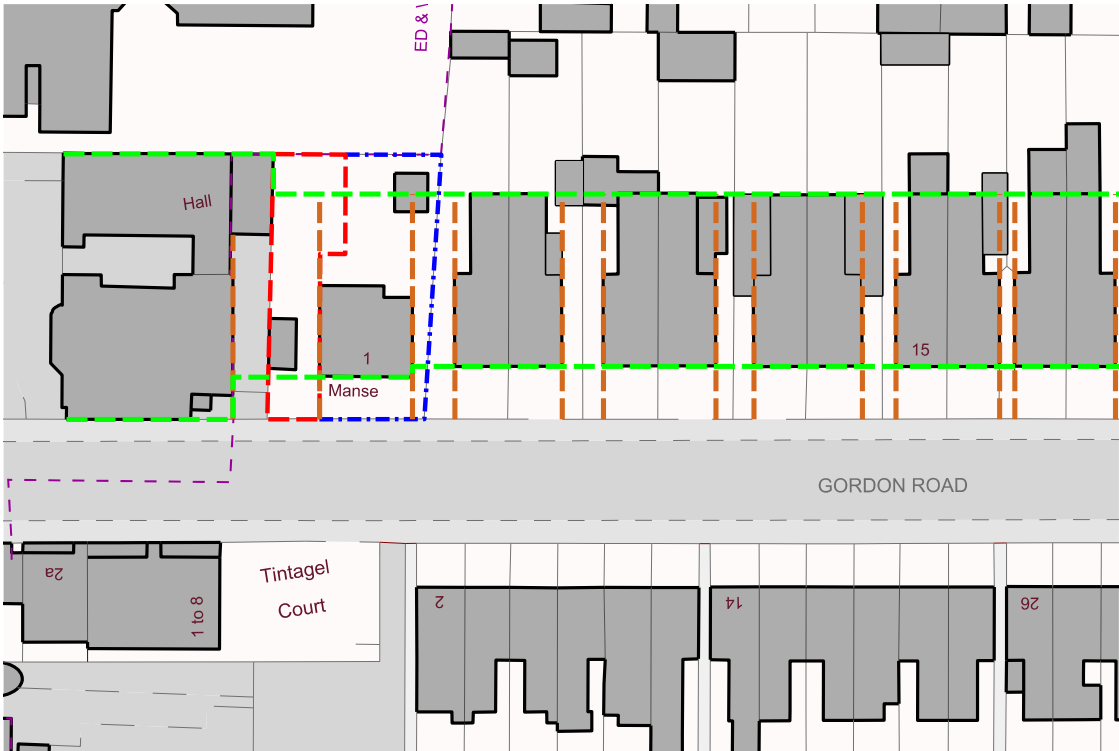
8.2 Temperature averages for the area suggest buildings are at risk of overheating from late morning through to late afternoon during the months between June - September. Ideally, methods of shading the apertures of the property should be effective during these times to manage excessive heat gain.

8.3 The orientation of the street elevation is approximately south of south west. Using the Olgyay method to calculate the sun angle during the period of overheating, the approximate angle for which glazing on the southern elevation should be shaded is 45° and above.

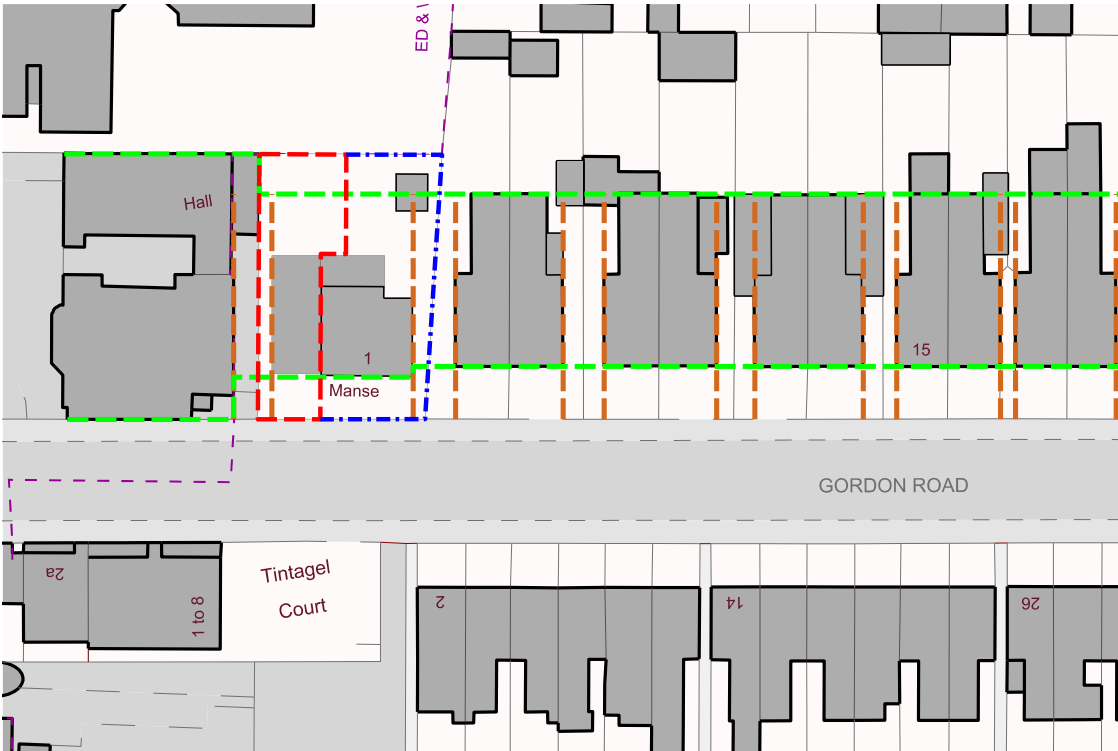
8.4 Prevailing winds for the area are generally found to be from two main directions. The south west wind brings a relatively humid wind from the Atlantic which can maintain slightly warmer temperatures during the winter and cooler temperatures during the summer. A north wind generally brings cool, dry air, and often causes clear skies. Both main wind directions appear throughout the year.

8.5 A successful passive ventilation strategy would ideally be orientated on the axis between the two prevailing winds directions which, coincidentally, aligns quite well to the orientation of the site. Natural ventilation is particularly important during the summer months, when the risk of overheating is at its highest, in order to minimise the reliance on active, mechanical cooling strategies.

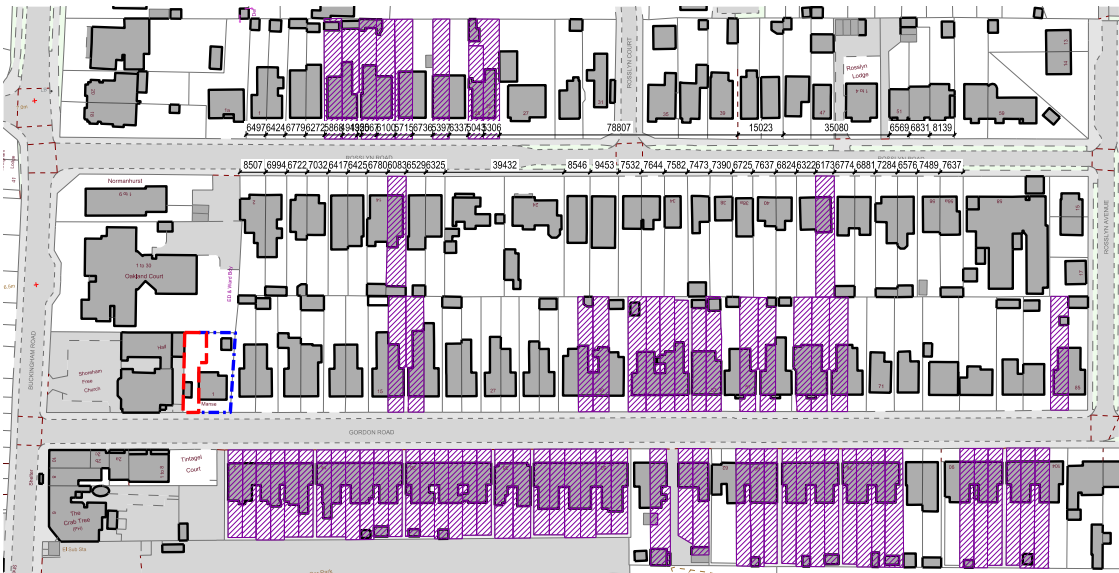
9.0 Site Analysis: Contextual Extents and Massing



43. Existing Street Rhythm and Massing - Plan & Elevation



44. Proposed Street Rhythm and Massing - Plan & Elevation



45. Contextual Plot Widths equal or narrower than the applicant site

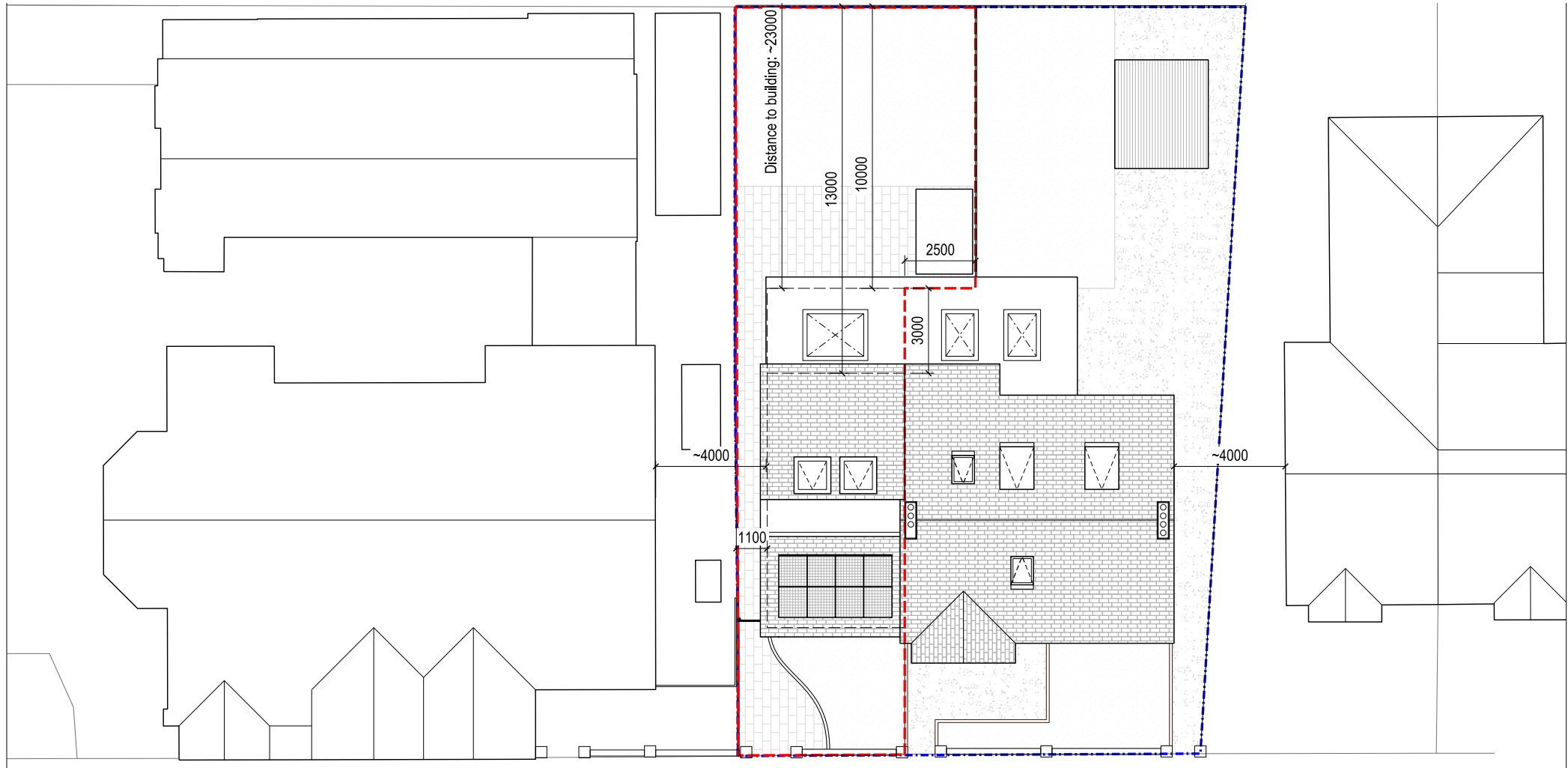
9.1 In plan, there is a clear contextual massing line to the rear of the neighbouring buildings: along the back of the church then stepping down across the back of the dwellings from number 3 onwards, shown in green on Figure 43. Whilst this massing line is consistent at first floor and above there is no consistent footprint at ground floor, with numerous variations of side and/or rear extensions. At the front, this massing line is mirrored with no additions to the fronts of the dwellings. Number 1 Gordon Road is located slightly proud of the massing line at the front, but sits halfway back from this line at the rear.

9.2 The proposed dwelling will reference the existing massing by aligning with number 1. The new building will sit one brick length (225mm) back from the front facade of number 1, in order to appear both subservient and distinguishable from it's host. At the rear, the new dwelling will align with number 1 at first floor, and step out at ground floor. This is well within the contextual massing line, and matches the flexibility of the neighbouring ground floor footprints (Fig. 44).

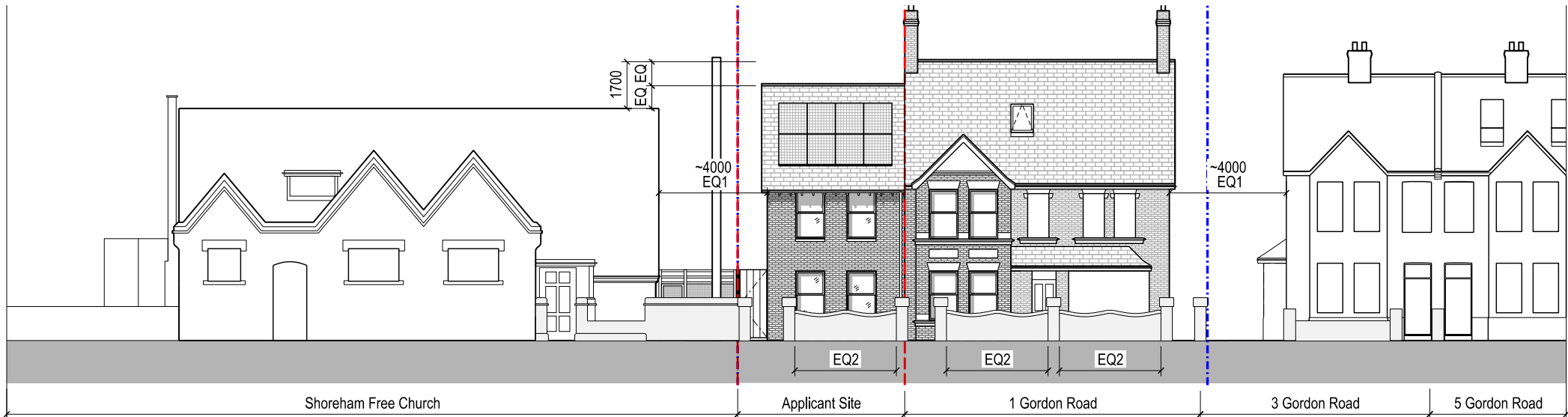
9.3 In elevation, there is an existing rhythm to the northern side of Gordon Road beyond number 1, formed by the pairs of semi-detached houses and the spaces between them, shown in orange on Figure 43. This rhythm will be extended under the proposals, by replicating the existing gap between number 1 and 3 (and beyond) in the new gap between the new dwelling and Shoreham Free Church (Fig. 44).

9.4 As previously noted, Gordon Road does not feature consistent dwelling or plot widths. The new plot width will, however, match or exceed many along the road, shown in purple hatch on Figure 45. The overall combined plot and building width of the new semi-detached pair will also match or exceed other existing pairs present on the road. As exemplified previously in Figure 10, a narrower addition to a detached or semi-detached dwelling is quite typical of the local area.

10.0 Proposed Drawings & Visualisations



46. Proposed - Roof Plan



47. Proposed - Street Elevation

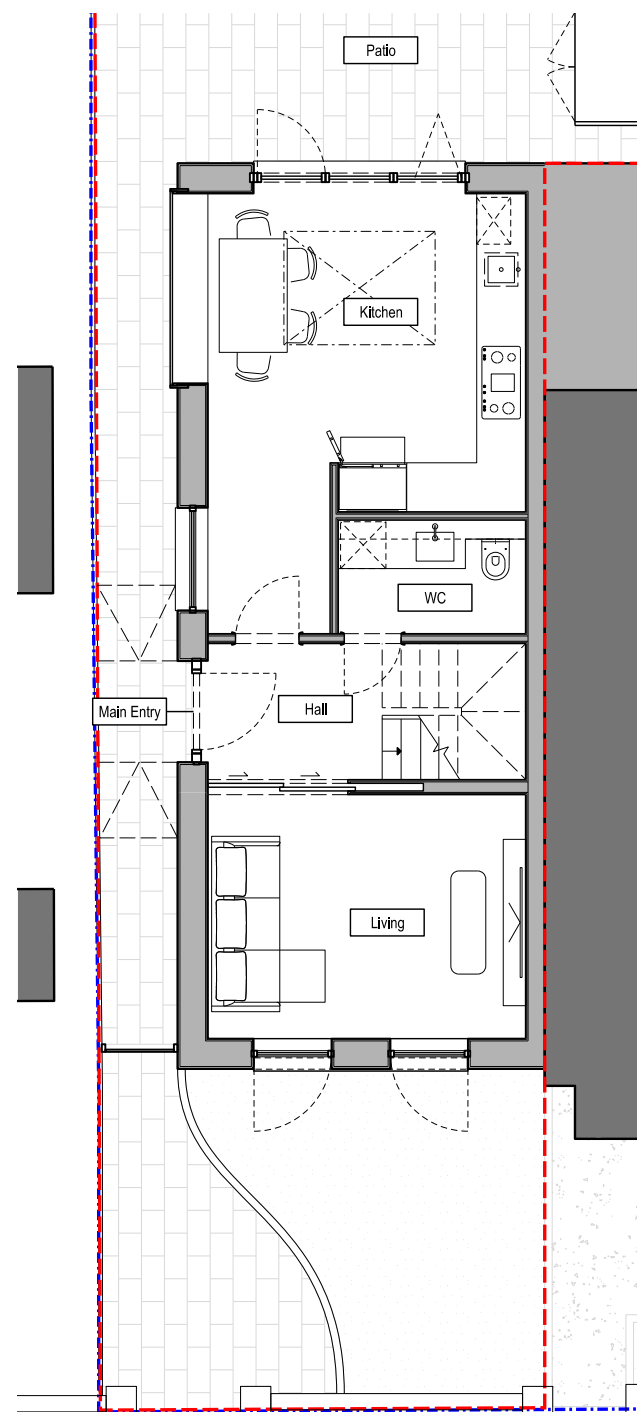
10.23 Design and Character: The proposal comfortably occupies the space between the church and the existing manse, visually incorporating the manse into the semi-detached terrace which it appears to extend. The vertical voids to the east and west become symmetrical, centring the mass between Shoreham Free Church and 3 Gordon Road. This symmetry continues the rhythm of the neighbouring dwellings to the east, as outlined previously.

10.24 The ridge height is set at the midpoint between the ridges of the church and the existing manse, acting as a gentle step up before the primary ridge height for this section of the road is established by the semi-detached dwellings beyond. The lower ridge height demonstrates the subservience to the host dwelling, emphasised with the lowered front roof plane, so as not to compete with the existing building.

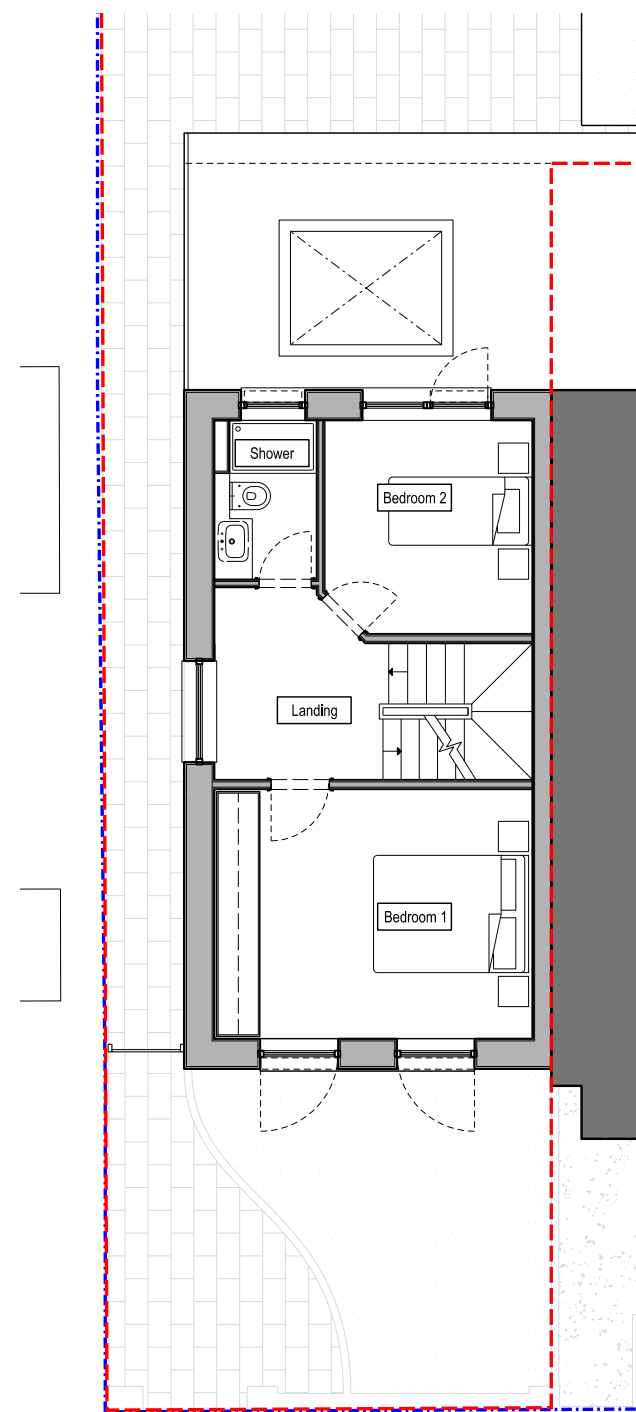
10.25 The pitch angle of the roof matches 1 Gordon Road on both the street and rear elevations, and is lower than the roof line of 1 Gordon Road to remain subservient. In order to adhere to the established building line but also appear secondary to its host, the proposed dwelling is also to be set back by one brick length.

10.26 The massing to the rear of the property is a hybrid between the shallower upper floor plan of the manse, and the deeper ground-floor plans of the neighbouring terrace along Gordon Road, where outriggers and new additions project well beyond the main ridge lines. The rear wall at ground floor will align with the anticipated kitchen extension to number 1 which would be implemented under current permitted development rights.

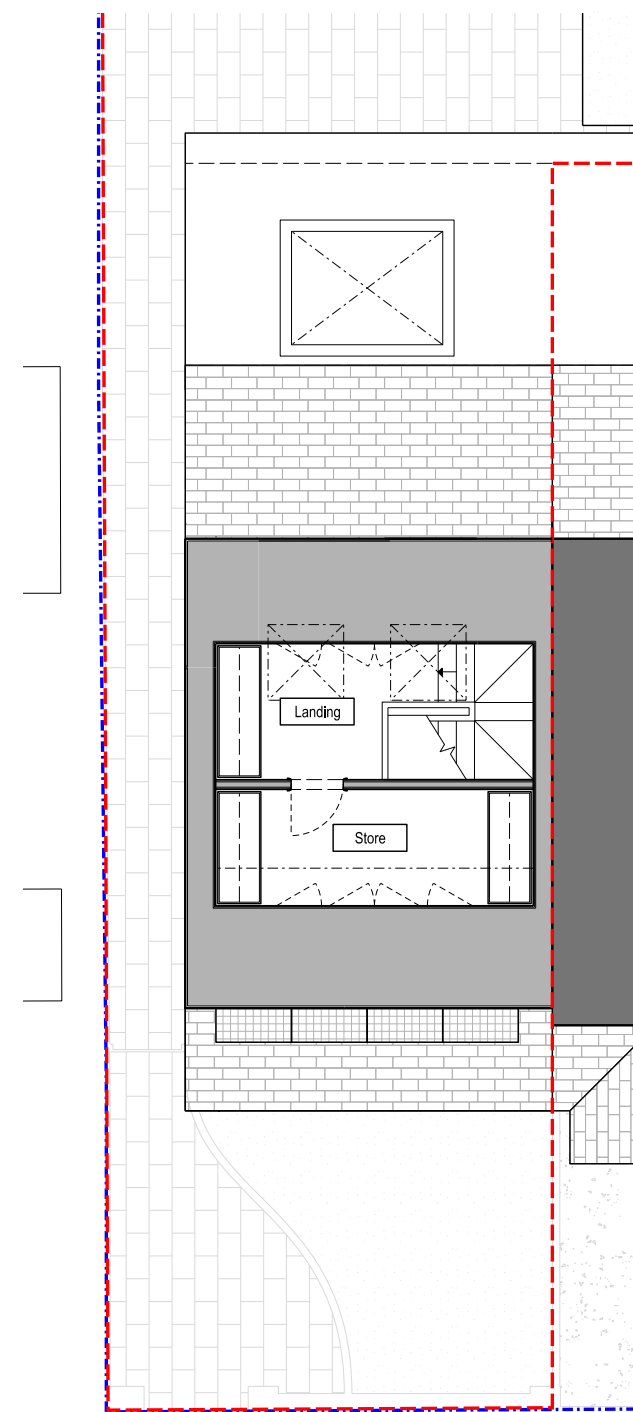
10.27 The form and massing of the proposal remain in keeping with the local area, as illustrated in the earlier sections of this document. The scheme has taken measures not to have an unacceptable impact on the daylight / sunlight on the back of the adjacent church, with the pre-app feedback noting that this was not a concern.



48. Proposed - Ground Floor Plan



49. Proposed - First Floor Plan



50. Proposed - Attic Plan

10.28 Ground Floor: The main entry door is proposed as side access, taking advantage of the building's offset from the boundary and allowing the living room to occupy the full width of the dwelling. The approach exceeds 1m clear in width with a large level landing at the front door.

10.29 The door itself is inset to the plan, providing cover and creating a threshold moment when entering the building. The dwelling will have level access from the street to the front entrance and into the rear garden.

10.30 The front door opens onto a well-proportioned hallway with a feature staircase. Large sliding doors to the living room allow an open-plan arrangement with direct connection to the south of the property.

10.31 The living room is a generous proportion with south-facing windows looking onto the front garden.

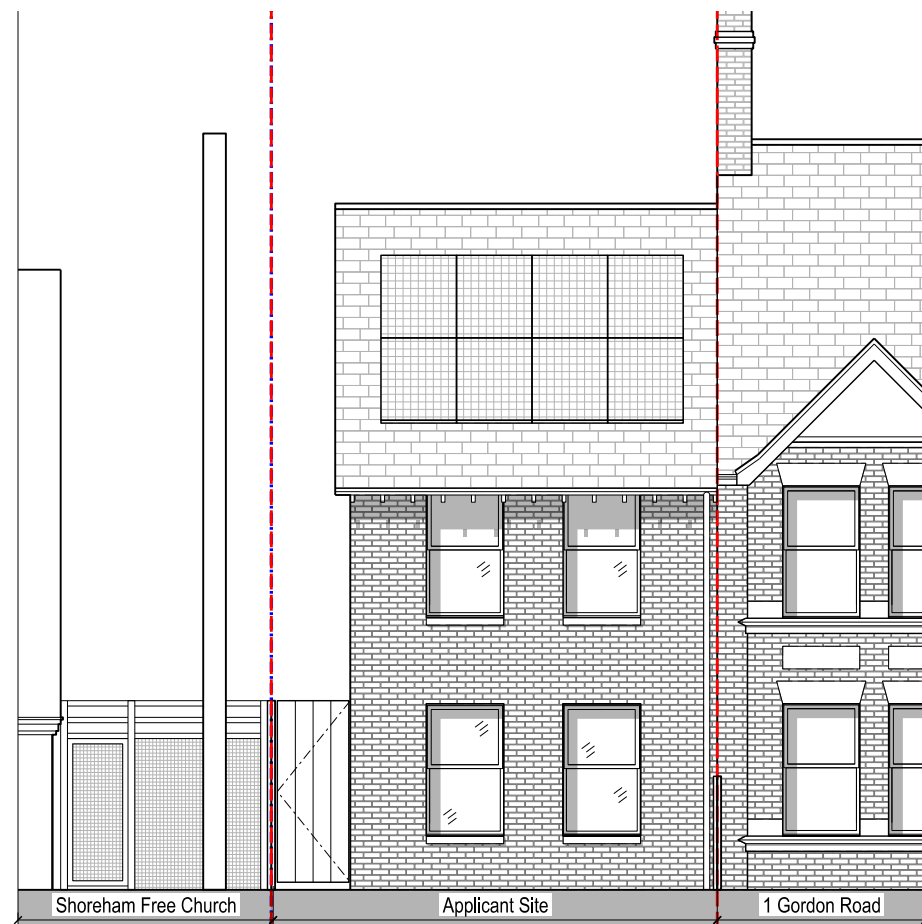
10.32 The open-plan kitchen-diner is located to the rear of the property and features generous circulation space in front of all units with a direct connection to the rear garden via sliding/folding doors and natural light from the rooflight above.

10.33 An oriel window provides banquette seating to the dining area and maximises the afternoon and evening light to the north facing portion of the ground floor.

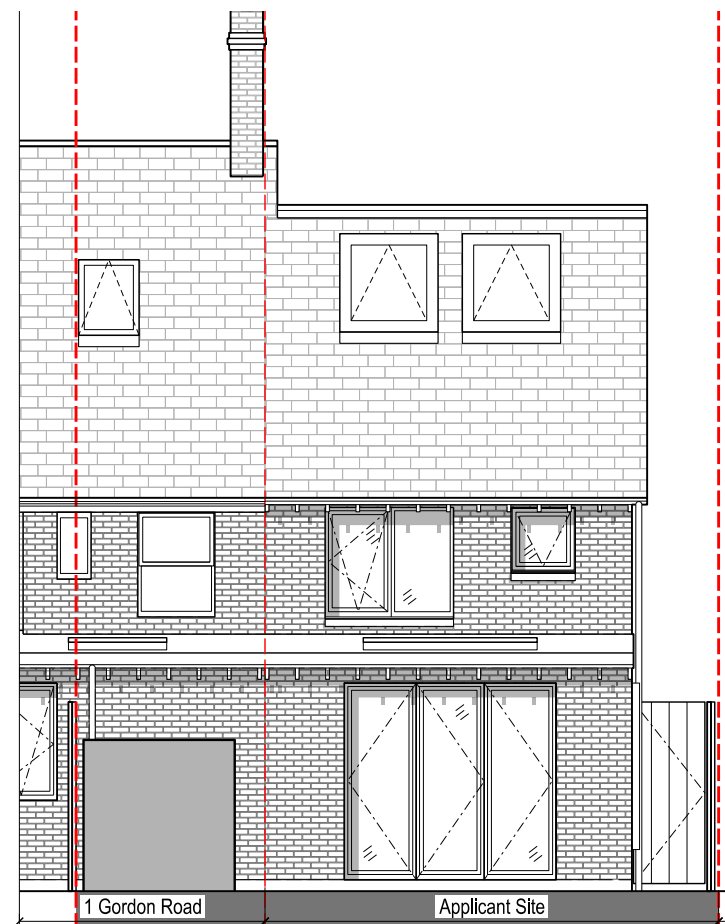
10.34 Directly off the hallway is the cloakroom/utility, offering step-free WC access at ground floor. This room also contains laundry machines and access to some under-stair services.

10.35 First Floor: At first floor level, the generous landing provides access to a well-proportioned double bedroom with ample storage to the front. A second, single, bedroom is located at the rear of the property. Both bedrooms benefit from large windows.

10.36 A shared shower room at the rear acts as the main bathroom.



51. Proposed - Front (South) Elevation



52. Proposed - Rear (North) Elevation

10.37 Obscured upper floor windows on the side elevation, along with north-facing skylights at roof level, serve the central circulation space and will bring light down in to the heart of the plan via the stairwell, whilst preserving privacy to the neighbours.

10.38 Roof: The circulation core accommodates the services and ventilation of the property. To maximise natural ventilation and promote summer cooling, rising hot air will be able to exit the property by the rooflights with cooler fresh air intake via ground floor openings and trickle vents. This will reduce vulnerability to over-heating.

10.39 A large storage space is provided to the southern pitch of the eaves. Linked to this initial space will be a back-of-house area for a portion of the plant required to serve the property via the sustainable power and water solutions which will be paired with an Air Source Heat Pump in the rear garden.

10.40 Amenity: The rear garden extends to the north leaving a generous distance to the existing fence where there are established trees along the boundary with the neighbour providing screening.

10.41 A distance exceeding 22m is maintained between facing principal windows in order to retain sufficient privacy.

10.42 The neighbouring accommodation to the rear is chalet bungalow style: ground floor with dormer windows in the attic. The dormer windows are located beyond the rear plotline of the proposed dwelling, meaning views between windows in the properties at the upper levels will be indirect, at oblique angles.

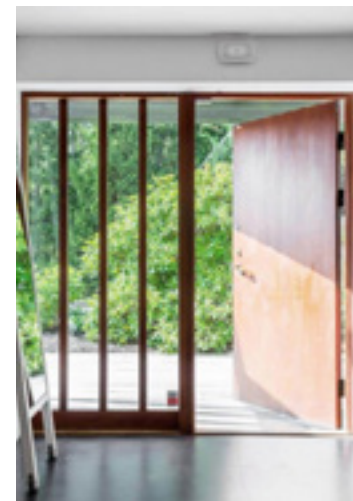
10.43 Due to the location of the gardens, and the layout and massing of the neighbouring dwellings, there will be very little overlooking into the new garden, or those of the neighbouring properties.



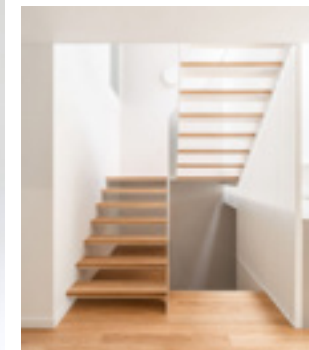
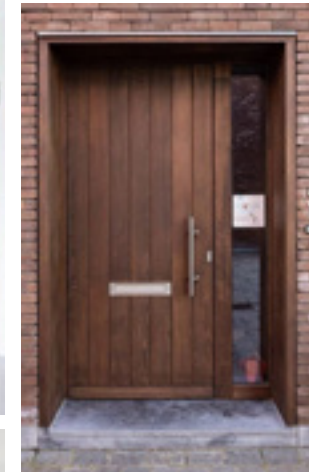
53. Proposed - Side (West) Elevation



54. Proposed - Section



55. Precedent Representations



10.44 There will be a dedicated area for the ASHP, bike shed, bin store, with an external route to the street formed of permeable paving.

10.45 The likely impact of any overshadowing is minimal and limited to the host dwelling.

10.46 Landscaping, Access & Parking: The changes to the front landscaping will be positive in nature, including removal of the non-original hard-standing drive and green metal pre-fab garage, both of which currently detract from the quality of the street scene. This will allow the council the opportunity to provide an additional on-street car parking space or cycle-hangar for public use in front of the current dropped kerb.

10.47 A new brick boundary wall matching number 1 will replace the current front wall.

10.48 Permeable surfaces and soft planting to the front garden will improve the sustainability and biodiversity of the plot while a soakaway will be provided to both the front and rear areas of the property.

10.49 The side access exceeds the 1m setback from the boundary required by the SPD, whilst visually matching the gated access arrangements to the neighbouring properties.

10.50 Appearance and Materials: The principle elevation of the proposal references the more demure detailing along Gordon Road with a simple facade featuring limited decoration.

10.51 The building materials will match the existing house at number 1 with red brick facades, clay tile roof, white windows and white painted exposed rafter tails and black rainwater goods

10.52 Sustainability: The proposal exceeds minimum sustainability standards set out in the Adur Local Plan.



31. Street View - East Bound



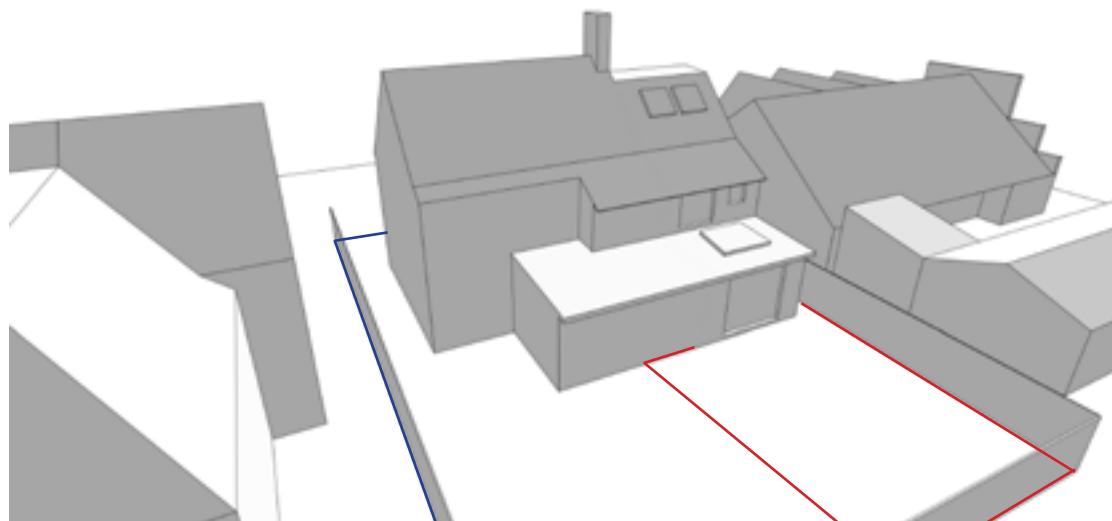
32. Street View - West Bound

10.53 As part of the renewable energy generation and hot water strategy, the roof form of the principle elevation incorporates both photovoltaics and solar thermals with ASHP in the garden.

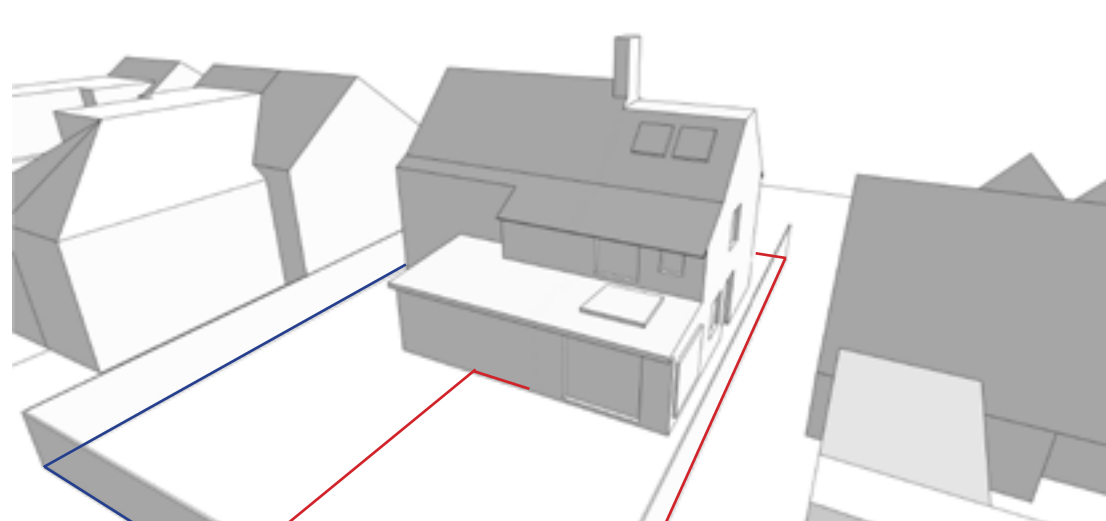
10.54 An enhanced natural ventilation strategy will let hot air exit via rooflights above the core of the building to reduce the chance of overheating in summer.

10.55 All paving is permeable offering sustainable drainage (soakaways).

10.56 To manage the powerful southerly solar gain experienced during the summer months, the southern roof projects slightly to offer additional shading to the master bedroom accommodation, aligning with the overhang of the existing building.



33. Rear Massing - Perspective 1



34. Rear Massing - Perspective 2

11.0 Relevant Policies of Adur's Local Plan

11.1 Adur's Local Plan has been carefully reviewed and considered as part of the design process for this scheme. In particular, we have worked closely with the following sections to ensure the proposal aligns with the objectives and ambitions of the local community and best serves the sustainable growth and prosperity of the area for generations to come.

11.2 Part One – The Adur Local Plan.
"The Adur Local Plan is a new plan which provides a strategy for development in Adur up to 2032"

11.3 'Key Issues for the Local Plan' subsection 1.19 notes:

"3. The need to balance development and regeneration requirements against the limited physical capacity of Adur without detriment to environmental quality - The Local Plan will need to strike a balance between facilitating development, achieving regeneration and delivering infrastructure, whilst maintaining built and natural environmental quality, 'sense of place' and the character of Adur. "

The proposal takes advantage of a rare town-centre plot and proposes a dwelling in keeping with the character of it's neighbours.

"4. The need to meet identified housing needs - Adur needs to address a range of housing requirements including the projected increase in smaller households, more family housing and affordable housing."

This planning application seeks to provide a new 2B3P house and garden for a 2P 'smaller household' while releasing a larger family house back to the community.

11.4 Policy 1: Sustainable Development states:
"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the

area. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise."

11.6 Part Two: A Strategy For Change and Prosperity.
"This part of the Plan contains key strategic policies relating to housing and economic growth."

11.7 Spatial Strategy Section 2.6 states that *"given the limited amount of land available, it is important that developments make efficient use of land by developing at appropriate densities whilst respecting the character of the area (although higher densities may be appropriate in town centre locations and Shoreham Harbour)."*
The proposal matches the urban character of the surrounding area in scale, form and rhythm, making the most of the plot in this central location.

11.8 Under 'Housing Provision 2011- 2032', 'Objectively-Assessed Needs' Section 2.15 states that *"in terms of Adur's Objectively Assessed Needs, the study recommends the delivery of 325 dwellings per annum (6,825 dwellings over the Plan period). This represents 'demand' for new housing."*

To determine how this target may be delivered, the Local Plan states in 2.18 *"other sources of housing land have also been carefully considered in order to determine realistic levels of potential supply from previously developed land (PDL or brownfield land) as follows:*

- Housing allocations...

- Dwelling completions...

- Number of dwellings...

- Windfall allowance - a site that has not been specifically identified as available in the Local Plan process is known as a windfall site. Planning Practice Guidance states that an allowance for windfall sites can be made in the first five years of the housing land supply and also in years 6-15 providing that there is compelling evidence to do so. An allowance of 416 homes will be provided from windfall sites."

As per 2.23, this windfall allowance of new housing recognises that, *"consequently, the Local Plan is not able to meet the full, objectively assessed housing needs figure of 6,825 dwellings indicated above."*

The scheme seeks to provide one of the much-needed windfall sites.

11.9 Part Four: Development Management Policies
"These policies will be used in making decisions on planning applications"

11.10 Details of the quality of the built environment and public realm are provided in 4.2 which states that *"well designed developments should relate well to existing buildings and spaces around them, are pleasant to use and take account of local distinctiveness without necessarily replicating what is already there."*

The proposal has been developed to be sympathetic to the host, the neighbouring church and the adjacent terrace. The removal of the hard standing, pre-fab metal garage and the replacement of the poor-quality front wall to match that of number 1 will all improve the streetscape at the end of Gordon Road.

11.11 Subsection 4.3 states that *"new developments should be well-designed and integrated into the landscape and townscape, and contribute positively to Adur's character and distinctiveness... Good design encompasses architectural design, form height, scale, siting, layout, density, orientation, materials, parking and open space/green infrastructure"*

The above points have all been considered in the design, and documented in this report, with the scheme referencing the local character whilst appearing subservient to its host.

11.12 4.6 covers the development of existing gardens or within the curtilage of existing buildings: *"where sites lie within the Built Up Area, development may be appropriate. A range of issues, including the size and shape of the garden, impact on neighbouring dwellings, biodiversity, density, and the character of the area, will all be taken*

into account, and each case will be determined on its own merits."

The site is a rare example of a poor-quality temporary building (the garage) inhabiting a plot width equal or larger than others in the vicinity. The existing garden to 1 Gordon Road is considerably larger than it's neighbours and as such is under used.

11.13 Policy 15 provides a bullet point summary of significant areas contributing toward the Quality of the Built Environment and Public Realm Development where *"development should be of a high architectural quality and respect and enhance the character of the site, and the prevailing character of the area, in terms of proportion, form, context, massing, siting, layout, density, height, size, scale, materials, detailed design features and landscaping. Development should:*

- Enhance the local environment by way of its appearance and character, with particular attention being paid to the architectural form, height, materials, density, scale, orientation, landscaping and layout of the development;*
The street's aesthetic value derives from its coherent scale and materials which are echoed in the sympathetic design of the proposal. The front garden & wall improvements, along with the high-quality design will provide a positive impact on the setting.
- Include a layout and design which take account of the potential users of the site;*
The proposal has been developed with the actual users to provide a new home specifically tailored to them. Features such as level access, generous open layouts and ample storage aim to future proof the development and ensure relevance to the wider community.
- Incorporate the principles of securing safety and reducing crime through design in order to create a safe and secure environment;*
The proposal will feature a gated entrance, secure building elements and act as an additional street presence overlooking the carpark opposite.

- *Make a positive contribution to the sense of place, local character and distinctiveness of an area; and not have an unacceptable impact on adjacent properties, particularly residential dwellings, including unacceptable loss of privacy, daylight/sunlight, outlook or open amenity space;*

Despite the approved proposals for Shoreham Free Church abutting the boundary with 1 Gordon Road at ground level, the >1m setback will ensure visual breathing space between the buildings. The distance to neighbouring properties will ensure privacy and daylight are retained.

- *Respect the existing natural features of the site, including land form, trees and biodiversity and contribute positively to biodiversity;*
The rear garden would remain largely untouched, with any additional planting to the front and rear improving the existing established biodiversity.
- *Have safe access to the highway network, and not result in harm to highway safety;*
- *Have acceptable parking arrangements;*
The site's proximity to multiple shops, transport links and recreational areas easily justifies the ability for the scheme and its future owners to be car-free. The kerb could be reinstated to provide an additional car space or cycle hangar.
- *Take into account the need for waste reduction and recycling, both during the construction phase and over the lifetime of the development;*
The development aims to be low-waste through all stages.

11.14 Policy 18: Sustainable Design Residential states that "All new [residential] dwellings must achieve a water efficiency standard of no more than 110 litres/person/day (lpd)."

This target will be met or exceeded by the proposal.

11.15 'Housing Mix and Quality' covers the findings of the OAN reports and states "it is... necessary to ensure a range of housing types are available" (4.25), "the housing stock in Adur is focused towards two and three bedroom properties" (4.26)

Subsection 4.27 notes that "the findings from the OAN reports suggest that for market housing the demand for different types of homes will be similar to the existing profile of stock with a shift in demand towards smaller homes in the future given that household size is expected to fall slightly reflecting the ageing population. Future housing provision in Adur should be focused on delivering two and three bedroom houses both for younger households and older households wishing to downsize... The provision of smaller dwellings should be focused in and around the town centres. This would enhance the housing offer and support town centre regeneration"

Policy 20 states: "New residential development... should incorporate a range of dwelling types, tenures and sizes... that reflect and respond to Adur's identified housing needs and demands. This will include market housing, based upon the following principles:

- Family sized housing should be provided through infill developments, identified strategic locations, and town centre regeneration. Such dwellings should mainly provide 2-3 bedrooms.

- Town centre developments should aim to create family sized housing as well as flatted developments, to enhance the housing offer and support town centre regeneration.

This development recognises the need for a smaller dwelling for the client to downsize into, that is not flatted accommodation, nor an edge-of-town property.

11.17 'Density' notes in 4.42 that "Land is a scarce resource in Adur" and that "the density of new residential development should be maximised, subject to it being appropriate to the character of the area"

As per sections 9 and 10, the proposal is to be sympathetic to the local character in terms of plot width, building height, massing, form and materials.

11.18 Policy 22 states that "Proposals for new dwellings will be expected to comply with the criteria contained in the Council's adopted Development Management Standard No.1 'Space Around New Dwellings and Flats' " These standards have been adhered to in the design of the dwelling, in order to create a pleasant residential environment whilst providing adequate privacy and daylight to the new dwelling, the host at no. 1 and to neighbouring properties.

11.19 Policy 36 states that "New development within Adur must include some form of Sustainable Drainage System (SuDS) or other appropriate design measures in order to reduce the risks of surface water flooding and to mitigate the risk of pollution to groundwater sources."

The site will feature permeable paving providing access from the street to the entrance and the stores in the rear garden. Soakways will also be provided to further mitigate water accumulation.

12.0 Concluding Statements

12.1 In summary:

The NPPF and Adur Local Plan both support:

- Efficient use of land
- Sustainable development
- High-quality design
- Housing delivery

The proposal delivers:

- A high-quality new home and the release of a larger family home back to the community
- Streetscape enhancement, reinforcing the local character
- Removal of non-original intrusive structures and hard standing, and improved boundary treatment
- Sustainable development with permeable surfaces, soakaways, passive environmental design-features and renewable energy generation
- Housing optimisation near the town-centre

The dwelling itself is:

- Subservient to the manse
- Sympathetic to the terrace
- Respectful of the church
- In-keeping with the local vernacular
- Constructed in matching materials

12.5 Our client has been the owner and resident of 1 Gordon Road for over 30 years. With significant ties to the property and the local area, they would like to remain, but are aware the property no longer serves their needs as it did before their children left home.

12.6 With the ambition of providing a bespoke, contemporary home which meets the current and future needs of our client, as well as providing a sustainable development, Bush-Craft Architects seek Adur & Worthing Council’s approval.

12.7 Bush-Craft Architects and our client are confident that the scheme will make a positive contribution to the Shoreham-by-Sea Station area: we look forward to working together on a quality provision.

