GARDNER ROAD

Design & Access Statement

September 2021



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All satellite images courtesy of Google Maps and Google Earth.

INTRODUCTION

1.0

1.1 Executive Summary

This design and access statement has been prepared by Yelo Architects, for submission alongside a detailed planning application, under instruction from Adur District Council. The proposal is to develop an existing garage site, off from Gardner Road, into 2 new homes. This scheme evolved from a previous 7 apartment scheme which was amended following input from planning officers and in order to address concerns of local residents. Gardner Road is found central west of Fishersgate, Sussex, just a few minutes walk from the River Adur. This document focuses on developing the design for a 2 x 2 storey residential scheme.

Accommodation:

- 2 x 2B5P house @ 97.8 sqm

Total Residential units = 2
Total Net Residential units = 2

About Yelo:

Based in Brighton in East Sussex and working across the whole South East, Yelo Architects is a leading architectural practice, specialising in unique, high quality contemporary projects. Founded and managed by Andy Parsons, we design, manage and fully oversee the construction of the whole process on your behalf.

Yelo Architects are recognised as one of the leading practices in the Brighton area & provide a full range of architectural services across the South East.



1.2 History of Consultations to Date

We have engaged with the following consultees throughout the design process.

Planning Authority:

Pre-app meetings were held digitally on the 18th May and 15th October, attended by members of the planning team, who advised on a series of initial site options for the site, and also on general guidance terms and relevant SPD's. The outcomes of this meeting have been taken on board in the final design.

Secure By Design:

Initially engagement took place with SBD however site specific responses will require a formal engagement and appointment. Yelo undertook site specific summary in relation to the SBD checklist and this is contained with the SBD section of this report.

Environmental Health:

A pre-submission meeting was held digitally on the 21st July with members of the waste collection team who advised on site specific guidance regarding the storage and collection of waste from each site. Outcomes from this meeting have taken on board and summarised in the Transport & Refuse section of this document.

Public:

Online consultation was carried out over Summer 2020 using the council's consultation website in relation to the previous 7 apartment scheme and some residence were concerned about pressures on car parking and impacts on neighbours. We ultimately adapted the scheme to two dwellings in response to public feedback. Details of the feedback received are set out in the statement of community involvement prepared by BECG and submitted with this application.

Highways:

WSCC meeting was 13th October, and written feedback was received which confirmed that,subject to further survey work, the arrangements for car parking and access are acceptable.



CONTEXT

2.0

2.1 Site Photos

The site is within a predominantly residential area, nestled amongst a range of existing dwellings, set back from Gardner road.

1 Site: Existing access to site, looking North.

2 Site: View of site, looking North.

3 Site: View from site, looking South.





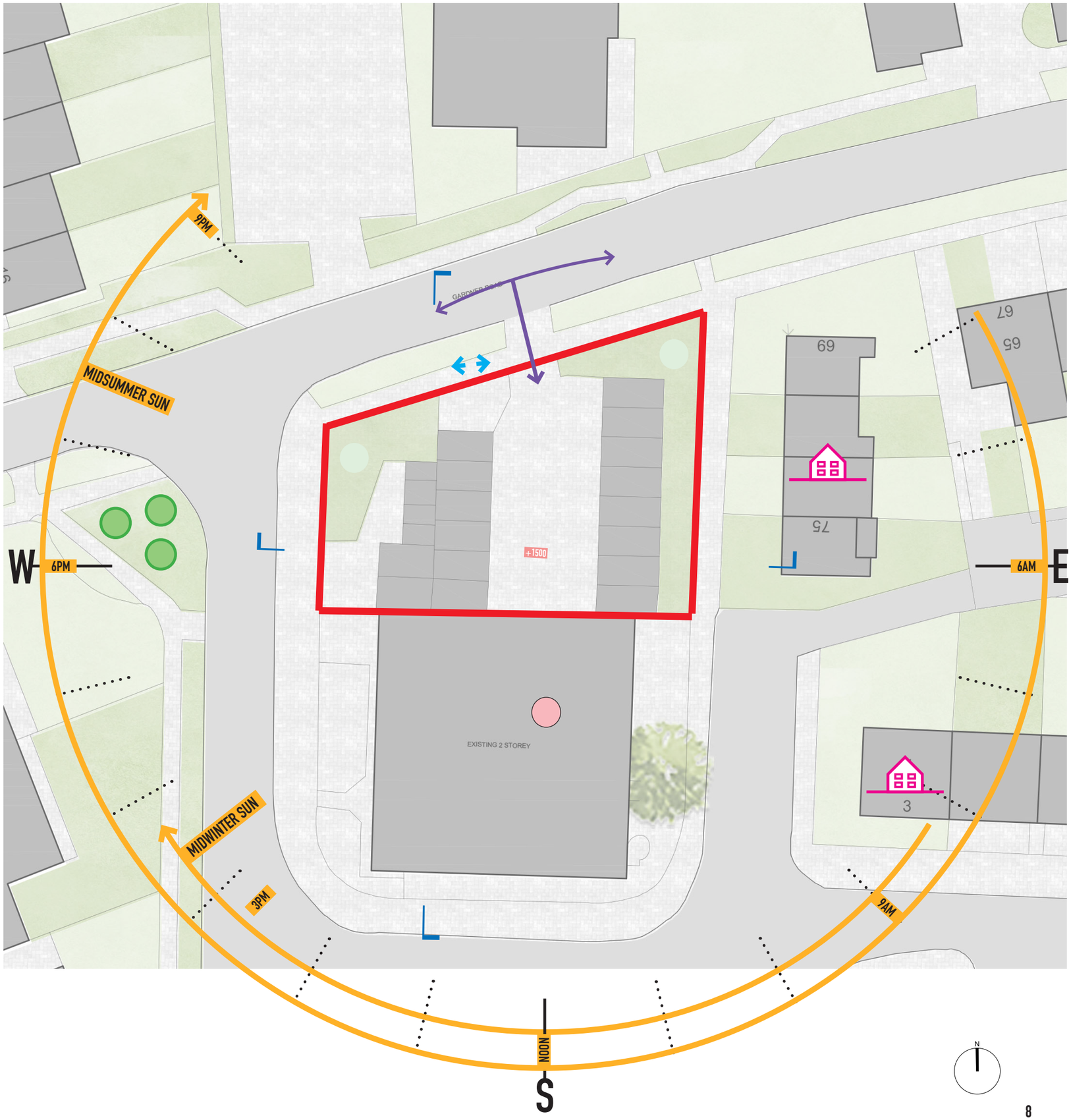




2.2 Site Opportunities and Constraints

A variety of site opportunities and constraints inhabit the site around Gardner Road. These are illustrated in the diagram to the right and include the following:

1. Consideration must be taken with adjacent properties regarding overlooking.
2. The developments orientation in consideration to light, and overshadowing.
3. Parking availability which can be retained on site, with ease of access.
4. 5 minute walk to River Adur.

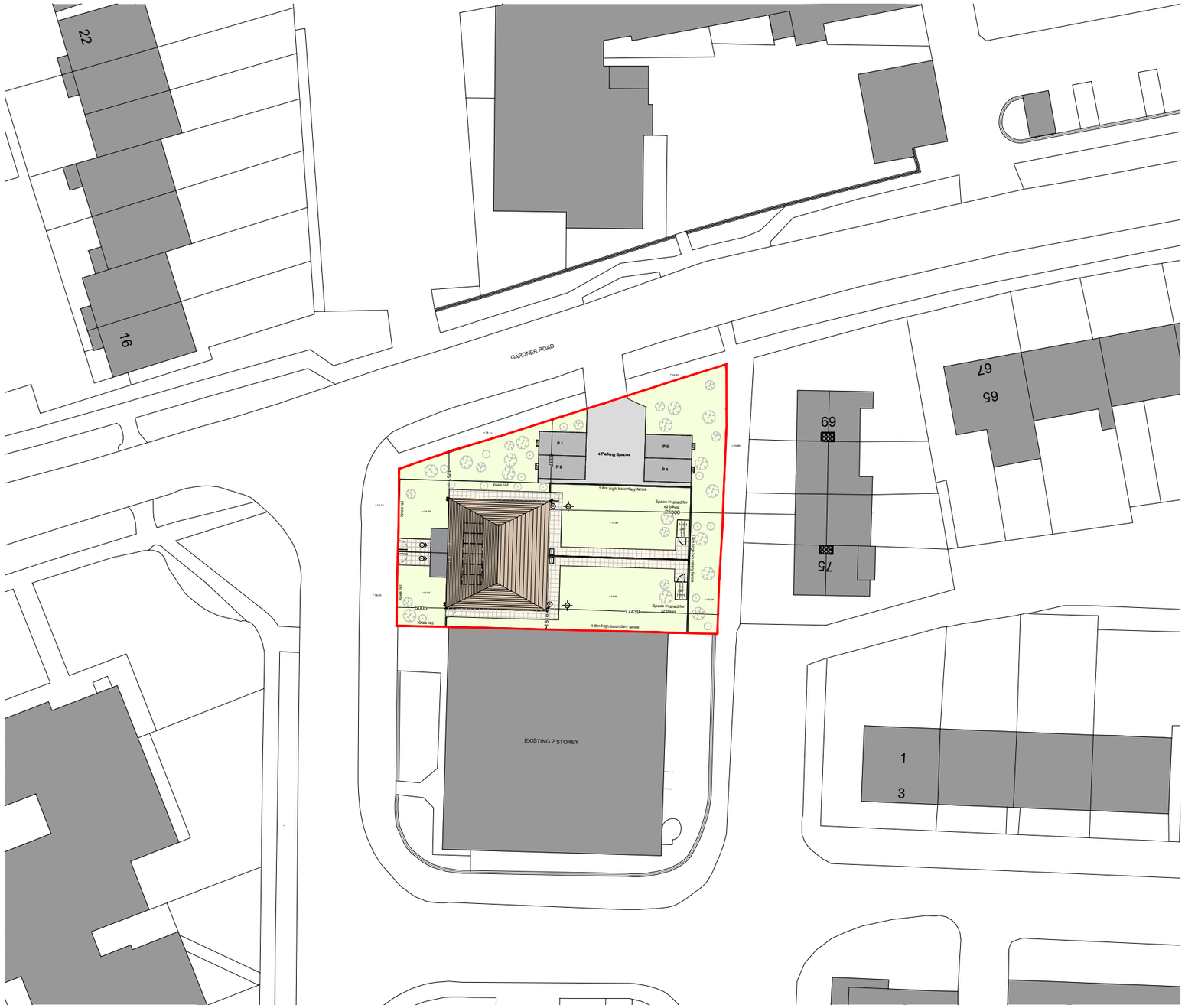


- Scale: single storey
- Scale: domestic - 2 storey
- Scale: multi-storey
- Issue/concern
- Restriction
- Opportunity
- Vehicle access
- Pedestrian access
- Rear garden access
- Car parking
- Views
- Drainage
- Distance from existing elevation
- Section
- Trees
- Topography lines
- Poor boundary treatment
- Soft landscaping

2.3 Site Plan

The proposal utilises the existing access to site, with 4 parking spaces, at the forefront upon arriving. This allows for the best ease of access for both residents, and facilities such as deliveries and refuse collection.

2 x 3 bed 5 person houses are proposed to sit in line with the existing neighbouring property and landscaping is proposed along the perimeter. We have retained the green space East of the site to mediate the relationship between the gardens and the public walkway, acting as a low level buffer.



1:500 @ A3

Scale in Metres

0 5 10 15 20 30 40 50

N

CONSULTANT FEEDBACK

3.0

3.3 Secure By Design Compliance Checklist

During the design process we referred to the General Secure by Design Guide March 2019, in order to implement and reflect throughout, to ensure we are compliant. Below is a condensed site design checklist of relevant clauses, compiled from the main document, which formed our tick box exercise.

Layout of roads and footpaths:
- 8.1

Vehicular and pedestrian routes should be designed to ensure that they are visually open, direct, well used and should not undermine the defensible space of neighbourhoods. Design features can help to identify the acceptable routes through a development, thereby encouraging their use, and in doing so enhance the feeling of safety. Where it is desirable to limit access/use to residents and their legitimate visitors, features such as rumble strips, change of road surface (by colour or texture), pillars, brick piers or narrowing of the carriageway. This helps to define the defensible space, psychologically giving the impression that the area beyond is private.
- 8.2

Defensible space. Designing the physical environment in a way which enables the resident to control the areas around their home.

Through roads and Cul-de-sacs:
- 8.2

Road layout pattern to frustrate the searching behaviour of the criminal and their need to escape. Whilst it is accepted that through routes will be included within development layouts, the designer must ensure that the security of the development is not compromised by excessive permeability.
- 8.7

Routes for pedestrians, cyclists and vehicles should be integrated and assist easy, intuitive wayfinding through the application of inclusive design by increasing activity and therefore natural surveillance
- 8.9

Public footpaths should not run to the rear of, and provide access to gardens, rear yards or dwellings as these have been proven to generate crime.
- 8.10

Where a segregated footpath is unavoidable, for example a public right of way, an ancient field path or heritage route, designers should consider making the footpath a focus of the development and ensure that they are:
-wide;
-well lit (see paragraphs 8.19 to 8.21);
-devoid of potential hiding places;
-overlooked by surrounding buildings and activities;
-well maintained so as to enable natural surveillance along the path and its borders.
- 8.11

Physical barriers may also have to be put in place where ‘desire’ lines (unsanctioned direct routes) place users in danger.

Lighting of footpaths:
- 8.19

If a footpath is to be used 24 hours a day it should have all the required attributes in 8.10. If the footpath does not have these attributes, then its use should be deterred during the hours of darkness by not installing lighting.

Communal areas:
- 9.2

They should be designed to allow natural surveillance from nearby dwellings with safe and accessible routes for users to come and go.
- 9.4

Play areas should ideally be designed so that they can be secured at night. 1200 minimum fencing is an effective way of discouraging entry during this time.

Front Boundaries:
- 10.1

It is important that the boundary between public and private areas is clearly indicated. For the majority of housing developments, it will be desirable for dwelling frontages to be open to view, so walls, fences and hedges will need to be kept low or alternatively feature a combination of wall (maximum height 1 metre) and railings or timber picket fence.

Access gates to rear gardens:
- 10.4

Gates to the side of the dwelling that provide access to rear gardens or yards must be robustly constructed, be the same height as the fence (minimum height 1.8m) and be capable of being locked.

Side and rear boundaries:
- 10.5

Vulnerable areas, such as exposed side and rear gardens, need more robust defensive barriers by using walls or fencing to a minimum height of 1.8m.

Sub-divisional boundaries:
- 10.9.1

A privacy screen: a section of solid fencing (1.8m minimum) starting from the building and projecting along the fence line for approximately 2m to provide a private amenity area adjacent to the home.
- 10.9.2

Sub divisional fencing from the privacy screen to the end of the garden: provision of a minimum 1.8m high fence, which can consist of a minimum 1.5m solid fence with 300mm of trellis topping.

Gable end walls:
- 12.1

It is important to avoid the creation of windowless elevations and blank walls immediately adjacent to public spaces; this type of elevation, commonly at the end of a terrace, tends to attract graffiti, inappropriate loitering and ball games. The provision of at least one window above ground floor level, where possible, will offer additional surveillance over the public area.
- 12.2.1

Where blank wall is unavoidable provide a 1m buffer zone using either a 1.2 – 1.4m railing (with an access gate) or a 1m mature height hedge with high thorn content. Hedging will have to be protected with a fence until it becomes established.

Rear access footpaths:
- 13.2

It is preferable that footpaths are not placed to the back of properties. If they are essential to give access to the rear of properties, they must be gated.

Climbing aids:
- 15.1

Boundary walls, bins and fuel stores, street furniture, trees, low flat roofs, car ports or balconies should be designed to remove climbing aids.

Vehicle parking:
- 16.1

Vehicles should either be parked in locked garages or on a hard standing within the dwelling boundary.
- 16.2

Where communal parking areas are necessary, bays should be sited in small groups, close and adjacent to homes, be within view of active rooms (Note 16.2), and allocated to individual properties.
- 16.3

Rear parking courtyards are discouraged.
- 16.4

Where rear parking courtyards are considered necessary, they must be protected by a gate.
- 16.6

Where parking is designed to be adjacent to or between units, a gable end window should be considered to allow residents an unrestricted view over their vehicles
- 16.8

Parking bays should ideally benefit from good ‘natural surveillance’; for example, being overlooked by the clear windows of public buildings and private dwellings.

Planting:
- 17.3

Planting should not impede the opportunity for natural surveillance and wayfinding and must avoid the creation of potential hiding places.

3.4 Secure By Design Compliance

Vehicle parking facilities sited in small groups, close and adjacent to homes — 16.2

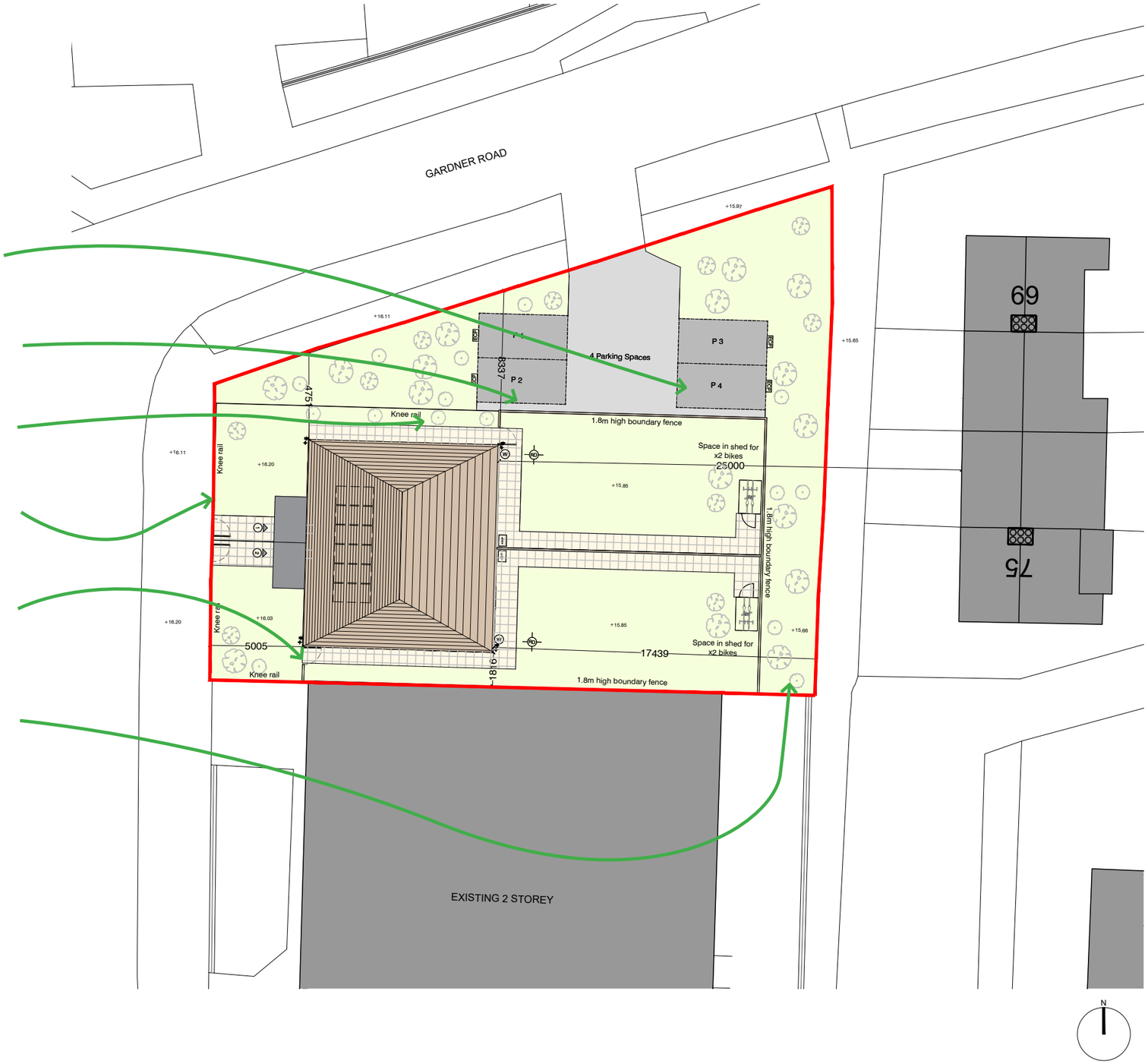
Garden boundaries to be 1.8 meter high for defensible space. — 10.1

Low planted area to maintain surveillance. — 17.3

Frontages to be open to view with low knee rail to clearly indicate the boundary. — 10.1

Access to rear gardens via 1.8m high lockable timber fence. — 10.4

Features of natural landscape which helps to define the defensible space from the footpath adjacent to the site. — 8.1



AMOUNT

4.0

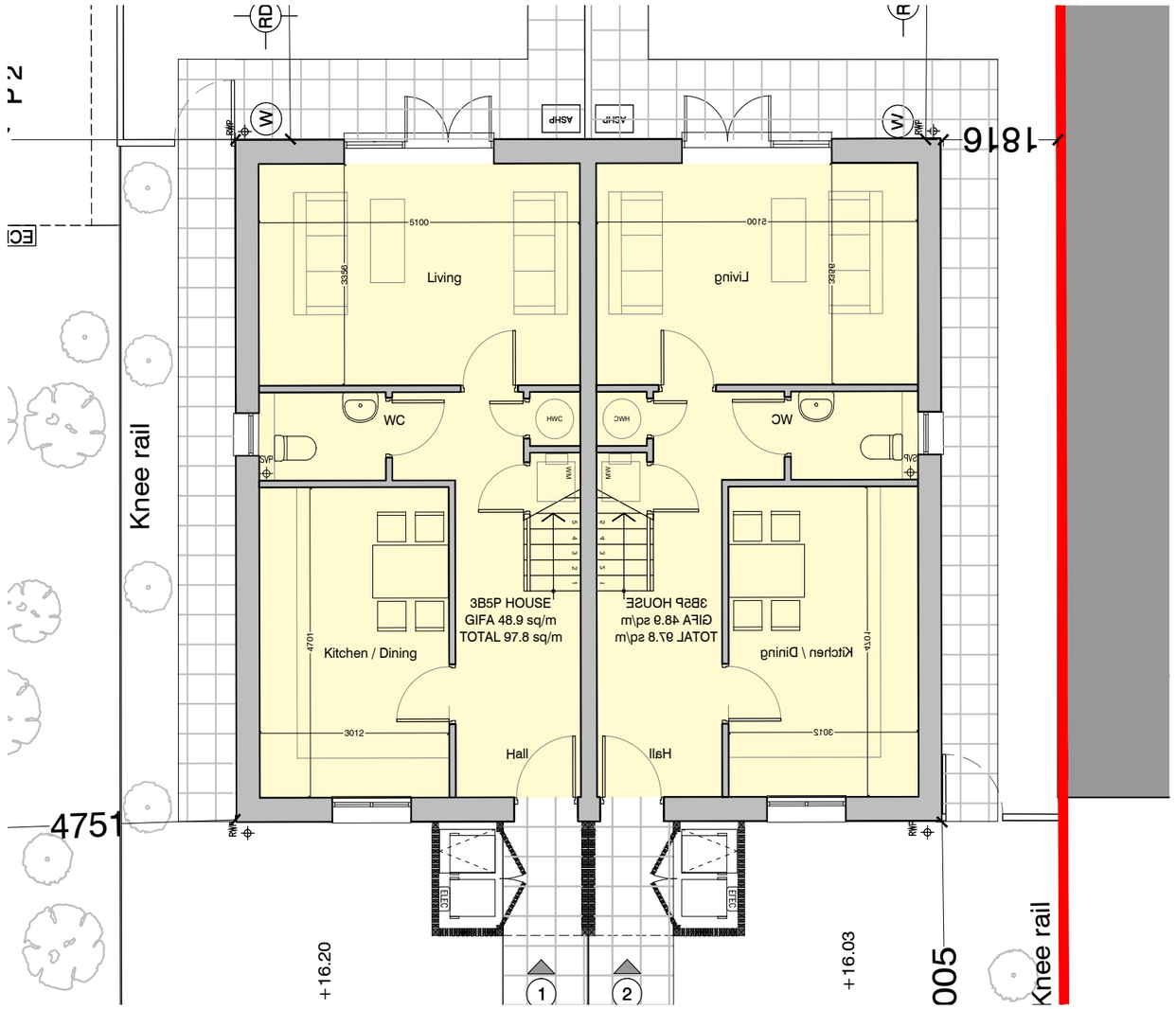
4.1 Amount - Ground Floor

Schedule of Accommodation

Unit		GIA			Type
01	-	97.8	sq/m	-	3B5P House
02	-	97.8	sq/m	-	3B5P House

Refuse Strategy:

- Both units with their own bin + Hardstanding (2 x 240l)



3 Bedroom unit

DESIGN

5.0

5.1 Proposed Massing

These three views facilitate visualising the impact of the proposal, amongst the immediate context.

1 Site: View of site looking South East.

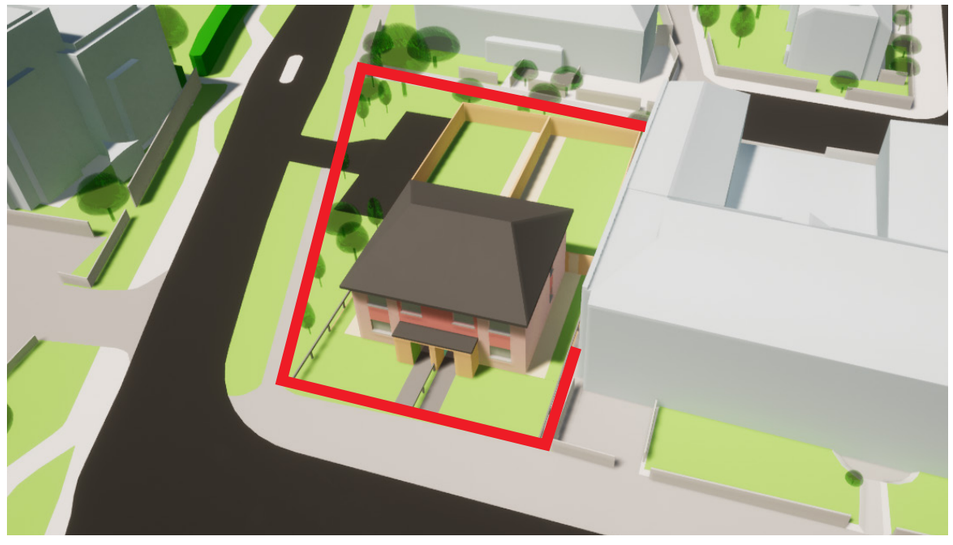
2 Site: View of site, looking South West.

3 Site: View of site, looking North.

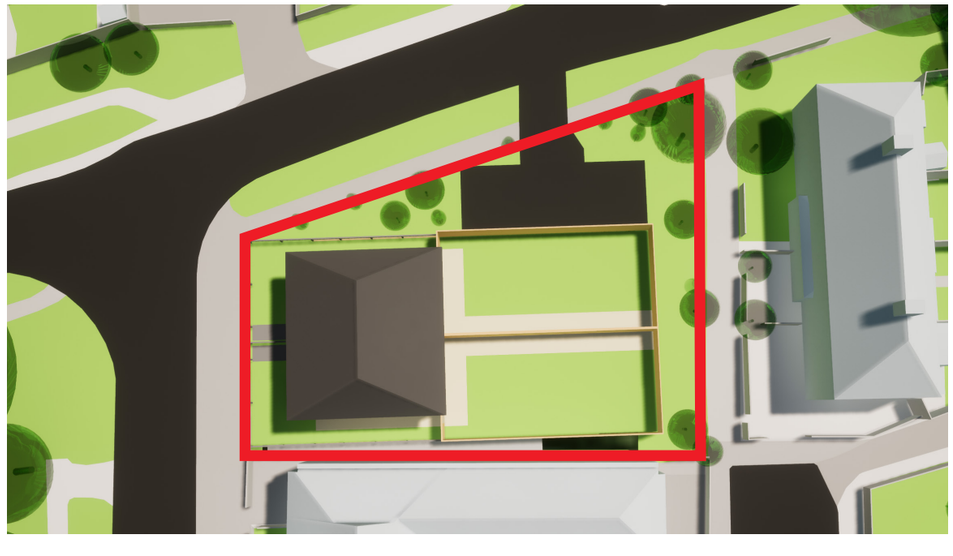
1



2



3

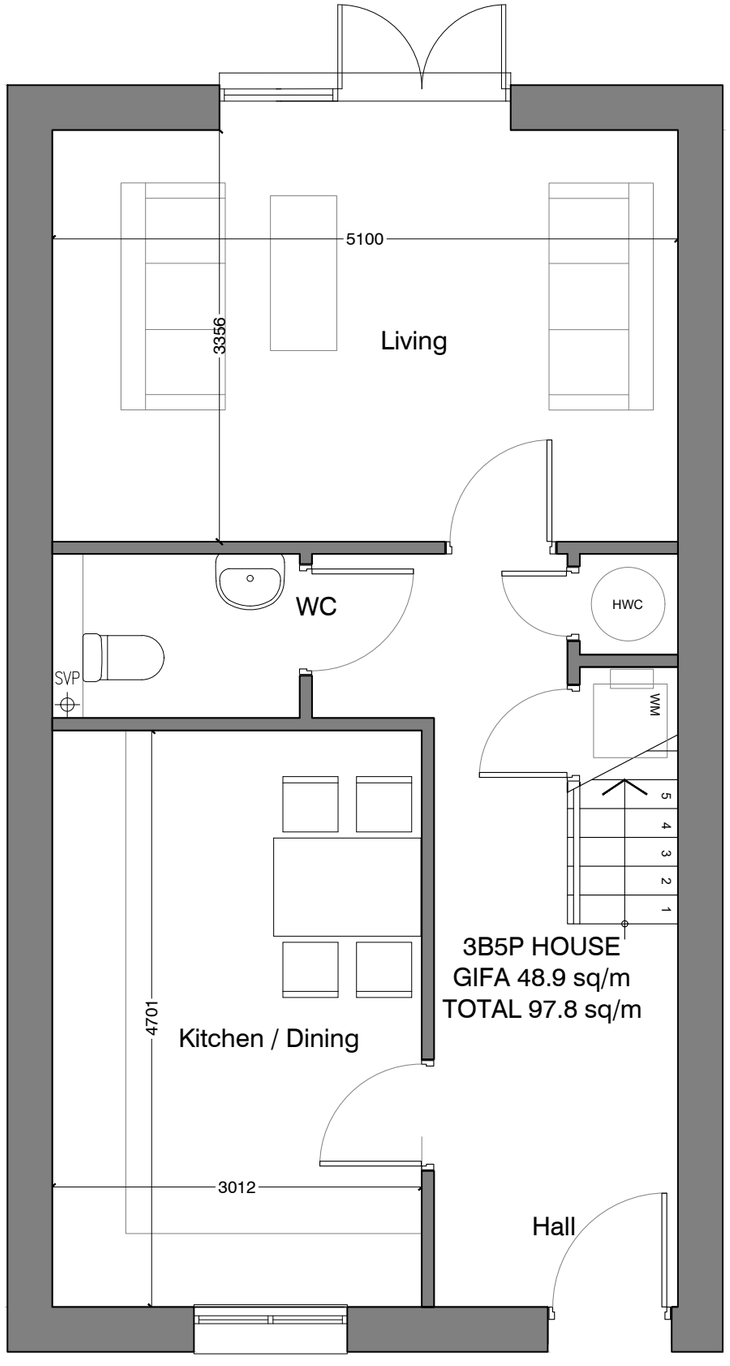


5.2 House Types

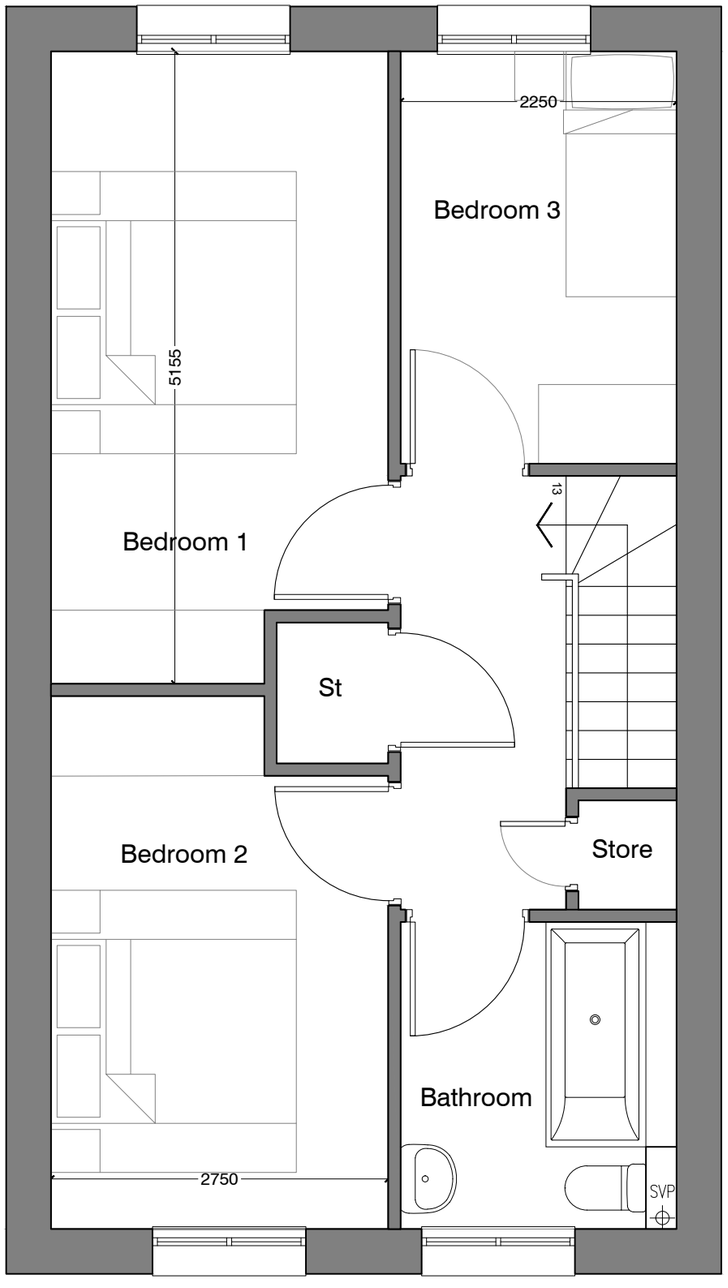
Gardner Road has 2 x 3 bed 5 person family homes proposed, as shown below.

1:50 @ A3
Scale in Metres
0 1 2 3 4 5

Total GIFA 97.8 sq/m

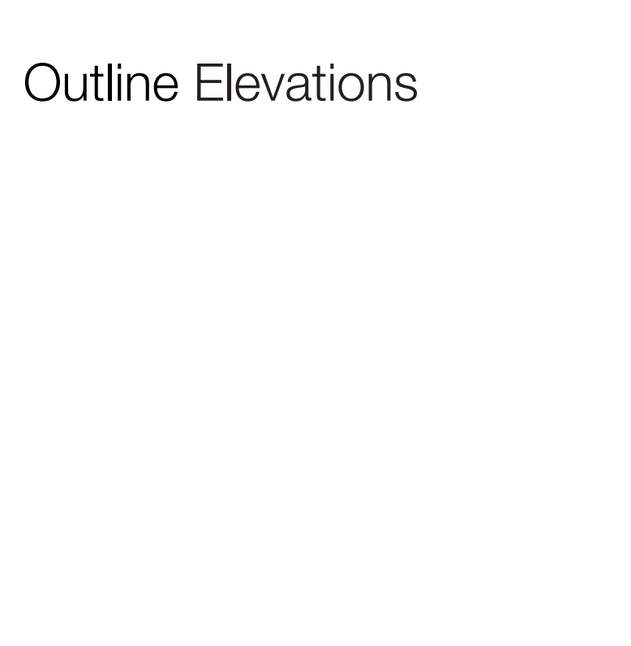


01 Ground Floor Plan - 48.9 sq/m
Scale:1:50



02 First Floor Plan - 48.9 sq/m
Scale:1:50

5.3 Outline Elevations





01 West Elevation
Scale1:100



02 North Elevation
Scale1:100



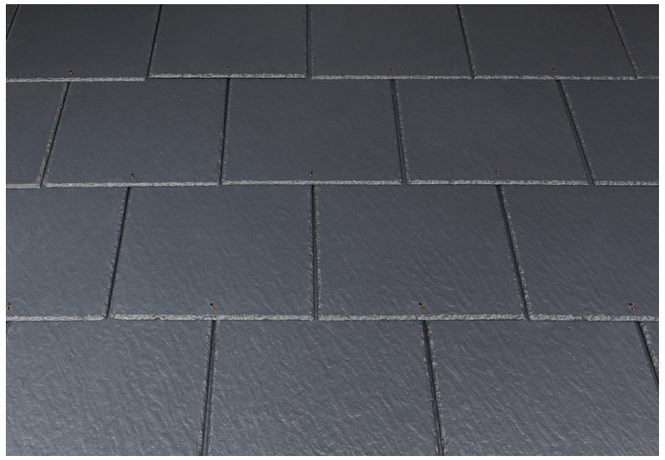
03 East Elevation
Scale1:100



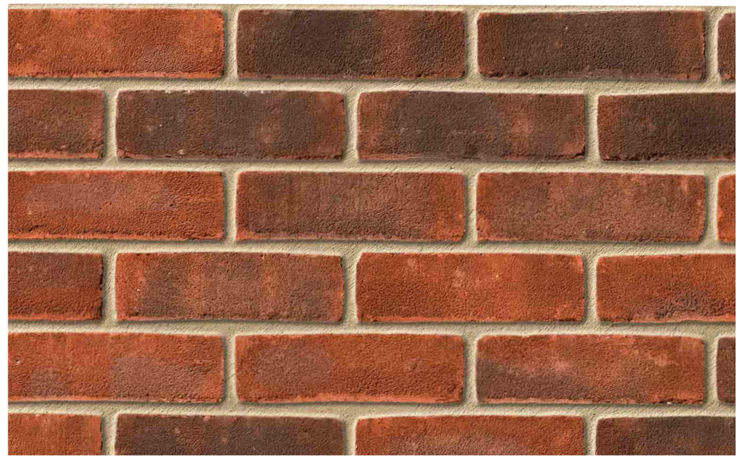
04 South Elevation
Scale1:100

5.4 Proposed Building Materials

The materials proposed at Gardner Road include Grey roof tiles and varied multistock red brick to blend with neighbouring properties, whilst a projecting horizontal brick course adds textural contrast that defines each residence. The entrance canopies in front of each property also hide refuse areas and will be constructed from red brick.



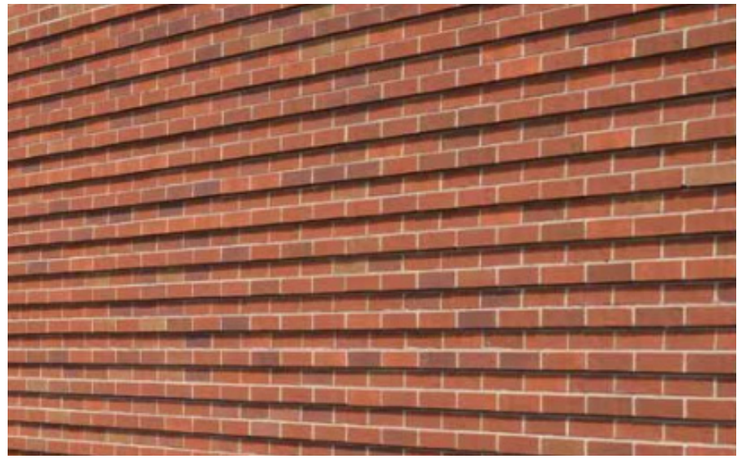
Grey Roof Tile



Varied Multistock Red brick



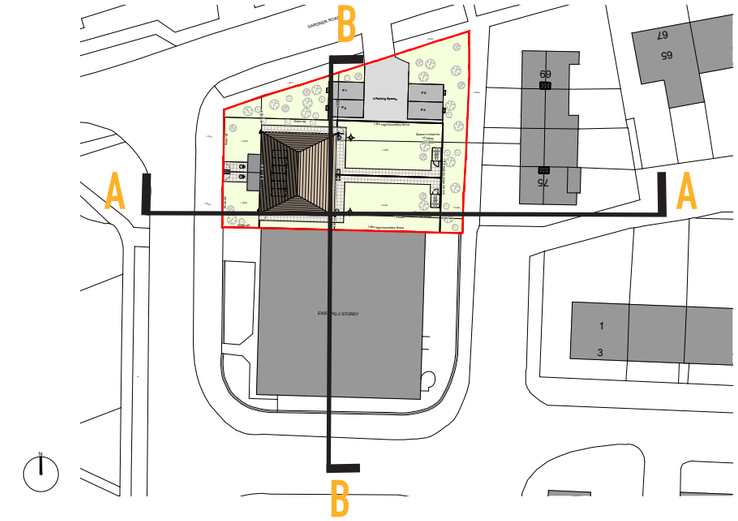
Grey Window Frames



Projecting Horizontal Brick Course

5.5 Proposed Site Sections

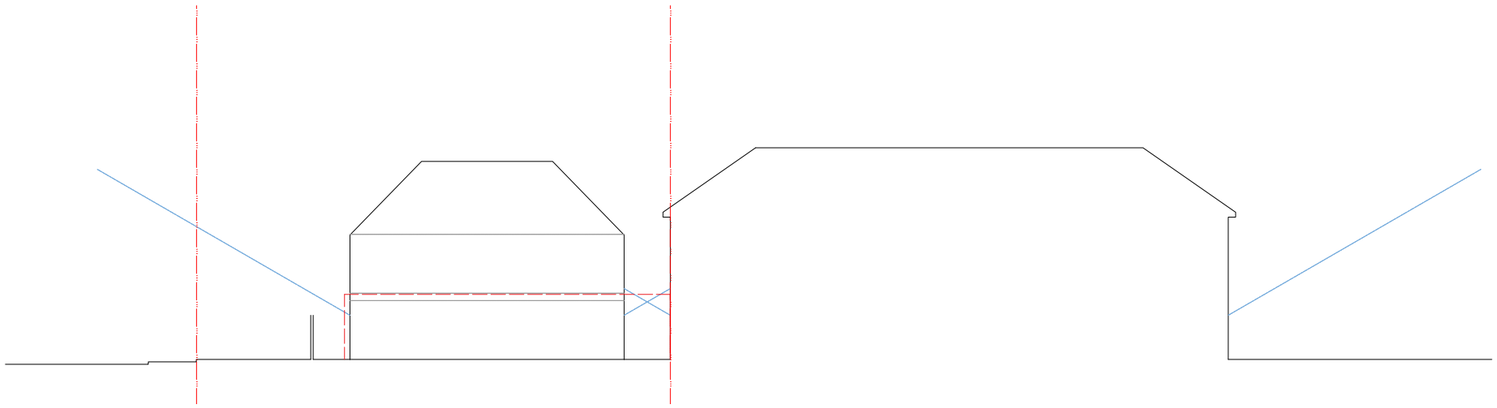
Key



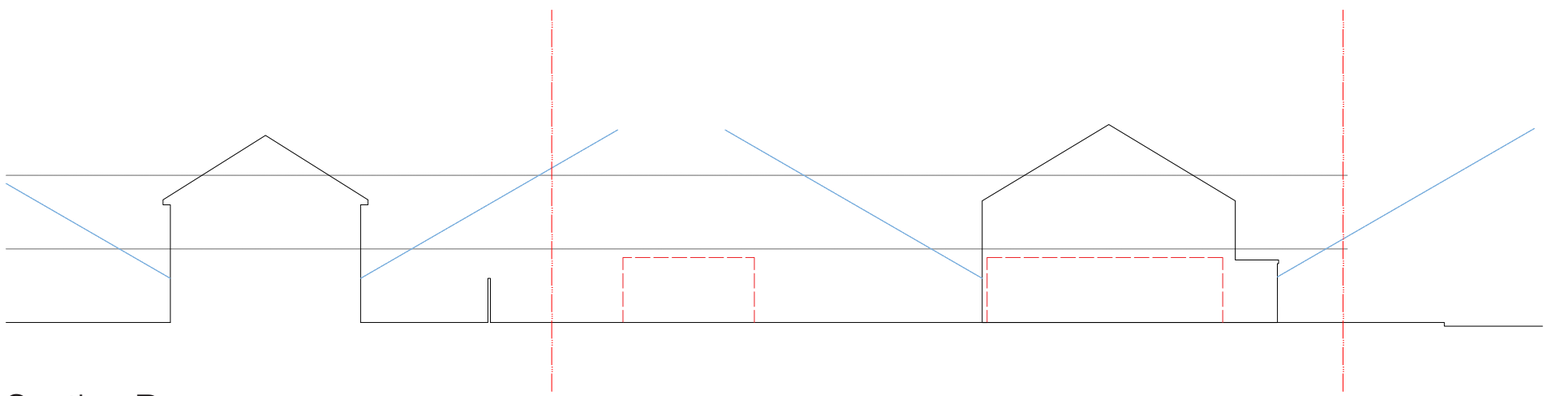
Existing Site Section

30° Angle Eyeline

Site Boundary



Section A



Section B

SUSTAINABILITY

6.0

6.1 Sustainability Measures

A sustainability consultant has produced a separate energy and sustainability report to accompany this application. The energy strategy for the Gardner Road application has been assessed using the following strategy.

The general approach is to achieve the Council's carbon reduction target of 19% over building regs through the use of a well insulated and airtight fabric together with energy efficient air source heat pumps and the potential for the inclusion of renewables.





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