CITYZEN
ARCHITECTURE | ENVIRONMENT

DESIGN & ACCESS STATEMENT

SITE TO NORTH OF 28 ST. RICHARDS ROAD

APPLICATION FOR DEMOLITION OF EXISTING GARAGE OUTBUILDING AND ERECTION OF SEMI-DETACHED DWELLING

DOCUMENT REFERENCE: 2035-PL-D&A (A)
Revision A

20th NOVEMBER 2020

USE:

The proposal is for the demolition of an existing garage outbuilding and the erection of a new two-bedroom semi-detached house to the North of no.28 St. Richards Road.

The existing dwelling at no.28 St Richards Road is a semi-detached two-storey house.

The land is currently within the boundary of no.28 St Richards Rd. and includes a rear garden and an outbuilding garage to be demolished.

The application includes a new boundary to separate the site between the existing dwelling at no.28 St Richards Rd. and the proposed new dwelling.

SCALE:

Proposed Total site area is ~90.15 msq
Proposed Footprint is ~42.70msq
Proposed GIA is ~74.5msq

DESIGN:

The proposal consists of a 2-storey semi-detached dwelling with a dormer to rear.
The dwelling includes:
2 bedrooms (1 double bedroom and 1 single bedroom with ensuite)
1 family bathroom
1 accessible WC to the ground floor
Open plan Kitchen and living room
Under-stairs storage
Rear garden

With room sizes in excess of the council's minimum standards.

The design of the proposed dwelling is to mimic the volume of the adjacent dwelling at No.28 St Richards Rd.

APPRAISAL:

The maximum width of the new dwelling is defined by the existing space available within the existing boundary.
The distance between the existing boundary and the dwelling at no.26 St Richards Road is 1100mm and it consists of an existing public path that runs at the north of the site and through the rear. The existing distance is to be maintained.

The ridge height, eaves heigh, roof pitch and volume of the proposed dwelling is to mimic the attached dwelling at no.28 St Richards Rd.
Front and rear alignments of the main dwelling are to match no.28 St Richards Rd.

The proposed dormer to the rear matches the size and alignment of the existing dormer at no.26 St Richards Rd neighbour's property.

The porch to the front is to be a continuation of the porch at the attached no.28 dwelling and to match the existing materials.

The one storey volume to the rear (living room) is to be aligned and to have the same maximum height as the neighbouring properties' rear extensions and to be full width to maximize the proposed living room space.

The living room opens onto a rear paved area to the garden. The existing garden to no.28 property has been divided to allow 37msq garden space to the proposed dwelling and separated by a 1.8m high close board timber fence.

The appearance and materials of the proposed dwelling will be to match the adjacent properties and to create a continuation on the street scene.

The boundary treatment is also to match the existing.

ACCESS:

Local policies have been considered in relation to access as well as for refuse and cycle storage requirements.

Access to the proposed dwelling will be via St Richards Road through the main front door on the front elevation.

The proposal has been designed to be a visitable building for wheelchair users and the front garden access is to be sloped to facilitate the access.
The existing cross over the pedestrian pavement is to be removed and levelled.

Sufficient space for min. 2no.x 240L refuses and recycling bins has been accommodated to the front garden of the property, as marked in the Proposed Site drawing.

A bike storage shed is to be installed in the rear garden, and a new rear gate is proposed to the rear boundary of the garden, accessible through the public path that runs on the North and West sides of the site.

SUSTAINABILITY

The proposal provides a dwelling for 1-3-person household and increases the provision of housing stock market of Portslade. It creates a new dwelling, in a residential area with transport links, at a 4mins walk from Fishergate train station and 15min walk to Portslade train station.
The design of the house is coherent with the neighbouring properties in height, volume, alignment, and materials, therefore providing continuity on the street scene.

St. Richards Road has a communal door to door refuse collection scheme. Sufficient space has been allocated in the front garden for refuse and recycling bins.

Parking provision is to be on street parking. Removal of the existing drop kerb is proposed to the front of the site.

The new building does not damage the biodiversity of the site as it is built on the site of an existing garage outbuilding. There are no trees within the development area.

The design will be developed using the “be lean, be clean, be green” principles.

The characteristic of the area leads to a traditional construction method for the proposed dwelling, whether masonry walls or timber framed walls finished with white render. The construction method will ensure a high thermal performance is achieved, with a high level of airtightness, thus reducing the long-term energy demand requirements.
The West facing façade’s windows will have solar protection to reduce overheating. And openable rooflights are proposed for helping of removal of warm air from the building.

Living space areas are placed to the rear of the house (West) with views to the garden. All rooms have natural light and natural ventilation.
The property is designed to achieve cross ventilation in the living areas and has living accommodation with glazing in East and West orientations with additional rooflights to the living room and upper ensuite room.

Any equipment employed within the building will be as efficient as possible and provided with optimal controls to ensure energy usage is optimized. Any timber used for construction will be from certified sustainable sources.
All the lighting shall be high efficacy LEDs together with smart controls for the lighting and heating.

Water efficiency requirements of 110 litres per person per day are to be achieved in the proposed development. Water efficient equipment shall be provided to surpass part G of the building regulations, inclusive of low flush toilets, and low flow taps ensuring efficient use of water, and heating of water.

The choice of fuel has a large impact on the site emissions generated.
The heating scheme is not included as part of the design. If the final scheme is to be electrical heating, this will require PV to reduce the onsite emissions (to account for the current grid electricity carbon factor). There is an opportunity for making use of solar technologies, either solar thermal for hot water, or electricity generation, to be established as the building services strategy is developed. The flat roof to the rear offers the possibility of future solar technology subject to approvals.
Low carbon technologies such as air source heat pump will be investigated for feasibility.

CONSULTATION:

No consultation has been undertaken in relation to this planning application.