

PROPOSED RESIDENTIAL DEVELOPMENT

UNIT 59, The Broadway

PLYMSTOCK

DESIGN & ACCESS STATEMENT

November 2023

Rev B



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On behalf of

Cartfield Limited

CONTENTS

1.0 INTRODUCTION

- 1.1 Purpose of Statement
- 1.2 Description of works

2.0 SITE ANALYSIS AND CONTEXT

- 2.1 Assessment
- 2.2 Policy
- 2.3 Precedent
- 2.4 Evaluation

3.0 DESIGN DEVELOPMENT

- 3.1 Amount
- 3.2 Layout
- 3.3 Scale
- 3.4 Landscaping
- 3.5 Appearance
- 3.6 Use
- 3.7 Sustainability

4.0 ACCESS

- 4.1 Vehicular Access
- 4.2 Service & Emergency Access
- 4.3 Waste Management
- 4.4 Pedestrian Access

5.0 CONCLUSION

- 5.1 Conclusion

1

INTRODUCTION

1.0 INTRODUCTION

1.1 PURPOSE OF STATEMENT

The purpose of this statement is to explain the team's approach and design principles for the proposed conversion of the unused retail storage space to a new residential development at Unit 59, The Broadway, Plymstock.

All areas noted in this document are gross internal unless otherwise stated.

The statement is to be read in conjunction with the drawings and documents that form this Full Planning Application/prior approval, which provides a contextual appraisal of the site, identifying the constraints and opportunities as well as the evolution of the design.

1.2 DESCRIPTION OF WORKS

Detailed planning approval is sought for a new residential development of 14 apartments on this key corner site at Horn Cross Road and Horn Lane. The scheme involves the conversion of the first floor into private apartments with ancillary space provided at ground floor.

The scheme comprises the following:

- Roof terrace
- Bin and bike storage to local authority standards
- 8no. two bed apartments (NDSS compliant)
- 6no. one bed apartments (in a range of sizes)



View of site from the north



View of site from the south

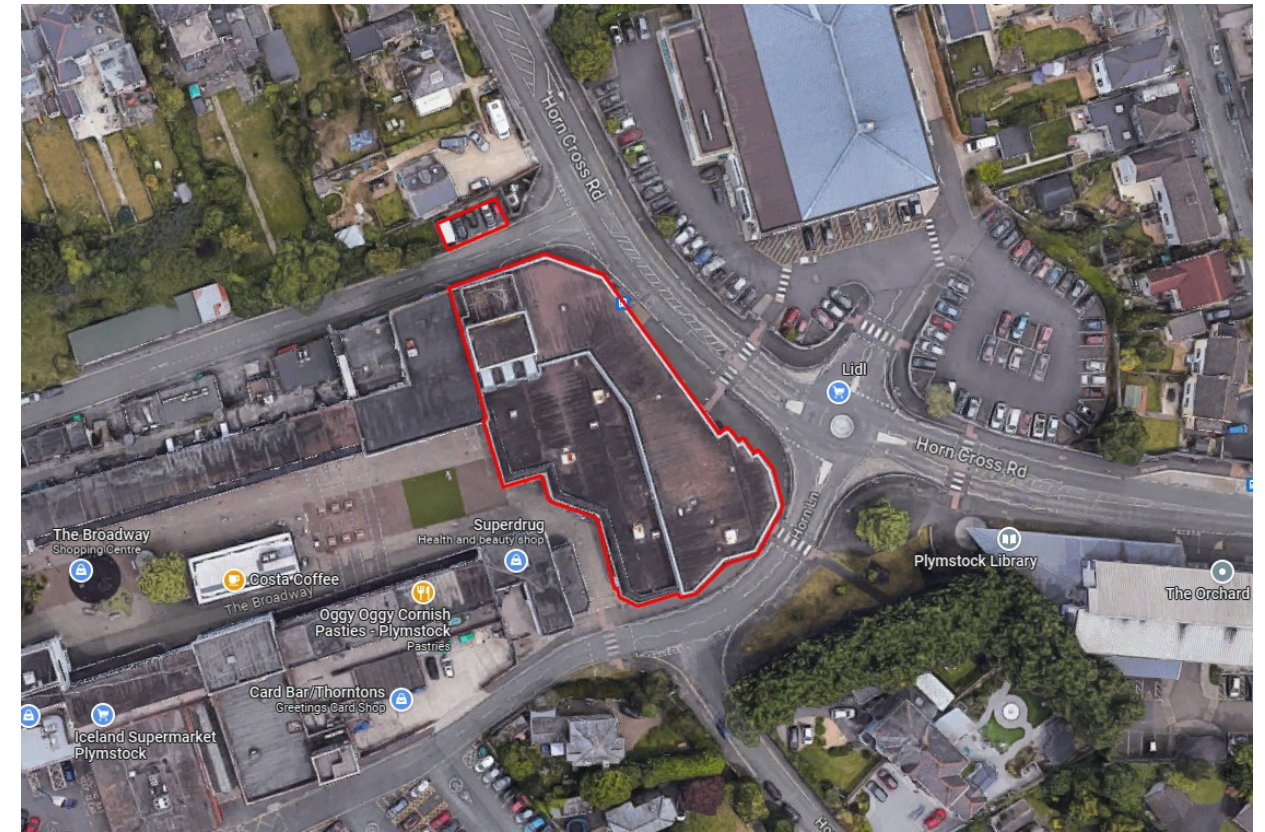
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SITE ANALYSIS
AND CONTEXT

2.1.2 THE SITE

The site sits at the corner of Horn Lane and Horn Cross Road in Plymstock, with the road wrapping the site to the north and east. Immediately to the west of the site is The Broadway shopping centre, to the east is a Lidl superstore and to the south are a number of residential properties.

The topography of the site is generally flat, with existing car parking and vehicle access from the east of Horn Cross Road.



Aerial photograph of Unit 59



Aerial view of the Unit 59 zoomed in

2.1.3 SITE OPPORTUNITIES AND CONSTRAINTS

Opportunities

- Central commuter location
- Minimal impact on surrounding residents
- Good existing highway access
- Excellent public transport connections
- Creation of high-quality residential accommodation
- Close to retail and leisure facilities
- Improve housing provision within Plymstock town centre
- Redevelopment of an unused retail storage area
- Adjacent to established residential development areas
- No issues with overshadowing due to conversion of existing building

Constraints

- Potentially noisy environment
- Tight urban site with no opportunity for external landscaping
- Adjacent to the Broadway Shopping Centre



Site Analysis Diagram

2.1.4 EXISTING BUILDING

The existing building is a 2 storey retail unit which has a shopfront on a ground floor and ancillary services on the top floor.

The ground floor of the existing retail unit has now been let and the new tenant has confirmed they do not require the first floor space, making this area redundant.

The building is of red brick construction, aluminium windows powder coated (white) and doors and a single ply flat roof.



Birds eye view of the site

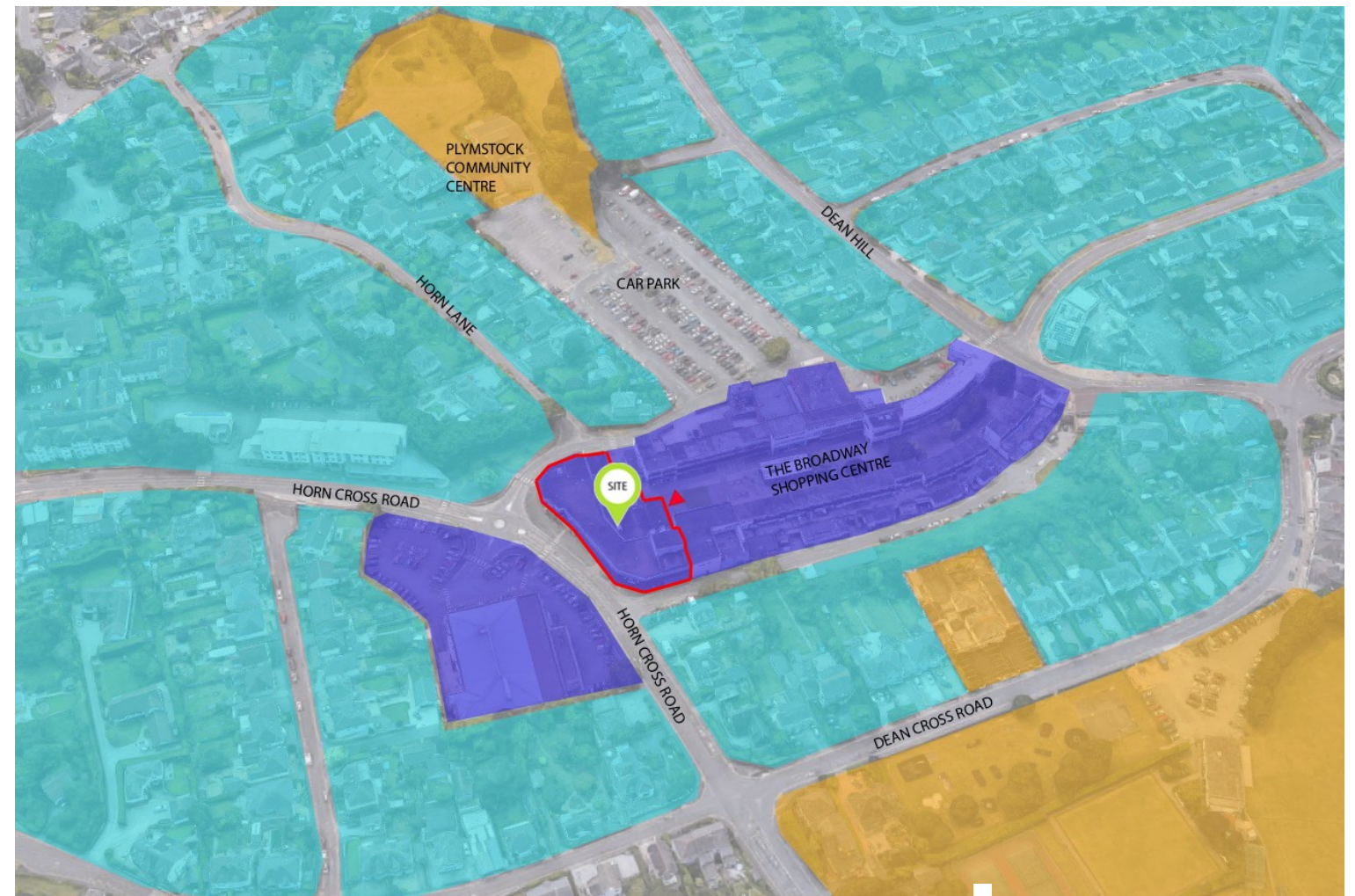


Street views of the existing site



2.1.5 BUILDING / LAND USES / ACCESS

Due to its central location, there are a large variety of building uses surrounding the site. The proposed building will be in close proximity to a vast selection of amenities and transport links. Most notably, as shown in the diagram seen opposite, is a large swathe of residential properties (shaded blue), retail buildings made up largely of the Broadway Shopping Centre (shaded purple), and community facilities (shaded orange).



Building Use Diagram – Orange = Community Facilities, Purple = Retail, Blue = Residential

2.2 POLICY

This application has been put together using guidance from the Plymouth and South West Devon Joint Local Plan 2014-2034, with the relevant policies being noted below:

Policy DEV1

Protecting health and amenity

Development proposals will be required to safeguard the health and the amenity of local communities. In addition to measures set out in other policies of the plan, this will be through, as appropriate:

1. Ensuring that new development provides for satisfactory daylight, sunlight, outlook, privacy and the protection from noise disturbance for both new and existing residents, workers and visitors. Unacceptable impacts will be judged against the level of amenity generally in the locality.
2. Ensuring that developments and public spaces are designed to be accessible to all people, including people with disabilities or for whose mobility is impaired by other circumstances.
3. Requiring a Health Impact Assessment to be submitted as part of any Environmental Statement submitted in relation to planning applications with a likely significant health impact.

Further guidance in relation to this policy will be set out within an appropriate supplementary planning document.

Policy DEV7

Meeting local housing need in the Plymouth Policy Area

The LPAs will seek to deliver a wide choice of high quality homes which widen opportunities for home ownership, meet needs for social and rented housing, and create sustainable, inclusive and mixed communities. The following provisions will apply:

1. A mix of housing sizes, types and tenure appropriate to the area and as supported by local housing evidence should be provided, to ensure that there is a range of housing, broadening choice and meeting specialist needs for existing and future residents. The most particular needs in the policy area are:

i. Smaller dwellings most suited to younger and older people.

ii. Housing suitable for households with specific needs.

iii. Larger three and four bedroom houses, and executive homes at appropriate locations.

2. For developments of above ten homes, at least 30 per cent of the total number of dwellings should be affordable homes without public subsidy. These homes should be provided on-site, except in the case of sites of between 11 and 14 dwellings or where robustly justified. In such cases the requirement can be met by providing an off-site provision or commuted payments in lieu of on-site provision to deliver affordable housing elsewhere in the policy area.

Policy DEV10

Delivering high quality housing

Housing development should be of a high quality in terms of its design and resilience, and provide adequate space to achieve good living standards. The following provisions will apply:

1. Housing developments should be designed to be integrated with the adjacent developments and not appear to be an unrelated addition to the rest of the town, village and neighbourhood. This is to be achieved in the quality of the building design, materials and layout. The development should provide good pedestrian, cycling and public transport connectivity to existing developed areas, open spaces and local services such as schools and shops, as well as visually relating well to adjacent greenspaces to prevent hard urban edges.

2. Development proposals should look for opportunities to design out crime and the fear of crime in the layout of the development.

3. Affordable housing should be indistinguishable from other homes on the site, reflecting the type of housing on the development as a whole.

4. Residential annexes will be supported where they are within the same curtilage and ownership as the principal dwelling. Annexes should be clearly ancillary to the principal dwelling via a functional link, with no separate demarcation or boundary.

5. New dwellings (including conversions of existing properties into flats) should be of sufficient size and layout to provide good quality accommodation to meet the needs of their occupants, with developers required to meet Nationally Described Space Standards. Sufficient external amenity space or private gardens should also be provided.

6. To protect the quality of the urban environment and prevent 'town cramming', development of garden space within Plymouth and the towns will only be permitted where it does not adversely affect the character and amenities of the area, and where the proposal can demonstrate that it contributes to the creation of sustainable linked neighbourhoods.

7. Conversions of existing properties into flats and Houses in Multiple Occupation will only be permitted where the development will not harm the character of the area having regard to the existing number of converted and non-family dwellings in the vicinity, and in the case of flats, where the accommodation is self-contained.

8. Houses in Multiple Occupation will only be permitted where the proposal:

i. Provides adequate communal space for future residents including sufficient space to accommodate cooking, dining, bathroom and toilet facilities.

ii. Provides a good standard of accommodation and living.

iii. Will be adequately managed, including external maintenance and upkeep of the building and curtilage.

iv. Does not lead to levels of activity that cause excessive noise and disturbance to other residents in the locality.

v. Incorporates adequate refuse provision and facilitates bin container storage that will not have a detrimental effect on the mobility of pedestrians or vehicles.

vi. Is located within walking and cycling distance of local services and infrastructure.

vii. Provides for levels of on-street parking that can be reasonably accommodated, and sufficient and secure on site cycle storage for residents.

Policy DEV31

Waste management

The LPAs will support the implementation of the following waste management hierarchy: Prevention; Preparing for reuse; Recycling; Other recovery; Disposal. This will be achieved through the following provisions:

1. New developments should have regard to the operational needs of the relevant waste collection authorities in their design and access arrangements.

2. New developments should provide integrated facilities for the storage of recyclable and non-recyclable waste.

3. All planning applications for major development in the Plymouth administrative area will be required to include a site waste management plan demonstrating how the demolition, construction and operational phases of the development will minimise the generation of waste. The provisions of Policy W4 of the Devon Waste Plan will apply to the South Hams and West Devon administrative areas.

4. Encouragement will be given to the reuse and recycling of construction and demolition waste in the city, together with other suitable alternative secondary aggregates, in delivering regeneration and infrastructure projects that support the delivery of Plymouth's growth vision.

5. Within the Plymouth administrative area, where Plymouth City Council is the statutory waste planning authority, proposals for new waste management facilities, or extensions and amendments to existing facilities, will need to demonstrate that:

i. The proposals are compatible with the objective of moving the management of waste up the waste hierarchy. Landfill of waste arisings within Plymouth will not be supported.

ii. The proposals will not result in unacceptable direct or indirect impacts on the residential amenity of existing or proposed communities, or unacceptable impacts on the amenity of other neighbouring uses that would be sensitive to waste management development.

iii. There is good access to the principal road network. Where practicable, they should have access to a choice of transport modes other than road.

Policy DEV32

Delivering low carbon development

The need to deliver a low carbon future for Plymouth and South West Devon should be considered in the design and implementation of all developments, in support of a Plan Area target to halve 2005 levels of carbon emissions by 2034 and to increase the use and production of decentralised energy. The following provisions apply:

1. Developments should identify opportunities to minimise the use of natural resources in the development over its lifetime, such as water, minerals and consumable products, by reuse or recycling of materials in construction, and by making best use of existing buildings and infrastructure.

2. Major development should take account of projected changes in temperature, rainfall, wind and sea level in its design with the aim of mitigating and remaining resilient to the effects of changing climate.

3. Development proposals will be considered in relation to the 'energy hierarchy' set out below:

i. Reducing the energy load of the development.

ii. Maximising the energy efficiency of fabric.

iii. Delivering on-site low carbon or renewable energy systems. iv. Delivering carbon reductions through off-site measures.

4. Developments should reduce the energy load of the development by good layout, orientation and design to maximise natural heating, cooling and lighting, and reduce the heat loss area. For major developments, a solar master plan should show how access to natural light has been optimised in the development, aiming to achieve a minimum daylight standard of 27 per cent Vertical Sky Component and 10 per cent Winter Probable Sunlight Hours.

5. All major development proposals should incorporate low carbon or renewable energy generation to achieve regulated carbon emissions levels of 20 per cent less than that required to comply with Building Regulations Part L.

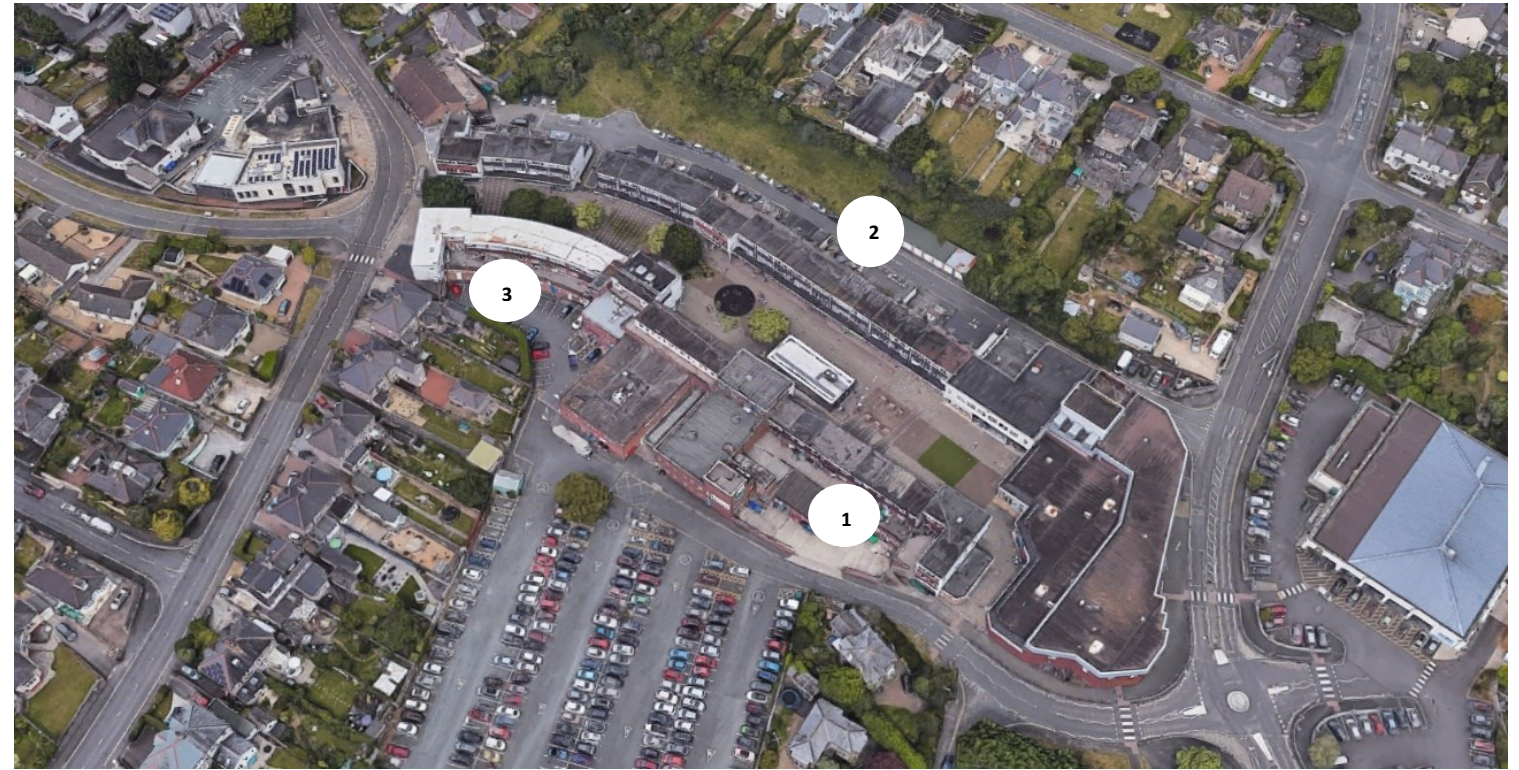
6. Developments will be required to connect to existing district energy networks in the locality or, where there is a future network planned, to be designed to be capable of connection to that network. Where appropriate, proportionate contributions will be sought to enable a network to be established or completed.

2.3 PRECEDENT

2.3.1 SURROUNDING CONTEXT – MATERIALITY AND ARCHITECTURE

The proposed scheme aims to follow a similar pattern to the existing residential apartments within the shopping centre. By offering residential spaces above the retail units, the development sets out to replicate the existing layout and configuration. This approach maintains consistency and harmonizes with the established design language of the site, ensuring a seamless integration of the new development within the existing context.

The facade of the building aims to seamlessly introduce new windows. This alteration will be carefully designed to ensure that the new windows blend harmoniously with the existing architectural features. The goal is to create a cohesive and balanced facade that integrates the new windows in a way that is respectful of the existing building's character.



Location Plan



2.4 EVALUATION

The site offers an exciting opportunity for the redevelopment of a key location within Plymstock whilst also providing high quality town centre living. The development offers the potential to redevelop the existing unused retail space to create additional much needed residential properties, ensuring a sustainable future for the Broadway Shopping Centre.



Photograph at the corner of Horn Lane

3

DESIGN DEVELOPMENT

3.1 AMOUNT

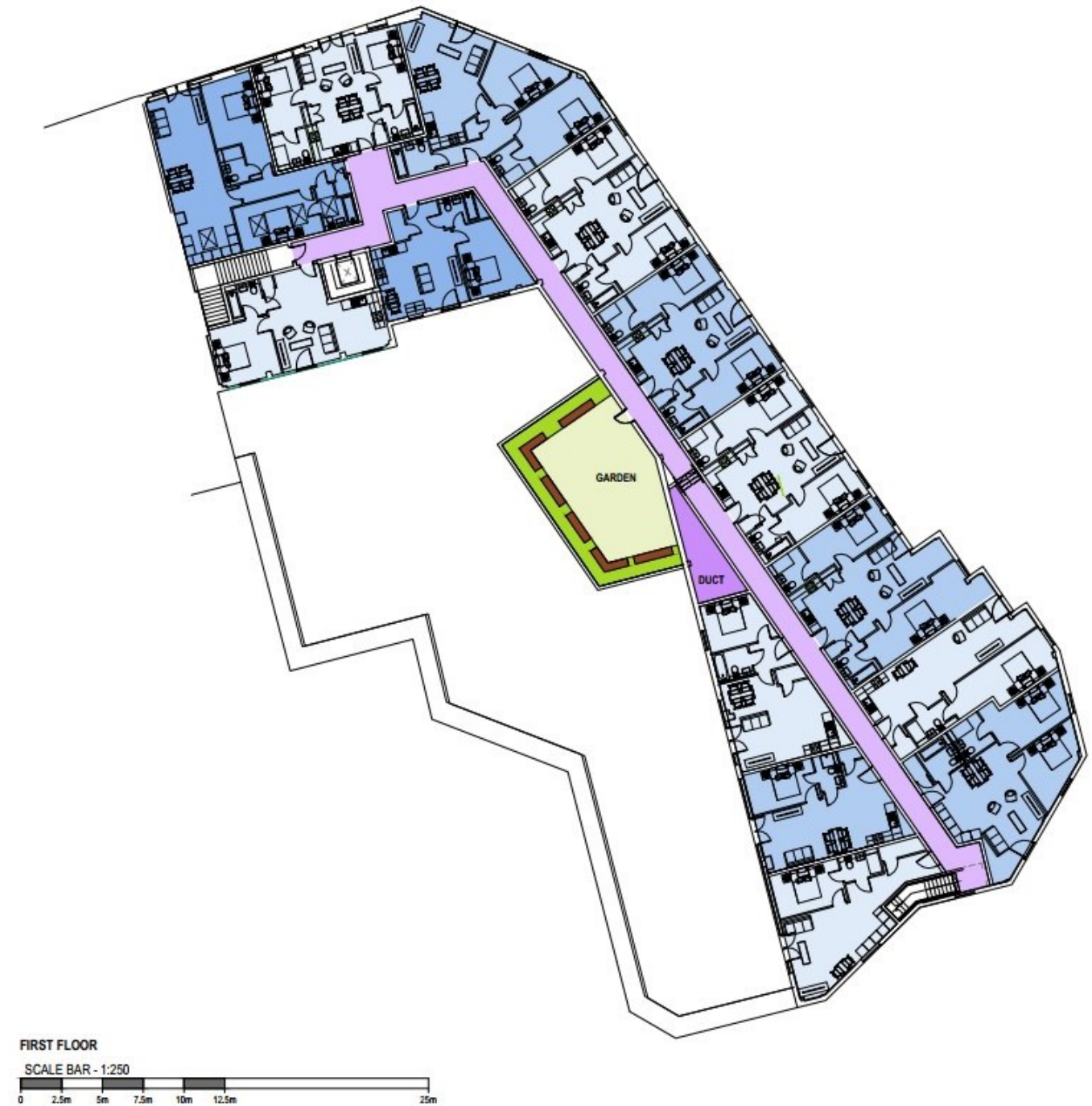
The site is approximately 1250sq.m in size at first floor and 244sq.m at ground floor. The proposed development provides the following:

- 146.8 sq.m - Communal roof garden
- 15.6sq.m - Secure cycle storage, providing 22 spaces
- 199.6 sq.m. - Circulation
- 17.6 sq.m - Bin Store
- 14 no. residential apartments:

6no. One Bedroom Apartments

8no. Two Bedroom Apartments

This mix of apartment sizes ensures that the proposed development is suited to a wide range of residents, with all apartments complying with the Nationally Described Space Standards.



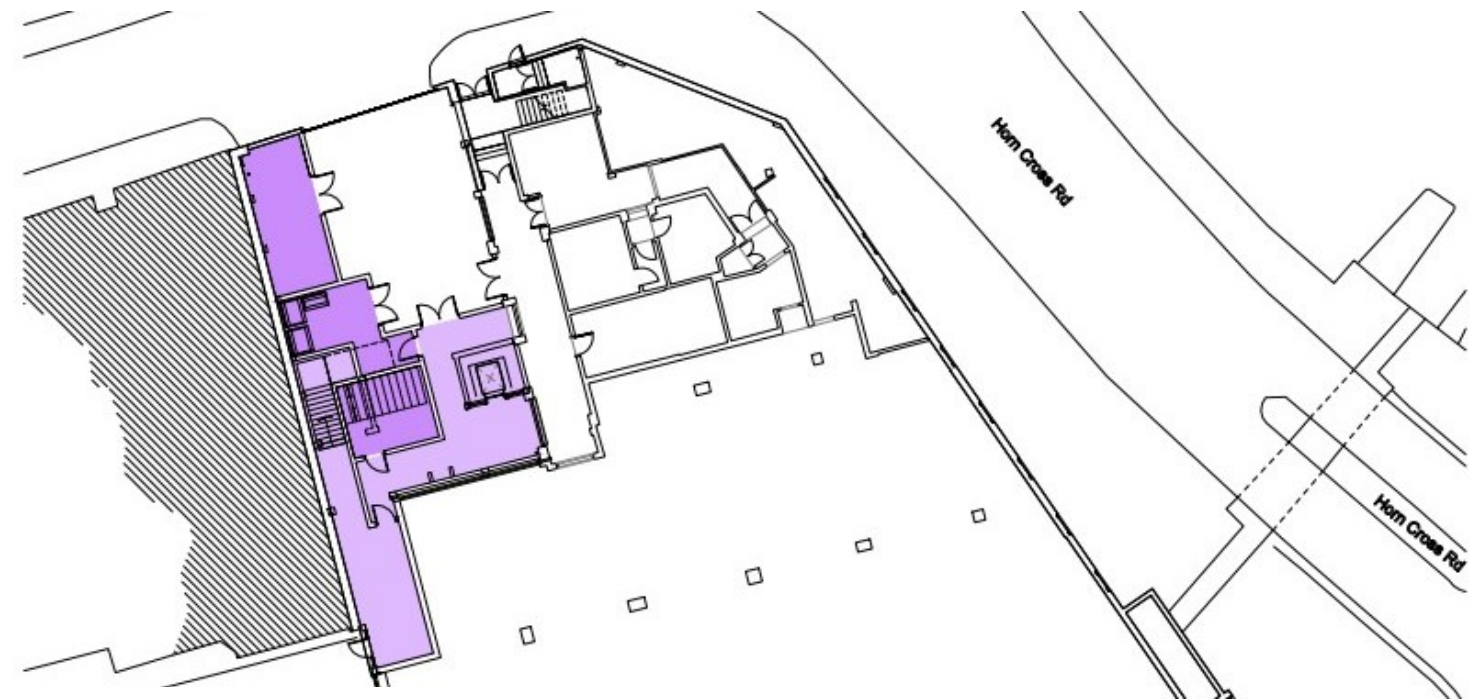
Proposed Site Plan

3.2 LAYOUT

The layout of the shopping unit conversion in Plymstock prioritizes functionality and resident comfort whilst also ensuring security and privacy.

Ground Floor:

- The ground floor is carefully designed to ensure easy access to the first-floor apartments whilst maintaining security and privacy for the residents
- The entrance area has been carefully positioned so as not to adversely affect the existing ground floor retail unit
- The provision for plant, cycle, and bin storage in the existing service area allows for easy access by residents and service providers alike



Proposed Ground Floor Plan

First Floor:

- 14 apartments; all carefully designed to ensure excellent amenity, natural light and privacy
- The new window openings have been positioned to provide optimal natural light, to ensure the well-being of all residents
- A communal roof garden is proposed as a tranquil escape, adorned with greenery and seating areas. This thoughtfully integrated garden contributes to the feeling of community whilst offering a private and secure area for residents to relax



3.3 SCALE

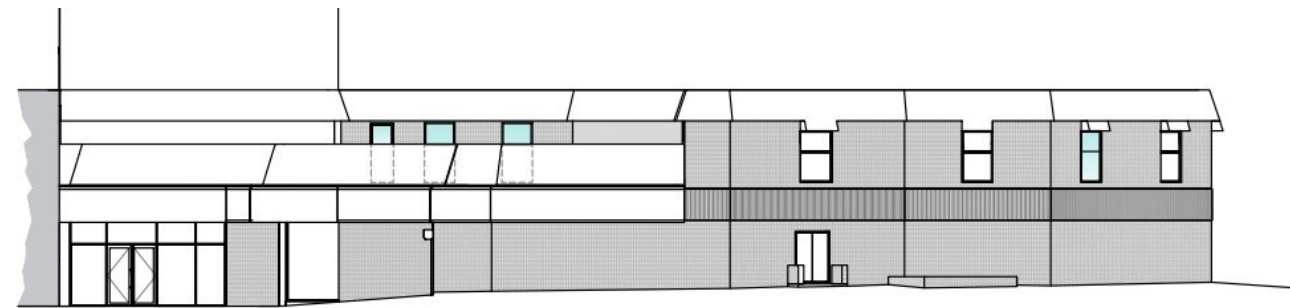
As the scheme is formed by converting the existing building the scale of the surrounding area remains unchanged. By repurposing the existing building, the development preserves the existing architectural character of the area.



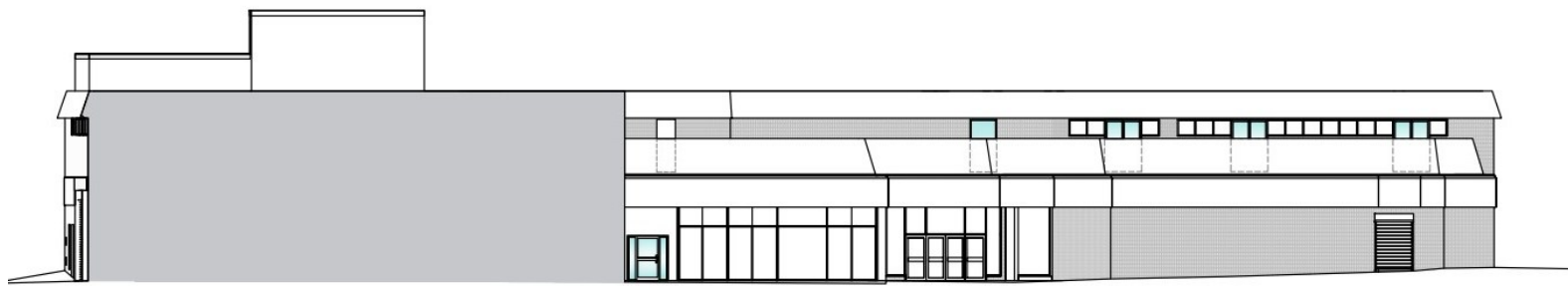
EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION

Proposed First Floor Plan

3.4 LANDSCAPING

Given the town centre location and that this is a redevelopment of an existing building, there is little opportunity to provide any meaningful landscaping to the external perimeter of the building.

However, while no additional landscaping is planned, a private rooftop garden will be introduced as a unique amenity for the residents. This communal space offers a serene environment for relaxation and community interaction, providing a secluded outdoor escape within the existing framework.



3.5 APPEARANCE

The proposed modifications to the building's appearance are intentionally subtle, with a focus on maintaining the existing character. The introduction of new windows to the bedrooms and French doors with Juliet balconies to the living rooms, offers additional external amenity and keeps the changes to the external appearance to a minimum.

Any alterations to the building will utilise matching materials to ensure that they blend into the existing elevations.



3.6 USE

Our proposals will create a quality residential development which will change the use of the upper floor from commercial (Class E) to 14 residential apartments (Class C3); introducing new windows and balconies as required. The scheme has been designed to suit modern residential needs within an existing building envelope which will further enhance the urban fabric of Plymstock. 22 secure cycle parking spaces will be provided for the residents which further adds to the development's sustainable credentials.

The range of apartment sizes ensures the scheme is suitable for various types of residents, from single occupants to sharers and families.

The development's proximity to the town centre provides residents with easy access to a plethora of amenities, promoting a truly sustainable lifestyle.

3.7 SUSTAINABILITY

The sustainability of our project is underpinned by a multifaceted approach that revolves around conversion, prudent material choices, strategic location, and the promotion of cycling as a mode of transportation.

By repurposing the existing building, we minimise the need for new construction, thereby reducing the environmental impact associated with building materials, energy consumption, and waste generation.

The strategic location of the development, in close proximity to city amenities, encourages residents to utilise existing services, reducing the need for vehicle use. This approach significantly lessens the carbon footprint associated with commuting.

The provision of 22 secure cycle parking spaces actively promotes cycling as a convenient and eco-friendly mode of transportation. This not only reduces vehicle emissions but also contributes to a healthier and more active lifestyle for the residents.



4

ACCESS

4.1 VEHICULAR ACCESS

The proposed development includes 5 car parking spaces which are accessed from Horn Cross Road. A large public car park is also directly adjacent to the site where residents can purchase annual parking permits, this car park will also provide for visitor parking. All residents will be encouraged to travel by bike with a 100% cycle provision on site.

4.2 SERVICE AND EMERGENCY ACCESS

Service access is provided by the existing loading bay which is accessed off Horn Cross Road.

4.3 WASTE MANAGEMENT

The indicative layout has allowed for refuse storage areas that meet standards as set out below:

“To calculate the estimated total weekly refuse (recyclable and non-recyclable) arising from a residential development refuse facilities (i.e., house conversions or purpose-built flats), use the following formula: No. of units in block: No. of Bedrooms: Average no. of bedrooms: Total weekly waste arising’s (l) = no. of units x ((70l x average no. bedroom) +30)’

Recycling provision: it is required that space be provided for recycling bins to accommodate 50% of this total weekly volume. This is in line with the revised British Standards (BS5906 Waste Management in Buildings). Residual waste provision is required for 87.5% of the total weekly waste arising: Dry mixed recycling provision (l) = Total weekly waste (L) x 0.5 Residual waste provision (l) = Total weekly waste (L) x 0.875 E.g., if the total weekly refuse is 1000l, we would require 500l capacity for recycling and 875l capacity for residual waste.”

Residential Calculations:

$$\text{Average no. bedroom} = 22\text{beds} / 14 = 1.57$$

$$14 \times ((70L \times 1.57) + 30) = 14 \times 139.9L = 1958.6L$$

$$\text{Recycled @ 50\%} = 979.3L = \mathbf{1no. 1100L bin}$$



Pedestrian and Vehicle Routes Diagram – Blue dotted = Vehicle Routes, Green dotted = Pedestrian Routes



Residual Waste @ 87.5% = 1713.8L = **1no. 1100L and 1no. 660L bins**

Based on this the scheme provides a minimum of 2 x 1,100L and 1 x 660L bins within a secure bin store.

The residential refuse store is located on the ground floor of the building and will be accessed via the existing loading bay which is accessed off Horn Cross Road.

4.4 PEDESTRIAN ACCESS

A new proposed access to the apartments will be located directly from The Broadway into the building where the communal post boxes will also be located.

5

CONCLUSION

5.1 CONCLUSION

In conclusion, our proposed development will deliver 14no. high quality apartments by re-utilising an existing but redundant retail storage area and creating a sustainable development for Plymstock. The development will reinforce the existing residential uses in the area and help support local businesses and services. The conversion of the existing building ensures that the new development is in keeping with the area and has a minimal environmental impact, with the allocation of secure cycle spaces promoting an eco-friendly lifestyle.

