

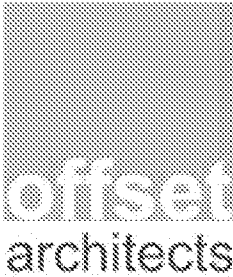
## Design and Access Statement

Land at SRC Recycling  
Fontwell Avenue  
Eastergate  
West Sussex  
PO20 3RU

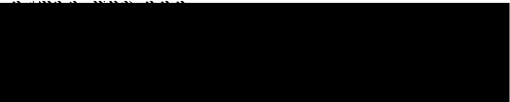


Revision    Description

Date



Offset Architects Ltd.  
Nepicar House  
London Road  
Wrotham Heath  
Kent  
TN15 7RS



Doc. No. 7334-PD-01

# Contents

- 01 - Overview
- 02 - Site Location
- 03 - Site and Setting
- 05 - Pre Application Advice
- 06 - Design Strategy - Analysis
- 06 - Design Strategy - UDR
- 06 - Design Strategy - Layout
- 06 - Design Strategy - Use & Amount
- 06 - Design Strategy - Scale
- 06 - Design Strategy - Access
- 06 - Design Strategy - Appearance
- 06 - Design Strategy - Landscape
- 06 - Design Strategy - Drainage & Contamination
- 06 - Design Strategy - Trees & Ecology
- 06 - Design Strategy - Parking
- 07 - Summary

# 01 - Overview

Offset Architects have been appointed by our client, SRC Recycling Ltd, to prepare supporting architectural information for a planning application for a change of use from sui generis (car salvage centre) to C3 Dwelling houses on land at:

SRC Recycling,  
Fontwell Avenue,  
Eastergate,  
West Sussex,  
PO20 3RU

This Design and Access Statement should be read in conjunction with the attached site photographs, planning drawings and supporting technical information.



# 02 - Site Location

The site is located in Eastergate, West Sussex and is accessed from Fontwell Avenue and is situated in the district council of Arun.

The site is currently use class sui generis and is used by SRC Recycling who sell and store various cars, vehicle parts and provide vehicle breaking. There are multiple trip generations from the site and numerous buildings of varying sizes and heights on the site.

In total the site is approximately 3.27 hectares and relatively level across the whole site, with some boundary trees and hedgerows.

The site is at low risk of flood from surface water and very low flood risk from rivers and the sea.

Given the recent approvals and development of the adjacent land to the West and South and a need for additional housing within Arun, coupled with the current business no longer being viable in this location or format, it is now felt that the proposed site is suitable for change of use to residential with high quality architecture, biodiversity and landscaping design.



# 03 - Site and Setting

The site is accessed from a single entrance from Fontwell Avenue, the proposals will retain this entrance. There is a significant oak tree adjacent to the entrance to the site, which will be retained as a focal point and way marker for the site. There is also another significant oak tree to the West boundary, this will also be retained and protected as part of the proposal. There are areas of overgrown bushes and scrub land throughout the site.

The site is currently divided into 2 zones. Zone 1, nearest the West Boundary, is mainly an overgrown area, with some building mass in the form of three timber sheds to the West of the site. Whilst there is not active use on this part of the site associated to the car salvage operation, it has been used to store old vehicles of varying types.

Zone 2, nearest the East boundary of the site, is where the car salvage operation is focused and where built form is concentrated. There is an office block, brick shed, several containers and other stores/sheds. This is predominately where the scrap cars and parts are stored and dismantled, the area is largely hardstanding with elements of tarmac.

The site falls just outside of the Built-up Area Boundary (as shown on the aerial photo opposite - everything within the hatched pink area represents the "Built-Up Area Boundary" and as such is therefore classed as Countryside under Policy C SP1. Pre-application enquiries have determined that subject to design and landscape details, the scheme would not have a significant adverse visual impact on the character of countryside or appearance of the site.



03 - Site and Setting



View of site entrance looking north



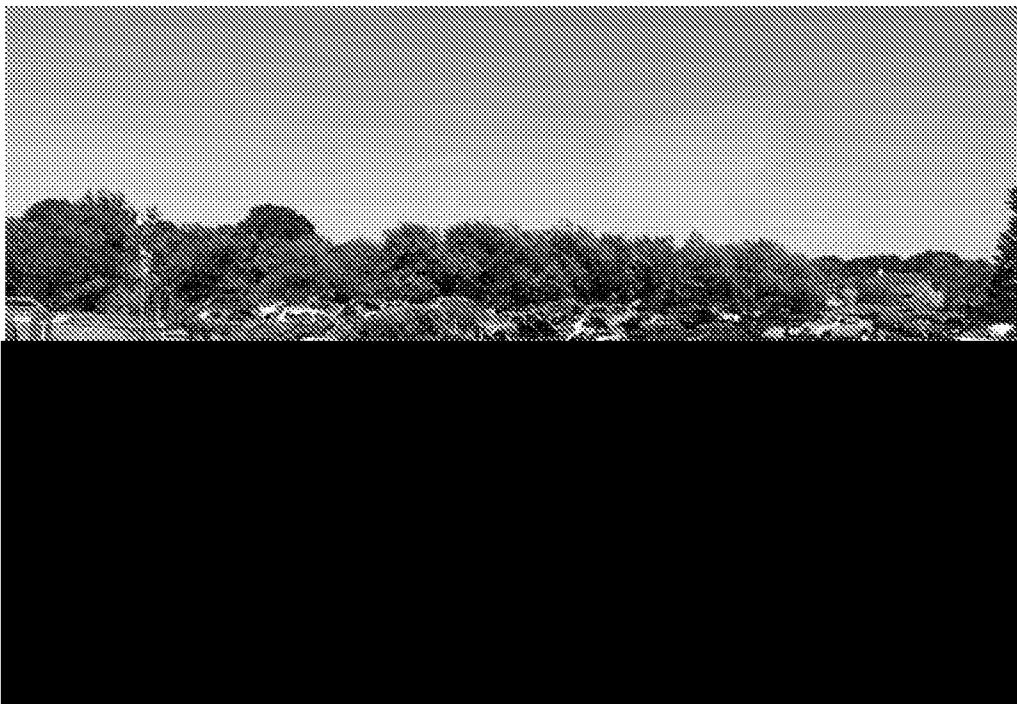
View of site entrance looking south



View looking east from weighbridge toward existing office building



Existing building details



View from office looking west

# 03 - Site and Setting



# 03 - Site and Setting



Engines removal building



Decontamination building



Parts store behind scrap metal pile



View looking toward entrance along southern boundary



Care home on southern boundary



New buildings on western boundary

# 05 - Pre Application Advice

## First Pre-Application

A pre-application advice request was made in June 2020 at the site (Ref: PAA/60/20) to assess the principle of development to complete a change of use from car salvage centre (sui generis) to dwelling houses (C3 use). The scheme proposed a mix of detached, semi detached, terrace and flatted housing.

The sketch scheme shown opposite was presented as part of this initial pre-application process.



## 05 - Pre Application Advice

## Second Pre-Application

Following the advice received during the initial pre application meeting a water main was discovered running through the site necessitating significant design changes. Alongside these changes the redesign of the layout sought to resolve the design related issues highlighted by the initial pre application response.

It was felt that, due to the extent of change, a second pre application request was needed. The feedback of this was received during June 2021 and, in design terms, is summarised below:

Arun stressed the importance of adhering to the ADC Design SPD and the Aldingbourne NP policies (including minimum separation distances, 25/45 degree tests etc.)

Generally it was felt that alterations to the design to lower the number of units was a positive change resulting in improved housing mix, density and more spacious layout with greatly enhanced landscape.

Attention was drawn to ensuring that garden depths were adequate, public open space and play space was provided and that car parking was properly considered and provided.



# 06 - Design Strategy - Analysis

## Site Analysis

The results of our initial site analysis are shown on the diagram opposite. This will be used to inform our emerging design response.

The south and western boundaries of the site are dominated by the neighbouring housing development with the southern boundary being largely open and the western one being defined by an open wire fence before a length of closed board fence which is separated by a gap of around 5m.

The northern boundary is defined by a long length of hedge and tree planting with cars being stored against it in some areas. The eastern boundary is largely characterised by a row of coniferous trees which have been reduced in height forming a thick hedge separating the site from new properties being build on Fontwell Avenue.

A water main was discovered to run through the site, noted opposite, with the associated easement being a significant factor in the design of the scheme.

Views into the site are predominantly from the east and Fontwell Avenue however there are other glimpsed views from the south.



# 06 - Design Strategy - Analysis

## Constraints and Opportunities

Following our analysis of the site we have identified the constraints and opportunities which will inform the design of the scheme. These are shown on the diagram opposite.

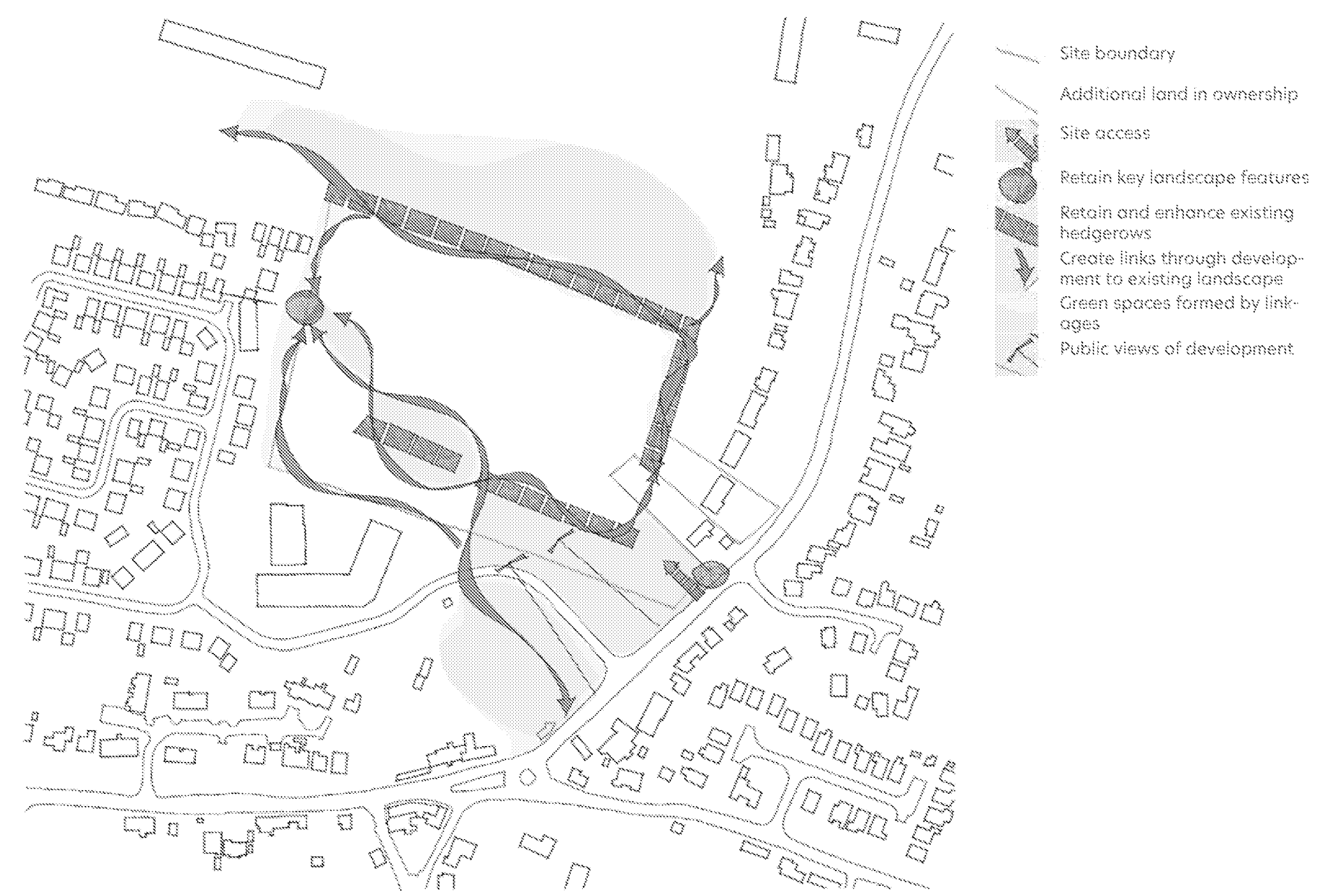


# 06 - Design Strategy - Analysis

## Conceptual landscape framework

The conceptual landscape framework, opposite, shows our initial strategy of retaining, wherever possible, the existing landscape features, enhancing these and then linking them with a series of spaces which help to structure the development.

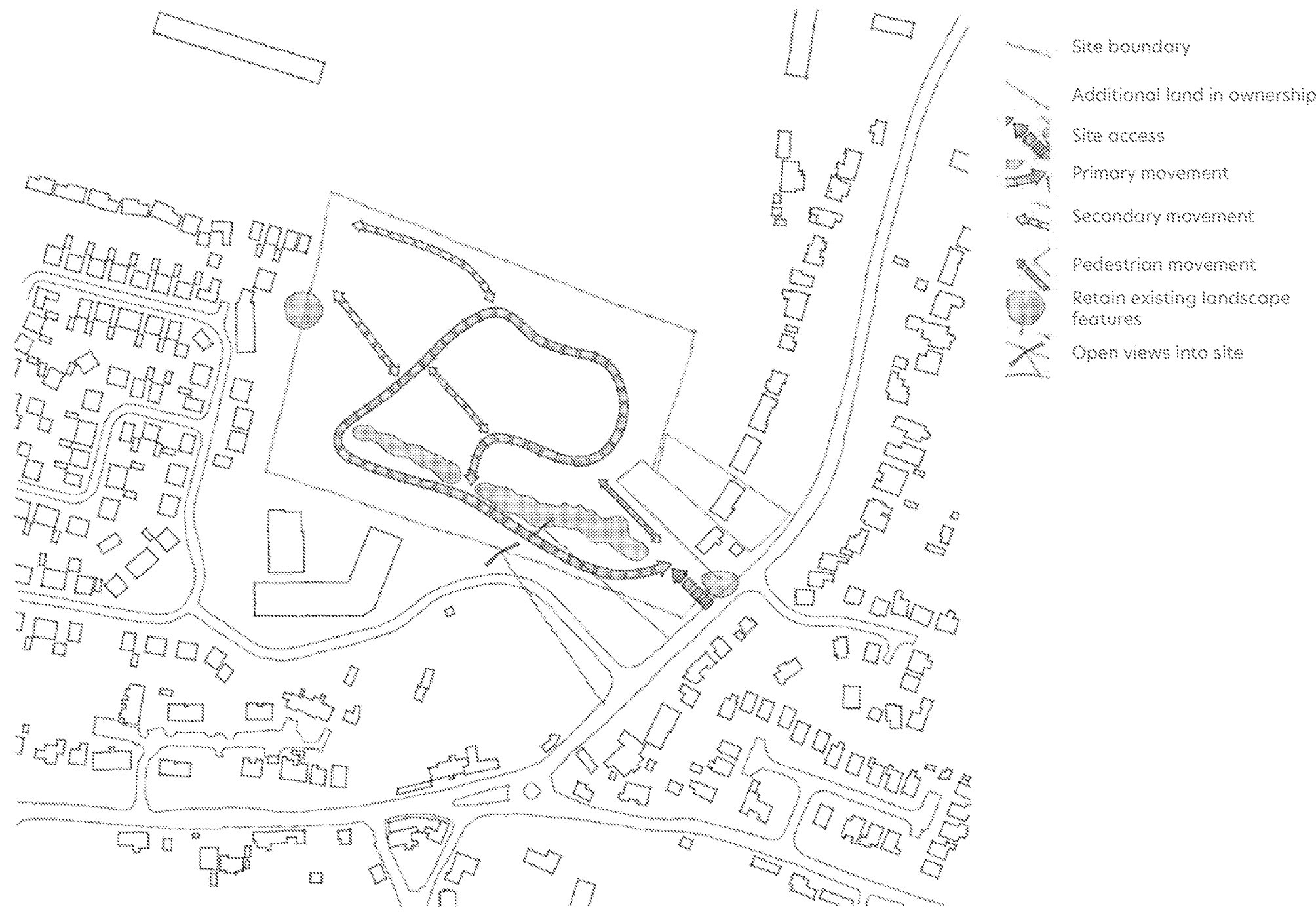
The open character of the site is retained at the entrance and the existing hedgerows will be retained and enhanced where possible to help screen the development and anchor it within the wider landscape setting.



# 06 - Design Strategy - Analysis

## Conceptual movement network

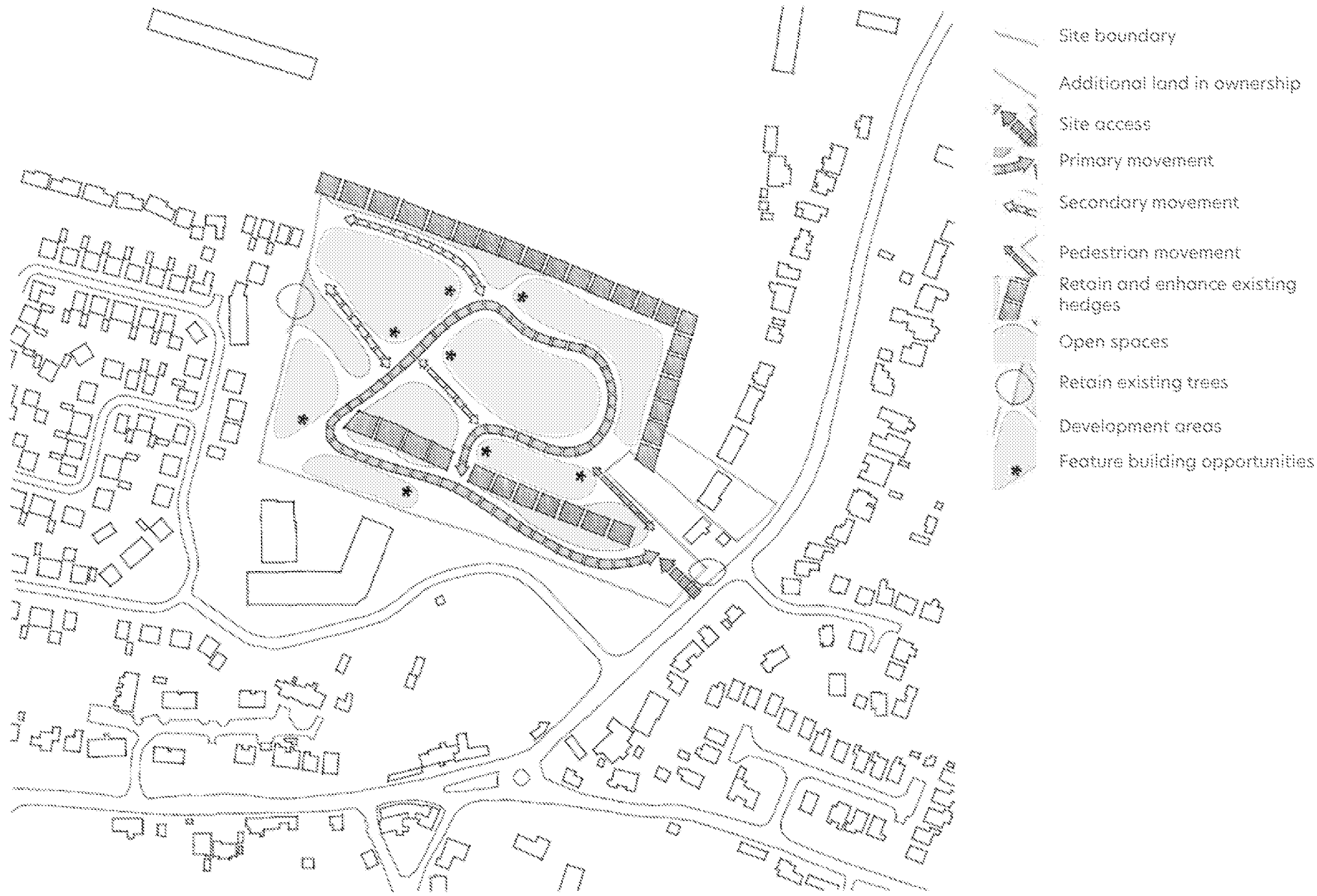
The movement network is largely a result of necessity. The single access point is retained, and the main entry road is positioned to best retain existing landscape features whilst being away from the neighbouring properties. Within the site the road follows the path of the water main easement and then loops back towards the entry point. Secondary and pedestrian connections come from this main route through the site.



# 06 - Design Strategy - UDR

## Urban Design Response

Our design response is a combination of the preceding diagrams and is shown opposite. From this our design has developed into the scheme presented later in this document.



# 06 - Design Strategy - Layout

## Layout

The design of the site layout has remained largely the same following the latest pre application response from Arun. Key principles of structuring the development with green spaces and retaining existing landscape features remain the unchanged. Housing mix is unaltered and aligns with the SHMA findings with the tenure of affordable housing being altered to match the recommendations of the LPA.

All of the minor design related points highlighted by the Pre application have been addressed as follows:

Garden of Plot 63 has been enlarged

Additional LAP has been included

Parking Court to Flats 51 - 58 has been reduced with additional 'on street' parking being used.

The layout successfully incorporates the adequate open space and private amenity spaces along with a suitable amount of parking, SUdS and landscaping.



# 06 - Design Strategy - Use & Amount

## Use

This application looks to change the use from sui generis (car salvage centre) to C3 Dwelling houses

## Amount

The application is for 80 residential units and a Co-working hub.

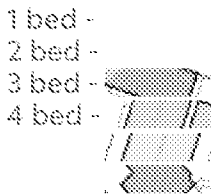
The pre-application process highlighted that developments of 11 or more units the Council require a balanced mix of market and affordable dwelling sizes (based on Strategic Housing Market Assessment - SHMA).

The pre-application response demonstrated a “balanced mix” of market and affordable housing would be a minimum provision of 30% affordable. Of the 80 dwellings proposed, 24 of these are proposed to be affordable housing. This allocation will be split 75:25 social rent to intermediate tenures.

The new dwellings will be provided in a mix of detached, semi detached and terrace properties with private associated amenity for each. All of the proposed units will meet the nationally described space standard with at least 25% being able to meet the standards set out by the Building Regulations Part M4(2). There is additionally four flatted blocks proposed.

The plan opposite highlights the housing mix which is as follows:

| Beds  | Scheme by bed number |         | Total |
|-------|----------------------|---------|-------|
|       | Affordable           | Private |       |
| 1     | 8                    | 3       | 11    |
| 2     | 10                   | 24      | 34    |
| 3     | 5                    | 21      | 26    |
| 4     | 1                    | 8       | 9     |
| Total | 24                   | 56      | 80    |



# 06 - Design Strategy - Use & Amount

## Amount - Affordable Housing

As noted on the previous page an policy compliant amount of affordable housing was set at 30% during the pre application process. Further to this a preferable mix and tenure split was stipulated by the LPA which has been included in the scheme, as shown opposite, and is broken down as follows:

### Rented

- 6 x 1 bed
- 8 x 2 bed
- 3 x 3 bed
- 1 x 4 bed

### Intermediate

- 2 x 1 bed
- 2 x 2 bed
- 2 x 3 bed

Rented -   
Intermediate - 



# 06 - Design Strategy - Scale

Scale

Houses are primarily 2 storey, with some having accommodation in the loft spaces (2.5storey). The flatted buildings are 2.5 storey.

Throughout the scheme the gable roof form is used most frequently. Hipped roofs have been used on some of the house types, particularly to the rear to reduce the overall bulk of the roof.

- 1 Storey - [Pattern]
- 2 Storey - [Pattern]
- 2.5 Storey - [Pattern]



# 06 - Design Strategy - Access

## Access

Access has been retained and enhanced to be suitable to accommodate the safe passage of vehicles and pedestrians into and out of the site. Bright Plan have investigated the access arrangements for the scheme including junction geometries and vehicle turning. For further, detailed, information on these points please see the highways information which accompanies this application.

The diagram opposite highlights the access and movement connections within the scheme.

- Primary vehicle access - [thick solid line]
- Secondary vehicle access - [dashed line]
- Private drive access - [dotted line]
- Primary pedestrian access - [thick dashed line]
- Secondary pedestrian access - [dotted line]
- Potential wider pedestrian/cycle - [thick dashed line]



# 06 - Design Strategy - Access

## Access

Refuse access has also been considered, the strategy for which is shown opposite. All collections routes and carry distances are within the guidance set out by Manual for Streets.

Refuse vehicle tracking and turning allows for a 12m long vehicle and there is provision for 1x240L bin for refuse and 1x240L for recycling per property. Communal bin storage for flats includes general waste and recycling provision and is secure.

- Refuse vehicle - ————
- Refuse worker route - ————
- Homeowner route - ————



# 06 - Design Strategy - Appearance

## Form & Character

Eastergate has been classed as 'Inland Arun: The Villages' by the Design Guide. The proposals aim to draw from this character to present a scheme of dwellings which respond positively to their context and fit well within their setting.

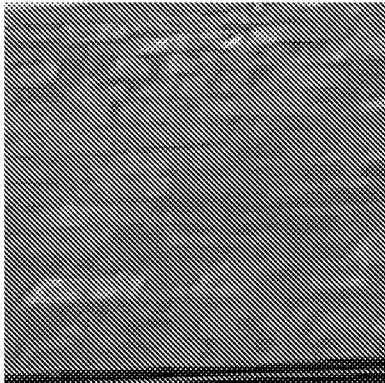
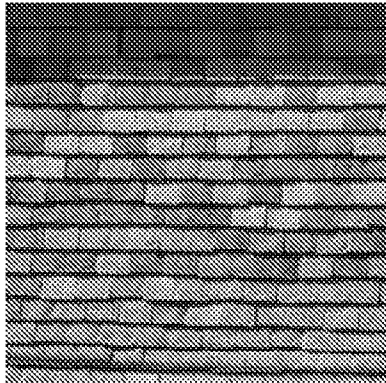
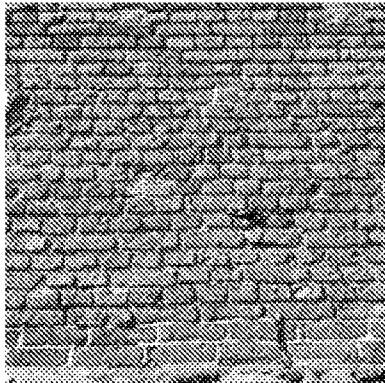
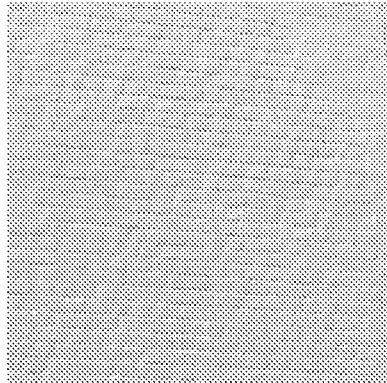
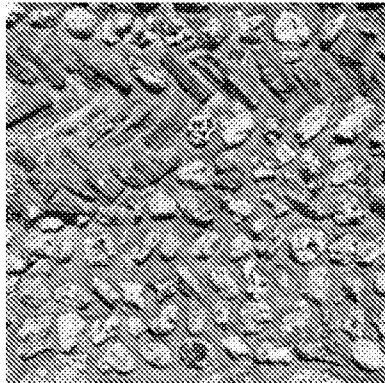
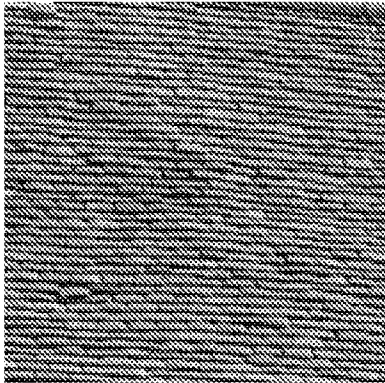
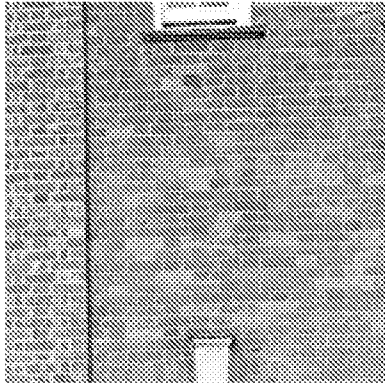
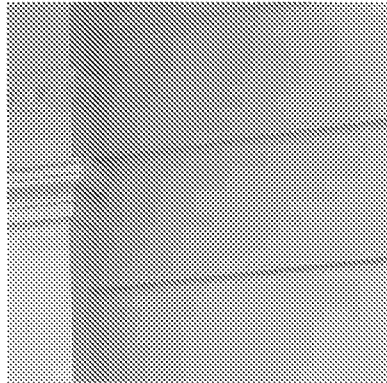
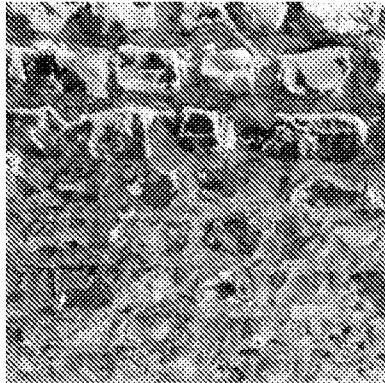
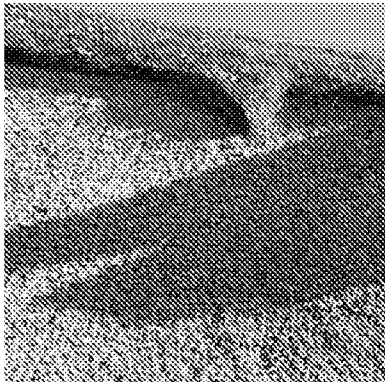
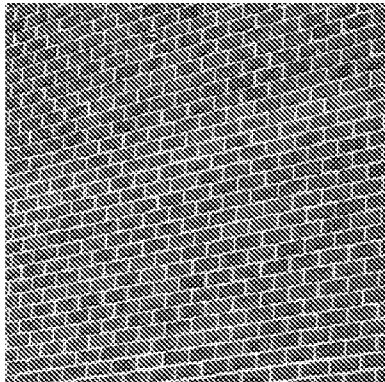
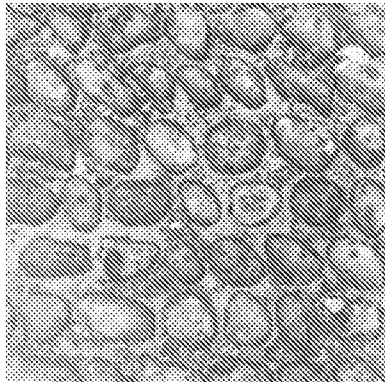
The site is situated to the north of the conservation area (CA) and is visually remote from the key character elements which the CA contains. An analysis of the CA the surrounding context and other settlements in the area have reinforced the design guide's definition of the Village character which is shown in this section.

The basic elements of this study are presented here and have been used to formulate an initial design rationale for the house type design.

## Materials

Walls - The majority of historic buildings are made from flint with brick features. Rendered and painted buildings are also prevalent tending to be white or pastel colours. Fully brick built buildings tend to be more recent with a red/orange or red multi being the typical choice. There are also examples of hung tile, timber boarding/framing and stone but these are less common

Roofs - Both slate and clay tiled roofs are visible in the area with clay being more common. There is also frequent use of thatch especially in historic buildings



# 06 - Design Strategy - Appearance

Entrances - Generally speaking entrance styles tend to be simple and often flat faced to the wall they are in. There are various door styles, but all tend to be a standard single door type with out sidelights. Buildings with a visibly higher status tend to have surrounds around the door and differing types of shallow porch canopy. Lower status buildings often have no porch and are treated with a simple brick surround. There are other forms of canopy type, but these are less common.

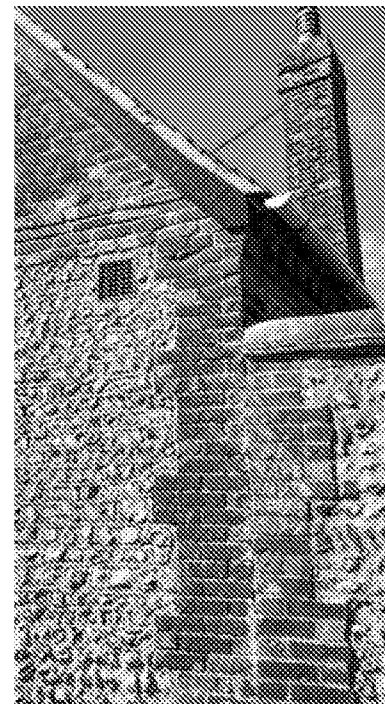
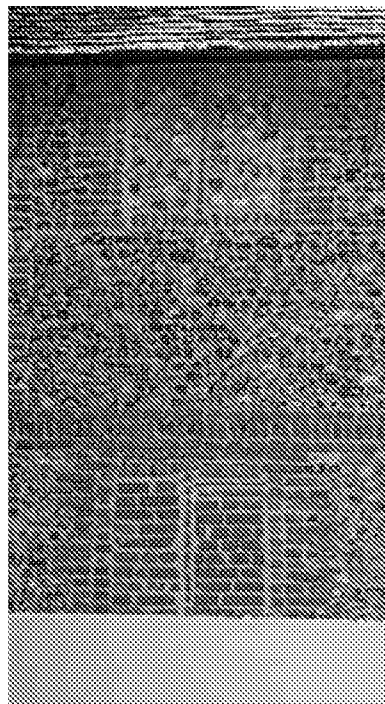
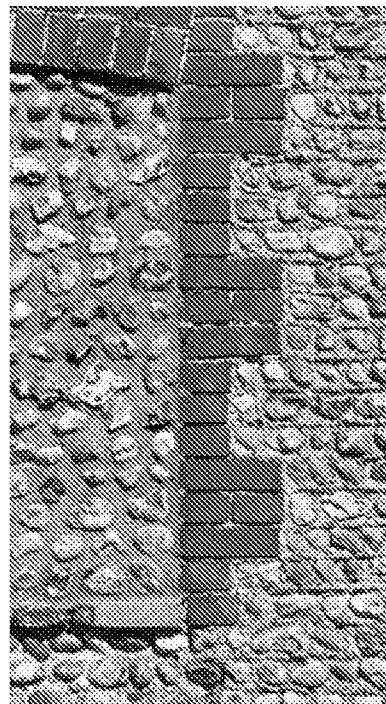
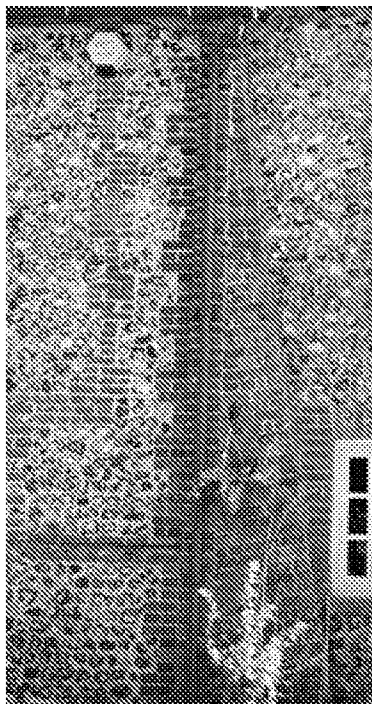
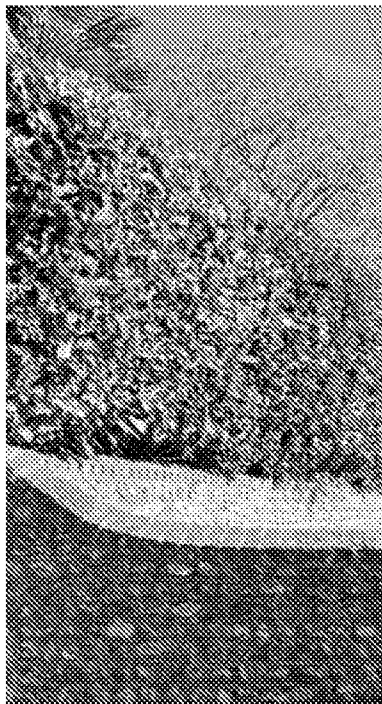
Windows - As with entrance types there are a wide variety of different window styles visible in the local area with no one style being more dominant. Both casement and sash windows have been used and these vary in size and orientation. Common among these styles are the use of glazing bars to break up the glazing and the prevalence of white frames over any other colour.



# 06 - Design Strategy - Appearance

**Boundaries** - Flint walls of varying heights are common. Often these have extensive planting behind and brick detailing. There is limited use of low close board and picket fencing and brick wall. It is common for building elevations to be built into boundary walls which creates articulation in what would otherwise be long lengths of straight wall.

**Additional Features** - There are many additional elements which add the character of the area. Openings in walls are bound by brick 'zipping'. Many of the buildings show random brick inserts indicating where repairs or additions have been made. Many additions are in a differing material and it is quite common to see where windows have been infilled and moved when they have been updated from casements to sash windows.



# 06 - Design Strategy - Appearance

## House types

The house types have been designed for this site and have adopted a standardized approach to the internal layouts presenting an efficient mix of housing types which have unique features and characteristics similar to those seen in the surrounding area.

Whilst it is noted that the 'Inland Arun: The Villages' character identifies detached dwellings as the common housing form the housing mix requirements weigh in favour of smaller 1, 2 and 3 bedroom houses. Where observed in the local area these type of dwellings tend to be grouped as semi detached or terraced units amongst the larger detached dwellings.

In line with Arun policy all dwellings will meet the minimum internal space standards and occupancy levels as set out in the Government's Technical Housing Standards. All dwellings will meet M4(1) with 25% of the new dwellings also meeting M4(2) standards of accessibility.



06 - Design Strategy - Appearance



# 06 - Design Strategy - Appearance



Corner buildings

As recommended by the design guide corner turning units have been specifically designed to articulate road and footpath junctions. These will provide positive frontages at these intersections and ensure that there is natural surveillance at changes in direction.

# 06 - Design Strategy - Appearance



## Frontages and Facades

The images above show how the building designs have been developed. They draw from the older more characterful elements of the surrounding area and use them in a modern way to present well detailed, simple elevations which mesh well with their surroundings.

## Materials

As the housing designs and appearance draw strongly from the local vernacular, we have adopted a similar approach to the application of materials. It is proposed that the new dwellings are constructed from a mix of orange/red brick work with flint being used as either a primary elevation material or as a feature within a brick facade. Where flint is not used a dog

tooth brick panel is proposed to add texture and interest to the building elevations. Roofs will either be a complimentary clay tile or slate. More information about material distribution can be seen on the following page.

## 06 - Design Strategy - Appearance

## Materials

The distribution of materials is shown on the diagram opposite.

-  - Flint primary elevations with brick detailing
-  - Brick primary elevations with feature flint panel
-  - Brick primary elevation with dogtooth brick panel
-  - Clay roof
-  - Slate Roof



# 06 - Design Strategy - Landscape

As highlighted by the most recent pre application feedback the scheme conforms to the LPA's open space requirements as shown in the table and diagram opposite. Open space areas have been calculated to be exclusive of the SuDS features highlighted.

The combined amount of open space required for this development lies between 6072m² and 6600m² dependent on the provision of MUGA or NEAP facilities. The proposal looks to provide a total of 6770m² of open space.

Entrances to the houses are all easily accessible and visible from the public realm and are clearly defined with landscaping and design features such as porches.

Each dwelling has amenity space, this is provided in the form of communal residential spaces for the flat blocks and private residential amenity spaces for the houses which will meet the minimum standards for size. A large number of the plots benefit from South facing gardens to maximise levels of sunlight and daylight. Levels of overshadowing is minimised by the orientation of dwellings on the site.

Further details of SuDS are included within the supporting technical documents.

| Type                                      | Area per 1000 population |       | Requirement |      | On site? |      |
|-------------------------------------------|--------------------------|-------|-------------|------|----------|------|
| Public Open Space                         | HA                       | Sqm   | HA          | Sqm  |          |      |
| Parks and Gardens                         | 0.8                      | 8000  | 0.14        | 1408 |          | Y    |
| Amenity Green Space                       | 0.6                      | 6000  | 0.11        | 1056 |          | Y    |
| Natural & Semi Natural                    | 1.8                      | 18000 | 0.32        | 3168 |          | Y    |
| Play Space                                |                          |       |             |      |          | Y    |
| Equipped/Designated Paly Areas (LAP/LEAP) | 0.25                     | 2500  | 0.04        | 440  |          | Y    |
| Other provision (MUGA/NEAP/Skatepark)     | 0.3                      | 3000  | 0.05        | 528  |          | N    |
|                                           |                          |       |             |      |          |      |
| Allotments                                | 0.25                     | 2500  | 0.04        | 440  |          | N    |
|                                           |                          |       | 0.70        | 7040 | 0.61     | 6072 |

|                          |            |
|--------------------------|------------|
| Number of dwellings      | 80         |
| Household occupancy rate | 2.2        |
| <b>Total Population</b>  | <b>176</b> |

- Parks, gardens and amenity open space - 2705m²
- Natural/Semi Natural - 3526
- Play (LEAP/LAP) - 605.7m²
- SuDS zones
- Landscape improvement, buffer zones, etc. - 2504m²



# 06 - Design Strategy - Drainage & Contamination

The site is located in Flood Zone 1 (low risk of flooding) and the site is over 1 hectare in size. As such, a Flood Risk Assessment will be required. The Pre-application response highlighted that infiltration needs to be fully investigated and that the developer should give due consideration to the appropriate location and design of surface water drainage features.

Markides Associates have been appointed to prepare relevant supporting assessments and documentation associated with Flood Risk and Drainage, please refer to these for further information.

Due to the sites current use as a car salvage centre, there is the potential for land contamination and this will need to be investigated. As such, Lustre Consulting have been appointed as Contamination Consultants and have prepared their relevant supporting assessments and documentation.



© Environment Agency copyright and / or database rights 2018. All rights reserved. © Crown Copyright and database right 2018. Ordnance Survey licence number 100024198.

# 06 - Design Strategy - Trees & Ecology

The pre-application response highlighted two mature oak trees on the site. These have been retained as part of these proposals and incorporated into the scheme as focal points.

The LEA.P links to the L.A.P from the centre of the site to the West with a green corridor, which is formed around the retained hedgerow and enhancement planting. The Oak to the west of the site is the focal point of this vista. Both the pedestrian and vehicular access to and from the site use the Oak to Fontwell Avenue as a focal point.

Additionally, there is proposed new trees and landscaping to be incorporated throughout the scheme. Detailed designs have been prepared by HCUK Group as part of the submission (extract shown opposite), which can be referred to for further information. Additionally they have also provided supporting arboricultural information to justify development and highlight tree protection measures.

The pre-application response also highlighted that Biodiversity Net Gain would need to be demonstrated for the application. The response also suggested the potential need for further species surveys to be completed in there was found to be potential for protected species being present on site.

Following the pre-application response Corylus Ecology have been appointed as Ecology Consultants to prepare relevant assessments and documentation which can be found as part of the supporting information for this application.



# 06 - Design Strategy - Parking

Car parking has been provided throughout the scheme as per the Arun Parking Standards as follows:

No. of spaces per dwelling type:

- 1-3 bed room dwelling = 2 spaces
- 4+ bedroom dwellings = 3 spaces

Based on proposed housing mix 169 allocated parking spaces are required Visitor parking at 20% of total residential units is provided (17 provided, 16 required). The Co-working hub has 8 spaces provided and the substations have a space each.

This gives a total parking provision of 196 spaces across the site.

Disabled spaces will make up 5% of the total provision giving 9.8 spaces (10).

Where garages provide parking spaces, they exceed minimum internal dimensions of 3m X 6m and provide 2 car spaces. As garage spaces are counted as 0.5 of a space each garage contributes 1 space to the parking total.

100% of all driveway/garage spaces are to have electric car charging points, with a further 20% (5 spaces) of the flatted parking spaces. An extra electricity sub station has been included in designs to help meet the increased demand.

Cycle parking provided throughout the scheme as per the Arun Parking Standards.

Bright Plan Ltd have been appointed as Highways Consultants on the project. please refer to their supporting information for further details of parking.

- Allocated Residential parking - 
- Garage parking - 
- Disabled parking - 
- Visitor parking - 
- Other parking - 
- Cycle stores - 



# 07 - Summary

## Summary

The proposals included within this application have been carefully considered over a period of time which has allowed the design to develop and change alongside consultation with both the consultant design team and Arun. Through the pre-application process we have had the opportunity to present the scheme twice for formal comments to which we have responded and evolved the design strategy.

The scheme provides 80 new dwellings of varying sizes which have been designed to fit within the wider context of Eastergate and to be on appropriate scale when compared to the immediate context of the neighbouring development and local existing homes. The buildings will be constructed from materials which are a direct characteristic of the area helping the development to mesh with its surrounding.

Of the 80 new dwellings 24 will be new affordable dwellings which have largely been integrated into the site in the form of larger feature buildings holding 1 and 2 bed apartments.

All of the homes will meet Arun's design guidance and have good quality private amenity space in addition to the public open space which features general open areas, natural and semi natural spaces, room for play and additional space for enhancements to biodiversity. All of the key landscape features have been retained within the landscape network with particular care being taken to protect the two established oak trees on the boundaries of the site.

In addition to the new homes an additional Co-working building has been provided with the intention of providing local people a supportive environment to work without having to make long journeys or for those who require work space but lack the area within their homes. Provision of such a building on the site helps to draw local people into the site and create a vibrancy that helps the new development integrate with the existing fabric of Eastergate.