



Development of Land at Hook Lane, Westergate

Design & Access Statement to accompany an Outline Planning Application

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Contents

Section 1 Introduction	
Scope and Purpose of the Document	4
Technical Consultants	4
Legislative Context	4
Overview of the Site	4
Overview of the Proposal	4
 Section 2 Site Context	
Socio-Economic Context	5
Ecological Context	5
Transport Context	5
 Section 3 Character Analysis of Westergate	
Townscape Character	6
Pedestrian Environment and Landscaping	8
Built Form	8
Materials	8
Boundary Treatment	8
Doors and Windows	8
 Section 4 The Application Site	
Existing development	10
 Section 5 The Illustrative Development Proposal	
Introduction	11
Access	11
Appearance	11
Landscaping	11
Layout	12
Scale	12
The scheme in context	13
 Section 6 Access	
Access	15
Building Access	15
Manual for Streets	15
Public Transport	15
Parking	15
Servicing	15
Community Safety	15
Design Standards for New Homes	15

section 1 | introduction

Scope and Purpose of the Document

This Design & Access Statement has been prepared to accompany an outline planning application with all matters reserved for a new residential development at Hook Lane, Westergate. It should be read in conjunction with the other application documents.

This document contains analysis of the site and the character of the surrounding area culminating in an illustrative layout that responds to the identified opportunities and constraints and integrates with the surroundings settlement.

Mountford Pigott (MPLLP) has been appointed to provide architectural services to develop the subject site. MPLLP has extensive experience of residential, mixed use development and master planning nationally.

Technical Consultants

The planning application has been prepared by a team of designers and technical consultants who have all contributed to the proposal in their respective areas of expertise as follows:

Arboriculture	Beechdown Arboriculture Ltd
Architecture	Mountford Pigott LLP
Ecology	FPCR
Flood Risk Assessment	Motion
Highways Consultancy	RGP
Landscape Strategy	Mountford Pigott LLP
Planning Consultancy	Enplan
Topographical Survey	SeSurveying

Legislative Context

Section 62 of the Town and Country Planning Act 1990 (“the 1990 Act”) provides for a development order to make provision about planning applications, and to require a statement of design principles and access issues, known as a design and access statement (“DAS”). The GDPO sets out the procedure for making and deciding planning applications, including the requirements to provide a DAS (article 4C). The Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2010 No. 567 amended the provisions of the Town and Country Planning (General Development Procedure) Order 1995 (S.I. 1995/419) (“the GDPO”) with respect to design and access statements.

Design and access statements can be a useful tool in planning for high quality development. If design and access issues are considered from an early stage of scheme development, this can and does result in good quality design. The Killian Pretty Review, Planning Applications: A faster and more responsive system (published in October 2008), recommended that Government should make the information requirements for all planning applications clearer, simpler and more proportionate, removing unnecessary requirements.

The 2010 Order made two main changes to the previous provisions for design and access statements. Firstly, it streamlined the manner in which applicants discuss the issue of ‘context’ in their submissions. Secondly, it expands the range of development that is exempt from the requirement to provide a design and access statement.

The Communities and Local Government publication “Guidance on Information requirements and validation” (March 2010) sets out in Section 6 the requirements for Design and Access Statements.

A further amendment to the requirements for Design and Access Statements was made via The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 No. 1238. Article 4 states the following new requirements for Design Access Statements:

- (2) An application for planning permission to which this article applies shall be accompanied by a statement (“a design and access statement”) about—*

(a) the design principles and concepts that have been applied to the development; and

(b) how issues relating to access to the development have been dealt with.
- (3) A design and access statement shall—*

(a) explain the design principles and concepts that have been applied to the development;

(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

(e) explain how any specific issues which might affect access to the development have been addressed.

Overview of the Site

The site is located in Westergate which is a small village in the district of Arun in West Sussex approximately 5km east of Bognor Regis and 7km east of Chichester. It is primarily a rural and residential settlement and it is part of the Aldingbourne civil parish which includes the settlements of Westergate, Norton, Nyton, Woodgate and Lidsey.

The site has an area of 0.97 Ha and is located on Hook Lane which is a primarily residential road. To the west of the site there is agricultural land with the boundary being formed by a drainage ditch which separates the application site from the agricultural land. To the south there is a commercial nursery with large glasshouses. To the north and east of the site lie detached houses.

Access into the site is from Hook Lane. The site is reasonably flat at a level of approximately +10.5m AOD save for a pond at lower level in the southwest corner of the site and a mound from the excavation of Barnside’s swimming pool. The application site excluded Barnside, its garden and swimming pool which has its own access from Hook Lane.

There are no listed buildings on the site or within close proximity to the site as defined by the national database on the Magic website (www.magic.gov.uk).

There are no known Tree Preservation Orders (TPO) within the site, as confirmed on the Council’s online Tree Preservation Search Map.

Overview of the Proposal

The proposed development includes:

- Development of up to 8 new dwellings
- Improved vehicular access from Hook Lane
- Private green space
- Public open space and structural landscaping incorporating water features

section 2 | site context

Socio-Economic Context

Shops and Services

Westergate has a village store which offers post office services and is located 490m from the application site. The Prince of Wales Public House, 550m away from the application site is the closest Public House to the site. Other local shops are located 1.5 and 2.1km away, with the nearest larger chain foodstores located in South Bersted 5 – 6km away from the application site. 4km away, Barnham has a number of local stores which cater for most basic shopping needs. The nearest libraries are in Bognor Regis and Chichester but there is also a mobile library which calls at Oak Lane in Woodgate, 600m from the application site.

A map showing the location of local shops and services can be found in Plan 01 (15/2727) of the Transport Statement that accompanied the application.

Education

The nearest Primary School is Aldingbourne Primary School which is 800m from the application site. St. Philip Howard Catholic High School is 3.8km and Ormiston Six Villages Academy is 2.0km away from the application site.

Health

The nearest GP practice is The Croft Practice in Eastergate located 3.2km away from the application site. Bersted Green Surgery in Bersted is located 4.3km away.

Sport and Leisure

Aldingbourne Community Sports Centre is equipped with a large hall suitable for various activities, a snooker room, a meeting room and a lounge bar. Adjacent to the Centre there is a Bowling Green, tennis courts and football pitches. Aldingbourne Community Sports Centre is located 1.4km from the application site. Six Villages Sports Centre in Eastergate is located 2.3km away and has more extensive facilities such as a gym, swimming pool a large hall with badminton, volleyball and basketball courts as well as a 5-a-side football pitch.

Ecological Context

An ecological assessment of the application site and adjoining fields has been undertaken by the FPCR. The assessment included surveys for flora and fauna and the reports accompany the application. The conclusions are summarised below:

- Loss of the central grassland habitats within the site will not have a detrimental effect on the conservation value of the site.
- The single hedgerow within the site limited the value for wildlife. Where possible the mature tree specimens should be retained, ensuring structural diversity.
- The *Ieylandii* trees along the southern boundary should ideally be removed as they provide very little benefit to wildlife although they may provide some habitat linkage for bats. These should be replaced with a species rich hedgerow.
- The pond should be retained and enhanced.
- There is very limited habitat suitable for reptiles. It is considered reasonably unlikely that reptiles will be using the site.
- During the GCN surveys within the site a peak count of two adult GCNs were recorded in pond P2 and one in pond P1 just outside of the southern boundary, this represents a small population according to current guidance.

Transport Context

Pedestrian and Cycle Movement

There is a footway on the northern side of Hook Lane that extends north-westwards almost up to the application site. Site based investigations show that the area is lightly trafficked and therefore conducive to pedestrian movements.

It is reasonable to expect that people are capable of walking at least 2km for day to day activities. There are a number of services and facilities can be accessed within this distance, including Aldingbourne Post Office, Aldingbourne Primary School, Aldingbourne Tennis Club and Aldingbourne District Bowling.

Cycling

Cycling is an attractive, inexpensive form of travel and it is reasonable to expect that people can cycle distance of 5km. The propensity for people to choose to cycle will depend on factors such as journey purpose and distance as well as having a safe place to store their bicycle at the end of their journey. The whole of Lidsey, Woodgate, Westergate, Eastergate and Barnham is located within 5km.

Public Transport

A number of bus routes serve the immediate area including the 66, 66A and 67 which link the village to Eastergate, Barnham and Bognor Regis to the South. Chichester can be reached by the 85 and 85A from Eastergate. The nearest bus stop is by Aldingbourne Post office approximately 490m from the application site and services run approximately hourly. There is also a community minibus service which provides limited access from customer's homes to Bognor Regis and Chichester.

The nearest train station is Barnham 3.6km from the application site with services running to London Victoria (via Gatwick Airport), Brighton, Portsmouth, Southampton, Littlehampton (via Ford) as well as Bognor Regis and Chichester.

Local Highway Network

The site is located on Hook Lane, which runs southeast to northwest. It is a narrow road, approximately 5m wide and connects Westergate Street /Lidsey Road (A29) crossroads, to the southeast, to the Oving Road, to the northwest. Hook Lane allows for onward access to local cul-de-sac and residential properties.

Travelling northwards on Westergate Street (A29) leads to the Nyton Road, which connects the A29 to the A27 and the wider highway network.

section 3 | character analysis of westergate



Townscape Character

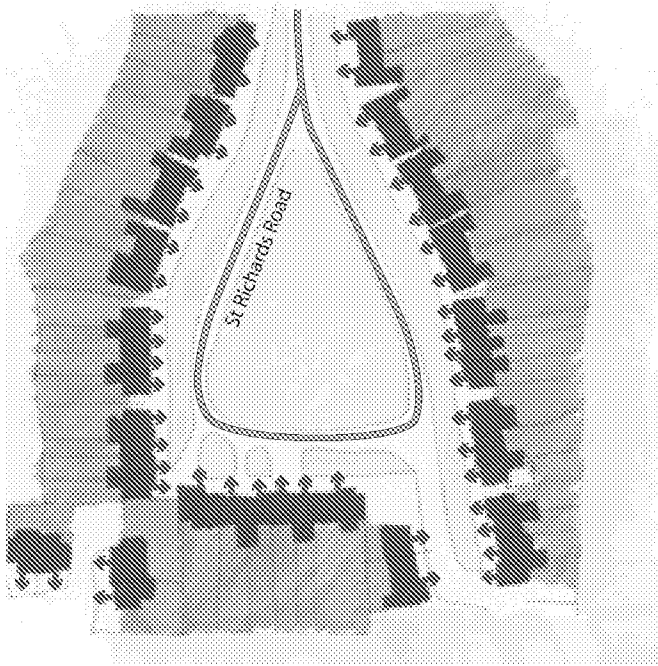
In order to identify an appropriate urban form for the proposed development a study of local townscape character typologies has been taken. This includes both existing development and the recently consented (but not yet built) Hallam scheme off Hook Lane.

The most common typology in Westergate are cul-de-sac's off distributor roads. Some cul-de-sac incorporate a small green or open space enclosed by housing. Many of these developments back onto agricultural or open space.

There are essentially two distributor roads in Westergate: Westergate Street and Hook Lane from which the cul-de-sac branch.

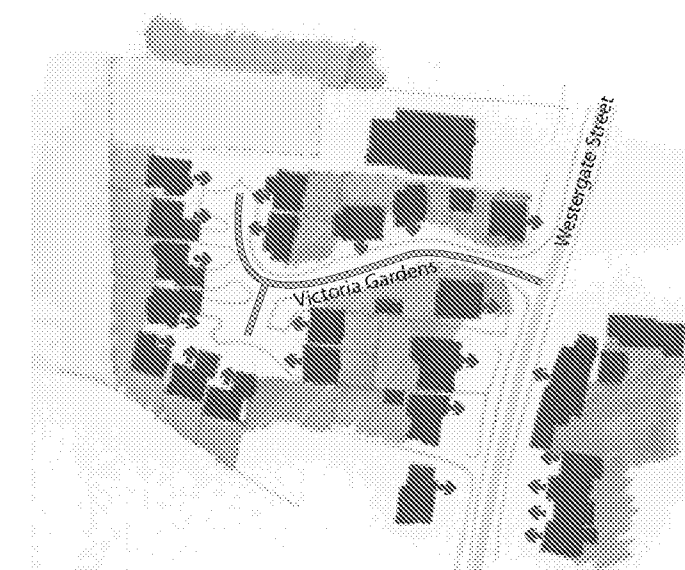
The prevailing dwelling typology is a single family dwelling with private rear garden. Dwellings vary from bungalows, through chalets, two storey dwellings and two-and-a-half storey dwellings. There are few or no dwellings of greater height than this.

Houses are detached or semi-detached and there are short informal terraces.

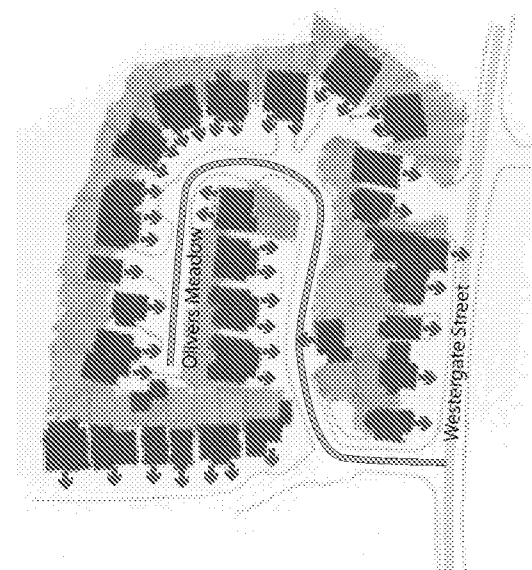


St Richards Road is an example of a cul-de-sac where houses are grouped around a Public Open Space. Private gardens abut agricultural land.

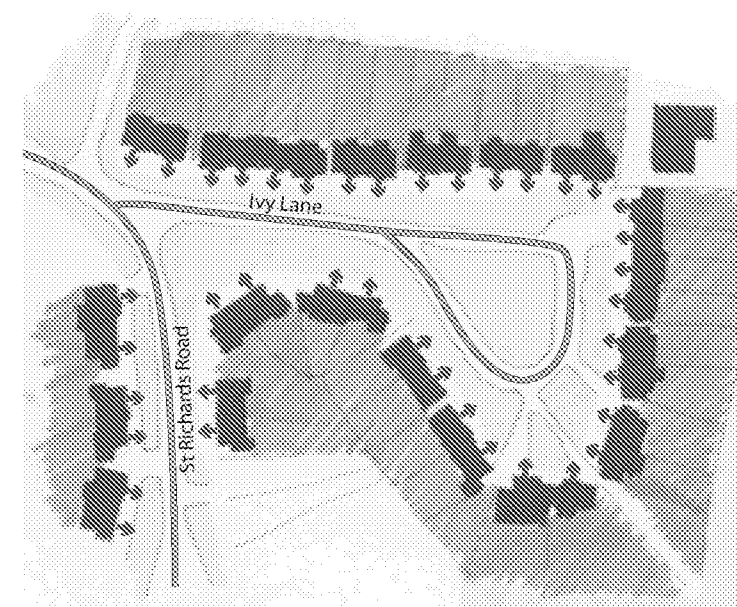
section 3 | character analysis of westergate



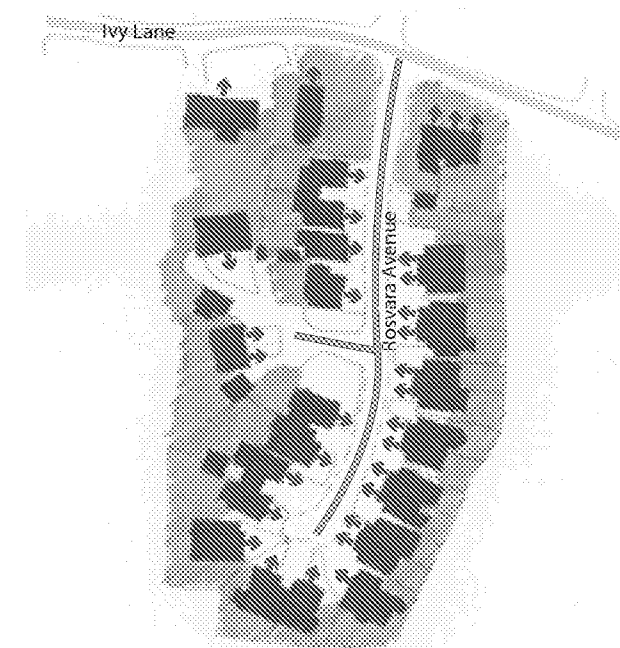
Victoria Gardens is an example of a cul-de-sac off a distributor road (Westergate Street) with some 13 dwellings. Adjacent undeveloped land provides ecological potential.



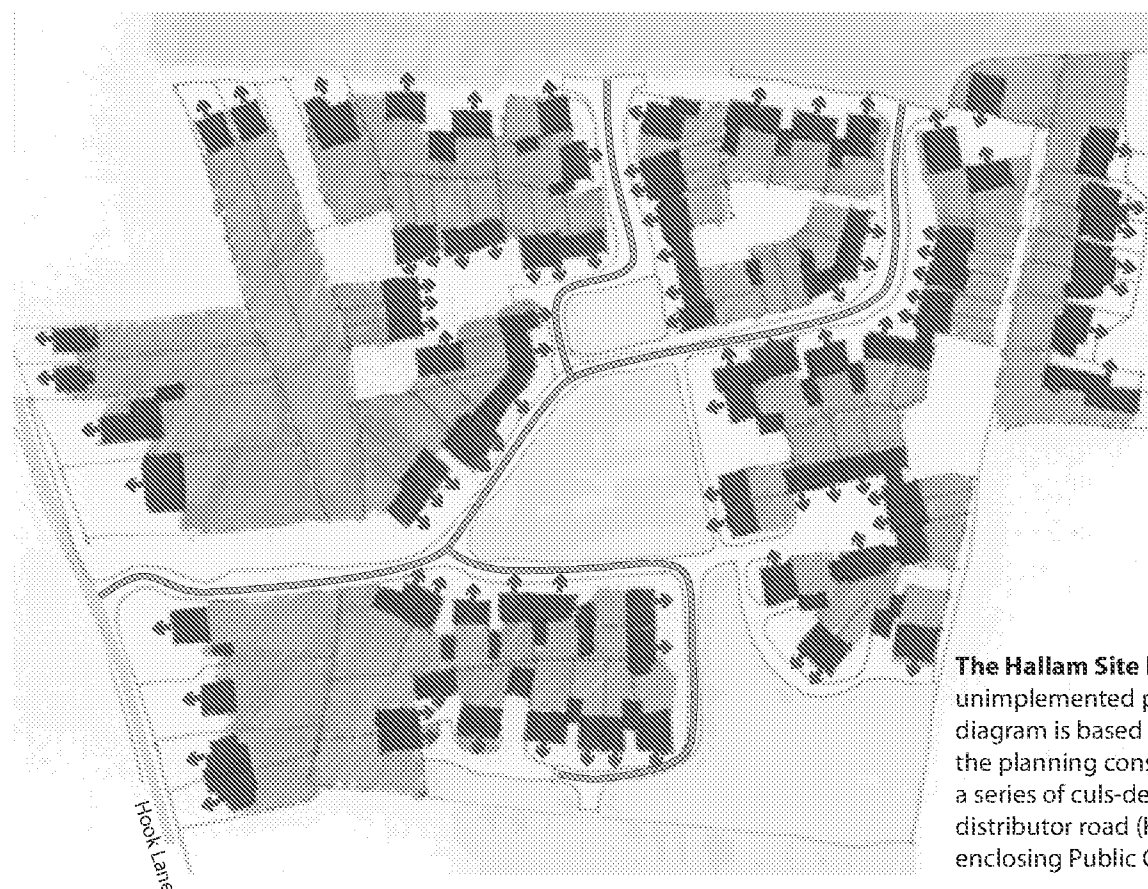
Olivers Meadow is an example of a cul-de-sac of a distributor road (Westergate Street) with houses addressing the street and enclosing the space. The density of development is high with relatively small private gardens.



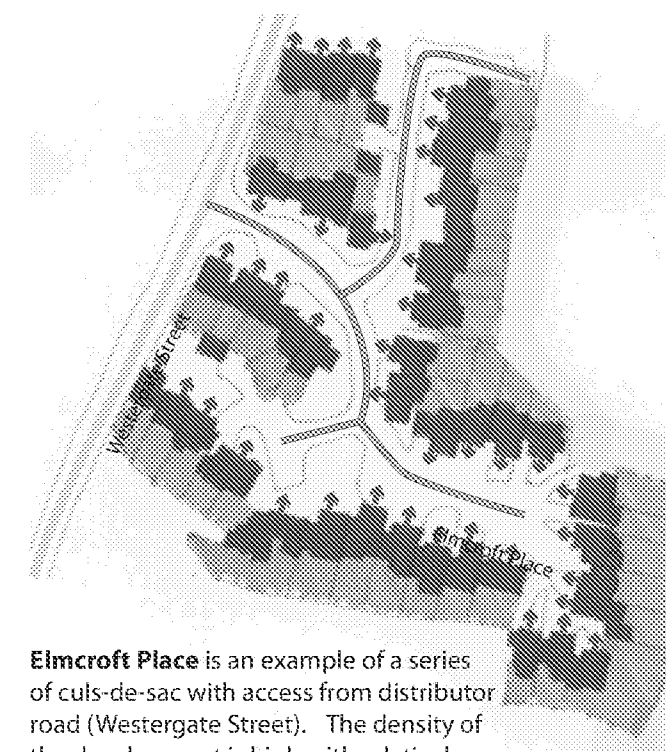
Ivy Lane is an example of housing development enclosing Public Open Space with some 35 dwellings surrounding a green. Private gardens abut agricultural land.



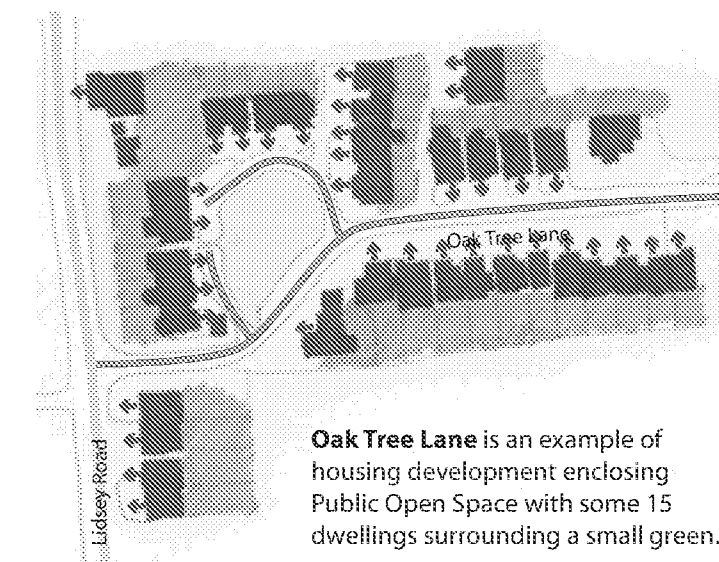
Rosvara Avenue is an example of a cul-de-sac off a distributor road (Ivy Lane). The density of development is high with relatively small private gardens, particularly on the east side of the avenue.



The Hallam Site benefits from an unimplemented planning consent. This diagram is based on the illustrative layout in the planning consent. The proposal shows a series of culs-de-sac with access from a distributor road (Hook Lane) and dwellings enclosing Public Open Space.



Elmcroft Place is an example of a series of culs-de-sac with access from distributor road (Westergate Street). The density of the development is high with relatively small private gardens. Private gardens abut open space on the east side of the development.



Oak Tree Lane is an example of housing development enclosing Public Open Space with some 15 dwellings surrounding a small green.

- Building
- Private gardens
- Public Open Space/Agricultural
- Distributor road
- Cul-de-sac
- Frontage

section 3 | character analysis of westergate

Pedestrian Environment & Landscaping

There is no paved footway alongside the carriageway near the application site however there is a grass verge some 3m in width between the edge of the carriageway and the boundaries of adjacent properties. Front boundaries are primarily demarcated with hedgerows and incorporate large deciduous trees. The adjacent nursery is heavily screened from the road by mature trees and shrubs.



Building Form

The character analysis of the locality has identified that development along Hook Lane varies from bungalows and chalets with dormers to two-storey houses. Roofs are varied in form from simple pitched roofs with gables to more complex chalet roof arrangements with half-hips, dormers and cat-slides. There is no dominant pattern or form with dwellings accessed via courtyards directly off Hook Lane or via culs-de-sac and perhaps the area could best be characterised as being varied. Consequently, the design of new buildings should be similarly varied, including both chalet and two-storey buildings so as to complement the existing pattern of development.

There is no consistent, clearly defined building line along Hook Lane with set-backs varying from 6m – 20m. Houses vary considerably in scale and design and a varied palette of building materials is used for walling roofing and window styles.



Materials

Typical building materials found within Hook Lane are:

Walls:

- Red brick
- Render
- Timber boarding stained in a variety of colours
- Flint

Roofs:

- Pantiles
- Plain tiles
- Concrete interlocking tiles
- Closed, projecting eaves

Boundary treatment:

- Hedgerow / shrubs
- Brick wall

Doors & Windows:

- Painted or stained timber and uPVC casements
- Painted or stained timber and uPVC doors



section 3 | character analysis of westergate



section 4 | the application site

Existing development

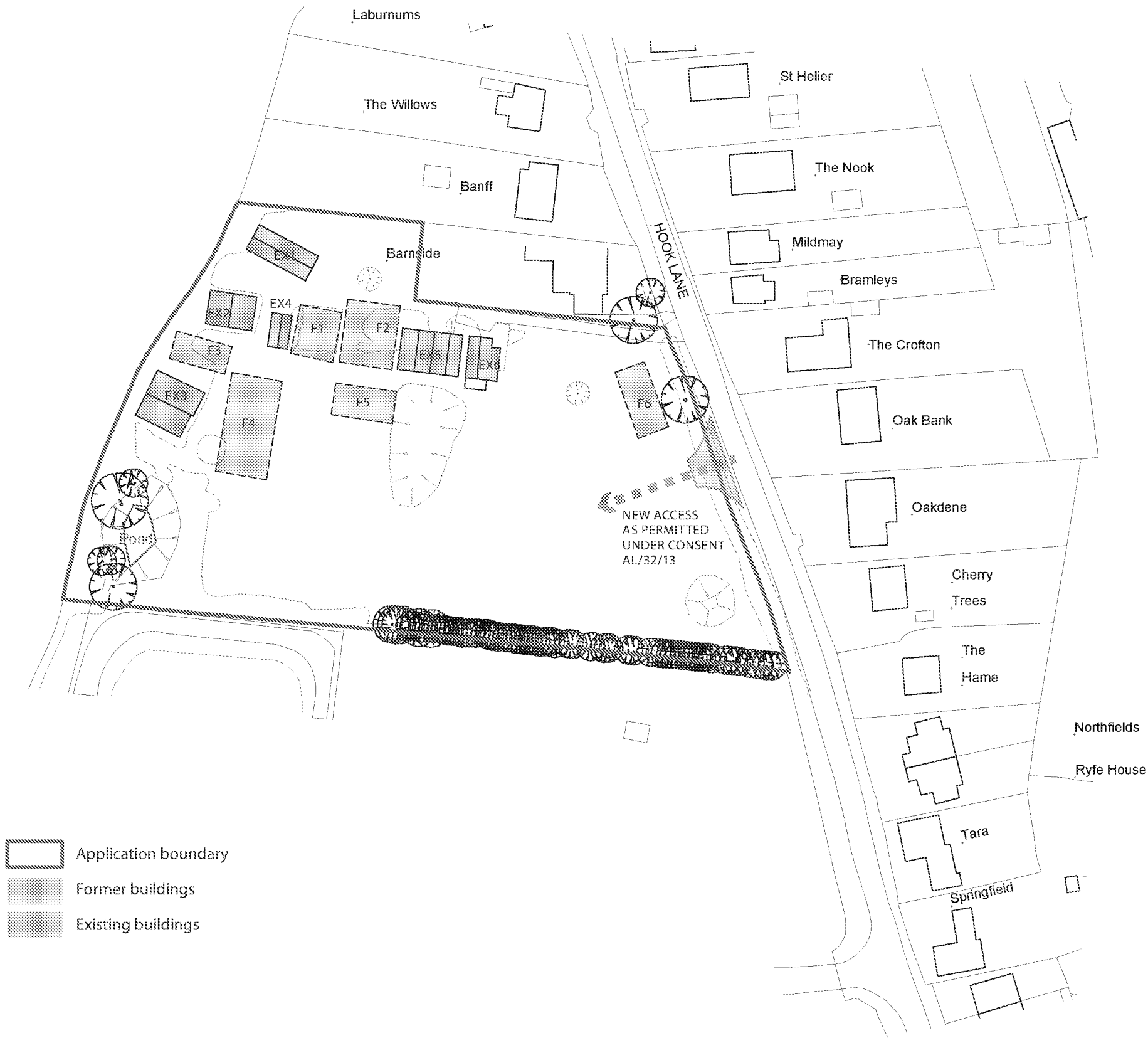
The application currently contains a number of single-storey sheds and outbuildings. The current footprint of these buildings is 461msq.

Previously there were a number of further buildings that have now been demolished. When these buildings were in situ the building footprint on the application site was approximately 1191msq.

Former Buildings	Approx Areas	Existing Buildings	Areas
F1	95msq	EX1	79msq
F2	150msq	EX1	72msq
F3	72msq	EX1	112msq
F4	227msq	EX1	30msq
F5	88msq	EX1	112msq
F6	98msq	EX1	56msq
SUB-TOTAL	730msq	SUB-TOTAL	461msq
TOTAL			1191msq

Extant permissions

The application site currently contains an access permission which was approved in 2013 under Arun District Council planning application reference AL/32/13.



section 5 | the illustrative development proposal

Introduction

The subject application is an outline one with all matters reserved. This means that Access, Appearance, Landscaping, Layout and Scale are all to be determined at a later date. That said, this Design & Access Statement provides comments on these matters in relation to the illustrative layout provided.

The location of the site in relation to the established village represents an opportunity to create a sustainable residential development. The development would be accessible via existing links and there is also the scope to reinforce and improve pedestrian routes.

The aspiration is to create a place that is safe and secure and that integrates well into the surroundings and which contributes to the vitality of the village.

- ♦ Creation of housing development providing a high quality and sustainable environment.
- ♦ Creation of new high-quality open space to enhance the development and to provide a new asset for the broader community.
- ♦ Creation of a sustainable development that responds to best practice to minimise energy use, sustainably manage water use, responsibly source materials and manage water and ecology.
- ♦ Creation of a place with a character that responds to the local vernacular and built context of Hook Lane to provide a distinctive sense of place, preserving and enhancing the character of the built environment.
- ♦ Creation of a development which aims to mitigate loss and to enhance biodiversity by retaining natural features on the site.
- ♦ To encourage and enhance opportunities for sustainable movement through the exploration of the provision of improved pedestrian and cycle linkage.

The principal points to consider in meeting these objectives are noted below:

- ♦ **Identity:** Creating an environment that has its own sense of identity whilst retaining positive characteristics of the local environment
- ♦ **Legibility:** Making a place that people can understand and negotiate with ease
- ♦ **Permeability:** Creating sustainable connections within the development and to the wider area
- ♦ **Sustainable Transport:** Encouraging walking and cycling to reduce social exclusion
- ♦ **Energy conservation:** Settlement designed to reduce resource consumption and to promote the use of environmentally friendly materials
- ♦ **Landscape Enhancement:** Safeguarding and enhancing the existing landscape framework and mitigating the impact on existing wildlife
- ♦ **Conservation:** Both built form and landscape features

Access

The accessibility to and within the site, for vehicles, cycles and pedestrians is a reserved matter. When it is considered as part of a future submission the positioning and treatment of access and circulation routes will be considered and how these fit into the surrounding access network.

At this stage it is intended that the development proposals would provide a new footpath along Hook Lane abutting the application site with linkage to consented development on the east side of the Hook Lane. It would also create an attractive pedestrian route through the development linking it with the consented development nearby. Vehicular and pedestrian movements will access the development via the already permitted access point.

Appearance

The appearance of the proposed development is a reserved matter and will be considered at a later stage. The appearance relates to the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

It is anticipated that materials would draw on the character of the traditional buildings in the locality. A broad palette has been identified in the context character analysis which would allow a variety of approaches to be adopted. Materials may include the use of brick, render, timber, flint, pantiles, plain tiles, and concrete interlocking tiles.

Any external lighting would be carefully considered to balance the needs for ambient lighting for safety and security of pedestrians using streets and footpaths around the development with the need to minimize the impact of lighting on any sensitive receptors around the development site.

Landscaping

Landscaping is also a reserved matter and relates to the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.

The illustrative layout demonstrates that a range of soft and hard landscaped surfaces would be utilized to enhance the existing boundary structural landscaping and newly proposed landscaping within the application site, an attractive area of Public Open Space would be created alongside the enhancement of existing ecological and biodiversity opportunities within the site.

section 5 | the illustrative development proposal

Layout

Layout is a reserved matter and as such will be considered at a later date. Layout includes the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

The illustrative layout is planned around a perimeter block structure as advocated by best practice design guidance such as the CABE document "by Design". Development is sited to address public space and streets in a positive manner.

The perimeter block form allows the following criteria to be achieved:

- ♦ Good connections to the surrounding area
- ♦ Efficient land use
- ♦ A clear distinction between public and private space
- ♦ A legible environment
- ♦ Good levels of passive surveillance

It is proposed that some houses would face Hook Lane directly whilst some are located within the site to reflect local urban form. This ensures continuity of the established character and pattern of development along the lane and the surrounding area. Although the houses will have frontage onto Hook Lane, car parking will be provided within the site to ensure that the street does not become car dominated frontage.

The illustrative layout demonstrates that the following can be achieved on the site in a way that respects the character and appearance of the surrounding area:

- ♦ 8 houses with a mix of sizes and associated garages.
- ♦ New Public Open Space in a convenient location for access by the wider community.
- ♦ Enhanced landscaping and biodiversity enhancements.
- ♦ Improved access for pedestrians and cyclists.
- ♦ Provides a sustainable surface water drainage solution for the site.

It should be noted that this layout is illustrative and it is accepted that there will be other design solutions which also meet the adopted objectives and design parameters.

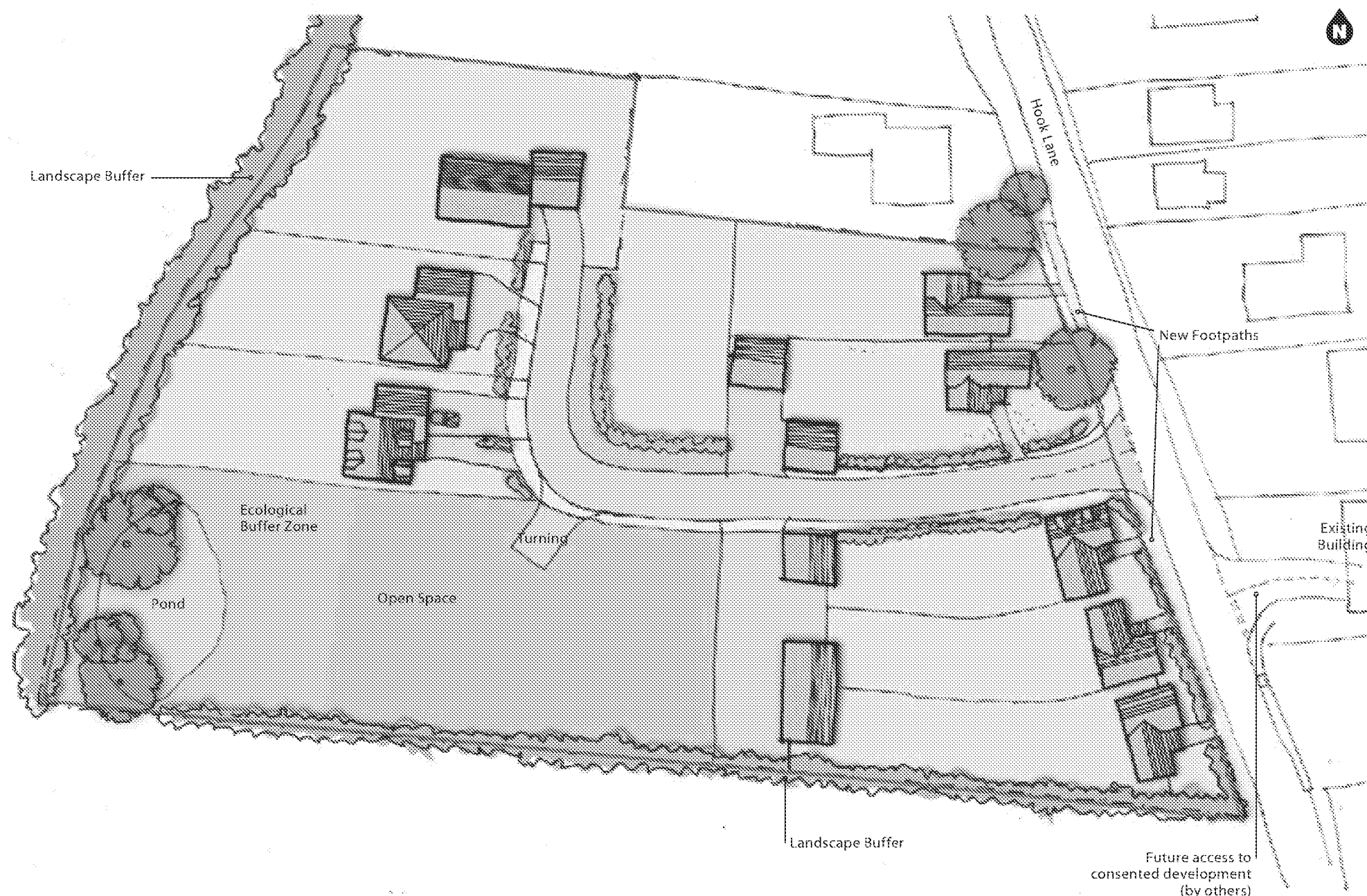
Scale

The scale of the development is again a reserved matter. It is considered that the height, width and length of each building proposed within the development will reflect those in the surrounding area. The illustrative layout reflects the street in a manner that makes reference to the massing and form of Hook Lane.

It is anticipated that a combination of 1, 1½ and 2 storey properties would limit the visual impact on neighboring properties whilst being in keeping with the surrounding area.

The site area is 0.97 Ha, the illustrative layout gives 0.13 Ha to ecological enhancement zones, 0.14 Ha to Public Open Space and 0.4 Ha to private green space with the remaining 0.65 Ha being developed for housing with private amenity space and the internal access road.

House types and detailed design have yet to be determined, however the illustrative layout - for the purposes of proving capacity - includes houses with a mixture of double and single-garages and shows development totalling 48 habitable rooms and this equates to a density of 8.2 dwellings/Ha or 49 Hab rooms/ Ha.



section 5 | the illustrative development proposal

The scheme in context

The illustrative layout has been conceived to reflect the observed character of the context both existing and consented. The detailed design character of individual houses is beyond the scope of the current outline application.



section 5 | the illustrative development proposal

The scheme in context



section 6 | access

Movement and Accessibility

Access

The proposed access would be in a similar location to the consented access adjusted to take into consideration the Hallam Land consented highways alterations and the number of dwellings to be accessed. Pedestrian and cycle access would be at the same location with a footpath on one side of the new carriageway within the site.

Building Access

Buildings will be designed to comply with Part M of the Building Regulations, applicable British Standards and in accordance with the principles of the Equality Act 2010 to ensure equal access opportunities for all. This will include consideration of the following:

- ✦ Level access to principal access points to dwellings
- ✦ Accessible sanitary facilities in dwellings
- ✦ Stairs and ramps design to suit the requirements of users with different mobility needs
- ✦ Provision of residential parking bays that are suitable for conversion into full disabled bays

Manual for Streets

The illustrative scheme proposal is designed in accordance with the best practice guidance set out in the Manual for Streets (MfS) 2007. The scheme provides some shared surface environment which increases pedestrian priority and provides some traffic calming. Generally the maximum speed in streets in the proposed development should be 20mph. Additional reductions in traffic speed can be achieved by using a variety of techniques as advocated in MfS including local reductions in road width, on-street parking, changes in road alignment and landscaping.

Public Transport

The application site is located approximately 490m away from the nearest bus stops. There will be improved pedestrian links to these stops.

Parking (Cars)

It is likely that households in this location will comprise families who may own more than one car. The illustrative layout shows double garages for each dwelling and at least 2 x off-street parking spaces for each dwelling with additional on-street parking within the cul-de-sac available for visitors. The scheme will not create a need for on-street parking along Hook Lane.

Parking (Bicycles)

Provisions for the safe storage of bicycles will be made within the scheme with details available at the reserved matters stage.

Several different strategies are available which include provision with garages and/or secure storage within private gardens. The illustrative layout shows both garages and gardens which are accessible externally (i.e. without going through the dwelling) so both options are available.

Refuse & Emergency Vehicles

Vehicle access and turning facilities will be designed so that refuse, emergency and delivery vehicles can enter and leave the cul-de-sac in a forward gear and all houses will have vehicular access up to their front boundaries. Bin storage will be provided in accordance with the Local Authority's collection regime prevailing at the time of reserved matters application.

Community Safety

The proposals address Secured by Design criteria and seek to create an intrinsically secure environment through the incorporation of the following features:

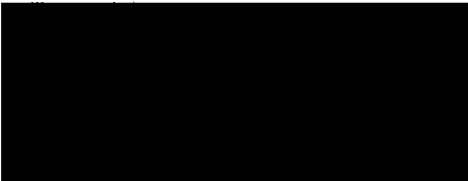
- ✦ Houses are to be arranged to address the street and to overlook public realm to create positive enclosure to these spaces to ensure that they are overlooked and to engender a sense of ownership.
- ✦ Vehicular and pedestrian entrances are framed by gateway buildings which overlook these spaces.
- ✦ Pedestrian routes have been incorporated into the design to give greater permeability to the site layout which will, in turn, encourage pedestrian movement around the site thereby increasing natural community surveillance.
- ✦ Provision of safe routes for pedestrians and cyclists.

Design Standards for New Homes

The detailed design of new homes is beyond the scope of the current application however the elaboration of the design at the reserved matters stage will follow these minimum design standards:

- ✦ New dwellings will meet all national standards for environmental sustainability.
- ✦ New housing will be designed to meet the requirements of Part L of the Building Regulations current at the time of construct

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MountfordPigott

Architecture Masterplanning Design

- retail
- leisure
- commercial
- mixed use
- hospitality
- automotive
- residential
- masterplanning
- design & build
- asset management
- graphics