



**Design and Access Statement**

New Road / Brook Lane,  
Rustington, West Sussex.

Revision D  
23<sup>rd</sup> November 2016



Aerial view of the site

#### Context

The site is bounded on its north side by the A259 New Road bypass and to the south the main south coast rail link between Brighton and Portsmouth. It lies to the west of land where a motor garage and 2 no. large retail units were recently granted planning permission, themselves on the corner of Mill Lane and the above mentioned A-259.

The land has never been built upon, but given its proximity to the developed areas of Rustington and it being separated from the main countryside that runs north beyond the A-259, it is widely accepted that it will now form a sensible extension to the urban footprint.

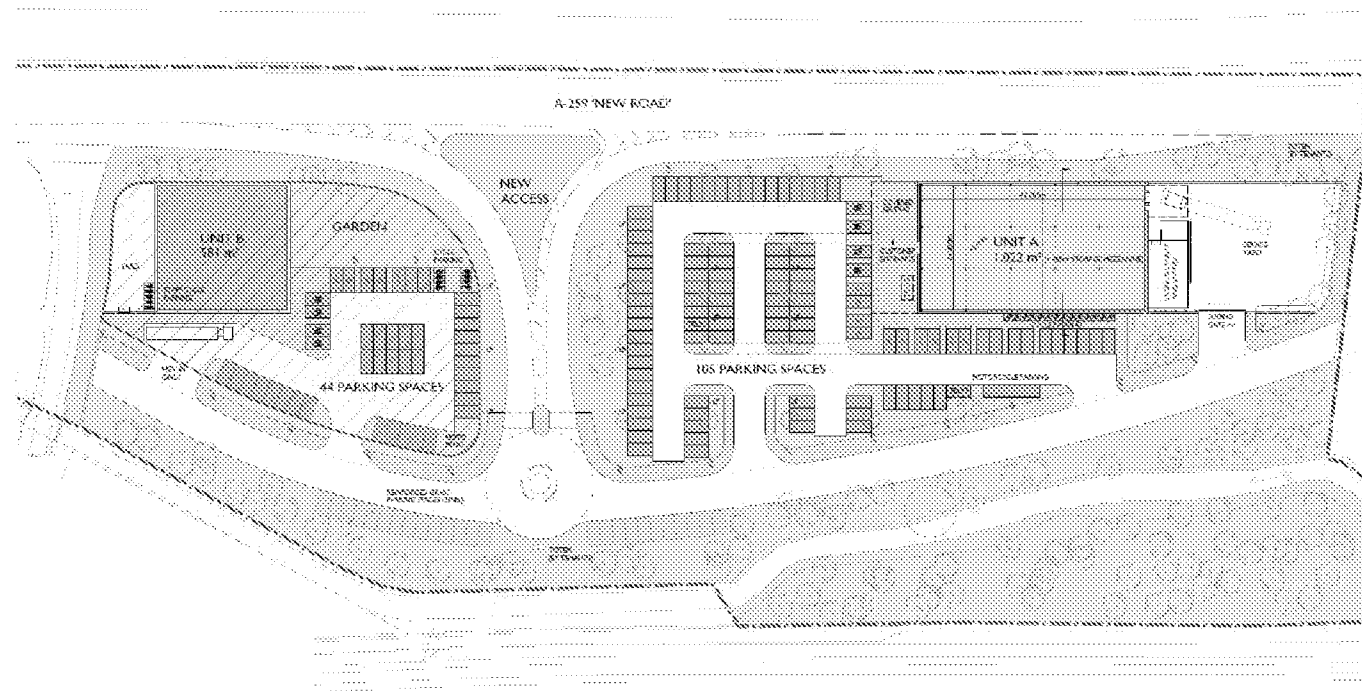
To the north of the site lies a golf club, on the other side of the A-259. To the far east, on the other side of Mill Lane lies Rustington Retail park and the very large Sainsburys store. To the south beyond the railway tracks lies an industrial estate. Land further to the west will eventually be re-developed, it currently being occupied by farms houses and a Gypsy site.



Artists impression of the finished retail unit

#### Proposed Use and Amount

The Unit A design provides for a 1,022m<sup>2</sup> (11,000 ft<sup>2</sup>) retail unit at ground floor (including 826m<sup>2</sup> of food and drink sales potentially including a café of around 50m<sup>2</sup> plus around 10m<sup>2</sup> of general merchandise) with a 465m<sup>2</sup> (5000 ft.<sup>2</sup>) mezzanine at first floor level. Unit B design allows for a 581m<sup>2</sup> (6,250 ft.<sup>2</sup>) public house (outline permission is sought for the public house element with detailed design reserved for future consideration). This application deals with the detailed design of the entire site, except for the pub, for which outline permission is sought, with appearance and scale reserved for a future application.



Proposed Site Plan

### Layout, Scale, Appearance

Pedestrians and cyclists enter the site via a new footpath along the A259 as shown on the architectural drawings and in the transport assessment. Cars enter the site via a new access which has been designed to modern standards.

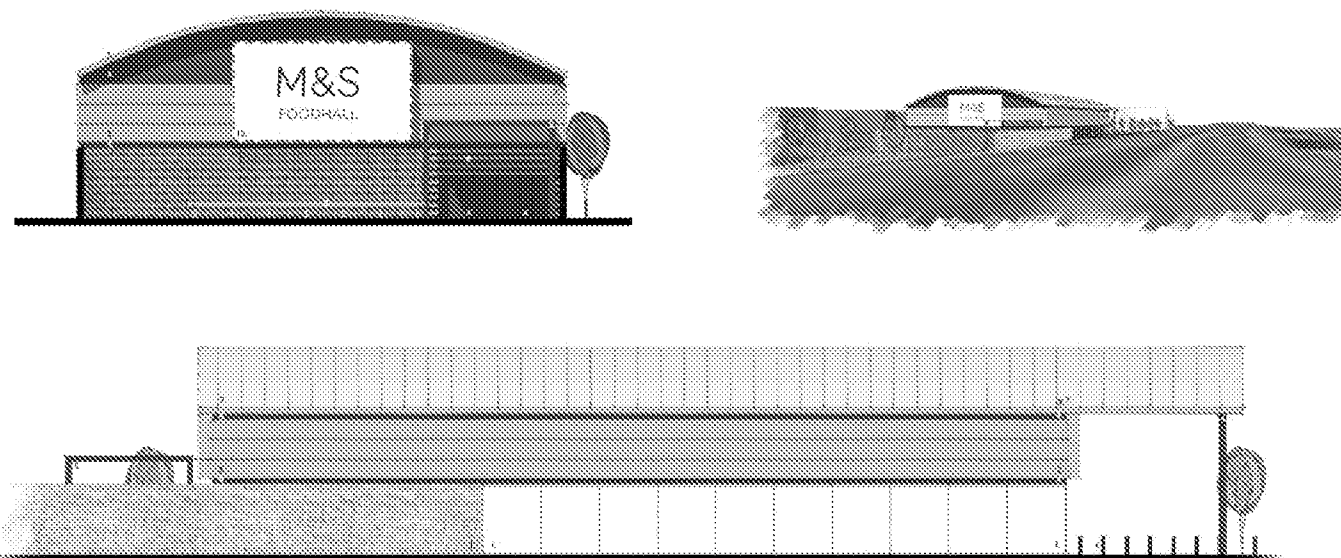
Cars then turn left to access unit A or right to access unit B.

Customers enter unit A at the main entrance on the west elevation, staff will use the same access and the service yard as suits.

Service vehicles access the unit at its Eastern end, via the service yard.

The two storey unit has an open double height space at its western end at the customer entrance. The double height space continues outside to the main canopy which covers the external entrance and the external cafe seating area at the western end of the unit, next to the entrance. The entrance itself is announced by the four columns holding up the canopy here.

The roof is a simple barrel vaulted form, this simplicity of form continues in the use of a small number of good quality materials on the external elevations, namely a split face masonry which is pulled away to 'reveal' the glazed shopfront on the western ends of the North and South elevations. The masonry walls extend across both sides of the service yard to help shield the more functional activities here. The remainder of the building treated in contrasting dark light metallic cladding, to further emphasise the monotone colour finish on the whole composition.



Proposed Elevations



Artists impression of the finished retail unit

### Landscaping

The key objective for landscaping will be to retain, reinforce, and enhance existing boundary vegetation where possible to ensure the development is well integrated with the surrounding landscape to respect the semi-rural character of the site.

Specifically, landscape proposals for this site will seek to:

- Retain where possible existing vegetation along the site boundary with the A259. This will be reinforced with new tree and shrub planting and managed to create a strong green frontage to the development providing a softening effect and wildlife links to adjacent sites along the road corridor
- Reduce visual impact of retail units and parking areas using a combination of high quality paving materials, robust ornamental shrub planting, and large stature amenity trees planted within the site
- Create a natural buffer zone between the development and the Black Brook ditch course providing valuable habitat for water vole and other wildlife. This will comprise an open habitat of species rich grassland with scattered trees and scrub protected by native hedge planting to discourage access by people.



Artists impression of the finished retail unit, viewed from the car park at dusk

## Access Statement

### Introduction

This access statement intends to demonstrate the applicant's approach to inclusion, and show how all potential users, regardless of disability, age or gender, can enter the site, move around the site, enter the buildings and use the facilities.

The following should be read in conjunction with the planning drawings.

The design of this inclusive environment allows for people's diversity and minimises unnecessary barriers and exclusions, something which will often also benefit society as a whole. It addresses the fact that many people currently remain unnecessarily 'disabled' by the design and management of existing environments. Allowing for people's diversity and aiming to minimise unnecessary barriers and exclusions, also benefits society as a whole. It addresses the fact that many people currently remain unnecessarily 'disabled' by the design and management of existing environments.

### Description of proposals

A wheelchair user will be able to access the majority of the development. The internal layout of the shop allows visitors and staff to access all areas, regardless of their disabilities.

The development is served by newly upgraded and improved public highways and footpaths.

All corridor widths conform to or exceed the building regulation requirements for the mobility impaired.

All thresholds will be flush.

The design and selection of materials for floor, wall and ceiling finishes and lighting design will be selected to create a fully inclusive and accessible environment.

There is a disabled parking adjacent to both building entrances with level access.

### Consultations and Guidance

Consultations were undertaken with an access consultant in the preparation of this scheme, and the design has been developed using the following references and guidance documents.

- The Approved Document to Part M
- BS 8300:2001
- The Sign Design Guide (The Sign Design Society)
- Building Sight (RNIB)
- DRC Codes of Practice
- Guidance on Access Statements (DRC)
- Inclusive Projects (DPTAC)
- Planning and Access for Disabled People – A Good Practice Guide (ODPM)
- Inclusive Mobility (Department for Transport)
- The Access Directory (DPTAC)
- The New Metric Handbook: Planning and Design Data (Tutt and Adler)