

Station Road, Angmering

Design & Access Statement

PL081005
22 December 2008



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Introduction

Aim

This document supports a full planning application to develop the redundant Texaco service station site at Station Road, Angmering. The proposed development is for 11 dwellings of varying size with associated garaging and car parking.

The development proposals reflect current government guidance on creating high quality development and improving the design quality of the urban environment and in particular draw upon guidance within the following documents:

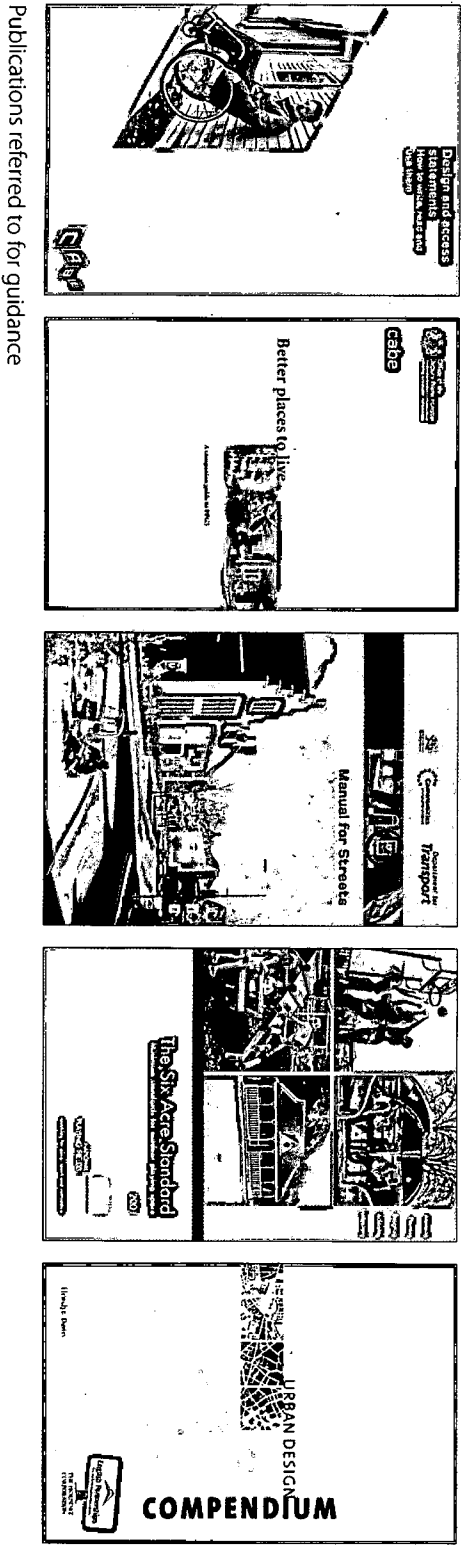
- Planning Policy Statement 3: Housing (2006)
- By Design (2000) CABE
- Manual for Streets (2007)
- Better Places to Live: A Companion Guide to PPG3 (2001)
- Urban Task Force Report - Towards an Urban Renaissance (1999)
- Planning Policy Guidance Note 13: A Guide to Better Practice (2001)
- Planning for Sustainable Development: Towards Better Practice (1998)
- Sustainable Settlements: A Guide for Planners, Designers & Developers (1995)
- Design & Access Statements; How to Write, Read and Use Them' CABE

The above set out objectives to create sustainable and well designed efficient development, planned to respond positively to its context and promote environmentally friendly activity patterns.

To this end an opportunity exists to produce a unique development proposal. The scheme should respect its setting and strive for quality in design of the built environment. The principal points to consider in meeting these objectives are:-

- Identity: Creating an environment that has its own sense of identity whilst retaining positive characteristics of its 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 and making public transport widely available to reduce social exclusion.
- Energy Conservation: Settlement designed to reduce resource consumption and promote the use of environmentally friendly materials.
- Landscape Enhancement: Safeguarding and enhancing the existing landscape framework and mitigating the impact upon existing wildlife.
- Sustainable Drainage: Provision of SUDS designed to blend with the existing landscape features.

These principles have influenced the way in which the proposals for this site have evolved and informed the brief and final design solution.



Publications referred to for guidance

Local Area & Site Location

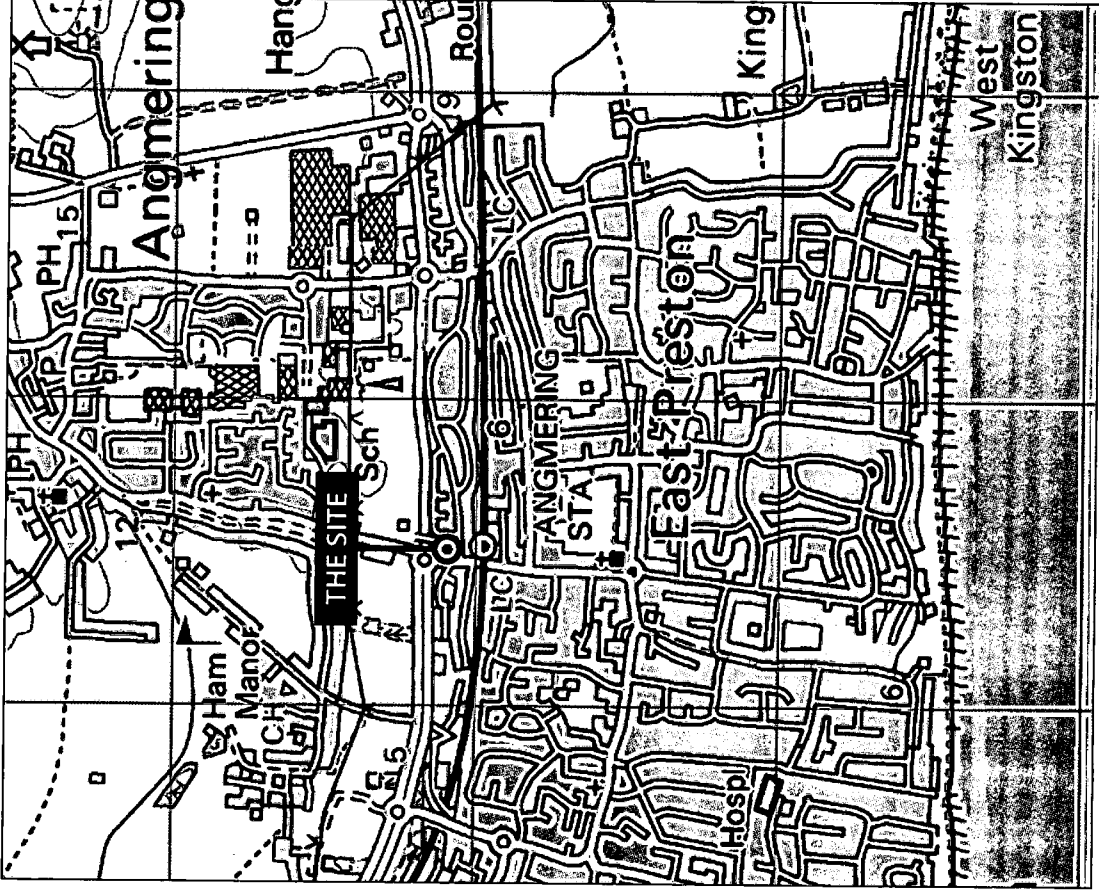
The proposal site is located at the junction of Station road and the A259 south of the village of Angmering. Historical maps clearly indicate a progression of development between the railway line and the A259. The A259 to the East links with the A27 truck road and on to Worthing, Shoreham and Brighton. To the West lie Littlehampton and Bognor Regis.

The properties in this area are predominately on the east and southern edges of the site which consist of a mixture of two storey houses and bungalows. Opposite the site are the Leas and the Pines residential development consisting of a mixture of two and three storey houses and flats. The northern edge of the site fronts onto the main A259 dual carriageway which is separated from the village of Angmering by a strip of open fields (Angmering and Rustington/East Preston Local Gap Policy Area 11).

Further south down Station Road is the main coastal railway line and an industrial estate. Further north is the Angmering School and the village.

On the site itself the existing buildings, canopy, signage and fuel storage tanks have been removed and the concrete fore court broken up. All that remains is mounds of concrete and rubble and areas of weed growth.

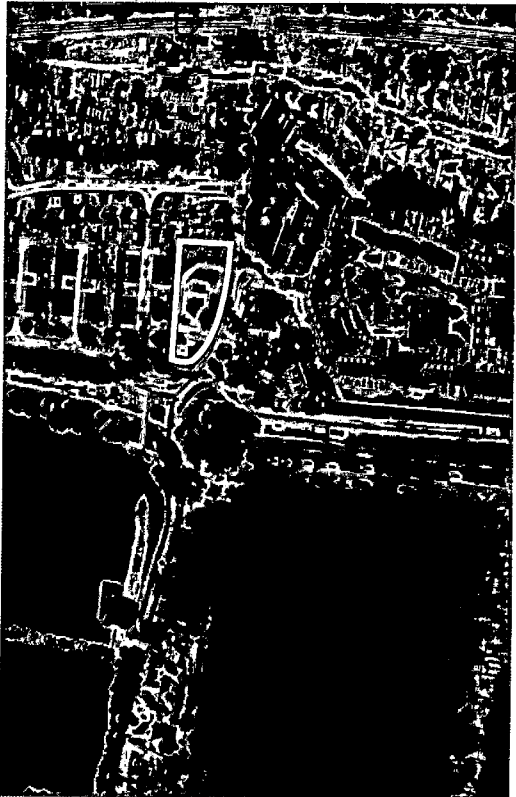
As it's a corner site the only boundaries against adjacent properties are to the south and the east and constructed from 6ft timber fencing. There is no overlooking on to the site from the adjacent properties and the neighbouring residential properties are low eaves houses and bungalows.



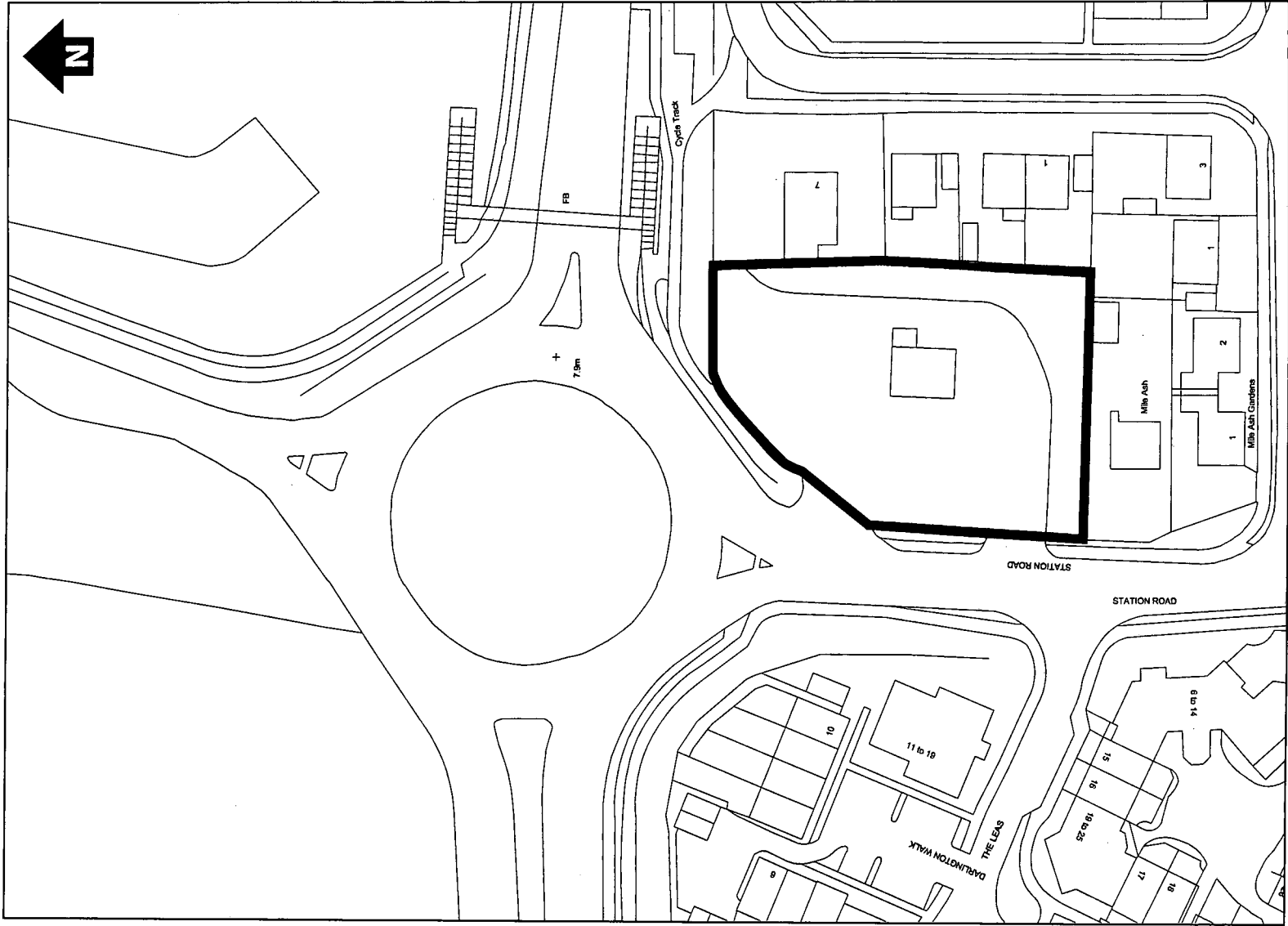
Site context map (NTS)



Aerial view of Site looking north east



Aerial view of Site looking east



Site Location Plan - 1:1000



N

- Site

Planning History & Policy

The site is subject to a conditionally approved planning application for 21no. two and one bed flats in a two and a half storey block (A/5/07). The previous application for 22 flats was withdrawn (A/85/06). All the planning history before these two developments is related to various additions and alterations to the service station.

Local Plan

The site is within the built up area as defined in policy GEN2 of the Local Plan

Housing

In line with PPG3, the Government is committed to maximising the re-use of previously-developed land and empty properties and the conversion of non-residential buildings for housing, in order both to promote regeneration and minimise the amount of Greenfield land being taken for development. The site clearly falls into the category of 'previously developed land' and is therefore seen as appropriate for the uses of this development.

Public Transport

The site is in close proximity to the village of Angmering and the towns of Arundel and Littlehampton. The site is on one of the main arterial traffic routes along the south coast linking with the A27 to the east M27 to the west and the A24 and M23 to the north.

The site is in close proximity of the train station, bus stops and is also 10 miles from Shoreham airport. Adjacent to the site is a dedicated cycle path and a short walk from local shops.

Parking

PPG3 states that 'car parking standards for housing have become increasingly demanding and have been applied too rigidly, often as minimum standards. Developers should not be required to provide more car parking than they or potential occupiers might want, nor to provide off street parking when there is no need, particularly in urban areas where public transport is available or where there is a demand for car-free housing'

Validation checklist

The local checklist published on the Arun District Council website indicates 21 additional reports / documents required to accompany planning applications of this type. The list is dealt with by the following.

Not required:

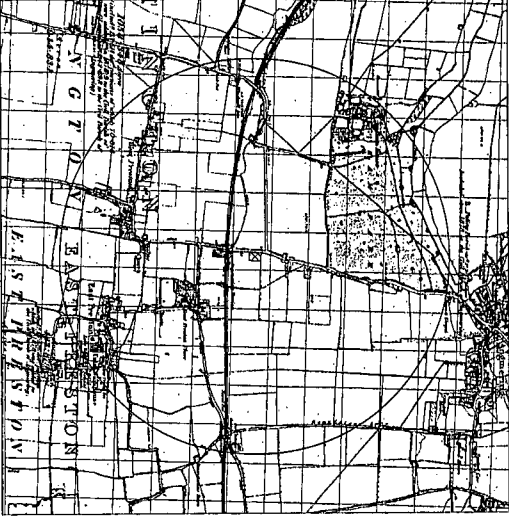
- 1. Affordable housing statement
- 3. Ecology statement
- 4. Environmental Impact Assessment
- 5. Flood Risk Assessment
- 6. Heritage Statement
- 9. Lighting Assessment
- 10. Loss of Retail
- 12. Open space Assessment
- 14. Planning Statement
- 15. Retail Impact Assessment
- 16. Structural Survey
- 17. Telecommunications
- 19. Tree Survey
- 20. Ventilation / Extraction Statement
- 21. Walls

Included in the Design and Access Statement:

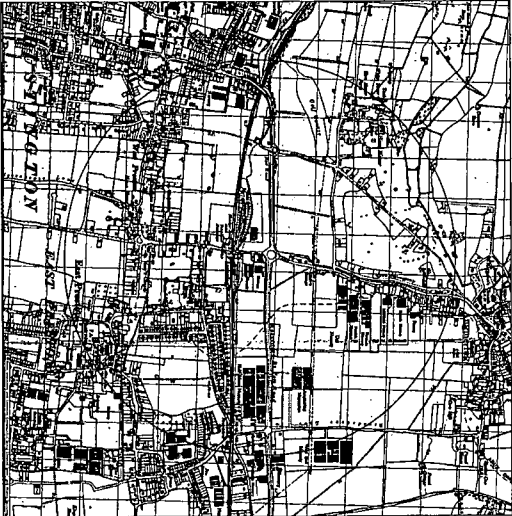
- 2. Bin Storage and Collection Statement
- 8. Landscaping
- 13. Parking Layout
- 18. Transport Assessment

Accompanying the Application:

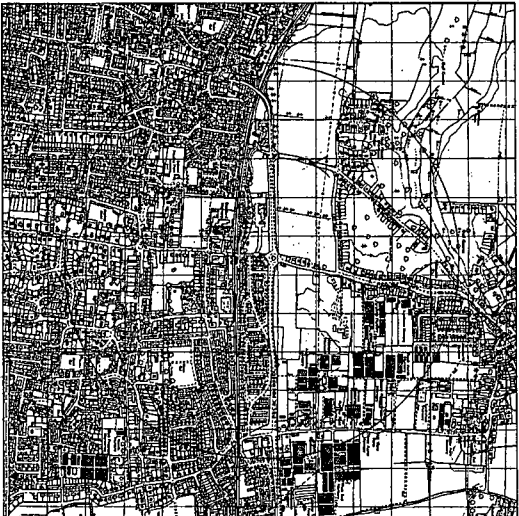
- 7. Land Contamination
- 11. Noise Assessment



Historic Map of the area from 1879

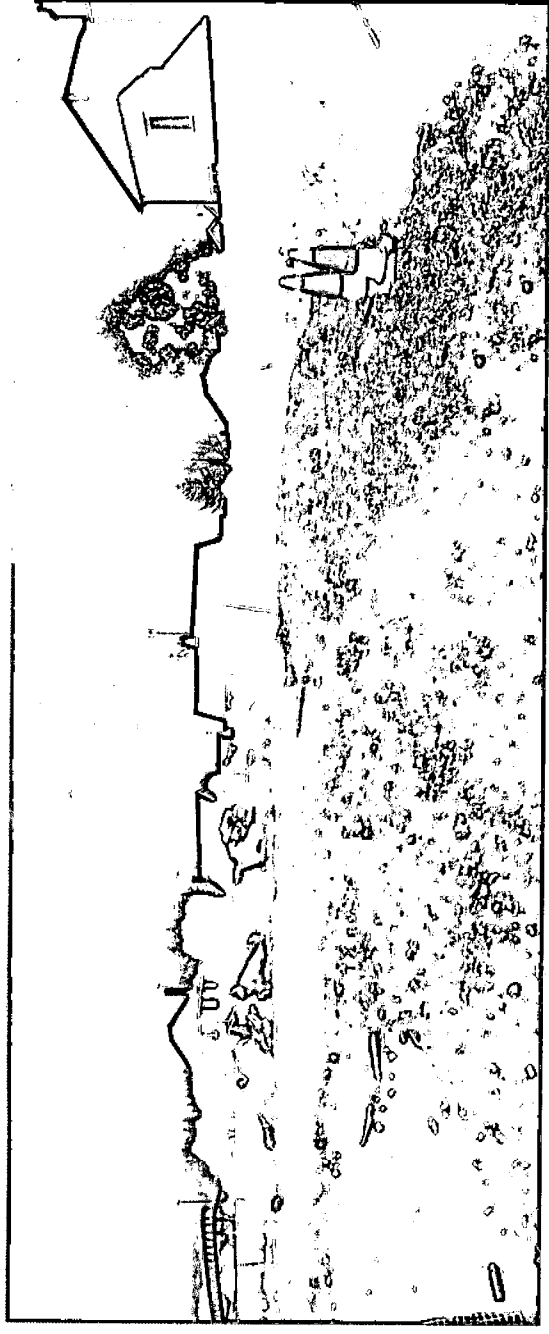


Historic Map of the area from 1943

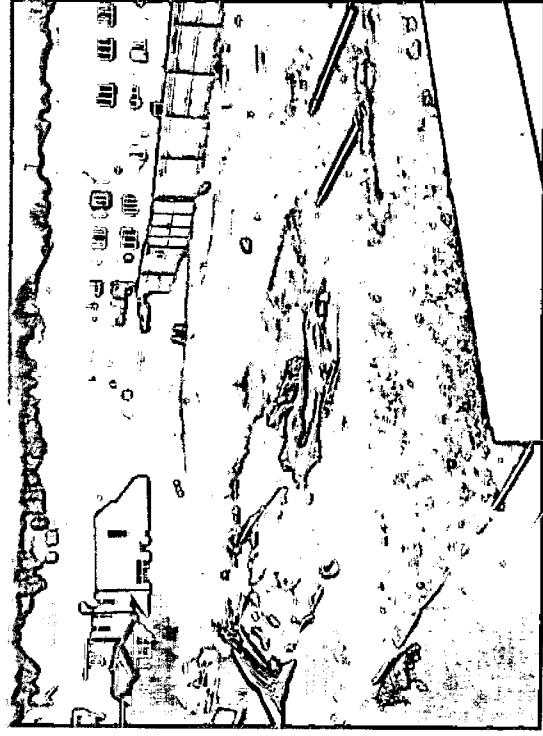


Historic Map of the area from 1976

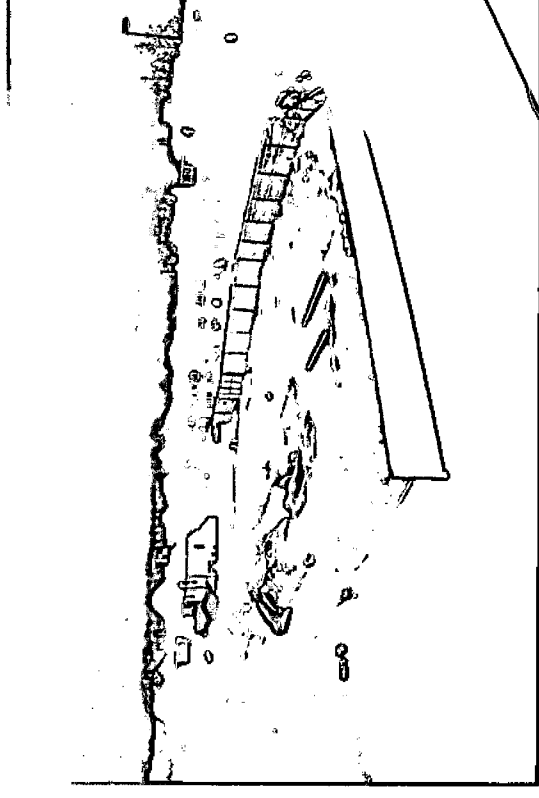
Site As Existing



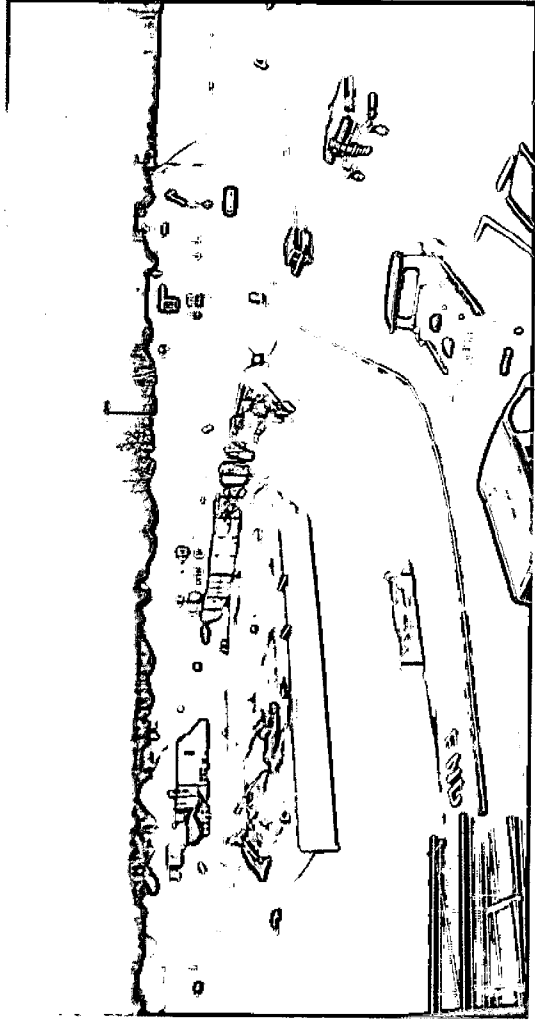
The site



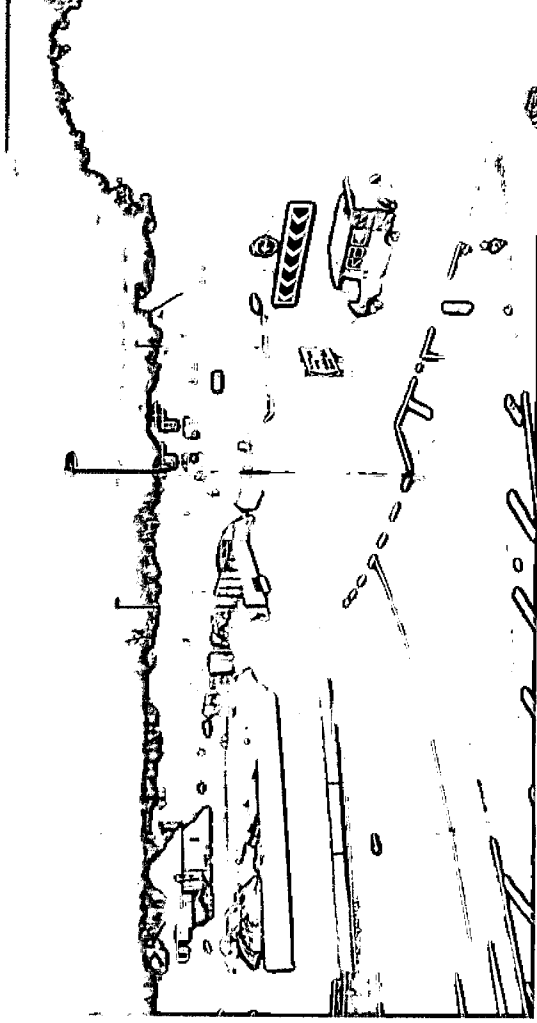
View of the site from footbridge



View of the site from footbridge



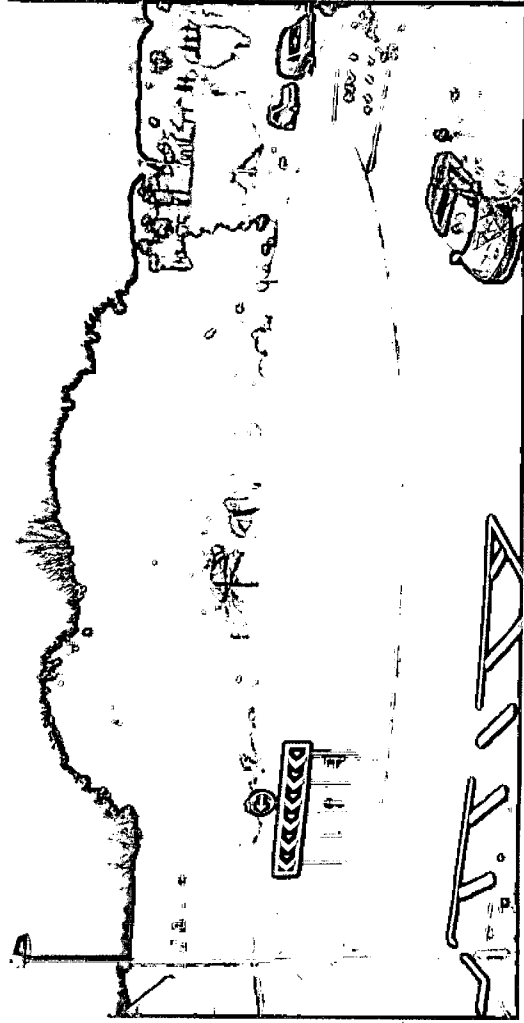
Site in it's surrounding



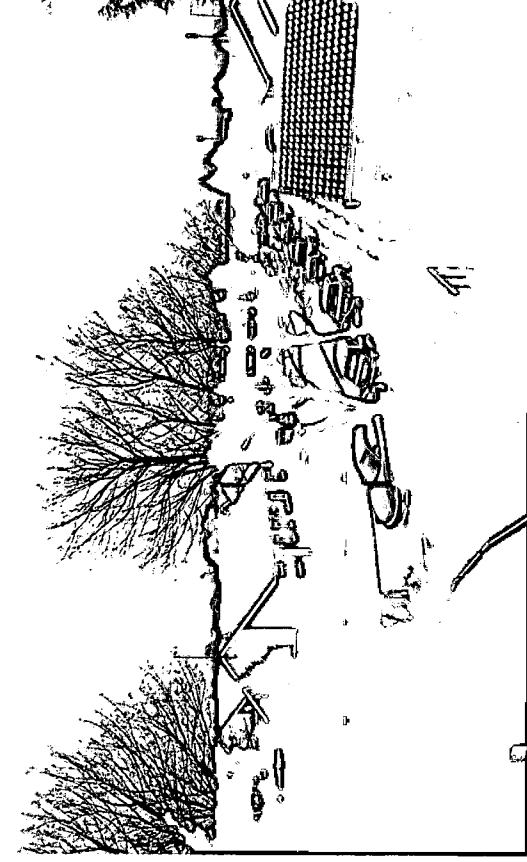
View of Site & Station Road Roundabout



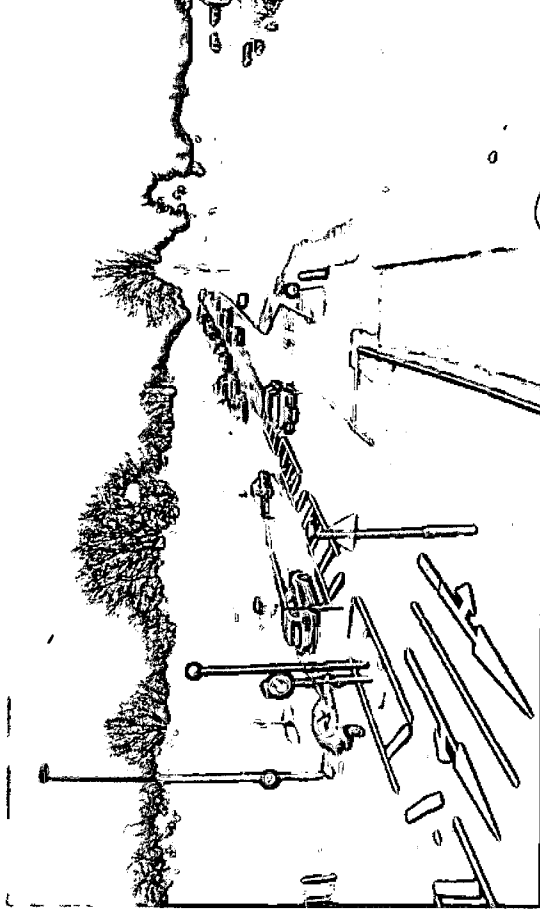
A259 looking east



Station Road Roundabout

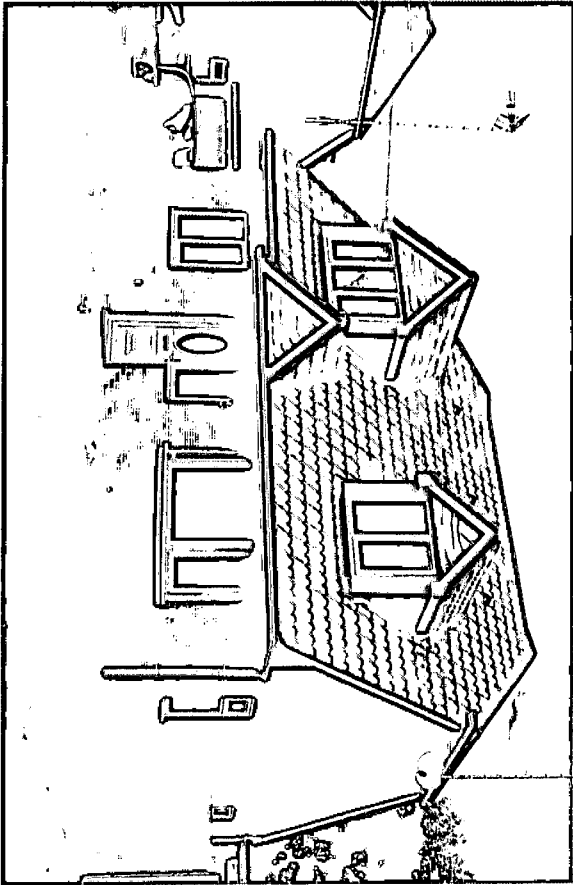


Adjacent residential

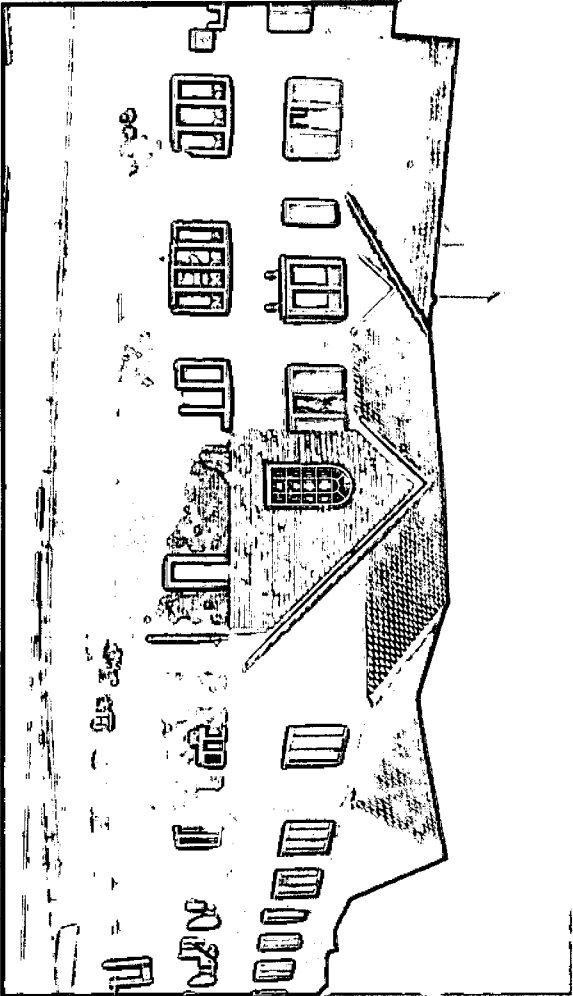


A259 looking east

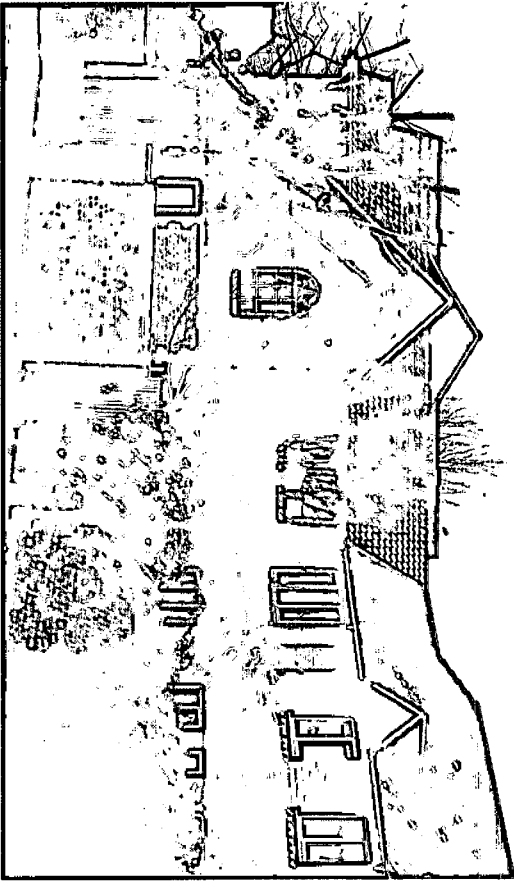
Local Distinctiveness - Urban Form



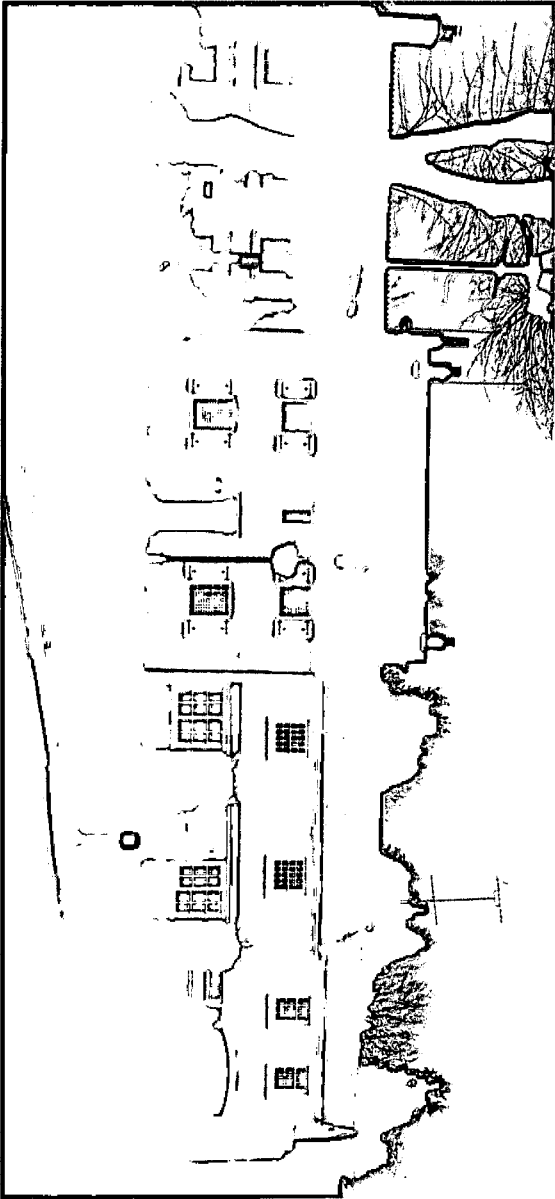
Adjacent properties



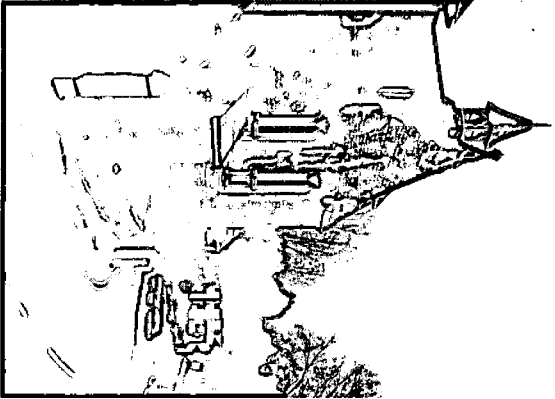
New development opposite



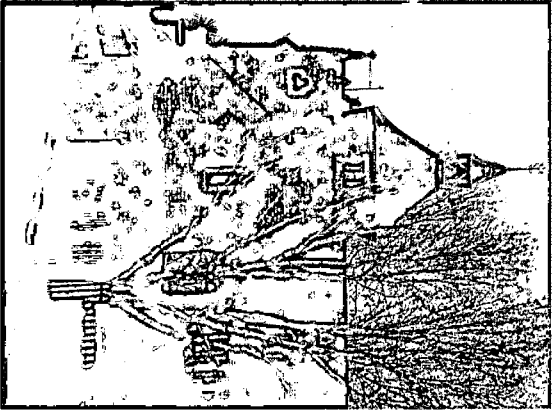
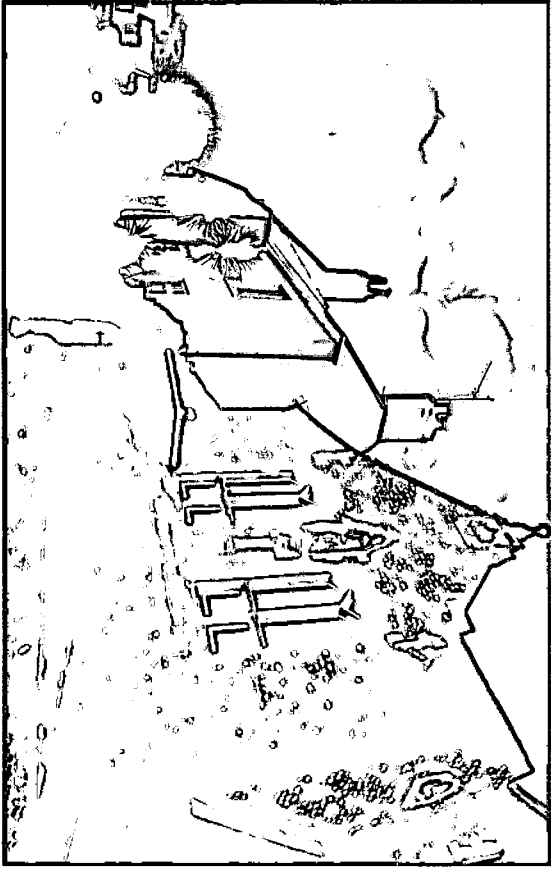
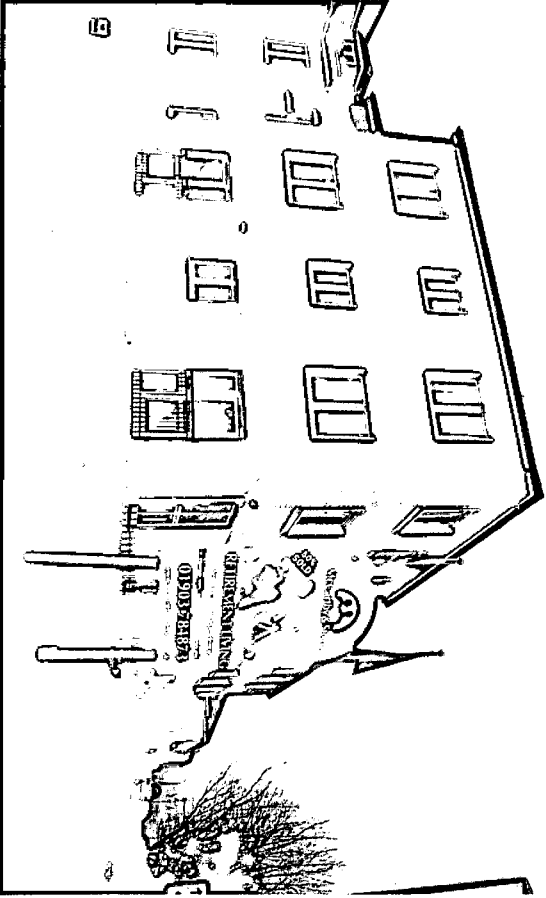
New development opposite



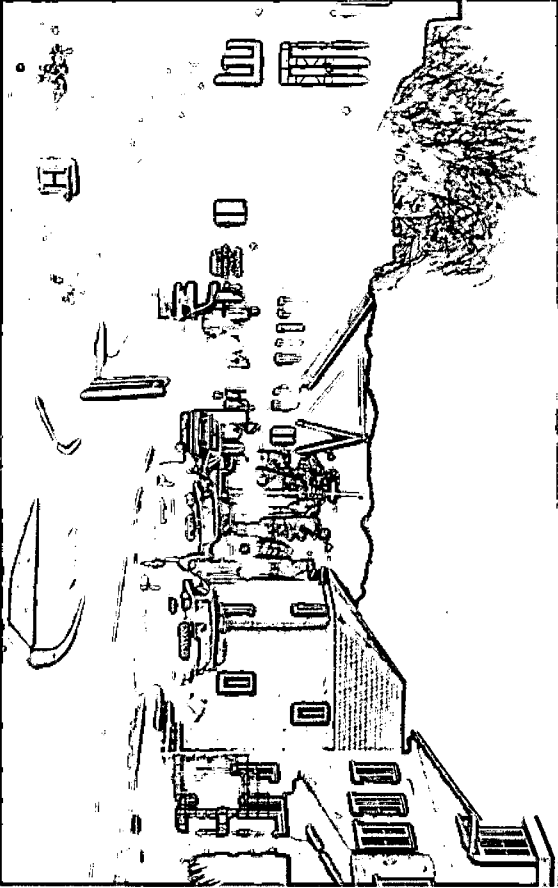
Angmering Village - Central Green



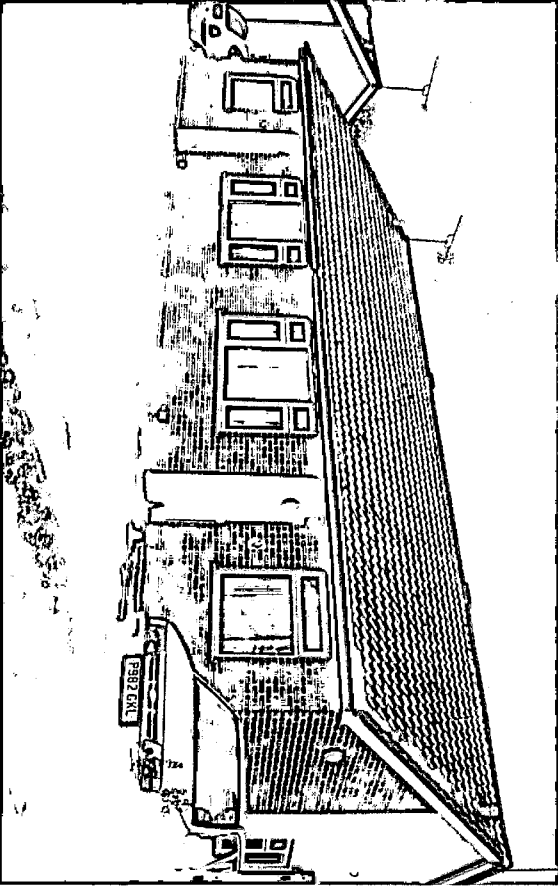
Views of Angmering Village



Sheltered housing south of site

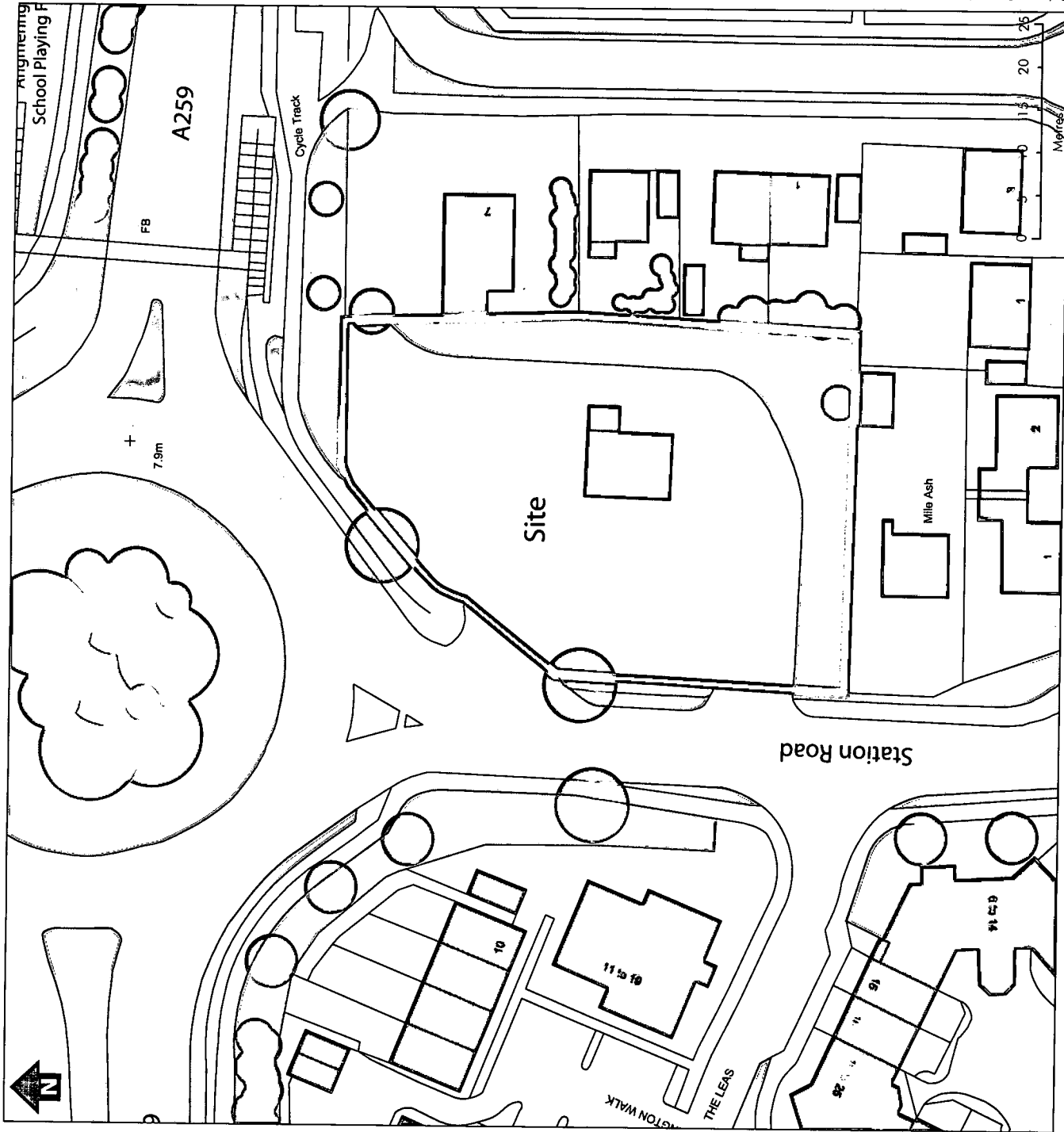


The Lees opposite



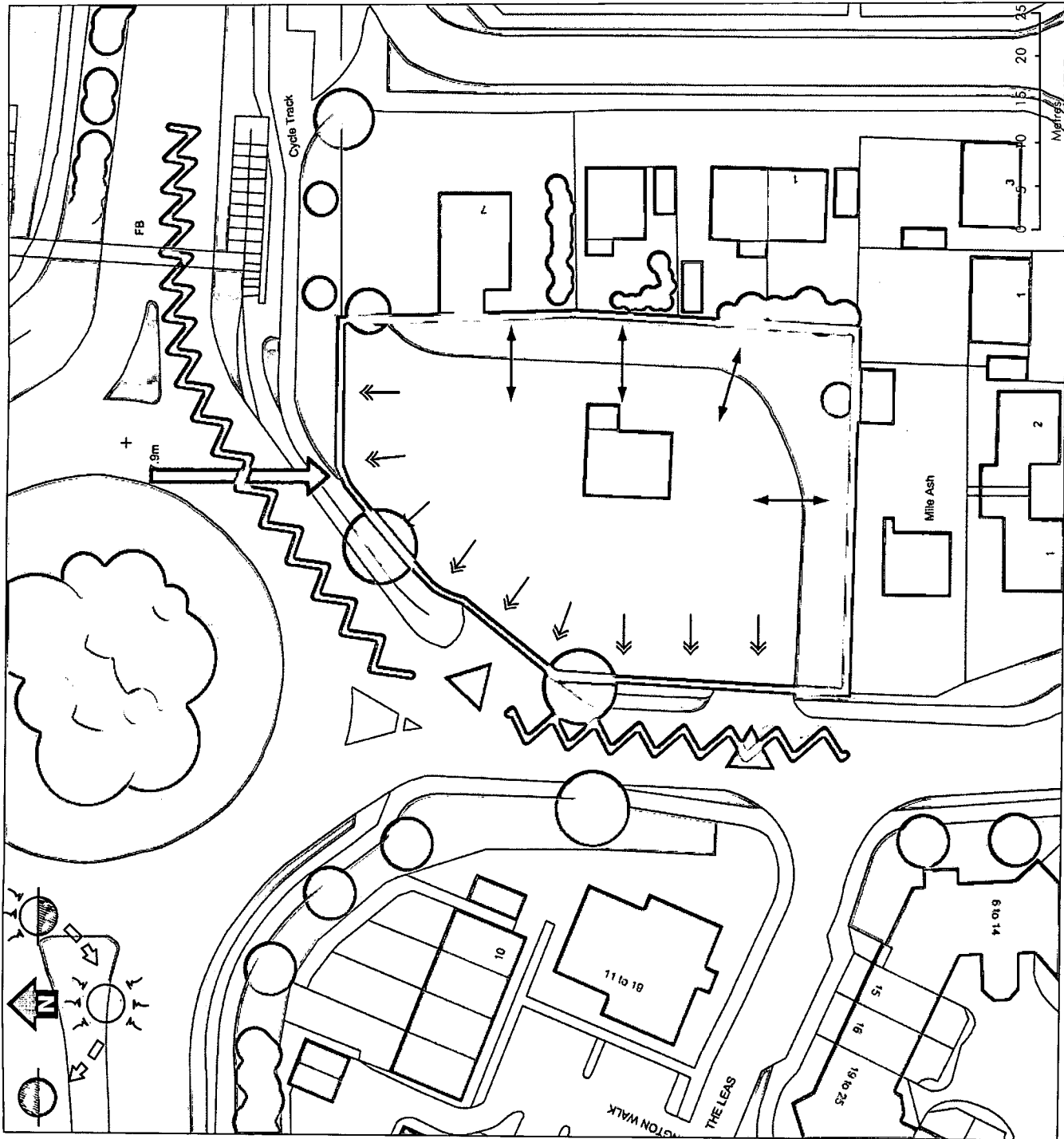
Adjacent bungalow

Existing Site Plan and Constraints and Opportunities Plan



KEY	
	- Site
	- Grass
	- Existing Trees
	- Existing Buildings

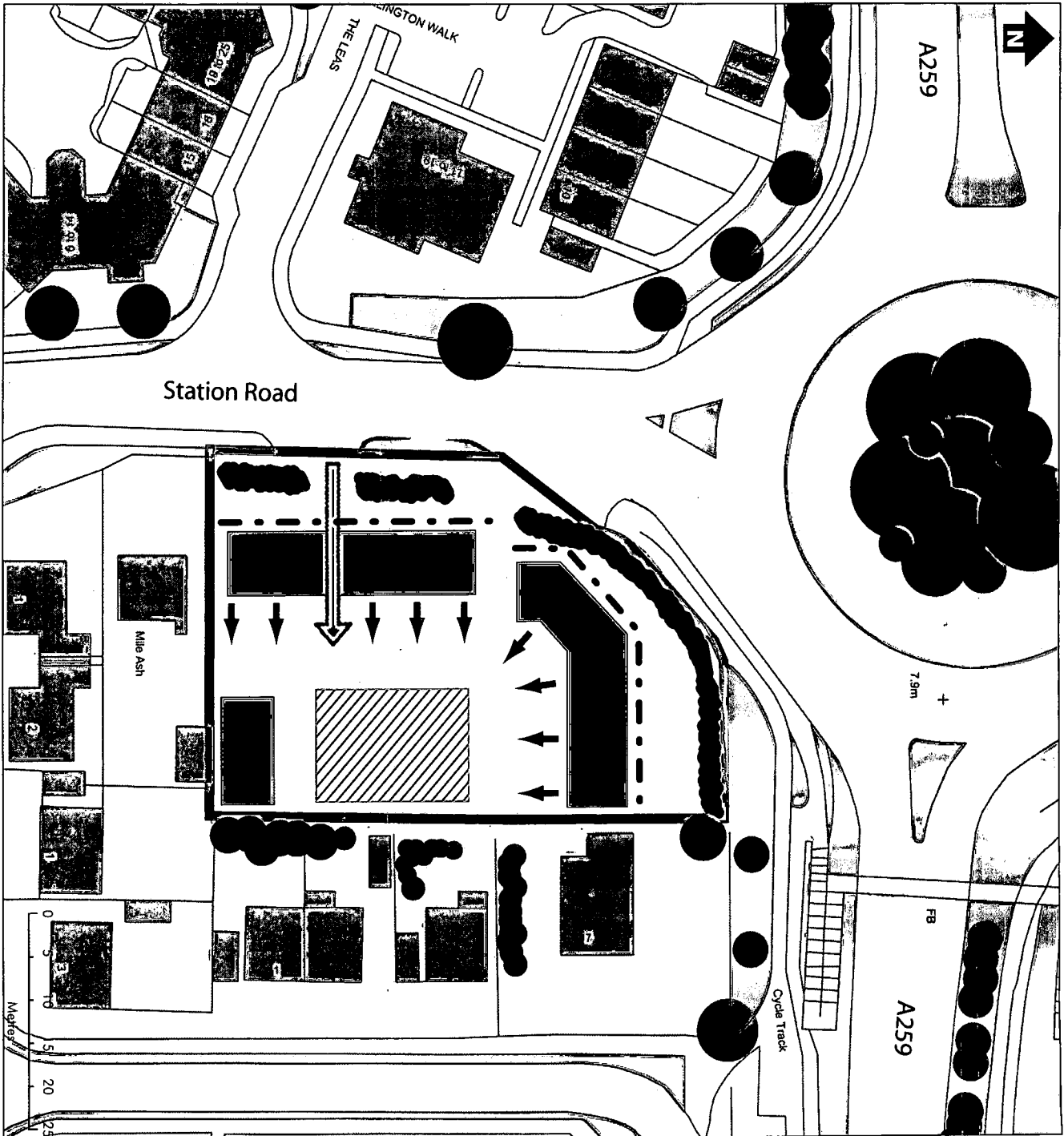
Existing Site Plan



KEY	
	- Site
	- Noise
	- Access
	- Aspect
	- View
	- Overlooking
	- Sunpath
	- Existing Trees
	- Existing Buildings

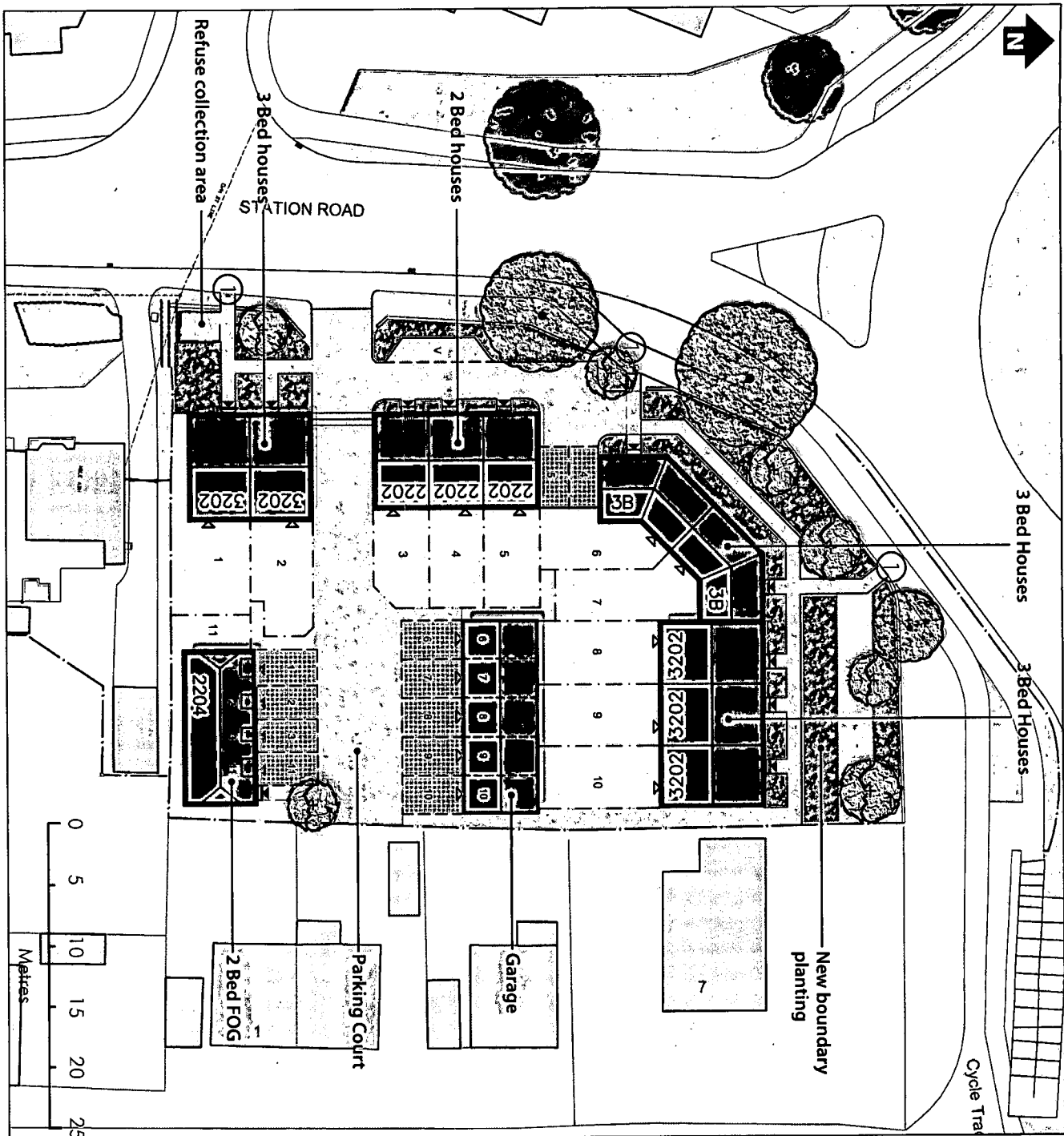
Constraints and Opportunities Plan

Proposed Design Concept and Site Layout



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KEY	
	- Site
	- Built Form
	- Car Parking
	- Frontage
	- Access
	- Principle Rooms
	- New vegetation to counter noise
	- Existing Trees
	- Existing Buildings

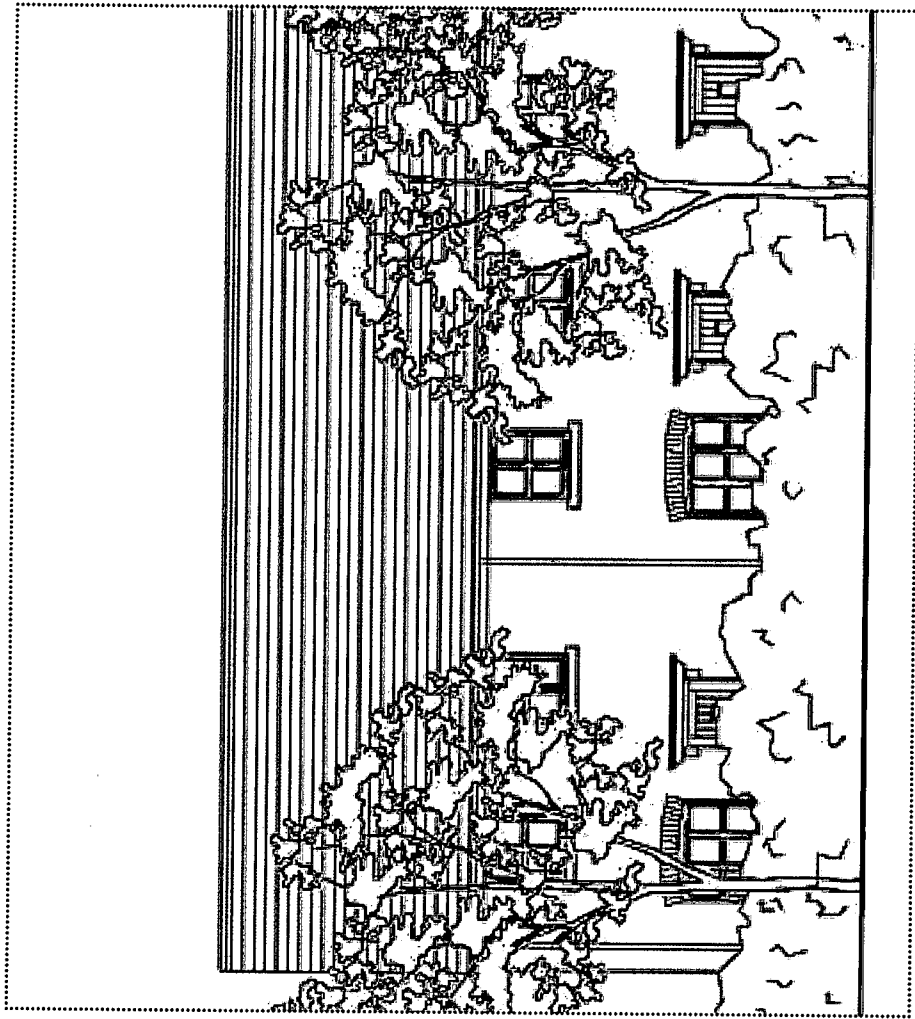
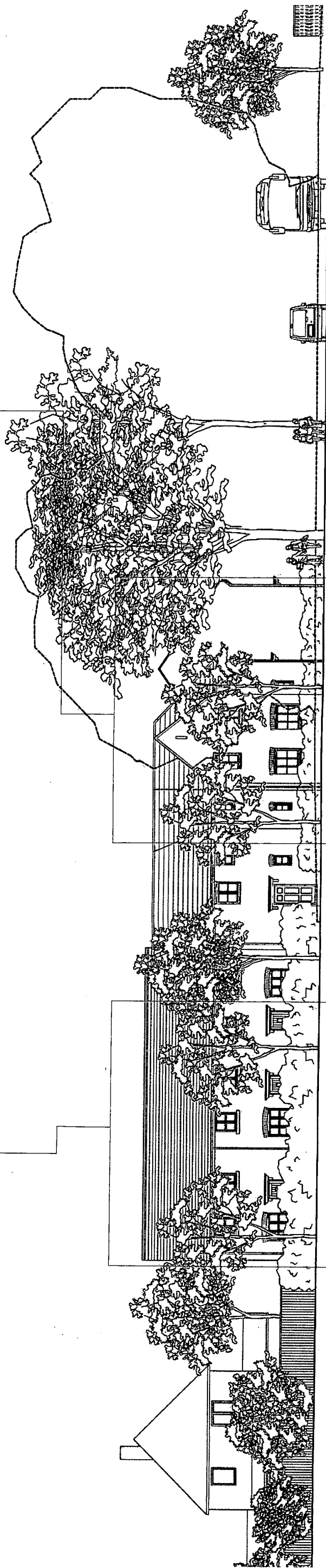


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Proposed Site Layout @ 1:500

- ① Pedestrian access points
- ② Existing vehicle access altered to provide site entrance for vehicles

Proposed Architectural Character



Analysis of Proposals

Layout

The proposed development is for 11 residential units, 3no. two bed, 7no. three bed houses and a two bedroom flat over garage (FOG).

The principles of the layout are based on three main concepts;

- Proposed buildings responding to adjacent building lines.
- Aspect controlled to prevent overlooking into neighbouring properties.
- Perimeter development to control noise pollution from the A259.

The house types have been chosen to place as much principle living spaces on the rear. This will assist in preventing noise pollution. The private gardens are also sheltered from the frontal noise.

The building frontage is set back to enable a planting buffer zone and create distance between the buildings and the Cat 'C' and 'B' noise zone as indicated in the noise assessment from the previous application.

Car parking and Access

A majority of the car parking is to the rear in a parking court accessed of Station Road. This access utilises the existing access which was the exit for the previous service station. There is also a short length of front road with a few car parking spaces accessed of here.

The parking provision is generally set at 2 spaces per a unit for the three bed houses and 1.5 spaces for the two bed houses. All the three bed houses will have a garage and a parking space. Cycles will be stored in the rear gardens in domestic sheds.

Servicing

The refuse collection will be from station road with the bins taken by the residents to a collection point at the southern end of the site adjacent to the boundary wall. The layout has been designed not to take a refuse truck and makes the presumption that the proposals for the previously approved flatted scheme can be applied here.

Landscaping and Pedestrian Access

The service station has a low brick perimeter wall to the Station Road and A259 frontages. This will be removed and railings installed around the parameter with gaps for vehicle and pedestrian access. There will be three access points for pedestrians and one for vehicles.

The main element of the landscaping will be to the front to assist the acoustic treatment from the A259. There will be a planting programme of trees and medium to large shrubs. This will be intensified at the points where the noise will be at its worse due to acceleration and braking.

Materials

The houses and garages will be red brick and the roofs concrete tiled. The boundaries between gardens and the parking court will be 1.8m timber fencing and the surface treatments will be tarmac to the front road and pedestrian paths. The rear parking court will be tarmac.

Transportation, Access and linkages

The site sits at a centre of transportation hub with the roads and train station at the centre of the links.

Adjacent to the site and across the foot bridge are bus stops with numerous routes to Worthing and Brighton to the east and Littlehampton and Bognor to the west.

Further afield the A259 links to the A27 and onto the A24, A23, A3m and M27.

Just south of the site is Angmering railway Station linking to Brighton and Portsmouth and on to the national rail network.

In walking distance is a parade of shops, a public house and the Angmering School.