

Brook Lane Masterplan

Design & Access Statement - Rev E

05 November 2021

SRA | ARCHITECTS

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1. Introduction
Introduction and Planning Context

Introduction

This Design & Access Statement forms part of a reserved matters application for the site at Brook Lane, Rustington, submitted on behalf of Store Property Investments Limited.

This document explains how the design and accessibility of the proposal has been developed in response to the client requirements, matters arising from the outline consent and the wider site context. It summarises the layout, access, scale, landscape and appearance of the development.

The report is to be read in conjunction with the associated drawings and documentation submitted concurrently.

This document is intended to be printed in colour, at A3, double-sided. All scale references on drawings are based on this arrangement.

The guidance provided by CABE in its publication 'Design & Access Statements, How to Write, Read and Use Them (2006)' has been used as a reference in the preparation of this statement.

Planning Context

This reserved matters application is pursuant to outline planning permission A/44/17/OUT, which was allowed on appeal on 5th April 2018 (reference no: APP/C3810/W/17/3185128). The outline permission for up to 90No. Residential units and a care home (Use Class C2 and C3) and ancillary facilities.

Condition 1 of the aforementioned consent states:
"Details of the access, appearance, landscaping, layout and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved"

The principle of development has previously been agreed and the purpose of this application is to obtain consent for the reserved matters. As such, this application seeks permission for all reserved matters (appearance, landscaping, layout and scale) excluding access, which has already been agreed under LPA reference A/83/18/RES. The description of development is set out below:

"Approval of reserved matters following outline approval A/44/17/OUT (approved at appeal APP/C3810/W/17/3185128) for appearance, landscaping, layout and scale for the demolition of existing buildings on site & the erection of a mixed use development comprising up to 90 No. residential units & a care home (Use Class C2 & C3) & ancillary facilities, including railway crossing, together with associated access, car parking & landscaping. This application also lies within the parishes of Littlehampton & Rustington."

Planning context text written by DWD LLP

2. Site Analysis
Context, Location and Connectivity

Site location

The site is located north of Rustington and it positioned between the A259 arterial bypass to the north and the West Coastway Rail Line to the south.

The site measures 5.92ha in total and is serviced by a single, left-in/left-out access from the A259 leading to Brook Lane, which becomes Penfold Lane as it progresses further into the site. This single track provides access to "The Stables" and the existing dwelling located on the northern boundary. Maintenance access is afforded via the PROW to the triangular plot to the west of the site.

As part of a separate Reserved Matters application, a new access arrangement was approved. This layout provides a new, improved junction between Brook Lane and the A259. The proposals also provide a new roundabout which will afford access to the land east of Brook Lane in the event of future development.



West Coast Railway line to south of site



Wider site context

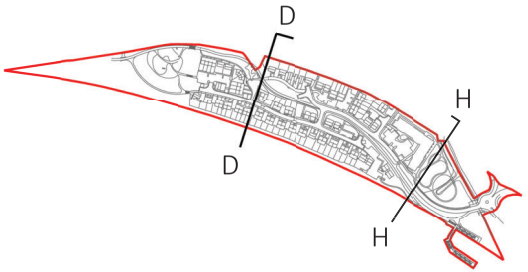
2. Site Analysis
Existing Sections

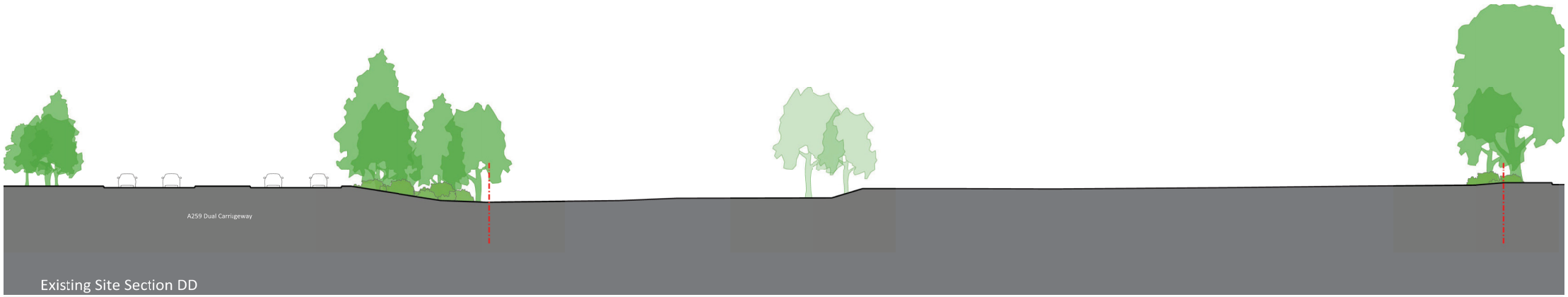
Generally, levels across the site rise gently from north to south. The northern boundary of the site sits at a level noticeably below the A259, enhancing the screening effect of the existing landscape buffer to the south of the carriageway. The site rises towards the central section of the southern boundary, where levels reach a maximum of +4.9m AOD.

To the west, the land rises, and continues to rise beyond the site boundary, to meet the road level at the bridge over the railway, but these levels remain below the high point on the southern boundary.

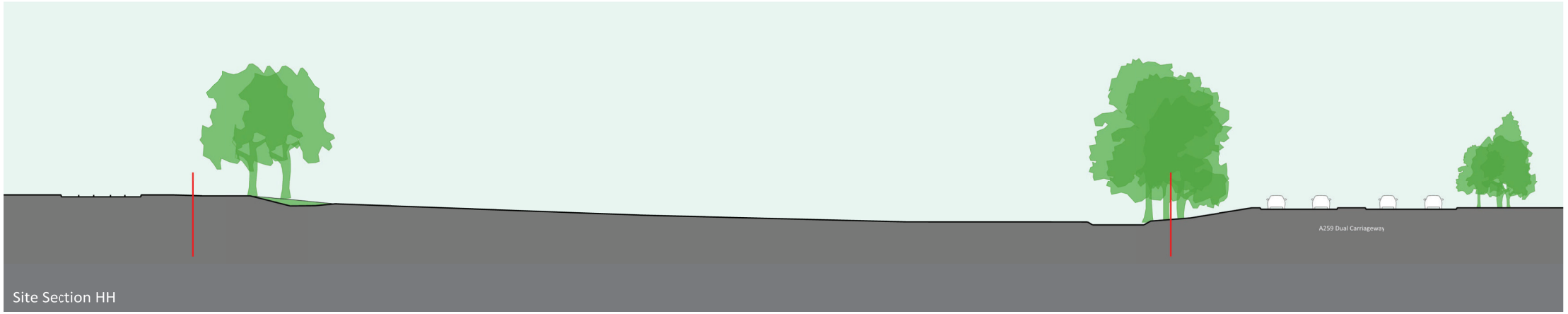
The site sections (adjacent) highlight the gentle increase in levels towards the southern boundary and highlight the small step in levels around some parts of the PRoW.

The lowest level on the site, is located to the east, in close proximity to the existing water course (Black Ditch) that defines part of the site boundary. This area, to the north part of the water course, is the only section of the site within Flood Zones 2 & 3. The majority of the site is within Flood Zone 1, as set out in the outline application.



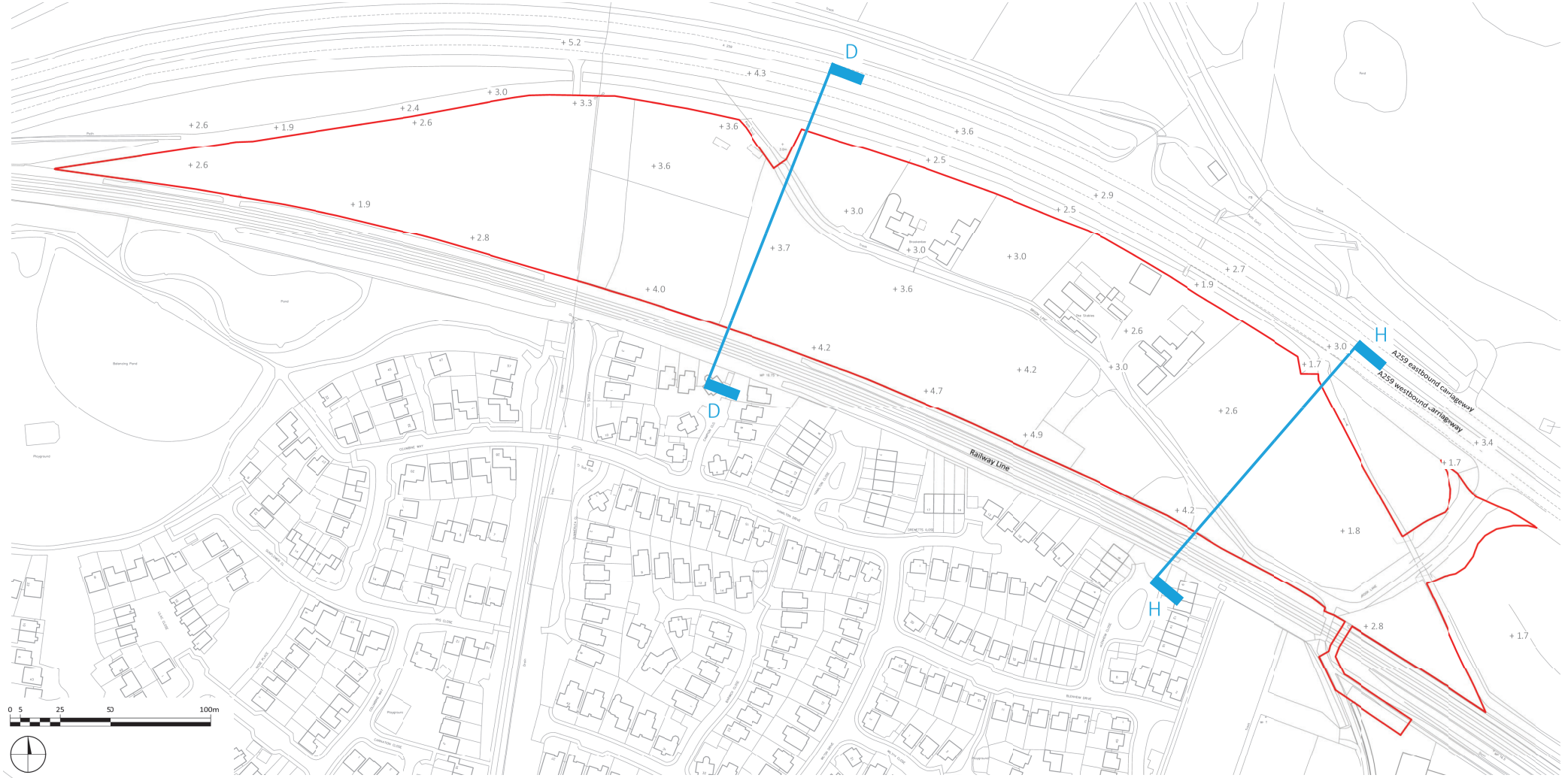


Existing Site Section DD



Site Section HH

2. Site Analysis
Existing Levels



2. Site Analysis
Site Visibility- North

Visibility:

The existing landscape buffer to the south of the A259 forms a well-established and significant visual barrier, limiting visibility into the site. The photos illustrated were taken during the winter and indicate the effectiveness of the screen.

Coupled with the level difference between the site and the carriageway, views of development will be very limited.

Within the site, the existing access routes are organically lined with tree and shrub planting which break up the longer distance views across the site and create a sense of depth and perspective.




Image 1- Google Street View from A529


Image 2- Google Street View from A529


Image 3- Google Street View from A529


Image 4- Existing Site Entrance

2. Site Analysis
Site Visibility- South

Visibility:

The railway line to the south of the site provides a hard physical and visual boundary between the residential areas to the south and the site.

The linear landscape feature running from the south carries the an existing water course and benefits from established vegetation. This creates a desire line as the water course and vegetation continue across the application site. As view 5 illustrates, there are no sight lines along this axis, but continuing this green infrastructure aids in tying the proposals to the existing developments to the south.

Views 6 & 7 highlight that the existing landscaping to the rail line provides a significant and effective visual screen, separating the dwellings from the railway. The end of terrace houses are located in close proximity to the rail line but this is not apparent from within the residential development.




Image 5- Google Street View from Foxes Cl.


Image 6- Google Street View from Hamilton Cl.


Image 7- Google Street View from Blenheim Cl.

2. Site Analysis
Site Access / Connectivity

Connectivity

The direct connection to the A259 provides the site with excellent connectivity into the wider highways network and is only c.1.5km from Angmering train station.

Local footways also provides excellent connectivity to local amenities, including retail centres, schools and employment areas such as Rustington Trading Estate and the bus services which serve the existing residential areas.

A public right of way (PRoW) crosses the site, providing connectivity to Rustington and the developments south with the land to the north and west. Path 2159 starts to the south of the rail line, heading north-west across the application site, where it divides, with Path 2160 heading almost due north, crossing the A259 and providing access to the land around Ham Manor Golf Club. The main western branch (still Path 2159) continues west, passing through an established landscape tree belt, before crossing the rail bridge and linking into Brookfield Park and the Recreation Ground.

As established by the outline consent, a new pedestrian bridge is proposed where the PROW crosses the rail line. This will be addressed by condition pursuant to the outline consent. The outline consent also provides for connection to a future public footpath that would connect the development with the retail development to the east.



2. Site Analysis
Existing Site Observations

The site is effectively shielded to the north by the existing level change between the site boundary line and the road. Additionally the existing trees provide an additional landscape buffer to the north, clearly separating the site from the A259.

In addition to visual screening, the buffer also offers some acoustic benefit which will be enhanced further by the acoustic treatment as set out in the proposals. The site is more open to the south, though the existing tree screen will grow and become more established in years ahead.

The existing tree line and hedgerow that runs north-south towards the west of the site also defines a further water course that is to be retained. The tree line provides a definitive edge to the development area, with the land to the west accommodating an existing pond which forms part of the site drainage strategy as established in the outline consent. Furthermore this element of landscape is a continuation of the linear feature running further south into Rustington. It provides and visual and physical connection between the application site and development to the south that is unusual given the hostile boundary created by the railway.

The existing routes and boundaries around and across the site benefit from the existing tree lines and hedgerows. Within the site these features define a series of smaller parcels of land which are largely open, with no established planting and features.

The existing site accommodates a small number of buildings; a small, agricultural or stable building on the southern boundary, a small, portal-framed agricultural unit on the northern boundary, adjacent to Path 2160 and the existing dwelling, with its associated out-buildings, slightly further to the west. A small storage container is sited adjacent to the north-south tree line, in the western portion of the site.

- Black Ditch (stream)
- Railway
- Roads
- Pedestrian Routes
- Existing Trees
- Sun Path
- Level Change
- Residential
- Commercial



2. Site Analysis
Opportunities and Constraints

Opportunities:

As indicated in the outline application masterplan, the east / west orientation and linear nature of the site means that the majority of dwellings will have a strong southern aspect, benefiting from natural sun light.

Focus frontages onto existing routes, with the "backs" addressing either the tree buffer or the rail line.

There is considerable benefit in the retention and utilisation of the existing landscape and green infrastructure, as far as possible, across the site. The existing landscaping also defines boundaries, routes and sight lines, while retaining important habitat, helps to establish a sense of place for the new development. The continuation of the north-south linear tree line and landscaping will help to tie the development into the surrounding context.

There is also an opportunity to enclose the site within significant areas of the green infrastructure, particularly to the east and west, which provide rich and interesting ecological spaces which also contribute to on-site surface water attenuation

The proposals can improve pedestrian connectivity between the site and the wider Rustington development, the local amenities and wider footway network. Site to contribute to Arun's five-year housing supply.

Constraints:

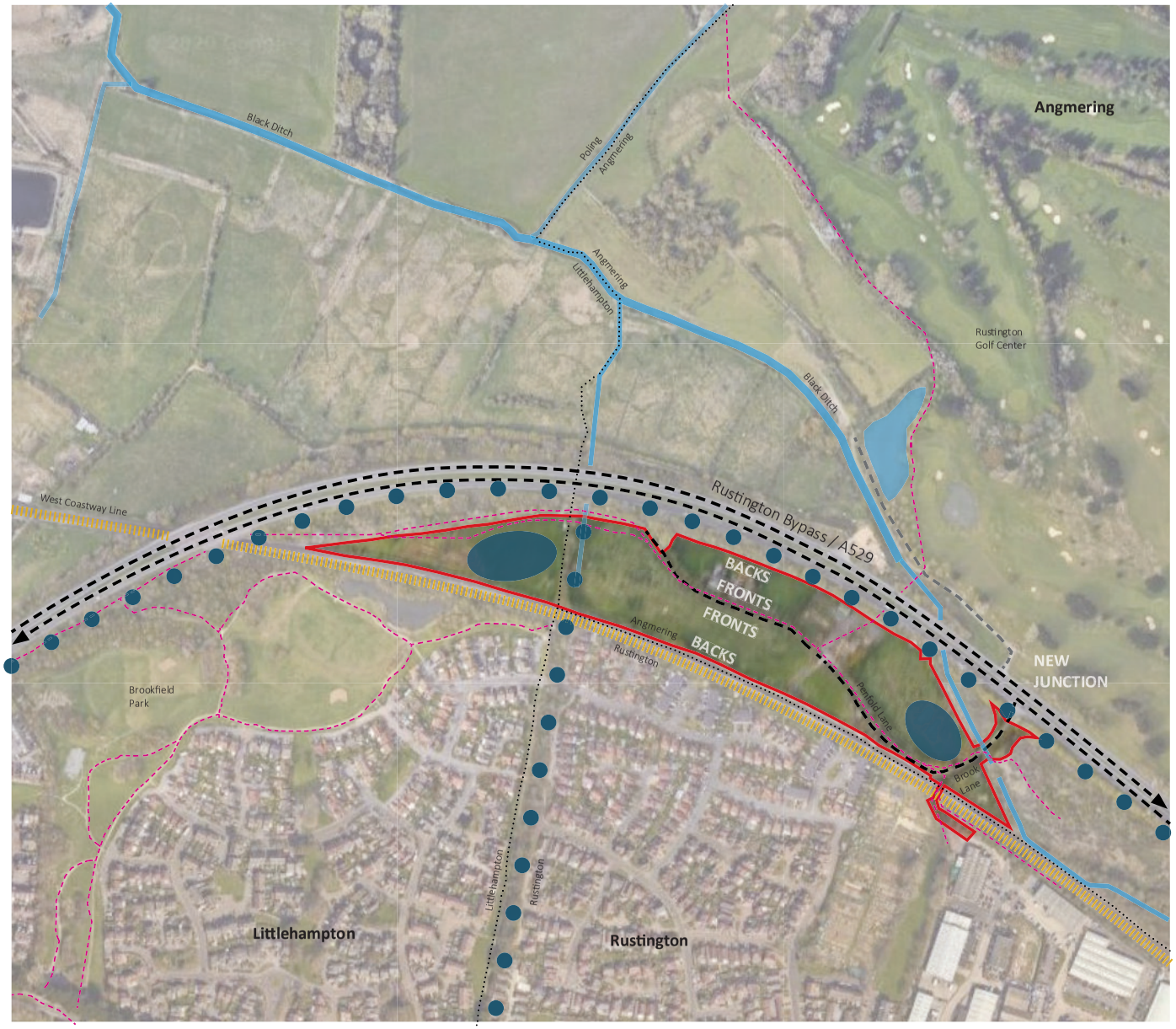
While the site is predominantly in Flood Zone 1, a small area to the east of the site is located with flood zones 2&3. This area of the site is unsuitable for development and therefore forms a constraint.

The highway to the north, along with level changes and the existing vegetation limits the opportunity for further connections to the north, instead causing the development to be more inward looking, creating a more distinct identity within the site.

The railway forms an equally hostile and impenetrable barrier to the south.

Access to the development has already been agreed and forms a design constraint for the primary vehicle routes.

The site's existing green infrastructure also forms a design constraint. As the proposal aims to retain much of the established planting and hedgerows. The design therefore needs to respond positively to this constraint to use this as part of the character of the site.



2. Site Analysis
Site Photographs


1. Existing site entrance road

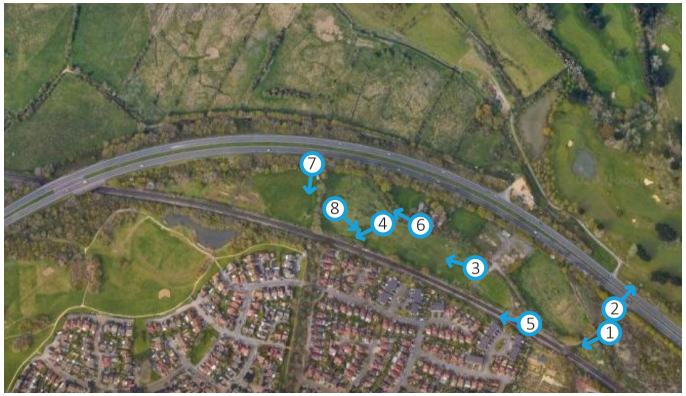

3. View across the site, looking west


6. PRoW (Path 2159), looking north-west alongside the existing dwelling


2. Existing site entrance road


4. Railway to south


7. The existing north-south landscape (looking south).




5. Railway to south at existing level crossing


8. Southern boundary and views of developments to the south

2. Site Analysis
Surrounding Residential Developments

To inform the design proposals, surrounding residential developments have been reviewed to determine whether there is a consistent language and vernacular in the area.

The main commonality amongst nearby developments is in the material palette and scale of dwellings.

There is a consistent two-storey, pitched roof language amongst most of the developments, with slate or fibre-cement tiled roofs.

The prevailing external wall material is red brick, in differing hues, with the inclusion of timber element to accent certain elements.

The clusters/groupings of dwellings is a mix of detached, semi-detached and short terraces, with private defensible space to the road frontage and private gardens to the rear.













