BARRATT HOMES

# Land at Golfers Lane
# Rustington Golf Centre
# Rustington
## Design & Access Statement

February 2022

ARUN DISTRICT COUNCIL 2/45/22/PL

CONTENTS


1.1 Introduction: Overview
1.2 Introduction: The Purpose of this document
1.3 Introduction: Design Framework
1.4 Introduction: National Design Guide
1.5 Introduction: Building for a Healthy Life
2.1 Context: Site Location
2.2 Context: Contextual Location
2.3 Context: Site Context & Description
2.4 Context: Local Character
2.5 Context: Site Constraints
3.1 Design: Design Framework
3.2 Design: Evolution: Concept
3.3 Design: Layout: Principles
3.4 Design: Layout: Character Areas
3.5 Design: Scale & Appearance
4.0 Design Analysis: Building for a Healthy Life


## 1.1 Overview

This Design and Access Statement (DAS) has been prepared in support of a detailed planning application by Barratt David Wilson for the development of 167 dwellings at the land off Golfers Lane, Rustington.

The scheme includes the provision of Open Space, recreational areas, landscaping and access from the A259 via the private road known as Golfers Lane.

## 1.2 The Purpose of this document

The purpose of this document is to demonstrate that the applicant has fully considered the local context, local and national policy, and good practice design as part of the preparation of the scheme prior to the submission of this planning application.

Guidance for design and the preparation of Design and Access Statements comes from a number of sources, including:

- The National Design Guide (MHCLG:2021)
- Arun District Council Policy & SPD
- Building for a Healthy Life (Design for Homes)
- Arun DC Design Guide

This document will therefore:

- Explain the design principles and concepts that have been applied to the proposed development;
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account;
- Explain the applicant's approach to access;
- Illustrate how relevant policies have been taken into account;
- Explain how any specific issues relating to the proposed development have been addressed.

carlton design partnership

ARUN DISTRICT COUNCIL A/45/22/PL

1.0

# Introduction

## 1.3 Design Framework

This Design & Access Statement and associated Planning Statement set out in detail the various constraints, contextual understanding of site and the wider area, as well as planning policies that have been considered in the formation of the proposals.

Design work has also been measured against the National Design Guide document, to ensure that the proposal creates appropriate physical character, creates a sense of community and positively addresses environmental & climate issues.

In addition to this, the 'Building for a Healthy Life' criteria are responded to, illustrating the achievement against those goals and how they have been met.

## 1.4 The National Design Guide

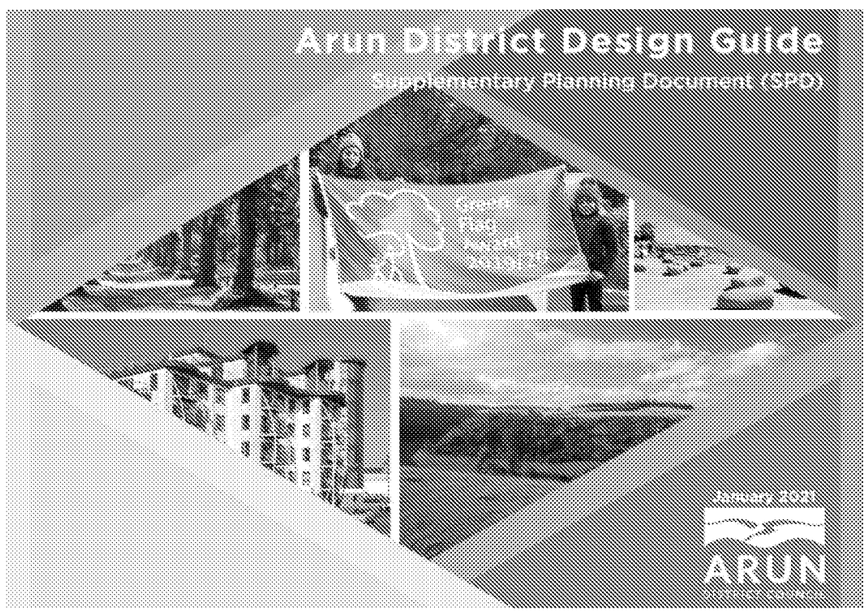
The National Design Guide was published by the Ministry for Housing, Communities and Local Government in September 2019. It is a response to the 'Creating Space for Beauty' interim report by the Building Better Building Beautiful Commission in July 2019.

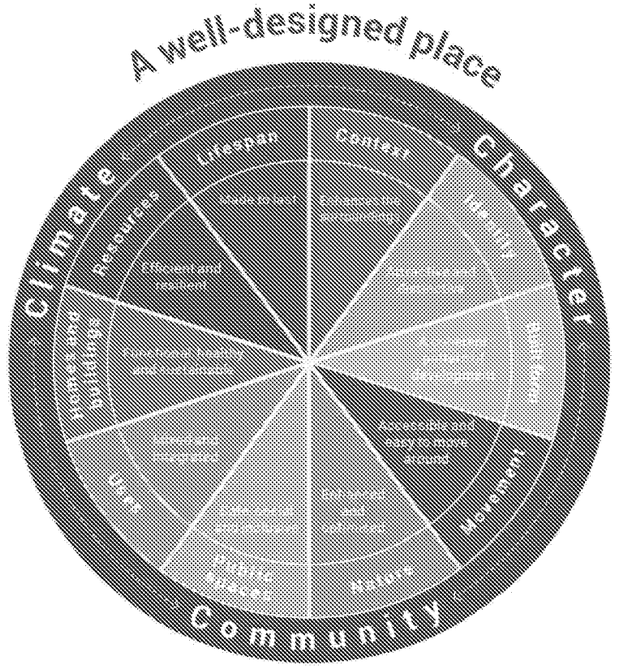
The Guide illustrates how well designed places that are beautiful, enduring and successful, can be achieved in practice. It forms part of the Governments collection of Planning Practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

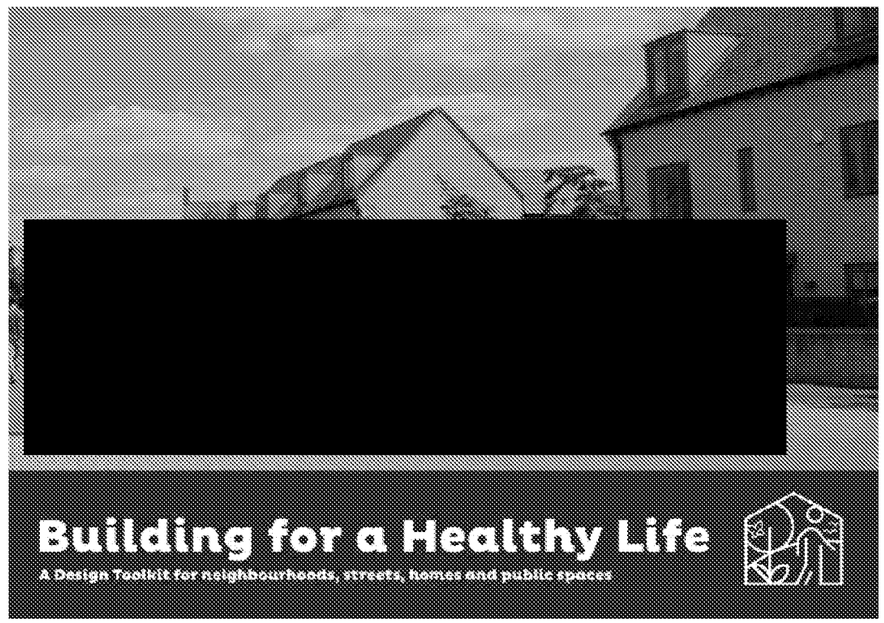
## 1.5 Building for a Healthy Life

Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.

The new name also recognises that this latest edition has been written in partnership with Homes England, NHS England and NHS Improvement. BHL integrates the findings of the three-year Healthy New Towns Programme led by NHS England and NHS Improvement.



2.0

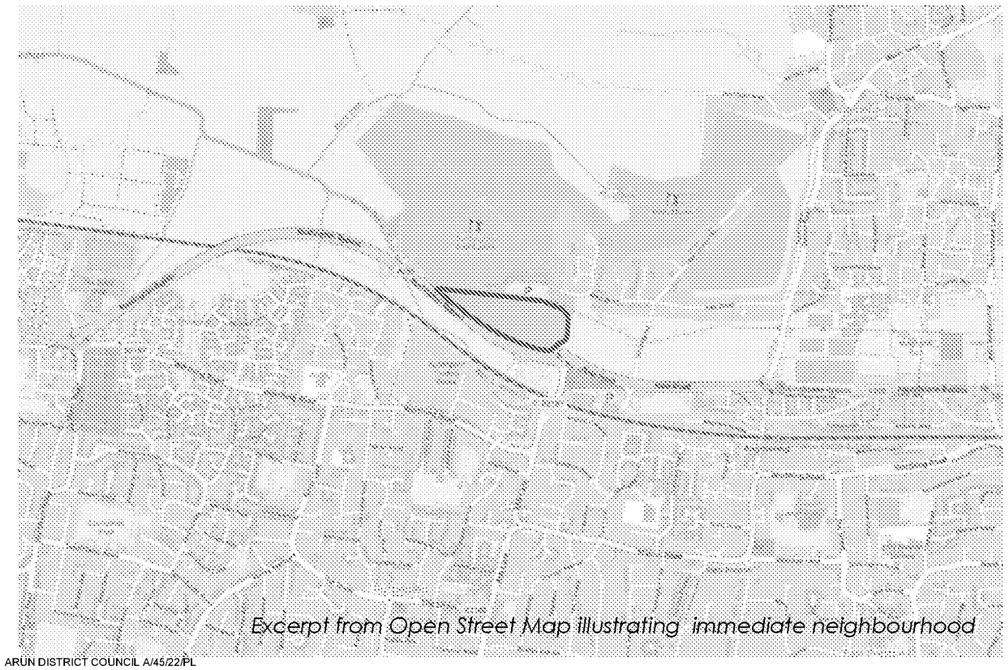
# Context

## 2.1 Site Location

The site is currently part of the Rusting Golf Centre, located adjacent to the A259, Rustington Bypass and 1.5Km north of Rustington village centre. Arundel lies 6.5Km to the north west, with Worthing approximately 9km to the east.

Angmering rail station lies approximately 1.1Km east of the site, providing direct connection to Chichester , Worthing and beyond via Southampton and Brighton. The closest bus stop for routes 9 and 700 Coastliner is some 900m to the south at Station Road. This provides direct connection to the local area as well as to Portsmouth and Brighton City Airport.

*Excerpt from Open Street Map illustrating nearby locations*




*Excerpt from Open Street Map illustrating immediate neighbourhood*

*Excerpt from Open Street Map illustrating local public transport routes*

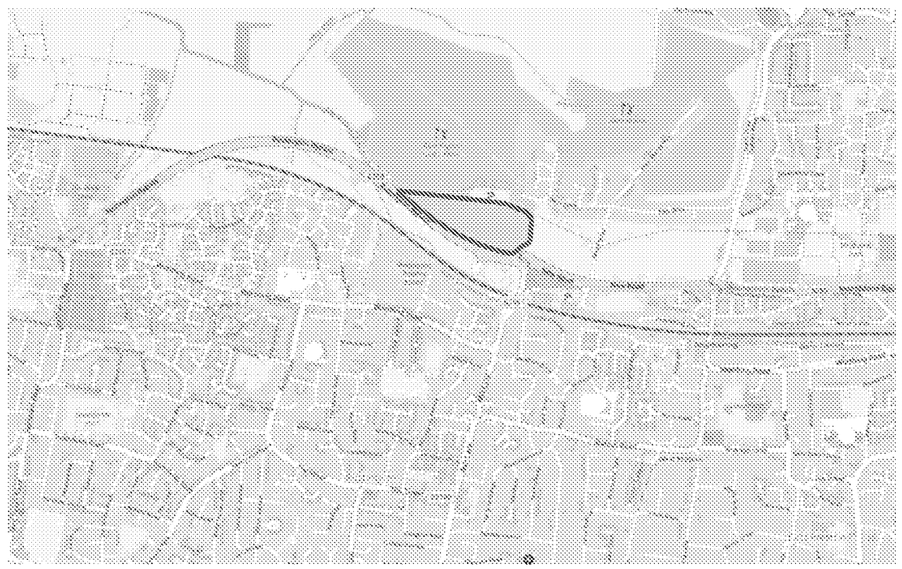
2.0

# Context

## 2.2 Contextual Location

The site is within walking distance of Rustington, Angmering, West and East Preston Village centres. Various green spaces, parks and the open countryside are easily accessible from the site. 5 No. schools lie within approximately 5km.

A large number of retail units are located opposite the A259 with local employment opportunities nearby with greater opportunities in Littlehampton, Arundel and Worthing.



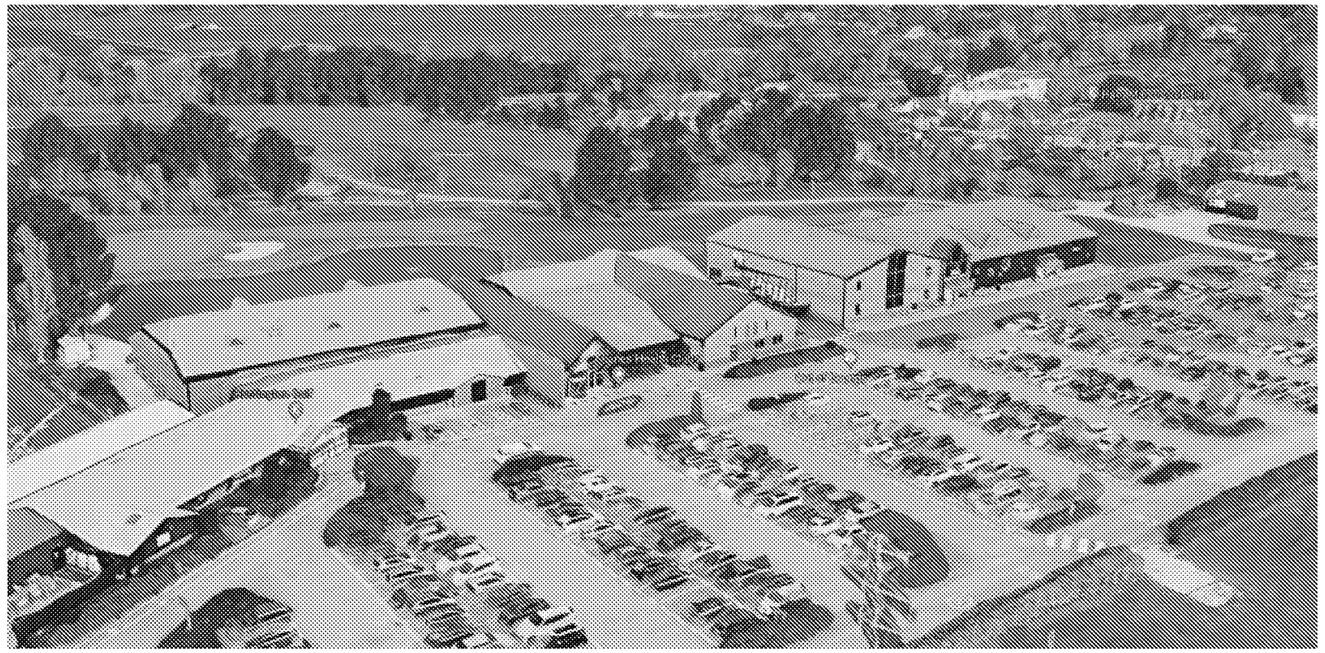
*Excerpt from Open Street Map illustrating nearby schools & greenspaces*

*Excerpt from Arun Local Plan Policy Map 4*

## 2.3 Site Context & Description

The site is currently a 'Pitch & Putt' area forming of the southern part of the Golf Centre Complex. The site and Golfing Complex is served off a private road ' Golfers Lane. The facilities car park, driving range and adventure playground abut the northern boundary. The Southern boundary adjoins the A259 dual carriageway, with large retail further south. To the east are open fields.

The site is mostly level, with land falling away slightly, to the west. Trees, bunkers, ponds and greens make up the features of the site. A notable belt of Monterey Pines bisect the site with remaining trees and shrubs in clumps outside of the course holes.



*Google Street View of A259 between Wick Street Lane and Great Ground*

## 2.4 Local Character

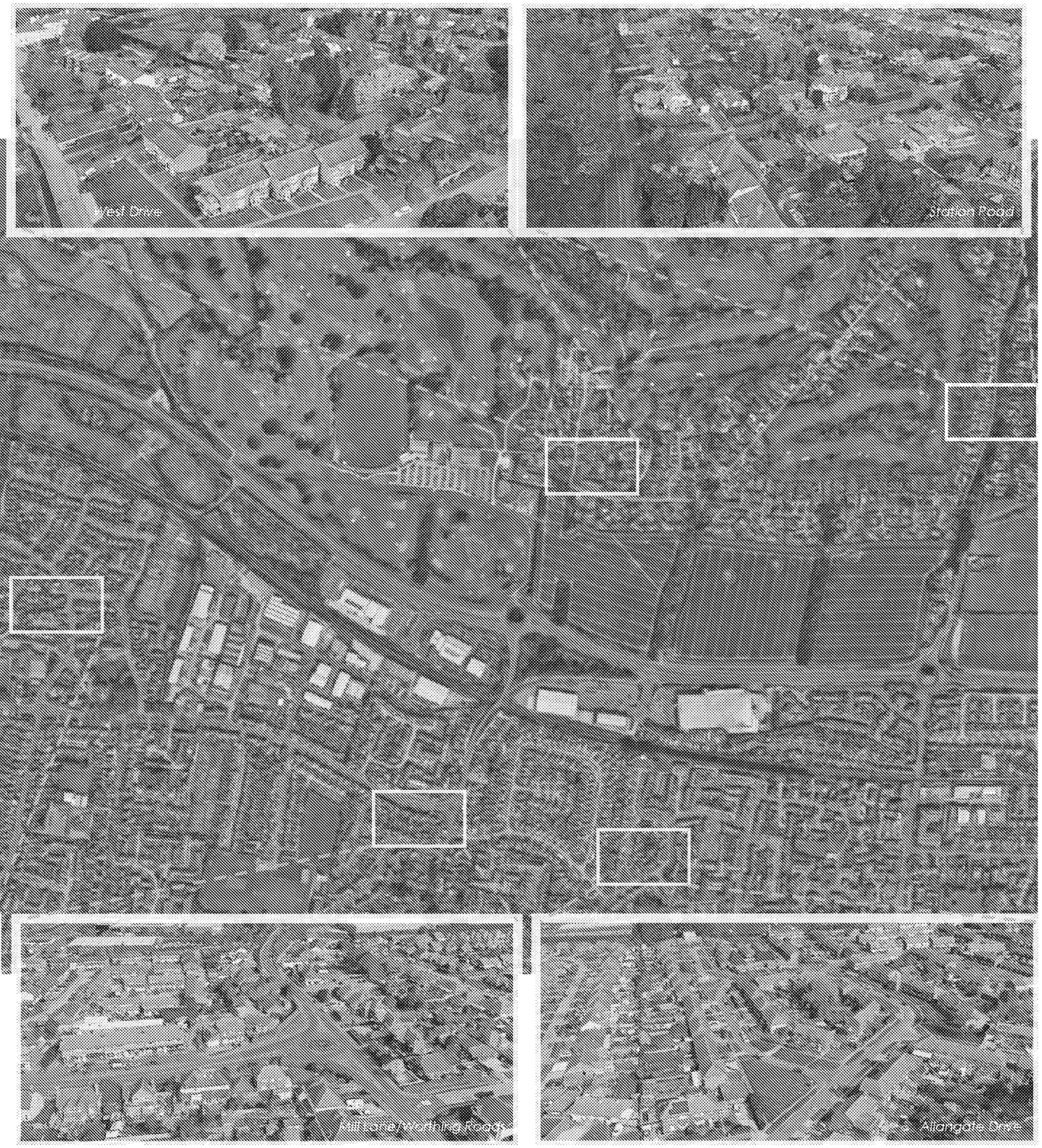
The immediate character is of large footprint retail and leisure. The existing residential character varies considerably in adjacent neighbourhoods.

West Drive and the surrounding neighbourhood is an eclectic mix ranging from thatched cottages through 70's neo Georgian terraces to Manor Buildings. With public realm varieties ranging from wide landscaped drives to tighter lanes in infill development.

Station Road and its surrounding neighbourhood range from large plots in a verdant avenue to much tighter streets, with regular, orthogonal, plotting of houses and chalet bungalows.

The Worthing Road, Mill Lane and Allengate Drive neighbourhoods are more orthogonal, in wide streets adopting terraced and semi detached houses and detached bungalows in 1940's to 70's traditional styles.

Windsor Drive and adjacent neighbourhoods are notably formed in more recent times with contemporary traditional , mostly detached houses and chalet bungalows, set back in lawned curvilinear streets .




*Google Earth excerpts from the local area*

## 2.5 Site Constraints

The site is generally level. Category B & C trees are scattered through the site with a notable band of Category A & B Monterey Pines bisecting the site.

The A259 abuts the southern boundary, with most neighbourhoods & amenities south of this road.

A private road 'Golfers Lane', currently only serving the golf centre, is served off a roundabout at the A259. Other exits from the golf course are gated.

Pedestrian and Cycle routes are located farther east, along the A259 and south of the A259.

Views into the site are prominent from the A259, with the A259 and development south, being notable lower than the site levels.

A rising main crosses the site from north to south, a gas main runs along the southern perimeter and the overhead electricity cables run along the northern boundary.

West Coastway Rail Line

Primary vehicular, cycle and pedestrian route.

Neighbouring movement routes.

Cycleways / Primary pedestrian routes.

Noise sources.

Rising main and easement.

Gas main and easement.

Overhead electricity cables and easement.

Existing trees and hedges

Views into site from neighbouring areas.

*Excerpt from Application: P-FUL-2020-0032, illustrating road re-alignment , roundabout and associated works*

3.0

# Design

## 3.1 Design Framework

Access to the development site is located at the safest point on the eastern edge of the site, with the main landscaped avenue passing through the site to an exit point on the northern boundary.

Secondary roads spur off of the spine road, with loop roads serving potential frontages along the southern boundary.

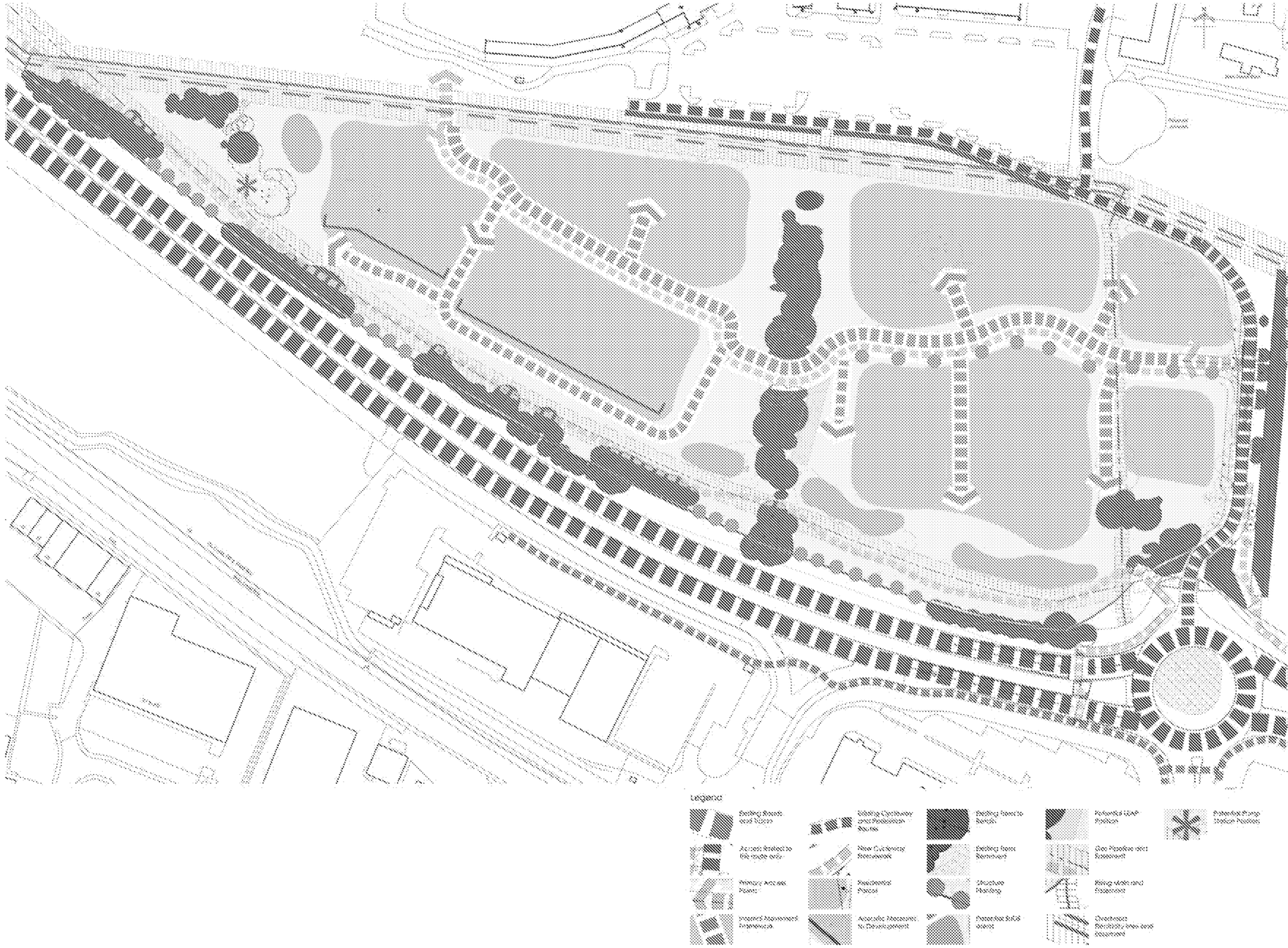
Properties along the southern boundary face southwards to provide screening of rear amenity from noise emanating from the dual carriageway.

The shortest, route of the spine road is through the central tree belt is midway, passing through a natural gap containing poorer quality pines.

A new cycleway runs alongside the spine and connects to the existing cycleway, further east along the A259. A potential crossing point at the roundabout would allow for cycle and pedestrian connection to the existing cycleway southern of the A259 and further south towards Rustington.

SuDS features can be accommodated in the southern and western areas of the Open Space that are formed from constraints arising from the gas easement.

Play facilities can be accommodated in open space surrounding the central tree belt, ensuring good separation from development and enhancing the open space in this north south space.



## 3.2 Evolution: Concept

Early proving concepts looked to provide access at more southerly point, retaining more of the lower quality trees, nestling up closer to the tree belt with a southerly route for the cycleway.

The proximity of the access to the roundabout was deemed too close, the road network unnecessarily extensive, the cycleway too remote from many homes and there was insufficient space around the central tree belt. In addition, the easements and service positions were at preliminary stages and a detailed tree survey adjusted spatial considerations as well as the reduced value of many trees.

*Early proving concept*

A refined concept adjusted the layout to address the identified issues. Services and easements were adjusted and the movement network refined.

The layout was further adjusted to take into account adopted Design Guidance, particularly in respect of front, rear and side separation distances, parking and amenity space.

*Early refined concept*

## 3.3 Layout: Principles

Amount:

This total site area is 7.46Ha, Open Space, including play areas but excluding SuDS basins comprises approximately 2.69Ha.

There are 167 No. dwellings proposed, with a policy compliant 30% being affordable. The gross density equates to 22 dph. The mix of homes provided is:

5% :1 Bedroom

35% :2 Bedroom

43% :3 Bedroom

17% :4 Bedroom

Access & Connectivity:

A single access point is proposed off the private road with un-adopted path & street networks providing inclusive access to all homes. Streets are designed to accommodate large refuse vehicles and fire access. Additional pedestrian & cycleway connections are provided along and across the A259.

Parking & Cycle Parking:

Car parking has been calculated as required by Arun DC parking standards, with a mix of allocated and unallocated spaces in a variety of arrangements. All parking is conveniently located to the homes they serve.

Electric vehicle charging is to be provided.

Cycle parking is provided within garages, or purpose design cycle stores.

Landscape & Ecology:

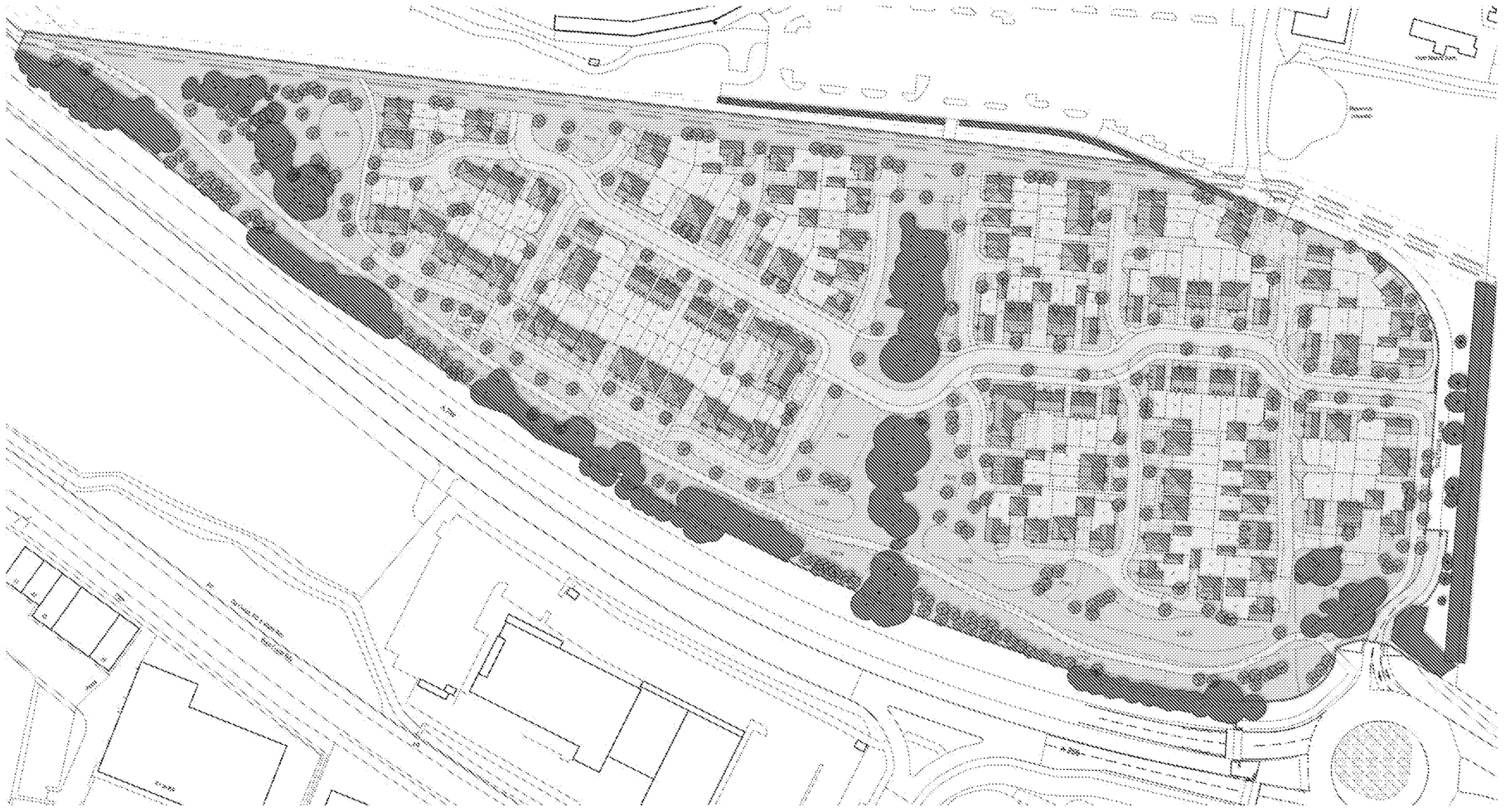
Existing trees are retained where possible and only lower value trees removed. The belt of locally distinctive Monterey Pines remain largely unaltered. Any tree loss is mitigated with new tree planting, with many larger species accommodated for.

With an excess of Open Space, there is ample space for wildlife habitats and biodiversity net gain.

Drainage & Services:

Some parts of the site are not suitable for SuDS features, most notably the eastern part of the site. SuDS have thus been designed to accommodate basin features in the southern areas of the site with additional storage within underground crated features.

A pump station is located at the lowest part of the site to the west. All easements are appropriately addressed. A new electricity sub station is proposed to the south.



## 3.4 Layout: Character Areas

### The Lanes:

This area is formed of outward facing dwellings, predominantly detached and of 2 storeys in height. Occasional use of 2.5 storey semi's & terracing is used where fronting onto larger spaces.

Roads are single sided, varying in width from 6m shared surfaces to 3.6m driveways. Parking is mostly side parking with some on street laybys.

Public realm is formed from 2-4m front gardens on the dwelling side and larger open space and landscape features on the public side. The public spaces incorporate new and existing tree planting, play areas and public paths. The southern edge incorporates new tree buffering to supplement the existing trees. The belt of Monterey Pines dominate the public space.

### The Edges:

This street is formed of outward facing dwellings, predominantly 2 storeys in height. Mostly terraced in form with well spaced maisonette block to the west.

6m shared surfaces are utilised throughout with frontage, on street and courtyard parking.

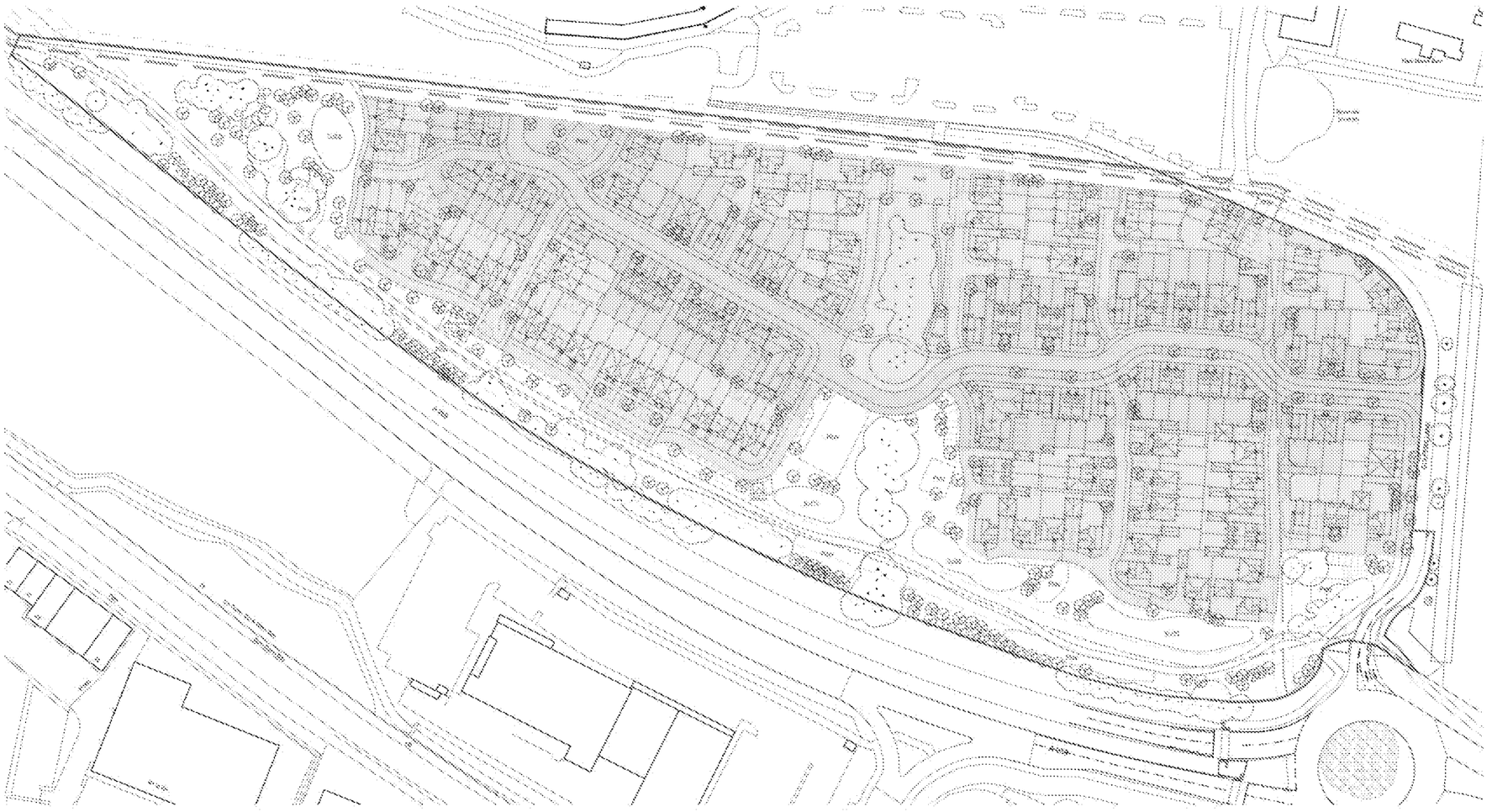
Public realm is formed from 2-4m front gardens on the dwelling side and larger open space and landscape features on the public side. The southern edge incorporates new tree buffering to supplement the existing trees in the linear open space.

### The Spine:

The main street, predominantly semi detached with occasional detached units, is a mix of 2 storey, 2.5 storey and 3 storey with 2.5/3 storey buildings used to frame spaces and create strong vistas.

Roads are 6m carriageways with a 2m footpath and 3m cycleway. The cycleway is segregated to the east adding space for trees. Parking is a mix of frontage, side & rear parking with some on street laybys.

Public realm is formed from 2-6m front gardens with large tree planning within the avenue verge or within deeper front



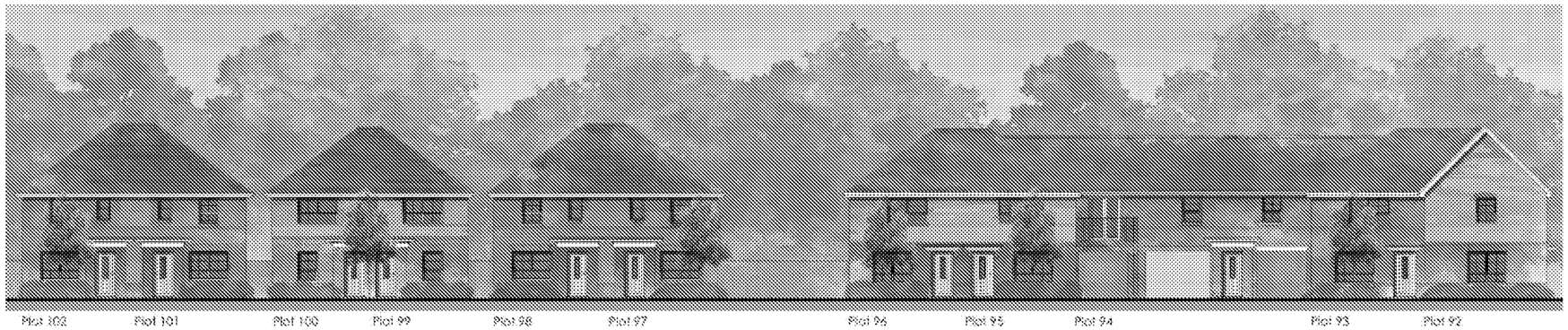
## 3.5 Scale, Appearance & Materials

Buildings will vary from 2 to 3 storeys. A mix of hipped and gable ended roofs will be used, with dormers being a flat top style. A range of detached, semi detached and terraces will be applied, all interspersed around the site. Affordable homes will have the same appearance as open market ones.

Fenestration will be top hung, white frames, with cottage style glazing bars. Doors will also be white. Door canopies, dormers and bay windows will generally have flat roofs, with some lean to roofs applied.

Façade detailing will include contrasting brick surrounds to doors and some windows, mid and plinth level string courses, contrasting brick stretchers over windows, grey and white weatherboarding and some use of contrasting brick plinths.

A mix of red and buff bricks and red and grey roof tiles are proposed. The details are to be agreed with the Planning Authority



4.0

# Design Analysis

Conditions met

Conditions partially met

Conditions not met or are unachievable

## Building for a Healthy Life

1. Natural Connections:

- Look beyond the red line.
- Identify local amenities.
- Direct physical connections to amenities.
- Rational Landscape/Ecology connections.

Through analysis of the locality, logical connections to existing local amenities, landscape and ecological features have been considered and incorporated.

The local schools, shopping facilities, employment opportunities have been identified to the west, east and south of the site.

As the site is currently segregated from facilities immediately to the south, by the A259, mitigation measures have been reviewed and implemented into the design.

The existing landscape of trees and tree belts, connect with a new belt of trees along the southern edge helping improve and complete this ecological network that connect to the wider area.

2. Walking, Cycling and Public Transport:

- Understand local cycle and pedestrian routes.
- Choose green, safe and overlooked routes.
- Expand & improve these routes to places.
- Promote higher use of public transport.

Existing footpath and cycle connections exist to the east, south and west. Through creation of new connections and crossings, the connections to the east and south can be attained. A new cycleway passes through the site and links to a potential connection at the north west.

New cycle and footpath connections pass alongside existing landscape and through newly created landscape features, making these attractive routes.

Local bus routes and Angmering Rail station, serving the local and wider area are within easy walking distance.

3. Facilities & Services:

- Improve or provide new facilities for the need.
- Locating them on routes and 'Play on the Way'.
- Make drainage features work well with routes.

New green spaces are created within the development, sited alongside existing features, with a new central green space, providing space along new movement routes.

A new Locally Equipped Area of Play is provided, adding to the recreational facilities in the area. Sited within the established tree belt, and at a movement node within the site the play facilities will lie on cycle and pedestrian routes.

The surface water detention basins are located on the southern edge where an informal path is proposed.

4.0

# Design Analysis

## Building for a Healthy Life

4. Homes for Everyone:

- Provide a mix of homes to meet the need.
- Supported homes at the heart of communities.
- Provide private outdoor space.

The proposed mix of homes meet the needs of the community, providing small homes and larger family homes in a variety of size and form. Larger family homes are provided with larger rear gardens, down to maisonettes with private external space as well as communal space. All homes have appropriate private amenity space.

Affordable homes make up 30% of the provision, with an appropriate split between shared ownership and rented.

Homes and streets are designed to meet Part M of the building regulations, allowing wheelchair access, with gardens and routes being designed to be as usable as possible.

5. Make the most of what is there:

- Understand the ecology, constraints and assets.
- Explore concepts and frameworks first.
- Replant if it means a better design.
- Avoid buffer spaces between boundaries.

Through site visits and extensive analysis of the sites constraints and assets, a framework for development has evolved. Significant considerations of ground levels, ecological habitats and their protection, the impact of the A259 and the overall context within the surrounding neighbourhoods have fed into this process to inform the framework as indicated earlier in the document.

A number of design iterations have been reviewed, taking into account local context, with these latest proposals being considered as the most appropriate form.

The majority of existing tree belts and hedges will remain in place and will become established features of the periphery of the site. New planting of trees along the southern edge, will add to this feel of being set within the landscape and ensuring that ecological corridors will be protected.

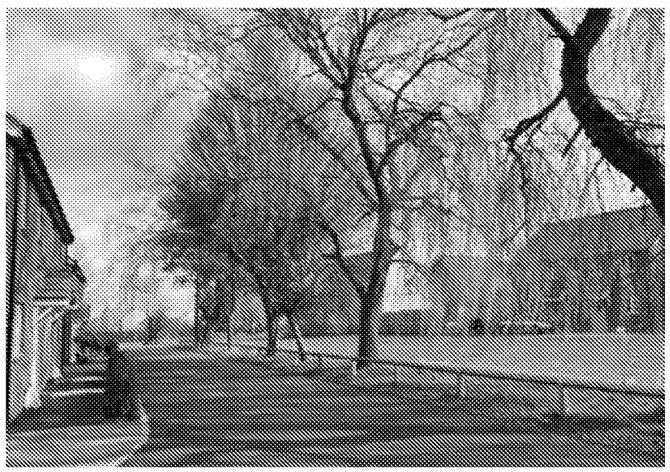
6. A Memorable Character:

- Consider locally inspired or distinctive character.
- Explore the good, don't replicate the bad.
- Use good urban design analyses.
- Use local materials but avoid pastiche.
- Create activity to bring places to life.

Neighbouring residential character is of notably varied style and quality. The closest neighbourhood being particularly varied. Neighbourhoods to the south, within the more built up areas of Rustington are more cohesive in style, however the neighbourhoods remain distinctly different from each other in form and appearance.

The design intent seeks to expand upon the cohesive architectural character of differing neighbourhoods, adopting a local palette of simple details, materials and more orthogonal street patterns. This will help cohesiveness in this wider area.

Designed spaces are located along movement routes that connect with the wider area. These places will then become active, well overlooked and discernible character areas in the neighbourhood.



# Design Analysis

## Building for a Healthy Life

7. Well defined streets and spaces:

- A strong framework with active frontages.
- Understand the experience within the street.
- Define public and private.
- Consider the street corners.

All streets and spaces are clearly defined, framed, balanced and well overlooked. Buildings front onto streets with habitable rooms , front doors, driveways and parking located streetside.

The proposals illustrate a regular pattern of residential buildings and spaces between them, along with terraces and taller buildings placed in more dense places.

Frontages have clear separation between public and private, with walls, fences or landscaping defining boundaries. Private parking is clearly identified along with visitor and shared spaces.

All street corners have buildings with dual aspects. Some of these corner buildings have front doors on the side roads, with others have well designed side elevations containing windows and architectural features.

8. Easy to find your way around:

- Streets that connect and are direct.
- Use streets, buildings and landscape to navigate.
- Define different street types.
- Vary street and space character on large sites.

All character areas will have streets that are unique in appearance, utilising different street ratios, landscape and building forms to create legibility.

The streets connect to all other streets and routes in a logical street pattern. The primary streets are wider than those that link to mew streets and lanes, thus creating an obvious through route. Existing landscape, that bounds the site , is clearly viewed from numerous points along the primary route, indicating orientation within the site and thus logical routes to the wider area.

Along each street there are places that vary in form. Building heights, street dimensions, landscape density and visibility change, to indicate where places start and routes lay. Existing landscape plays a significant role in the identification of places, along with new street tree planting that punctuate routes.

9. Healthy Streets:

- Slow cars and prioritise pedestrians and cyclists.
- Use Street Trees.
- Active frontages with front doors.
- Prioritise safe pedestrian and cyclist at junctions.

Vehicular routes are designed to reduce speeds as much as possible by using changes in direction, speed control geometry and limiting forward visibility to that which is required. Pedestrian safety is prevalent through ensuring separate paths from the carriageways on the primary routes and where connecting to the wider pedestrian network.

Cyclists are offered direct routes on cycleways, through spaces, with sufficient visibility at junctions to allow cycling speeds to be achievable.

Front doors providing activity at frontages, along with habitable rooms at streetside, give good surveillance over pedestrian and cycle routes. This ensures safety and security within the neighbourhood.

4.0

# Design Analysis

## Building for a Healthy Life

10. Cycle and car parking:

- Cycles close to the front door.
- Integrate car parking into the street.
- Clear parking ownership realistically calculated.
- Share allocation and avoid antisocial parking.
- Generously landscape frontage parking.

Cycle parking is located close to the rear entrances of each property ensuring the security of cycles without affecting the intended streetscape.

Visitor parking spaces are generally located within street layby's with additional spaces within courtyards. There is sufficient space to avoid any antisocial parking.

Frontage parking is located close to front doors and bounded with landscape. Those spaces that are allocated as clearly labelled so and places directly infront of those homes, with shared, unallocated, and visitor spaces identified as such.

Much of the allocated parking is located alongside homes. The parking has been calculated for realistic use, as defined by the planning authority.

11. Green and Blue Infrastructure:

- A strong landscape strategy from the start.
- Plan movement to promote biodiversity.
- Food growing opportunities.
- Multi functional sustainable drainage solutions.
- Well overlooked spaces robustly managed.

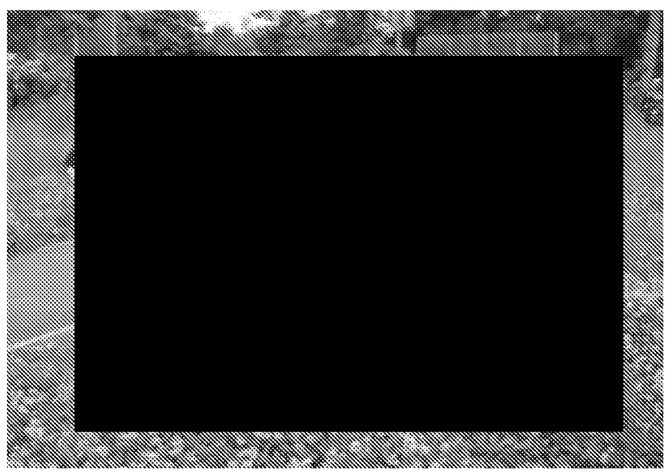
From the outset, the topological, ecological, landscape, drainage and contextual relationships have defined an appropriate form of development. This evolved to ensure space for landscape, drainage and ecology, along with space within the site for new landscape features.

New routes have been planned to pass alongside existing landscape features, while having new landscape features alongside them. Drainage features have been placed within these landscape spaces where possible, to ensure they become multi functional and make best use of these spaces.

The protection of habitats within the site has been secured and where possible, they have been integrated in the visual amenity of streets and spaces.

12. Back of pavement, front of home:

- Defined private space with strong boundaries.
- Design frontage well for services and waste.
- Avoid all leftover space.
- Useful amenity space for apartments.

Plot boundaries will be clearly defined along the public realm. Rear boundaries will be carefully detailed brick walls or pier and panel walls, with some use of closeboard fencing where these features aren't necessary. Frontages will be planted with shrub and hedge species that can grow into robust boundary separations.

All services have been designed to be unobtrusive, with utility meters placed to avoid interference with architectural aesthetic. Similarly, bin collection points are integrated into proposed hardstanding, in logical places. There will be no wasted space left over, with all space utilises for properties, Open Space, or landscape.