



ILLUSTRATIVE VIEW OF PROPOSAL FROM WATER LANE

design and access statement

Prepared on behalf of the applicant Mr Dominic Mark Espezel

In respect of:

A PLANNING APPLICATION FOR THE ERECTION OF TWO SEMI DETACHED THREE BEDROOM DWELLINGS WITH ASSOCIATED LANDSCAPING AND CAR PARKING

Location:

LAND AT OLD BLACKSMITHS YARD ° WATER LANE ° ANGMERING ° BN16 4EP

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DATE: 01.05.19

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1.0 Introduction and background

This application for planning permission follows and is informed by the largely positive and supportive pre-application advice ref: PAA/10/19 issued by Neil Crowther the Group Head of Planning in written form dated 15th March 2019.

The site is located on the south side of Water Lane within the built-up area boundary on the eastern edge of Angmering Village. The centre of the village lies some 500m to the west of the site providing local facilities and services including basic shopping and a primary school. Public transport in the form of access to the local bus network is available within easy walking distance and Angmering Train Station is some 2 km distant.

The site is vacant and lies adjacent a car parking area that serves the retail unit to the west.

2.0 Character and Physical Context

The site is in a semi-rural location although several strategic housing developments in the vicinity are likely to create a more urban setting for the site in the future.

The site:

- ↳ fronts a distributor road on its northern boundary (Water Lane) that provides the primary access to Angmering Village from the east. Currently a 20mph zone is in force across the frontage of the site
- ↳ is set against a bund and tree screen on the east boundary of the site separating it from a further wooded area and large pond associated with the setting of Avenals Barn a listed building at some distance to the south east.
- ↳ incorporates a bank down to a stream on its southern boundary with a wooded area beyond separating the site from a tennis court at some distance also associated to Avenals Barn.
- ↳ is formed by a new west boundary separating the vacant land from the car park area adjacent the retail unit which itself is aligned towards the rear of its site towards the stream.



approaching the site from east



approaching the site from west

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View of the bund and tree screen looking east



View of the existing southern boundary looking south



View of the existing car park and retail unit looking west

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The site measures some 28.5m north south from the road to the base of the bank adjacent the stream and approximately 22.5m east west from the apex of the bund to the new boundary to be defined separating the site from the car park.

The site area as defined by the above and incorporating provision for a visibility splay to the west extends to approximately 0.064 Hectares.

The site is heavily contoured in the areas of the bund and stream bank. There is also a fall of some 1.5m from north to south (corner to corner) within the relatively more level central area of the site.

There are trees adjacent to the site on the east boundary with canopies spreading into the site and the site itself supports several trees with significant canopy spreads none of which are understood to be protected.

3.0 Evaluation

The following features constraints and opportunities have been identified in shaping the current proposal.

Responding to the overall site area and the encouragement of promoting smaller homes the potential of providing 2 smaller dwellings in a semi-detached format on the site is proposed as an efficient use of the land.

Although Water Lane is a 20mph zone where it passes the site, it is proposed that to achieve optimum visibility to the east the new access should be located as far west on the frontage as possible and the site layout should allow for car turning on curtilage to egress the site in forward gear.

Responding to the disposition and orientation of the adjacent retail unit to the west it is proposed that the main massing of the scheme should be recessed back from the road as far as possible an arrangement that also benefits vehicle manoeuvres on site.

With the potential of planting 1 or 2 new trees to the frontage of the proposal it is proposed that several of the existing trees on the site are removed so as not to onerously constrain the proposed layout dwelling numbers and size.

The semi-rural character of the sites vicinity is likely to be retained due to the influence of the nearby listed building and its setting despite the potential of urbanisation through strategic development. It is therefore proposed that traditional materials and features are reflected in the detail of the proposal.

It is proposed that any access required to the stream by third parties although restricted by the proposal will be facilitated using post and rail fencing as the default rural boundary treatment

4.0 Use

As a residential proposal the scheme is in keeping with its surroundings as it is within a residential area. The proposed use is therefore considered acceptable.

5.0 Amount

The scheme provides for 2 x 3-bedroom semi-detached dwellings a car barn and bicycle parking. The provision of 2 dwellings on a site area of 0.064 Ha provides a housing density of approx. 31 dwellings per hectare believed to be comparable with development in the surrounding area.

6.0 Layout

The siting of the proposed dwellings, their access, parking and the internal plan arrangements have been considered within the brief and constraints of the site to respond positively to the site and compliment the street scene as follows:

- ¿ The site access has been located to optimise safety allowing for good visibility and turning of vehicles on curtilage.
- ¿ The footprint of the scheme has been arranged to compliment the alignment of the retail unit to the south and respond to the tree screen as a backcloth through placement of the car barn on the east boundary enhancing the street scene particularly when viewed from the west.

- ¿ The use of a ·T, form for the dwellings adds to the above by articulating the car barn position.
- ¿ The internal plans of the dwellings have been arranged to provide living space with both north and south orientations incorporating kitchen dining space opening out to the rear amenity through glazed French doors. Plot 1 has been arranged so that non habitable rooms are adjacent the flank of the car barn.

7.0 Scale

The scale and massing of the proposed dwellings has been carefully considered in context with the semi-rural character of the location by both articulating the semi- detached form and reducing ridge height and dominance by incorporating dropped eaves and barn hips.

8.0 Secured by Design

The layout has been designed to reflect the principles of ·Secured by Design, as far as possible.

- ¿ The access clearly presents a transition and boundary to defensible private space with planting and paved surfacing.
- ¿ It is proposed that the dwellings themselves will be designed to resist unauthorised access in accordance with part Q of the building regulations.

9.0 Landscaping

The proposed site layout illustrates the extent of proposed tree planting and landscaping demonstrating a simple but high standard of hard and soft landscaping to enhance the built form.

It is proposed that any detailed landscaping proposals that are required will be submitted to the LPA for approval by way of planning condition.

10.0 Appearance

The appearance of the scheme has been designed in a traditional style to reflect the semi-rural character of the site through the application of various claddings in an incremental fashion across the forms.

The materials include:

- ¿ Clay Plain Tile Roofs
- ¿ Stock Facing Brick plinths / ground floor walls

- ¿ White rendered walls
- ¿ Clay Plain Tile wall cladding
- ¿ Treated Timber Feather Edged Weather Board to the Car barn
- ¿ Painted timber windows and French Doors
- ¿ Stained timber front entrance doors

It is proposed that specific colours and details of materials will be submitted to the LPA for approval by way of planning condition

11.0 Access

For the purposes of access, the schemes forecourt area can be regarded as level or gently sloping.

Pedestrian and vehicle access are proposed at the location of the new crossover from Water Lane to a forecourt parking area from where access is gained to level front door thresholds all to be compliant with Part M of the Building regulations.

The dwellings have been designed to reflect the building regulations 2010 M4(1) category 1: visitable dwellings.

In the wider context the site is located, close to local shops in Angmering Village. The centre of the village lies some 500m to the west of the site providing local facilities and services including basic shopping and a primary school. Public transport in the form of access to the local bus network is available within easy walking distance and Angmering Train Station is some 2 km distant.

Two car parking spaces per dwelling are provided for within the scheme together with a lockable bicycle store within the carbarn for plot 2 and towards the rear of plot 1 as identified on the site layout and floor plans.

12.0 Sustainable design and construction

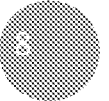
ENVIRONMENTAL IMPACT

It is proposed that the scheme and its detailed technical design will seek to reduce its environmental impact using sustainable construction methods and use of low carbon technologies.

It is proposed that the scheme as presented in the planning application will include and promote the use of:

- ¿ Modern Methods of Construction.
- ¿ Efficient low carbon energy sources

- ¿ Insulation and air changes designed to ensure space heating load will be reduced.
- ¿ A high level of air tightness
- ¿ Good natural lighting
- ¿ Low energy lighting more than building regulation requirements
- ¿ Appliances rated A or A+ for energy and water consumption.
- ¿ The use of water efficient goods and fittings such as aerated taps and low flow showers



13.0 Refuse and recycling

Storage space for wheelie refuse and recycling bins in the carbarn for plot 2 and adjacent the carbarn towards the rear of plot 1 has been provided for within the proposal for placement at the front of the property on collection days.

14.0 Conclusion

The proposal provides the opportunity for:

- ¿ Two three-bedroom family dwellings in a sustainable location within the built-up area in line with national and local planning policy objectives.
- ¿ A design that contributes to the semi-rural character of the locality.
- ¿ A design incorporating low carbon technologies and promoting low energy use.
- ¿ A design in scale with its surroundings that enhances the character and quality of the area.
- ¿ A sustainable hard and soft landscape environment integrated with the development.
- ¿ A scheme incorporating sustainable traditional materials and detailing complimenting its surroundings.
- ¿ Inclusive and sustainable access with public transport links within walking distance.
- ¿ A car and bicycle parking provision equitable with the site's location, and dwelling type.
- ¿ A scheme complimenting the character of the area but with its own sense of place and identity.

END.