



This Design and Access Statement supports a reserved matters planning application for residential development with reference to the approved outline application ref: A/131/16/OUT 21.12.2016

The planning application is submitted on behalf of Mouse Developing Ltd.

The proposal is for nine private dwellings situated in the middle of the site, accessed via a new private road connecting to Arundel Road via the existing access at the north of the site.

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The site and context:

The site that is the subject of this planning application comprises a parcel of land, measuring approximately 0.7 hectares in size, positioned adjacent to Arundel Road and north of Angmering Village. The site is currently vacant.

There is a dense and continuous tree screen fronting Arundel Road (eastern boundary) and a continuous high level dense yew hedge to the western boundary.

The site is relatively flat with a slight fall to the south west corner.

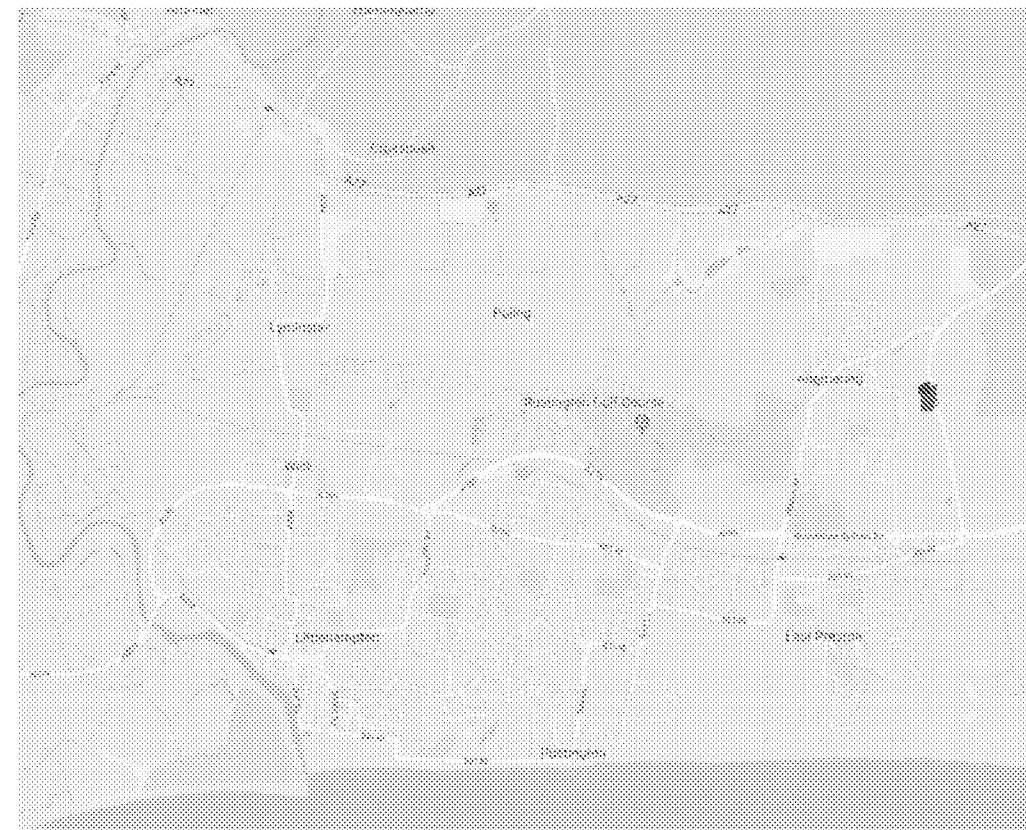
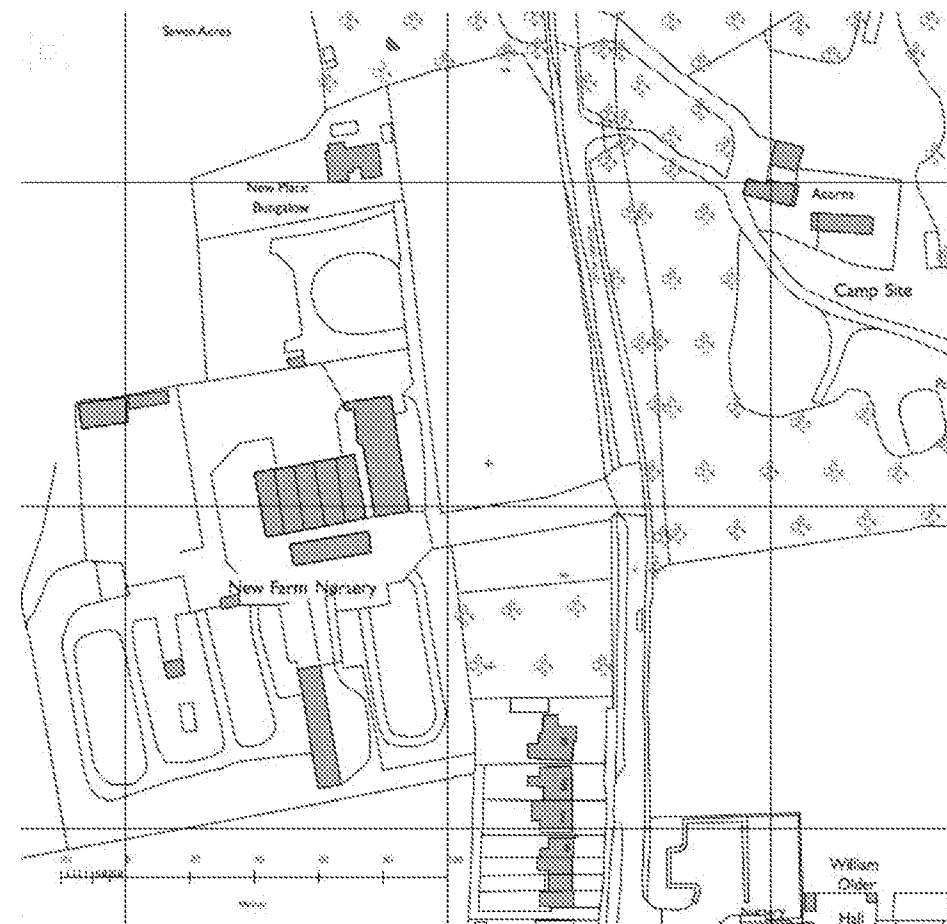
To the south there is an access road from Arundel Road to New Farm Nursery and New Place Bungalow, which is set at a lower level to this site.

To the north of the site there is an existing drop kerb access to the site and to the farmland to the north of the site. Opposite which lies two vehicular access points to Acorns and A camp site.

Historically the site was used as a nursery, but from 1958 the site has been used for storage and a storage yard.



:site context



:site location

Site analysis:

The site is well contained by existing built and natural form, with predominantly detached housing to both the immediate rear and south sides, with further housing lying within the built-up area to both sides of Arundel Road, south of the site.

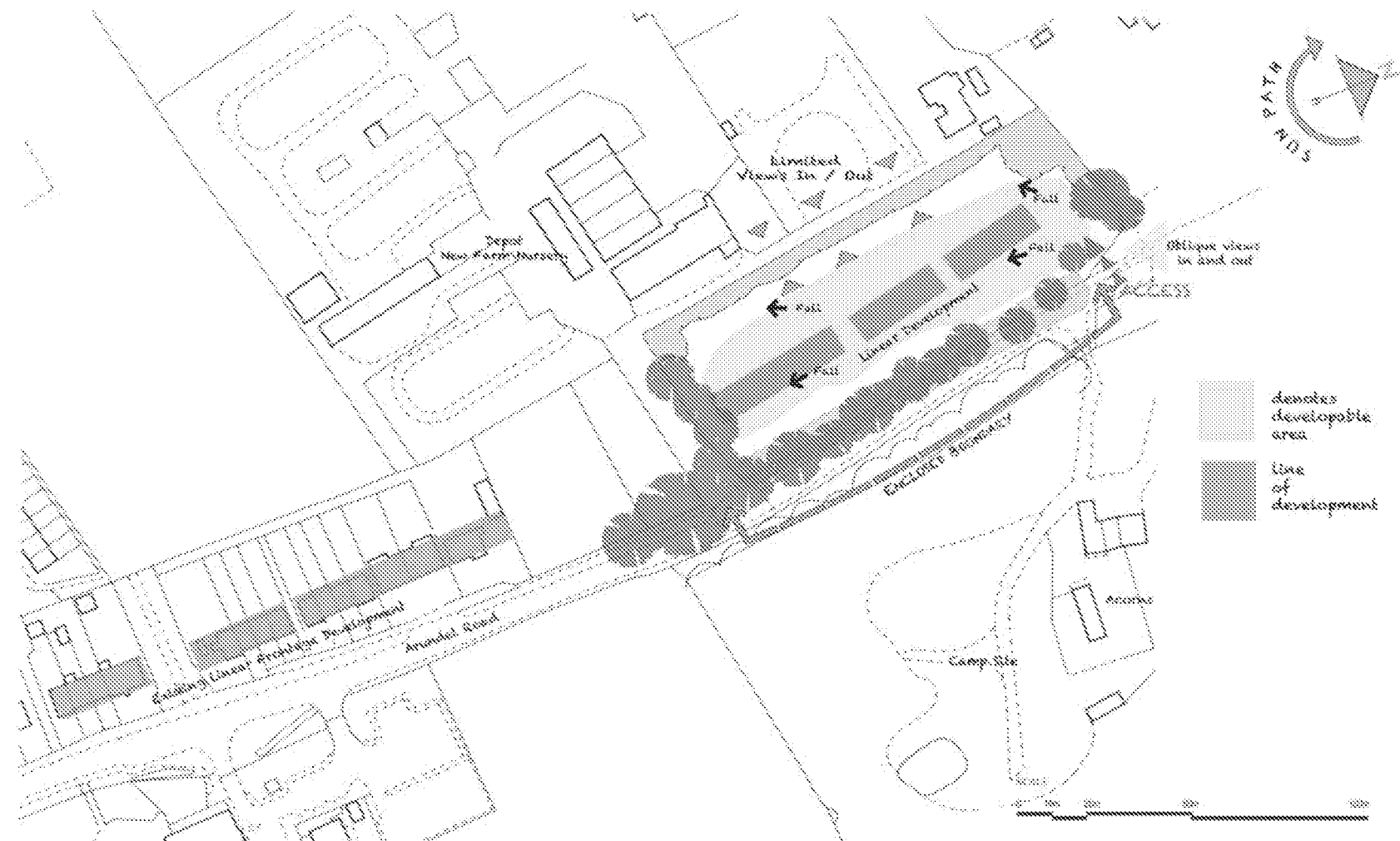
The site gently slopes from north to south with a substantial landscape buffer to the boundaries.

The built-up area boundary of Angmering village is situated just 65 metres from the southern edge of the application site, and is connected to this via a continuous footway that runs alongside Arundel Road.

The proposals seek to work within the existing built environment form and layout whilst making best use of the natural landscape.

The proposal will incorporate the following in response to the existing environment:

- + continuation of linear frontage development
- + substantial natural landscape buffer retained and enhanced to to Arundel Road
- + existing vehicular entrance maintained and enhanced, visually and safety of ingress and exit of vehicles.
- + minimal verticality of built form to maintain rural environmental setting.
- + provide variety of interest in built form / materials/ colour to maintain variety of existing local vernacular.





Proposed development:

This proposal is for the erection of 9 No. one-and-half storey dwellings to be positioned on the site in a linear development. In accordance with the approved outline application, the proposal forms a linear layout, parallel to Arundel Road.

The development comprises 2 No. pairs of semi-detached properties and 5 no. detached dwellings. The plot sizes and shapes have been considered to add interest to the development. All plots have ample sized front and rear gardens, which reflect's the character of other residential plots within the area.

Access will be obtained from the northeast corner of the site, off the west side of Arundel Road, as existing. The access drive would run parallel with the new house frontage onto Arundel Road, leading to a driveway and turning area in front of each individual property.

Eight of the proposed dwelling's have an integral garage, reducing the overall built form and creating a greater variety in roof form and profile to the proposal.\

Careful consideration has been given to the design and positioning of the dwellings and it is our view that the proposed dwellings would respect the rural character of the surrounding area and that they donot detract from the character of the surrounding area and both conserve and enhance the natural beauty and character of the landscape.

Boundary Treatment

It is proposed that the existing trees and hedges to the boundary will be supplemented, where necessary, to create a landscape screen. This, together with the sympathetic design and siting of the buildings, ensures that there will be minimum impact to the surrounding buildings.

Massing

The arrangement of accommodation on the site has been care fully considered in relation to the surrounding built form and central Government guidance on density and the individual characteristics of the site. The site layout proposes a development reflecting. In principle, both the massing and the positioning suitable to this site.

Landscape and Topography

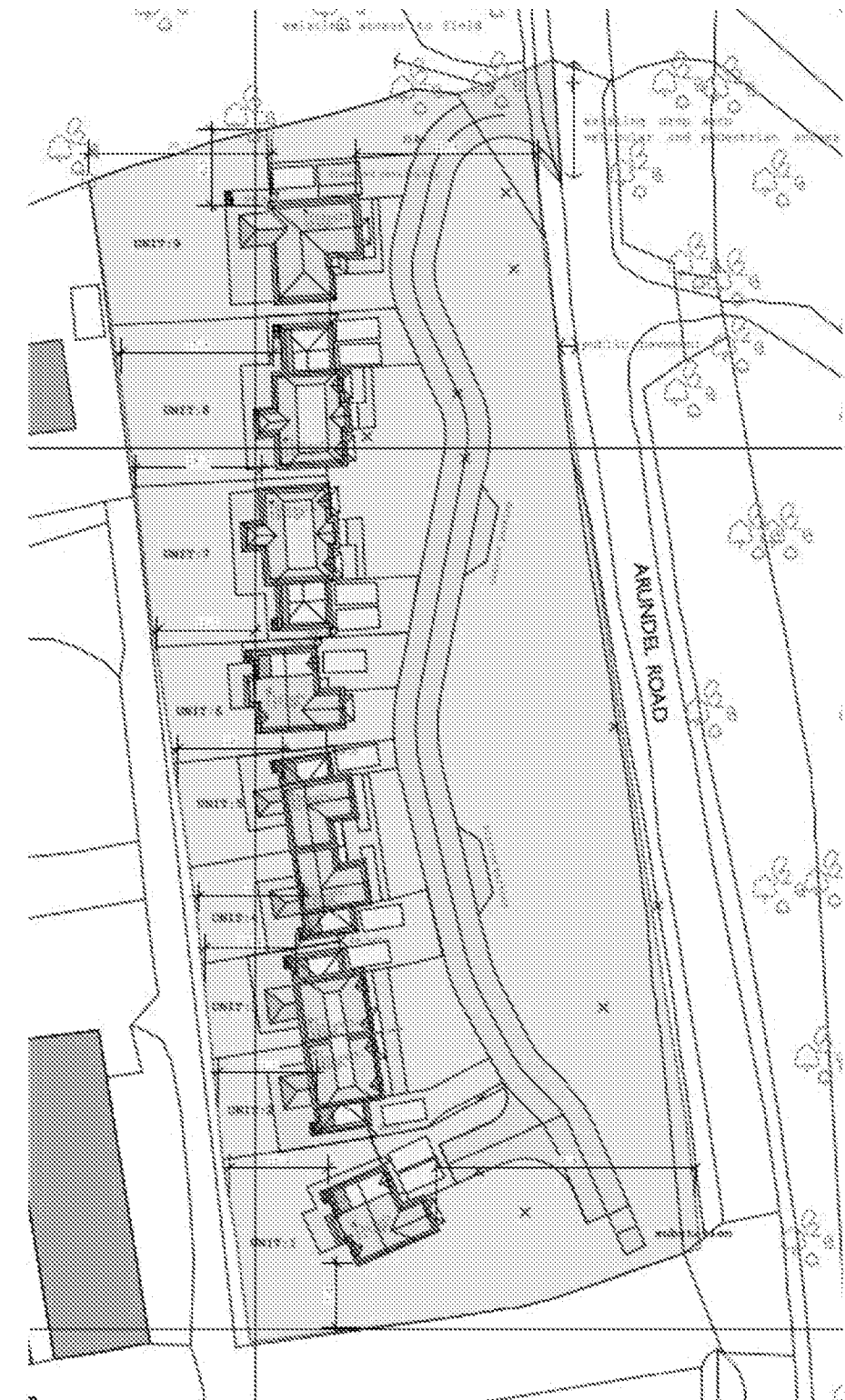
The whole design of the scheme, including built form and open spaces, has been tailored to make best use of the size of the site.

Sustainability

The sustainability strategy includes:

- + Ensuring that development proposals meet the needs of the whole community (eg. by providing disabled access).
- + The use of renewable and recyclable material resources.
- + The scheme intends to utilise existing services and where necessary, link into any existing drainage.

+ It is also envisaged that fixtures and fittings, such as energy efficient light bulbs, dual flush toilets, water meters, draught proofing and recycling collection points, will be incorporated into the design wherever possible.





Site accessibility:

The site is located immediately opposite the settlement policy boundary and is in a sustainable location in terms of accessibility to services and public transport links such as bus and train services. This view is reiterated by the Highway Statement that accompanies this planning application.

Walking and Cycling

A footway with a width of 1.75m to 2.0m is located to the west of Arundel Road, along the site frontage. This provides a continuous, safe and attractive pedestrian route to the south directly into the village of Angmering (whilst also providing connection north to the A27/ Arundel Road junction).

The proposed development site is located on the edge of Angmering village, and is well located for access on foot and by cycle to local village facilities. With two-thirds of all journeys in the UK being under five miles it is the shorter distance trips where the biggest opportunities exist for people to make sustainable travel choices and to make a real difference to their environment.

A summary of local facilities within appropriate walking and cycling distances is provided below:

- + Recreation Ground, off Decoy Drive: <200 metres
- + St Margaret's C of E Primary School and Nursery, Arundel Road: <200 metres
- + St Wilfrid's Catholic Primary School, Arundel Road: <750 metres
- + Play Area, Rectory Lane: 850 metres
- + St Margaret's Church: <950 metres
- + Village centre (Retail uses, public house, employment opportunities): circa 1km
- + Angmering Medical Centre, Station Road: <1.2km
- + The Angmering School (Secondary & Sixth Form), Station Road: circa 2km
- + Angmering Railway Station: circa 2.5km

Therefore the services and facilities of Angmering (including bus stops and the railway station), are within easy walking and cycling distance for the residents of this proposed new development.

Public Transport

400m is the desirable maximum walking distance to local bus services, equating to a walking time of 5 minutes.

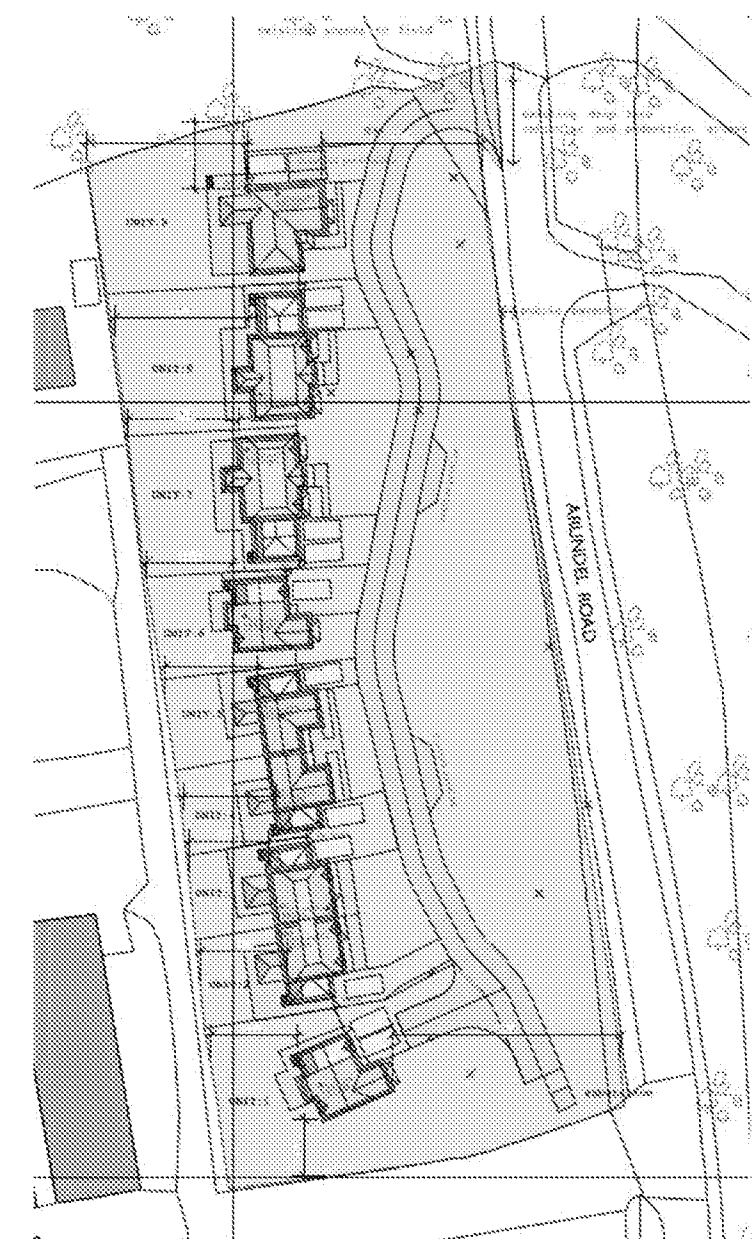
The closest bus stops to the site are located on Arundel Road to the south, approximately 450m from the centre of the proposed development.

The bus services provided include the hourly no.9 bus service operated by Stagecoach South between Shoreham-by-Sea, Lancing, Worthing and Littlehampton between Monday and Saturday. The no.9 bus calls at Angmering Railway Station, which is a seven minute bus ride from the nearest stops.

The closest railway station is located within the centre of Angmering approximately 2.5km from the site. The station is operated by Southern Railway and provides regular connections to/from a number of local and national destinations, including (among others) Worthing, Littlehampton, Southwick, Southampton, Brighton, and London Victoria.

Facilities at Angmering station include 62 cycle storage spaces and a 72 space car park.

It is our view that the location of the site, adjacent to the built-up area, together with availability and proximity of services means that the site is within a sustainable and accessible location, and residents would not have a reliance on the private motor vehicle.



Access and Parking Arrangements:

Access for Emergency Vehicles and Refuse Vehicles:

Refuse and emergency vehicles can access the site and a turning head is located at the southern end of the new access road to enable a front facing exit.

Refer to approved document:

Drawing I7253-06/ large refuse vehicle –swept path-analysis

Access for Pedestrians and Cyclists:

Residents and visitors will access the development form the existing footpath adjacent to the eastern boundary of the site. The proposed access road on-site is a non adaptable road with a shared surface following the 'home zone principles:

- + motorists do not perceive that they have priority over any other users of the space.
- + vehicles cannot practically proceed at speeds much faster than walking pace.
- + sustainable transport modes are both enabled and encouraged.
- + requirements for parking are balanced with other design considerations.
- + access is maintained for service vehicles, and to underground utilities; and
- + maintenance of the Home Zone is both affordable and easily undertaken.

The application is accompanied by a Transport Statement, prepared by David Tucker Associates.

The proposed development would be accessed from an existing access off Arundel Road located to the north-east of the site. This access would be formalised as part of the development proposals, involving the creation of a realigned kerb, whilst retaining access to the adjacent field.

With reference to document: nb18104/04:

8no. of the proposed dwelling's have an integral garage, in addition to space for an additional car to be parked in front of the dwelling.

Carparking provision:

garage spaces: 10

driveway spaces: 13 (including 1 designated disabled space)

shared visitor parking: 2

TOTAL: 25 spaces

Cycle parking and bin storage could be accommodated within the garages.

Indicated on the proposed site layout ref: nb018104/04

Secure cycle spaces: 16

Bin storage: 2 x wheelie bins per property.





Accessibility to buildings:

All design has and will continue to be informed by 'Approved Document M' (2004), which requires reasonable provisions be made for people to 'gain access to and use the building and its facilities'. (M1 – Access and Use).

Accordingly, accesses to external entrances and the approaches to the dwellings have been designed, to provide reasonable access for the less mobile - including the groups identified above. This includes the provision of ramped access to front doors, with the use of steps suitable for ambulant disabled users where ramps are not possible due to topographical constraints.

Approach to the dwellings from parking

The distance from the car parking space to the dwelling entrance (or relevant has been kept to a minimum and will be level or gently sloping.

Some of the dwellings with built-in garages have direct internal access.

The distance from visitors parking to the dwellings is designed to be as short as practicable to all the dwellings and be level or gently sloping.

Approach to all entrances

The approach to all entrances will be level or gently sloping.

Entrances

All entrances will meet the requirements to:

- + Be illuminated
- + Have level access over the threshold; and
- + Have effective clear opening widths and nibs as specified below.
- + Have adequate weather protection
- + Have a level external landing.

Circulation Space

There should be space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchair users elsewhere.

The living and dining spaces of all dwellings will be able to accommodate a 1500mm turning circle for wheelchair users. There will be a minimum of 1200mm between the front edge of all kitchen work tops and any wall, work top or fixed obstruction opposite.

The main bedrooms in a dwelling will be capable of having a clear space, 750mm wide to both sides and the foot of a standard sized double bed. Other bedrooms will be capable of having a clear space, 750mm wide, to one side of the bed. Where movement between furniture is necessary for essential circulation (e.g. to approach other rooms, or the window) a clear width of 750mm between items will be possible.

Bathrooms:

An accessible bathroom, providing ease of access will be provided in every dwelling on the same storey as a main bedroom.

Glazing and window handle heights:

Windows in the principal living space (typically the living room), should allow people to see out when seated. In addition, at least one opening light in each habitable room should be approachable and usable by a wide range of people including those with restricted movement and reach.

In the many cases, living room windows will be full height, which will allow excellent visibility from within the flat. In all cases, glazing is designed to meet the recommended minimum.

Location of service controls:

Location of service controls Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.

Service controls that need to be operated or read on a frequent basis, or in an emergency, including electrical switches & sockets, TV / telephone / computer points, consumer service units, central heating thermostatic and programming controls, radiator temperature control valves, and mains water stop taps/ controls will be included within the height band of 450mm – 1200mm from the floor and at least 300mm away from any internal corner.





Building design and appearance:

Great care has been taken to design dwellings, which are of a traditional appearance and will 'blend in' with the surrounding semi-rural locale. Each of the dwellings are of a relatively modest scale, form and height, with articulation to the roof styles to soften their appearance.

The adjoining properties to the south in Arundel Road are laid out in a linear pattern, and almost exclusively address the road frontage. These existing houses have a variety of frontage depths, some of which are given over to car parking, others have planted areas and screening.

In the proposals embodied within this submission, the proposed units face Arundel Road and as a result are sympathetic to the linear frontage development north of Angmering on the Arundel road. The proposed dwellings are set back from the eastern and western boundaries behind the existing mature screen of mixed hedging and trees.

The architectural form and character of the development, the design of the houses and the proposed materials strongly reflect the style and materials traditionally used within the local. The scheme design creates well proportioned housing with simple roof forms predominantly in a traditional style, incorporating elements of symmetry along with feature gables, projecting bays, brick dentil banding, chimneys and porch details throughout the scheme.

The dwellings are designed to create aesthetical interest within the street-scene and to pay reference to the local vernacular. Roofs are shown with a variety of ridge heights to reflect a varied streetscene and allow individual buildings to reflect their positioning within the site in their elevations. Some continuous roofs are utilised across the semi-detached properties to ensure that roofs are not split into narrow widths where unnecessary and to ensure that the use of rainwater downpipes is kept to a minimum.

A palette of building materials are incorporated within the scheme design, all of which are reflective of the local West Sussex vernacular.

A mixture of brick and hanging tiles are proposed to create variation within the street-scene. Casement windows are proposed throughout the site to provide a defined style. All properties have a part open porch to add visual interest and define front entrances to the properties. Chimneys throughout the scheme reflect traditional detailing and are shown either in brickwork or render.

Each dwelling is designed so that meters, boiler flues and vents are located on the rear or side walls where possible, or internally and therefore not in public view.

The proposed houses are served by an access drive, whose entrance has been situated in the northern corner - in a similar position to the existing field entrance. This positioning ensures the retention of the majority of the frontage screening - thereby ensuring the street-scene remains virtually unchanged.

On entering the site, the first unit is to be a bungalow - which has been positioned to ensure a minimal visual impact - not only in the entrance area, but also when viewed from a distance. The balance of the houses, whilst having two floors, would have low eaves (the first floor accommodation have skelings to the eaves, in common with traditional cottages) with dormer windows. This results in significantly reduced ridge heights.

The footprint and form of the different dwellings varies to maintain a visual interest. The deeper footprint dwellings have a small portion of flat roof (detailed to be set below the ridge level of the tiled roofs), to maintain the lower ridge height and visual impact.

The slight fall from north to south on the site enables the dwellings to be set at different levels, combined with varying the setback from the road adds to the visual interest and charm of the proposal.

The elevations illustrate a mixed palate of materials - as is prevalent in the rest of Angmering Village (refer to context photos). It is this variety of brick, tile hanging and render, that gives much to the original village its character. These details a mellow appearance that is considered wholly suitable for this edge of village setting.

The houses proposed are traditional in proportion and detail, with well-designed porches, window and chimneys.





Security

The detailed layout and design has been formulated with the document 'Safer Places: The Planning System & Crime Prevention' in mind.

The layout strategy for the site is to provide a safe and secure community and this has been achieved through several measures. Of key relevance, is the overlooking of the access road and site entrance. It is important that the open spaces are overlooked, and that these have a sense of ownership within the residential community.

Crime prevention measures have been provided within the scheme design to achieve a development that responds to the seven key principles of 'Secured by- Design'. In particular, the scheme has a single point of vehicular entry which has excellent natural surveillance from 'active edges' of a number of the proposed dwellings.

The dwellings all have defensible amenity space, creating a safe feel for residents and visitors.

The pedestrian priority road through the site is substantially overlooked by all of the dwellings.

Lighting of the public realm will be to current British Standards.

Front doors and patio doors will have laminate glass and locks to the relevant British Standard, whilst all ground and first floor windows will also have locks to the relevant British Standard.

Parking of vehicles within the development has been designed to have natural surveillance from dwellings and to feel safe for homeowners.

The following crime prevention measures have been considered within the detailed scheme design to achieve a development that meets the key principles of 'Secured-by-Design':

- + The site has a single point of vehicular entry which has excellent natural surveillance from a number of dwellings.
- + Dwellings form 'active edges', overlooking the public realm.
- + All movement routes are fully justifiable and will be adequately used at all times. The routes are wholly integrated within the design and will not undermine defensible space.
- + Blank walls have been avoided within the design through the use of secondary windows and dwellings that 'turn the corner'.
- + The dwellings create defensible private amenity space where appropriate.
- + Parking of vehicles within the development is secure and overlooked.

- + Public and private spaces within the development are clearly defined and are separated by fencing/walls or demarcation in the landscape.
- + External lights will be provided to each dwelling, operated by PIR sensors.
- + Front doors and patio doors will have laminate glass and locks to the relevant British Standard.
- + All windows will have locks to the relevant British Standard.
- + Incidental open space & landscaping is considered to be an appropriate size and will be maintained by a nominated management company in perpetuity alongside the vaster parking areas so that it does not fall into disrepair.



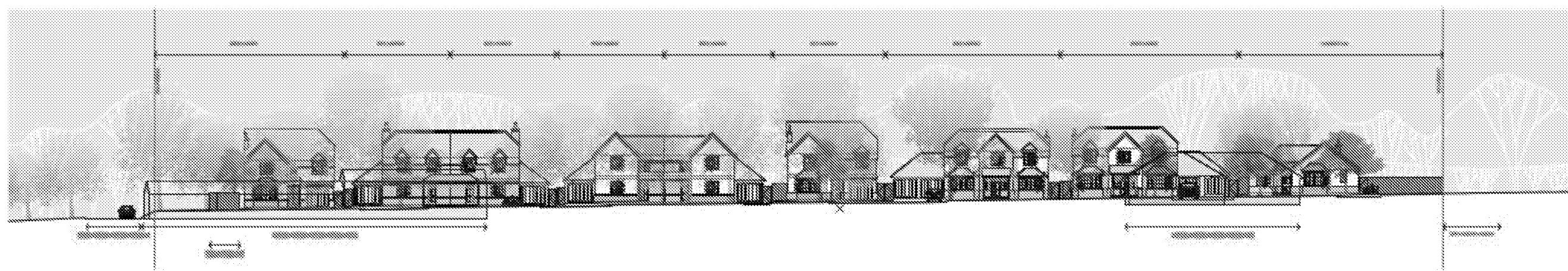


Conclusion

This submitted application for the construction of nine detached units has been designed following detailed assessment of the local and surrounding environment to sympathetically reflect its diversity and character.

Whilst drawing on the style and layout of Angmering, particular attention has been given to the siting of the buildings, not only to minimise the impact on the surrounding buildings and retain their character and recreational space, but to enhance the local environment and create an interesting aspect.

As such, we believe that this application responds to the constraints of the site, surrounding area, local environment, and that the proposed development reflects the character and style of the local neighbourhood.



Context photos:



:large detached houses Arundel Road, Angmering



:semi-detached houses, Arundel Road, Angmering



:cottages, Angmering



:cottages, Angmering

Context photos:



:site access to northern boundary,New Place Bungalow in background



:New Place Bungalow + substantial hedge to western boundary



: access road to New Farm Nursery + New Place Bungalow



: Caravan Park looking south to New Farm Nursery + substantial hedge to western boundary