



Design & Access Statement

Proposed development of site to create 6no. new flats

**16 Worthing Road
East Preston
Littlehampton
BN16 1AZ**

1.0 Existing Site: 16 Worthing Road comprises of a single detached residential dwelling situated off the B2140 running east/ west through East Preston, West Sussex.

The overall site is approximately 1155m² (0.11ha) and currently contains a single detached dwelling with a garage on the site.

The site is approx.. 17.7m wide, and 62.0m long, with the site orientated north/ south, with the narrower northern boundary facing on to Worthing Road. To the east of the site is a pair of 3 storey block of flats, with a detached dwelling located to the west, which has recently obtained planning permission for a large wrap-around ground floor extension. The southern boundary backs on to Langmead Recreation Ground.

The site is relatively level, with an approx. 250mm drop from pavement level to the general site level, which creates a slightly dipped appearance to the site frontage.

The site is located within a sustainable urban setting, with 3 bus stops, Angmering Train Station and easy access to the A259 coast road, and the A27.

Within less than 0.5 mile radius there is access to a local parade of shops, including a Co-Operative food store, Willow Green Surgery, East Preston Infant and Junior Schools and a Sainsbury superstore off the A259.

The surrounding area comprises of a mixture of development, ranging from bungalows to the north of the site, to larger detached dwellings along the southern side of Worthing Road. Worthing Road has a mixture of housing types, from lower density private residential dwellings to higher density developments in the form of flats.

The existing dwelling on the site comprises of a single detached dwelling and associated detached garage and garden sheds.

The existing dwelling has a total floor area of 132.2m², with a further 13.33m³ of floor area to the garage.



2.0 Pre-Application Scheme & Response

As part of the initial feasibility of the scheme a pre-application was submitted to Arun District Council, ref: PAA/207/16. The scheme proposed was for a replacement structure providing 8no. flats over 3 storeys and associated parking and external storage provision.

The Pre-Application response was negative in nature, citing potential overdevelopment of the site and raised concerns over the proposed parking arrangements etc. The response also asked for a more 'domestic' style of design and suggested a material palette to match the surrounding area.

Following this response, a second Pre-Application was submitted to Arun, ref: PAA/22/17, having taken on the comments from the previous application the scheme proposed 6no. flats over 2 storeys with the building designed with a more domestic appearance and detailing.

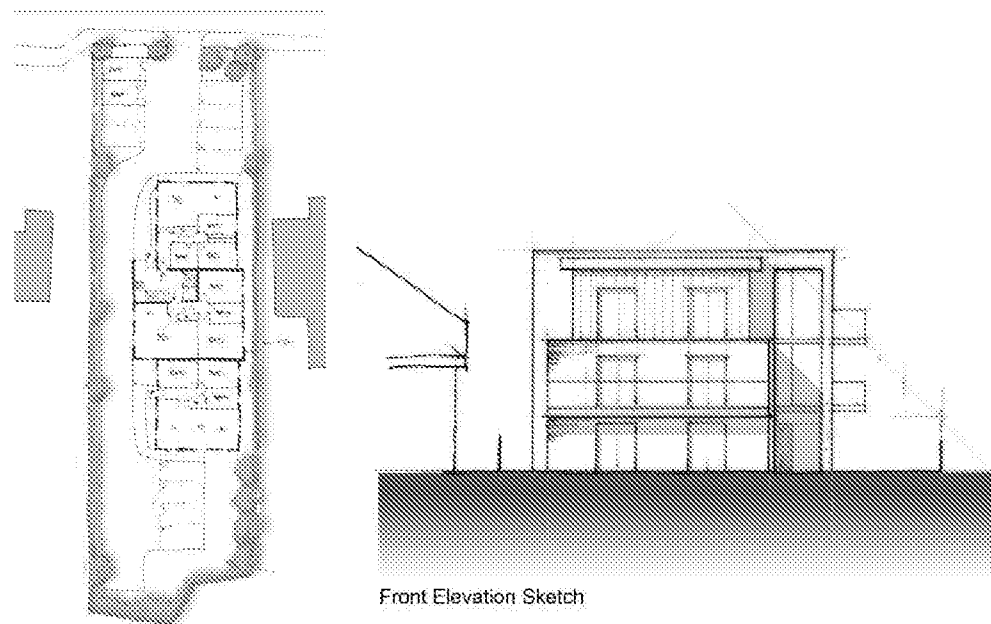
The proposals addressed the comments previously raised regarding the on site parking, which was moved to the street frontage, which will enable private amenity space to be provided to the rear of the site.

The response to the second Pre-App was more positive, with the principle of development being deemed acceptable, with the proposed *'footprint of the building being comparable with other properties in the locality'*. The location of the parking to the site frontage was also deemed in keeping with the area.

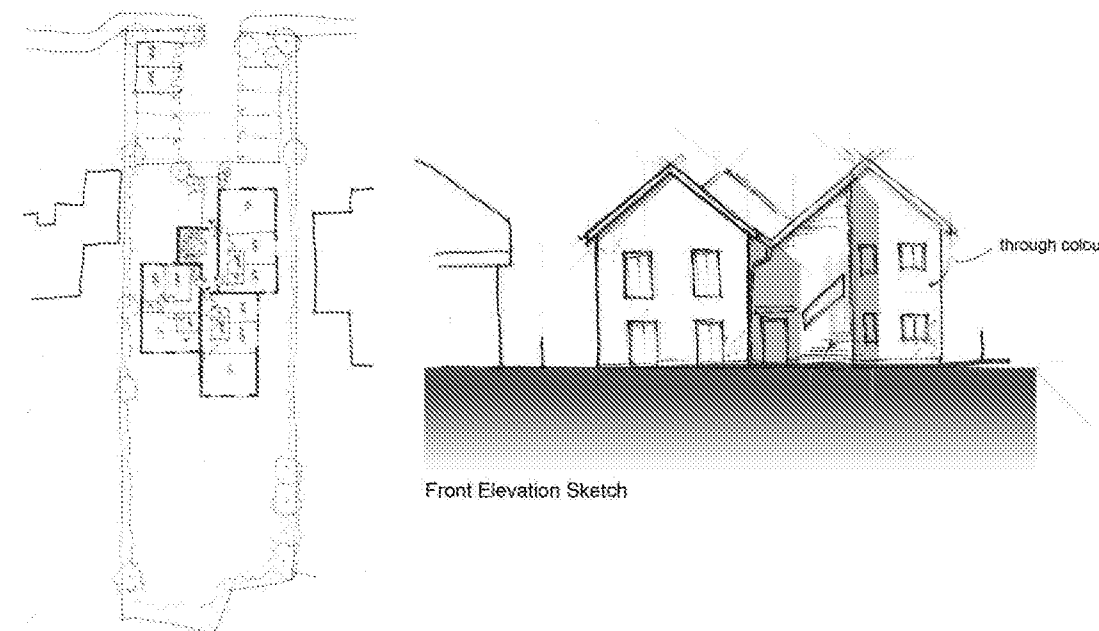
The re-designed scheme with its more domestic style of design was considered to *'accord with Policy 1: Housing - General Principles and Policy 4: Design in Character Area Three of the East Preston Neighbourhood Plan.'*

The response concluded with the following:

'Based on the above comments I conclude that were an application for planning permission for 6 flats to be submitted incorporating the suggested amendments it would be likely to be approved provided any first and second floor windows in the side elevations are either high level or obscure glazed to prevent any materially adverse overlooking effects and loss of privacy. Any materials would be expected to match those of adjoining properties in the locality.'



Images above: Pre-App Scheme ref: PAA/207/16
Images below: Pre-App Scheme ref: PAA/22/17



3.0 Amount of Development: The proposed development is the demolition of the existing house and garage and the subsequent construction of 6no. new flats within a 2 storey building and associated external storage.

The proposed new development is located centrally within the site over the footprint of the existing dwelling, although the proposed building sits further to the east of the site, as suggested within the pre-app response.

The footprint of the existing dwelling and garage is a total of 94m² and covers approx. 8% of the overall site area of 1155m². The proposed development has a footprint of 241 m², which is approx. 20% of the overall site area, which means the proposed development provides an additional 147 m² of footprint on the site.

In context, the adjacent site to the east, which comprises of 12no. 2 bedroom apartments split over 2 separate buildings and was approved in 2008, has an approx. footprint of 436 m², and with an overall site area of approx. 2087m² results in an equivalent development land use percentage of 20%, therefore the proposed development is in keeping with the surrounding built environment.

Externally there are 2no. proposed external stores, both with a footprint of 10 m² which are to provide secure cycle store and refuse/ recycling bin storage.

The West Sussex County Council Parking Calculator requires a minimum of 7no. parking spaces, this is based on 6no. units with 4no. rooms, therefore providing 6no. allocated spaces and 1no. visitor space. The proposed scheme provides 09no. parking spaces, one of which includes an electric car charging point.

Image below: proposed block plan (n.t.s.)



4.0 Layout: The proposed scheme design has been influenced by the existing building line created between the two neighbouring buildings and was the generator behind the stepped plan profile.

Although the detached dwelling at no.14 appears as quite a large structure on the plans, the majority of the footprint is taken up by the wrap around single storey extension to the original 2 storey dwelling. The plan position of the 2 storey element helped to generate the depth of the steps in the plan.

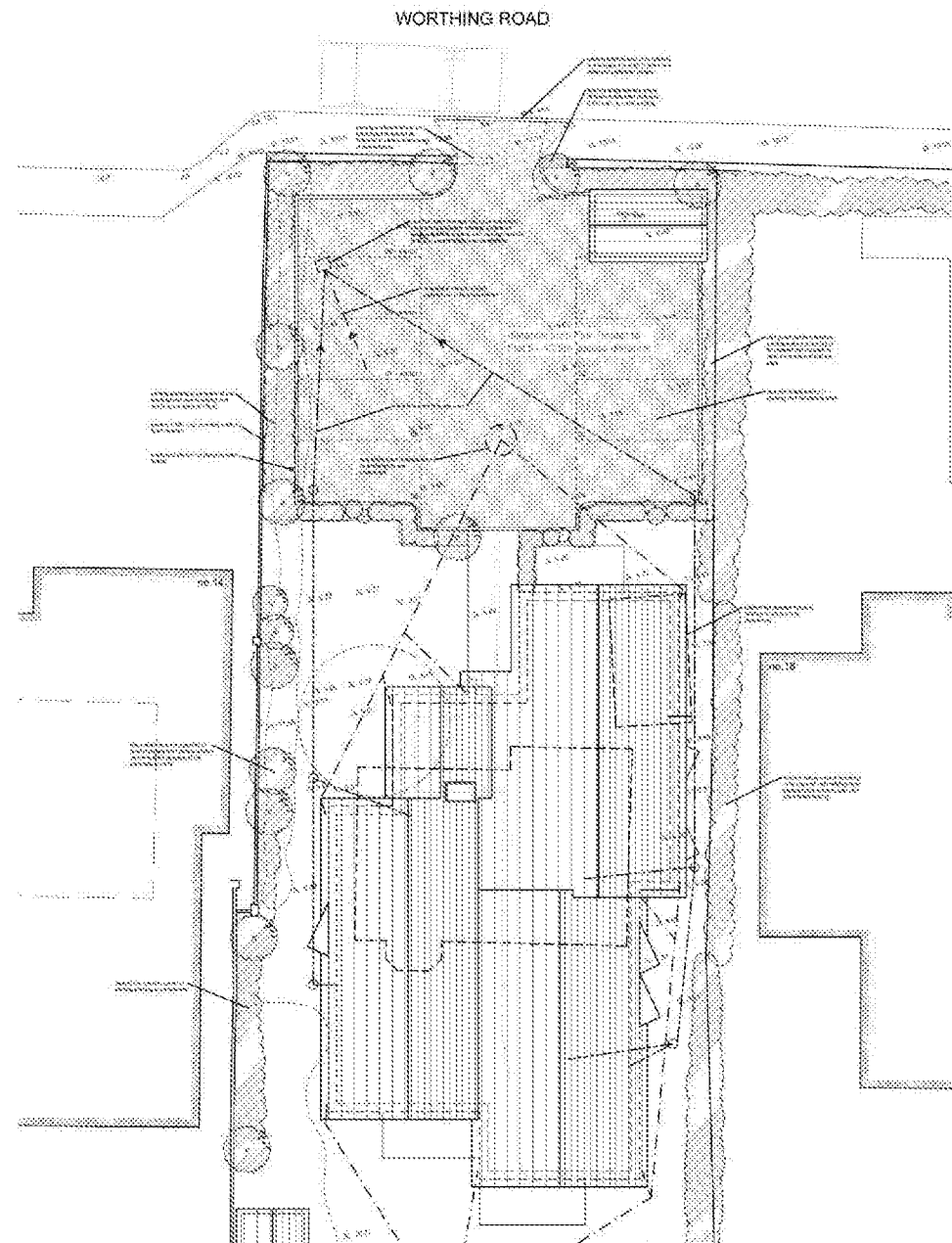
Due to the sites orientation and street frontage the scheme naturally developed with a design that used the sites constraints to elongate the floor plan, but with the help of the steps in the plan, minimise the visual massing of the proposed development.

The plan position of the development dictated the overall site layout, with the parking and refuse storage located to the north of the site, off Worthing Road, which would follow the pattern of development along Worthing Road and would fit into the urban context and street scene. The southern part of the site, which will benefit from the prevailing sunlight is to be utilised as private communal garden space.

The vehicular and pedestrian access on to the site is of Worthing Road utilising the existing dropped kerb access, although some minor alterations are required to the kerb to allow access for larger vehicles, including fire fighting vehicles, although the scheme has been designed to comply with Approved Document B to allow fire vehicles to remain on the highway and still access all parts of the property as necessary.

The positioning of the car parking allows for a level approach to be made to the principal entrance of the building, where the first floor is accessible via a stepped or lift approach. This allows all aspects of the scheme to be used by all users.

Having the car parking to the front of the site also increases the security of the site by maximising the area of overlooked public spaces to provide a visual deterrent for anti-social and criminal behaviour, which will be reinforced through the use of the planting scheme.



5.0 Scale: The proposal has been designed in consideration of its immediate and context, specifically in relation to the plan position and heights of the neighbouring properties.

As detailed above in section 3, the proposed development has been designed to reflect the scale of development of the surrounding areas, and this has been further emphasised during the design of the scale and massing of the elevations.

Using the topographical survey data the scheme has been designed to 'step down' across the site (east to west) to provide a visual transition between the 2 storey flats to the east and the 2 storey dwelling to the west.

This has been achieved by matching the ridge levels of the proposed development with the neighbouring structures so that not only does the proposal step back in plan, but the heights of the differing elements step down across the site to address the differing heights of the flats and the private dwelling.

From the street frontage the proposed scheme has been physically and visually split into two different blocks that have been designed to a domestic scale, with the ridge heights set to match the neighbouring properties the scale of the scheme has been kept in keeping with the area and echoes the advice provided within the pre-app responses.

In order to minimise the visual impact of the scheme the façade has been broken up with a palette of different materials, which also visually separate the communal and private spaces.

The change in external materials and the steps in the plan help break up the mass of the proposals from the street scene and create a textured northern elevation which will either act to reduce the visual impact when approached from the west, or slower reveal more the scheme as approached from the east, creating an interest to the street scene.



6.0 Landscaping: The proposal seeks to retain much of the existing soft landscaping and follow the current topography of the site. The planting and screening to the south of the site and the eastern boundary is to be retained, as the screening is established and works well with the existing flats.

The majority of the new hard and soft landscaping is to be located to the north of the site and the western boundary, where the existing screening has recently been removed to allow the construction of the extension at no.14.

The new driveway/ parking provision is to be finished with permeable pavours to allow a SUDs drainage system to be incorporated as outlined by the hierarchy of storm water drainage for new development.

Fortunately the existing topography of the site is relatively level which means that the new paving can be designed to be laid level to comply with Approved Document M - Access, of the Building Regulations.

The western, northern & southern perimeter of the car parking is to be planted with new vegetation to provide natural screening as well as a passive security to the site as outlined with the Secured by Design guidance. The planting will feature a number of specimen trees to replace the tree lost from the existing front garden and provide some height variation to the screening in order to avoid the tall, conifer type planting present to the street frontage of the flats to the east.

The proposed format of planting along the northern boundary is in keeping with the mixture of natural screening types/ appearances along Worthing Road, which should also help reduce the overall visual impact of the development on the street scene and surrounding area.

The new planting along the northern boundary is to be designed to be low level, with the new hedging maintained at a maximum of 600mm above pavement level so as not to obstruct the sight lines from the driveway on to Worthing Road.



7.0 Appearance: As described above the scheme has been designed to reflect and respect the existing level and form of the surrounding area, taking into account the plan position of the structures as well as their respective heights within the street scene.

The applicant's original brief was to create a contemporary style of apartments on the site, which through the pre-apps has developed into a contemporary take on the traditional pitched roofs of domestic style architecture. The scheme has been designed to be in keeping with the surrounding area, while making a conscious step away from the traditional detailing and material palette evident on Worthing Road.

The proposed developments external finishes reflect the types of finishes found in the area, with the 'accommodation' blocks being finished in facing brickwork of a colour to match the area, although two tones of brickwork are to be used to create distinction between the blocks and reinforce the domestic scale of the development by visually separating the two sides.

The communal circulation space is to be defined by a through coloured, white, rendered finish, which creates a lighter feel to the link and echoes the vertical panels of render used elsewhere on Worthing Road.

The materials have been chosen mainly for their visual appearance in tying the scheme into the area, but also for their longevity and minimum of maintenance. The materials maintain their colour and finish over time and will weather at the same pace.

Although the external walls are to be finished with more traditional materials, the use of self-finished zinc rainwater goods, fibre cement roofing slates and polyester powder coating aluminium external doors and windows provides contemporary detailing to the scheme.

Image below: visual sample of contrasting brickwork to create delineation between blocks



Access: As described above the site is located within an established urban area with plenty of amenities within less than half a mile, including public transport links/ hubs and retail opportunities.

The access into the site is to via the existing, although altered, vehicular cross over to ensure that the existing site lines are not compromised.

The internal layout of the development has been designed to allow all users access to all internal areas of the development. Through provision of a platform lift and level thresholds the building has been designed to be as accessible as possible, which is extended beyond the common areas into the flats, which again, have been designed with accessibility at the fore of the internal planning.

Through the use of the external finishes the communal parts comprising of the horizontal and vertical circulation have been defined through the use of the white render externally, with the principal entrance highlighted through double height glazing, providing a visual queue as to the location of the entrance.

