



Design & Access Statement

Proposed development of site to construct 1no. detached dwelling

**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 Amount of Development: Planning Permission has previously been granted for the demolition of the existing dwelling and garage and the construction of 6no. new flats on site - ref: EP/121/17/PL. A recent Section 73 Variation of Condition Application has been submitted, ref: EP/109/19/PL, to reduce the footprint and massing of the originally approved flats.

This application seeks permission to construct a single storey, detached dwelling to the south of the site to take advantage of the large open area of garden, which benefits from establish screening.

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 flats have a footprint of 249 m², with a further 84.7 m² to the proposed dwelling, which is approx. 28% of the overall site area, which means the proposed development provides an additional 239.7 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.

The scheme has been designed to provide adequate parking and external amenity for the proposed new dwelling.

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



3.0 Layout: The proposed dwelling has been located to the south of the site to take advantage of the large area of un-used garden space.

The layout of the dwelling has been dictated by the proposed flats to the centre of the site, which has led to the stepped plan format of the dwelling and the positioning of the living accommodation to the southern side of the plan, with the circulation and ancillary uses facing the flats.

The parking for the new dwelling has been provided adjacent to the front door and does not take up space within the parking provision to the flats and allows for a level approach to be made to the principal entrance of the building, allowing all aspects of the scheme to be used by all users.

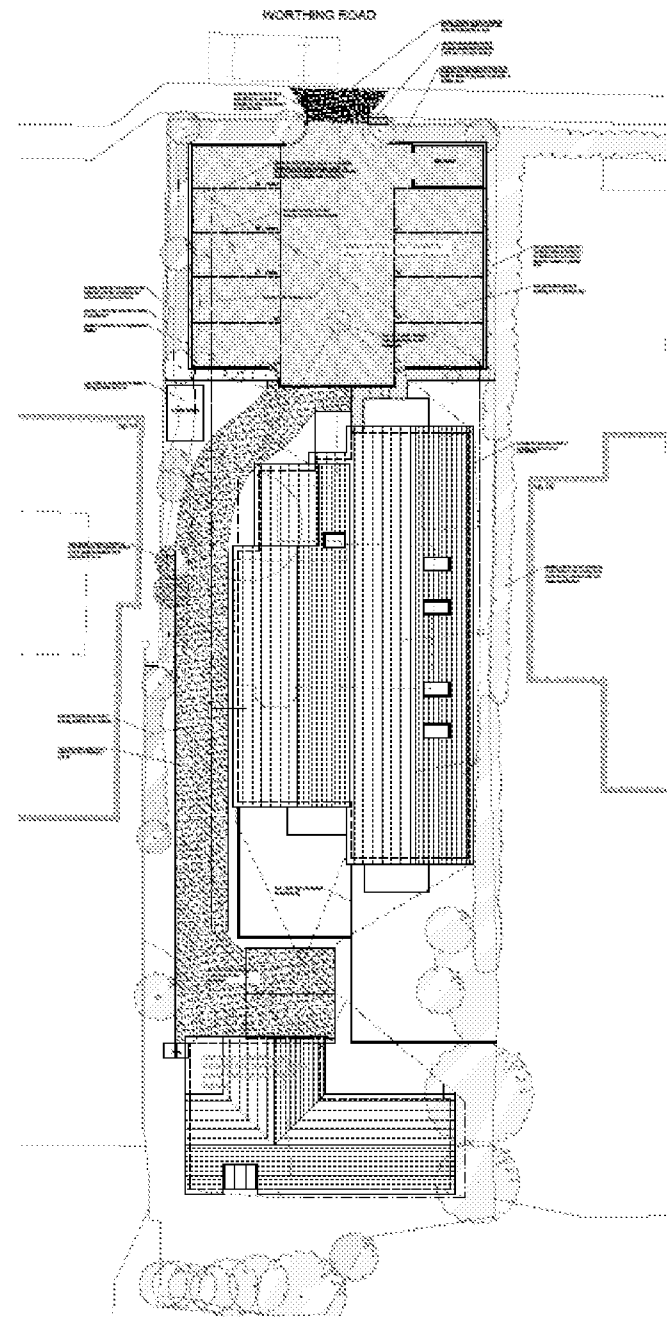
The access driveway is to be formed to the east of the flats and will only serve the dwelling.

4.0 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 and the flats on the site.

The dwelling has been designed in the same stylings as the flats, with the roof pitch and proportions echoed to provide a cohesive design across the site, but due to its size, the new dwelling will be subservient to the flats and site well within the existing natural screening to the southern half of the site.

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 and create a textured northern elevation which will either act to reduce the visual impact when viewed from the flats.



5.0 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 is to be finished with permeable resin bound paving which provides a soft visual finish to the driveway and creates a residential feel to the development.

New 1.80m high timber fencing is to be erected between the flats and the proposed dwelling to provide private amenity space for the dwelling.

6.0 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 proposed dwelling has been designed to reflect the design style of the flats, with a contemporary take on the traditional pitched roofs, while making a conscious step away from the traditional detailing and material palette evident 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.

This is a detailed street map of the Broomfield area in Essex. The map shows a network of roads including New Rd, A259, Roudstone Bypass Rd, Heathfold Ave, Down's Way, Angmering Way, and others. Various businesses and landmarks are marked with circular icons and labels, such as Black Knight Cars, Angmering Tyres & Estimators, Parker Building Supplies, The Cooperative Food, The Southern Co-operative, Willow Green Surgery, and The Laurels. The map also shows the locations of Broomfield Station and Broomfield Heath.