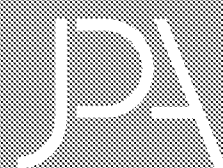


Development to the west of Stanhorn Grove, Felpham.

Design and Access Statement



JAMES POTTER
ASSOCIATES



Worthing Homes

people • communities • opportunities

June 2018

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Introduction

This Design and Access Statement (DAS) has been prepared by James Potter Associates as a supporting document for the proposed residential development at land to the east of Stanhorn Grove, Felpham. It should be read in conjunction with the submitted Planning Statement.

Paragraph 29 of the National Planning Policy Guidance (NPPG) identifies a DAS as a 'concise report accompanying certain applicants for planning permission. They provide a framework for applications to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. Design and Access Statements can aid decision making by enabling authorities and third parties to better understand the analysis that has underpinned the design of the development proposal.'

The purpose of this document

The DAS forms one part of suite of documents submitted in support of the proposals and should be read in conjunction with the accompanying documents. The NPPG provides further guidance on what a DAS should constitute.

In Paragraph 31 of the NPPG, it is identified that a Design and Access Statement should:

- 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 has taken the context into account;
- Explain the approach to access; and
- Explain how relevant policies have been taken into account.

This document has been formulated to enable readers to understand each section in isolation and in some circumstances repetition may be required.

Planning application summary

The proposal is for the erection of 18 dwellings comprising 1, 2 and 3 bedroom properties with the associated access, parking, landscaping and associated works. It aims to provide much needed housing with a mix of house types with all being shared ownership properties, commensurate with local need. The development site is a parcel of land that sits within a local plan allocation for housing with development completed to the north, east and south.

Technical assessments/information

Technical assessments have been undertaken to enable James Potter Associates to consider the physical, environmental and technical suitability when drawing the detailed layout design and this

has been prepared in collaboration with the following:

- MJA: Flood Risk Assessment;
- MJA: Transport Assessment;
- Ecosupport: Ecological Assessment;
- CSA Environmental: Arboriculture
- James Potter Associates: Architecture, Design and Planning

The outcomes demonstrate that the site has no technical or environmental constraints which have helped inform the proposed scheme and conclusions put forward in this document.

DOCUMENT STRUCTURE

Part 01 - Introduction

A summary of the purpose of the DAS, the development proposal and the document structure

Part 02 - The Site

Provides information on the geographical location of the site within the regional and local context

Part 03 - Assessment & Evaluation

An analysis of the site and surrounding context including an understanding of the constraints and opportunities

Part 04 - Design

Provides a demonstration of design evolution from initial concept to final submission including analysis of amount, layout, scale, open space, access and movement

Part 05 - Conclusion

Provides an overview of the merits of the development

The application site is located to the east of Stanhorn Grove, in north Felpham, south of the A259, and forms a parcel of land within the recently built out Barratt/David Wilson development. To the north, south and east are residential properties. To the west is Bognor Regis Golf Club.

The site is sustainably located, in close proximity is a local shopping area including a supermarket, retail park Post Office and Pharmacy and nearby Primary and Secondary Schools.

The site is well served by public transport with bus services to Bognor Regis are conveniently located within a 10 minute walk with a railway station within 40 minutes (2 miles). Both of these modes of transport connected to higher order services in order to reach national destinations. Existing cycle links already provided by the wider development. Formal and play areas forming public open space are sited in the immediate vicinity of the development.



Constraints

From the outset the site has few constraints. Development to the north east and south and a golf course to the west contains the parcel size with the access point off Stanhorn Grove. Separation distances to the adjacent properties are an influencing factor.

An arboricultural assessment was undertaken with eight trees influencing the development which are shown on the submitted plans.

No ecology constraints to the site were established from the ecological assessment.

This parcel is sited within a larger development by Barratt/David Wilson. This area of the estate has a high quality materials pallet that should be continued.

Residential parking provision is critical to a well designed and functional development and should be based upon the West Sussex parking standards.

Constraints to development were also identified throughout the design process through consultation with the Local Planning Authority, local residents and technical experts.

The following pages detail the concept, assessment and evolution of the scheme through the design process.

Local Vernacular and Character

The aim of this assessment is to identify the vernacular of the immediate context of the site in order to inform the form, potential relationships and materials palette for any new development.

The site character and vernacular will be derived from the built form sited between in the vicinity

Standhorn Grove

The application site is sited to the west of Stanhorn Grove which is part of a larger new development. This area has a prevailing character. In terms of building height and form, layout, materials, detail, boundary treatments, parking and surface treatment

Building height and form

The dwellings in the vicinity remain constant at two storeys in height. Properties are simple in form, generally forming large, detached dwellings with pitched roofs. In the main, dwellings are sited towards the front of their plots and 'kiss the kerb' meaning plots have small frontages. Parking is kept to the sides of dwellings. The exterior of the dwellings closest to the application site have simple elevations with appropriate detailing.

Flank elevations are generally simple with no use of dual aspect properties. There are also no chimneys on the dwellings.

Roof materials

All the dwellings in the vicinity have a simple and small palette of materials with The use of plain tile and mock slate dominates the roof scape of the surrounding development which provide a good contrast between plots with darker colours used and provide a visual interest through contrasting with the main facing brick.

External finish

Brick is the predominant external material but there are some plots which are in visually dominant that have some use of render, and flint at first floor level on key buildings.

The brick palette is simple with the use of a small number of brick types. Some corner plots incorporate brick banding in the flank elevations.

Window detail

Windows are all white UPVC. Most dwellings incorporate a stone cill and brick header. All larger windows have glazing bars.

Boundary treatments

Boundary treatments are prominent throughout the adjacent development; brick walls are consistent throughout, especially when fronting Stanhorn Grove. Within the estate, on level plots, timber fencing is used and is generally fronted by a landscaped strip.

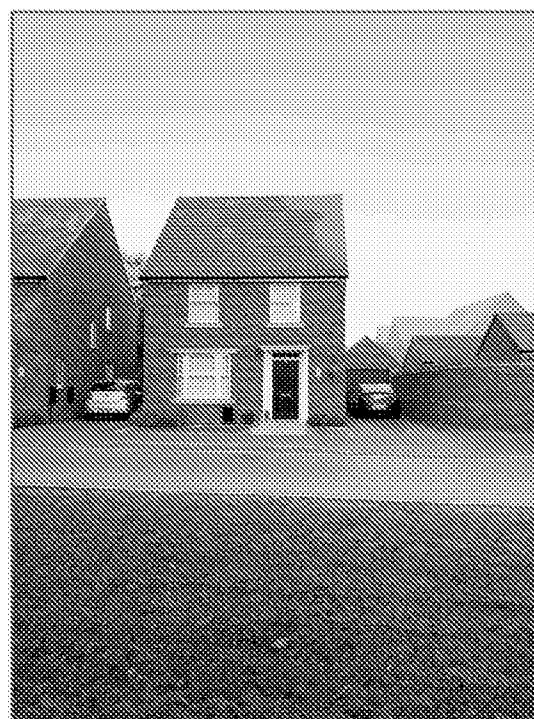
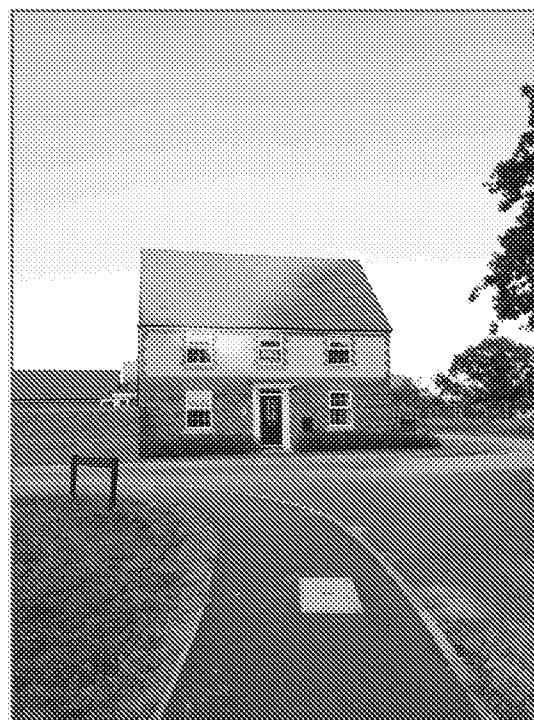
Plot frontages and parking

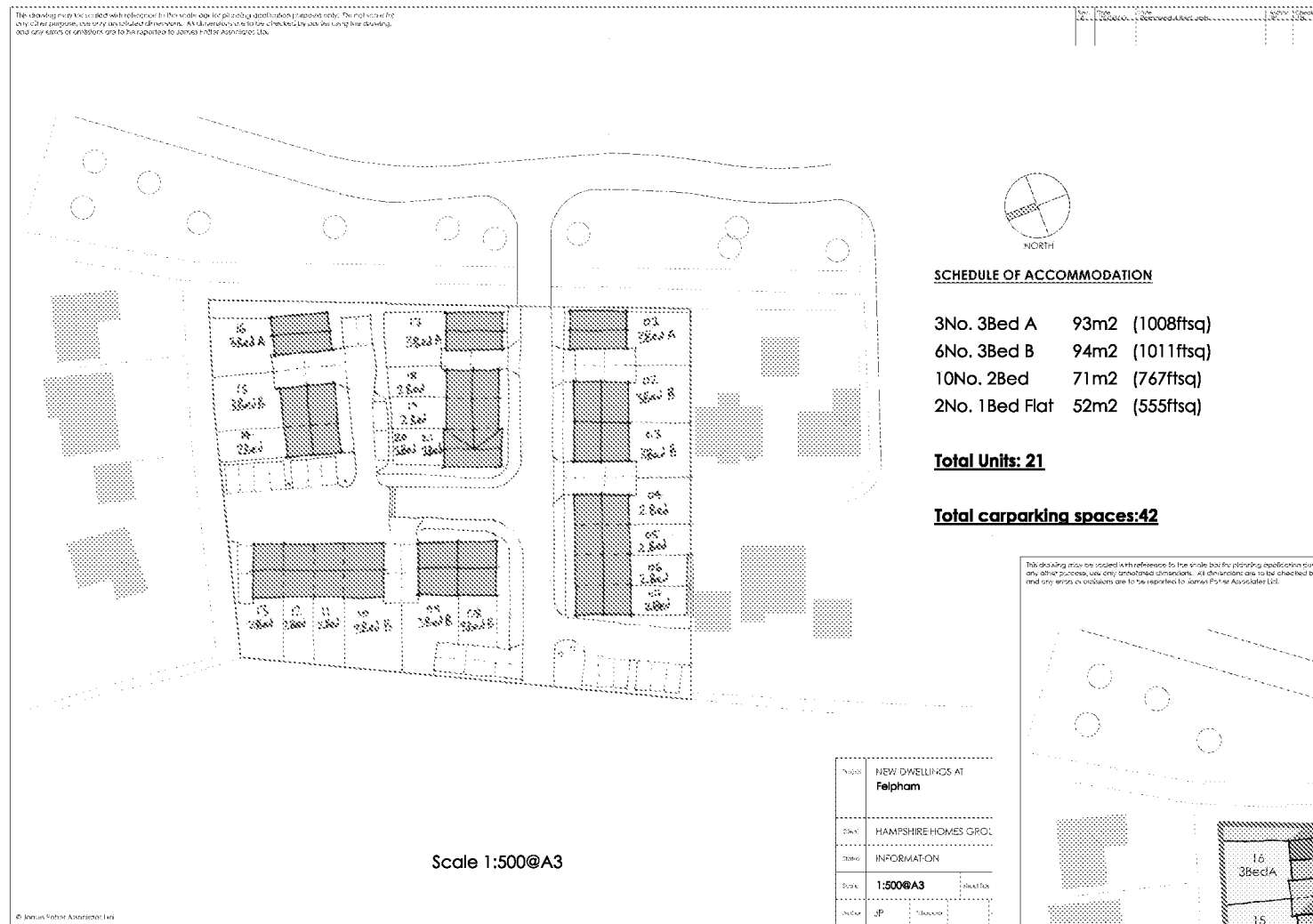
The adjacent estate is characterised small plot frontages, generally laid to lawn or landscaped. Parking is on plot generally provided to the side of the dwellings in the form of tandem spaces. .

Surface treatment

The internal estate roads are formed by a mix of tarmac and block paving, often indicating shared surfaces.

Photos from the surrounding development are included on the next page.





Stage 1

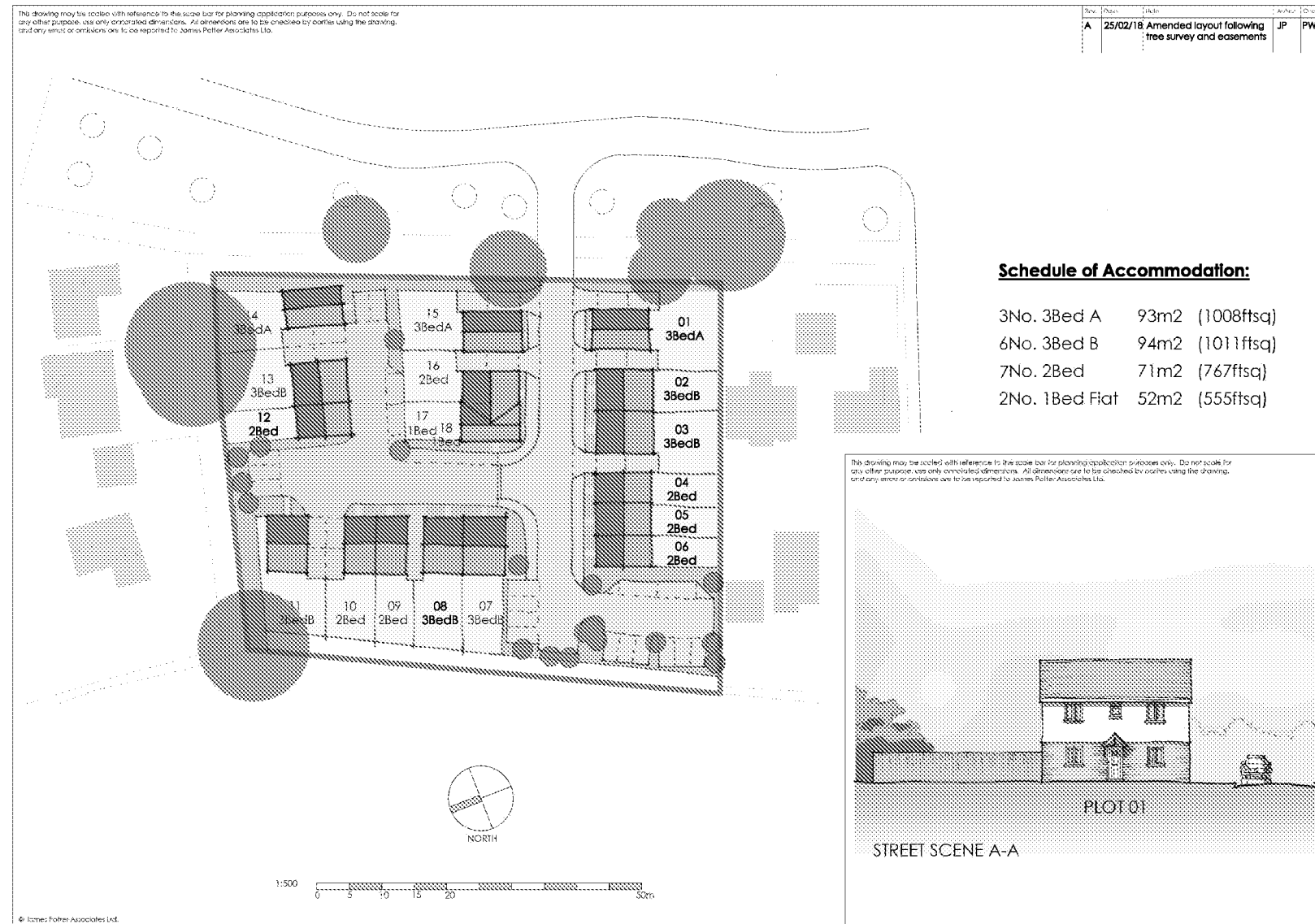
Stage 1 identified a very simple block plan of the scheme to form a client based layout and viability exercise. The scheme proposed 21 units.

The exercise identified that a self contained scheme that backs on to the adjacent development could be achieved. Scale and massing of the proposed plots were also indicated as part of this stage.

Stage 2

Stage 2 added colour to the plan and identified the street hierarchy to include the shared surface and paths. This design was still client led and retained 21 units. It was agreed this layout should form the base for the next stages of the design process.





Stage 3

At Stage 3 the main constraints of the site, trees and their root protection areas (RPAs), were added to the plan.

Responding to the RPAs and the Stage 2 layout the development was reduced from 21 to 18 units.

This layout was submitted to the Local Planning Authority for consideration as a pre-application submission.



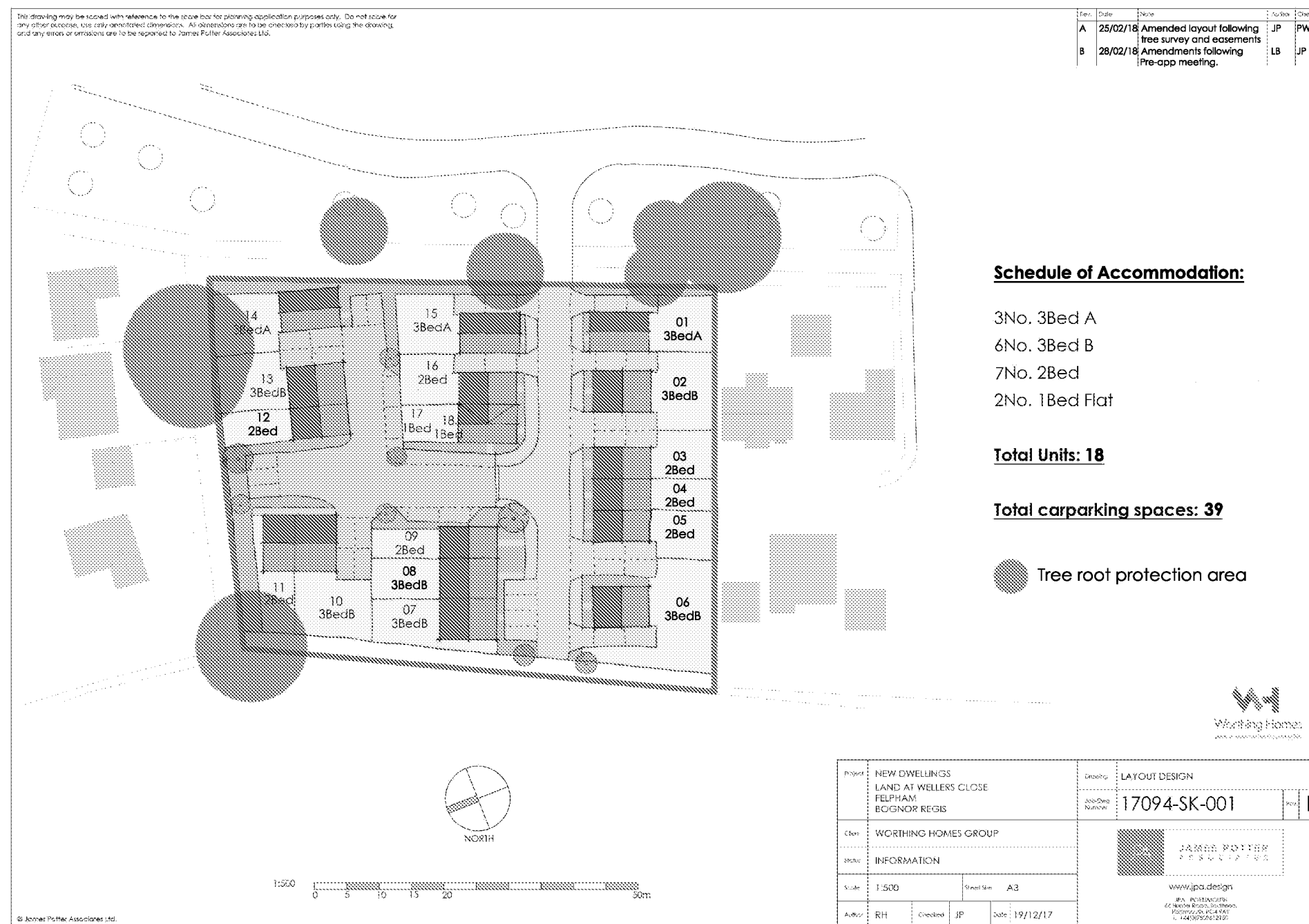
Stage 4

Stage 4 responded to the pre-application advice from the Local Planning Authority.

The parking court at the south west corner of the was removed in favour of more convenient on plot or near plot parking arrangements.

Plots 7, 8 and 9 were turned to follow the building line of plots 15, 16, 17 and 18 which reduces the bulk and massing of the development when viewed from the streetscene.

The shared surface arrangement and parking arrangement was slightly amended on a plot by plot basis to ensure vehicle manoeuvrability.



Stage 5

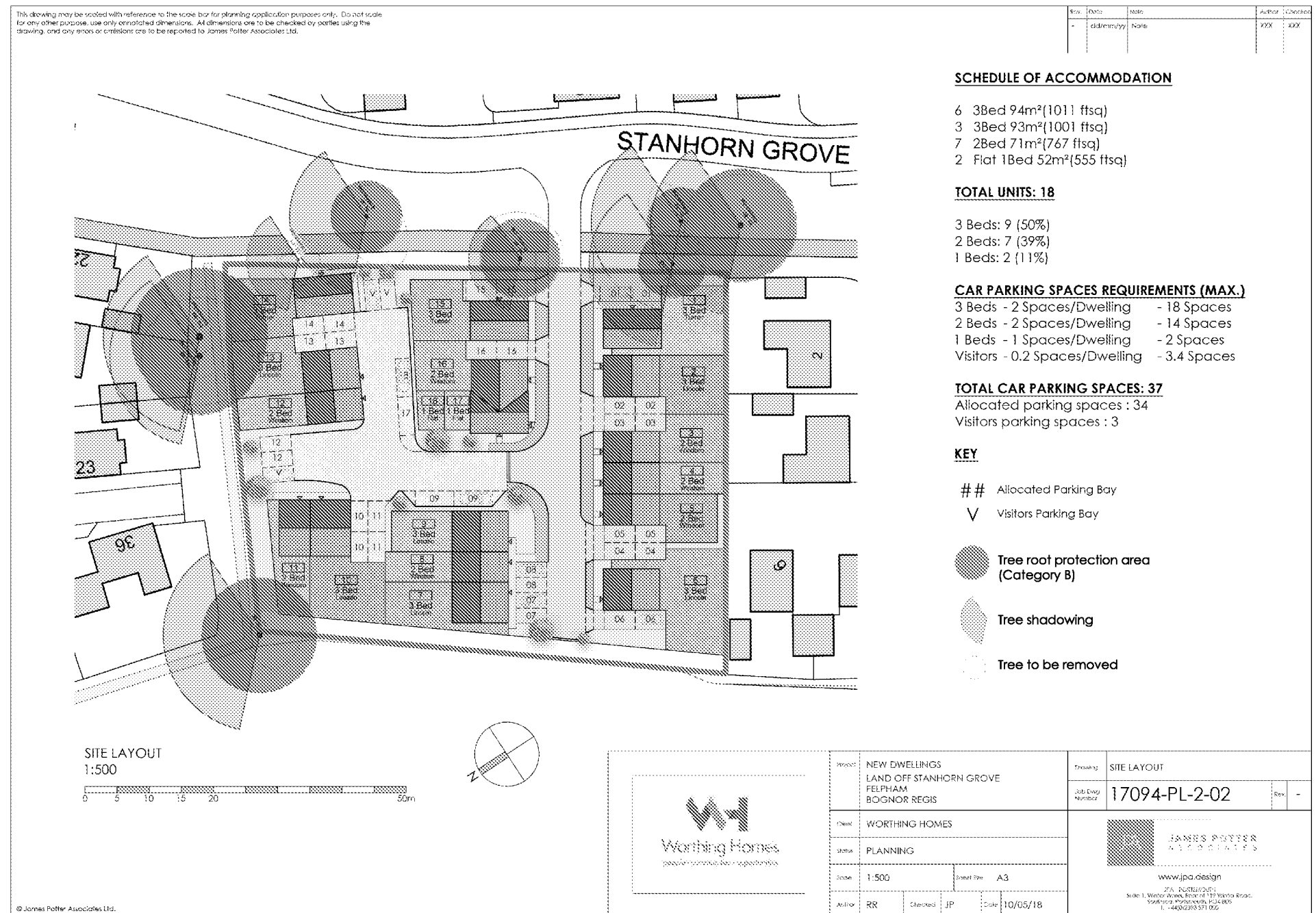
Stage 5 responded to the pre-application advice from the Local Planning Authority.

The parking court at the south west corner of the was removed in favour of more convenient on plot or near plot parking arrangements.

Plots 7, 8 and 9 were turned to follow the building line of plots 15, 16, 17 and 18 which reduces the bulk and massing of the development when viewed from the streetscene.

The shared surface arrangement and parking arrangement was slightly amended on a plot by plot basis to ensure vehicle manoeuvrability.

Parking allocation was increased to accord with West Sussex standards and parking is now allocated to each plot.





Changes to the scheme were cosmetic in nature with higher quality materials now proposed. The sketch diagram shown opposite now incorporates flint rather than the previously proposed timber cladding to plots 17 and 18.

The proposal

Through the site assessment, identification of constraints and the responses by both the public and Arun district Council (through pre-application discussions) the proposed development has been refined to a point for submission.

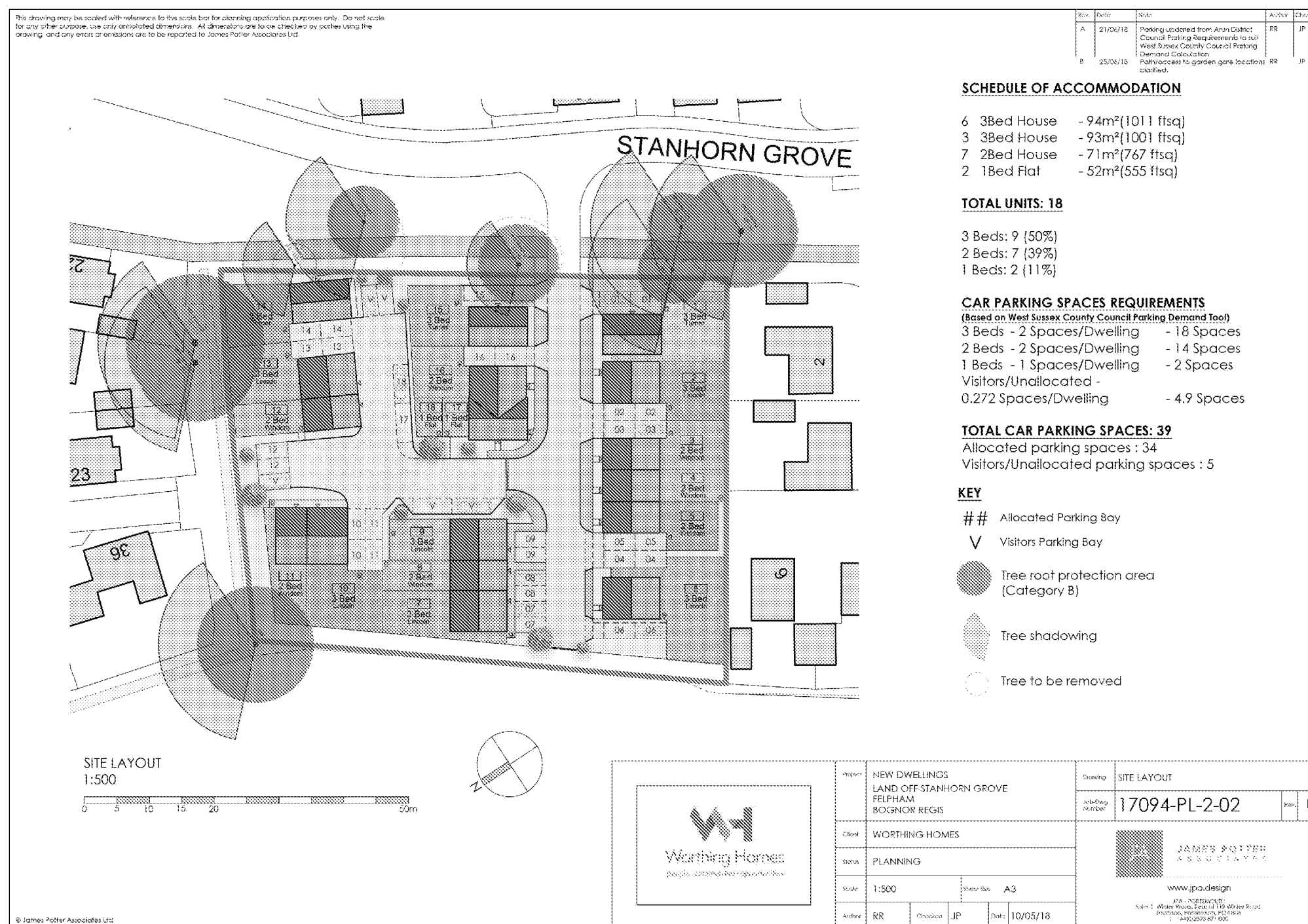
The final scheme is shown on this page.

The scheme is for 18no. shared ownership dwellings with a mix of 1, 2 and 3 bedroom dwellings of varying sizes.

The scheme incorporates 39 parking spaces formed of 34no. spaces allocated to plots and 5no. visitor space in accordance with the west Sussex parking standards.

Each dwelling has an adequate and convenient provision of private amenity space.

This drawing may be scaled with reference to the scale bar for planning application purposes only. Do not scale for any other purpose. Use only annotated dimensions. All dimensions are to be checked by parties using the drawing, and any errors or omissions are to be reported to James Potter Associates Ltd.



Design of the dwellings

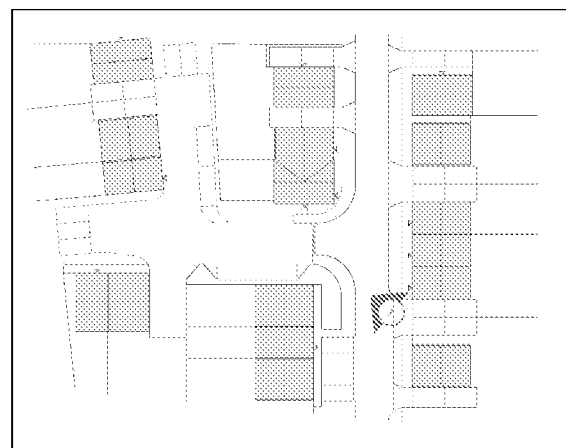
The design of the properties has responded to the locality and surrounding modern development. Each dwelling is proposed to include several details to ensure the development integrates into the existing properties and to provide a visually interesting and stimulating public realm. Cills and headers articulate the windows and elevation whilst porches, brick quoining, splayed soldier course and brick banding provides and additional features to retain visual interest. Glazing bars to the UPVC windows add interest to the dwellings, reflecting the Sussex vernacular. Below are elevations of a selection of the proposed dwellings. Page 14 shows a 3D street scene visualisation and page 15 shows indicative streetscenes of the proposal.

A full breakdown of the proposed materials are provided on the submitted material schedule.



This drawing may be issued with reference to the scale bar for planning application purposes only. Do not scale for any other purpose. Use only dimensioned dimensions. All dimensions are to be checked by parties using the drawing, and any errors or omissions are to be reported to James Potter Associates Ltd.

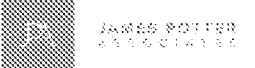
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SITE LAYOUT

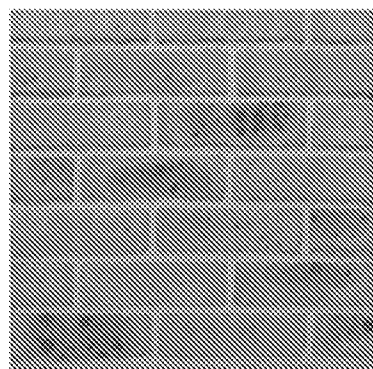
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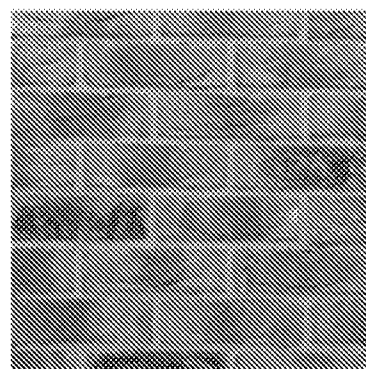
Project NEW DWELLINGS LAND OFF STANHORN GROVE FELPHAM BOGNOR REGIS		Drawing INDICATIVE 3D VISUAL	
Client WORTHING HOMES		Job-Draw Number 17094-PL-5-02	Rev. -
Status PLANNING			
Scale Not To Scale		www.jp.a.design JPA - PORTFOLIO Suite 1, Winkle Road, Room 119 Winkle Road Bognor Regis, PO4 8DS T: +44(0)1323 871 000	
Author LB	Checker JP	Date 14/05/18	

The streetscene also shows the form of the dwellings in terms of their appearance and treatment and relationship to the street.

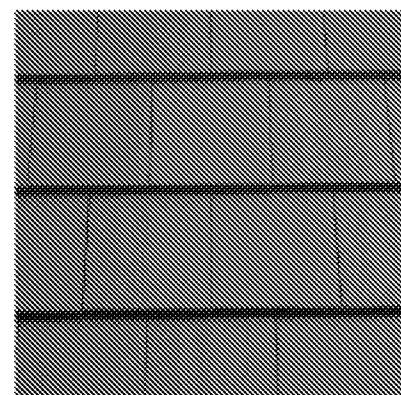




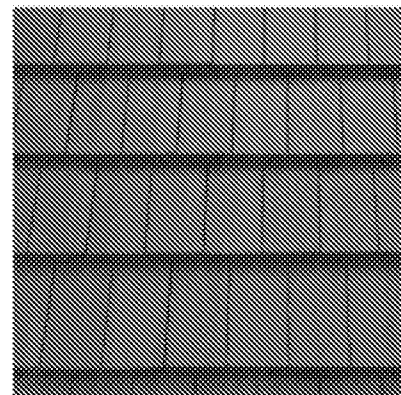
Brick Type 1



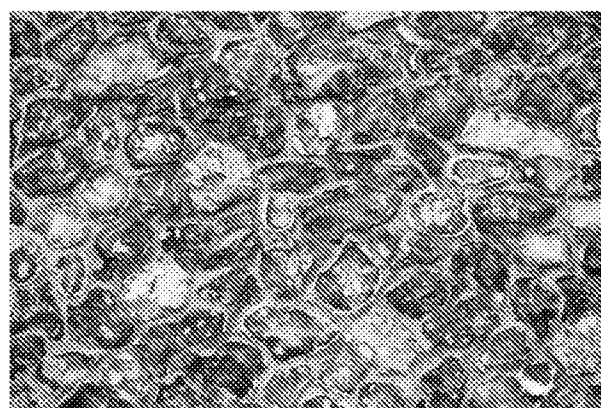
Brick Type 2



Roof Tile Type 2



Roof Tile Type 1

Flintwork
Trad-Lite - 50/50 Mix

A creased red brick with appropriate subtle colour variations is proposed as the brick type 1. The second brick has a similar character with a handcrafted appearance but complimentary darker tones to provide appropriate contrast.

The bricks will also form the brick boundary treatments.

Given the proposal is for 18 units it is considered two brick types will be sufficient to providing variation without creating a confused and uncoordinated appearance.

It is requested that the exact brick detail in terms of make and colour is controlled by condition given the volatility of the current brick market to ensure a sufficient brick is obtainable and can be provided

Plain roof tiles are proposed, one sand faced and one smooth faced, to provide a texture differentiation. Both red in tone, the tiles have sufficient colour difference to provide interest to the street scene whilst providing continuity to the development.

It is requested that the exact tile detail in terms of make and colour is controlled by condition given the volatility of the current market to ensure a sufficient tile is obtainable and can be provided

The simple palette of materials, along with suitable design features, will provide sense of place to the development parcel and a high quality and appearance.

This document has shown a structured and considered approach to the design of the development, taking into account the constraints of the site through the planning requirements and consultation opinions. This process has culminated in a design which responds to the form, function, layout and design of the adjacent development, ensuring the proposal contributes to the existing build form.

The document has successfully set the local context for the development and assessed the surrounding context showing an understanding of the constraints and opportunities, providing and explanation of the design evolution from initial site concept layout all the way through to the final design. The scheme has also responded to public engagement and and Local Planning Authority consultation, taking comments into account where feasible.

The final scheme will deliver much needed shared ownership housing to the area through a design that is respectful and representative of the locality and proposes 18 no. High quality units in this highly sustainable location.

