

Introduction

Application Masterplan Summary

Contents

The Design and Access Statement has been prepared in accordance with the requirements of the Planning (Listed Buildings and Conservation Areas) Regulations 1989 and the Planning (Listed Buildings and Conservation Areas) Regulations 1989.

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Construction of 66 Residential Dwellings

Hollyacre, Toddington Lane

Wick

Wilmington Homes Ltd

Design & Access Statement

April 2013

A separate Planning Support Statement outlining details of Section 106 agreements, planning policies and affordable housing requirements. This also explains how the scheme, in Planning terms, fits within the context of the North Lincolnshire Masterplan.

Other reports which are included as part of the application are as follows:

- Transport Planning Statement (including a Stage 1 Audit and a Framework Travel Plan)
- Flood Risk Assessment and Flood Drainage Report
- Ecological Phase 1 Habitat Survey
- Tree Survey
- Heritage Assessment (Archaeology Report)
- Transportation Noise Assessment
- Arboricultural Statement

Copy of the Design and Access Statement to be submitted to the Local Planning Authority for consideration.

Page	Date	Author	Reviewer	Notes
1	22/04/13	AJH	ADH	
2				
3				



Assessment

Site Description and Physical Consideration

The site is situated at Hollyacre, Toddington Lane, on the northern edge of Littlehampton. The site is bounded to the west by a nursery/garden centre, to the south by the railway line and to the north by horticultural glass houses. To the east is a commercial building.

The site is predominantly flat, but with the railway slightly higher and Toddington Lane slightly lower than the site itself.

Further information on the existing site, its current use and the context of the surrounding area can be found within the Planning Support Statement.

The application site is 1.67 Hectares in size.

Currently the site is accessed from Toddington Lane through the commercial element on the eastern portion of the site.

Littlehampton as a whole, and this area in particular has no real specific style of architecture or predominance of materials. A mix of brick, tile hanging, render and some weatherboarding can be seen nearby, with tile and slate roof also both widely seen. Some local Sussex flint is also evident on some of the more historic areas.

The proposed buildings must relate successfully in both scale and massing terms to the wider proposed site, presenting a cohesive overall design solution that interacts strongly with the planned residential development surrounding it.

Involvement

Consultation

At the inception of the design process a design team was set up with the aim of progressing a scheme that was appropriate to the location and of a significantly high architectural and design quality, in addition to meeting defined constraints in relation to access and the surrounding approved outline application.

ECE Architecture were appointed by Wilmington Homes to progress the scheme to ascertain a suitable design approach that met the various requirements of the end user groups.

The development of the scheme follows numerous consultations with Arun District Council, including a series of design meetings with Planning Officers which focussed on both the layout and aesthetics of the overall development.

The general public were invited to view sketch proposals with presentation boards displayed in Wick Hall, with the Architects and Developer on hand to answer any questions. This presentation was advertised in the local press.

Design Response

Use

The site is proposed as entirely residential use, with a mix of affordable and open market dwellings.

Amount

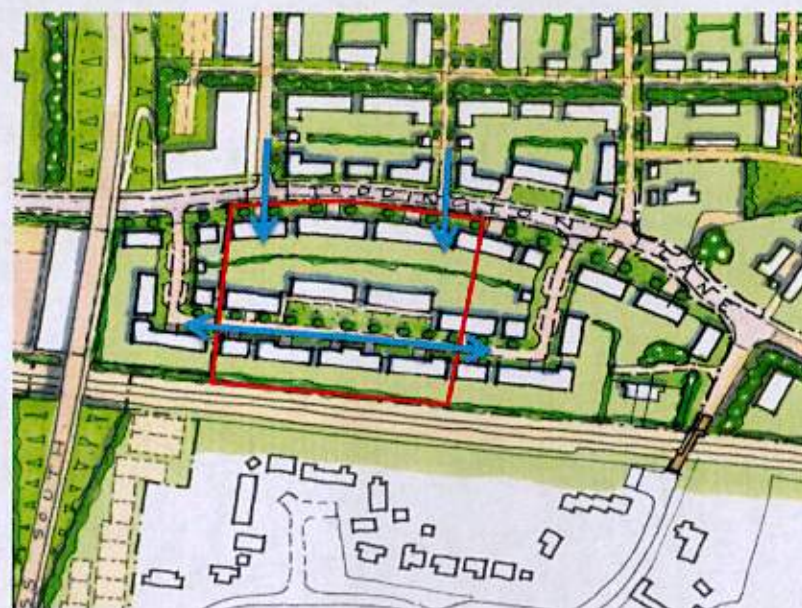
The development proposal provides 66 dwellings in total, a number agreed in principal with ADC Planners. This equates to 39.5 dwellings per hectare. This density is considered to be entirely appropriate and fairly consistent with recent nearby developments, ensuring it is appropriately scaled and fits in with the surrounding area, whilst also ensuring best use is made of the available land.

Site Layout—Design Development

Initially the site was for the western portion of the land only.

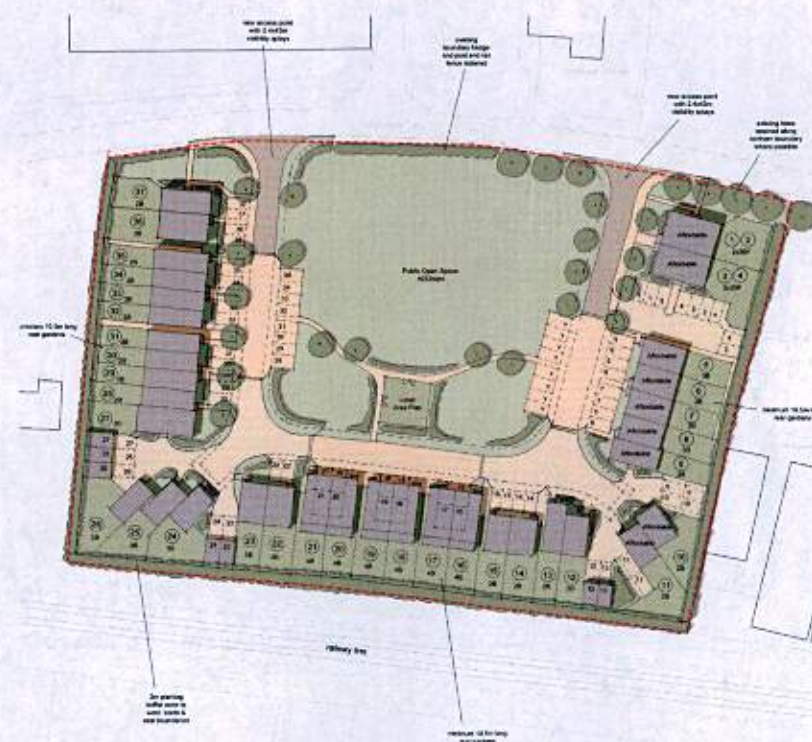
The key concepts which were being addressed at this stage included the following:

- Dwellings fronting on to Toddington Lane for a street frontage, and to face future development on the North side of the road
- Two access roads in to the site, these being linked with an east-west access road which could lead on to future phases both east and west of the proposal. The two access roads were to align with those indicated on the Masterplan.
- A variety of car parking options—some in front of dwellings, some alongside, and some in rear parking courtyards
- A variety of road and footpath surfacing options to avoid a highway dominated approach.
- Retention and supplementation of trees and hedgerows around the site boundaries



Above: Extract from the masterplan with initial site boundary in red, with key road positions shown with blue arrows

In August 2011 Initial layouts were produced to establish how many dwellings could be accommodated if the Council's open space requirements were met in full. This produced a total of 37 dwellings wrapped around a large central open space (see below).

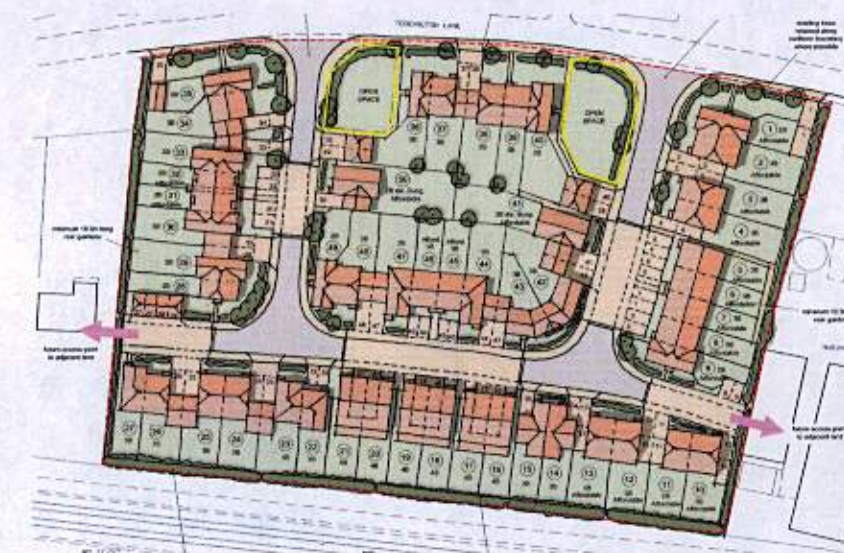


It was quite quickly established that the Council would not be seeking any formal open space within this parcel of land as it had been allowed for within the overall North Littlehampton Masterplan.

This resulted in a new sketch (Jan 2012) which yielded 53 dwellings (see below).



At the Council's request a small element of open space was introduced at the entrance areas in to the site (see below) although these were subsequently disliked and removed.

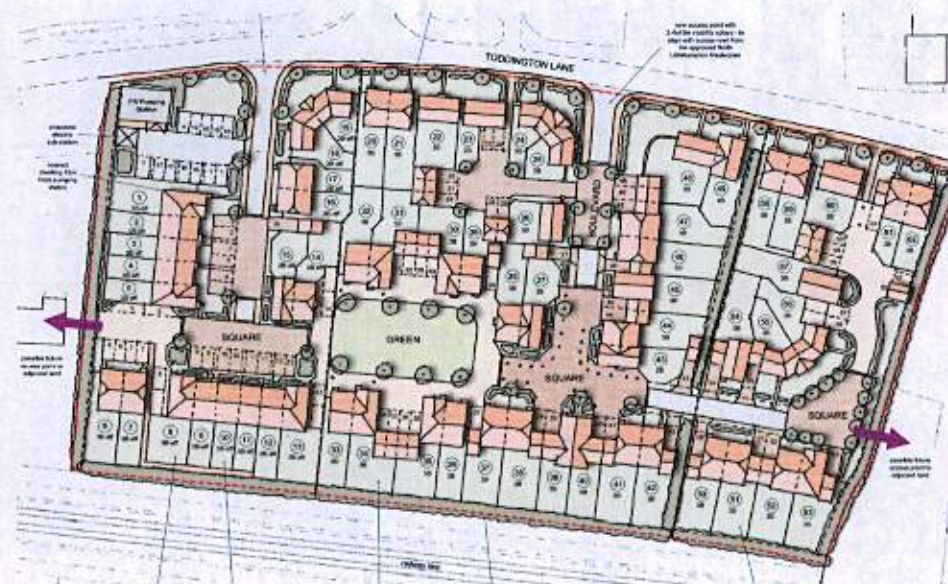


At this stage (March 2012) further land was then made available to come forward at the same time, however it was a requirement that this was to be a Second Phase of development, to be constructed after the original piece of land.

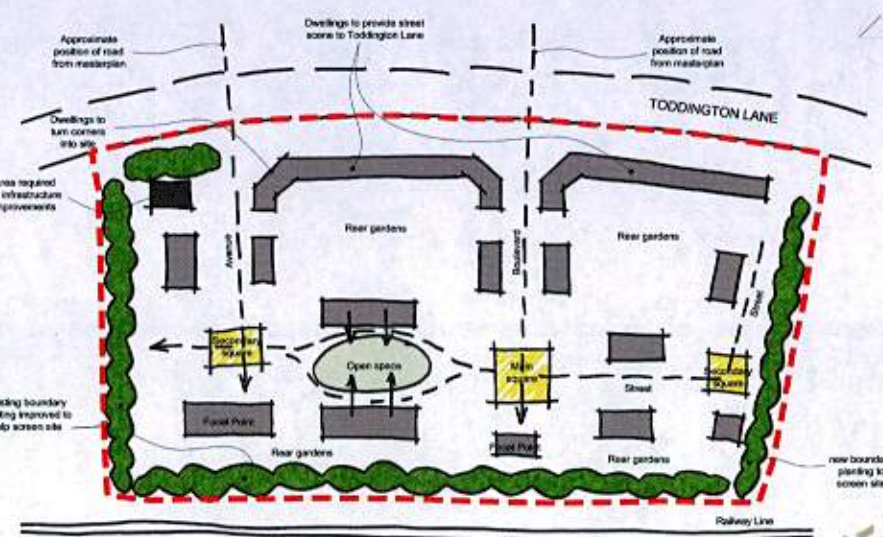
A further sketch was produced with the additional land being accessed off the original proposals.

The principles of the two access roads remained, working off the principle of the east-west road. The east-west connection now had a small element of open space re-introduced to be the central focus of the scheme. Again, this accorded with the masterplan which showed a similar approach.

Shortly after this the need for a sub-station and a foul water pumping station was identified, and due to service access reasons the location identified for this was the north-west corner of the site, and the sketch was duly amended (see layouts below).



By August 2012 the form of the layout had progressed and the roads and spaces were becoming more clearly defined. The access roads were designed to enter the site and arrive at shared surfaced 'squares' which were linked by the east-west road through a central green. Dwelling blocks provided a fairly continuous street scene to both sides of all roads. (see above). The basic principles were outlined in sketch form (see below) which was exhibited at the public consultation event, to explain the principles of development, and to allow the public to express their opinion.



Further discussions were then had with Arun District Council who felt that revisions were required to bring the scheme even closer in line with the masterplan. A further series of sketch layouts elevations and three dimensional views were produced to explain the appearance and concepts along with suggestions of materials and dwelling styles.

The Masterplan had suggested that this site should be a mews style / home zone (see below) and this was therefore considered now as a way to proceed with the design. The approach in the masterplan is indicated below.

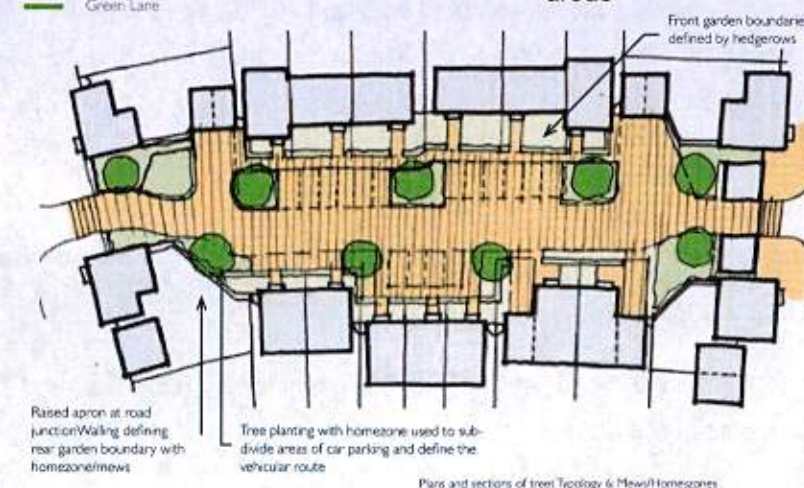


Road Hierarchy

THE SITE

Above: & Left: Extracts from the masterplan showing the road within the site to be mews/homezone area

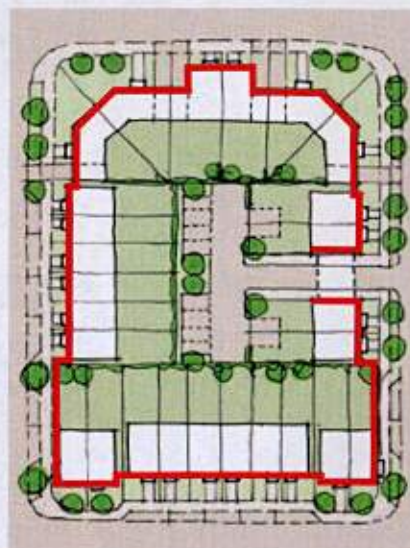
Below: Extract from the masterplan signifying the intention of road formations for the Homezone areas



The whole road layout was now proposed as a shared surface homezone style to bring unity to all areas.

The continuous street frontages (use of perimeter blocks) were highlighted in the masterplan, and this was again emphasised further in the revised sketches. Phase 2 also now became more integral to the whole design.

With these concepts now clearly defined, and the level of elevational treatment agreed in principle it was decided that it was appropriate to submit a planning application.



Above: Extract from the Masterplan showing the use of perimeter blocks for a continuous street



Site Layout—Final Proposals

The site layout in its final form has evolved over the last 18 months as outlined previously.

The layout in detailed form addresses the spaces between dwellings, has a soft approach to the road layout and creates a strong frontage to the public areas.

The access roads and the frontage to Toddington Lane are designed to complement the outline proposals opposite, and the use of angled corner units at the entrance 'sweep' people in to the site whilst creating a feature in those positions.

Small elements of open space have been created for residents and these are directly overlooked by dwellings for natural surveillance.

Car Parking is in accordance with the required WSCC standards. Each open market dwelling, along with five affordable dwellings have two allocated spaces, whilst 15 affordable dwellings have one allocated space. A total of 24 non-allocated (visitor) spaces are also included. Various car parking options are used throughout the scheme. Some plots have car parking in front of dwellings and some alongside in front of garaging. The plots fronting on to Toddington Lane have parking in rear courtyards to avoid any access drives off Toddington Lane. Appropriate visibility splays are allowed for and this and other highways related issues are dealt with in the Highways report.

Surfacing materials are likely to be block paving throughout for a sense of unity.

Cycle storage is proposed in the oversize garages for plots where applicable, and in other cases with a secure cycle store (shed) in the rear gardens.

Whilst only two vehicle access routes are shown on to Toddington Lane, there are an additional 3 separate pedestrian access points, ensuring site permeability is good and that occupiers have a reasonable route from there car parking spaces to their front entrance.

Refuse collection has also been considered. The access road has been proved sufficient to cater for refuse vehicles with appropriate turning heads allowed for. Arun DC Cleansing department has also been consulted with regards to refuse collection points from dwellings, with a marked up drawing sent to them for discussion purposes.

Right:
Drawing showing how the proposals relate to the masterplan along Toddington Lane, and how the use of perimeter blocks within the site gives a strong sense of enclosure



Below:
Blue dashed lines show how pedestrian permeability of the site has been considered



Scale & Appearance

The design of the scheme and the proposed materials strongly reflects the desire of Wilmington Homes to create a high quality residential development utilising traditional materials found within the Arun locality.

The elevations are based on a relatively simple well-proportioned style of housing with a small palette of largely traditional materials, used regularly to create rhythm within the street-scenes. Fenestration is limited to traditionally proportioned casement windows. Feature elements are introduced in limited amounts only where appropriate, and include bay windows and a variety of porches. Other architectural details include brick cills and chimneys, used appropriately to reflect the importance of the various locations within the scheme.

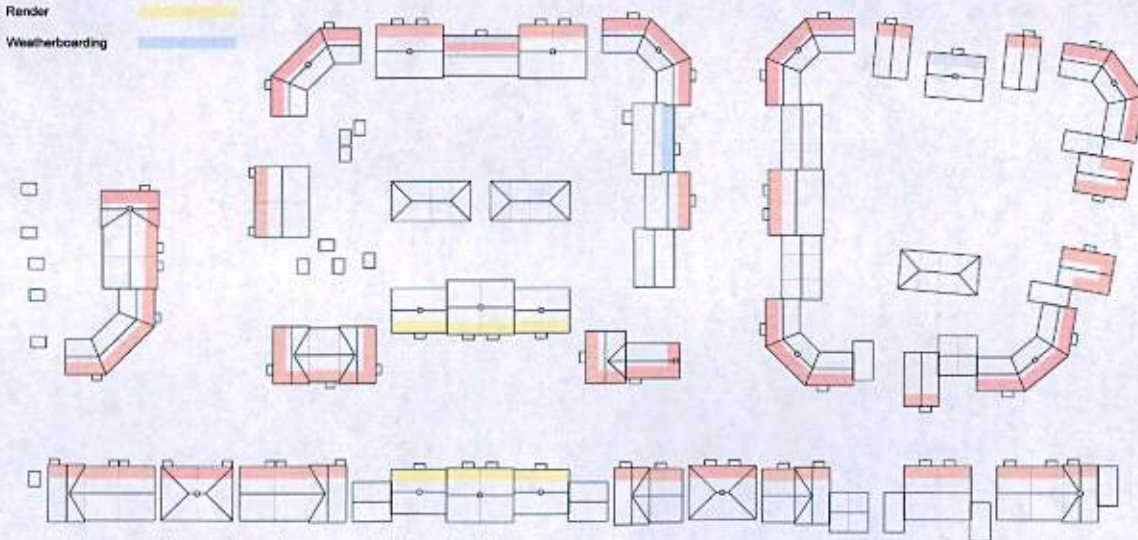
Dwellings are all two-storey reflecting the surrounding residential areas and the general principle within the masterplan.

Two dwellings along the Toddington Lane frontage have flint detailing, reflecting the listed flint buildings to the north-east.

Two dwellings (the flats over garaging) have weatherboarding, one being ebony stained and one of a cream colour.

Materials Key:

Brick	
Tile Hanging	
Flint	
Render	
Weatherboarding	



Above: Plan showing use of materials

The eight dwellings north and south of the central public garden space are designed as traditionally rendered dwellings with larger sash appearance windows with deeper proportions. These dwellings would have slate roofs to create a distinct style in this area. Metal railings are proposed to define this central public garden area.

Elsewhere throughout the site dwellings are either brick or brick with tile hanging above. Where tile hanging is used, feature tiles are utilised to create additional interest.

With the exception of the rendered dwellings, roofs will have plain tiles with two different colours being used for some variation and interest.

Landscape, Environment & Sustainability

All dwellings within the scheme will have a high quality of surrounding landscaping, and full landscaping proposals form part of this planning application. Each dwelling is provided with a private rear garden in addition to a small front garden facing the public realm. Front gardens and shared planting areas will generally be planted with native shrubs and hedgerow.

Rear gardens will be separated from other plots generally by 1.8m timber fencing, and from public areas by 1.8m high brick screen walls in strategically important locations. All rear gardens are accessible via a rear gated access or through garages.

The provision of lighting within the development will be designed to limit impact; external PIR lights will be placed on each of the houses and to apartment entrances, with bollard lighting used only where specifically required.

A Phase 1 Habitat Survey has been undertaken and found the site to be of low value. An archaeology report has also not identified a high likelihood of any archaeological interest.

Cycling will be encouraged by the provision of suitable cycle storage as previously mentioned, along with the low vehicle design speeds throughout the site. External clothes drying facilities will be provided within the private garden areas.

The energy strategy for the proposed development will aim to maximise the carbon savings over the lifetime of the buildings, reduce on-going operational costs and maximise the benefits to the environment and future residents. As such, a 'Fabric First' approach will be followed so that savings in CO2 emissions and energy bills are locked in for the lifetime of the building and not reliant on costly maintenance and replacement of 'bolt-on' technologies. The use of increased insulation in the floors, walls and roof spaces along with high performance windows and doors and high levels of air tightness will result in an overall carbon emission reduction of at least 10% over and above what would be achieved by a Building Regulation compliant scheme.

The affordable dwellings will be built to achieve Level 3 of the Code for Sustainable Homes.

Sustainable drainage techniques will be used where practicable to fully disperse surface water, including permeable paving. Water butts will be placed in rear gardens to encourage the reuse of surface water for gardening purposes. Refuse and recycling bins are to be accommodated for each dwelling within either rear gardens.

The proposed landscaping set within the garden areas and to the public realm will be used to encourage and improve ecological diversity. All hard & soft landscaping, will be maintained by a nominated management company; a management strategy will be put in place to continue maintenance in perpetuity.

Boilers and appliances will be energy efficient with low NOx levels and all dwellings will undergo a full SAP assessment to ensure energy efficiency within the building envelope.

The orientation of buildings and aspecting of the main habitable rooms allows for good levels of daylight within the dwellings, with natural ventilation to all habitable rooms. Dual flush toilets, water saving baths and flow restrictor taps are to be provided to all bathroom areas to minimise water usage within the dwellings.

Eco bins for recycling will be provided in all kitchens and composting bins for food and garden waste will also be provided. A Site Waste Management Plan will include measures designed to minimise the amount of waste going to land-fill.

Crime Prevention

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 development has an appropriate number of thoroughfares, overlooked by house entrances and habitable rooms in all instances, improving natural surveillance and creating a safe feel for residents and visitors.

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 within rear garden areas.

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 and/or walls.

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 parking areas and roads so that it does not fall into disrepute.

The public garden area in the centre of the site will also be maintained by the nominated management company. The space is overlooked by a large number of dwellings to maximise safety and minimise the potential for antisocial behaviour.

Access

Vehicular access to the site is to be via the two proposed new vehicle access points, with the existing access point to be closed once Phase 2 is constructed.

It is proposed that the initial bell-mouths in to the site would be adopted by Highways with the remainder of the internal site roads to be managed privately. The two new access points are designed to co-ordinate with those shown on the overall Masterplan.

Roads have all been designed with a shared surface home-zone approach. This gives clear priority to pedestrians and cyclists and will ensure very low traffic speeds throughout the scheme. Road widths vary between 3.7m and 4.1m but widen out where car parking areas appear throughout the layout. This ensure that there are plenty of areas for cars to park whilst reducing the opportunities for people to park indiscriminately and inappropriately.

Appropriate street furniture will be provided to protect front garden areas and pedestrian footpaths.

Car and cycle parking provision is considered to meet WSCC Highways requirements.

The scheme is designed to have a high level of pedestrian permeability, including several pedestrian only access routes into the site.

All dwellings front on to roads and have direct 'front door' access onto the street, creating legibility and activity, with Part M compliant level access thresholds and ramps provided where necessary on the site. Private refuse & recycling facilities are provided as required, directly accessible from roads with short 'dragging distances' for refuse operatives.

Within the dwellings, WC facilities will be provided on the entrance levels, with door widths throughout the houses designed to be accessible for both wheelchair users and ambulant disabled users.

Conclusion

The design process resulting in this application has been both carefully considered and properly developed to create the design solution presented in the Planning Application. Arun District Council Planning Department has been consulted throughout the design process, providing detailed design responses that have been fully factored into the final scheme proposals. The local community have also been consulted on the proposals.

ECE considers that all comments and concerns have been met and that the design solution is appropriate, reflecting a high-quality residential community as the first part of the North Littlehampton Masterplan.

The scheme pays reference to local vernacular and creates high quality and thoughtfully designed residential units with feature buildings in key locations creating individuality and a strong sense of place.

The site location and overall development proposals are eminently sustainable, ensuring that non-car modes of transport are prioritised, whilst providing a substantial community benefit for the future.