

DESIGN & ACCESS STATEMENT

**PREPARED BY SUSSEX BUILDING CONSULTANCY
LIMITED ON BEHALF OF
MR AND MRS R JACKSON**



**PLANNING APPLICATION FOR THE ERECTION
OF A TERRACE OF THREE 2-BED HOUSES
FOLLOWING DEMOLITION OF THE EXISTING
DWELLING WITH VEHICULAR ACCESS AND
PARKING.**

SITE AT 57 STANLEY ROAD, LITTLEHAMPTON.

1.0 INTRODUCTION

1.1 The purpose of this statement is to explain the design principles and concepts that have informed the development proposals. The statement also discusses how access issues have been dealt with.

1.2 The statement is arranged as follows:

- Section 2 – Design: Use, Amount, Layout, Scale, Landscaping, Appearance
- Section 3 – Access: Vehicular and links, inclusive access
- Section 4 – Supporting Planning Statement

2.0 DESIGN

Introduction

2.1 The proposed development comprises the demolition of the existing dwelling and the erection of a terrace of three 2-Bed houses with associated parking.

Use

2.2 The proposed development is to provide three self contained three bedroom units for private residential use.

Amount

2.3 Each of the end of terrace units has approximately 93 square metres in area spread over two floors whereas the central plot is slightly larger at 108 square metres. They sit on an overall plot of approximately 1,175 m² divided between the three units.

Layout

2.4 The layout allows for each of the units to have an entrance hallway, living room, WC and kitchen facilities on the ground floor with two bedrooms with bathroom facilities on the first floor, the central unit has the addition of master bedroom en suite facilities.

2.5 The internal layout of the building (as proposed) has been sensitively considered in order to protect the amenities of adjacent residents and prospective occupiers of the new units.

2.6 The proposed buildings have been narrowed to allow them to be moved forward by 1,700 mm to limit the impact on the neighbouring properties.

Scale

2.7 The height of the building is similar to the adjacent properties in Stanley Road having a 300 mm lower ridge height. The overall scale of the units, whilst being a little deeper, are similar to those surrounding.

Landscaping

2.8 This landscaping as shown on the appropriate plan seeks to provide a balance between hard areas required for the access and parking of vehicles and grasses and other soft landscaping areas to the rear.

2.9 Much of the trees and bushes to the rear of the property are to be retained providing ample screening between properties. Some minor trees and a mature apple tree will need to be removed to make way for the development.

Appearance

2.10 The design of the building has been chosen to blend in with those surrounding with painted render upper walls with a lower face brick plinth detail. Tiles to the pitched roof are to be dark coloured plain concrete to match with existing.

3.0 ACCESS

Vehicular and Transport Links

3.1 The site is sustainably located, close to local facilities including schools, shops, and health centres. In addition the site is within an area with good pedestrian and cycle links, and access to public transport.

Inclusive Access

3.2 The residential units proposed would meet with Part M of the Building Regulations, thus ensuring good access to and within the building for people with disabilities.

3.3 The existing vehicular access is to be retained giving ample space to allow for parking for at least three cars as shown on the site plan. The existing access will be widened slightly to give a minimum 3.5 metres clear width.

3.4 The vehicular access is set in an internal angle of the road allowing for excellent visibility for cars arriving and exiting the site.

3.5 In addition to one parking space per dwelling, there will be provision for cycle storage as detailed on the plans.

4.0 SUPPORTING PLANNING STATEMENT

The Site & Surrounding Area

4.1 The site is irregular in shape being sited in the corner of the road and it benefits from a large rear garden fanning out towards the back.



Fig. – View of rear garden showing rear boundary wall.

- 4.2 The site lies within the boundary of the built up area as defined in Policy GEN 2. Within such areas planning permission will normally be granted for new development subject to other policies in the Local Plan for the built environment.
- 4.3 Policy GEN 7 "The Form of New Development" sets out the criteria by which proposals for development will be judged and in so far as this proposal is concerned such matters as the efficient use of land, the impact on adjoining occupiers, and the parking of vehicles is relevant.
- 4.4 Policy GEN 12 "Parking in New Development" is also considered relevant, which provides the basis for considering the need for on-site parking provision for new development. This policy states:

"The Local Planning Authority may seek a lower provision than required by the standards for developments proposed in town centres and other areas accessible by other means of transport. In considering the extent of reduced on-site parking provision, the Council will have regard to environmental and highway safety issues, together with the following factors:- (i) the availability, type and proximity of public parking; (ii) the availability of alternative means of transport; (iii) potential highway safety problems; (iv) potential environmental harm arising from parking demand being met elsewhere; (v) the extent and nature of parking restrictions in force on highways in the vicinity; (vi) the scale of development proposed; and (vii) the suitability of "specific use" and "personal" conditions attached to planning permissions."

- 4.5 Central Government planning policy for housing (PPS3) stresses the need to make an efficient use of land, to concentrate housing development within urban areas and to locate new housing close to existing shops and services, in order to reduce the need to travel. The principles of creating sustainable communities, by locating new development within urban areas, developing for social cohesion and hence reducing the need to travel are also enshrined in PPS1. In addition PPG13 again stresses the importance of locating new development within urban areas close to shops and services.
- 4.6 As can be seen from the layout plan the existing site is of an adequate size to comfortably accommodate the proposed development of the site, and this

would accord with not only Local Plan policy but Government Guidance.

- 4.7 A pre-application advice submission was made to the LPA earlier this year and was dealt with by Mrs Anita Gardner. Whilst the original proposals were not deemed acceptable, subsequent discussions revealed the terrace option as giving the greatest chance of success.
- 4.8 The impact on the neighbouring properties was judged to be important with the original options set too far to the rear of the site. The scheme has been subsequently been amended by narrowing the width of the building allowing for the units to be moved an additional 1.7 metres towards the front boundary whilst still allowing for adequate space separation to the boundaries.



Fig. – View of rear garden from existing terrace decking.

- 4.9 As such the layout is judged to have a minimal effect on neighbouring properties not least by virtue of the shape of the site and orientation of the proposed building. The proposal generates no undue over shadowing or loss of privacy.

- 4.10 There are no first floor windows on the side elevations and the ones to the rear only have oblique overlooking into the adjacent rear gardens, similar to most other properties in the local area.
- 4.11 To the sides and rear the site has either high hedging or block walls giving very good screening between the site and those adjacent. The buildings to the rear are set a minimum of 20 metres away at the closets point.

5.0 CONCLUSIONS

5.1 This proposal would not impact upon the character of the area or neighbouring residents as the moving of the building by 1,700 mm has greatly reduced the impact on the two neighbouring properties from that originally proposed.

5.2 The existing access serving No. 57 Stanley Road has excellent visibility to what is a quiet residential road and the addition of the units has only a minimal intensification, and as such should be acceptable to the Highways Authority without the need for on-site turning.

5.3 Accordingly the proposed erection of the buildings to provide three new residential units would result in no demonstrable harm to those interests of acknowledged importance identified above. In the event that the application be presented to the Planning Committee I would be pleased if you would ensure that the contents of this statement, albeit summarised, are incorporated in to the Officers report.