

BOYLE+SUMMERS
ARCHITECTURE AND MASTERPLANNING

WINDROOS, LITTLEHAMPTON

Design & Access Statement
Reserved Matters

July 2016
13121

Figure A1: Site aerial view



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A. Introduction

This statement supports a reserved matters application for 85 dwellings and related facilities on the Windroos site in Worthing Road, Littlehampton. It has been prepared on behalf of Stuart and Marcia Lyons by Boyle+Summers (Architecture and masterplanning), in association with Savills (Planning), Paul Basham Associates (Transport planning and engineering), Barrell Tree Consultancy and Clarke Saunders (Acoustics).

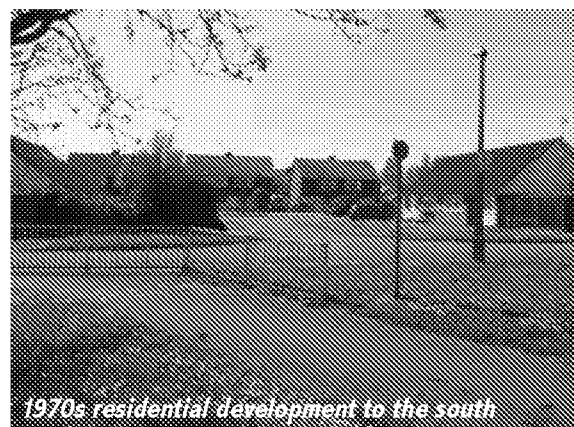
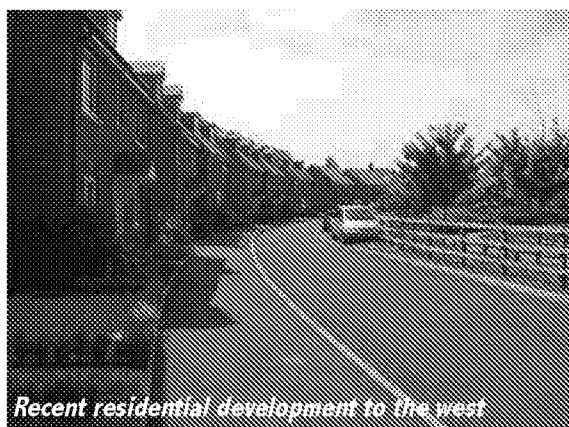
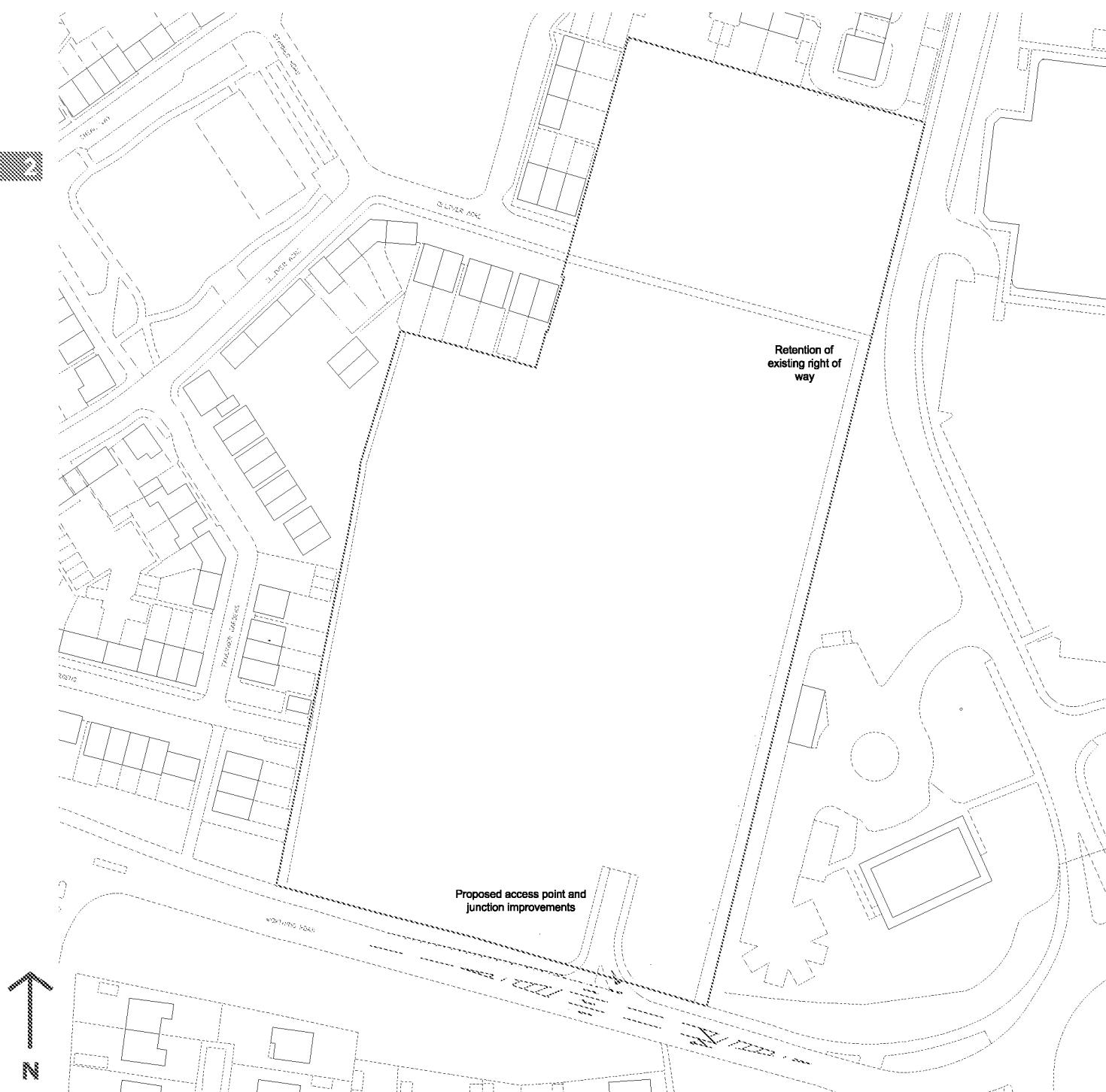
The document details how the proposals have developed since submission of the outline planning application in 2011, and how the submitted layout has responded to further detailed consideration of the site. It demonstrates how the proposals have sought to meet the standards and policy requirements of Arun District Council (ADC) and West Sussex County Council (WSCC), as well as those of Central Government regarding the promotion of new housing and good design.

Overall, high quality and careful development of the site will help to facilitate a number of locally important objectives, the principal of these being the provision of more housing. As demonstrated, the development proposed will do this in a way that integrates with and enhances the local area.

As the principle and quantity of development was approved at outline planning stage this reserved matters application focuses on the detail in terms of layout, scale, landscaping and appearance. It also explains how the site specific constraints will be addressed. Whilst 91 dwellings were approved at the outline stage, following a detailed design process, this application proposes 85 units.

More information regarding the principle of housing development on the site can be found in the outline planning application (LU/229/10/).

Fig A2: The site (edged in red) measures 2.33 hectares (5.6 acres) and its development for housing was approved in 2011



B. Background

Planning

Outline planning permission was granted for the site on 28th September 2011 (reference: LU/229/10/).

The description of development was as follows:

Outline application for redevelopment of site: Demolition of 2 bungalows, workshop, glasshouses and incidental development with erection of 91 dwellings with improved means of access onto Worthing Road (including closure of existing 2 accesses) with all other matters reserved.

This application deals with the reserved matters, namely:

- Layout
- Scale
- Appearance, and
- Landscaping

Consented Drawings

The drawings attached to the outline consent included a site plan, existing site survey and detailed highways access plan.

An indicative site layout drawing (see page 8) was also produced to support the application and help demonstrate how housing could be provided on the site. This drawing was, however, not formally approved as part of the outline permission.

Site Location

The site is located approximately 1 mile north of Littlehampton town centre alongside the A259 Worthing Road. As indicated in figure A1, directly to the east of the site is the Watersmead Business Park, whilst existing housing is situated to the west and south. The north of the site abuts further residential development which in turn borders the railway.

The site is approximately 2.38 hectares (5.8 acres) in size and is currently used as a haulage depot for Stuart Lyons (Haulage) Ltd.

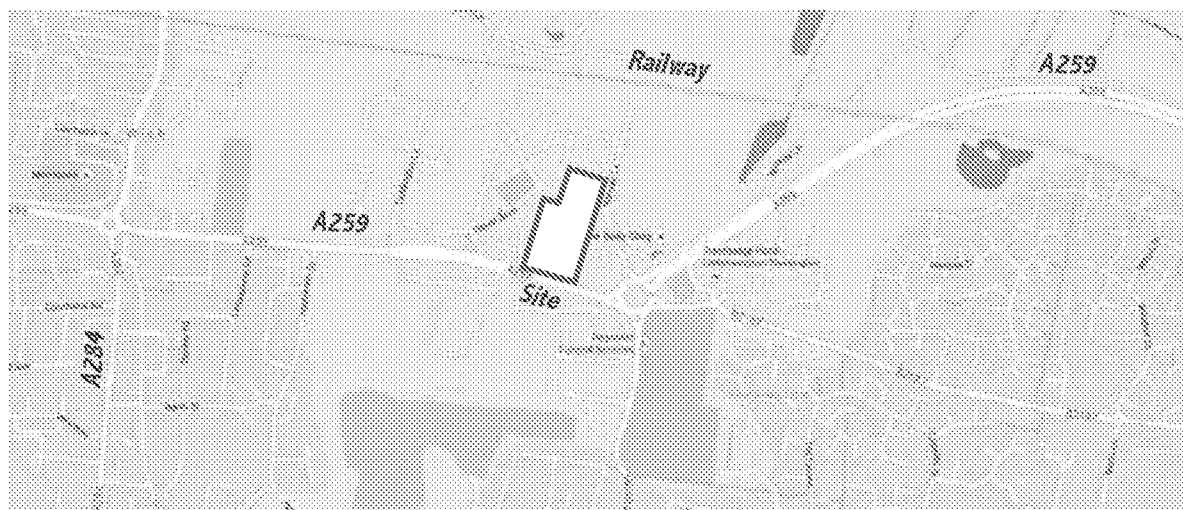
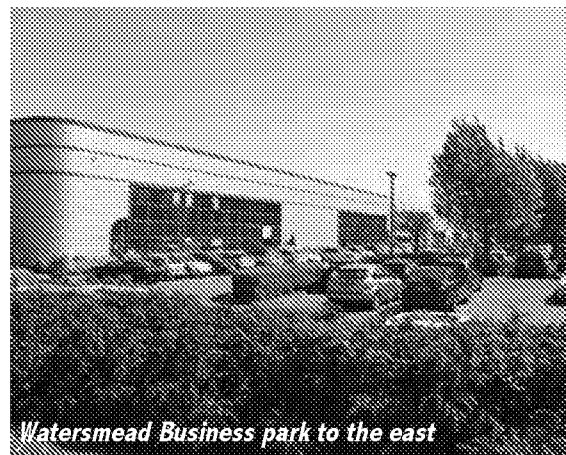


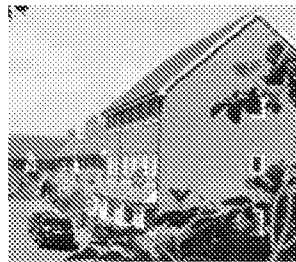
Figure B1: The site measures 2.38 hectares, is broadly rectangular and is on the northern side of Worthing Road, west of Watersmead Business Park.

Site Context

The housing that abuts the western and northern boundaries of the site is a recent Taylor Wimpey development built within the last 10 years. These buildings are faced predominantly in a red or buff brick, with some finished in a pale-coloured render. There are also feature areas of tile hanging and upvc shiplap cladding.

North of the railway line the area becomes more rural in nature and flint as a cladding material is a distinct feature of the architecture. Flint features can also be found in the nearby town centre and within recent housing developments, such as those by Bellway and Barratt David Wilson to the west.

To the southern boundary of the site lies the A259 Worthing Road. This is a primary vehicular route that serves as the main connection between Bognor Regis and Goring.



2&3 storey
red brick
pitched slate roof
white window frames
adjoining site



2&3 storey
red brick
pale render, pale cladding
pitched tile roof
white window frames
site close by



rural barn
flint/brick/timber
tile roof
site close by



flint and red brick
white door frames
tile roof
quality boundary wall
site close by



2&3 storey
red brick
pale render
slate roof
adjoining site



simple design
buff brick
slate roof
white window frames
adjoining site

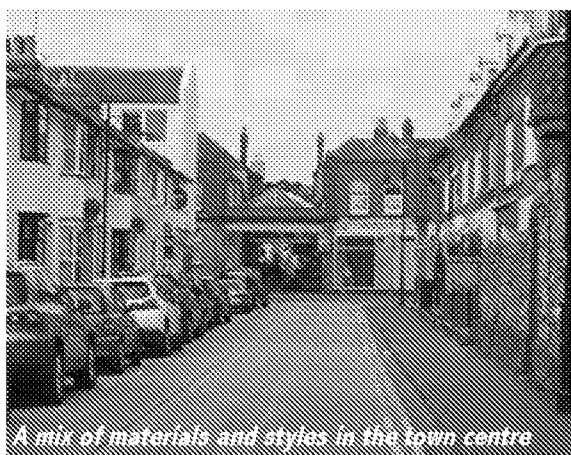
Figure 6.2: Materials found on buildings close to the site



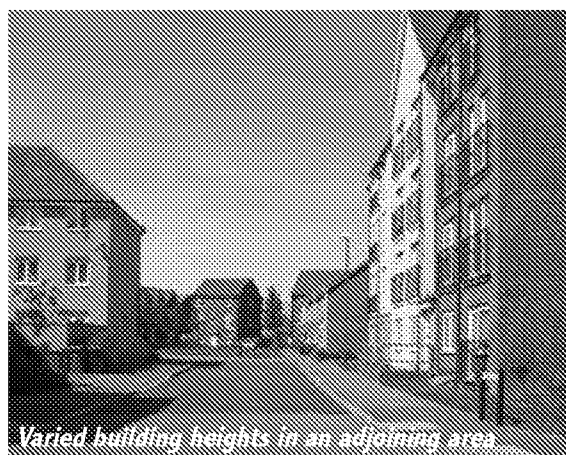
Flint feature walls on an older property near to the site



Looking east towards the site the A259 Worthing Road



A mix of materials and styles in the town centre



Varied building heights in an adjoining area

Building Heights

Buildings that surround the site vary in height between 1 and 4 storeys.

Whilst the housing to the south of the site is mainly single storey bungalows the more recent Taylor Wimpey development to the west and north is more varied.

Worthing Road

WSCC have highlighted a desire to widen the A259 Worthing Road to the south of the site. Whilst at present it is not known exactly when these changes will happen the proposed plans have safeguarded the southern section of the site to enable any alterations to take place.

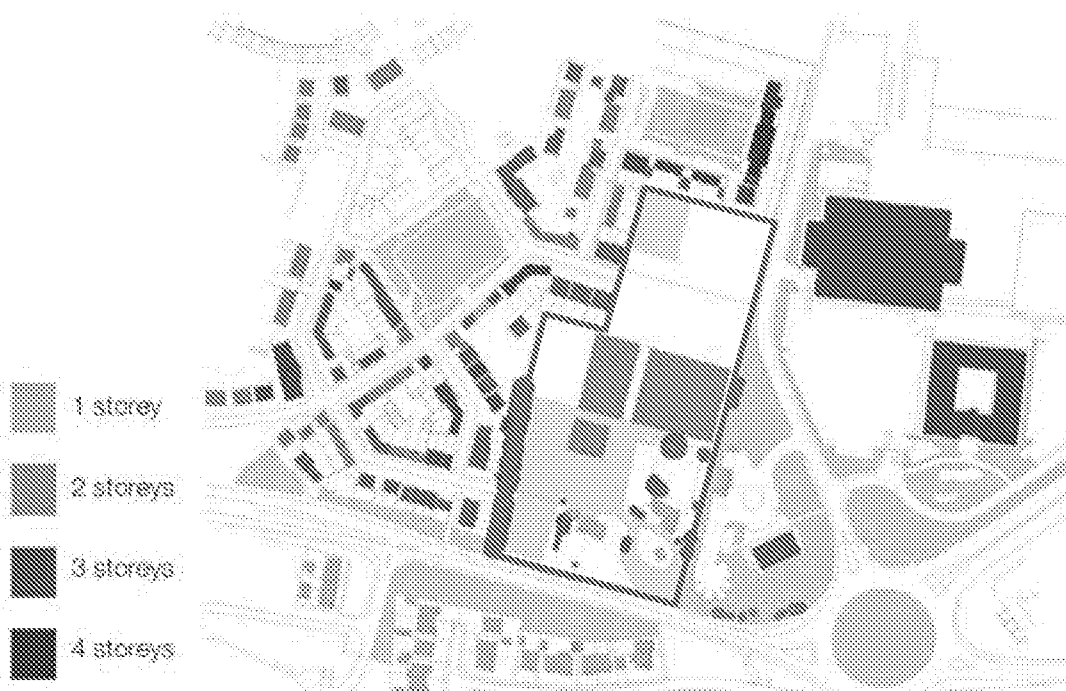


Figure B1. The building heights plan included in the Design and Access Statement with the outline planning application. (The site itself does not have buildings on it)

Site Analysis

6

The main vehicular access into the site (and as approved in detail at outline planning stage) is situated along the southern boundary and connects to Worthing Road. This detailed layout is shown below in figure B4. At present there are no other existing accesses into the site but there are opportunities to provide connections where both Olliver Acre and Faulkner Gardens run up to the site boundary.

The site sits perpendicular to Worthing Road which runs approximately east-west. With its southern / south western aspect the site's orientation provides opportunities for solar benefits such as

south facing gardens and harnessing the sun's energy.

The site also presents a number of challenges:

- Existing properties backing or siding onto the northern and western site boundaries.
- Road noise along the southern boundary from the A259 Worthing Road
- Potential noise from the commercial activities to the east.

The aim will be to address these challenges in a way that benefits both the site's proposed design and its relationship with its immediate surroundings.

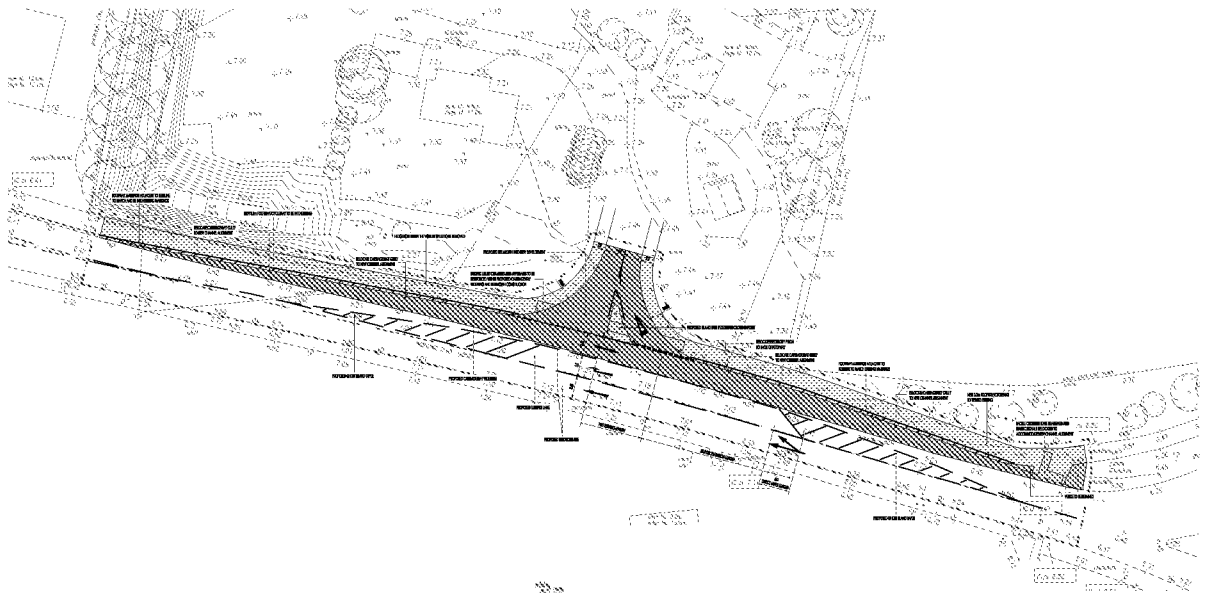
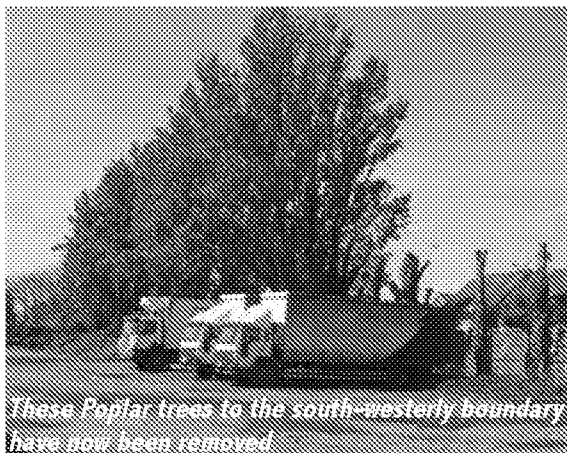
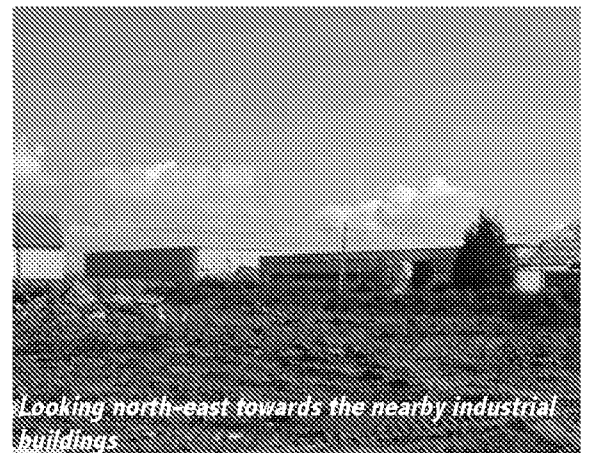


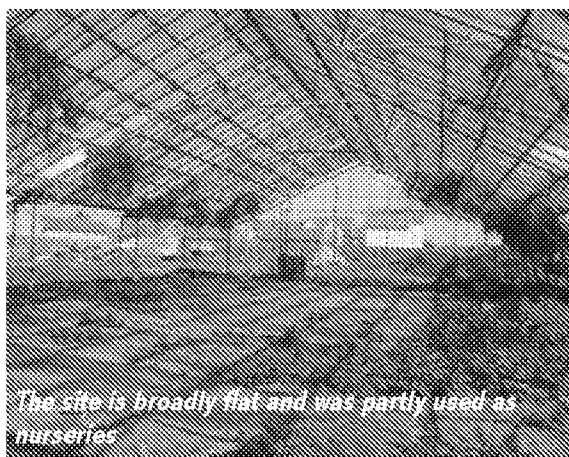
Figure B4: The vehicular access to the site from Worthing Road (shown above) was approved in detail at Outline Planning stage



These Poplar trees to the south-westerly boundary have now been removed



Looking north-east towards the nearby industrial buildings



Opportunities and Constraints

Figure B5 below highlights the main site opportunities and constraints.

- | | | |
|---|---|--|
|  Existing buildings |  Sun path |  Existing sides and backs facing onto site |
|  Landmark building |  Potential connection |  Industrial / commercial uses nearby north east end of site |
|  Approved access |  Ransom strip / right of way | |

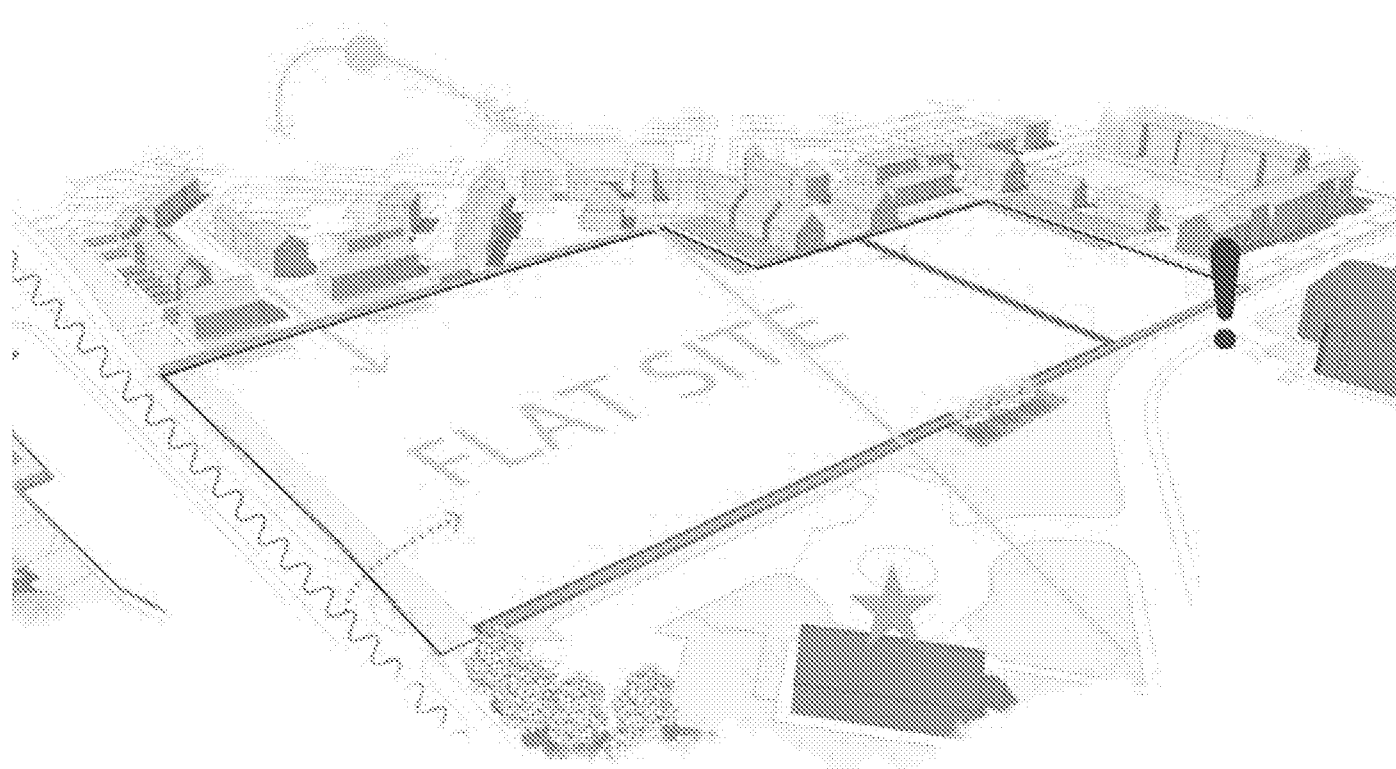


Figure B5: The diagram above illustrates some of the key features of the site and its immediate surroundings





Doors to the street



Enclosed streets & spaces



Strong corners



Green streets



Edge planting

Figure 13: The illustrative site layout included in the Outline planning application



C. Design Evolution

The design of the layout attached to this Reserved Matters application began with a review of the indicative scheme that supported the outline planning submission. It was considered with regard to Government guidance, current ADC development standards as well as sound urban design principles.

The initial review showed that provision of parking and private amenity space was insufficient. It was also felt there was potential to improve the enclosure and coherence of spaces and the definition between public and private realm. 3 concepts were produced (shown below) and were based on the following assumptions:

- Preserve right of way across site.
- Retain boundary trees.
- Maintain Worthing Road set back.
- Screen perceived noise in north-east corner.
- Preserve amenities of adjoining private gardens.
- Employ an efficient grid that matches site shape.
- Design based on modern standard plot and building sizes
- Ensure variety of large and small, hard and soft spaces in the public realm.

the total number of proposed dwellings from 91 to 83. This was for a number of reasons:

1. Increased buffer to the A259 Worthing Road
2. A reduction in the size of the parking courts
3. To achieve the required parking standards
4. Increased driveway parking
5. General improvements regarding the urban design principles employed such as space enclosure, coherence of spaces, definition between the public and private realm and surveillance / safety.
6. To meet ADC's garden size requirements.
7. To meet ADC's internal space standards
8. Reduced number of flats (12 instead of 19), which included omitting the FOGS that were originally included within the large car parking courts

The resulting draft scheme (which can be seen in figure C3 overleaf) reduced

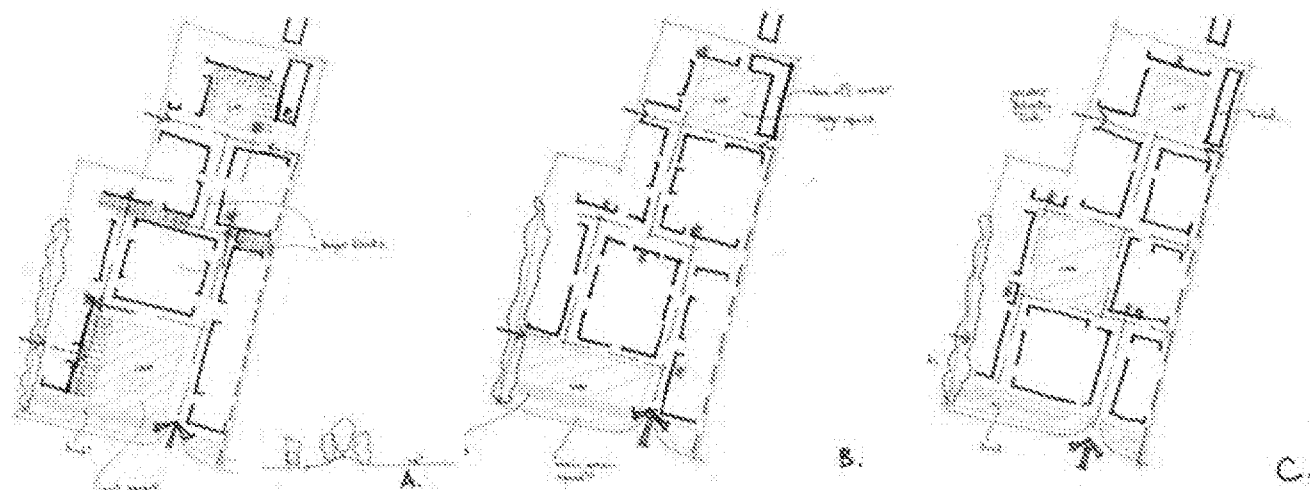
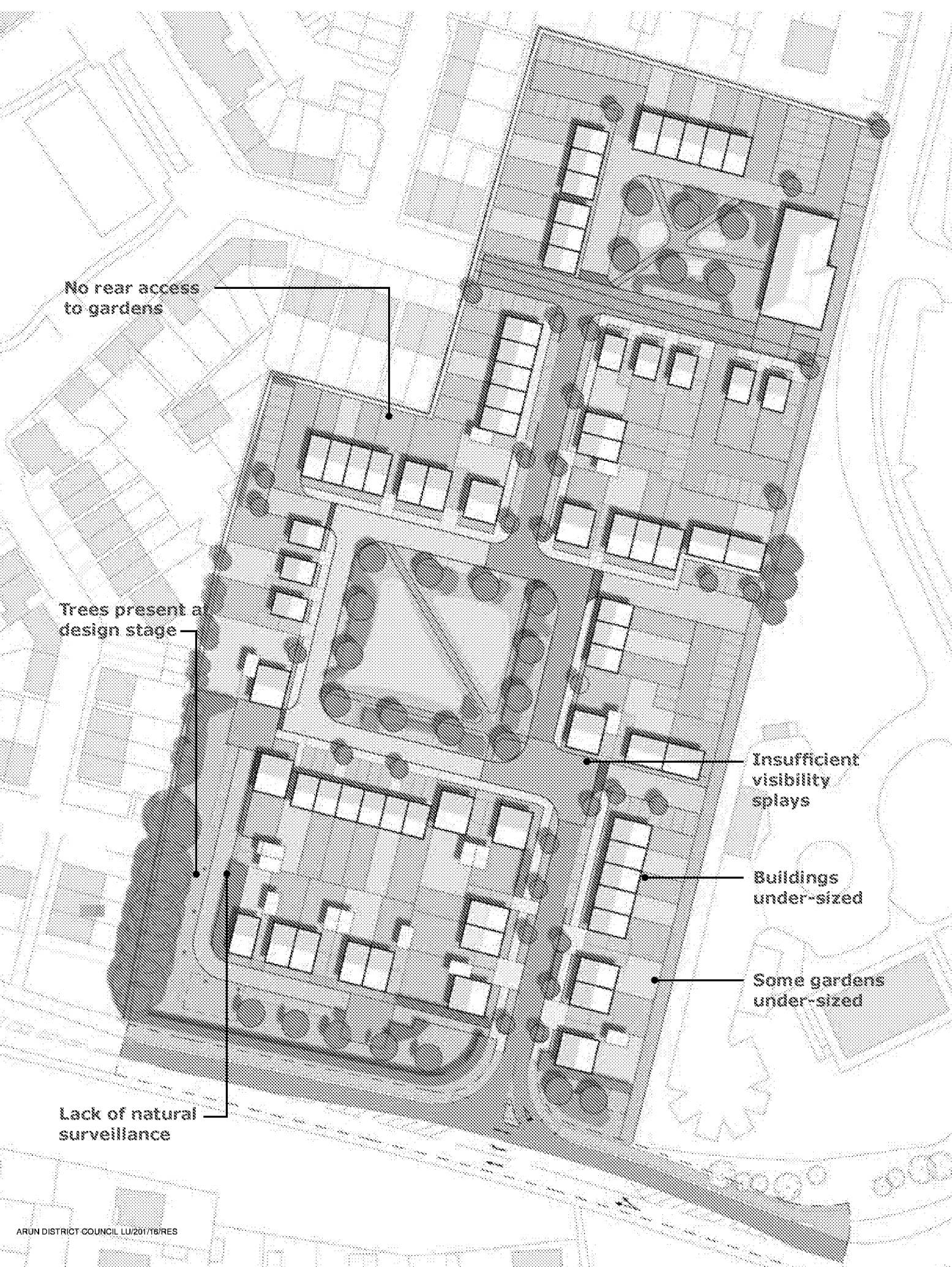


Figure C2: Early concept options for the overall site layout

Figure 13. Reserved matters presentation plan





From the 3 concepts in figure C2 option C was selected to form the basic structure of the site. Specific design features of options A and B were also incorporated into the layout.

Similar in design to the Outline indicative layout, arranging the blocks to face inwards towards two main public open spaces was seen as the most appropriate way to provide the amenity space required by ADC that fitted with the vision for the site. The largest of these 2 spaces was moved north towards the centre of the site to enhance its sense of enclosure and the quality of the environment for its users.

A green buffer was also provided to the southern boundary alongside the large Poplar trees that were present at this design stage.

This 83 unit scheme was submitted to ADC in November 2014 for pre-application advice and figure C3 highlights issues that were raised. Officers also suggested that render to the buildings should be replaced with an alternative material due to the problems experienced with weathering.

This stage, and further discussions with ADC and other specialists, proved extremely beneficial in helping to ensure that maximum value would be gained from what the site has to offer and that the design proposals would meet ADC design policies.

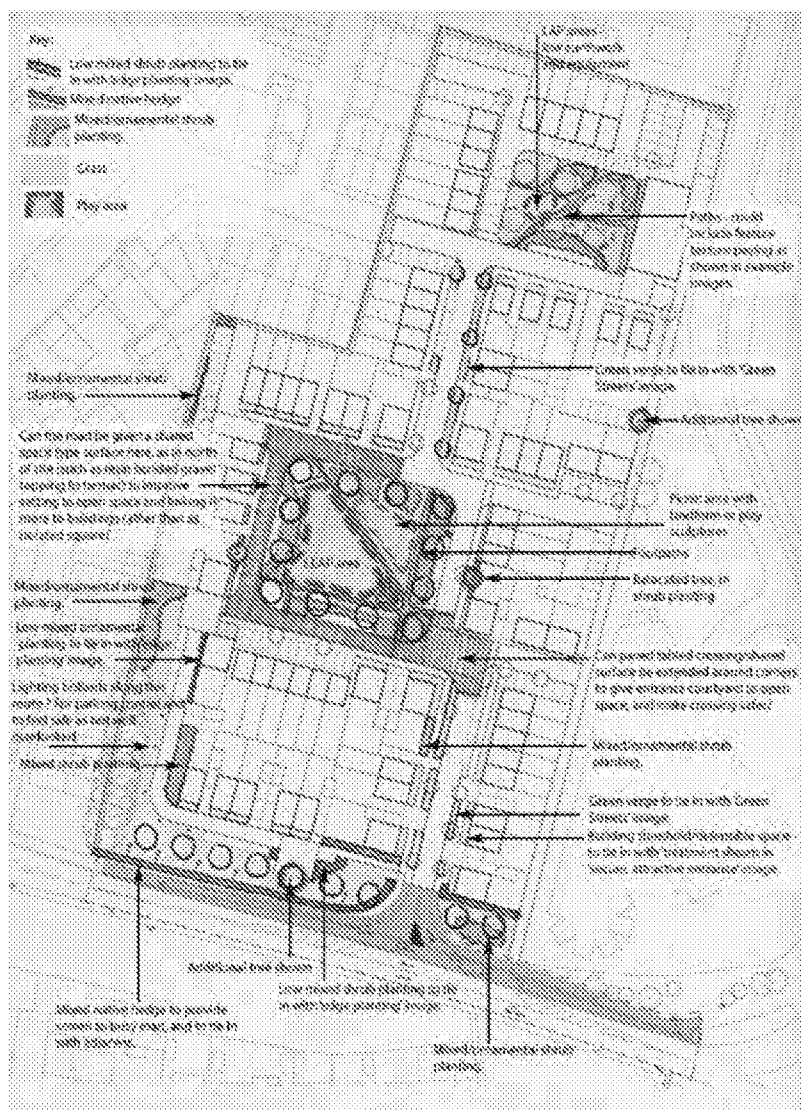


Figure C3: Landscape concept for the Reserved Matters pre-application plan

Figure 10: The Proposed Site Plan



D. Proposed Design

D1 Use & Amount

This Reserved Matters application is for 85 dwellings – an increase from the 83 dwellings proposed at the reserved matters pre-application stage.

Removal of the trees to the western boundary provided the opportunity to redesign this area and make more of the space. Houses have been backed on to this boundary and provided with garden sizes that accord more closely with ADC's requirements. The open space that was shown at Reserved Matters stage is combined with other spaces whilst the trees are replaced with more suitable species within the scheme - more information is shown within the landscape section.

The scheme proposes a total of 85no. units:

73no. houses and 12no. flats.

In accordance with the outline planning Section 106 agreement 14no. units have been allocated as affordable - 2no. 2bed 2storey houses and 12no. 2 bed flats.

- 2bed affordable flats
3 storey block
12no. units
- 2bed 2storey affordable house
83m² GIA each
2no. units
- 2bed 2storey private house
83m² GIA each
23no. units
- 3bed 2storey private house
96m² GIA each
9no. units
- 3bed 2storey private house
96m² GIA each
5no. units
- 3bed 3storey private house
106m² GIA each
26no. units
- 4bed 2storey private house
112m² GIA each
8no. units

85no. units total



Figure D1: Accommodation schedule

D2 Layout

Connections

At outline planning stage opportunities to connect into Faulkner Gardens and Olliver Acre were considered. Both were reliant on a ransom strip being overcome.

The decision was made to omit the potential connection into Faulkner Gardens within this proposed layout due to its close proximity to the link provided by the A259 and adjoining pedestrian routes - approximately 25m away.

The potential connection to Olliver Acre was retained due to an existing right of way that crosses the application site at this location. Should the opportunity arise this also provides the most suitable option to integrate the proposed and existing developments.

Street Network

The site is relatively long and narrow from its southern access point. In keeping with this shape, and as recognised at the master planning concept stage, the street network is rectilinear in design to make efficient use of the space available.

A main street runs from south to north through the site with more minor roads branching off to provide access to all areas of the site. Both the main street and those that branch off of it frame the public open spaces to help promote an active and vibrant environment.

-  Primary space
-  Secondary space
-  Tertiary space
-  Main desire lines
-  Active frontage facing primary spaces

The street arrangement has been designed to encourage low vehicle speeds and pedestrian priority. To achieve this a hierarchy has been applied to the publicly accessible spaces that encourages low vehicle speeds in the areas providing the most primary connections (highlighted red in figure D3 below). Through their appearance, as oppose to physical speed reduction measures, the primary spaces create an inherent break in the main street accessed off the A259 that runs from south to the north through the site. The same principle applies where the other secondary and tertiary spaces (mews housing and car parking courts) meet these primary spaces.

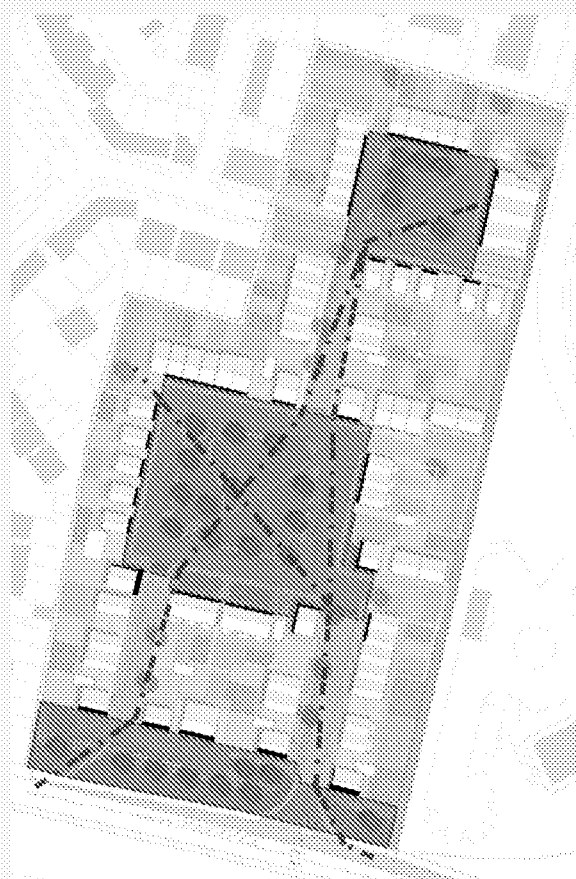


Figure D3: Diagram showing hierarchy of streets and spaces

Block Layout

The perimeter block arrangement employed helps to ensure there is a clear delineation between the public and private realm and also a well-defined frontage to the streets. Blocks are sized to promote a walkable neighbourhood, and where possible they have been backed onto existing rear gardens to help secure these boundaries. This arrangement (shown in the figure below) highlights how it creates a strong sense of enclosure and focus on the main public open (primary) spaces.

Where public realm meets private realm, but a physical feature is not present, surface finish design and planting will help street users to understand where boundaries lie. This is discussed further within the landscape section.

As discussed in the Design Development section the largest of the public open spaces has been located towards the centre of the site to help distance it from the A259. To help protect the smaller open space to the northern end of the site the block have flats has been located to provide a barrier to potential noise from the adjacent commercial activities.



Plot and Building Layout

Plots have been orientated to match the rectilinear street layout. This enables an efficient use of the site area and creates a building frontage that provides a strong definition to the street edge / public realm.

North facing rear gardens have been minimised where possible and, to provide the potential for solar energy gain, all roof slopes have been orientated to face towards the south.

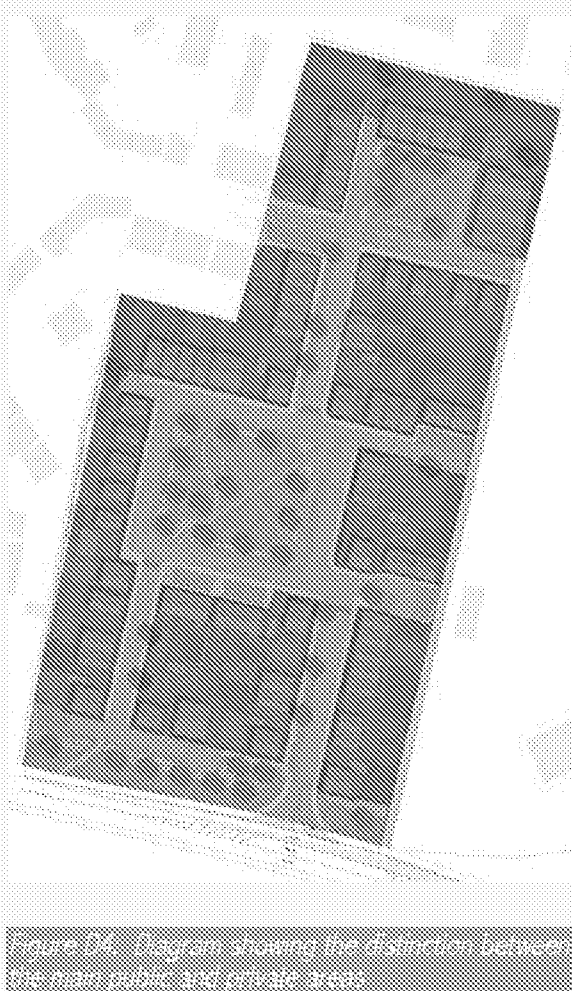


Figure D4. Diagram showing the distinction between the main public and private areas

Figure 125: Proposed Car Parking Plan

-  Allocated car parking space
-  Un-allocated car parking space
-  Visitor car parking space
-  Garage car parking space



Parking and Refuse Collection

Car parking has been provided based on the requirements of West Sussex County Council (WSCC) parking calculator. Unallocated and visitor spaces are located to provide a suitable distribution across the site.

In general, 2 and 3 bed houses with a private drive have been provided with 2no. allocated spaces, and 4 bed houses 3no. allocated spaces. Where garages are provided this counts as 1 no. allocated space. Where houses do not have a private drive (which relates to 2 and 3 bed units only) at least 1 no. allocated space has been provided within a nearby parking court. Most, however, are provided with 2no. allocated spaces. Parking to the flats is provided on a fully unallocated basis to help make efficient use of the space available.

Cycle parking is provided in accordance with WSCC Guidance on Parking in New Residential Development (2010). Where garages are provided to houses these are 3m x 6m to accommodate cycle parking. Secure sheds will be provided in all other gardens and all gardens will be accessible via side gates or rear garden paths. The flats have a communal cycle store.

Further information can be found in the supporting Transport Assessment.

An external refuse store has been provided for the block of flats capable of accommodating 4no. 1100 litre bins and 1no. 240 litre bin for glass. This is deemed appropriate based on refuse collection guidance relevant to nearby areas. It is anticipated that house occupants will store wheelie bins in their rear gardens on the hardstanding provided, wheel them to the front of the property on collection day (via side gates and rear garden paths) and return them to the same location after collection.

D4 Scale

Building Heights

The proposal includes buildings of either 2 or 3 storeys throughout.

3 storey buildings have typically been used to frame the two key public open spaces. Where streets are narrower buildings are generally 2 storeys in order to create a suitable sense of enclosure.

Where rear gardens are north-facing buildings are also generally 2 storey so as to allow as much sun as possible to reach rear gardens.

2 storey

3 storey

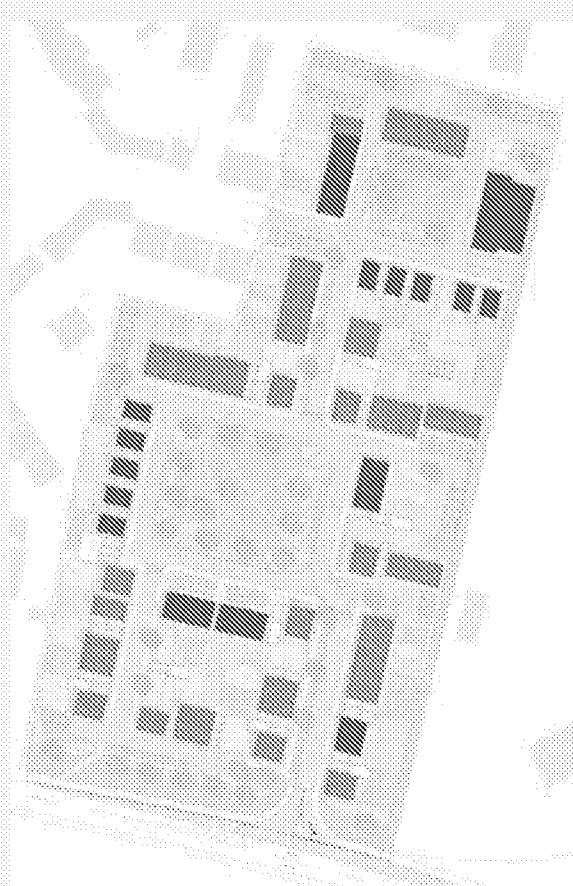


Figure D6: Diagram showing the proposed street layout

Open Space and Amenity Space Provision

The two main public green spaces have been included to create focal points for the scheme. These spaces are also designed to meet the aspirations of the Council in terms of public amenity space. Spaces A and B (shown right) together provide 0.24 hectares of public amenity space. Although this is just below ADC's Open Space and Recreation Standards (2000), officers agreed at the pre-application stage that such a strategy was likely to be acceptable, given the need to achieve other demands on the site, and on the basis that the vast majority of dwellings would have accessible, usable and sunny private gardens.

The southern frontage to the site will be an additional public green space, albeit principally a visual amenity. Part of this space is safeguarded for potential future carriageway widening. This area (area C on the plan, right) provides 0.12 hectares of open space.

In addition to private rear gardens, most of the 3 bed/3 storey properties that face onto spaces A and B have first floor terraces accessible from the principal living space. These terraces have a pleasant outlook over the focal green spaces, help to improve surveillance over these areas but are set back so as to prevent overlooking of neighbouring

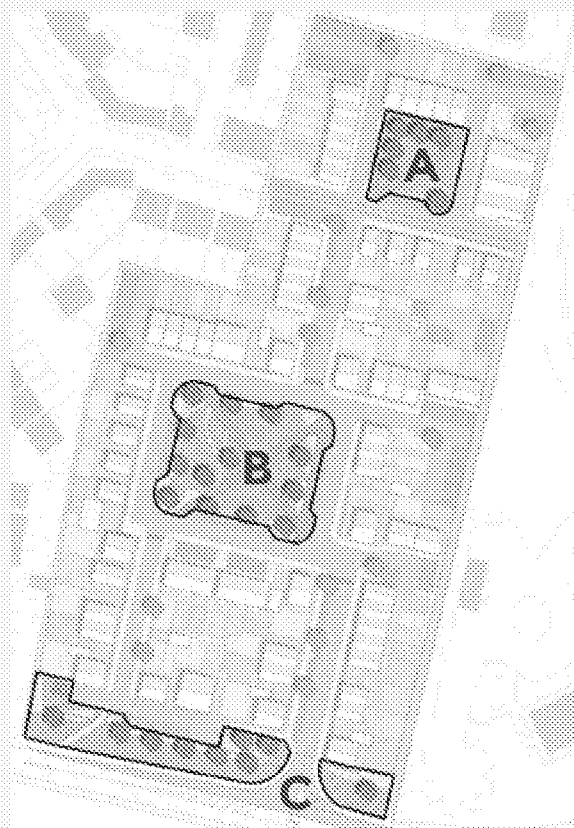


Figure D7: Diagram showing the public open and amenity spaces

gardens

The ground floor flats have been provided with defensible private outside space whilst first and second floor flats have private balconies. The flats also have a private communal area with rotary driers where occupants can dry clothes or simply sit in a private outdoor space.



Figure D8: Some 3 storey units that face the public amenity spaces have 1st floor terraces above the driveway parking

D5 Appearance

Buildings

The site is located within a part of Littlehampton which represents recent expansion, and also forms part of the frontage to the important Worthing Road. Both the site frontage, and the scheme as a whole, should therefore play its part in demonstrating the confident and modern face of the town. Acknowledgement of the town's architectural heritage is also worthwhile.

As a good neighbour, the development must also seek to sit comfortably alongside the Taylor Wimpey scheme to the west and Watersmead Business Park to the east.

The overall architectural approach employs a limited series of forms, components and materials in order to produce a cohesive and calm environment. Simple rectangular footprints are lifted by two or three storeys up to a simple pitched roof. Roofs are all aligned in the same south-facing direction in order to allow for future solar energy fittings. By design, a positive series of groups and street scenes is created where east-west building frontages fall to an eaves gutter, and north-south frontages present a pitched gable end.

In order to add further interest to the roofline and skyline, most buildings have a raised parapet to the flank or party wall. This also serves to emphasise breaks between properties and the rhythm of plots along a street.

The upright architecture of Georgian and Victorian Littlehampton is reflected in the verticality of the proposed elevations, expressed principally through form, fenestration and materials.

Materials

A limited palette of materials is employed in various ways to both bind the scheme together and provide welcome variety to different streets or spaces.

Each building is either faced in buff or red bricks with either slate grey or clay red roofing tiles. Window and door frames are coloured grey as are door canopies, balconies and rainwater goods. Residents will colour their own front doors.

On top of the brick in many buildings cladding is used on corners or key facades in vertical panels. Prominent buildings on key corners (normally the larger detached houses) include flint panels at ground floor level so as to signal the importance of this local material.



Figure D5: Proposed street elevation
(see key plan overhead for location)



Figure D10: The images above show proposed materials and colours

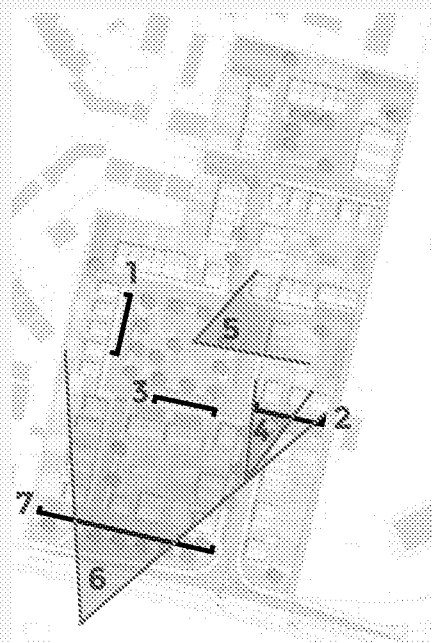


Figure D11: Proposed street elevation (see key plan overlay for location)

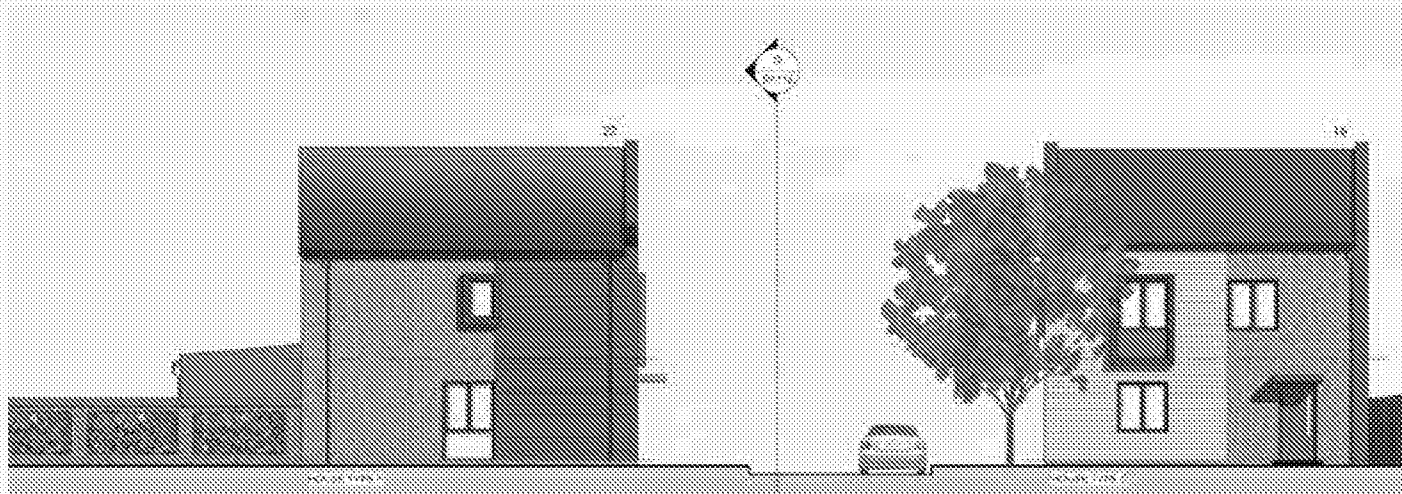
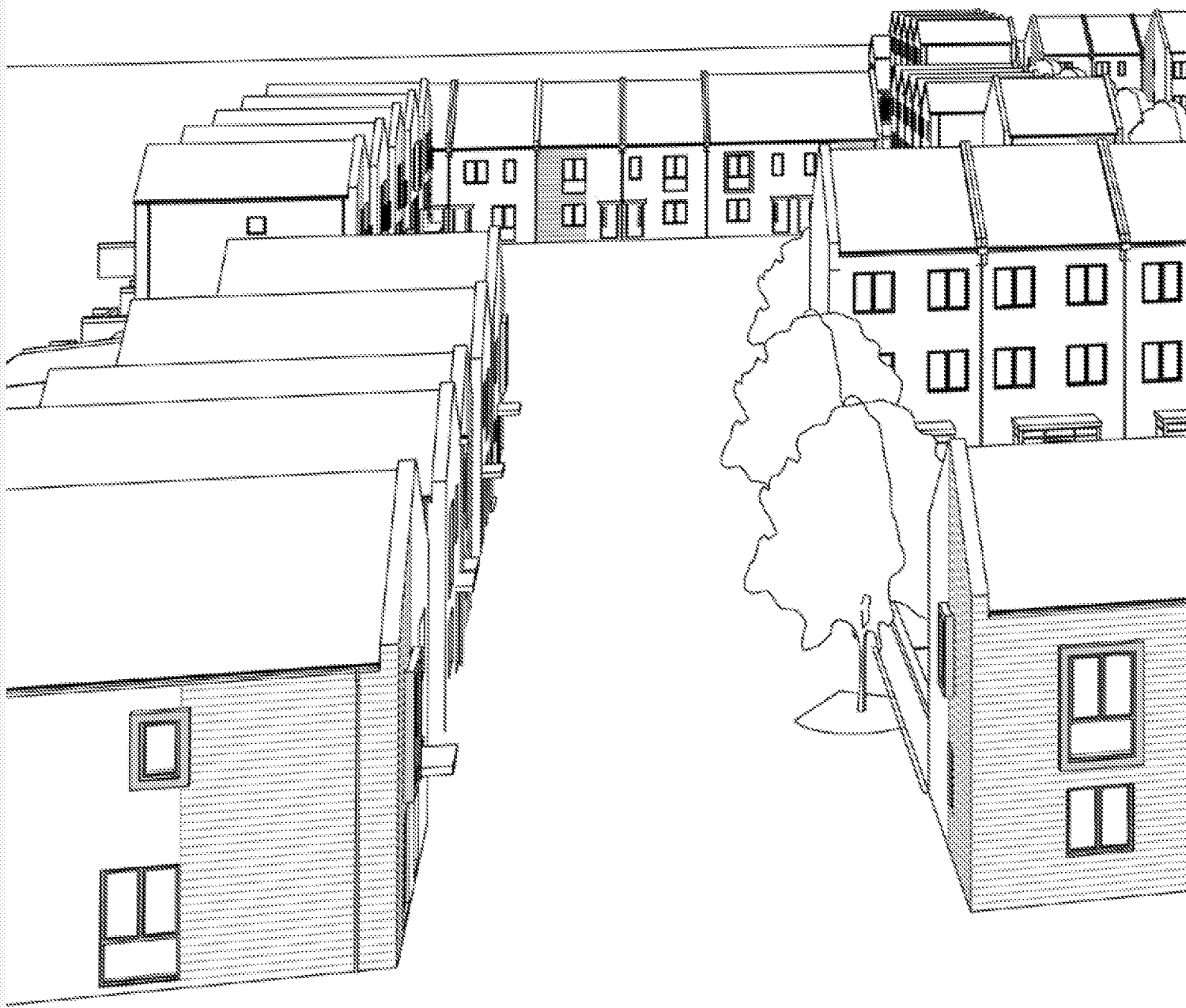


Key plan reference:

- View 1 - Figure D8 (street elevation)
- View 2 - Figure D9 (street elevation)
- View 3 - Figure D11 (street elevation)
- View 4 - Figure D12 (3d view)
- View 5 - Figure D13 (3d view)
- View 6 - Figure D15 (3d view)
- View 7 - Figure D16 (street elevation)



Figures D12 (top) & D13 (middle): 3d elevations. Figure D14 (right): View key plan



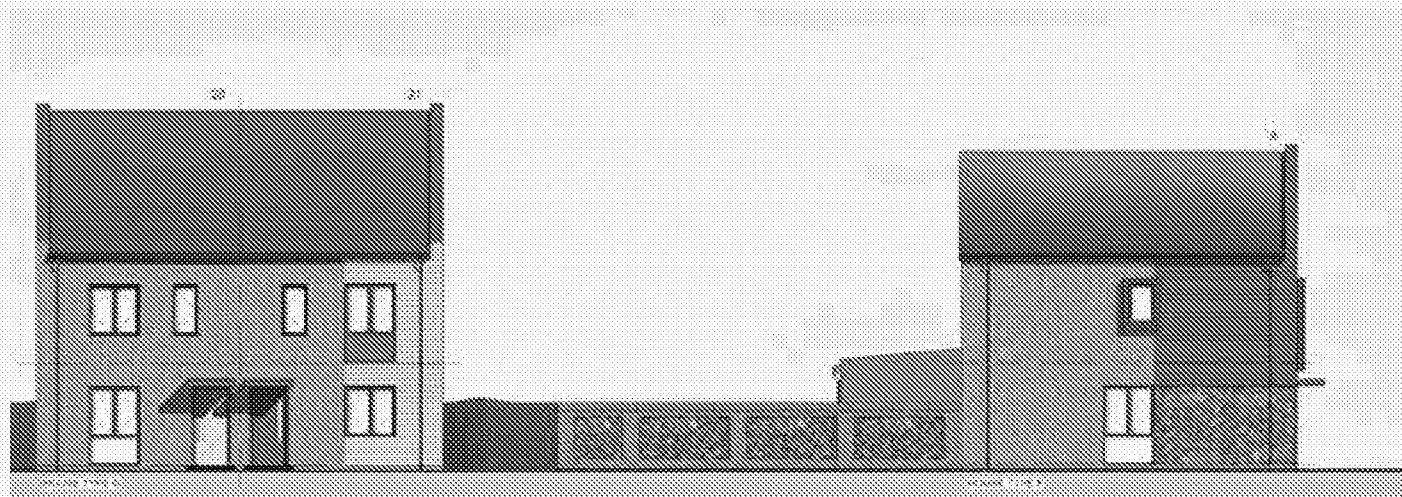


Figure 0.17: Proposed soft landscaping scheme



E4 Landscaping

Introduction

As highlighted in figure D3 within the layout design section the site has been arranged into primary, secondary and tertiary spaces. Key desire lines through these spaces were recognised and these have been used to form the layout of the pathways that cross the public green areas.

Each area of the public realm is defined by a finishing material that suits its intended hierarchy and it is the changes in materials that will help to keep vehicle speeds low and maintain pedestrian priority.

Street trees are proposed throughout the site to help link the main green spaces and improve visual amenity. The street trees and overall planting proposals will also help to encourage wildlife into the site, and generally improve the environment and vitality of its users.

Soft Landscaping

Key Design Features:

1. Larger street trees selected for the public open spaces.
2. Trees in hard landscape to be in specially designed tree pits with root guards to protect hard landscape and structures.
3. Shrub planting to public open spaces to semi-enclose these areas.
4. Landscape buffer to Worthing Road with larger trees and shrub/hedge planting to provide a visual and acoustic break to the proposed development.
5. Low level planting to plot frontages to help define defensible space and improve the visual amenity of the development.
6. Rear garden soft areas laid to lawn.

Hard Landscaping

Key Design Features:

7. Pathways through public open spaces positioned to suit main desire lines (as highlighted in figure D3)
8. The two main public open green spaces are designed to integrate and read as one with the carriageways that surround them. The carriageway areas adjacent to the main green spaces are paved to create a contrast to surrounding the surrounding asphalt (both in terms of material and colour). This will help to keep vehicle speeds low, extend the perceived boundaries of the public open space and improve pedestrian amenity.
9. Carriageway to main streets and parking courts finished in asphalt
10. On street parking to be clearly defined in a grey that contrasts with the adjoining materials.
11. Car parking spaces in parking courts to be asphalt and defined by contrasting space markers.
12. Pathway materials are different depending on whether the routes are public or private.
13. Where private rear gardens are adjacent to the public realm masonry walls are proposed to provide a strong and attractive frontage. This will also help to provide continuity in the street scene and improve the amenity of occupants where gardens face carriageways. Flint will be incorporated as a facing material as indicated on the street elevations.

See supporting planting and hard landscaping plans for further information.

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