Simon Boseley
Architectural Design

Design Statement

Cooings, London Road,
Ashington, Pulborough, RH20 3JS

**Revision 01 -*
This document maintains the content from the previous application DC/24/0954.
[Any revisions represented in red]



Simon Boseley
Architectural Design

Web: www.sbarchdesign.co.uk
E-mail: sboseley@outlook.com
Tel: 07876 572106

Project: CBQ
Revision: 01

Contents

1.0 Introduction 3

2.0 Site Context 3

3.0 Use 3

4.0 Proposals 3

5.0 Landscape 3

6.0 Sustainability 3

7.0 Access 3

8.0 Summary 4

1 Introduction

1.1 SB Architectural Design has been commissioned by the applicants of Cooings, London Road, Ashington to prepare a householder planning application to Horsham District Council. The proposed scheme seeks the erection of a detached front garage and storage room, as well as new porch canopy and minor landscaping to existing property entrance.

1.2 The following documents should be read in conjunction with this statement:

- Application Forms
- Location & Block Plans, Existing and Proposed Plans & Elevations



Figure 01. The site and its boundary (white)

1.3 This Statement sets out relevant planning policy, planning history, and assesses the scheme in accordance with the requirements of the Development Plan and other material considerations, including the National Planning Policy Framework. It has been prepared having regard to the Town & Country Planning (Development Management Procedure) (England) (Amendment) Order 2015 and guidance contained within the Planning Policy Guidance (PPG).

2.0 Site Context

2.1 The site is situated in the centre of Ashington on London Road, running to Billingshurst Road at its northern end, and Hole Street at its southern end.

2.2 The surrounding area consists primarily of residential properties, with exception of a few commercial premises along the eastern side of London Road and shopfronts to the north and south end. The properties in the area predominantly consist of two-storey buildings, with a number of single-storey bungalows also present.

2.3 The site is not within a conservation area. Both the type and material style of property in the area is relatively incongruous, it is characterised by buildings with varied finishes including brickwork, flint, stucco render, clay tiling and timber cladding. Whilst the majority of residential properties in the area are two storey in height with steeply pitched roofs, with some single storey bungalows, there is a mixture of detached and semi-detached properties each displaying a different architectural style. Properties typically feature large front gardens, fronted and obscured by tall vegetation, walls or fencing.

2.4 In recent planning history, application DC/21/007 is relevant. The application sought approval of permissions for the erection of two single storey side extensions and dormer loft conversion to each side, the application was approved in April 2021.

The proposals of this application have been subject to pre-application discussion with Horsham District Council, PE/24/0045. Feedback from the pre-application consultation has been thoroughly considered, and the applicant now seeks to proceed with a formal planning application based on the information received.

Application DC/24/0954 is the most relevant to this case, concerning the 'Erection of a detached front outbuilding, porch canopy, and minor landscaping at the property entrance.' The application was refused due to the proposed scale and siting, which would result in a loss of openness and creating a visually prominent structure.

2.5 A desktop study of flood risk has been undertaken. The application site is situated within a flood risk zone 1 and therefore at no significant risk of flooding. No further action is considered necessary.

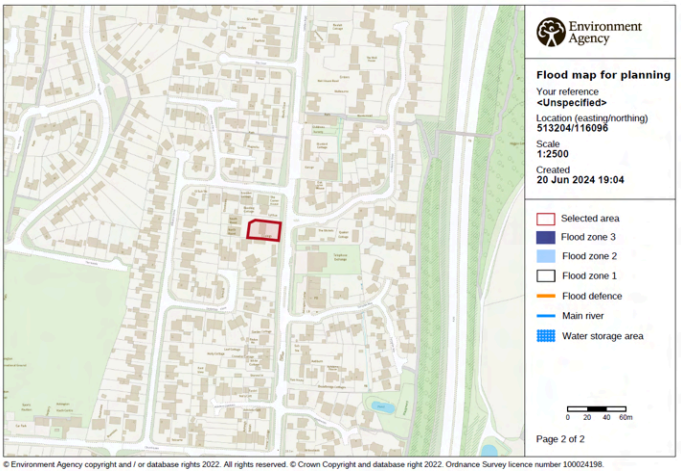


Figure 02. Flood risk map of the site [gov.uk]

2.5 During the initial design, a site analysis focused on visibility and approachability, refining the design to harmonise with the surroundings and enhance the experience for residents and passersby. The study maps a route along London Road, highlighting key junctions at Cricketers Close and Hillcrest Drive, and identifying significant viewpoints where the property is visible from the streetscape.



Figure 03. Site analysis photos key diagram

A) From the south, looking towards the site, the property is obscured due to vegetation and trees.



B) From the north of the site (Hillcrest Drive), the main property is visible but trees and vegetation obscure views of the front garden.



C) Cricketers Close and London Road: From the front looking towards the property. The existing tall vegetation partially obscures views of the existing property.



3.0 Use

3.1 The existing & proposed use of the property is: C3 - Dwellinghouse. The proposed development will consist of a garage and storeroom, the development will not serve as accommodation space.

3.2 The existing gross internal area of the property is 203m2. The proposed outbuilding will be 36m2. As the property is an outbuilding, and of which its purpose is ancillary to the use of the existing property, the proposed development will not add to the gross internal area of the current property m2.

3.3 The proposed development is of a sympathetic scale and massing to the surrounding context, the development is single storey only keeping a low profile and largely obscured from the street. The property contains a large front garden, the scale of the proposals as such are proportionate to the space available at the front.

4.0 Proposals

4.1 The proposals include the erection of a detached outbuilding, which is to be used as a single garage and storeroom. Proposals also include an oak framed porch with planters to enrich the architectural appeal of the front elevation.

4.2 The oak-framed porch, designed to be a focal point at the front of the house, complements the side extensions added in recent years. It is proportionate to the house's front and echoes the existing property's character, maintaining the same roof angle and using matching materials. The inclusion of planters not only boosts biodiversity but also adds visual interest and breaks up the expansive front elevation.



Figure 07. Front West (Inset) Elevation

4.3 The proposed outbuilding features a hipped roof, with low eaves height, the design of which matches those of which can be found along London Rd. and surrounding area. In addition to the reduced overall scale, the revised design positions the garage predominantly on the South boundary away from the West frontage to reduce visibility from the street and minimise loss of openness when compared with the previous application.

4.4 The outbuilding will feature a brick plinth with a weatherboard finish, consistent with the materials used in several properties along London Road and within the surrounding area.



Figures 08, 09, 10. Precedent studies with weatherboard cladding

4.5 In response to visibility concerns raised during the pre-application consultation, several modifications have been implemented. Landscaping at the front of the site has been improved with the installation of new 6ft fencing and the planting of taller hedging along the boundary, which will fully obscure the development once mature.



Figure 11 & 12. New hedging to extent of front boundary

The ground level at the structure has been lowered to reduce its height relative to the adjacent street, decreasing its visibility over the fence line, even with the new

hedging. The structure has been repositioned 1.5 metres away from the west boundary to further minimise visibility.

Additionally, the scale of the proposed outbuilding has been significantly reduced compared to the earlier pre-application plans and previous application. This adjustment ensures the structure will be less prominent and obtrusive from the view into the front garden from the west side on London Road.



Figure 13. Comparison:
Pre-app scheme (left), previous application DC/24/0954 (centre), latest proposals (right)

4.5 There are several examples along London Road, particularly to the south, where garages are built forward of the building line. These structures, which are visible from the road, feature pitched roofs. This demonstrates that the local architectural context does accommodate forward-positioned buildings of substantial height. Relevant images of these examples can be found in the Appendix section.

5.0 Landscaping

The surrounding surfacing to the proposed dwelling will be renewed as to the existing, and will therefore greatly improve the quality of the plot. The external landscaping will remain as easily maintainable and accessible for all users and be free draining. The amount of proposed parking spaces and access routes are retained, although the development will now provide necessary covered parking spots. All materials will ensure easy access for wheelchair users.

Soft landscaping and proposed planters will include shrubs and other native species to encourage biodiversity and wildlife. The recently planted tall hedging at the front of the property will be retained to serve as a buffer - visually and acoustically - between London Road and front garden, as well as obscuring the proposed structure. The new timber fencing will also be retained to ensure the proposed structure is largely screened from view.

6.0 Sustainability

The proposed development will be designed and specified to meet or better current Building Regulations. Works are to be constructed of materials sourced locally, with waste to be recycled or disposed of responsibly.

7.0 Access

No major alterations are proposed to hard and soft landscaping. The development seeks to add x1 of new indoor parking spaces.

8.0 Summary

In conclusion, we believe that the revised proposal for a repositioned, smaller garage is sympathetic and more appropriate and in line with the comments received from the council following the previous application. The scale, design and proposed use have been carefully considered to address such concerns regarding massing, openness and visual impact, ensuring that the structure's functionality is maintained without causing harm to the local character.

The architectural language responds positively to the setting, the immediate neighbours and both close and distant views, and is more in keeping with the local character. Concerns regarding the structure's dominance and visual impact have been addressed.

We respectfully request that the Local Authority considers this proposal favourably and grants planning permission.

Appendix



Figure 14. Property at junction of Posthorses with garage forward of front principle elevation



Figure 15. Opposite property at junction of Posthorses



Figure 16. Property on London Road with pitched garage, forward of principal elevation.