Building For Life 12 - Questions	Building For Life 12 - Notes/Justification
1. Connections. Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, whilst also respecting existing buildings and land uses along the boundaries of the development site?	**1. Connections** The development has one main vehicular and cycle access point off Hook Lane. An existing pedestrian link running east to west along the northern boundary between Hook Lane and Meadow Way will be accessible via a new footpath from the site.
2. Facilities and services. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	**2. Facilities and services.** The location of the site benefits from various facilities within a 2 mile radius. A shop at the eastern end of Hook Lane is within walking distance. A bus route runnning along Lidsey Road/Westergate Street (A29) provides links to the surrounding towns and villages. Other facilities within this area include Adlingbourne Primary School and Community Centre, Ormiston Six Villages Academy, Westergate Church and the Church of St Mary as well as two pubs a restaurant and overnight accommodation. Within the scheme there are two areas of open space, one of which contains a L.E.A.P.
3. Public transport. Does the development have good access to public transport to help reduce car dependency?	**3. Public transport.** The site is located approximately 500m from a bus route which provides links to other local villages and towns such as Bognor Regis, Chichester and Arundel. Barnham train station is a short bus ride away.
4. Meeting local housing requirements. Does the development have a mix of housing types and tenures that suit local requirements?	**4. Meeting local housing requirements.** The development site has been designed to meet the local SHMA on Housing needs. A mix of 2, 3, 4 & 5 bedroom houses are provided with a 30% allowance for affordable housing. Affordable housing had been designed tenure blind and is spread across the site, creating a balanced community.
5. Character. Does the scheme create a place with a locally inspired or otherwise distinctive character?	**5. Character.** This relatively flat site is located between properties fronting Hook Lane to the west, a very varied mix of dwelling styles and sizes which are mainly detached. Adlingbourne Primary School playing fields and Lomoma Gardens are to the east, the latter of which contains a mix of detached, semi detached and terraced houses built in the 1970's/80's. The scheme has been designed to be sympathetic to the immediate surroundings, whilst having its own distinct character. The use of materials such as render and a mix of roof tiles in strategic locations provides areas of identity. A mix of detached, semi detached and terraced dwellings and corner turning plots create interesting street frontages and vistas whilst providing survallance throughout the development. The two areas of open space not only provide a sense of space when entering the development, but act as points of interest, meeting spaces and areas of play, adding to the community feel.
6. Working with the site and its context. Does the scheme take advantage of the existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation & microclimate?	**6. Working with the site and its context.** The development has been designed to minimise the impact on existing landscape features. The majority of trees will be retained and further proposed trees and planting will enhance the open space areas, street frontages & parking zones. The site comprises only 2 storey houses, in context with the majority of the surrounding area. Consideration has been given to proximity of existing dwellings particularly at the north western boundary where the site is bounded by gardens of low rise buildings. Housing on the scheme has been orientated to make best use of views over existing open space to the north and proposed areas of open space within the scheme. Many properties have south, south-east and south-west facing gardens.
7. Creating well defined streets and spaces. Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	**7. Creating well defined streets and spaces.** Building orientation, a mix of housing types and sizes with varying roof forms and the use of corner turning units at strategic points on the scheme mean that strong street frontages are apparent throughout the site. Front doors all face onto the street and dual aspect dwellings continue the street frontage around corners whilst maintaining natural surveillance. Parking areas have been considered so as not to impact negatively on the scheme and add interest by staggering street frontages or creating a communal space in front of properties. Shared surface areas to the south and east of the scheme are created by removing kerbed footpaths and using a change in materials to make the area fully accessible by vehicles, cyclists and pedestrians.
8. Easy to find your way around. Is the scheme designed to make it easy to find your way around?	**8. Easy to find your way around.** When entering the site the larger central area of open space is in front of you and from this point all routes around the site can be seen. Road surface changes leading to parking areas and the shared surface areas ensure residents and visitors can navigate easily. Corner turning units and the use of render mark junction points. Open space features such as the central L.E.A.P and balancing pond to the south, as well as existing and proposed landscaping create a scheme that is easy to find your way around.
9. Streets for all. Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	**9. Streets for all.** The site has been designed to consider all travelling around it. The use of changes in surface material, road tables and speed control bends encourage slow moving traffic throughout the scheme. Shared surface zones provide safe places for vehicles and pedestrians. Footpaths provide a clear pedestrian priority route around the site linking shared surface areas to open space areas and the existing footpath just north of the site allowing connectivity across the site and beyond. Natural surveillance is achieved throughout with active street frontages. the use of corner turning houses and buildings orientated to overlook areas of open space. Dwellings are set back far enough from the street to allow for landscaping in front of properties. Clearly marked parking bays help to avoid unofficial parking on highways and parking areas. The flat nature of the site makes it wheelchair and pushchair friendly.
10. Car parking. Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	**10. Car parking.** The scheme has been designed to conform to the site requirements under local authority guidance both for occupiers and visitors.
11. Public and private spaces. Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?	**11. Public and private spaces.** The site combines clearly defined public and private amenity space. Two areas of open space provide safety overlooked areas of interest and play. Attractive landscaping in green space areas and in private areas in front of housing work with existing landscaping features to soften and create interesting streets and views. Generous rear garden space has been achieved for all dwellings.
12. External storage and amenity space. Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?	**12. External storage and amenity space.** Generous gardens throughout the site have been designed to include storage areas for wheeled bins with gated access to a bin collection point at the front of the property. Many plots have access to a garage with adequate space to store a bike and those that dont have provision of a shed in the garden.

1:500 0 5 10 20 35 50.M.

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Drawn by : MJW Checked by :

Date: JAN '15

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Revisions

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A	08/01/16	MJW	
REVISED IN LINE WITH CLIENTS COMMENTS			
B	27/01/16	MJW	
UPDATED IN LINE WITH SITE LAYOUT.			
C	26/04/16	MJW	
UPDATED IN LINE WITH SITE LAYOUT.			
D	28/04/16	LMB	
UPDATED IN LINE WITH SITE LAYOUT REV R.			
E	30/08/16	MJW	
UPDATED IN LINE WITH SITE LAYOUT REV S.			

Project:
LAND TO THE EAST OF HOOK LANE
WESTERGATE
WEST SUSSEX

Drawing Title:
SITE LAYOUT
COLOUR

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WHERE QUALITY LIVES

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Scale: 1:500 @ A1

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