ARUN DISTRICT COUNCIL AL/107/16/RES

Land West of Westergate Street, East of Hook Lane, Westergate, Sussex.

Planning, Design and Access Statement

BARRATT HOMES



August 2016

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Seacrest Gardens, Lee-on-Solent



Hawthorne Meadows, Isle of Wight

Section 01

Introduction

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01. Introduction

Overview

This Planning Design and Access Statement (DAS) has been prepared to support a planning application by Barratt Homes for residential development on land west of Westergate Street, east of Hook Lane, Westergate, Sussex.

In February 2014 outline planning permission was refused for the demolition of Oakdene and erection of a residential development of up to 79 dwellings, public open space, children's play areas, landscaping, drainage measures and all other associated works. The applicant appealed the decision and in February 2015 the Inspector allowed the appeal.

This is a reserved matters application made by Barratt Homes for the demolition of Oakdene and all other structures within the Site and the erection of 79 dwellings, public open space, children's play areas, landscaping, drainage measures, sub-station, pumping station and all other associated works (appearance, landscaping, layout and scale to be considered)."

Barratt Home's vision is to create a residential development that creates a new place which has a sense of distinct character. The National Planning Policy Framework (NPPF) prioritises sustainable development and states: "At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking." The proposals accord with relevant planning policies of the adopted and emerging Local Plan and the NPPF by providing high quality homes and creating a sustainable, inclusive and mixed community.

Suite of documents

The DAS is part of a suite of documents which make up the planning application, and it should be read in conjunction with those documents. Where appropriate the various elements of the application have been cross referenced within this DAS.

Vision

Barratt Homes has publically stated commitment to achieving the Building for Life 12 standard on all designs. Our underlying design objective has been to create a place that is attractive, functional, sustainable and durable. This accords with the ethos of the NPPF, Building for Life 12, and the approved outline masterplan for the development. This reserved matters planning application is for the construction of up to 79 residential dwellings on land west of Westergate Street, East of Hook Lane, Westergate (hereafter referred to as the Site).



Purbrook Place, Havant

Section 02

Site Description & Surroundings

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02.Site Description & Surroundings

Site Description

The application site is located to the west of Westergate Street and east of Hook Lane and lies approximately 250m north of the railway line. The site is bounded to the east by the residential properties on Hook Lane and to the west by the residential properties on Lamorna Gardens and the school playing field of Aldingbourne Primary School.

Adjacent to the southern boundary of the site is a small paddock behind the residential properties on Hook Lane. The northern boundary of the site is defined by a double hedgerow flanking a public footpath which links Hook Lane with Lamorna Gardens and a field in agricultural use beyond.

The site currently comprises low grade pasture land and extends to approximately 3.17 ha. It contains two dilapidated barns like structures to provide shelter for grazing horses and the storage of ancillary equipment.

The primary access to the site is from Hook Lane via Oakdene, which will be demolished to make way for the proposed development.

The Site is located within Flood Zone 1 as defined by the Environment Agency's flood risk maps. It is noted that the Site is not subject to any specific environmental designations, and as such is not located within a Special Protection Area (SPA), Area of Outstanding Natural Beauty (AONB) or Site of Special Scientific Interest (SSSI), and is located outside of the Green Belt.



Site Location Plan



Photographs of the site

02.Site Description & Surroundings

Surrounding Area

The Site itself is sandwiched between the built form along Hook Lane and existing properties to the west of Westergate Street including Aldingbourne Primary School and an accompanying playing field which backs onto the paddock which forms the majority of the Site. A small area of greenfield space is located to the south of the Site with additional residential dwellings located beyond.

A footpath is located immediately to the north of the paddock, connecting Hook Lane with Lamorna Gardens. The footpath is flanked by a hedgerow on either side, enclosing the northern boundary of the Site.

The Site adjoins the settlement of Westergate, which is locally and functionally identified as one of the 'Six Villages' - the others being Aldingbourne, Barnham, Eastergate, Walberton and Yapton.

Westergate has a number of existing shops and services which are intermittently along Westergate Street, including a Costcutter store and a Public House approximately 200m and 400m south of the Site, respectively. Aldingbourne Community Sports Centre is located to the north of the Site, west of Westergate Street.

Furthermore, Aldingbourne Community Centre, Westergate Methodist Church Hall and a Mace newsagent are all located within 0.4km north of the Site. Additional services are located along Nyton Road (the B2233), which connects Westergate with Eastergate, including a restaurant, office units, a petrol station and a post office, all within 1km of the Site.

Within close proximity of the site is Aldingbourne Primary School, located on Westergate Street catering for reception to Year 6. There is also a preschool facility on Westergate Road approximately 1.2km to the northeast of the site. St James' Primary School is less than 1 km from the site, and is approximately a 9 minute walk via Hook Lane and Westergate Street or a 4.5 minute walk using the PROW to the north of the proposed site.

The site is also within close proximity of Orminston Six Village Academy School which caters for children aged 11 to 16. Orminston School is located to the northeast of the site and is within 2km, and is accessible by foot via Westergate Street and by the bus from the stops on Nyton Road.

A doctors' surgery is located on Barnham Road, approximately 3km to the north east of the site. The closest pharmacy is also located on Barnham Road, associated with The Croft Surgery. The nearest hospital with Accident and Emergency facilities is St Richard's Hospital located approximately 9km west of the site.

With regards to transport connections, the proposed development is to be accessed via Hook Lane, approximately 150 metres north of the junction with Westergate Street (A29). The site is 7km to the west of Chichester via Nyton Road, A27 and the A285 and 6km north of Bognor Regis accessible by the A29. The A27 provides access east-west along the south coast, connecting Westergate with Chichester, Havant, Portsmouth, Fareham, Littlehampton, Goring-by-Sea, Worthing, Shoreham-by-Sea and Brighton.

The nearest railway station is located within Barnham, east of the Site and comprises a 142 space car park and manned ticket office. The railway station provides regular connections with Bognor Regis, Southampton, London Victoria and Brighton.

Several bus stops are located along Westergate Street, the nearest of which is located approximately 700 metres to the east of the Site, providing access to services between Bognor Regis and Yapton.

An un-manned level crossing is located approximately 50 metres south of the junction between Hook Lane and Westergate Street.

02.Site Description & Surroundings













Photographs of the surrounding area

Section 03

Design Rationale

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03. Design Rationale

As part of a comprehensive review of the site and immediate surroundings, a thorough constraints analysis has been undertaken and is summarised.

Plan showing the constraints of the site



03. Design Rationale

Local Character Assessment was undertaken at the outline application stage to identify the distinctive local appearance and layout character of the surrounding area.

Westergate is a typically linear settlement with development focused either side of Westergate Street. The village is predominantly characterised by 20th century suburban development, although pockets of pre 20th century developments are still evident.

Historic mapping from the period of 1880 – 1974 illustrates the linear growth of the settlement and how more contemporary development has filled the gaps in the frontage to Westergate Street and land behind Westergate Street has gradually expanded the settlement.

There are a variety of densities in the immediate vicinity of the site ranging from 13 dph to 34 dph, but that densities in the mid twenty dwellings per hectare range are prevalent.



Existng figure ground plan



Proposed figure ground plan

03. Design Rationale

The conclusions of the character study, along with the constraints analysis have informed the initial block structure plan, embracing the key characteristics of the settlement and thus establish a strong link with the local vernacular and maintaining the areas character and quality.

The principles underpinning the block structure concept are:

- Maintain existing significant hedgerows and trees where they make an important contribution to the local landscape character;
- Provide a network of open space that links with the wider landscape and is truly multifunctional; incorporating informal and formal areas of play, sustainable drainage and enhances the biodiversity of the locality
- Provide a focal green space for the benefit of the new and existing community
- Provide opportunities for substantial new tree planting to help assimilate the development into the surrounding context;
- Wrapping the exposed rear gardens of properties on Hook Lane and Lamorna Gardens within a perimeter block to create a safer and more secure development block structure in accordance with best practice;
- Using development to positively address and overlook the open land on the southern boundary and the public right of way on the northern boundary;
- Front onto the focal green space within the centre of the site to positively enclose this space and provide natural surveillance.



Plan showing block structure of residential and green space areas

Section 04

Application Proposal

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04. Application Proposal

The application proposals are described as follows:

"Reserved matters approval for the demolition of Oakdene and all other structures within the Site and the erection of 79 dwellings, public open space, children's play areas, landscaping, drainage measures, sub-station, pumping station and all other associated works (appearance, landscaping, layout and scale to be considered)."

An illustrative layout plan was submitted with the outline application that indicated how a high quality development could be achieved on the site. This illustrative plan has been reviewed by Barratt Homes and further improvements made to ensure that it meets Building for Life 12 and is of a high standard of design.

This reserved matters application is supported by a detailed layout to demonstrate that the Site can accommodate 79 residential homes. This equates to a development density of 34 dwellings per hectare.



Proposed Site Layout Plan

04. Application Proposal

The following mix of accommodation is proposed:

- 2 bed dwellings – 39%
- 3 bed dwellings – 46%
- 4 bed houses – 11%
- 5 bed houses – 4%

The scheme proposes 79 dwellings of which 55 are private and 24 affordable dwellings. This proposal meets the requirement of 30% affordable dwellings in accordance with the Council Local Plan. The affordable housing will be integrated into the scheme in small parcels to achieve a balanced community, with the affordable housing designed to be tenure blind.



Enlarged extract of Proposed Streetscenes



Proposed Streetscenes

04. Application Proposal

The proposed scheme will reflect the general scale, form and massing of development that can be found in the surrounding area and provide much needed family accommodation. The existing housing in the area surrounding the site is of mixed character with detached, semi-detached and terraced housing from a variety of periods. The new housing will seek to respond the existing vernacular and will incorporate material used in the wider locality. The dwellings would be two storey in height with a mix of terraced, semi-detached and detached units. The development will of traditional form and appearance, with a mixture of deep plan and wide fronted dwellings enclosing the main street and shared surfaces.



Enlarged extract of Proposed Streetscenes



Proposed Streetscenes

04. Application Proposal

A central open space is provided within the centre of the site to create an attractive feature and a sense of place. A Local Equipped Area of Play would be provided within this space. There would be natural surveillance of this space from the dwellings that enclose it.

As approved at the outline application stage, access into the Site is to be provided via Hook Lane, following the demolition of the residential dwelling 'Oakdene'. The outline application demonstrated that a two carriage road can be provided into the Site which retains the existing trees within the property. The access road would be 5.5m wide and the access dimensions would allow two vehicles to pass when concurrently turning in and out of the access and would allow large service vehicles to safely enter the site. The access road will also be flanked by a 2m wide footway to the northern side.

The majority of car parking would be provided on-plot and to the side of front of dwellings. There would also be a number of visitor parking spaces located throughout the site.



Extract of Proposed Layout showing the Open Space

Section 05

Planning History

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05. Planning History

In February 2014 outline planning permission was refused (ref. AL/39/13) for the demolition of Oakdene and erection of a residential development development of up to 79 dwellings, public open space, children's play areas, landscaping, drainage measures and all other associated works (means of access into the site to be considered; appearance, landscaping, layout, scale with the site to be reserved).

The application was refused by Arun District Council on four grounds:

1. The application site is located outside the defined built up boundary of Westergate which demarcates the edge of the settlement and countryside. The proposal represents a significant encroachment into the countryside resulting in an adverse impact on the character of the area and loss of countryside. The proposal is therefore contrary to policies GEN2 and GEN3 of the Arun District Local Plan and the core principles as set out in paragraph 17 of the National Planning Policy Framework which seeks to protect the countryside.
2. The proposed development is located in an unsustainable location poorly related to existing services and facilities. Even following mitigation, they would therefore not be a sustainable form of development contrary to policies within the NPPF.
3. The applicant indicates that a number of proposed dwellings would be affordable housing but no Section 106 undertaking has been completed to secure the provision of affordable housing for the long term including socially rented housing. The proposed development therefore conflicts with policy DEV17 of the Arun District Local Plan 2003.
4. The development proposed generates a need for public infrastructure in the form of financial contributions towards play facilities, open space, local highways, strategic highway improvements on the A29, libraries, fire service, pools, halls & pitches and public health facilities. No S106 undertaking has been completed in order to secure these requirements and the development therefore conflicts with policy GEN8 of the Arun District Local Plan 2003.

The applicant appealed the decision and a public inquiry was held for three days in December 2014 (Appeal Ref. APP/C3810/A/14/2220943). In February 2015, the appeal was allowed and outline planning permission was granted subject to planning conditions.

The Inspector concluded that;

"..... the harm that the proposal would cause in terms of loss of countryside would be very limited and the setting of the village would only be marginally affected by the development of this area of unremarkable grassland. The Council considers that the general area of Westergate and the surrounding villages is a suitable location for expansion and I find no reason to disagree with this assessment. The appeal proposal would fit in with the general vision that is emerging for the area and be well related to existing development and most services. It would deliver the social and economic benefits set out above and these would, I consider, be sufficient to outweigh the disadvantages in sustainability terms that the limitations of the public transport network represent. I therefore conclude that the proposal would be sustainable development in terms of paragraph 7 of the Framework.

I have found that the Council cannot demonstrate an up to date supply of housing land for the next 5 years and the relevant policies for the supply of housing are therefore not up-to-date. The proposal must therefore be considered in the context of the presumption in favour of sustainable development.

The Framework, in paragraph 14, makes clear that, in order to justify a refusal of proposals for development in this situation, any adverse impacts must significantly and demonstrably outweigh the benefits. In this particular scheme I find that they do not and that the benefits of the proposal would clearly outweigh the disadvantages discussed in preceding paragraphs. Therefore, for the reasons given above I conclude that the appeal should be allowed".

Section 06

Relevant Planning Policy

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06. Relevant Planning Policy

Section 54(a) of the Town and Country Planning Act (1990) as amended by Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that local planning authorities should determine planning applications in accordance with the development plan, unless other material considerations indicate otherwise.

It is noted that the Regional Strategy (the South East Plan), has been partially revoked with the exception of policies relating to the Thames Basin Heaths Special Protection Area and Upper Heyford. Therefore, all other policies contained within the South East Plan no longer form part of the Development Plan.

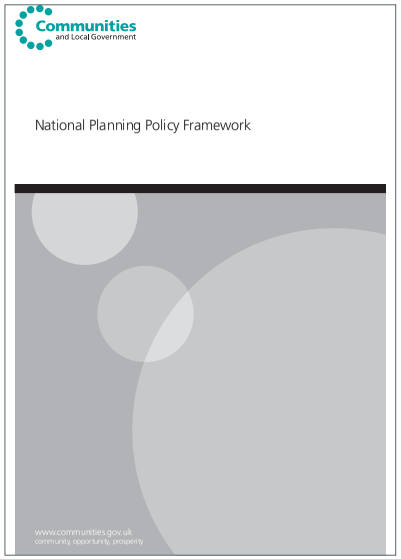
This chapter of the Statement identifies the relevant national and local planning policies considered to be of relevance to the determination of the application. The Applicant has sought to ensure that the development proposals accord with all the relevant planning policy relating to the Application Site.

The Applicant has also had regard to relevant emerging Development Plan Documents and to Supplementary Planning Documents prepared by Arun District Council.

NATIONAL PLANNING POLICY

The National Planning Policy Framework

Relevant National Planning Guidance is to be found in the National Planning Policy Framework (the Framework). The Framework establishes that while planning decisions should be taken in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, they should also be made in the context of a presumption in favour of sustainable development. Sustainable development is identified as having a social aspect, an economic aspect and an environmental aspect.



Promoting Sustainable Transport

Section 4 of the Framework supports the reduction in the need to travel and to travel by modes which generate high levels of emissions, locating development where it is accessible by foot, cycle and public transport services and which facilitates alternative modes of transport in general. Paragraph 32 of the Framework requires that:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The Framework establishes at paragraph 35 that development should be located and designed to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.

When setting local parking standards for residential development, paragraph 39 of the Framework requires that regard should be given to: the accessibility of the development; its type, mix and use; the availability of and opportunities for public transport; local car ownership levels; and the overall need to reduce the use of high emission vehicles.

06. Relevant Planning Policy

Delivering a Wide Choice of High Quality Homes

Paragraph 47 of the Framework confirms the Government's intentions that there should be a significant boost in the supply of housing and requires Local Planning Authorities to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the Framework.

Paragraph 47 of the Framework also requires that Local Planning Authorities identify and update a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements (with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a persistent record of under delivery of housing, Local Planning Authorities should increase the buffer to 20% to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.

The Framework confirms, at paragraph 49, that applications for new housing should be considered in the context of the presumption in favour of sustainable development.

Paragraph 50 of the Framework outlines that a wide choice of high quality homes should be delivered, including a mix of housing to meet the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes).

Moreover, Local Planning Authorities should identify the size, type and tenure of housing that is required in certain locations, reflecting local demand. Where they have identified that affordable housing is needed, authorities should set policies for meeting this need on site, unless off-site provision of a financial contribution can be robustly justified.

Requiring Good Design

The Government attaches great importance to the design of the built development as is confirmed by paragraph 56 of the Framework which also notes that good design is a key aspect of sustainable development and is indivisible from good planning.

Paragraph 58 of the Framework outlines a series of criteria with which new development should accord, requiring that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- • Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- • Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- • Are visually attractive as a result of good architecture and appropriate landscaping.

Promoting Healthy Communities

Section 8 of the Framework requires the promotion of healthy communities, that foster integration, are safe and accessible environments where crime and disorder and the fear of crime and disorder do not undermine quality of life or cohesion. The Framework requires the delivery of safe and accessible environments which contain clear and legible pedestrian routes and high quality public space.

Paragraph 75 of the Framework states that local authorities should seek opportunities to provide better facilities for the users of public rights of way and access.

Meeting the Challenge of Climate Change, Flooding and Coastal Change

Section 10 of the Framework requires that in order to support a move towards a low carbon future, Authorities should plan for new development in

06. Relevant Planning Policy

locations and ways which reduce greenhouse gas emissions and support developments which comply with local requirements for decentralised energy supply and which take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

Paragraph 100 of the Framework seeks to direct development to those areas which are at least risk of flooding, taking account of the effects of climate change. Paragraph 103 of the Framework clarifies this further, stating that development should also ensure that flood risk is not increased elsewhere.

Conserving and Enhancing the Natural Environment

Paragraph 109 of the Framework requires that the planning system should contribute to and enhance the natural and local environment, through a variety of means, including by minimising impacts on biodiversity and providing net gains in biodiversity where possible.

Paragraph 111 of the Framework outlines that planning policies and decisions should encourage the effective use of land by reusing land that has been previously developed, provided that such land is not of high environmental value.

Paragraph 115 of the Framework states that great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to landscape and scenic beauty.

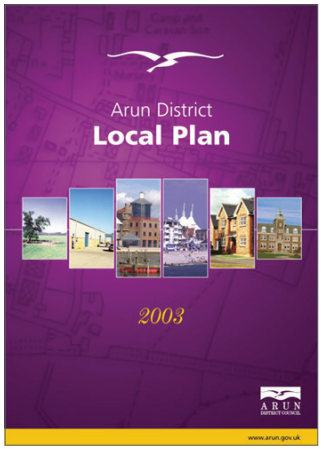
When determining planning applications, paragraph 118 of the Framework requires that Local Planning Authorities should aim to conserve and enhance biodiversity by requiring that permission is not granted, if significant harm caused by a development cannot be avoided, adequately mitigated or compensated for. In addition, paragraph 118 requires that opportunities to incorporate biodiversity in and around developments should be encouraged.

In relation to trees, paragraph 118 of the Framework states that planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including veteran trees, unless the need for, and benefits of, the development in that location clearly outweigh the loss.

Paragraph 121 of the Framework requires that planning decisions ensure that the site is suitable for its new use, taking account of ground conditions and land instability.

LOCAL PLANNING POLICY

Upon the enactment of the Planning and Compulsory Purchase Act 2004, the policies of the adopted Arun District Local Plan were automatically 'saved' for a period of three years (to September 2007) under the terms of the Act. To ensure a continuing planning policy framework, the Secretary of State made provision for selected policies to be saved beyond this date until such time as they are replaced by policies within the Local Development Framework. Any policies which were not saved by the Secretary of State's direction have been deleted and no longer comprise part of the Development Plan.



06. Relevant Planning Policy

Arun District Local Plan 2003 (adopted April 2003)

The Arun District Local Plan 2003 was adopted on the 17th April, 2003 and covers the period up to 2011. It forms a statement of Arun District Council's planning policies, which will be used as a basis for decision making in planning applications. A number of polices remain 'saved' until they are replaced by those within the Local Development Framework.

Policy GEN7 of the Local Plan states that planning permission will only be granted for schemes displaying high quality design and layout. In the case of residential development, schemes will be required to achieve a net density of at least 30 dwellings per hectare.

Policy GEN8 of the Local Plan states that development will not be permitted unless the infrastructure or facilities made necessary by the development are available or will be provided at the appropriate time.

Policy GEN9, the Local Plan explains that planning permission for development which will materially increase foul and/or surface water discharges will be refused unless the Local Planning Authority is satisfied that either adequate drainage capacity exists or appropriate drainage capacity can be provided as part of the development.

Policy GEN11 relates to inland flooding and states that:

"Permission for development which would be at risk from flooding and/or materially decrease the capacity of a floodplain to store or pass flows of floodwater, will be refused unless the Local Planning Authority is satisfied that compensatory flood storage/waterway areas can be provided as part of the development and the function and effectiveness of existing watercourses, or their replacements, are not adversely affected."

Policy GEN12 of the Local Plan explains the Council's requirements for parking within new developments and states that parking provision in excess of the standards outlined within the Plan will not be allowed.

Policy GEN14 of the Local Plan states that, where appropriate, new development will be required to make provision for public transport facilities.

Policy GEN15, the Local Plan states that, where appropriate, new development will be required to provide safe and attractive facilities for cyclists and pedestrians, both within the site and in the form of links to the surrounding area.

Policy GEN18 of the Local Plan explains that planning permission for new residential developments will not be permitted unless the Local Planning Authority is satisfied that the development includes crime prevention measures, as far as this is practicable and compatible with achieving a high quality design and layout.

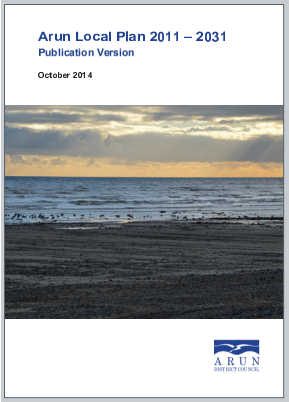
Policy GEN20 states that residential development will be required to provide public open space to the minimum standard of 2.4 hectares per 1,000 people and play equipment to meet the needs of the development. The Council will require the application of this standard and provision of play equipment as detailed in Supplementary Planning Guidance.

Policy DEV17 of the Local Plan sets out the requirements for affordable housing within residential developments. The policy states that within allocated and unidentified housing developments of 25 or more dwellings or residential sites of 0.8 hectare or more, irrespective of the number of dwellings, the Local Planning Authority will seek to secure the provision of affordable housing.

The appropriate level and type of affordable housing provision will be dependent upon identified local housing need, character of the area, suitability of the site and market conditions at the time of the submission of the relevant planning application.

06. Relevant Planning Policy

Arun District Council Local Plan 2011 - 2031 (19th April 2013)



The Arun District Local Plan 2011-2031 (publication version) and supporting documents were submitted on 30th January 2015 for independent examination to the Secretary of State for Communities and Local Government.

The Emerging Local Plan sets out a vision for the future of Arun up to 2031. It sets the planning framework for the district and will detail planning policy and identify the amount of development proposed and where it should be located. Arun District Council are consideration planning applications against these emerging policies.

Policy H DM1 Housing Mix

The Council will seek a mix of dwelling types and sizes, to include affordable housing units, that adhere to the latest Homes and Communities Agency design guidance. For developments of 10 units or more the Council shall require a balanced mix of market and affordable dwelling sizes including family sized accommodation (of three bedrooms or more), based on the most up to date SHMA recommendations.

Policy D DM1 Aspects of Form and Design Quality

When considering any application for development the Council will have regard to the following aspects; character, appearance, impact, innovation, adaptability, layout, solar gain, public realm.

Policy D DM2 Internal Space Standards

The planning authority will require internal spaces to be of an appropriate size to meet the requirements of all occupants and their changing needs. District specific standards are identified in this Policy which should be adhered to in all new development. The space standards are minima and can be exceeded.

Policy D DM3 External Space Standards

The Planning Authority will require the provision of useable private amenity space (excluding parking and turning areas) in new residential development unless the urban density form in town centres requires greater flexibility. In considering the amount of amenity space, the planning authority will take into account back gardens, roof terraces, balconies and in apartment developments, communal gardens.

Policy D SP1 Design

Policy D SP1 states that all development proposals should be of good quality and demonstrate a high standard of design. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness and usability, health and wellbeing and climate change mitigation); and the influence these objectives have on the form of the development. All development proposals must consider the efficient use of land, layout, landscape and its setting, density, mix, scale, massing, materials, finish, architectural details and nearby habitats.

Policy H SP2 Affordable Housing

For all developments of 15 residential units or more the Council will require 30% of the total number of units proposed on site to be provided as affordable housing on the same site in the first instance.

Affordable housing must be visually indistinguishable from market housing with large groupings of single tenure dwellings or property types avoided. Affordable housing units shall be permitted in small clusters throughout development schemes.

Policy OSR DM1 Open Space, Sport & Recreation

All new housing and, where viable, commercial development, will be required to contribute to the provision of additional open space, outdoor sport and recreation facilities to a level at least commensurate with the additional population generated by that development. Where new play areas are proposed, they shall be located along public routes and spaces.

Section 07

Assesment of Proposals

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07.Assessment of Proposals

The following sections of this statement will provide an explanation of how the layout that forms the current proposals address the parameters of the outline application whilst ensuring that the comments from those consulted have been taken into account.

Principle of Development

The principle of 79 residential dwellings on the application site has been established through the granting of outline planning permission in 2014. The site is also identified as a housing allocation site as part of Development Framework. Therefore the only matters for consideration at the reserved matters stage are landscaping, scale, appearance and siting. The principle of development and the access arrangments into the site were approved at the outline stage.

Density and Mix

The overall net density is approximately 34 dwellings per hectare based upon 79 units across the site and excluding incidental open space and play areas.

The density has been informed by the analysis of the local context and the Arun District Council policy requirements.

The development will provide a mix of dwellings in terms of size and tenure. The mix has been informed by the Arun Strategic Housing Land Assessment and the assessment section of this Statement. The mix will range from 2 - 4/5 bedroom houses. The composition of the mix will inevitably respond to a number of factors including market demand and location within the site. However, the overall anticipated mix for dwellings is as follows:

- 2 bed dwellings – 39%
- 3 bed dwellings – 46%
- 4 bed houses – 11%
- 5 bed houses – 4%

Affordable Housing Provision

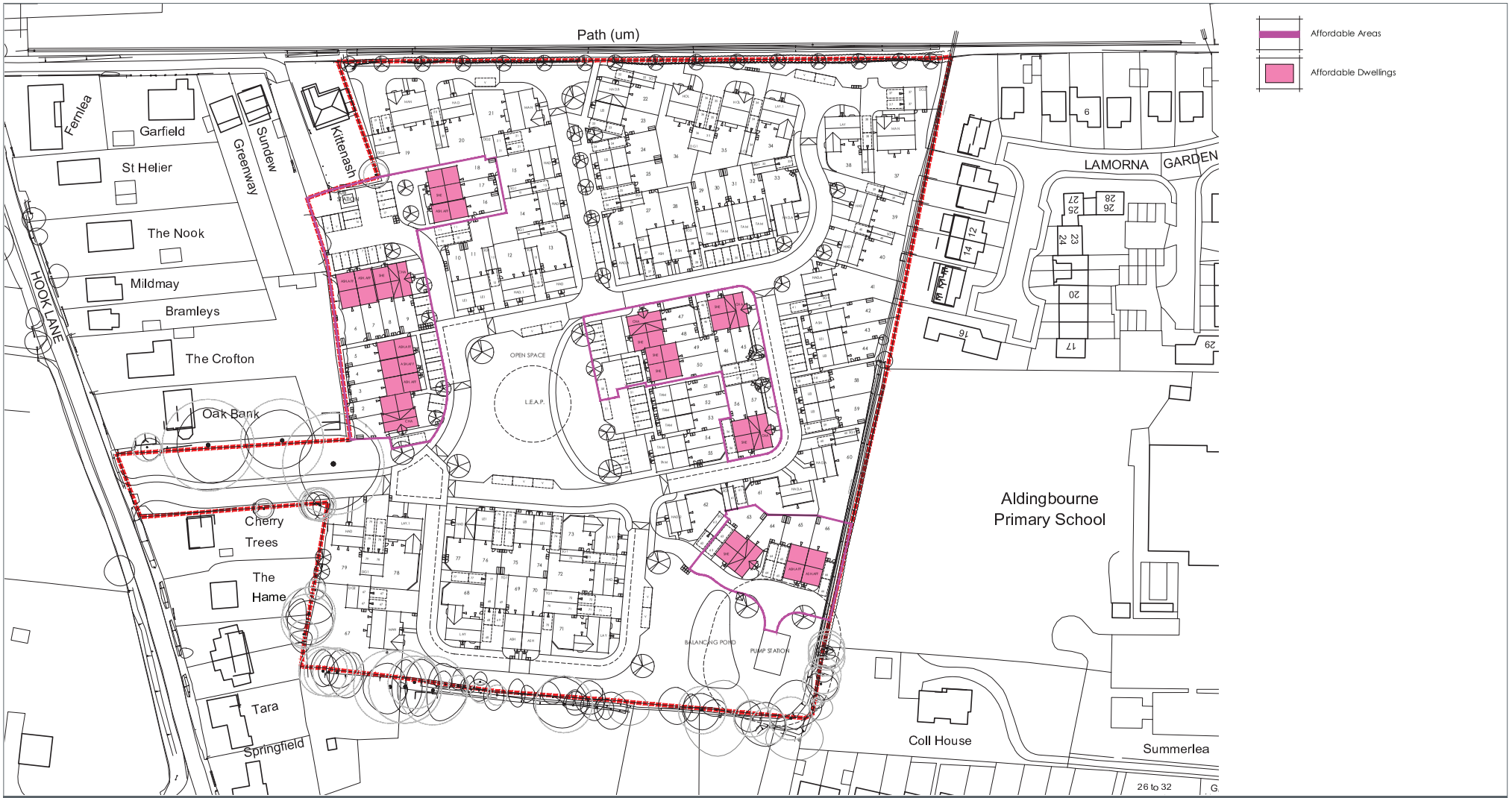
Saved policy DEV17 of the adopted Local Plan sets out the requirements for affordable housing within residential developments. The policy states that within allocated and unidentified housing developments of 25 or more dwellings or residential sites of 0.8 hectare or more, irrespective of the number of dwellings, the Local Planning Authority will seek to secure the provision of affordable housing.

Emerging Policy H SP2 of the Emerging Arun Local Plan 2011 – 2031 (Publication Version) states that all developments of 15 residential units or more will require 30% of the total number of units proposed on site to be provided as affordable housing.

This application proposes 30% affordable housing, which equates to 24 units. The affordable housing will be indistinguishable from the market housing with small clusters throughout the site.

An affordable Housing plan and Statement has been submitted in support of the application.

07.Assessment of Proposals



Proposed Tenure Plan to be received

07.Assessment of Proposals

Design

A local character study of Westergate and adjacent villages was undertaken at the outline application stage to identify the building form, details and external materials and key defining elements that give the surrounding areas their distinct character. The conclusions of the character study have informed the detailed design of the site, embracing the key characteristics of the settlement and thus establish a strong link with the local vernacular and maintaining the areas character and quality.

The main walling and roofing materials will be limited to the simple palette found in the local vernacular. Using the same limited number of materials will emphasise the local character and create a strong sense of unity to the development. An emphasis on the use of colour, as opposed to specific materials, is an important tool in ensuring that future development retains an element of flexibility for new designs and construction methods, whilst ensuring the appearance principles are not compromised.



St. James Place, Clanfield

Neighbour Amenity

To the north-west of the site are three residential properties 'Kittenash', 'Sundew' and 'Greenway'. The layout of the development has been carefully designed to ensure that the residential amenity of these neighbouring residential properties is not adversely affected. To the rear of 'Kittenash' is a sub-station and private parking court. To the east of Kittenash is Plot 19, a large detached property with a detached double garage. The detached garage would be set back 2m from the boundary with the dwelling 9m off the boundary. There would be no loss of amenity to Kittenash.

The existing properties in Hook Lane have substantial rear gardens that exceed 60m in length. As such Plots 1 – 6 would not result in any loss of amenity to these existing properties.

To the east of the site are residential properties in Meadow Way and the playing fields of Aldingbourne Primary School. The layout of the development has been designed to ensure that there is a minimum 20m back to back separation distance between the existing properties in Meadow Way to Plots 37 – 44.

Internal and External Standards

Policy D DM2 of the Arun Local Plan (Publication version) requires internal spaces to be of an appropriate size to meet the requirements of all occupants and their changing needs. These requirements exceed the Nationally Described Space Standard.

The National Planning Policy Framework states that local planning authorities should identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. Where a local planning authority (or qualifying body) wishes to require an internal space standard, they should only do so by reference in their Local Plan to the Nationally Described Space Standard.

There are only two house types on the site that fall below the Nationally Described Space Standard by 0.8m2. The remainder of the dwellings exceed the Nationally Described Space Standards.

Although Policy D DM2 is yet to be adopted the proposed scheme substantially commits to meeting the Nationally Described Space Standard and as such should be viewed in accordance with the principles of policy D DM2.

Policy D DM3 (External Space Standards) requires the provision of useable private amenity space in new residential development unless the urban density form in town centres requires greater flexibility. In considering the amount of amenity space, the planning authority will take into account back gardens, roof terraces, balconies and in apartment developments, communal gardens.

All private gardens meet the minimum garden depth of 10sqm. The parking provision on site meets the West Sussex County Council standards and all properties will be provided with recyclable and non-recyclable waste storage.

Building For Life 12

Building for Life is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers
are invited to use to stimulate conversations about creating good places to live. Barratt Homes is committed to ensure all their schemes meet Building for Life 12 (BfL12).

BfL12 is based on the National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning. BfL12 is also designed to help local planning authorities assess the quality of proposed and completed developments.

The assessment is based on 12 questions that are designed to help structure discussions between local communities, the local planning authority, the developer of a proposed scheme and other stakeholders.
The questions are set out within the following categories:

- Integrating into the neighbourhood
- Creating a place
- Street and home

The questions are based upon a simple traffic light system, a proposal should aim to:

- Secure as many green lights as possible
- Minimise the number of amber lights and
- Avoid red lights

The proposals have evolved based on the principles of BfL12 and a BfL 12 assessment, prepared by Carlton Design Partnership, has been submitted with the application. This assessment scores the proposals based on the 12 questions using the traffic light system, setting out an accompanying rational for the assessment.

Ten of the questions have received a 'green' scoring and two questions have received an 'amber' scoring.

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 accomodation. Within the scheme there are two areas of open space, one of which contains a L.E.A.P.
3. Public transport. Does the scheme 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 Lamorna 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 surveillance 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 safely 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.

07.Assessment of Proposals

Sustainability

The proposed development has been designed with the key principles of sustainable development at the heart of the process and has full regard to local policy. The following environmental opportunities has been provided within the layout:

- A sustainable housing mix with good mix of house types and tenures to meet the lifecycle needs of the community;
- A layout designed to meet the Building for Life 12 standard achieving 10 'greens' as the measure of good design;
- A network of footpaths/cycleways that connects the site to local facilities by foot, cycle and public transport to help reduce trips by private car.
- The layout and orientation of the dwellings to maximise solar gain and natural light;
- The creation a central open space overlooked on all sides by a strong edge of residential development;
- The retention of existing landscape features and native trees supported by additional planting and habitat creation with native species to help protect and enhance local biodiversity;
- A surface water drainage strategy designed to address the impact of climate change through the use of a Sustainable Urban Drainage System (SUDs) integrated into the scheme landscaping to minimise any incidents of surface water flooding;
- The integration of waste recycling facilities for all properties with easy to access bin stores located to the rear of properties to help encourage recycling;
- Provision of a Local Area of Play

Surface Water and Foul Drainage Strategy

Matters relating to drainage were considered at the outline stage and a condition was imposed requiring a drainage strategy and sustainable urban drainage to be submitted and approved prior to the commencement of any development. A detailed surface water drainage strategy has been developed following the principles of the approved Flood Risk Assessment which formed part of the outline consent, and has been submitted in support of this application.

Surface Water

The surface water drainage and Sustainable Drainage Systems (SuDS) strategy has been developed further in conjunction with the proposed residential site layout. A further assessment of the pre-development run-off has been carried out and supported by detailed hydraulic calculations to determine the final proposed restricted Greenfield run-off rates for the new development.

There is an existing Southern Water pumping station located off Hook Lane, north west of the site, as well as a rising main from this pumping station which runs along the public footpath to the north of the site. There is also an existing foul drainage run within Hook Lane running in a northerly direction to the pumping station.

In view of the requirements of the NPPF, PPG, WSCC the design parameters and constraints associated with redeveloping this site, a surface water drainage strategy design has been devised and hydraulically modelled to demonstrate that the scheme can be suitably implemented without increasing the level of flood risk, when the surface water drainage system experiences a 1:100 year rainfall event (including climate change).

The surface water drainage scheme has been designed to ensure:

- A reduction in the pre development site discharge for peak storm events.
- Sustainable Urban Drainage systems are wholly incorporated within the scheme.
- Consideration is given for the improvement of water quality within the design.
- The designed drainage scheme can satisfactorily retain a critical 1 in 100 Year storm event with climate change.

Having taken into consideration the above points, a scheme has been devised and hydraulically modelled based on attenuation techniques with a restricted discharge to the existing watercourses serving the site.

All private hardstanding areas including parking bays and private access drives are proposed to be lined permeable paving to allow a source control treatment of surface water run-off prior to discharging to the surface water network.

07. Assessment of Proposals

Surface water run-off from the roofs, adoptable roads and footways are to be conveyed via a "traditional" surface water drainage system incorporating gullies and surface water sewers and is proposed to discharge at restricted rates to the respective outfalls located along the northern, eastern and southern boundaries.

The surface water drainage strategy for the site is proposed to restrict the peak flows to the mean annual Greenfield runoff (Qbar) rate for the site of 6.67l/s (as proposed in the approved FRA) and discharge to the existing ditch at the south eastern corner of the site. Due to the limited available fall available on this site and shallow invert level of the ditch, a surface water pumping solution is proposed to discharge flows into the ditch to avoid raising the site wide levels significantly. Attenuation is proposed to be achieved using cellular crate storage tanks as well as an attenuation basin. The overall attenuation should be designed to accommodate all storm events up to and including the 1 in 100 year plus climate change event.

Foul Drainage

Based on the existing topography of the site it is expected that foul drainage will need to be accommodated via a pumping station. The foul water discharge generated by the proposed development has been approximated at 3.65l/s (based on 79 dwellings at 4000l/dwelling/day) in accordance with Sewers for Adoption.

The on-site foul water drainage will need to be designed to meet the relevant requirements of Sewers for Adoption and in consultation with Southern Water.



Extract from the Proposed Landscape Plan showing the proposed on-site pump station and Balancing Pond

07.Assessment of Proposals

Ecology

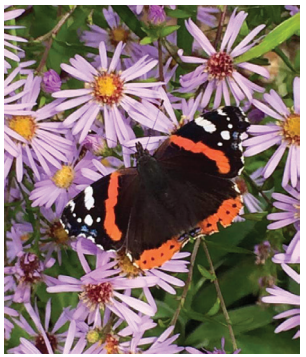
A Phase 1 habitat assessment was completed in 2013 in support of the outline planning application for the site. This was followed by presence/likely absence surveys for reptiles and bats on site, and great crested newts within waterbodies on and near the site. The surveys found that the habitats on site were of largely low ecological value, however the grassland did support a low population of slow worms. No bats were found to be roosting within Oakdene and a low amount of bat activity was recorded within the site by common species (common pipistrelle, soprano pipistrelle and noctule). No great crested newts were found on site, however a low population was found within ponds some 200m west of the site. It was concluded that newts were unlikely to occur on site. A further Phase 1 survey and bat inspection was completed in 2016 which found that site conditions had not changed since the original surveys in 2013. As such it was agreed that no further update surveys were needed to support the reserved matters application.

A planning condition attached to the outline application states that prior to the commencement of development or any preparatory works, an ecological enhancement and management scheme shall be submitted to the local planning authority for approval and is to be based on the recommendations within the supporting ecological statement, as appropriate.

Ecological mitigation for the site is focussed towards those species found on site (reptiles and bats). Areas of the existing grassland, particularly to the south of the site, will be retained and protected as part of the development. Careful phased cutting of the grassland on site will be used to encourage reptiles to move to these buffers which will be managed in the long term to improve their suitability for reptiles. Hedgerows around the site boundary will be retained as foraging and commuting habitats for bats and the lighting strategy has been designed to make sure that there is no light spill upon these boundaries which could disturb bats. Artificial boxes will be installed as part of the development which will improve the suitability of the site for roosting bats which are not currently present.













07.Assessment of Proposals

Trees and Hedgerows

There are very few trees within the site, with the majority of the trees located outside the site boundaries, within private ownership. These trees are typically found along the southern boundary and are Category B Trees (trees of moderate quality).

A number of residential dwellings are proposed on this site, the layout of which can be seen on the appended tree protection plan. The frontage house 'Oakdene' is to be removed along with several smaller trees within its grounds. The frontage oak tree T1 is also to be removed. Given the obvious fungal fruiting bodies around its base, associated internal decay and close proximity to the road, this is considered good arboricultural practice and would be carried out regardless of any development.

Following the principles set out in the outline consent APP/C3810/A/14/2220943 the main access road will be built using a 'no-dig' surface, thus minimising impact upon the three large oak trees in Oakdene's rear garden.

The root protection areas and potential impact of shade cast by existing trees beyond the southern boundary of the site has been considered in the layout approach.

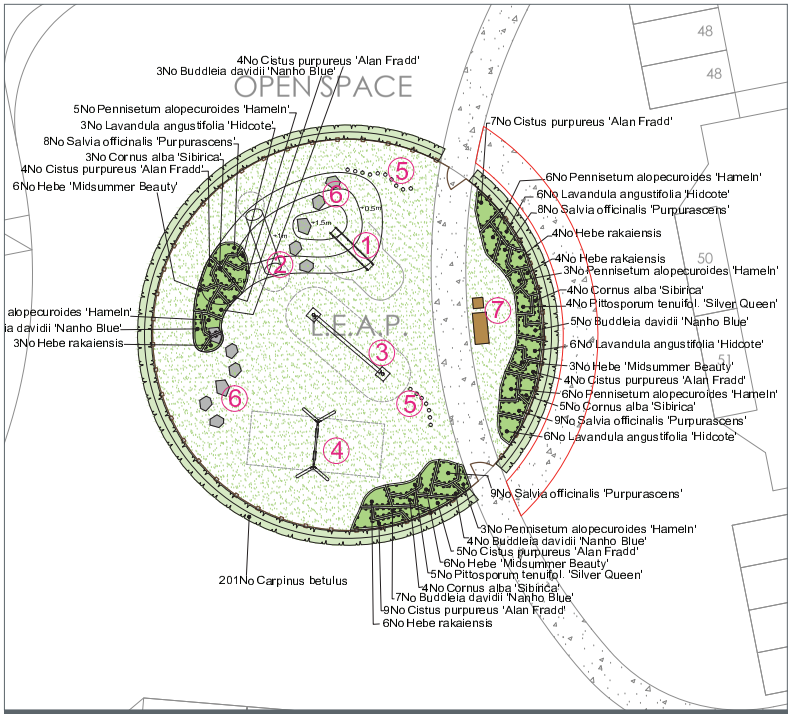
Open Space Provision

The Layout Plan provides 0.52ha of open space, which includes children's play areas, informal open space, landscape buffers and SuDs. The open space provision exceeds the requirements of the Arun District Council Open Space and Recreation Standards SPD (October 2000), which requires 0.46 hectares.

The open space comprises the following key components:

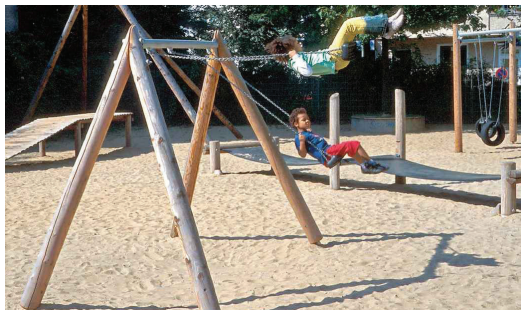
Children's Play - The children's play has been positioned to integrate well with the green network. Its central location enables the whole development to be within easy walking distance. Buildings will front on to the play space in order to provide natural surveillance. Further details of the play area are shown on Drawing No. BDWS20440-20.

Amenity Open Space – This general category of open space has been provided for informal recreation, includes existing landscape features and hedgerows plus appropriate new planting and is well connected to the green space to the south and public right of way to the north.



Detailed Open Space Plan





07. Assessment of Proposals

Landscaping

The site lies in proximity to existing green assets to the north, south and west. The landscape masterplan seeks to link these assets via a new green infrastructure network that provides multifunctional space for the benefit of new and existing residents. The principles underpinning the concept are:

- Maintain existing significant hedgerows and trees where they make an important contribution to the local landscape character;
- Existing grassland to be retained for reptile habitats;
- Provide a network of open space that links with the wider landscape and is truly multifunctional; incorporating informal and formal areas of plan, sustainable drainage and enhances the biodiversity of the locality;
- Hedge planting to house frontage where possible to demarcate plots;
- New planting that is wildlife friendly to provide nectar and pollen trees to bees and other insects;
- Provide a focal green space for the benefit of the new and existing community;
- Provide opportunities for structural tree planting to the central open space; and
- Contribute to climate mitigation objectives above those principles already set out through providing opportunities for solar shading and integrating a sustainable approach to drainage.



Proposed Landscape Masterplan

07.Assessment of Proposals

Highways

The site is in close proximity to the A29. Westergate Street forms part of this strategic highway network through the village and links the A27 between Chichester and Arundel with Bognor Regis. The site will be accessed from Hook Lane which connects Westergate with Aldingbourne to the west and links into Westergate Street to the east immediately north of the railway line.

A Transport Assessment (TA) has been prepared to support the reserved matters planning application. This TA reviews those outstanding highways details of development not already approved at the outline application stage, primarily relating to on-site road layout and parking provisions, as well as footway works along Hook Lane.

As part of the Outline Application, pedestrian improvement works were required to improve pedestrian connectivity between the site and Westergate village. Currently there is a discontinuous footway along Hook Lane. As part of the proposed application, a footway will be implemented along the western side of Hook Lane, with a pedestrian crossing point, to ensure a fully connected footway is provided from the A29 along Hook Lane to the proposed development.

A Puffin crossing is also proposed across the A29 in close proximity to Aldingbourne Primary School. The current location is not determined and the design will be completed at the detailed S278 design works.

A ghost right turn lane is to be implemented at Hook Lane/Westergate Street along with widening the Hook Lane approach to the Hook Lane/Westergate Street Junction. This will help to keep traffic flowing for vehicles turning left out of Hook Lane and right into Hook Lane from Westergate Street.

The PROW which abuts the northern boundary is also to be upgraded to provide a wider footpath. This will create shorter walking distances to amenities north of the site.

The off-site highway works and designs will be developed further following the Reserved Matters submission and as part of the detailed design of the Section 278.



Photograph of Hook Lane

07.Assessment of Proposals

Access

The site would be served by a new access provided by demolishing the current dwelling at 'Oakdene'. The access point would be of a bellmouth arrangement, 5.5m wide and supported by 6m corner radii. The access road would be 5.5m wide and the access dimensions would allow two vehicles to pass when concurrently turning in and out of the access and would allow large service vehicles to safely enter the site. The access and main spine road would be constructed to WSCC adoptable standards. The access road will also be flanked by a 2m wide footway to the northern side.

Visibility requirements were confirmed through the outline application as 2.4m x 47m. Visibility splays of 2.4m x 47m are demonstrated in the visibility splay drawings submitted in support of this application.

In addition a footway will be implemented along Hook Lane (in accordance with the Planning Inspectorate imposed condition 27) which would improve the pedestrian connectivity and permeability of the site as well as ensuring all parts of the site are easily accessible.

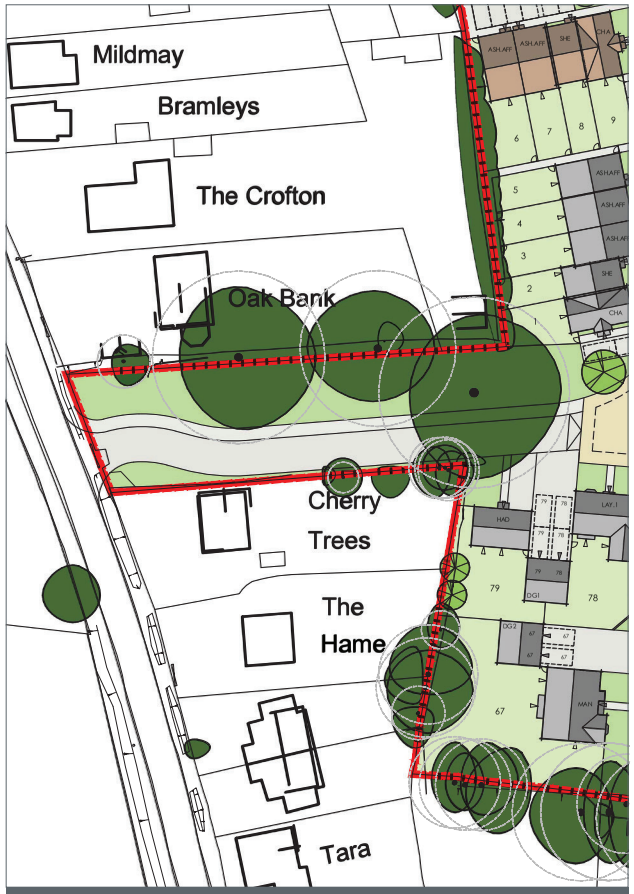
The internal road layout has been informed by the indicative masterplan submitted and approved with the outline planning application. The internal carriageways have been designed to a minimum width of 4.8m and it is only private drives where road widths are below this. As said the main carriageway geometries would provide sufficient space for a car and larger vehicle (e.g. refuse vehicle) to pass. Where possible, the majority of roads are flanked with a 2m wide footway on at least one side of the carriageway.

A number of internal roads are also proposed as shared surface arrangements with widths of 6.0m in line with Manual for Streets standards.

The internal roads have been designed to accommodate the occasional Heavy Goods Vehicle (HGV's), such as refuse vehicles/emergency service/ home food delivery etc and could accommodate the occasional on-street visitor parking.

In accordance with MfS design guidelines, all carriageway bends within the 'home zone' area of the proposed internal site design would achieve the required inter-visibility for vehicles travelling up to 15/20mph within the site, supported by planting maintained below 600mm in height. An independent Stage 1 Road Safety Audit (RSA) has been undertaken for the onsite roads.

The full report including the Designers Response has been submitted in support of this application. The RSA highlighted potential drainage, visibility and parking problems. These issues have been noted in the Designers Response and drawings have been updated to reflect recommendations of RCP as the engineers designing the Section 38 works.



Extract of Proposed Site Plan showing the Proposed Access

07.Assessment of Proposals



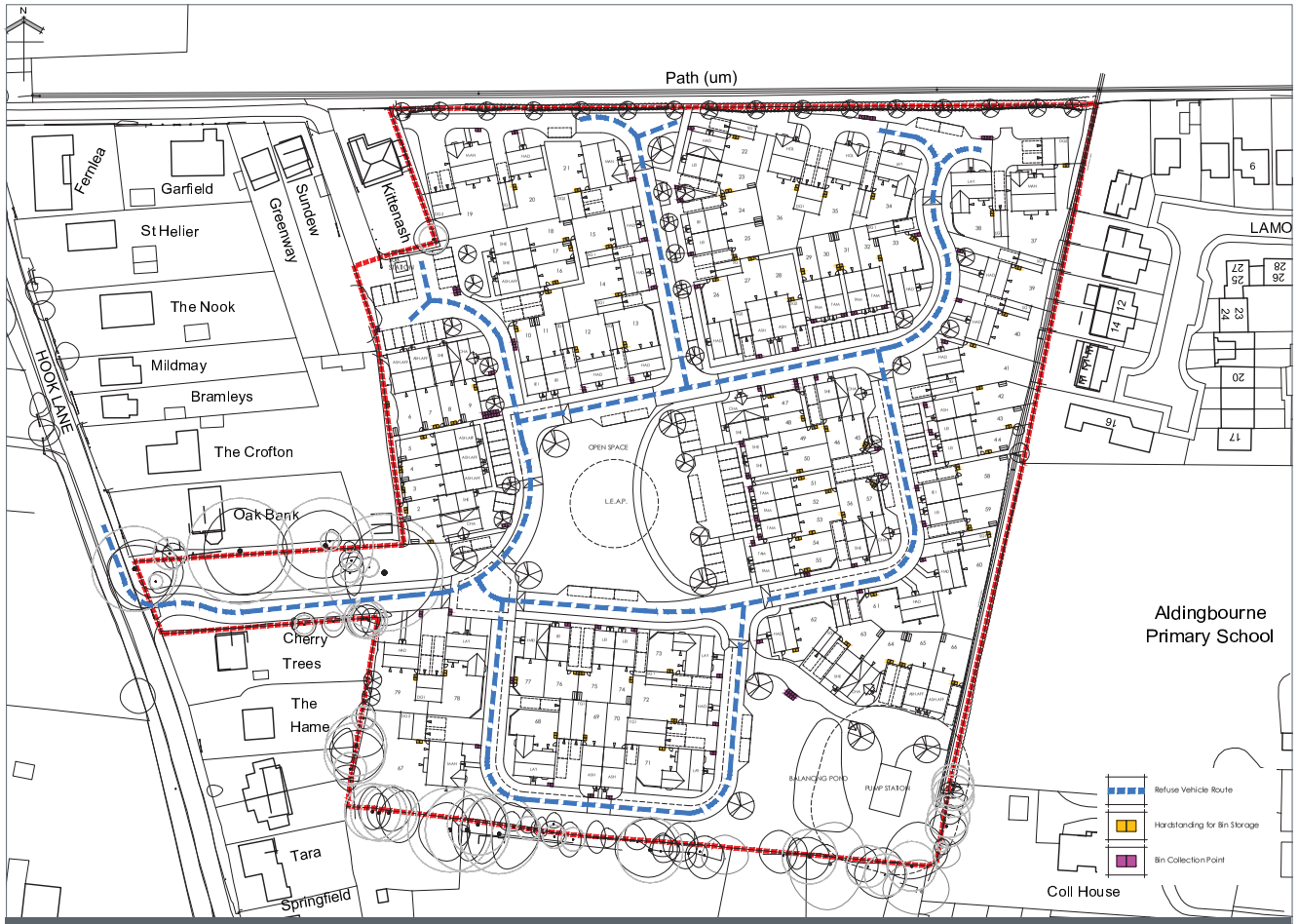
Proposed Site Layout Plan showing the proposed internal road layout

07. Assessment of Proposals

Refuse and Servicing

Provision for servicing of the site is provided with adequate on-site turning facilities for refuse and emergency vehicles, therefore ensuring such vehicles can enter and exit the proposed development site in a forward gear. A vehicle tracking exercise demonstrating turning manoeuvres can be found within the TA.

No resident would be required to carry their bins greater than 30m to a collection point or kerb edge, and the refuse vehicle would be able to get within 25m of each property or collection point. Fire tender access to all dwellings can be achieved within 45m of the highway and would not require emergency vehicles to reverse more than 20m, in line with Building Regulation requirements. This plan can be found within the TA.



Proposed Refuse Plan

07. Assessment of Proposals

Parking

The number of parking spaces required to serve the mix of residential dwellings has been informed by WSCC's Parking Calculator.

The development intends to provide 176 residential parking spaces with the parking provision summarised in the table below.

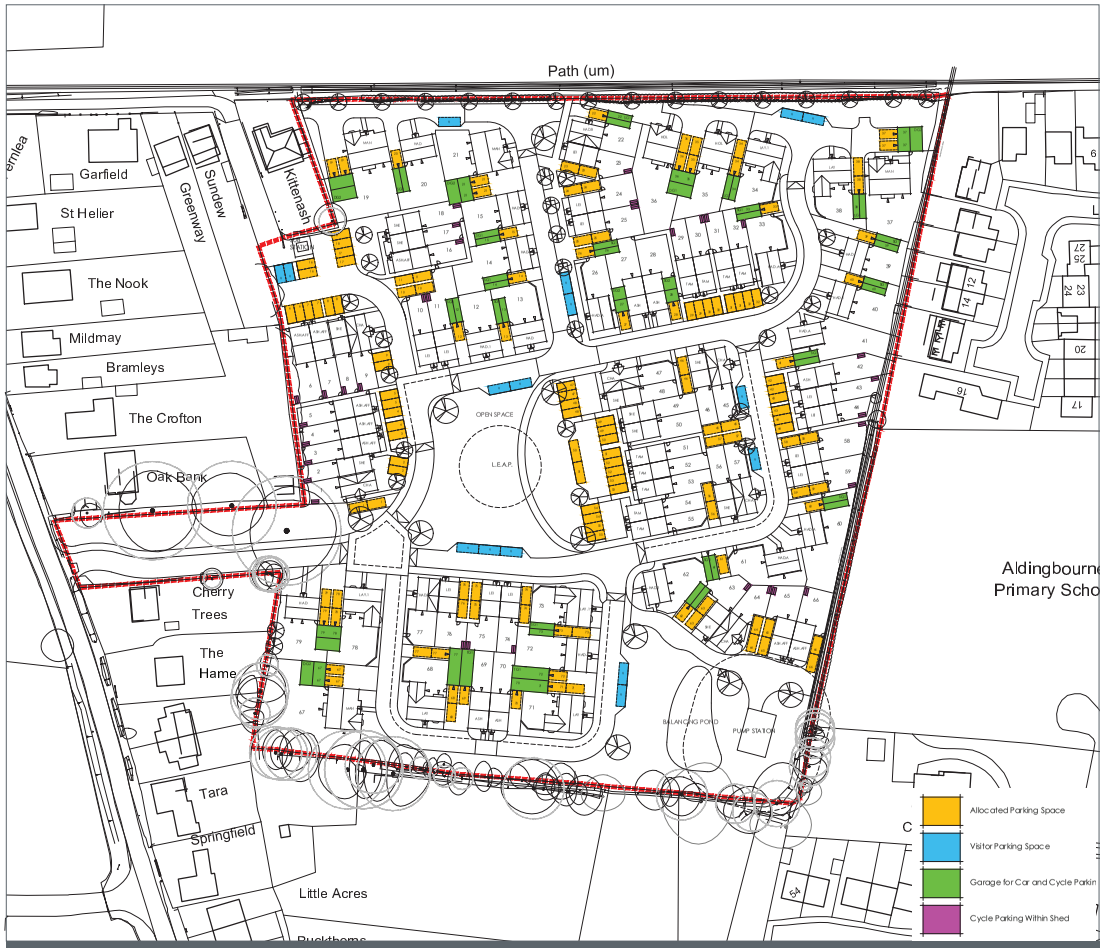
Type of dwelling	Number of Units	Provision	Number of Spaces
2 Bedroom House	31	2	62
3 Bedroom House	34	2	68
	2	3	6
4 Bedroom House	8	3	24
5 Bedroom house	4	4	16
Sub-Total	76	N/A	176

The site would provide a further 16 marked visitor parking spaces, totalling 192 on-site parking spaces.

Whilst the site is 2 spaces short of the standards, all 2 spaces are related to the unallocated residents parking. There are opportunities for on street parking which would accommodate these additional 2 vehicles. A number of properties may also have more space on their drive to fit an additional visitor. The total of 192 spaces on site is therefore deemed acceptable, with all demand kept sufficiently on site.

The proposed car parking strategy for the site uses a combination of garages, driveways, on street parking and laybys.

All residential parking spaces would be allocated to units with visitor parking bays marked as 'visitor' spaces.



Proposed Parking Plan

07.Assessment of Proposals

Travel Plan

In pursuit of reducing the impact of car travel, the need to travel by car and increasing sustainable travel practices, this application is accompanied by a Travel Plan. In order to meet the key objectives of this Travel Plan, a number of measures are proposed for implementation from an early stage. Such measures primarily focus on cycling and walking for shorter journeys and bus, rail travel and car sharing for longer distance journeys, commuter trips. Offsite infrastructure improvements are also proposed, including the extension of the footway along Hook Lane which will be in place prior to first occupation and benefit the wider community.

Archaeology

The desk-based assessment submitted in support of the outline application confirmed that the site had moderate potential for remains of Palaeolithic, Neolithic, Bronze Age, Iron Age and Roman date, and that there was no available evidence to identify such remains specifically within the site. The potential for remains of all other periods is considered to be low. Condition 23 of the Outline planning approval requires an archaeological investigation of the site to be submitted to, and agreed in writing by, the Local Planning Authority before the commencement of building works. A Discharge of Condition application will be submitted shorlty to discharge this condition.



Aerial photograph showing the site

© Google Earth

Section 08

Conclusion

© Google Earth

08. Conclusion

The proposed scheme has been prepared within the context of the approved outline planning permission. Careful assessment has been undertaken of the surrounding area and its architectural characteristics have been analysed to establish which elements of the local vernacular will influence the building design and layout in accordance with the policies of the Core Strategy.

A comprehensive landscape scheme has been developed alongside the architectural design proposals resulting in a well-integrated landscape scheme which provides an attractive and appropriate setting for the proposals while being sympathetic to the surrounding landscape. Public open space remains a significant aspect of the proposals.

The proposal will deliver a distinctive and attractive environment which respects the local landscape character and surrounding area creating a sustainable, inclusive and mixed community. In summary the proposals seek to fulfil the following key design principles:

- Address local affordable housing need;
- Provision of much needed family homes;
- Respond to the character, layout and appearance of the area;
- Protect the privacy and amenity of future and surrounding residents;
- Provide an attractive and high quality development in a sustainable location
- Provide suitable arrangements for car parking and cycle parking, serving and infrastructure.

The proposals accord with relevant planning policies of the adopted and emerging Local Plan and the NPPF by providing high quality homes and creating a sustainable, inclusive and mixed community.



Proposed Site Plan





Proposed Streetscene and enlarged extract