

Appendix 1 Land East of Orchard Gardens Woodgate Design and Access Statement

This Design and access statement shows how the planning application for 57 homes on Land east of orchard gardens has been influenced by context and policy. The application is outline only with all matters reserved other than Access.

1 Context of the Village

- 1.1 The Site lies towards the southern end of the village of Westergate in an area known as Woodgate..
- 1.2 Westergate is in the parish of Aldingbourne. Most of the 3680 population and 1545 homes are within the Westergate built up area. It lies about 4 km north of Bognor Regis and 6km east of Chichester.
- 1.3 It is part of a collection of Villages known as the Six villages. Ormiston 6 Villages Academy (formerly Westergate School) and the Six Villages sports centre serve the six villages from Westergate.
- 1.4 It is on the coastal plain between the South Downs National Park and the sea.
- 1.5 It is served by a main line railway station 3.5km away at Barnham. This has 4 services an hour to Horsham, Gatwick and London. It also has direct trains to Littlehampton, Worthing and Brighton to the East and to Chichester, Havant and Portsmouth to the West.
- 1.6 The A27 is approximately 3.5 km to the north.
- 1.7 The A29 Bognor to London Road runs through the village. At the southern end of the village is the Woodgate Railway crossing. Traffic queues for the crossing build up at peak times when trains are more frequent.
- 1.8 Employment areas and supermarkets are 3.5 km to the south on the outskirts of Bognor Regis.
- 1.9 In Arun District Councils 2007 Settlement Sustainability Study access to banking, bus services and trains was considered to be very poor. Access to the other 10 categories was fair to excellent with 7 out of 10 being very good or excellent. Since 2007 services at Post Offices have expanded to include banking for many high street banks.
- 1.10 There is a supermarket/post office, Aldingbourne Stores is at the southern end of the village and a further convenience store is North of Olivers Meadow.
- 1.11 Other facilities in the village include; Primary School, Secondary School, Aldingbourne Community Centre, Football Pitches, Tennis Club, Rifle Club, Model Railway Club, Bowls club, Prince of Wales Pub/Restaurant, Methodist Church, Basmati Restaurant. Clubs using the Community Centre and Church include a pre-school, martial arts, dance, Brownies and Guides.

2 Context of the Site

- 2.1 The Site lies at the East end of Orchard Gardens.
- 2.2 Orchard Gardens is an unclassified, adopted road that links the site directly to the A29.
- 2.3 Orchard Gardens is a development of 20 detached and semi-detached bungalows, built in the 1950's, all with their own off street parking. Several have been extended into their roof spaces.
- 2.4 Orchard Gardens also gives access to Woodgate Park.
- 2.5 Woodgate Park is a development of 60 houses. These are mainly 2-storey terraced housing built in the 1960s. The houses generally have on street parking and garage compounds. On street parking is congested and there is no open space other than

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verges.

- 2.6 The site is bounded by Woodgate Park and Orchard Gardens to the West, Private housing to the South, Farmland to the East and scrubland to the north.
- 2.7 An existing tree screen and ditch along the East Boundary of the site separates the site from the open farmland to the East.
- 2.8 There are local facilities within 400m of the site: Primary School, Village supermarket with Post Office, Prince of Wales Pub/Restaurant, Bus Stops
- 2.9 The A29 Bognor to London Road runs 160m to the West of the site along Orchard Gardens. The junction is approximately 160m North of the Woodgate Railway crossing.

3 Design Principles

- 3.1 The development should be similar in scale and type to that which is around it and minimise impact when viewed from the surrounding countryside.
- 3.2 The design should both allow biodiversity and provide public open space for informal play/adventure by residents of the development and those nearby.
- 3.3 The existing tree screen to the East is to be retained to limit the visual impact of the development on the wider area.
- 3.4 The design should take into account policies in the 2003 local plan and the emerging local and neighbourhood plans and be informed by the consultation that has taken place for the latter two.

4 Amount of Development

- 4.1 57 homes are proposed on 1.77hectares including 5 bungalows, 12 flats and a mix of 2,3 and 4 bedroom houses.
- 4.2 At 32 dwellings per hectare this makes efficient use of land (2003 GEN7 30dph) but is below the 38dph of the adjacent Woodgate Park development. Orchard Gardens, leading to the site, is a lower density.

5 Layout

- 5.1 The form of the new development responds positively to site characteristics and area (2003 GEN7) by considering the adjacent land uses..
- 5.2 At the entrance to the site bungalows are planned as a natural continuation of the bungalows in Orchard Gardens. In this way the increase in density is gradual from Orchard Gardens.
- 5.3 The existing treeline and ditch along the east boundary are retained as separation from the countryside beyond.
- 5.4 The open space within the development is situated alongside the Eastern boundary so that more of the new houses are adjacent to existing housing than are adjacent to to the countryside. Only six of the new houses will back onto existing houses.
- 5.5 This also leaves a green corridor along the eastern part of the site for wildlife habitat and movement.
- 5.6 In designing the layout this way the proposal balances the needs of housing demand and biodiversity. (2003 GEN28 Trees, GEN29 Nature Conservation).
- 5.7 The illustrative layout maximises green to hard landscaping ratio whilst retaining full footpaths to allow safe movement of pedestrians.
- 5.8 The positioning of the accesses to the open space enables children to engage with their environment and move from the street scene to the open space and back again in a circle without crossing a road.

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- 5.9 Having an almost straight North to south layout allows a distant view of the South Downs from within the development reinforcing their proximity and their accessibility for healthy leisure activities.
- 5.10 Crime prevention (2003 GEN18) has been considered in the illustrative layout. By having semi-detached and detached properties, rather than terraces, there is no need for shared rear paths. Similarly every property has onsite parking so there are no vulnerable rear shared parking courts. Extra parking is in full view of residents and passers by at the entrance to the development and adjacent to the open space. The public open space is adjacent to the treeline and ditch to enhance biodiversity rather than being a sterile central area surrounded by housing. At one end it is completely open and overlooked by the properties which include first floor flats. At the other end the pedestrian/cycle path entrance is widened to give a view in from the street and gable windows could be incorporated in the proposed adjacent house. In accordance with the principles in 'Secured by design' further security and surveillance could be achieved by requiring rear garden fences to be 1.5m high topped with 300mm trellis similar to if there were rear parking courts.
- 6 Scale
- 6.1 The Government Manual for Streets suggest Residential street widths between buildings should be 12-18. The proposal shows widths of at least 16m. This allows for tree lined streets which can be considered as part of the detailed design and landscaping.
- 6.2 The illustrative layout is for single storey and two storey housing with only a few of the two storey houses having attic floors. Unlike other developments the flats are in small two storey blocks of 4. By following this principle in a detailed application the scale is similar to the surrounding housing and bungalows.
- 6.3 By positioning a bungalow, the open space and only a few houses towards the east of the site the scale of the buildings does not overwhelm the scale of the existing treeline along the east boundary.
- 7 Landscaping
- 7.1 Landscaping is a reserved matter.
- 7.2 The principle of retaining the existing east boundary treeline and ditch underpins the landscaping strategy.
- 7.3 A further aspect of the landscaping strategy will be to include green front gardens and trees as part of the street scene which is achievable with the illustrative layout street widths.
- 7.4 A possibility is that the front garden trees could be fruit trees in recognition of both past land use in the area and a move towards community orchards.
- 8 Appearance
- 8.1 Appearance is a reserved matter but will follow the principle that the development and materials respect the local character and location.
- 9 Access Principles
- 9.1 The development should link to the existing road and footpath network safely for access to the surrounding area and to enable the immediately surrounding residents to access the new openspace.
- 9.2 There is direct access to Orchard Gardens which gives direct access to the A29
- 9.3 With the existing 80 dwellings there will then be a total of 137 using Orchard Gardens to access the classified road network.
- 9.4 The transport assessment shows that the development will result in up to 29 extra

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cars per hour in peak periods.

9.5 The A29 has capacity for the additional traffic generated by the proposal.

9.6 Following consultation with West Sussex County Council Highways a new right turn lane is proposed for the junction of the A29 and Orchard Gardens.

9.7 This will be constructed within the existing adopted highway and verges on the east side of the A29.

9.8 It will allow traffic heading north on the A29 to flow past cars waiting to turn east into Orchard Gardens thereby increasing the A29 traffic flow over the level crossing during peak periods.

10 Emerging Local Plan Policies

10.1 The emerging Arun District Council Local Development Plan for 2011 to 2033 has been submitted to the Inspector.

10.2 Within that plan the Site is earmarked for development as part of a larger area of 2000+ houses between Barnham, Eastergate and Westergate.

10.3 The Site was identified in the 2009 Strategic Housing Land Availability Assessment (SHLAA) as being suitable and available for development. It remained in the 2012 SHLAA and has been incorporated in the 2014 Housing and Economic Land Availability Assessment (HELAA).

10.4 In the HELAA it is noted as having; potential for 52 dwellings, strong viability, and no abnormal restrictions.

10.5 Development of this Site is therefore in accordance with that emerging plan.

10.6 That plan includes a North South link road with bridge over the railway line.

10.7 The last relief road included in an Arun District Council plan was not opened until 2016, 5 years after that plan expiry.

10.8 The layout takes into account the parking requirements of West Sussex County Council. It provides a total of 120 parking spaces.

10.9 By giving the houses side driveways the roadside space in front of the houses remains available for casual on street parking. The road widths allow for on street parking down one side if required.

10.10 All houses and flats have individual garden areas to allow for sheds for secure cycle parking.

11 Aldingbourne Neighbourhood Plan policies

11.1 The Aldingbourne neighbourhood plan has not yet been approved.

11.2 The Neighbourhood Plan does not make any appreciable contribution to the strategic housing requirement of the emerging local plan or national housing lead.

11.3 This site provides additional housing adjacent to the centre of the village and includes affordable housing that would allow for a local connection as encouraged in the Neighbourhood Plan.

11.4 The neighbourhood plan seeks to improve cycle and pedestrian access to Barnham. The owner of this site is prepared to make a contribution towards such improvements.