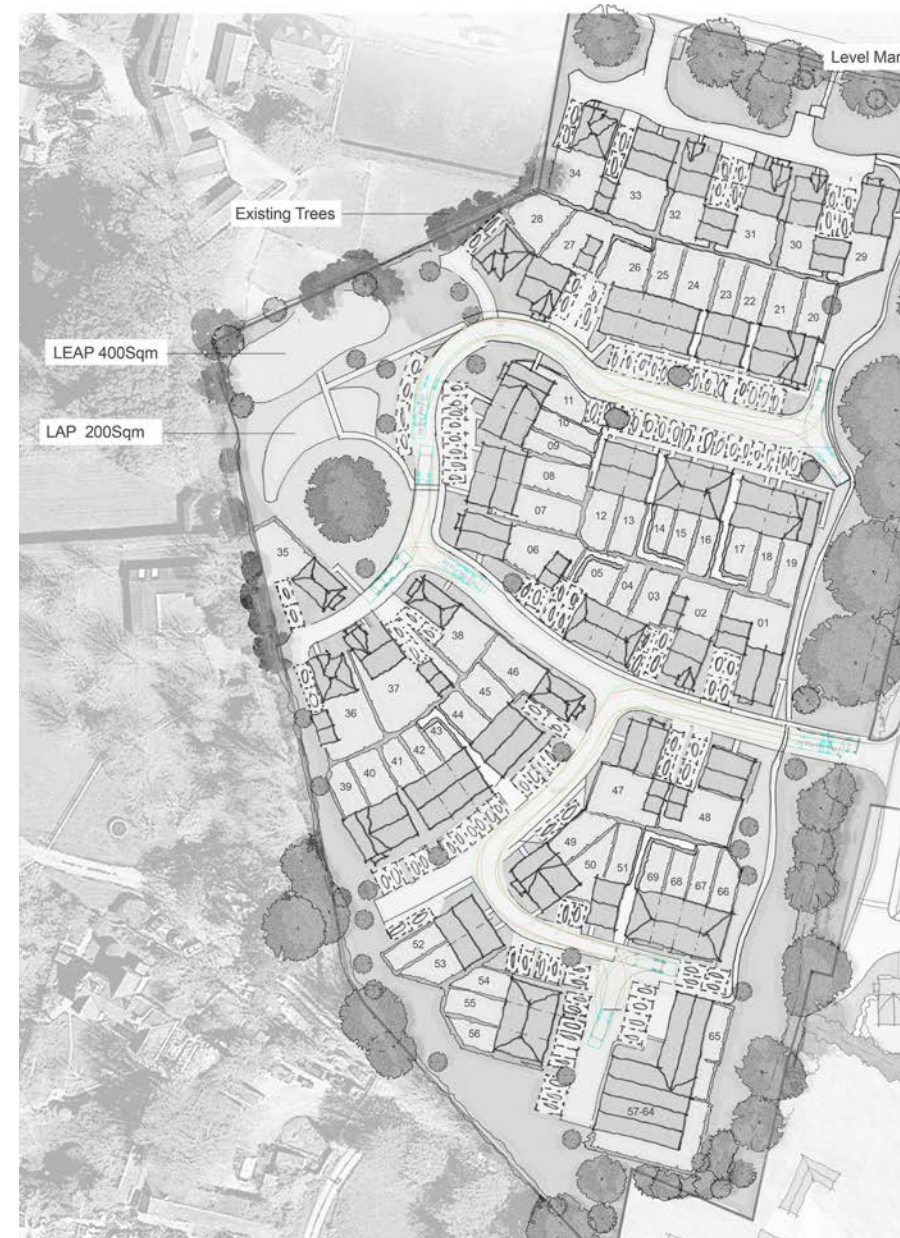


2.5 Transport and Highways

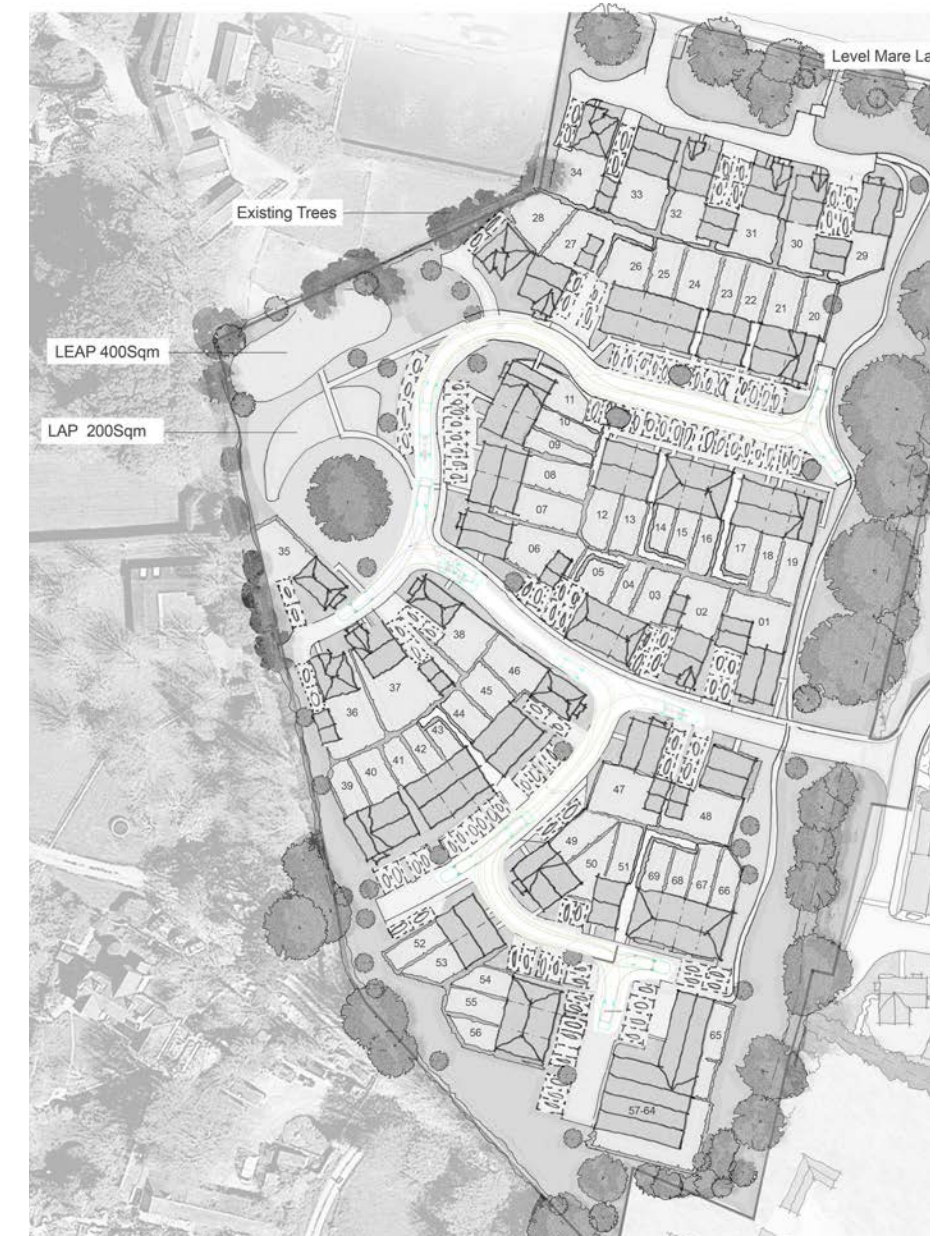
Traffic Assessment

A Traffic Assessment has been undertaken by Paul Basham Associates which considers the outline proposals in terms of their impact on the wider highway network.

Further tracking exercises have been undertaken to illustrate that the outline scheme could be delivered taking into account technical requirements such as refuse and fire tender access (extracts shown opposite).



Refuse collection on illustrative site layout plan - Paul Basham Associates



Fire tender access and hose distance on illustrative site layout plan - Paul Basham Associates

02 Site Analysis

2.6 Site Topography

The site slopes down to the south by approximately 2.9m overall, with the highest point in the north west corner adjacent to Level Mare Lane at 19.4m AOD, decreasing to 18.2m AOD in the centre of the site, with the southern boundary being the lowest area at approximately 16.5m AOD. The fall is set over a length of circa 246m and so the fall across the site is circa 1:85 i.e. relatively flat.

2.7 Opportunities and Constraints

The site was previously used as equestrian land for grazing and has been divided into sections with post and wire/rail fences and hedges. The site boundaries are mostly planted out with mixed hedgerows/trees, with a variety of category A, B and C trees. There are no listed buildings nearby and the site lies outside of any flood risk zone.

Constraints

- Site slopes down to the south
- There are root protection areas and category A and B trees on site
- Primary site access should not be from Level Mare Lane to respect its existing character
- Vegetation on some areas of site boundary is less dense

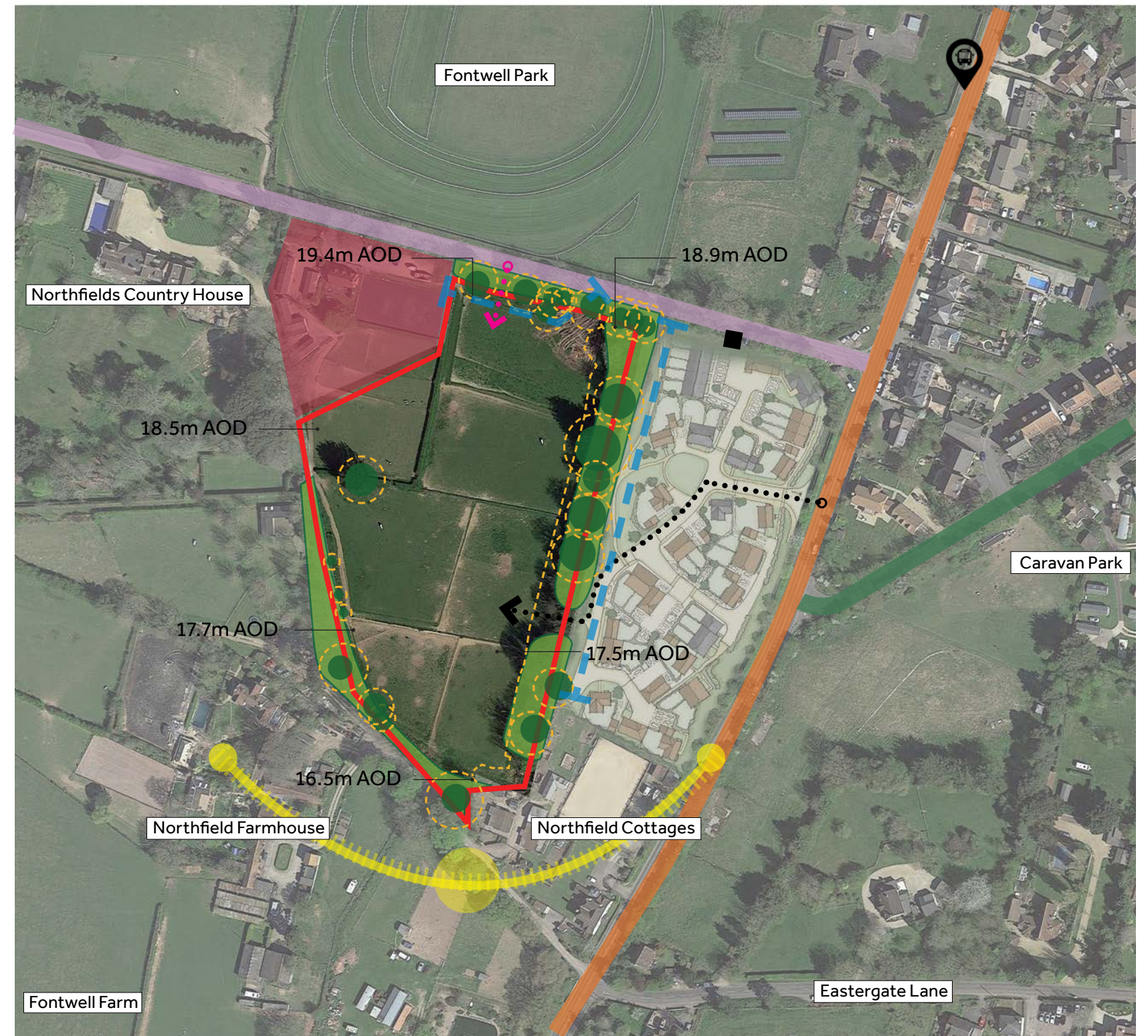
Opportunities

- The site can primarily be accessed via adjacent development which reduces impact on Level Mare Lane to the north. Secondary access could be provided from the lane, forming a no-through driveway to a small number of homes.
- There is a bus stop within 250m of the site which is accessible via footpath along Fontwell Avenue
- Opportunity for new native planting to reinforce existing natural buffer and preserve existing street scene
- Category A and B trees to be retained and their RPA's respected with the implementation of a landscape buffer, which will integrate the site and encourage biodiversity
- Incorporate SuDS proposals with underground storage and permeable paving
- Opportunities for biodiversity net gain

The design of the proposed scheme seeks to be responsive to the sites' settlement edge location, the character of the village/nature of adjacent properties and the existing site features, whilst accommodating opportunities for biodiversity net gain.

KEY

	Site Location		Sub-station
	Adjacent site boundary (Approved scheme BN/50/20/PL)		Main areas of existing vegetation
	Proposed primary site access		Root Protection Areas
	Potential secondary site access		Category A and B Trees
	Fontwell Avenue		Sun path
	Level Mare Lane		Underground pipe
	Wandleys Lane		Bayard Stables (Equestrian property with ménage)
			Bus Stop





03 Design Strategy & Proposals

3.1 Design Guidance

As part of the Design Team’s review of this site, it set out a series of clear design objectives which sought to acknowledge its location, features of the site and the design aspirations and qualities that believe should be imbued in the development and against which further design development would be tested.

In setting the design principles for the scheme the team sought to draw on a number of acknowledged design guidance documents whilst weaving into this framework a series of values judged specific to this site and against which subsequent design developments would be tested.

Although they are no longer statutory requirements as part of the evaluation the design team drew upon:

- CABE’s Building for Life
- The Future Homes Commission
- Design aspirations drawn from the site analysis

Arun Design Guide

The proposals seek to work with the Arun Design Guide to create an illustrative proposal that seeks to meets the Council’s aspirations including on garden sizes and bin storage. Some of the elements considered are as follows:

- Private rear garden: 10.5sq.m depth, min 50sq.m for 2 beds, 60sq.m for 3+ beds
- Private front garden: min 2m depth
- Flats open space: either balcony of min. 3sq.m or 40sq.m + 10sq.m per flat if not provided in a balcony
- Back to back: 21m
- Back to side: 14m
- Front to front: 16m
- Parking spaces: 5m x 2.5m
- Garages: 6m x 3m
- Parking should be provided within 40m of the entrance to the property

These principles underpin the design of the illustrative layout plan whilst also building on the design concepts from the approved scheme to the east.

NPPF 2021 - Making Beautiful Places

The new NPPF emphasises the idea of creating beautiful places including the new National Model Design Code. Many of these elements are covered already by Arun’s own Design Guide, however, the general principles have been applied to the illustrative layout to try and create a layout that will deliver both a beautiful and sustainable development of new homes.

Site Analysis

The particular character of the site has been dealt with earlier in this document and in particular the sensitivity of various boundaries, the need to reflect connection and movement in a safe and visually coherent manner.

In addition, there are a series of key features and views that the scheme should seek to capitalise on through its design development.

In terms of the connections out to the open space and the link through the scheme, important lines of movement have been proposed.

Arun Local Plan (2014-2029)

The proposals seek to comply with the guidance provided within the Local Plan especially Policy 2 (Development Strategy and Settlement Hierarchy) which notes that Hambrook is a Service Village and that, ‘ Outside of Chichester city and the Settlement Hubs, the Service Villages will be the focus for new development and facilities.’ The proposals are designed to comply with Policy 33 on New Residential Development, policy 34 Affordable Housing and Policy 40 Sustainable Design and Construction.



3.2 Access For All

Accessibility should be considered at all stages, and in relation to all aspects of the design of any development. If considered properly, it should be integral to all design decisions and should not be seen as something that has been considered late in the overall process or as a mere add on to other design inputs.

In view of this the objectives established for the proposed development are that it should be:

- Inclusive (so that everyone can use it safely)
- Responsive (everyone’s views have been considered and taken into account)
- Flexible (different people are able to use it in a variety of different ways)
- Convenient (development is open for everyone to use without too much effort or separation)
- Accommodating (open to all people, regardless of their age, gender, mobility, ethnicity or circumstances)
- Welcoming (no disable barriers that might exclude some people)
- Realistic (balancing everyone’s’ needs)
- In practice, operators will not consider it commercially viable to be discriminatory as a range of house sizes and tenures will be provided. The site topography will dictate that some units will be harder to access than others but every effort will be made in the Detailed Design phase to ensure that the maximum number of units are accessible to all.

Design Approach:

- The design of the scheme reflects the requirements under DDA – Access for the Disabled – with level thresholds into the entrances and level access to gardens to as many of the properties as is practicable within the limitations of the site topography.
- Externally, acknowledging the strategy for the scheme, kerbs and changes of level within the highway and pedestrian environment will be kept to an absolute minimum. This maintains ease of access throughout the scheme whilst maintaining clear definition and distinction between various zones within the scheme which will be achieved through textural changes and changes in materials.

3.3 Design Concept

The design for the site layout is landscape led with a framework of landscape spaces based on the existing mature trees on site. This includes creating large areas of open space beneath the trees along the eastern, northern and southern boundaries with the opportunity to introduce a leisure route along the eastern section. From the access point the primary road leads west to a green space which is the focal point of the development with an existing Pine tree retained as the centre piece of this space.

The proposed layout also takes into account the adjacent scheme, and has been designed to work in harmony to provide a continuous landscape and streetscene.

Key Principles:

- 1** The proposal for the scheme is landscape led, incorporating well established local design principals to respond to the rural location.
- 2** A green space to the west acts as a focal point for the development and acts as the final green space along a series of green spaces which start in the approved scheme to the east and lead seamlessly into this new proposal. Play features including a LEAP and LAP are integrated into this focal space.
- 3** A large landscape buffer is retained along the eastern boundary of the site which reflect the character established in the approved consent on the site to the east.
- 4** Development to the north is set back to respect RPA's and the setting of Level Mare Lane.
- 5** Green space is well addressed by houses fronting onto these spaces to ensure they are overlooked and accessible spaces. A leisure route could be introduced along the eastern boundary.
- 6** The architectural approach is in keeping with West Sussex vernacular to create a sense of place based on the surrounding context in Fontwell and Eastergate.
- 7** Affordable homes are in a mixture of forms (apartments and houses) and are designed to be tenure blind.



Concept Diagram - NOT TO SCALE

3.4 Design Evolution

The design for the site layout has evolved over a number of iterations, with each one taking account of different constraints and opportunities and also taking into account pre-app advice sought with Arun District Council.

An initial sketch scheme (shown opposite) illustrated 75 units on the site with a central green space. This is accessed via the approved development to the east and was drawn without the benefit of a tree survey to identify root protection areas.

This was discussed with Arun District Council at an early pre-app meeting and feedback provided informed future iterations of the scheme.



Early sketch scheme to test capacity of the site - NOT TO SCALE

3.4 Design Evolution

Following pre-app advise and receipt of more information on constraints a further iteration of the site layout was produced for 70 units. This sought to pull development away from the northern, eastern and southern edges of the site and create a central green space as you first entered the site. No access was provided of Level Mare Lane so a through road winds it's way up to the northern boundary.

This was the subject of further comment by the District Council which included the desire to keep a Pine tree in the west of the site which would have been removed in the scheme shown opposite.

Following this advise a Tree Preservation Order (ref: TPO/AL/3/21) was made on the 4th August 2021. As a result of this the concept was revisited to ensure that the Pine tree within the site to the west could be retained and further that it became the focal point of a new green space in which play areas could also be located to create a heart for the new community. Elements such as the landscaped space to the northern, eastern and southern boundaries were retained and informed the final illustrative masterplan and parameter plan.



3.5 Illustrative Master Plan

An illustrative master plan has been prepared to show how the site could be brought forward and deliver a landscape led, high quality housing scheme whilst still retaining large areas of green open space.

The application is for an Outline Permission so the information on the following pages is intended only to illustrate how detailed considerations have been addressed in order to inform the parameter plan although they are not the subject of this application.

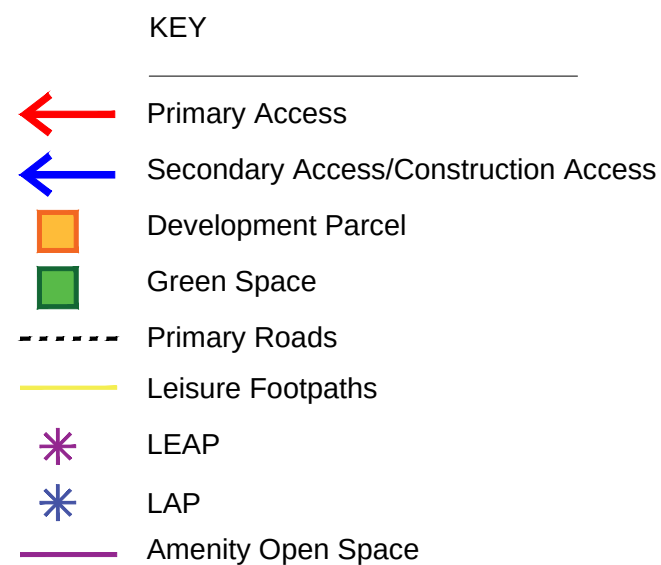
This illustrates that the Design Team have considered all aspects of the proposals which then inform the Parameter Plan ensuring that the site is deliverable.



Illustrative Master Plan - NTS

3.6 Parameter Plan

To inform the Outline Planning Application, a Parameter Plan has been produced, as shown opposite. The parameter plan is based on the results of the site analysis and input from the Design Team and Consultants, and shows the proposed extent of development, main vehicular access and secondary access, indicative primary roads and pedestrian links along with provision of open space.



Parameter Plan - NOT TO SCALE

3.7 Illustrative Road Hierarchy

Main Access Road

This principle route connects to the internal road granted permission as part of approved application BN/50/20/PL. This is likely to be a 4.8m wide road with 1.2m footpath to link to the existing widths of carriageway and footpaths within the approved scheme to the east.

A secondary access is proposed to the north which will sever 6 no. units and could act as a construction access subject to approval.

Within the site there are a small number of roads which all connect to the primary access and create a clear road hierarchy.

Paul Basham have produced a Transport Statement which forms part of the submission documents and details the proposed access and movement further.

Key

 Primary Access

 Secondary Access

 Primary Roads



Illustrative Movement Strategy Diagram - NTS

3.8 Illustrative Streetscenes

Key Plan



Illustrative Street section AA



Illustrative Street section BB

3.8 Illustrative Streetscenes

Key Plan



Illustrative Street section CC



Illustrative Street section DD

3.10 Accommodation

An indicative mix of housing based on the Council's preferred mix was used to work up to inform the illustrative master plan.

Scale & Density

With a large proportion of the perimeter of the site being left as green open space to allow for the existing mature trees the density of the developed area is 30dph which is in keeping with the adjacent approved site. Some areas of the illustrative site layout plan are less dense so that the layout softens out towards the countryside edges (north and west), with terraced and semi detached units located within the centre of the site and 2 storey apartments to the south-eastern corner.

Units will primarily be 2 storey in height subject to detailed design considerations.

Residential Mix

The illustrative proposals are for 69 new homes, within which there is a broad mixture of 1, 2, 3, & 4 bed homes. The indicative layout broadly conforms with the Council's housing mix requirements.



Illustrative Site Plan Showing Tenure Mix - NTS

3.11 Illustrative Parking Strategy

Parking provision has been illustrated within 10% of the Arun District Council guidance and as noted Paul Basham Associates Transport Statement. The parking has been designed to try and ensure it does not dominate the illustrative scheme.

A range of different parking solutions relating to the homes and spaces they serve is appropriate. For example, the larger detached homes will have on-plot parking, in the form of a carport/garages or driveway space; smaller affordable units (terraced and semi-detached) will have either a driveway space or an on-street/courtyard parking arrangement. All allocated parking spaces will be conveniently located to the homes they serve and will be overlooked by adjacent homes to ensure safe use. Where parking courts are provided these are 'inhabited spaces' with dwellings fronting them to ensure passive surveillance.

Paul Basham Associates have produced a detailed Transport Assessment and Travel Plan to support the application and cover parking arrangements in more detail within these reports.



KEY :

- Allocated Parking
On plot/driveway
- Allocated Parking
In carport/garage
- Affordable Allocated Parking
On Street/courtyard
- Unallocated Parking
On Street

Illustrative Parking Strategy Diagram - NTS

3.12 Illustrative Refuse Strategy

The illustrative site plan and road layout have been tracked by Paul Basham for a refuse vehicle swept path. The refuse strategy reflects the maximum drag distances and bin collection points.

The majority of properties have direct access to a back garden which allows homeowners to store and bring bins out without going through the house.

The majority of homes will utilise kerbside collection as the properties are close enough to the road edge.

In some areas, where a tighter grain of housing is provided, bin collection points will be utilised and these will be in acceptable drag distances for both home owners and refuse workers. Access to rear gardens for storage of bins would be carefully considered to make it easy for residents to return them to gardens and not leave them on the kerbside.

Bin collection points will be constructed of materials that are sympathetic to their context and help the collection points structure to blend into their surroundings. This could be the use of appropriate brick against a brick backdrop and grass block paving to blend into the ground but allow a hard-standing.

KEY :

-  Refuse Vehicle Path
-  Refuse Vehicle Turning
-  Kerbside Collection Point
-  Bin Collection Point
-  Refuse Worker Drag Distance [25m]
-  Resident Drag Distance [30m]



Refuge Strategy Diagram - NTS