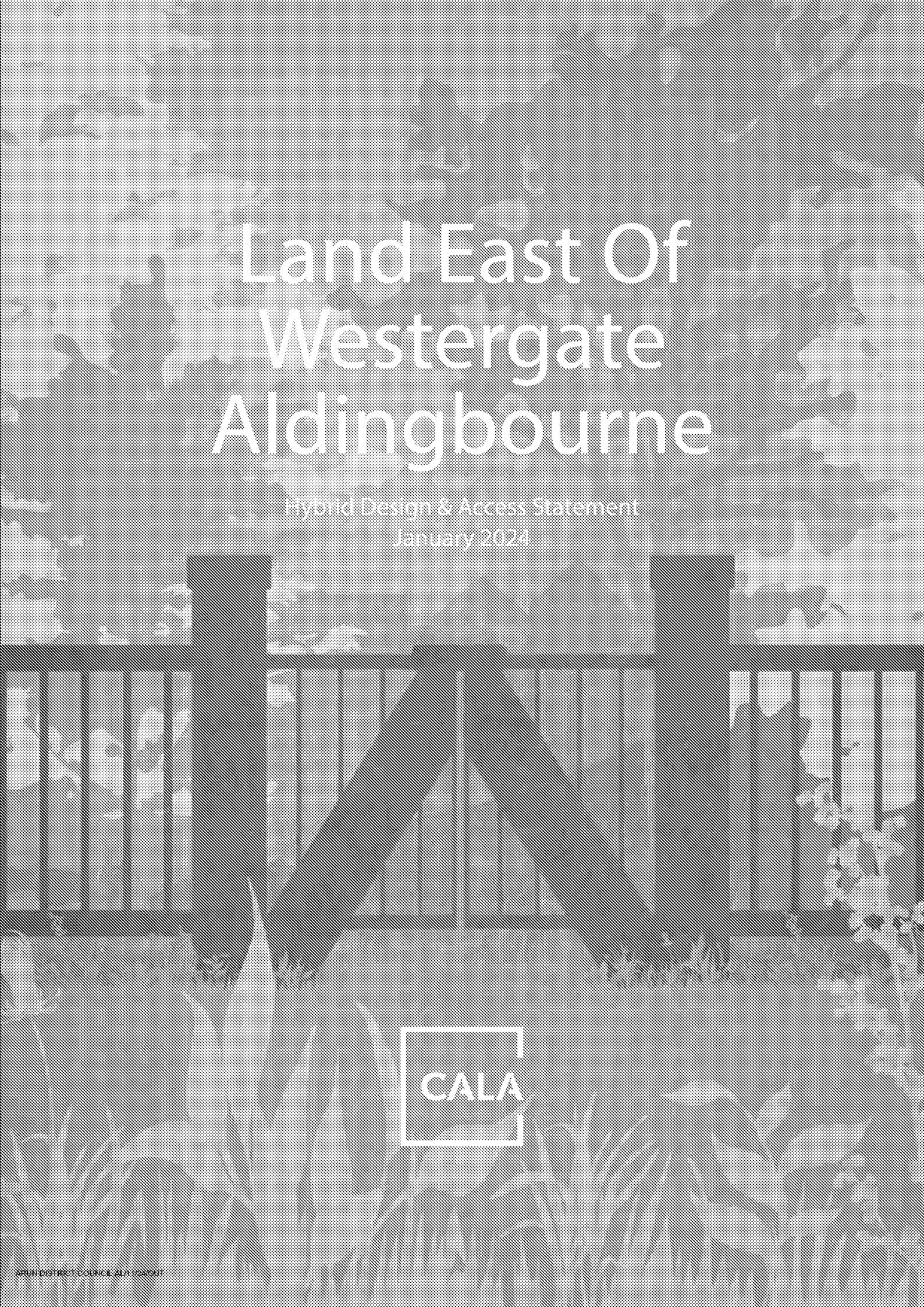
Land East Of Westergate Aldingbourne

Hybrid Design & Access Statement

January 2024



CALA

ARUN DISTRICT COUNCIL ALT LAYOUT

CA/Ay 30/13 Land east of No 1 Hospital, Arundel Road, Goring-by-Sea, Worthing: Outline Drawing & Access Statement		
Issue Date	Revision	Issued
31.10.2013	P1	Issued initially for review and comment
22.01.2014	P2	Preliminary issue for local authority review
August 2014	P3	Updated to reflect local authority comments
24.09.2014	P4	Updated with external and internal landscape proposals, comments to the statement

CALA

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Part 1: Introduction & Site Background

Introduction

This Design and Access Statement ('DAS') has been prepared by Thrive Architects on behalf of CALA Homes in support of a Hybrid Planning Application submitted to Arun District Council in respect of development proposals at Land East of Westergate, Aldingbourne ('the site').

The site forms part of the western 'flank' of a Strategic Housing Allocation (SD5) within the Arun Local Plan that will provide at least 2,300 dwellings over the plan period, and up to 3,000 in total (a further 700 beyond 2031).

The proposals will deliver 400 dwellings, meaningful green open space and an east-west link road to create a high quality urban extension to Westergate, within a landscaped setting.

The application description is as follows:

Hybrid Planning Application

1) Outline Planning Application with all matters reserved for up to 400 No. dwellings with access & associated works.

2) Full Planning Application for western section of East/West Link Road with new access, road bridge & associated works.

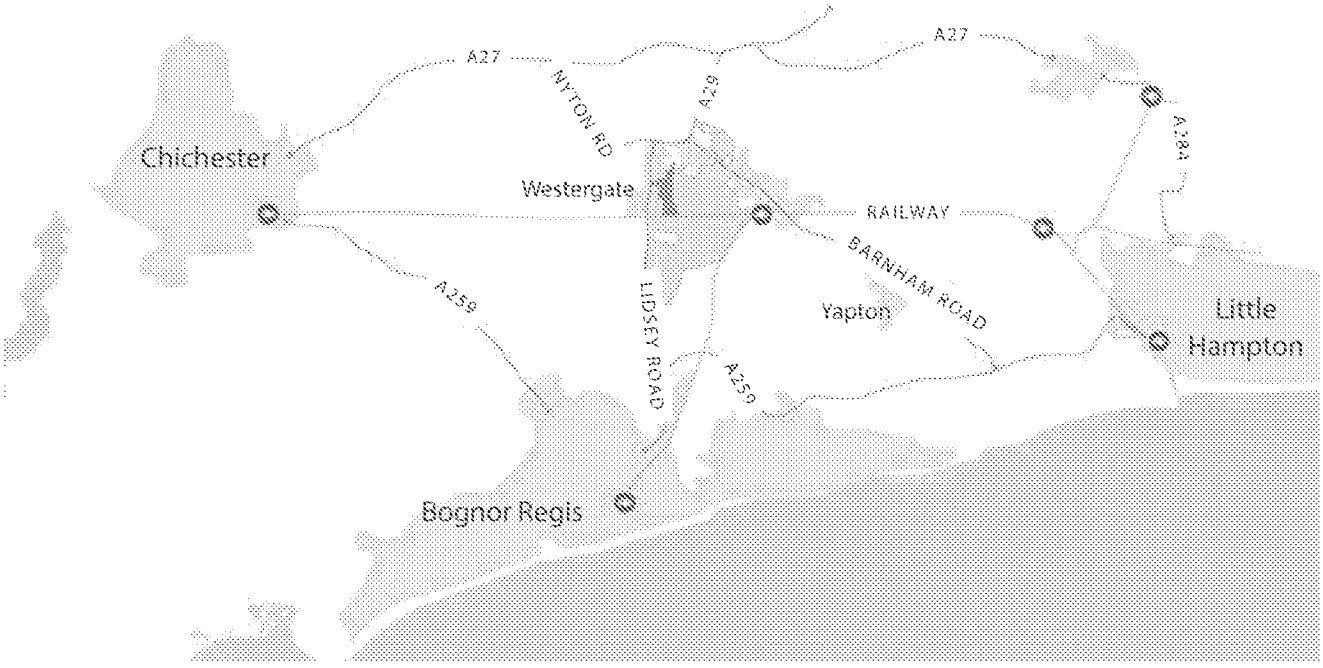
This document is divided into two main parts:

Part 1: Outline Planning Application

The first part covers the Outline Planning Application and provides a detailed summary of the evolution and design of the proposals and illustrates how the proposed development is substantially in accordance with the principles outlined within the Barnham, Eastergate & Westergate Framework Masterplan (November 2020) as well as ..... design guidance.

Part 2: Full planning Application

The second part covers the Full Planning Application including the details of the design and appearance of a main west-east spine road and bridge over the Lidsey Rife



Summary of Proposals

The Site

The site area is circa 19.25 Ha.

Use & Amount

A total of 400 units including housing, apartments and affordable housing.

The accommodation comprises 1 and 2 bedroom apartments and 2, 3 and 4 bedroom houses.

25% of the total (100 units) will be M4 (2) standard units.

Provision for M4 (3) units based on a 2 dwellings every 50.

Affordable Units

10% of the total (40 units) are affordable.

The affordable units comprise a mix of 1 and 2 bedroom apartments and 2, 3 and 4 bedroom houses.

Access

Main vehicular accesses will be via Westergate Street - A29 enabling a west-east connection to the wider masterplan.

Safe, secure, legible and inclusive streets.

Pedestrian and Cycle Movement

A network of new footpaths and cycleways, and connections to public transport, to provide a high level of accessibility to nearby existing / proposed services and facilities and employment areas.

Parking & Cycle Storage

The vehicle and cycle parking will be provided in line with the West Sussex County Council Guidance on Parking at New Developments (September 2020).

Landscape

A robust landscape strategy which draws upon the principles outlined within the Barnham, Eastergate & Westergate Framework Masterplan (November 2020) and other relevant policies.

The aim is to deliver an appropriate interface with strategic parks defining the eastern border of Westergate to avoid physical coalescence beoween the villages of Barnham, Eastergate and Westergate and to provide green walkable spaces and streets.

Scale & Appearance

Buildings are between 2-3 storeys in height.

Low to medium density including a mix of typologies.

Public Realm

The treatment of the public realm is of a high quality with a focus that prioritises walking, cycling, play and community interaction over the needs of the private vehicle.

Amenities

The site will have access to a wide range of local amenities as part of the Strategic Allocation Site (SDS) including close proximity to the proposed Lidsey Rife Linear Park, new schools and other community facilities.

Sustainable Drainage Systems

A comprehensive strategy for surface water management.

Planning Context

Planning Background

Previous planning application - November 2018

A previous Hybrid Application (Ref. AL/15/17/PL) was submitted by CALA HOMES to Arun District Council in November 2018, however it was refused in March 2020.

The application description was as follows:

1) Full Planning Application for 101 No. dwellings with new access & associated works on 3.34 ha land; 2) Outline Planning Application with all matters reserved for 249 No. dwellings with access & associated works on 15.06 ha of land. This application affects the character & appearance of the Eastergate (Church Lane) Conservation Area, the setting of Listed Buildings, Public Rights of Way and is a Departure from the Development Plan.

Adopted Arun DC Local Plan (Draft policy text) - Key Relevant Policies*

H SP2c - Inland Arun Barnham/Eastergate/ Westergate (SD5) Allocation

Policy H DM1 - Housing mix

Policy D DM2 – Internal Space Standards

Policy T SP1 - Transport and Development

Policy OSR DM1 - Open Space, Sport and Recreation

Policy AH SP2 - Affordable Housing

Policy D DM1 - Aspects of Form and Design Quality

Policy ECC SP1 - Adapting to Climate Change

Policy ECC SP2 - Energy and Climate Change Mitigation

* Refer to the Planning Statement accompanying this application for more details on key policies.

Policy H SP2c - Inland Arun: Barnham/Eastergate/ Westergate (SD5):

The Strategic Allocation will provide at least 2,300 dwellings over the plan period, and up to 3,000 in total.

Development proposals must demonstrate compliance with the following key design and infrastructure requirements:

A. Preserve the separate BEW identities and further physical coalescence.

B. Design and landscaping shall ensure that there is continuity between the existing landscape setting and villages.

C. Design and layout of the development shall take account of the railway line crossing the site.

D. Housing shall be designed around a Linear Park which follows along the Lidsey Rife.

E. A comprehensive strategy for surface water management.

F. Significant views to and from the South Downs shall be incorporated within the site.

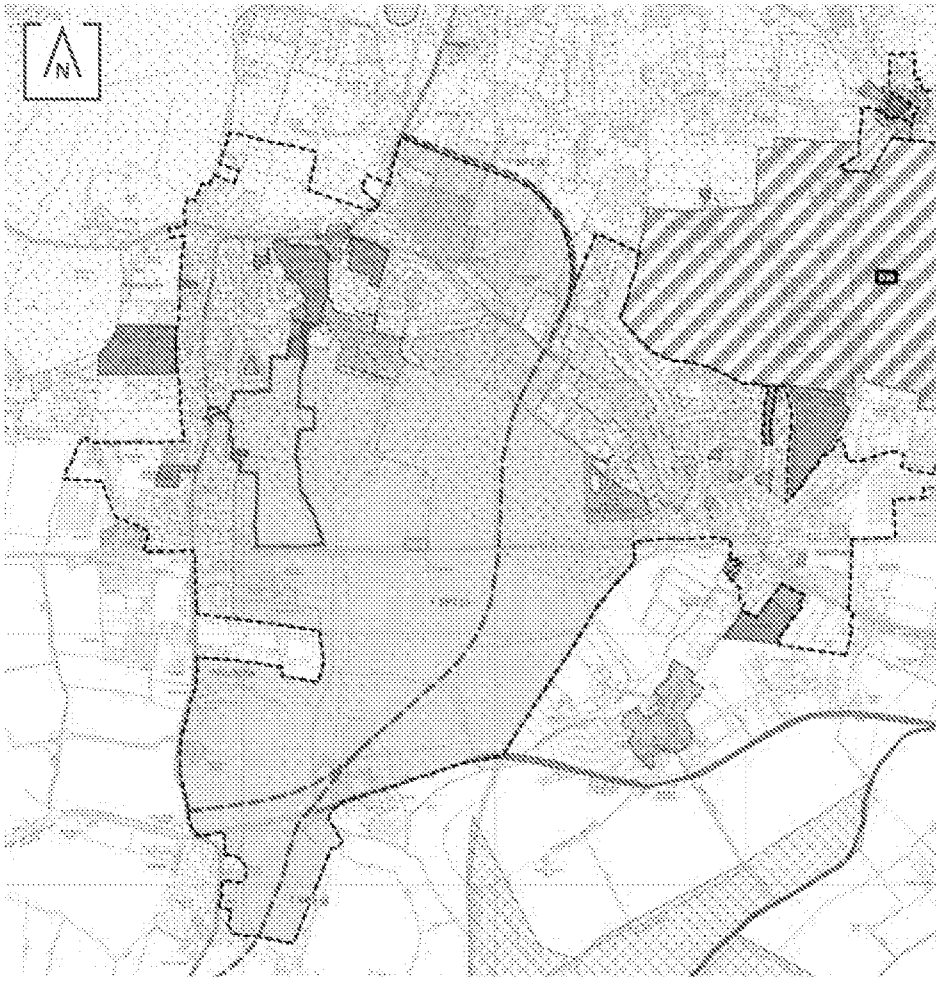
G. Provide a Community Hub with local centre; new retail, commercial and community facilities; new tier 7 Library; and healthcare facilities to serve BEW.

H. Transport requirements including a new A29 route; an east-west route north of the railway line to join the existing and new A29; access to Barnham Railway Station; regular bus services linking BEW with Bognor Regis; and, Westergate Link cycle scheme.

I. Provide a new two-from entry primary school, a new one-from entry primary school and nursery places.

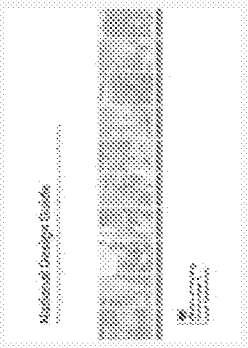
J. Incorporate two new sports pitches and changing facilities.

K. Incorporate planned new employment provision.

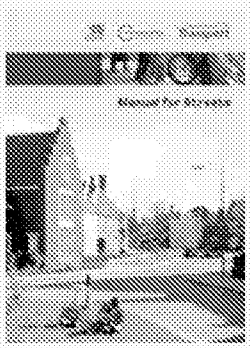


LOCAL PLAN POLICY MAP

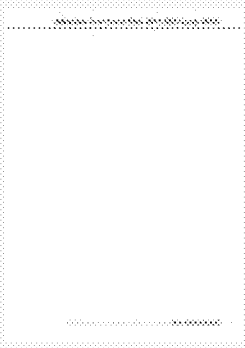
Key Guidances that Informed the Design



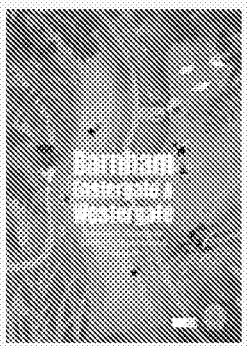
NATIONAL DESIGN GUIDE



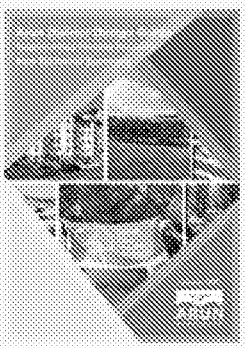
MANUAL FOR STREETS



ARUN LOCAL PLAN 2011-2031



BARNHAM, EASTERGATE & WESTERGATE FRAMEWORK MASTERPLAN



ARUN DISTRICT DESIGN GUIDE

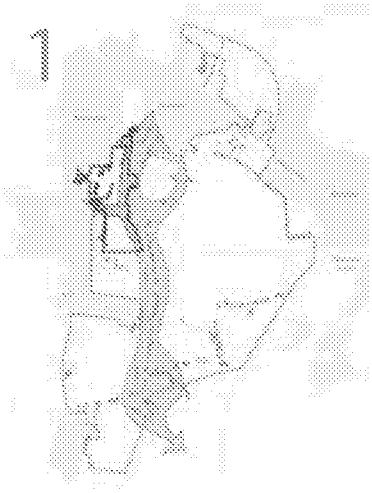
Framework Masterplan

The Barnham, Eastergate & Westergate Framework Masterplan (November 2020) defines design principles to deliver 2,300 residential units as required within the Strategic Housing Allocation (SHA) SD5 of the Local Plan.

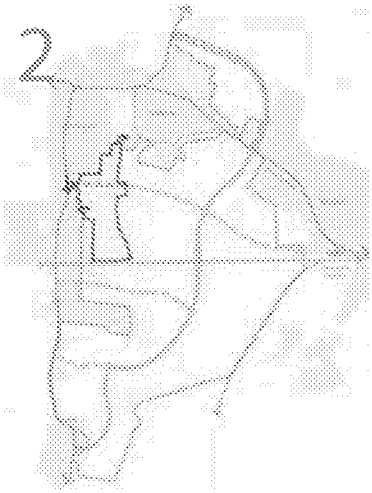
The Framework Masterplan provides an indication of the broad layout that underpins the SHA SD5 and provides High Level Development Principles to deliver a high quality new neighbourhood.

Framework principles & implications for the site

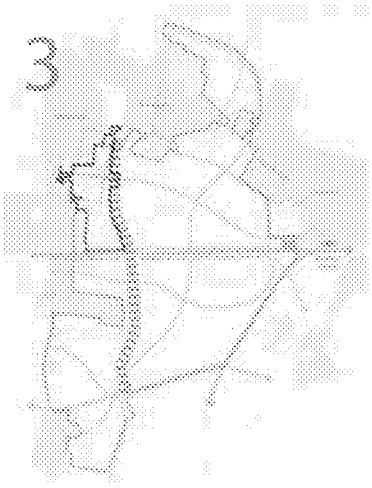
1. Responding to Existing Landscape Features: The Lidsey Rife will form a Linear Park defining the eastern edge of the site
2. Creating Strategic Links: An east-west link route to the re-aligned A29 will cross the site.
3. Enabling Sustainable Connections: An east-west shared cycle and footpath within the highway corridor combined with existing PRoW and new pedestrian connections will create a strong sustainable movement framework.
4. Integrating a Multifunctional Green Network: The Lidsey Rife including an east-west green corridor crossing the site, provides a strong landscape framework to connect trees, footpaths, play areas, active corridors as well as wildlife corridors.
5. Integrating Existing & Establishing New Blue Infrastructure: A SuDS strategy for the site in the form of retention basins, streams and swales will be integrated within the landscape corridor and Linear Park.
6. Creating Vibrant Community Hubs: The proposed movement framework will enable the community to access a mix of uses within the existing settlements, including new schools and community hubs as part of the wider masterplan



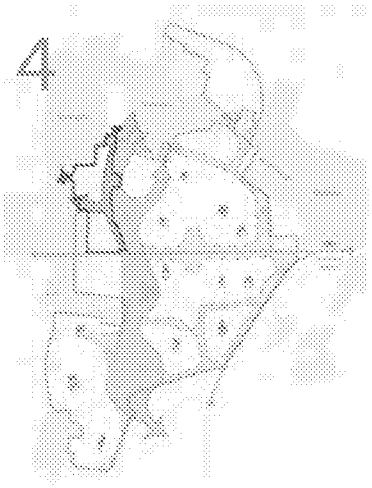
RESPONDING TO EXISTING LANDSCAPE FEATURES



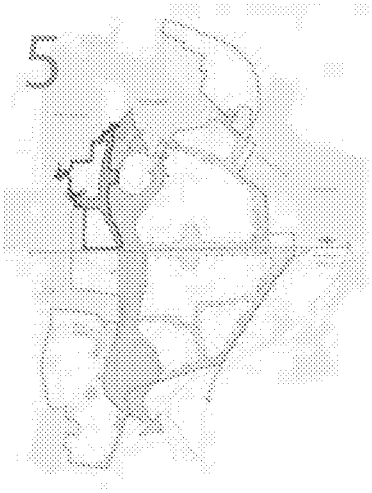
CREATING STRATEGIC LINKS



ENABLING SUSTAINABLE CONNECTIONS



INTEGRATING A MULTIFUNCTIONAL GREEN NETWORK



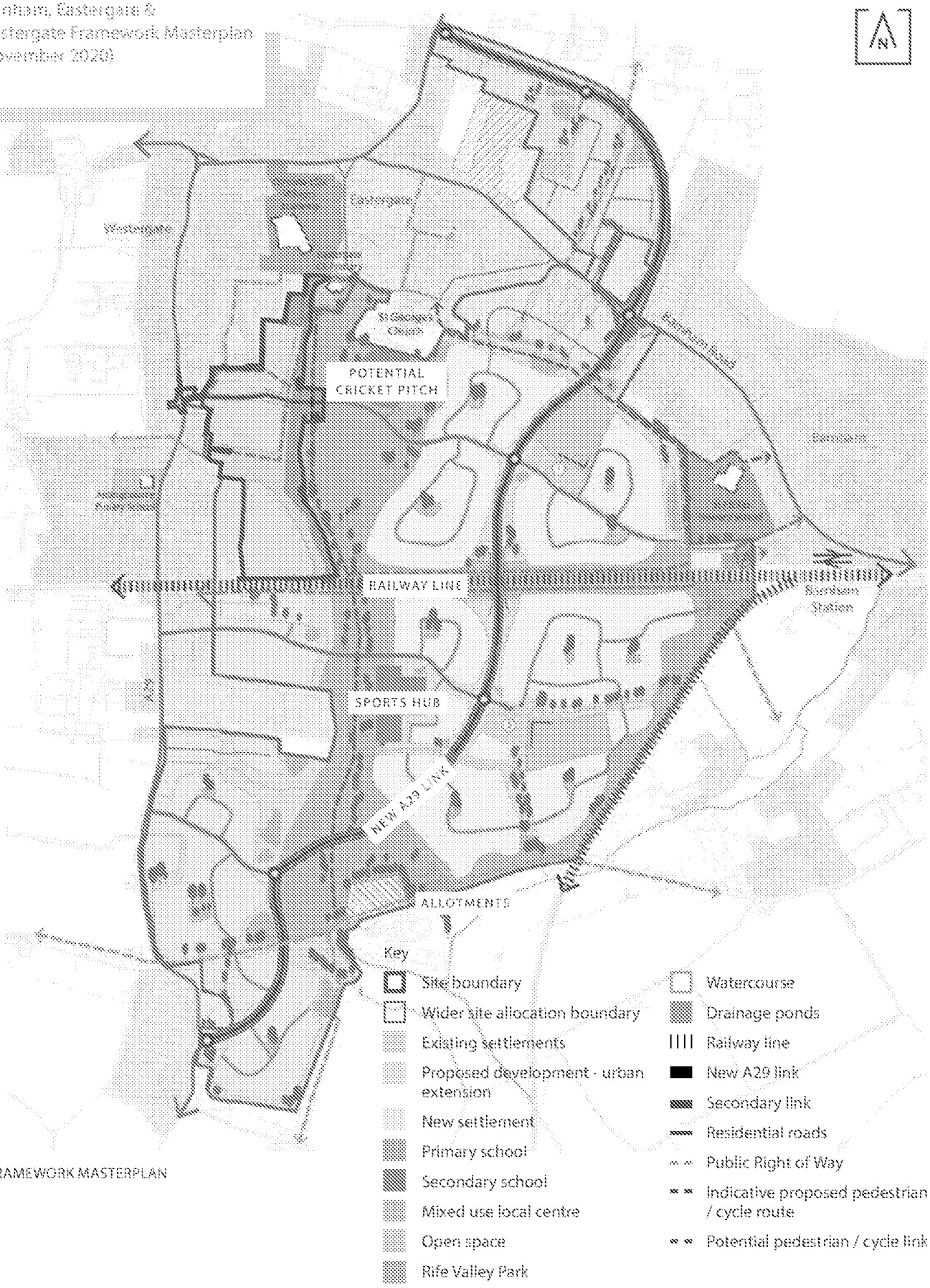
INTEGRATING EXISTING & ESTABLISHING NEW BLUE INFRASTRUCTURE



CREATING VIBRANT COMMUNITY HUBS

The vision for the new settlement at Barnham, Eastergate and Westergate is for a sustainable community arranged in attractive and well designed neighbourhoods which positively relate to the surrounding villages and the West Sussex landscape, delivering major benefits to the local community and environment.

Barnham, Eastergate & Westergate Framework Masterplan (November 2020)



FRAMEWORK MASTERPLAN

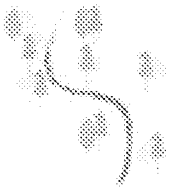
Vision

The Vision for Land East of Westergate is to create a new edge to the existing village, protecting and enhancing local identity whilst embracing the opportunities of a comprehensive masterplan for Barnham, Eastergate & Westergate.

The site will deliver a new sustainable and walkable neighbourhood with extensive access to green open spaces and local facilities to form a cohesive and distinctive extension to Westergate.

Framework Masterplan

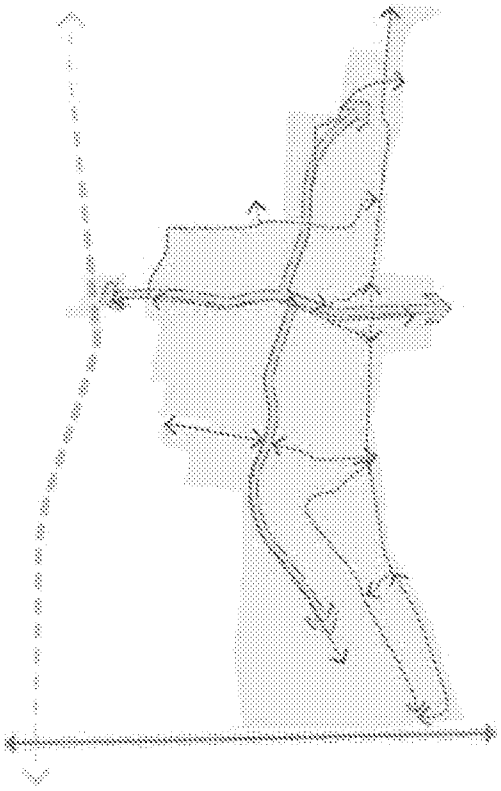
The proposals will be in line with the principles outlined within the Framework Masterplan for Barnham, Eastergate & Westergate and will facilitate new connections to existing villages through the wider masterplan.



Green & Walkable

The Lidsey Rife Linear Park and east-west green corridor will provide a robust green and blue infrastructure and easy access to green spaces. Pockets of green spaces will soften the development creating breaks and destinations within the residential areas.







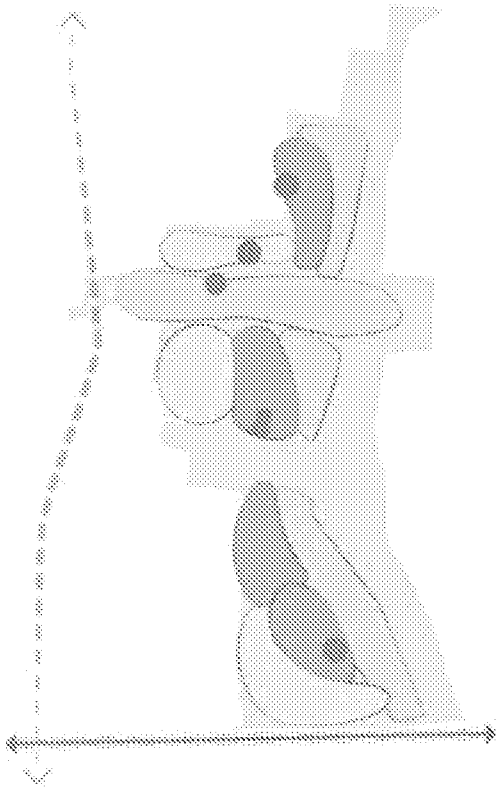
Permeable & Connected

Multiple east-west and north-south connections will deliver a permeable and connected extension to Westergate whilst making the most of the opportunities to link into the rest of the Framework Masterplan.



Distinctive

The development will form the eastern edge of Westergate. The new extension will be formed by a series of distinctive character areas which will create a gradual transition from the existing village towards the Linear Park.



Site Location

The site is composed by a series of small-scale fields enclosed by trees on the eastern edge of Westergate.

An existing railway line leading into Barnham Station runs along the southern edge of the site.

The Lidsey Rife Valley Corridor defines the eastern edge of the site. The northern part of the site narrows down between the Eastergate C. of E. Primary School and some existing properties.

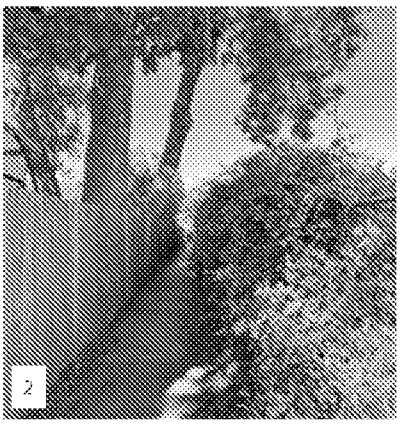
Beyond the Lidsey Rife, further east, are open fields which form the area of an adjacent proposed development which forms the central area of the Masterplan Framework.



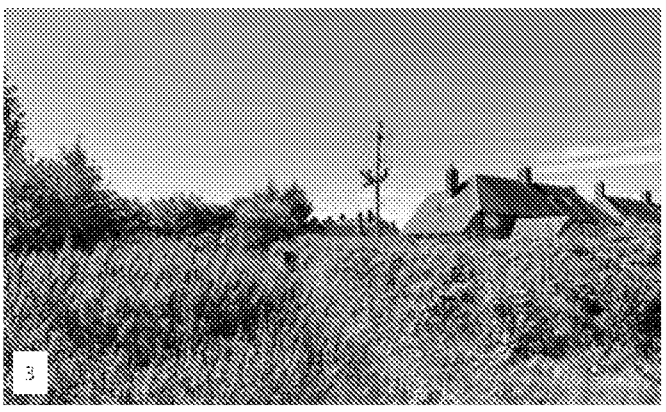
VIEW FROM WESTERGATE STREET TOWARDS THE SITE ACCESS



1



2



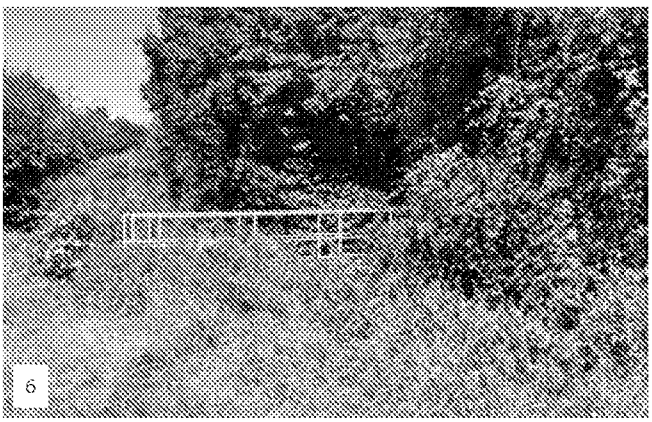
3



4



5



6

ARUN DISTRICT COUNCIL AL/11/24/OUT

EASTERGATE PRIMARY SCHOOL
(CHURCH OF ENGLAND)

WESTERGATE STREET

RAILWAY

1

2

3

4

5

6

A1

A2

A3

A4

A5

A6

Ⓒ OpenStreetMap contributors

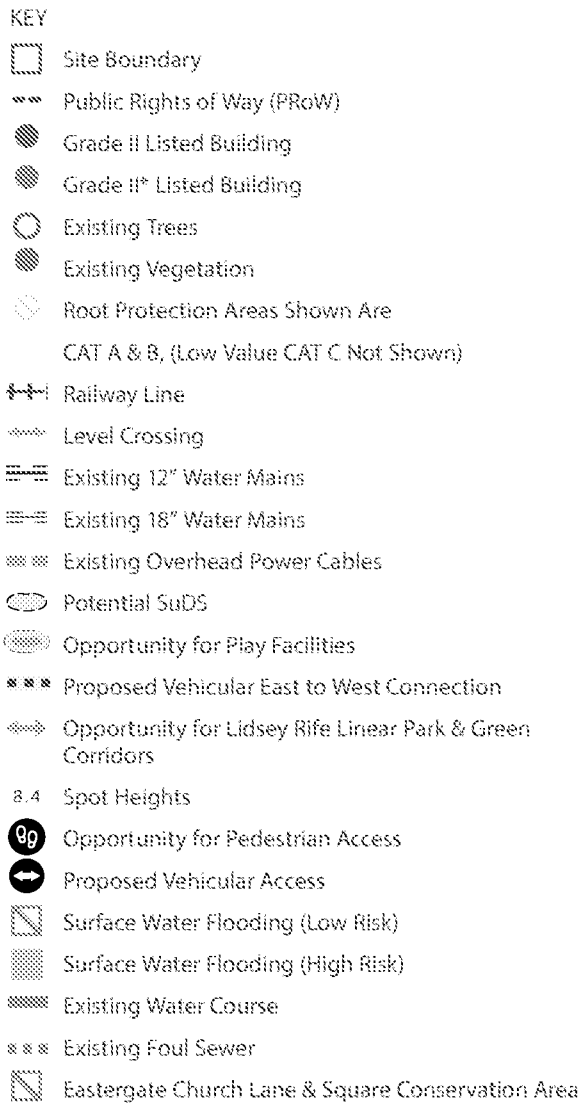
Constraints & Opportunities

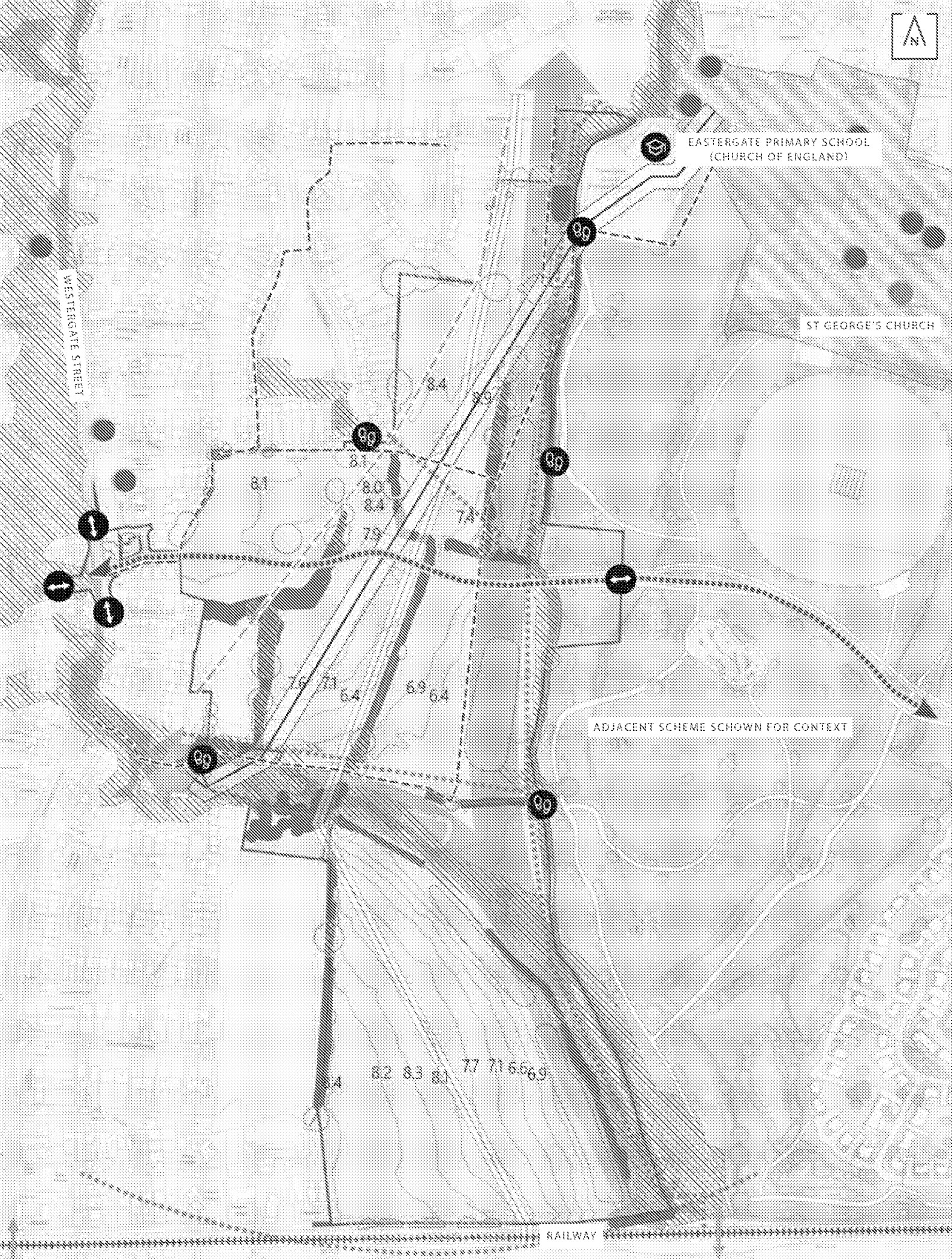
Constraints

- The site slopes gently from west to east towards the Lidsey Rife River Valley.
- Eastergate Church Lane and Square Conservation Area is to the north of the site.
- Existing trees on the site will need to be retained where possible.
- A railway line defines the southern edge of the site.
- Existing water mains cross the site north-south.

Opportunities

- A main vehicular access could be delivered off Westergate Street.
- A west-east vehicular connection could cross the site linking the main vehicular access to the adjacent proposed development to the east.
- Existing Public Right of Ways (PRoWs) link the site to the Eastergate C.E. Primary School and the residential areas of Richard Road and Ivy Lane to the north and to Westergate Street to the west.
- There is an opportunity to create a linear park along the Lidsey Rife and green corridors to connect existing habitats.
- Sustainable Drainage Systems could be integrated within the green infrastructure within the lowest areas of the site.
- Opportunities for pedestrian and cycle links exist towards Westergate Street to the west, Eastergate to the north and the adjacent development to the east.




EASTERGATE PRIMARY SCHOOL
(CHURCH OF ENGLAND)
ST GEORGE'S CHURCH
WESTERGATE STREET
ADJACENT SCHEME SHOWN FOR CONTEXT
RAILWAY
8.4
8.1
8.1
8.0
8.4
7.9
7A
7.6
7.1
6.4
6.9
6.4
8.4
8.2
8.3
8.1
7.7
7.1
6.6
6.9

Character Influences

Local Context

This section covers a number of local areas and relevant examples which have informed the proposals for the site.

The Villages - Arun Design Guide SPD (January 2021)

The Arun Design Guide sets out the key challenges for new development within the three settlements of Barnham, Eastergate and Westergate:

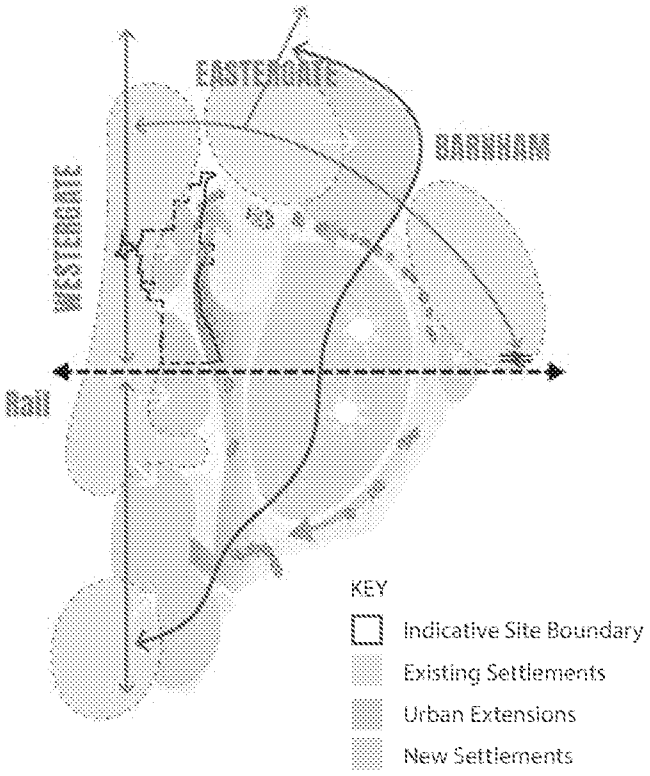
"The villages are at present defined by separate, distinctive identities maintained through the retention of countryside areas between individual settlements. The challenge for new development, mainly located between settlements and providing a link between them, will be to retain these identities and avoid the ad-hoc, disjointed approach that has prevailed in the past."

Moreover the Design Guide identifies some common features within the villages across the district with regards to:

- Built Form & Massing: on the whole, the villages contain a higher proportion of detached and a lower proportion of semi-detached and terraced dwellings in comparison to the national average. These tend to be 1-2 storeys.
- Materials & Details: the material vernacular in the villages is similar to that found throughout Arun District, consisting of stone and flint walls, pastel rendering with thatched and slate roofs, or red brick. Common architectural features include tile hanging, splayed bays and Sussex half-hipped roofs with feature quoins and architraves.

Urban Extension To Westergate

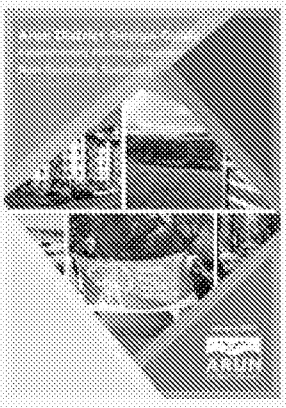
The Masterplan Framework refers to the Vision for the Land to the east of Westergate as being a new edge to the existing village (an Urban Extension) up to the Lidsey Rife linear park to the west.



VISION & FRAMEWORK OBJECTIVES - DESIGN PRINCIPLES (BARNHAM, EASTERGATE & WESTERGATE FRAMEWORK MASTERPLAN DOCUMENT)



BARNHAM, EASTERGATE & WESTERGATE FRAMEWORK MASTERPLAN

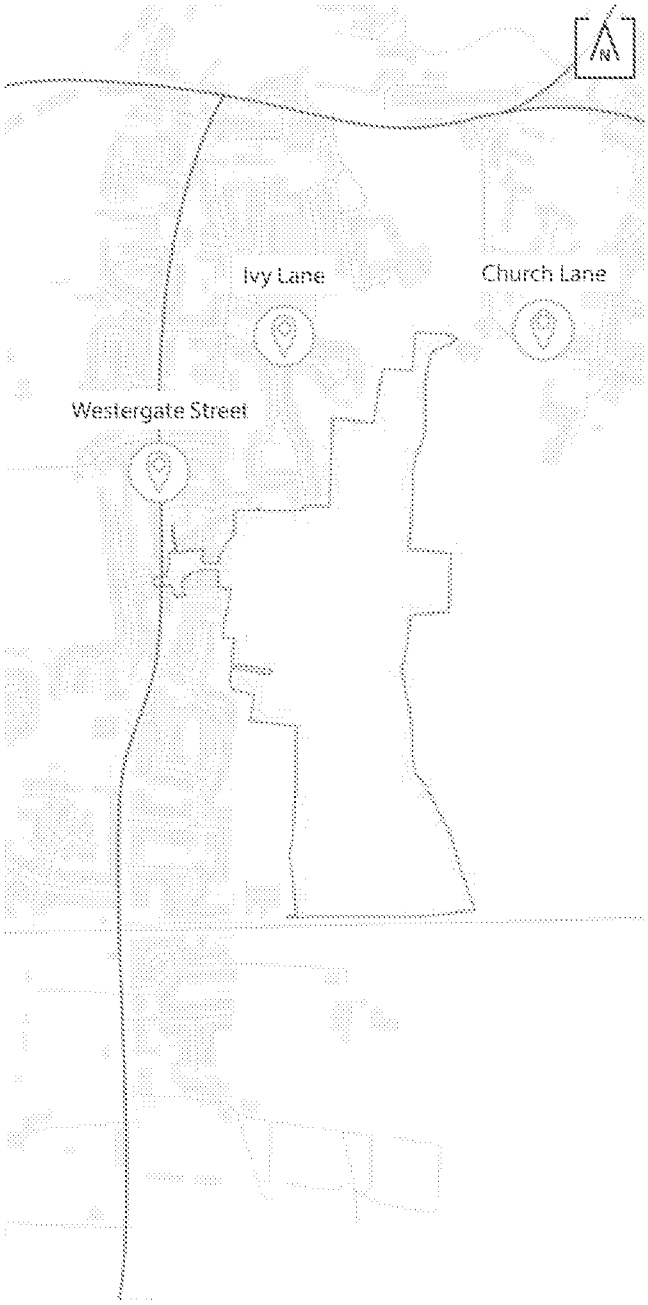


ARUN DISTRICT DESIGN GUIDE

Therefore, the study of local identity and architectural character has focused on the village of Westergate, along the lanes that branch off it including Ivy Lane and the nearby Church Lane.

The following pages describe the architectural character, scale and form of the streets that form the site's immediate context. It also looks at the materials of building façades and the boundary treatments most commonly seen and some typical architectural details.

It is not intended as a detailed historical appraisal of architectural style or a prescriptive setting out of rigid rules on the appearance of what is proposed.



LOCATION MAP



ARUN DISTRICT COUNCIL AL/11/24/OUT

Character Influences

Westergate Street

Westergate Street runs parallel to the eastern boundary of the new settlement boundary . It is separated from the site by later 20th Century cul-de-sac developments (Old School Place, Oaks Close, Elmcroft Place) that have back gardens that 'side on 'or 'back onto' the site. In some cases, there is a footpath separating the two.

The built form is a mix of older stone 'Village Buildings' interposed with 19th Century railway era buildings and post WW2 residential development. Many later 20th Century developments 'branch off' in the form of Cul-de Sacs in sites developed behind the main street.

Massing / Scale

Mainly 2 storey with a limited number of 2 ½ storey Victorian town houses and late 20th Century flats.

Mix of detached, semi-detached with some short terraced groups.

Materials

The predominant materials are red brick (65%) with some grey / buff brick (15%) interposed with individual examples of tile hanging, roughcast render, flint, painted brick or stone and patterned brick. Only 1 or two buildings have boarding.

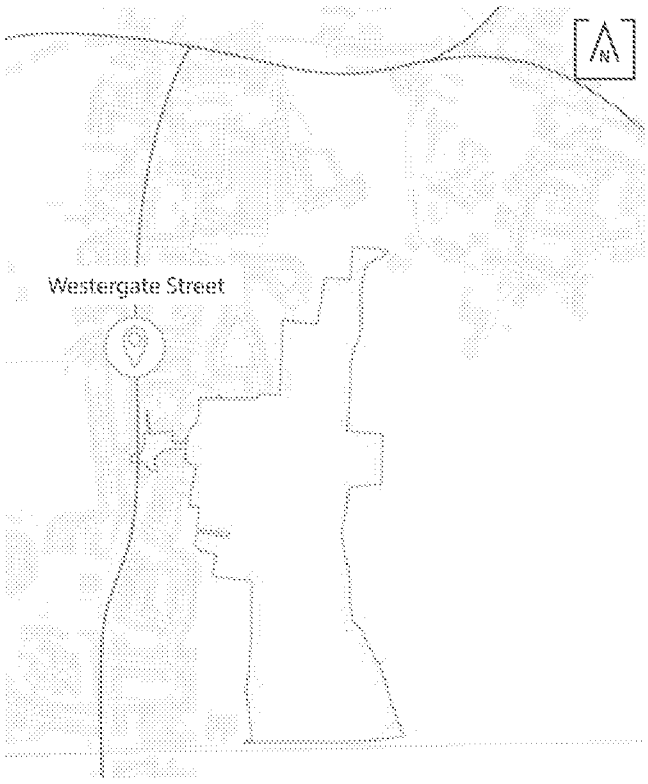
Roofs are mainly plain tile with a small number of slate roofs and a single thatch building.

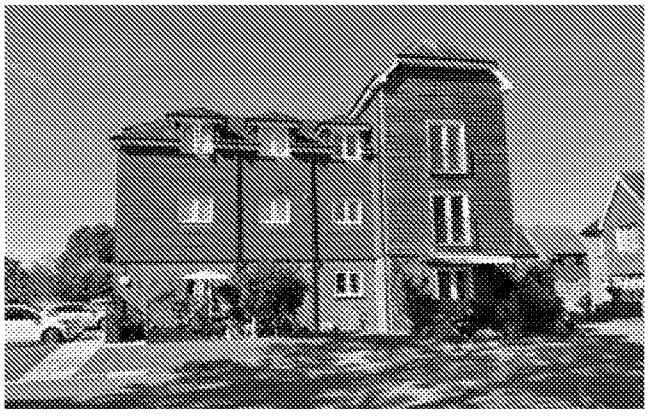
Streetscape

All buildings are set back from the edge of the footway. The minimum set back is 2.0m and in some cases this extends to 6.0m. Buildings front onto the street creating a continuous though varied streetscape.

Boundary Treatments

Boundary treatments include 600mm - 850 mm high brick walls, picket fencing, low hedging, post and chain, chestnut fencing and timber knee rails are all utilized.







ARUN DISTRICT COUNCIL AL/11/24/OUT

Character Influences

Ivy Lane

Ivy Lane is a good example of inter war of Garden Suburb planning and built as Local Authority housing. The houses are all set back behind a wide grass verge.

Massing / Scale

2 storey with some single storey bungalows. Mix of semi-detached with short terraced groups.

Materials

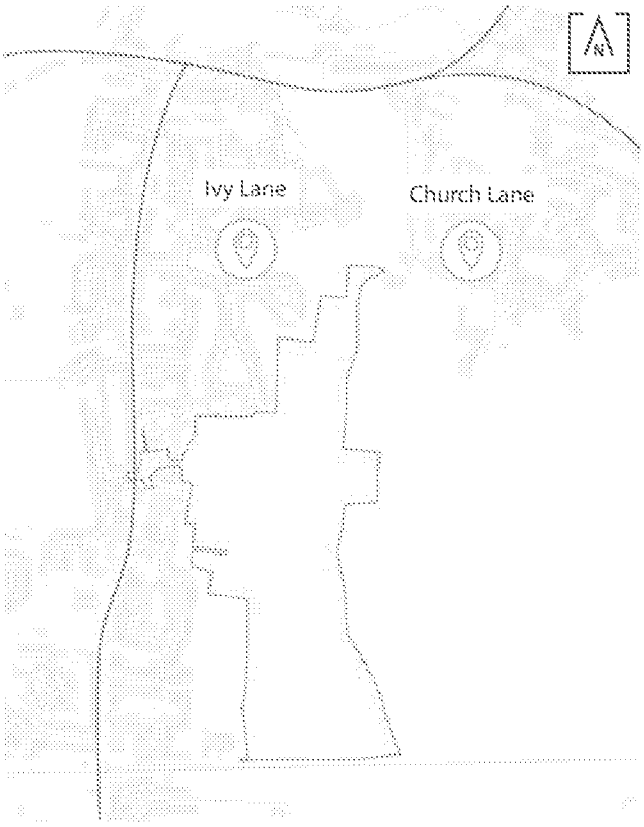
The predominant material is a unified brown / red brick interposed with individual examples of painted brick. The roofs are in a consistent brown plain tile.

Streetscape

All buildings are set back from edge of footway 5.0m + on a regular building line. This is in addition to the grass verge. The streetscape is varied by using cat slide roofs and gables to vary the eaves line.

Boundary Treatments

Boundary treatments were not part of the original design, and most properties have mature shrubs at the front. Some occupants have added picket or 'chestnut' fencing.











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Church Lane Conservation Area

Although not immediately connected to the site the Church Lane Conservation Area provides some good precedents for local identity and architectural details.

Massing / Scale

2 storey with some single wings and 'add ons', predominantly detached with a couple of 'joined' cottages.

Materials

Red brick, knapped flint with brick trim and painted rubble stone.

Roofs are dark red / brown plain tile with a couple of examples of grey slate.

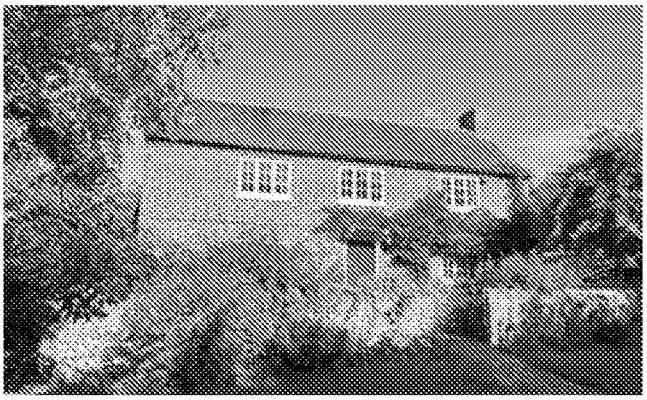
Streetscape

All buildings are set well back from edge of the shared surface lane or footway. All face onto Church Lane on a building line that follows the alignment of the Lane. The streetscape is rural with the buildings separated by gaps.

Boundary Treatments

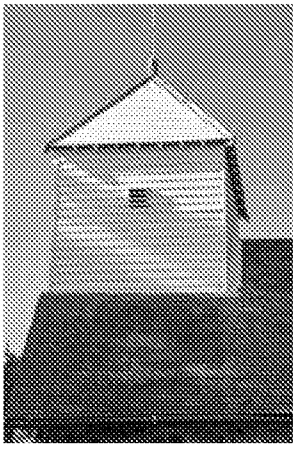
Boundary treatments include flint or cobble walls 800mm to 1.5 m high with brick trims. There is also some chestnut ranch style fencing.

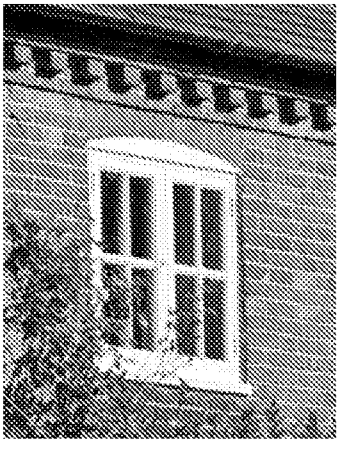












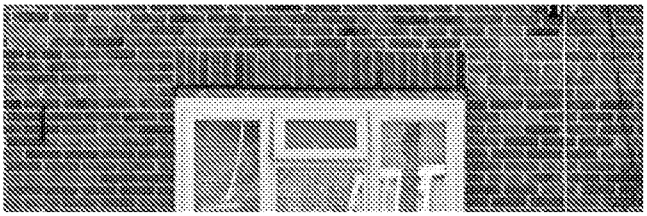
Character Influences

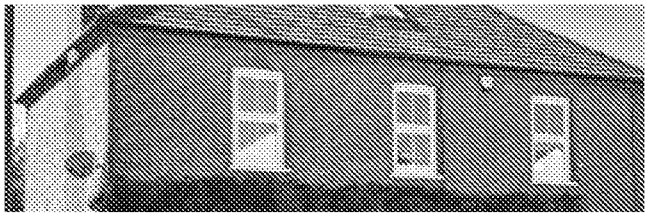
This section provides a summary of the main materials used within Westergate and Church Lane Conservation Area.

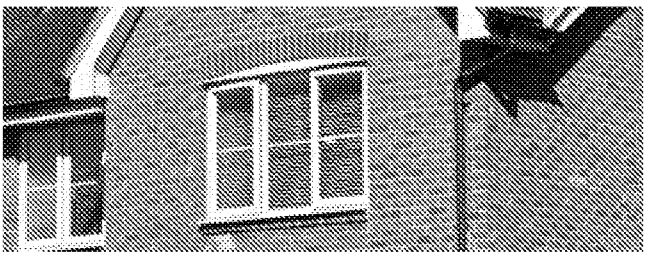
Facing Material

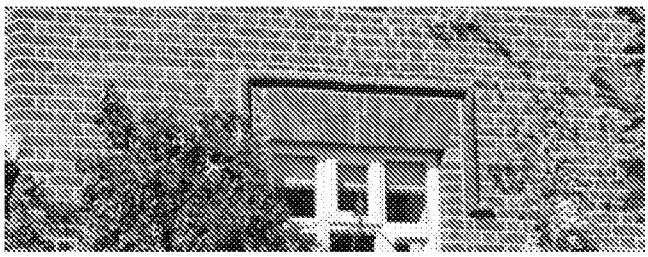
Brick and tile hanging

Around 65% of the surrounding context uses red brick. Sometimes varying tones are used on different faces to create a dynamic frontage. A distinct feature is the use of red brick with its full range of colours along with clean red to give added definition to arches, plinths and corbels.



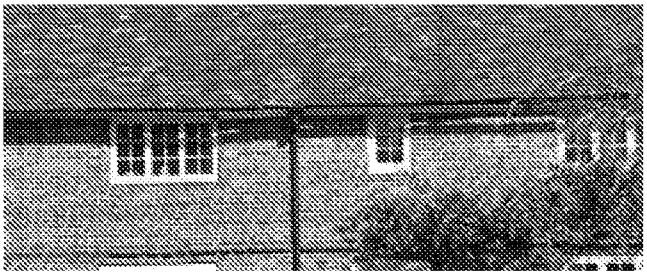


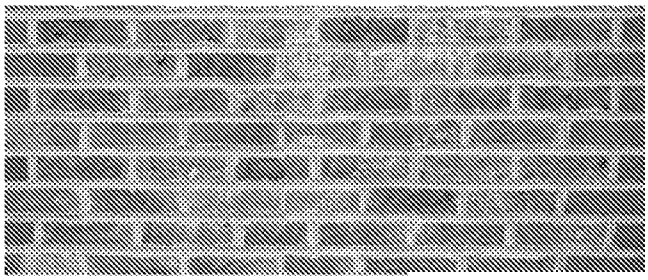




Red brick with dark blue black headers in English bond is a common feature.

Buff / Grey flint colour brick with red brick trim.





Use of standard pre- manufactured cobble block with red brick trim along the edges.

Tile hanging mostly used as a cladding feature on the first floor is unique along Westergate Street.

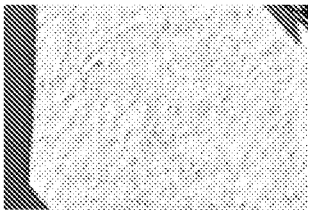




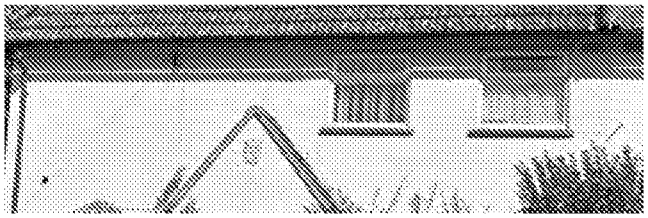
Paint or boarded material

Plain white rendered walls or roughcast render.

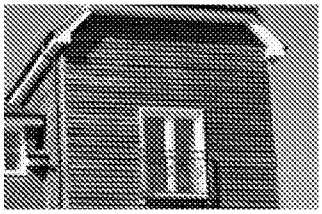


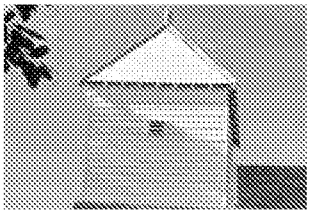


Brick or stone is often painted in light shades providing a strong contrast against dark roof materials.



Horizontal boarding is used and are usually painted black or white.







Roof Material

Slate roof

Reconstituted slate with clay ridge



Thatched roof

Very small number of older properties have thatched roofing



Clay tile

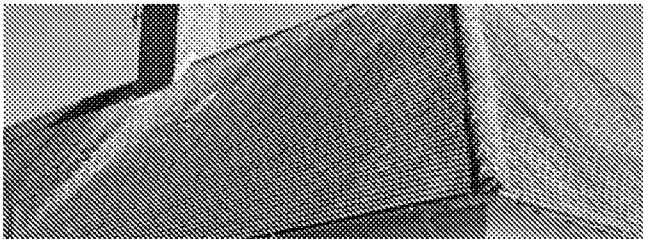
Farmhouse Clay plain tile



Concrete sand face double Roman tiles



Concrete sand faced plain tile or duo plain tile with bonnet hip



Character Influences

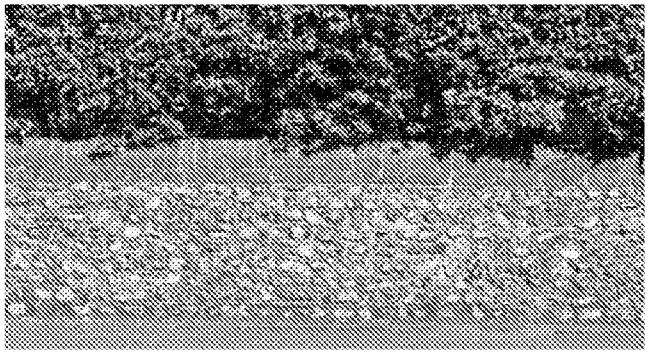
Boundary Materials

The boundary is well defined with masonry, picket fences and other varying materials forming a clear distinction between the street and front gardens. Height ranges from 450mm up to 800mm.

Following are the some of the main types:

Masonry

Brick and Flint or Cobble masonry standing at 600 - 850mm height.



Cobble block creating a rural character with heights ranging from 450 to 600mm.



Low lying brick wall in English bond raising up to a height of 450mm, commonly found with hedges and small trees.

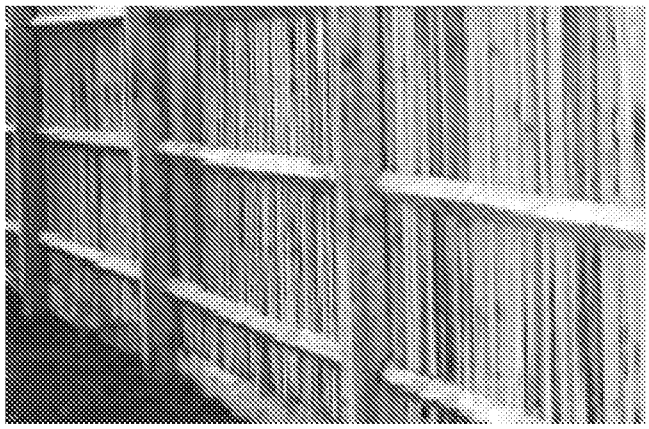


Low lying curved brick wall with informal planting.



Fences and Railings

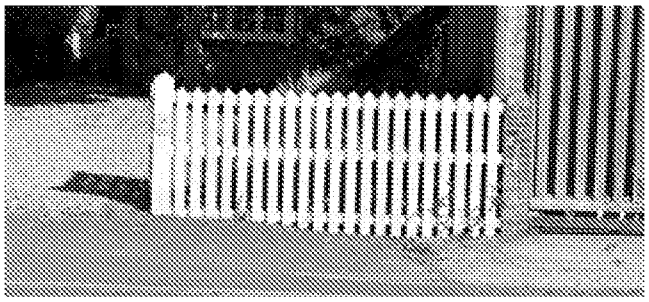
Boarded fence is seen between residential dwellings away from public open space.



Estate railings.



Picket fences are commonly found separating the front gardens from the public realm.



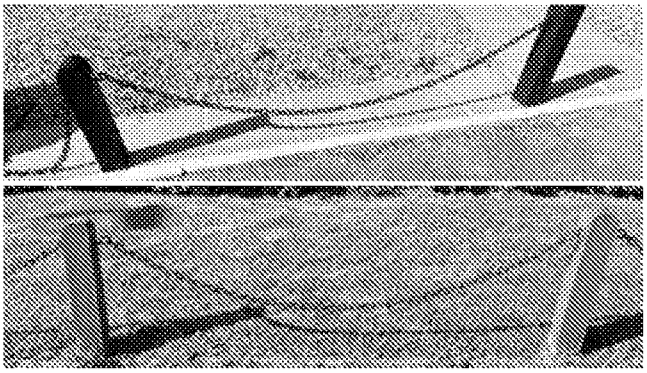
Low height picket fences.



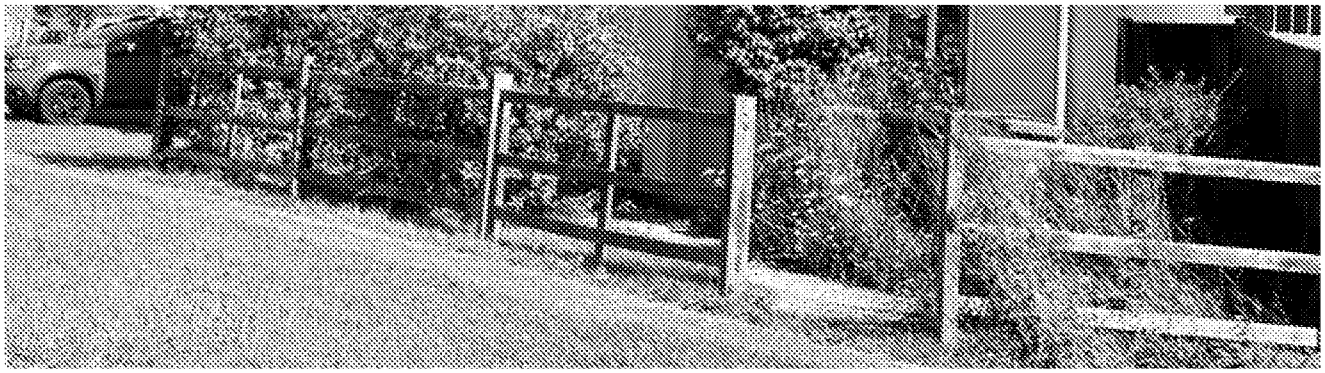
Formal arrangement of hedges with heights ranging from 450-600mm.



Post and chain are used to define front gardens with less set-back from the street.



Chestnut fencing standing at 850mm high, contribute to the rural quality of the area.



Timber Knee Rail provided allows natural separation between parking areas and green spaces.

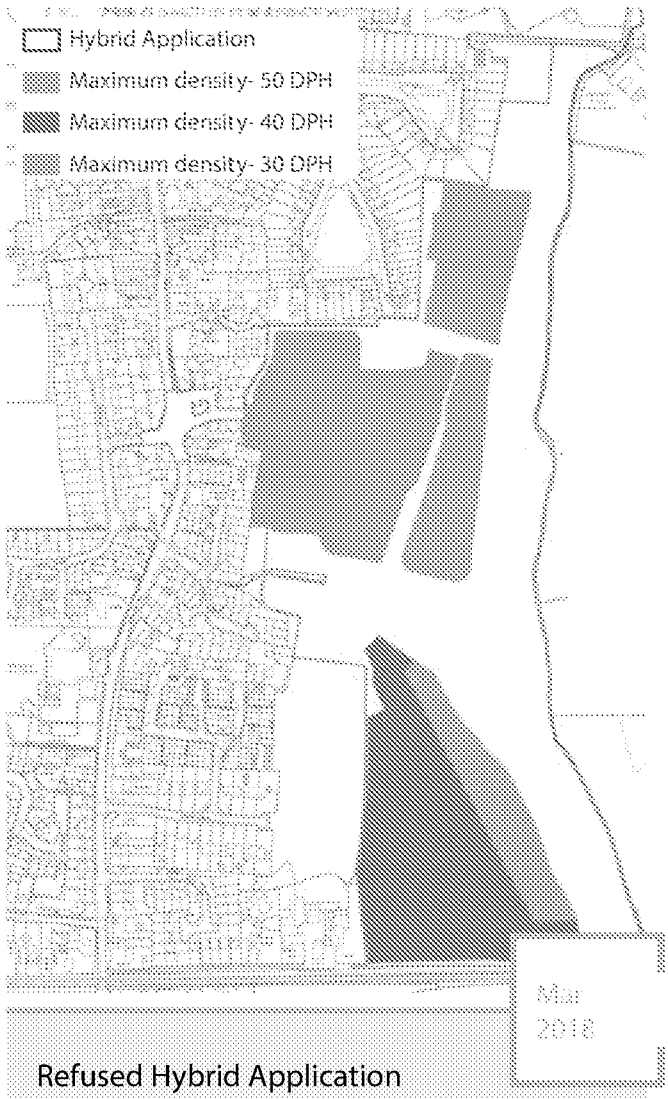




Part 2: Outline Planning Application

Design Evolution

This section provides a summary of the design process, including a series of design iterations that illustrate key steps and changes.



Refused Hybrid Application

A previous Hybrid Application for 350 dwellings (Full application for 101 dwellings and outline for 249 units) was submitted in November 2018 but was refused in March 2020.

The main reasons for refusal included:

- Without the delivery of the bridge the east/west link would not join the existing A29 to the new A29 route.
- Insufficient information/could not demonstrate how policies were met on the provision of adaptable dwellings, mineral safeguarding, kerbside collection, ecology and trees (surveys were based on three years old surveys).

Recommendation Report For Planning Permission

An officer's report was issued by Arun District Council to further clarify the reasons for refusal. The following points summarise key matters with regards to Illustrative Layout and Design:

Wider Masterplan: Although an Illustrative Masterplan was prepared, this did not contain the level of detail envisaged by Policy H SP2 which requires proposals for strategic sites to be comprehensively planned and to have regard for a masterplan endorsed by the Council.

Formalise Westergate built-up edge: the layout proposed would provide a new built-up edge to Westergate which would be softened by the western part of the Linear Park and will maintain separation between Westergate, Eastergate and Barnham in accordance with local policies

Landscape: the proposal needs to ensure continuity between the existing landscape setting and protect, conserve or enhance the landscape.

Rife Corridor: the proposed layout responds to sensitivity of the Rife Corridor by ensuring that it remains undeveloped as part of the Linear Park.

Visual Impact: the layout of the site ensures that the glimpses of the South Downs from the Rife Corridor and glimpsed views towards the Church in Eastergate are maintained.

Character, Building Heights And Densities: the character areas and building heights parameter plans respond to the characteristics of the site and address the site's key features and context in accordance with local policies and Arun Design Guide SPD. The scheme responds to the landscape sensitivity of the open space to the east by proposing:

- Lower densities along the Rife Corridor and higher densities towards the existing settlement reflects.
- Dwellings over 3 storey are within the higher density areas and in key landmark/ gateway locations.



Nov 2020

Framework Masterplan

A Framework Plan was prepared by The Church Commissioners for England and Hanbury Properties in consultation with other landowners within the allocation SD5.

The Framework Masterplan covers all the land within the Strategic Allocation and provides an indication of the broad layout of the site and demonstrates how the requirements in the Local Plan can be translated into a well-designed successful place.

Placemaking:

Proposed medium density urban extension.

Landscape:

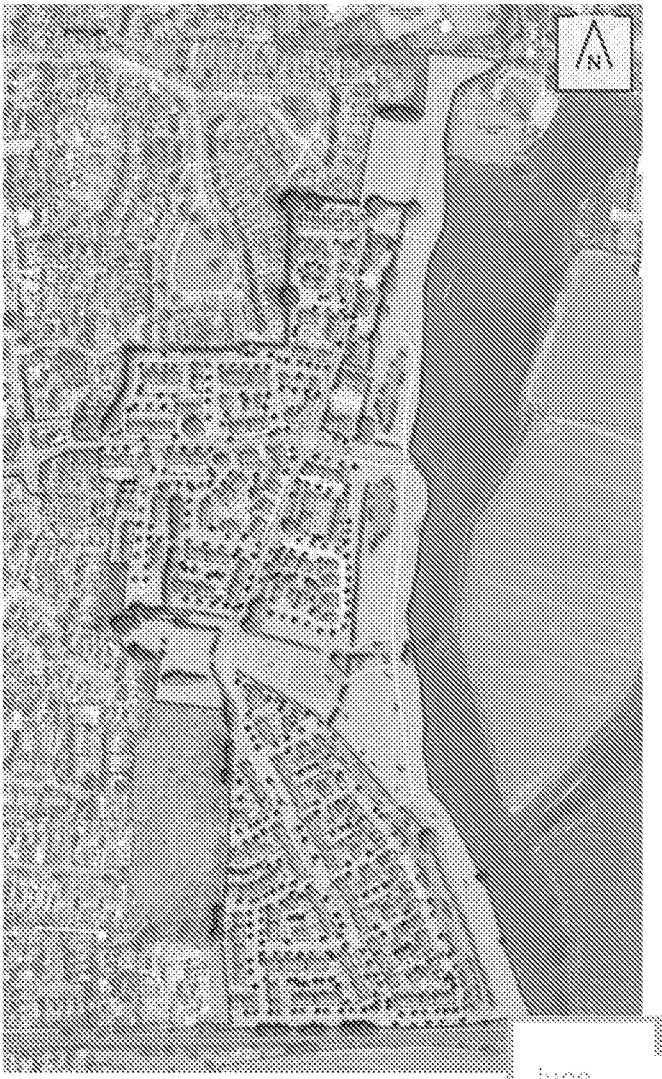
Rife Valley Park and Public Open Spaces to form a green and blue infrastructure.

Connectivity:

Street hierarchy with an east-west link road to form a secondary street with off road segregated cycle route for pedestrians and cyclists.

Retained and enhanced network of Public Right of Ways and north-south pedestrian and cycle route along the Lidsey Rife .

Design Evolution



June 2022

Pre-application

A Pre-application planning statement was submitted to the council on June 2022, Arun DC formal pre-application response was issued on 31st March 2023.

Pre-application Engagement

Key comments included:

Landscape - A landscape-led design approach is required, involving the retention and enhancement of field boundaries with hedgerows or strong linear building frontages.

Design - The context appraisal should follow the Checklist in the Arun Design Guide (pg 43). The proposed apartment blocks on the eastern edge may need to be reviewed as a reduce scale and massing.

Ecology - The proposals will need to avoid significant harm to the integrity or function of the Biodiversity Corridors, which are protected under Policy EH2 of the Made Aldingbourne Neighbourhood Plan. 10% BNG is to be provided. The removal of the woodland on the western part of the site should be avoided as this is a Biodiversity Action plan priority habitat.

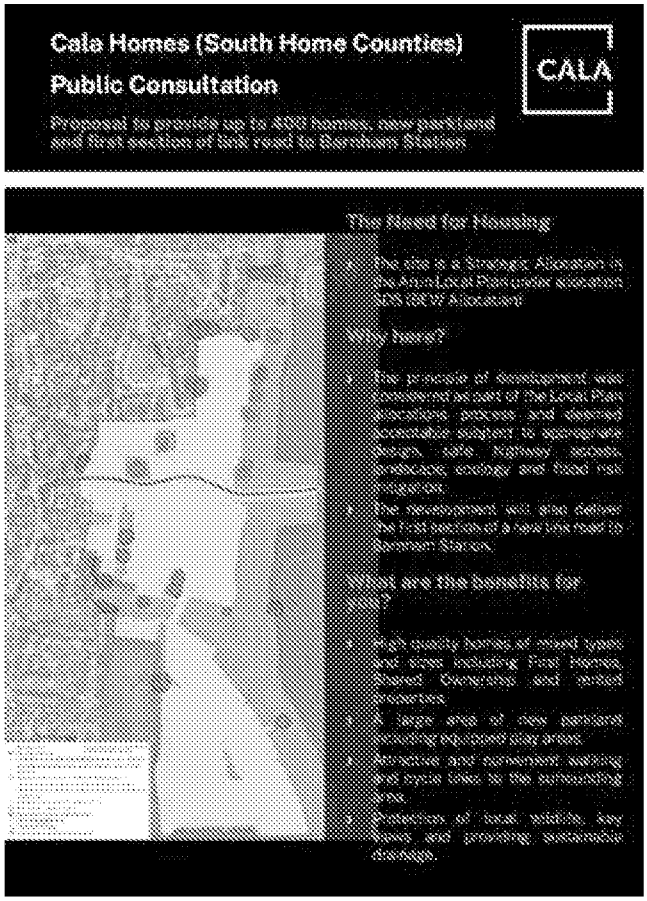
Habitats Regulation (2017) - A shadow habitats regulation assessment (incl. dark corridor plans) is to be undertaken to inform the Council's Appropriate Assessment of potential impacts on the SAC Singleton and Cocking Tunnels.

Lighting - Early discussions with WSCC and their lighting contractor is advisable to secure the necessary adaptions and mitigations for road adoption.

Housing Mix - 25% of the total affordable housing to be provided as First Homes, and should be taken out of the intermediate housing provision. Any significant deviation from the SHMA mix will require evaluation and could take into account current up to date market trends, or local character trends. 50% of units meeting m4(2) standard (Access and adaptable dwellings), plus two additional units to be designed to m4(3) wheelchair accessible, for every 50 units proposed thereafter.

5 YHLS - The most up to date figure for the ADC Housing Land Supply is 2.36 years.

Viability - A 15% affordable housing contribution is agreed in principle, subject to a further viability update included in the planning application to reflect current and accurate market values and any final version of the revised IDP.



PUBLIC CONSULTATION BOARD EXAMPLE

Sept 2023

Community Engagement

As part of community engagement, 600 leaflets were distributed in the local area. A meeting was held with the Parish on 12th September 2023, which the public was informed through the Parish Council agenda and their Social Media pages. Following this meeting, the response deadline of 17th September 2023 were extended to 8th October 2023. 75 responses were received out of the 600 leaflets distributed, apart from those received from the parish event.

Community Engagement

In wishing to engage with the public and in accordance with the NPPF (2023), and the Localism Act 2011, Community Engagement was undertaken. The following points summarise key matters that were discussed, however further information can be found within the Statement of Community Involvement submitted with this application:

Access and Movement: Primary concern raised were around the junction at Pine Close, its emergency access and parking. Both are made available with parking provided at Reserved Matters stage and tracking drawings showing emergency and public transport access to site .

Infrastructure: The timeline of construction of the road and dwellings were a concern raised. The realignment of the A29 and link road relies on the dwellings being constructed. Additionally, the development will provide appropriate contribution to other infrastructure such as GP and schools.

Construction Impacts: Concerns over air pollution, noise and traffic were raised. Mitigation measures will be in place for air pollution and other impacts are temporary with an appropriate management plan in place.

Housing and Layout: Concerns were raised over number of housing, provision of affordable housing and development character. Arun District has an overall housing shortfall with policy requirement to provide 15% affordable units which the application complies with (subject to a further viability update).

Principle of Development: The size of the development, loss of open green space and dog walking area were a concern. However the site is allocated for housing and proposes a linear park with links to local walking routes, thereby improving the existing open landscape.

Ecological Issues: Mitigation and enhancement measures are in place to ensure wildlife is protected, where possible with further details provided within the Environmental Statement.

Drainage and Flooding Issues: The scheme is designed with improvements to the drainage network and suitable SuDS features.

Other Issues: Concerns were raised regarding crime, telephone signal, impacts on other developemts etc. Sussex Police's Designing Out Crime Officer will be consulted, Fibre broadband will be installed, and the proposal is in accordance with the Council's Adopted BEW Framework.

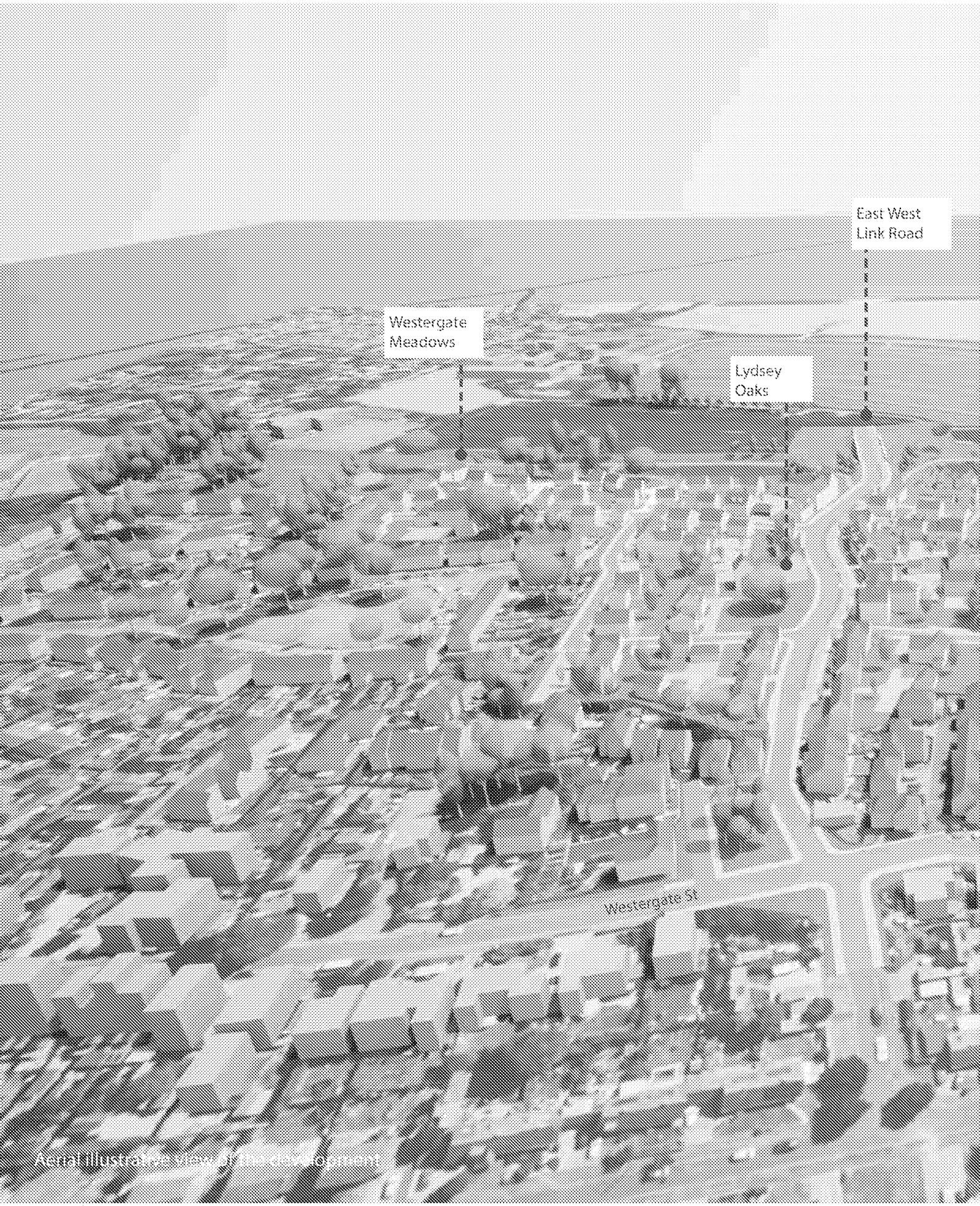
Proposed Layout

The Proposed Layout is the result of a comprehensive design process and pulls together the principles identified within the Framework Masterplan and the Design Development as well as the specific site's constraints and opportunities.

The key features proposed are as follows:

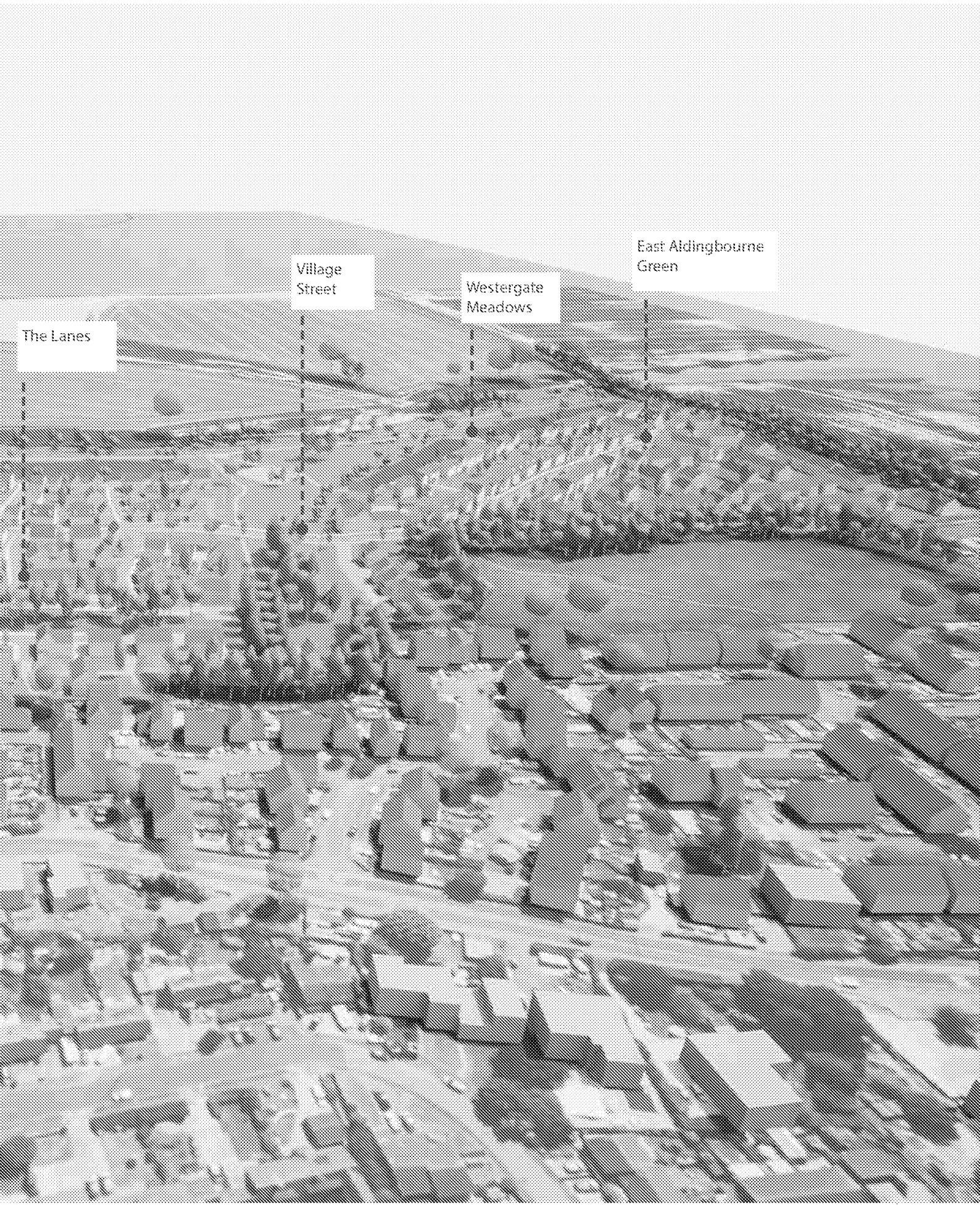
- The proposed layout delivers up to 400 units of which 15% will be affordable.
- A permeable and varied layout.
- Buildings will be mainly 2 storey in height to reflect the local character. Up to 3 storey buildings are proposed along the east-west avenue at key junctions and spaces. Some 2.5 storey buildings will punctuate the north-south village street, maintaining the development edges to a maximum of 2 storey.
- Proposed densities will follow a similar arrangement with higher densities away from the eastern and western edges.
- A mix of house types and apartments in key locations that are appropriate to the immediate context and create a hierarchy of buildings and spaces.
- Vehicular access is gained west of the site via Westergate Street.
- An east-west link avenue provides a strategic connection from Westergate Street through the site to the wider site allocation to the east.
- A north-south winding village street and a network of local lanes and private drives that create a hierarchy of streets and spaces.
- Traffic calming measures and segregated cycle and pedestrian links through key routes permeates the development and the proposed parkland linking to the existing PRoWs and the wider movement network.
- Further potential links are proposed the north connecting onto St Richards Rd and to the south west onto Orchard Gardens.
- Lidsey Linear Park and green corridor with play areas, SuDS and new planting integrated within the proposed green/blue infrastructure.
- Pocket greens to soften development and retain as many existing trees as possible.
- Opportunities for the retention of existing habitats and creation of new ones within interconnected green corridors including retained trees, enhanced boundary planting, a variety of natural landscaping including wildflower planting and additional ecological enhancements.
- A comprehensive approach to water drainage and conservation using Sustainable Drainage System basins.

ARUN DISTRICT COUNCIL 100114/OUT



Aerial illustrative view of the development

ARUN DISTRICT COUNCIL AL/11/24/OUT


East Aldingbourne Green
Village Street
Westergate Meadows
The Lanes

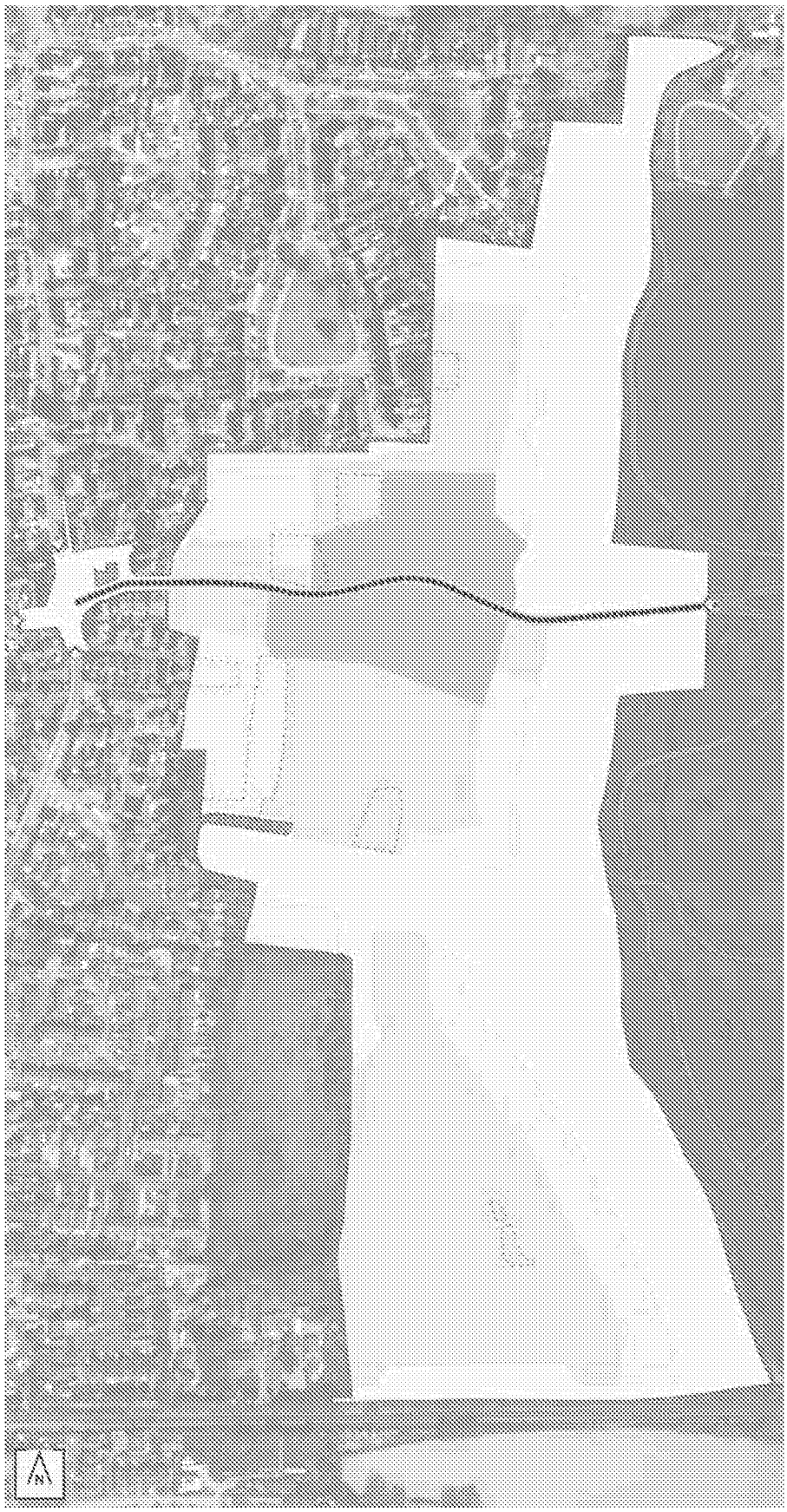
Parameter Plans

Development Parcels and Density

The site has the potential to accommodate up to 400 units with a wide range of open spaces to support the natural biodiversity. Higher density ranging from 46 to 50 dph is concentrated along the central part of the site. The eastern edge facing the Linear Park maintains a low density of 20 to 30 dph. Similar low density is maintained along the existing development to the west.

The ANP Policy H2 requires that at least 25% of the homes (100 units) should be developed to Lifetime Homes standards. The equivalent standard is Building Regulations M4 (2) 'accessible and adaptable'.

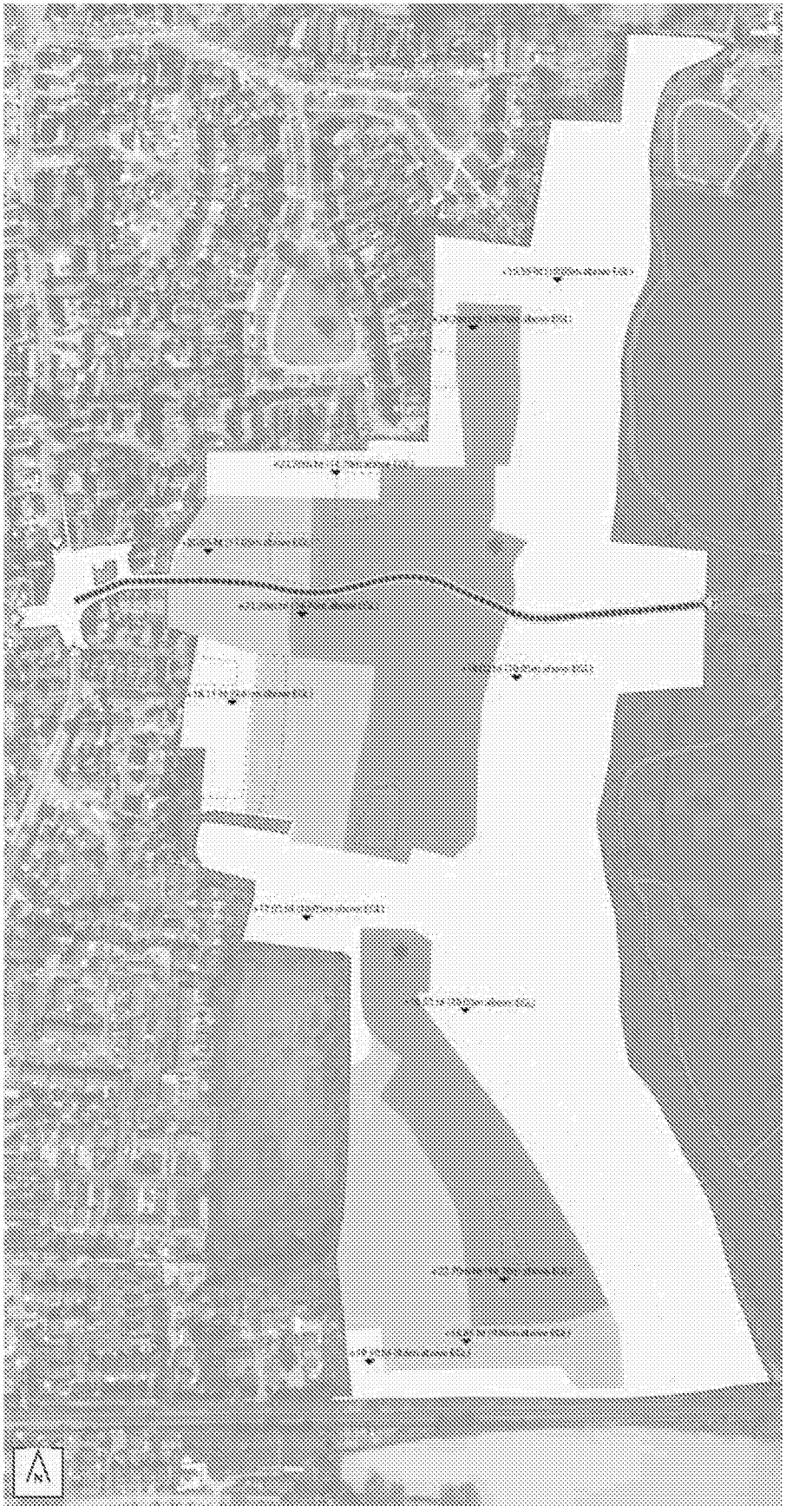
The Council also encourages the provision of M4(3) standard properties, based on a ratio of 2 dwellings per 50 dwellings.



Storey Heights

Building height ranges from 2 to 3 storey with the taller units of up to 3 storey concentrated along the central spine running north to south. Lower heights of up to 2 storey are along the edge facing the open space to the east.

To respond to the local context and existing development, dwellings towards the west are limited to 2.5 storey.



Key

- Site boundary
- Site access
- Potential for landmark building
- East-west link road
- Up-to 2 storey
- Up-to 2.5 storey
- Up-to 3 storey
- Open space
- Open spaces within development parcel

Parameter Plans

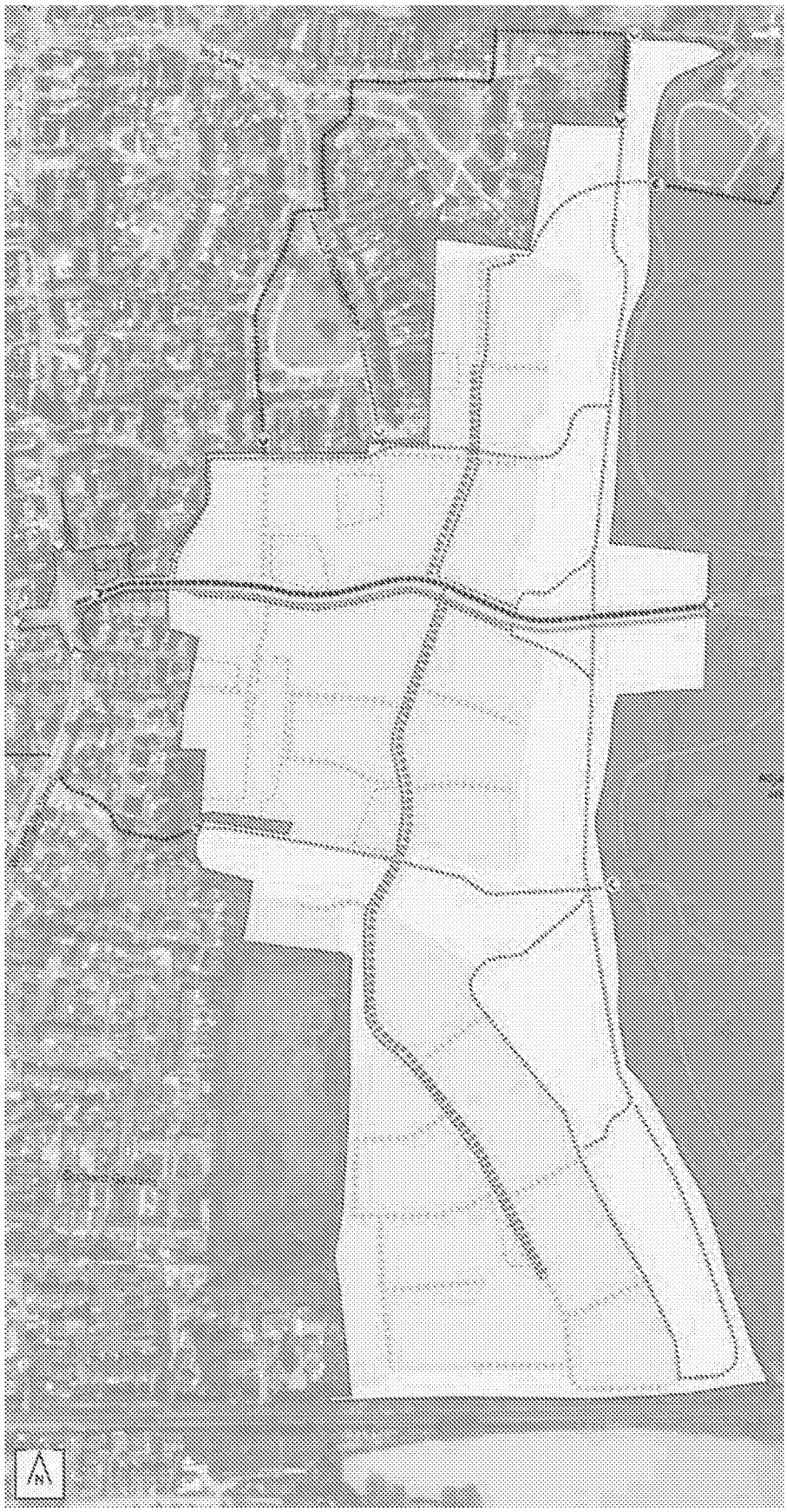
Access, Movement & Street Hierarchy

The parameter plan opposite illustrates the access and movement strategy for the development and includes the different type of streets and pedestrian and cycle routes proposed, and how they will connect with the wider context.

Access

An East-West link road (Secondary Street A as per Framework Masterplan) will connect Westergate Street to the future re-alignment of the A29 via the proposed development to the east. This link road will provide an all modes access to the development and include a pedestrian route to the north and a shared cycle and pedestrian route with verges and tree planting to the south.

Part 3: Detailed Planning Application provides further detail about the design of the East-West link road.



Key

- Site boundary
- Development Area
- Proposed vehicular site access
- Existing Public Rights of Way (PRoW)
- Proposed Pedestrian Route
- East-West link road
- Primary streets
- Secondary streets
- Existing PRoW access
- Proposed pedestrian & cycle access
- Open space
- Proposed cycle lane
- Proposed cycle & pedestrian routes
- Open spaces within development parcel

Connectivity

The movement strategy encourages walking and cycling with a network of well connected, safe and attractive streets and routes that will improve connectivity in the area.

Walking and Cycling

Existing Public Right of Ways and new pedestrian routes will form a permeable network across the development linking to Westergate, Eastergate and the adjacent proposed development to the east.

Key connections include:

- A new cycle and pedestrian route will run along the Lindsey Rife Linear Park connecting to the north with the path south of Ormiston Six Villages Academy, and to the north east, via a pedestrian path, with the existing pedestrian bridge south of the Eastergate C.E. Primary School. To the south and centre of the Lindsey Rife Linear Park, the route will provide further connections to the east.
- A further cycle and pedestrian route will follow the proposed East-West green corridor linking to the west with Elmcroft Place and to the east with the wider network of paths part of the adjacent proposed development.
- Further potential links are proposed the north connecting onto St Richards Rd and to the south west onto Orchard Gardens.

Both routes will have a landscape setting free from vehicular traffic to provide a safe, attractive and stimulating environment to encourage active travel.

Pedestrian routes through the site will be provided in the form of 2.0m wide footways alongside the carriageway and via off-road pedestrian and 'Cycle Only' routes. 'Cycle Only' routes will maintain at least 3m width.

Active Travel England

The design of pedestrian and cycle routes will be further discussed with Active Travel England which has a function as a statutory consultee on planning applications for major new developments and on land used for...

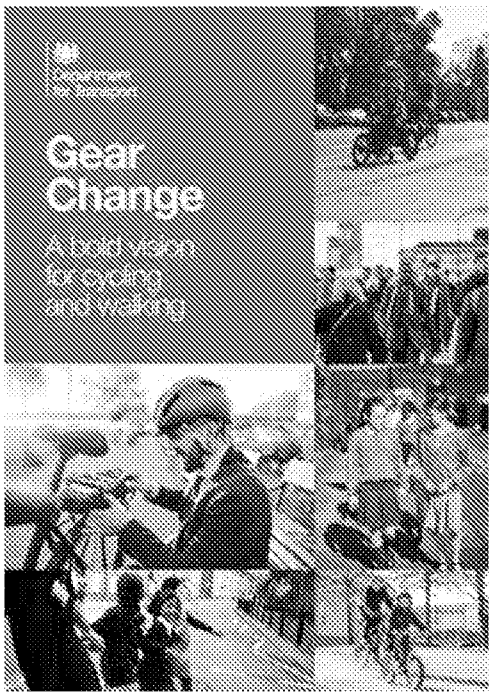
All routes will connect with the network of open spaces and the wider network of foot and cycle paths.



EXISTING PEDESTRIAN BRIDGE SOUTH OF THE EASTERGATE C.E. PRIMARY SCHOOL.



LOCATION?



Street Network & Character

Inclusive Streets

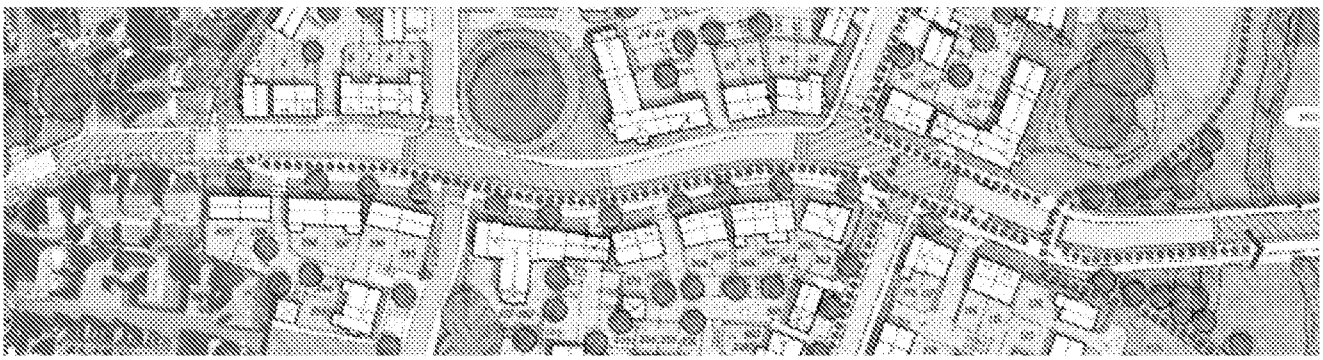
A well connected network of streets and routes is key to assist connectivity and wayfinding. The development street network provides a clear hierarchy of streets, each with its distinctive character.

Streets are designed following MfS (Manual for Streets) guidance to ensure these consider the needs of pedestrians and provide the right balance between safety, accessibility, place and movement.

All streets will be Inclusive Streets recognising the needs of people of all ages and abilities.

Streets within the development will be designed to accommodate the relevant levels of anticipated usage and in accordance with Highways Authority's adoptable standards. It is likely that all roads will be adopted.

The character of the different street typologies includes:

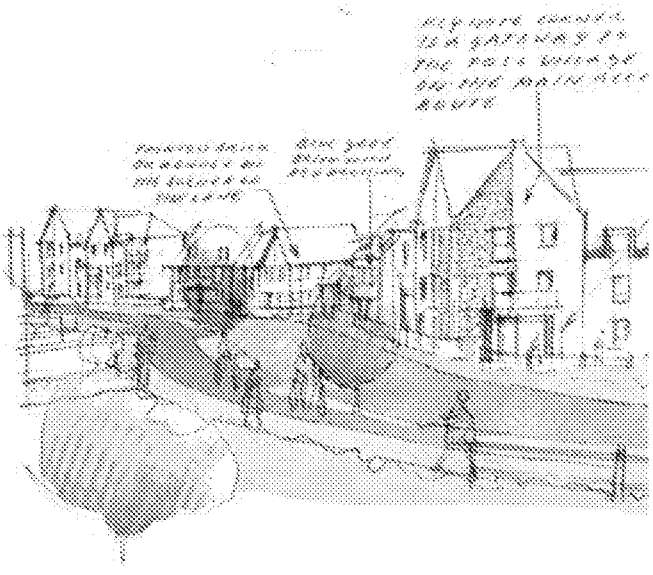


East-West Link Road

The East-West Link Road will connect Westergate Street to the future re-alignment of the A29 to the east.

The Link Road will have a winding alignment and be more formal and urban in character that other streets within the development.

Direct access to properties will be limited and shared areas for pedestrian crossing will be provided along the route at the intersection with key spaces and junctions.



East West Link Road	
Character	Winding tree lined street, clear definition of carriageway and cycle and pedestrian routes.
Carriageway width	6.5-7.3m single carriageway road
Design speed	50kph
Cycle/ Footways	2m footway on the northern side of the road and 2m footway plus an LTN1/20 compliant 3m segregated bidirectional cycle route provided on the southern side of link.
Verge	Approx 1/1.5m verge on the southern side of the road and a verge with tree planting adjacent to the cycle and pedestrian routes.
Landscape/ Trees	Grass verges with trees
Parking	No on-street parking Limited access to properties
Street furniture	Lighting columns/ lighting to be designed to maximise street trees
Boundary treatment	Low timber knee rail to deter parking on edge of open spaces For boundary treatment to private gardens see Character Areas section
Materials	Asphalt Road finish Standard concrete kerb

Primary Street

The north-south Primary Street will act as the spine of the development connecting the Link Road with secondary streets and the edges of the development.

The Primary Street is semi-urban in character with a winding alignment. Incidental greens and open spaces break the continuity of the street and provide interest and variety along the route.



Primary Street	
Character	The spine of the development with a winding alignment to control vehicle's speed and create a semi-urban character.
Carriageway width	5.50 single carriageway reducing in width to 4.80m towards the south.
Design speed	20kph
Cycle/ Footways	2m footway on the northern side of the street and a 3m shared cycle and pedestrian footway.
Verge	N/A
Landscape/ Trees	Tree planting along open space's edge with the street
Parking	No on-street parking Direct access to properties
Streetfurniture	Lighting columns/ lighting to be designed to maximise street trees
Boundary treatment	Low level planting on edge of open spaces For boundary treatment to private gardens see Character Areas section
Materials	Asphalt Road finish Concrete block raised tables Standard concrete kerb

ARUN DISTRICT COUNCIL AL/11/24/OUT

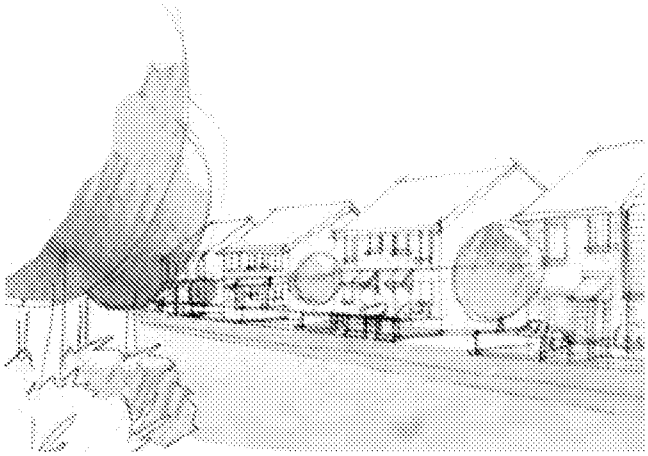
Street Network & Character

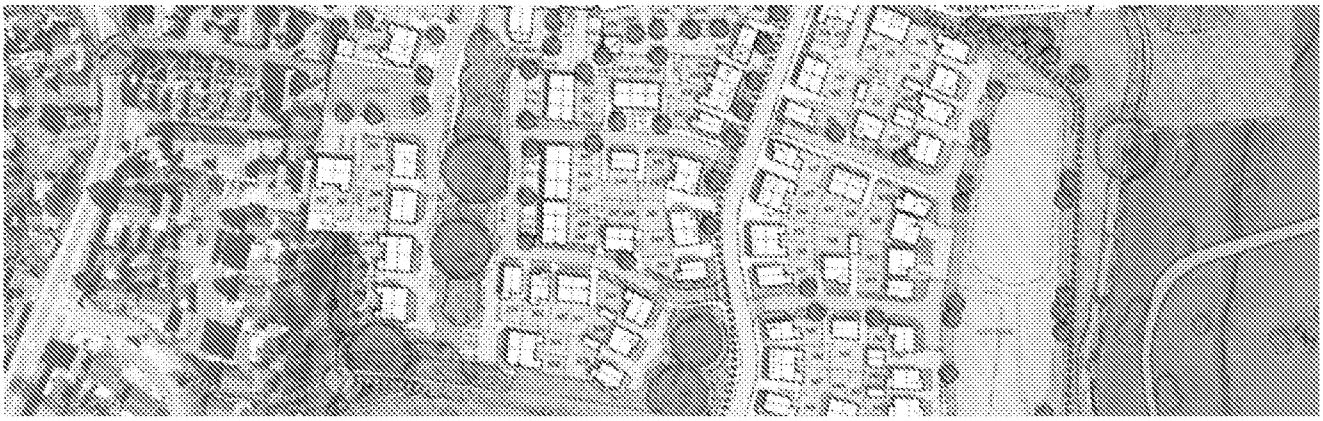
Secondary Streets / Shared Surface Streets

Secondary Streets are narrow streets with a more informal character and designed as low traffic streets where pedestrian and cyclist have priority.

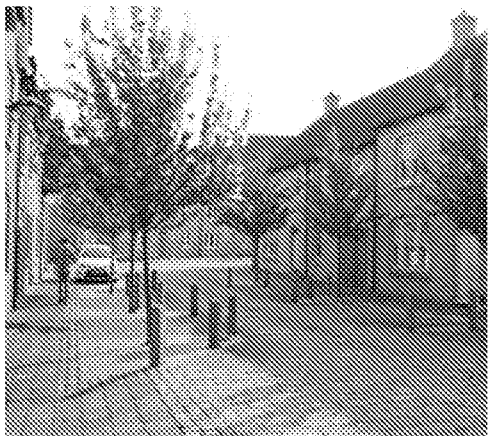
Some streets will have limited segregated footways with the majority being shared surface streets.

Along the edges of the development, streets will serve a limited number of units and have a "softer, greener" character to reflect adjacent open spaces and green corridors.





Secondary / Shared Surface Streets	
Character	Informal in character, mainly shared surface streets. Along the edges of the development street will have the character of private lanes
Carriageway width	Width varies approx. 6.80m for shared surface streets and 3.70m for streets along the development edge/private lanes. Cyclists, pedestrians and cars share the space.
Design speed	10/15kph
Cycle/ Footways	Shared with cars
Verge	In some areas
Landscape/ Trees	Incidental tree planting along the streets. Informal tree planting along the edges of the Lindsey Rife Linear Park
Parking	On street parking, including small parking courts Direct access to properties
Street furniture	Lighting columns/ lighting to be designed to maximise street trees. Limited lighting along the edges with the Lindsey Rife Linear Park
Boundary treatment	Low level planting on edge of open spaces Along Lindsey Rife Linear Park, low timber knee rail to deter parking For boundary treatment to private gardens see Character Areas section
Materials	Colour block permeable paving limited to only the parking areas



PRECEDENT IMAGE OF NARROW SHARED SURFACE STREETS



PRECEDENT IMAGE OF STREETS ALONG THE EDGE OF THE DEVELOPMENT

Parking

Parking will be designed to ensure the site is not dominated by the vehicles, and provides access for refuse collection, emergency and servicing vehicles.

The vehicle and cycle parking will be provided as outlined within the West Sussex County Council Guidance on Parking at New Developments (September 2020).

Visitor vehicular parking should be provided at 0.2 spaces per dwelling.

Cycle Parking will be provided in a safe secure location, convenient of access and covered. If the parking is provided within a garage, the garage will be designed to the dimension of 6m x 3m in order to accommodate both a motor vehicle and cycles. If a smaller garage is provided an additional cycle storage area will be required.

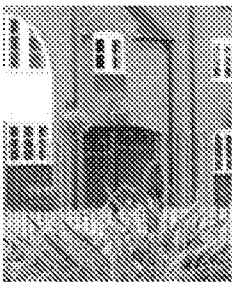
No. of bedrooms	No. Habitable rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 of 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 of 8	2.2	2.1	1.8	1.7	1.8
4+	7 or more	2.7	2.7	2.5	2.2	2.2

WEST SUSSEX VEHICULAR PARKING STANDARDS (THE SITE IS CLASSIFIED TO BE IN A PBZ2 ZONE)

Type	Dwelling Size	Cycle provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ room (3+ bed)	2 spaces
Houses	Multiple occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed)
Flats	4+ rooms (3+ bed)	1 space

WEST SUSSEX CYCLE PARKING STANDARDS

PRECEDENTS OF PARKING AND ACCESS ARRANGEMENTS TO COMMUNAL PARKING COURTS



Parking courts for flats will be located away from main street frontages

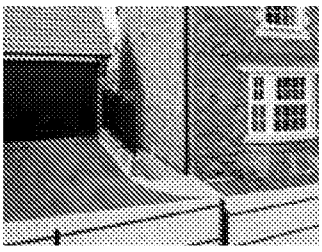




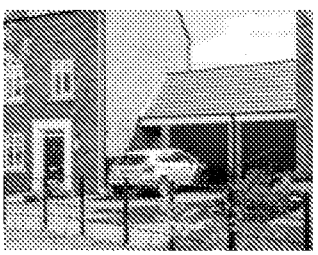
Parking courts will be overlooked by development and include landscape elements

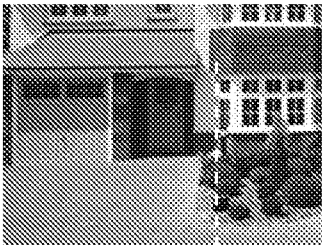
PRECEDENT OF SIDE PARKING FOR INDIVIDUAL DWELLINGS





PRECEDENT OF GARAGES AND INTEGRAL PARKING FOR INDIVIDUAL DWELLINGS





Garages will have minimum internal dimensions of 3.0m x 6.0m

Landscape Strategy

Green & Blue Infrastructure Parameter Plan

The open space will respond to the Open Space, Playing Pitches, Indoor and Built Sports Facilities SPD (Arun District Council - January 2020).

Play spaces will be designed with buffers of at least 20m separation for LEAP and 5m for LAP while ensuring it is adequately overlooked by neighbouring properties to provide passive surveillance.

A LEAP is proposed within the central part of the linear park. A pair of LAPs are proposed within the northern and southern ends.



Key

- Site boundary
- Proposed vehicular site access
- East-West link road
- Residential (C3)
- Open space/infrastructure
- Indicative location of SuDS
- Play facilities
- Open spaces within development parcel
- Existing trees
- Root Protection Area (RPA)
- Veteran tree buffer zone

The landscape strategy builds upon the principles established within the Barnham, Eastergate and Westergate Framework Masterplan document produced in November 2020. This includes an integrated approach to Green and Blue infrastructure as part of the wider masterplan.

On the eastern edge of the site a linear park provides a green connection alongside the Lidsey Rife River Valley, while also creating a landscaped buffer to the river. This space connects with a central green corridor running through the site as well as green connections proposed as part of the Lidsey Rife River Valley Park and Open Space to the east.

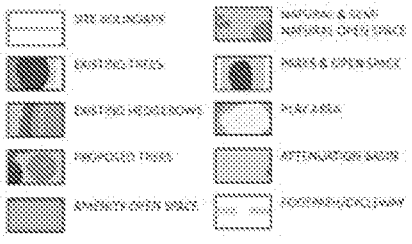
Where possible, open spaces include existing mature trees to provide character to the development.

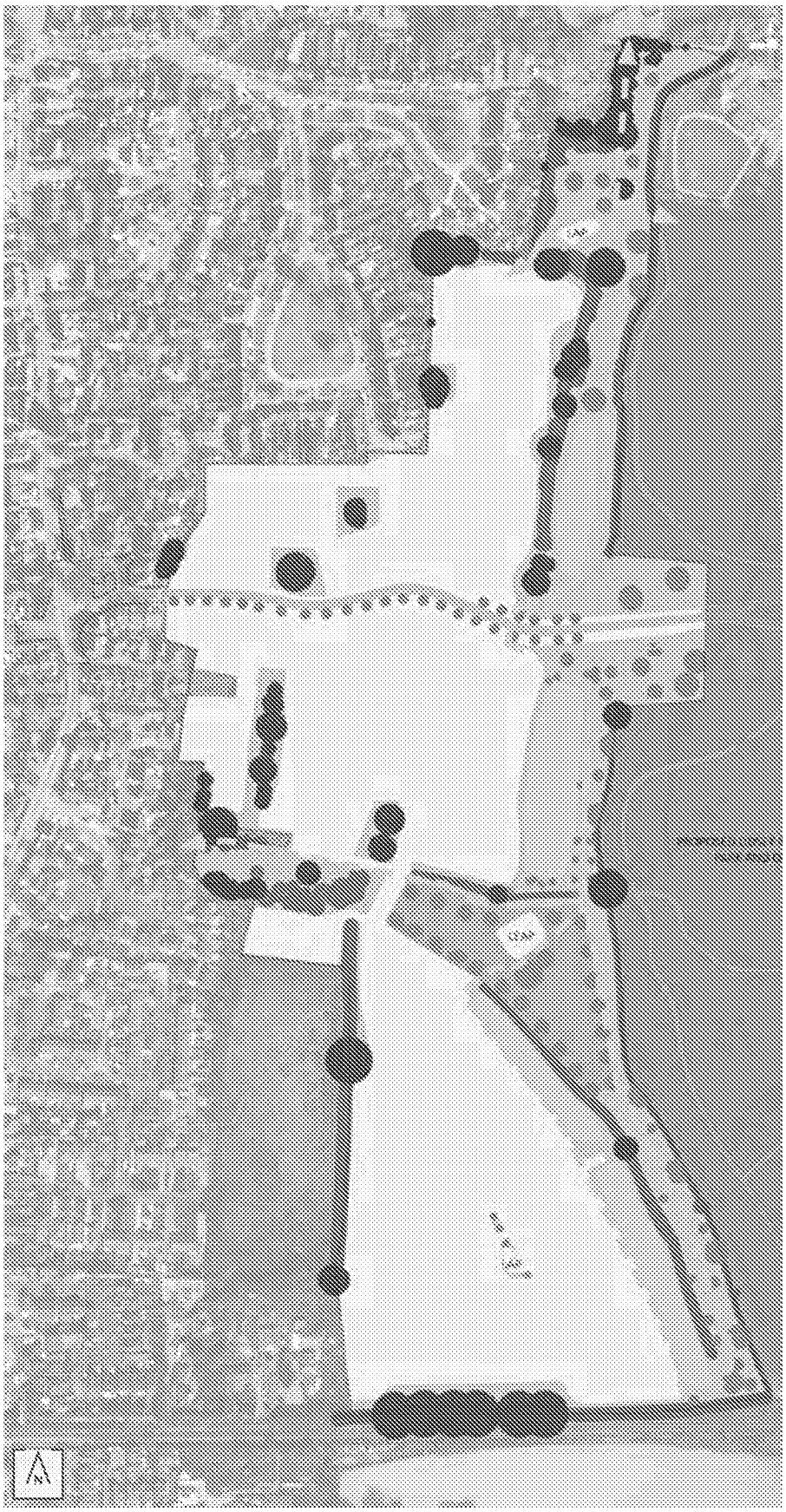
Lidsey Rife River Valley Park

The landscape proposals within the park seek to improve ecological connections north to south along the Lidsey Rife River Valley as well as providing a recreational resource.

The park will be designed with a naturalistic character featuring native trees and species rich grass meadows. A series of footpaths and cycleways will provide connections along the park and to the Barnham and Eastergate neighbourhoods.

Attenuation basins are proposed along the length of the park, these would include areas of permanent and ephemeral water providing amenity and ecological benefits.





Landscape Strategy

Play Areas

A LEAP (Locally Equipped Area of Play) would be provided within the Lidsey Rife River Valley Park in the centre of the development catering for children starting to play independently. LAPs (Local Area of Play) for children up to the age of six would be provided in the northern and southern housing parcels. Play area designs will accord with guidance from Play England, PLAYLINK, The Forestry Commission and Fields in Trust Guidelines and Arun District Council's SPD: Open Space, Playing Pitches, Indoor and Built Sports Facilities, 2020, amongst others.

Play areas should have a balanced approach to provision and incorporate both formal and informal elements such as earth mounds and natural features. The design of the play areas will be unique and inspiring; imaginative play will be encouraged by the use of non-prescriptive equipment.

The designs will be welcoming and inclusive and cater for both disabled and non-disabled users. Planting will play an important role in creating a stimulating environment for all users and should include flowering species, as well as a variety of textural shapes and colours.

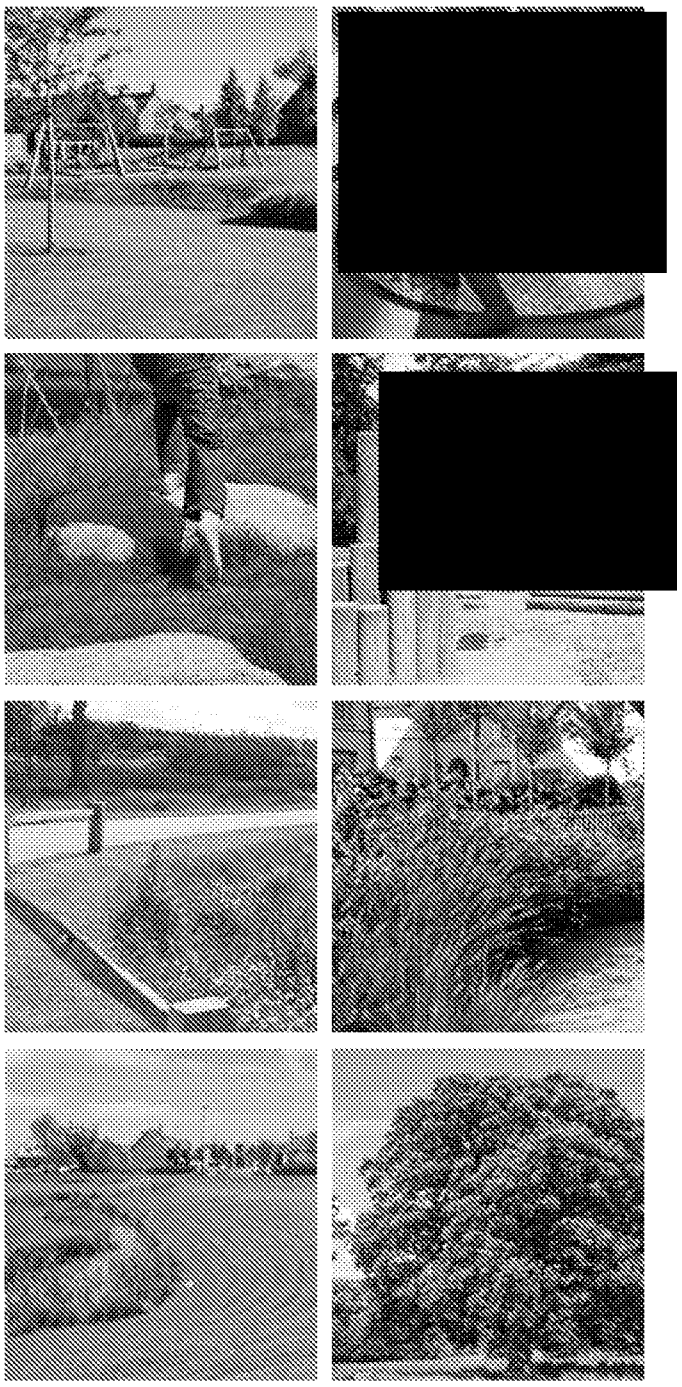
Planting

Proposed planting will accord with the following principles:

- Large tree species will be planted wherever possible in open spaces to provide impact and vertical green structure.
- Native tree planting will be provided across the development for ecological benefits.
- Strategic footpaths and cycleways will include trees along their length and at junctions to create vistas.
- Planting to be a mixture of structural elements (shrubs) interspersed with grasses and herbaceous planting to create seasonal interest and variety
- Shrub planting within residential areas will include at least 40% evergreen species to ensure year-round cover.

Street Furniture

The development will be enhanced by a coordinated and consistent palette of furniture and materials. Unnecessary furniture will be avoided to reduce visual clutter and to keep the high standard throughout the development.



ILLUSTRATIVE EXAMPLES OF PROPOSED LANDSCAPE ELEMENTS.

Ecology

Extensive ecological mitigation and enhancements for wildlife have been recommended to ensure the development complies with local and national legislation and develops upon the green space being provided.

Ecological Mitigation

A season of ecological surveys have been completed between March to August 2023 including surveys for reptiles, bats, Dormice, Water Voles/Otters, Badgers, Great Crested Newts, and breeding birds. During these surveys, the presence of important foraging and commuting bats (including Barbastelles and Beckstein's), Yellowhammers, and populations of common reptile species were discovered.

The submitted plans mitigate for these protected species via the inclusion of a sensitive lighting scheme with consideration of the key commuting routes of important bat species and wildflower meadow planting throughout the development, with particular attention paid to the eastern boundary. In addition, reptiles will be kept on-site within an enhanced 'receptor' which will be further made suitable by the construction of wood-based hibernacula. Once the development has become operational the receptor will be opened to include other landscaped areas of the development.

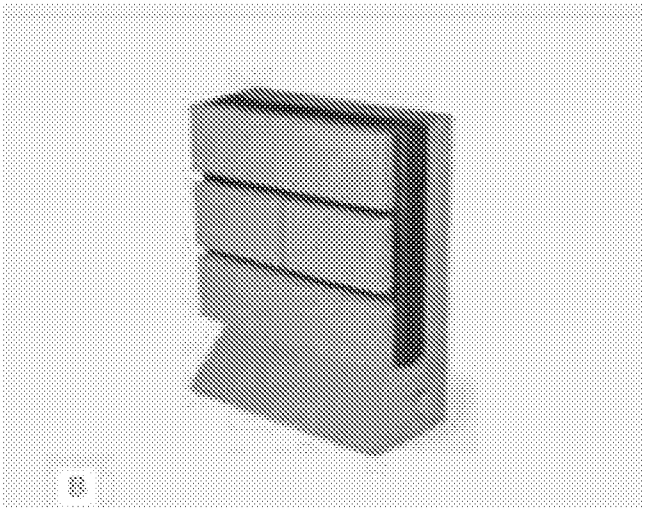
Ecological Enhancements

In addition to wildflower planting, additional ecological enhancements will include integrated Bat and Swift bricks, bat boxes on trees, House Martin cups, log piles, Hedgehog homes, and Hedgehog highways through gardens.

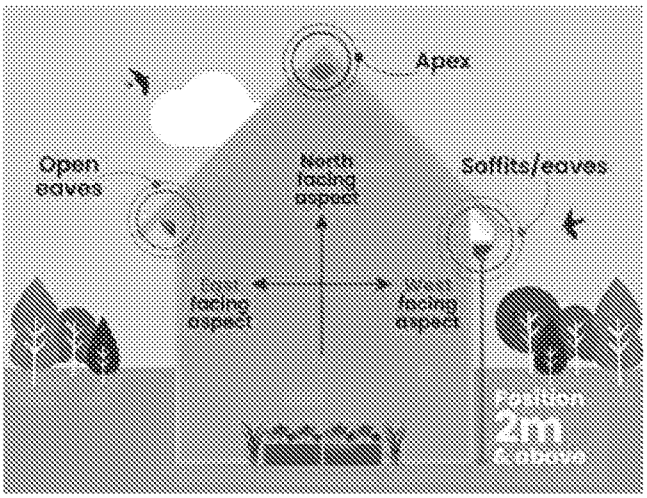
Ornamental planting will be designed to include flowering and fruit-bearing plants of benefit to pollinators which in turn will benefit local bats and birds.



HEDGEHOG HOME



BAT BRICK 'B'



RECOMMENDED FITTING INSTRUCTIONS FOR HOUSE MARTIN CUPS (HOUSE MARTIN CONSERVATION UK & IRELAND).

Drainage

The overall approach to the surface water strategy is to ensure that the drainage systems within the site are sealed and as shallow as possible. Sealed systems are needed to ensure that during extreme high groundwater levels, there is no groundwater intrusion into the system. It is anticipated that groundwater levels will be high during winter periods however these will not reach ground levels.

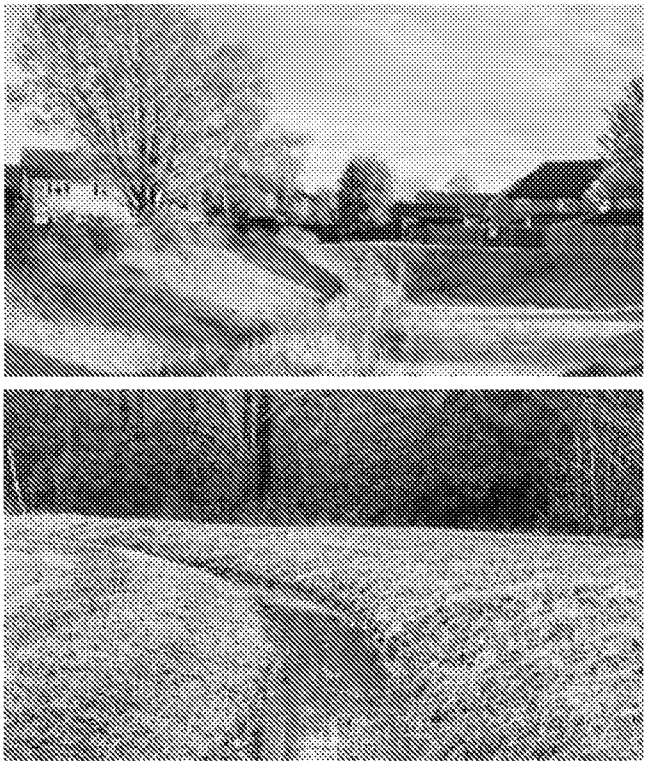
Shallow attenuation systems will be cheaper to maintain due to the presence of high groundwater. Shallow outfalls will have the advantage of working in free flow, even when the Lidsey Rife and the Westergate Stream are partially full. The outfalls into the river will be flapped to ensure there is no backing up of flood water during extreme fluvial flood events, including the 1 in 100 year CC event.

The design includes a number of relatively shallow sealed basins located at the end of the drainage systems and prior to discharging into the Lidsey Rife, via flapped outfalls. Further attenuation is provided by tanked pervious paving and rain garden areas along the East-West link access corridor.

Some of the basins will have raised embankments and toe drains. Their purpose is to:

- Allow storage above ground level however without creating a significant backwater effect on the pipe system upstream.
- Allow a greater driving head to discharge into the Lidsey Rife, even if this is full.
- Stop any residual overland runoff entering them.
- Stop fluvial flows entering for a more extreme event above the design fluvial 1 in 100 year plus 36%CC event (not through the flapped outfalls but from overtopping of the Lidsey Rife).
- Stop groundwater entering them (toe drains and/or small raised embankments.

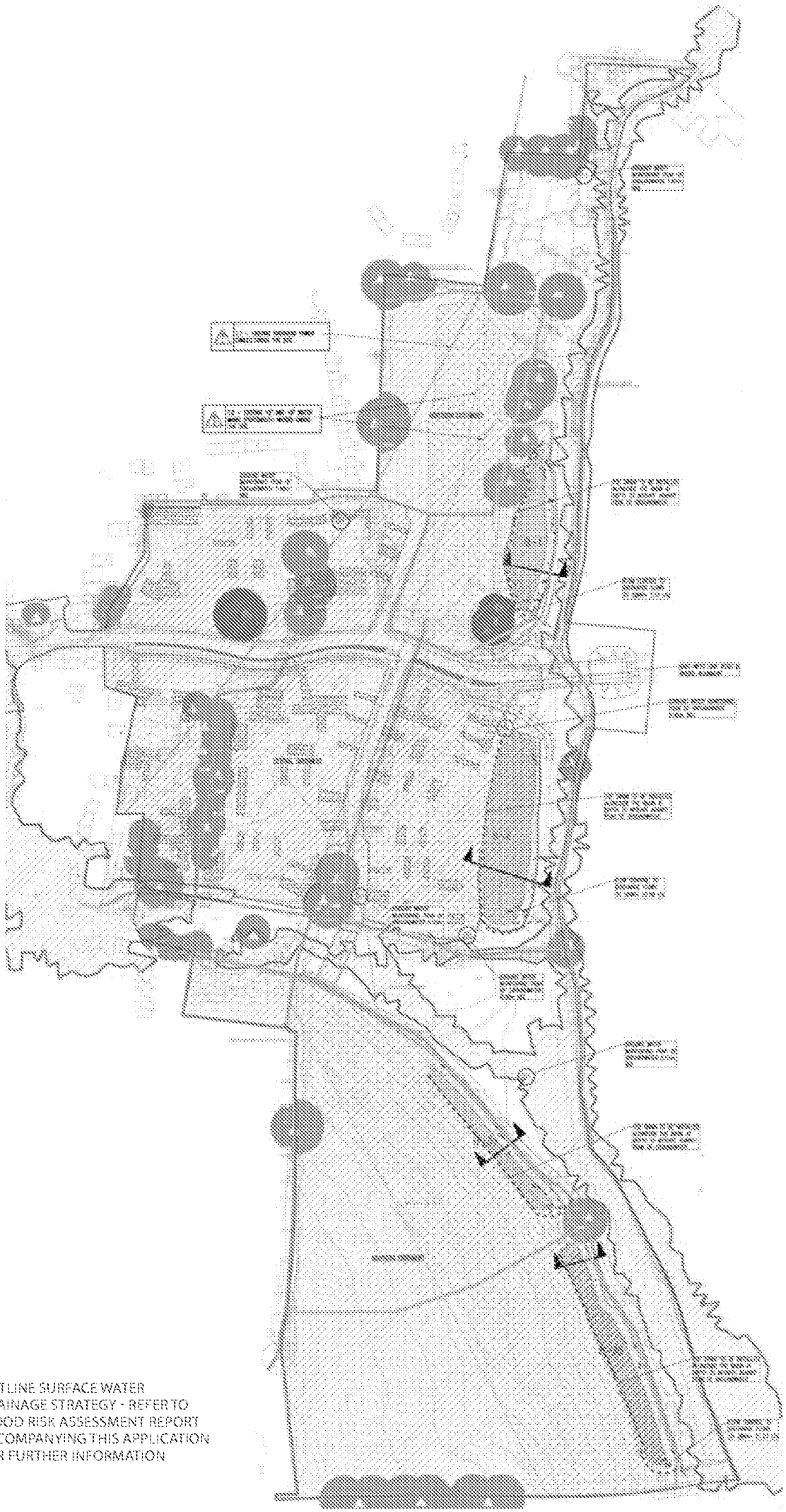
Permeable paving was considered as a potential option. However due to high groundwater levels there is limited scope to implement extensively such structures at the site, other than at a number of isolated locations in shallow and tanked configuration.



EXAMPLES OF ATTENUATION SYSTEMS.

Key

- Fluvial 1 in 100 year plus climate change flood extent
- Existing watercourse
- Proposed attenuation basin
- Borehole and groundwater monitoring location
- Site application boundary
- Proposed swale/ditch
- Proposed SW drain, access chamber & headwall
- Proposed toe drain, access chamber & headwall
- Proposed rain garden area (east-west link access corridor only)
- Proposed tree pit corridor (east-west link access corridor only)
- Proposed tanked pervious paving (shown for central catchment only but to be used in driveways and car park areas across the whole development)
- Extent of land where ground levels are likely to be raised to allow development

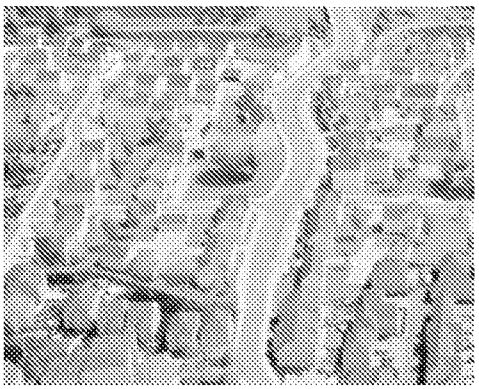


OUTLINE SURFACE WATER DRAINAGE STRATEGY - REFER TO FLOOD RISK ASSESSMENT REPORT ACCOMPANYING THIS APPLICATION FOR FURTHER INFORMATION

Character Areas

It is envisaged that the proposed development would have a character that complements the existing local character.

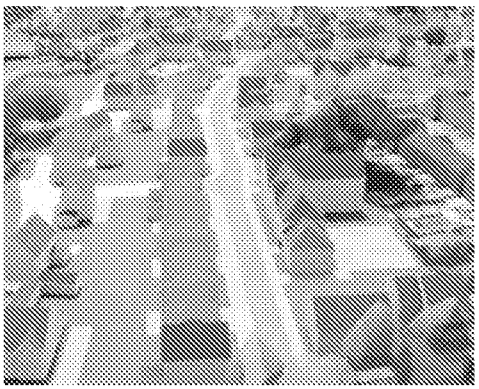
Four character areas are proposed:



Westergate Avenue

An east-west link road with an urban character connecting Westergate with the rest of the Framework Masterplan.

Continuous frontage and buildings of a larger mass up to 3 storey and higher density.



Village Street

A north-south winding road with a semi-urban and formal character. Incidental green spaces will break the regularity and formality of the street and will provide interest along the route.

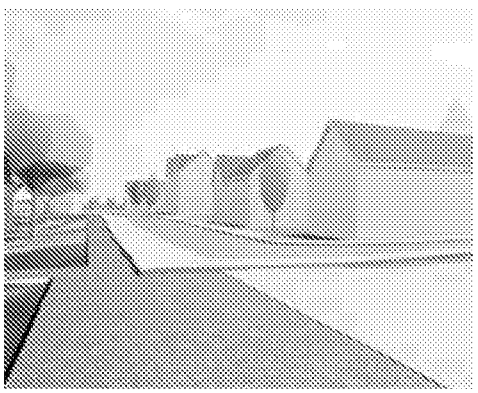
Buildings will be mainly 2 storey semi-detached houses with some 2.5 storey in height.



Westergate Meadows

A lower density edge fronting the Lidsey Rife Linear Park to the east.

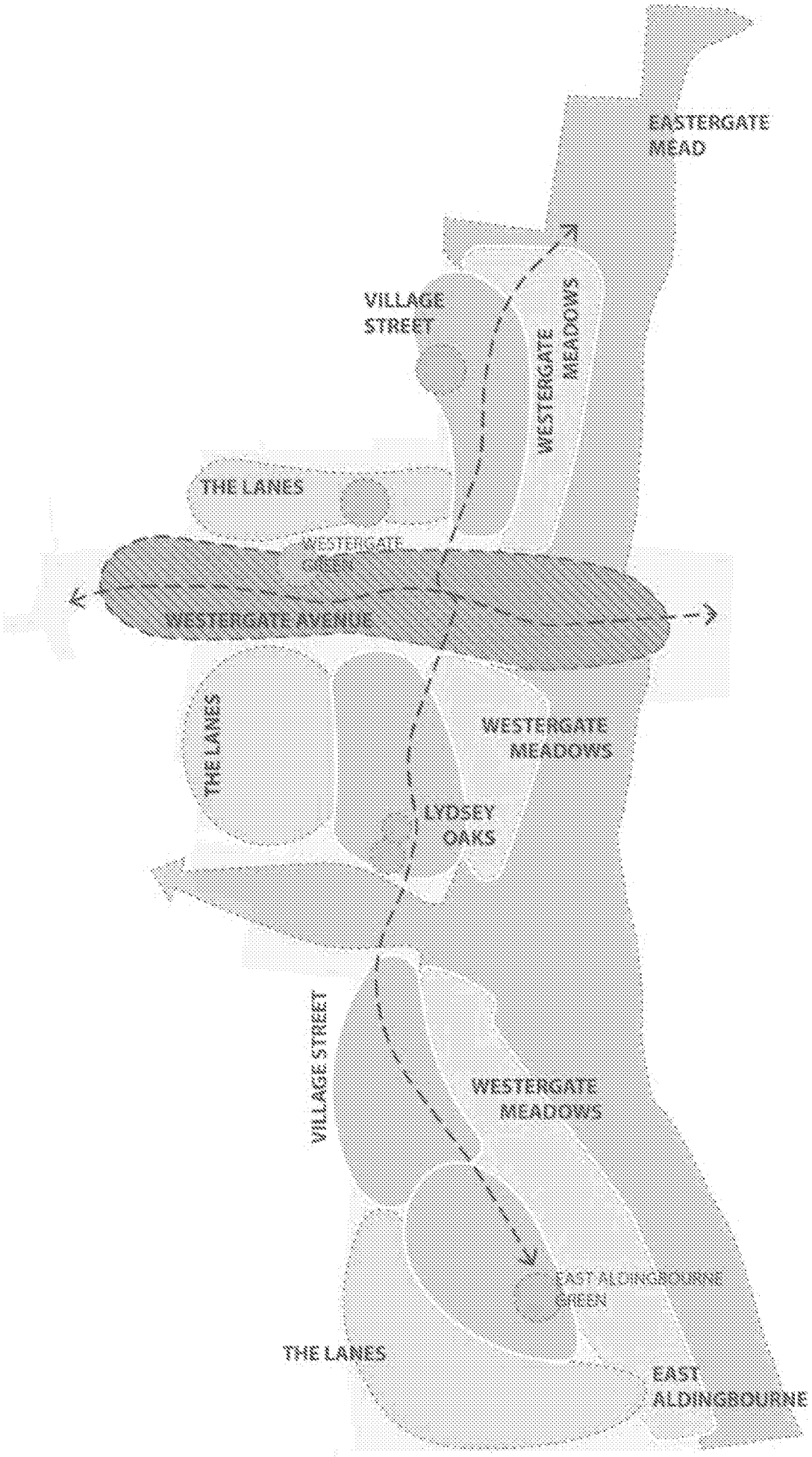
Predominantly 2 storey detached properties with gaps arranged to create an informal and loose edge.



The Lanes

Shared surfaced streets with a domestic feel branching off the main routes.

Small clusters of 2 storey semi-detached houses with some detached and rows of terraced houses


EASTERGATE
MEAD
VILLAGE
STREET
WESTERGATE
MEADOWS
THE LANES
WESTERGATE
OAKS
WESTERGATE AVENUE
THE LANES
WESTERGATE
MEADOWS
LYDSEY
OAKS
VILLAGE STREET
WESTERGATE
MEADOWS
EAST ALDINGBOURNE
GREEN
THE LANES
EAST
ALDINGBOURNE

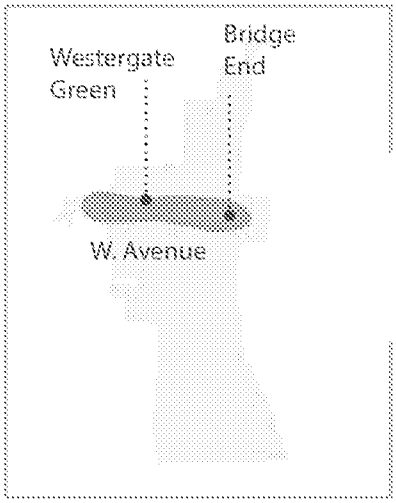
Westergate Avenue

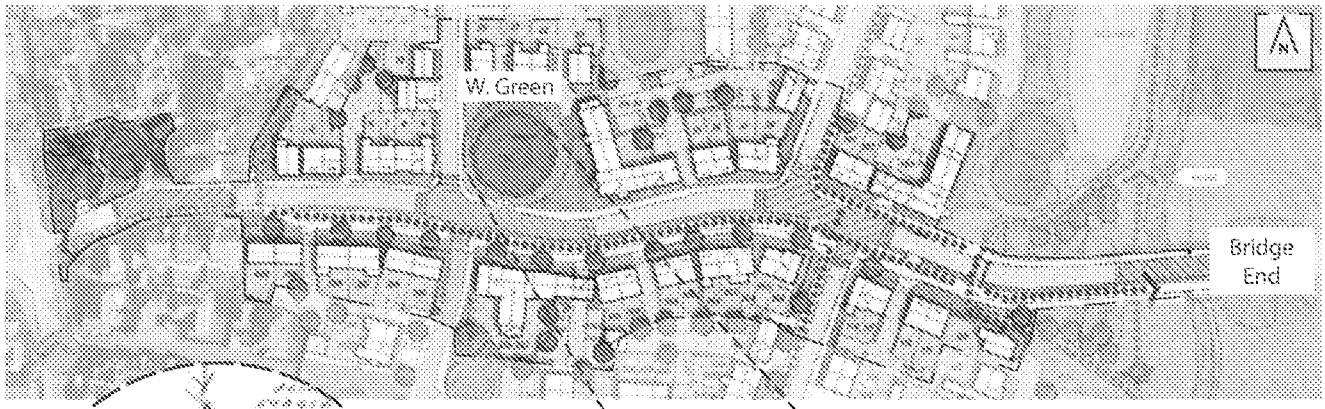
Introduction

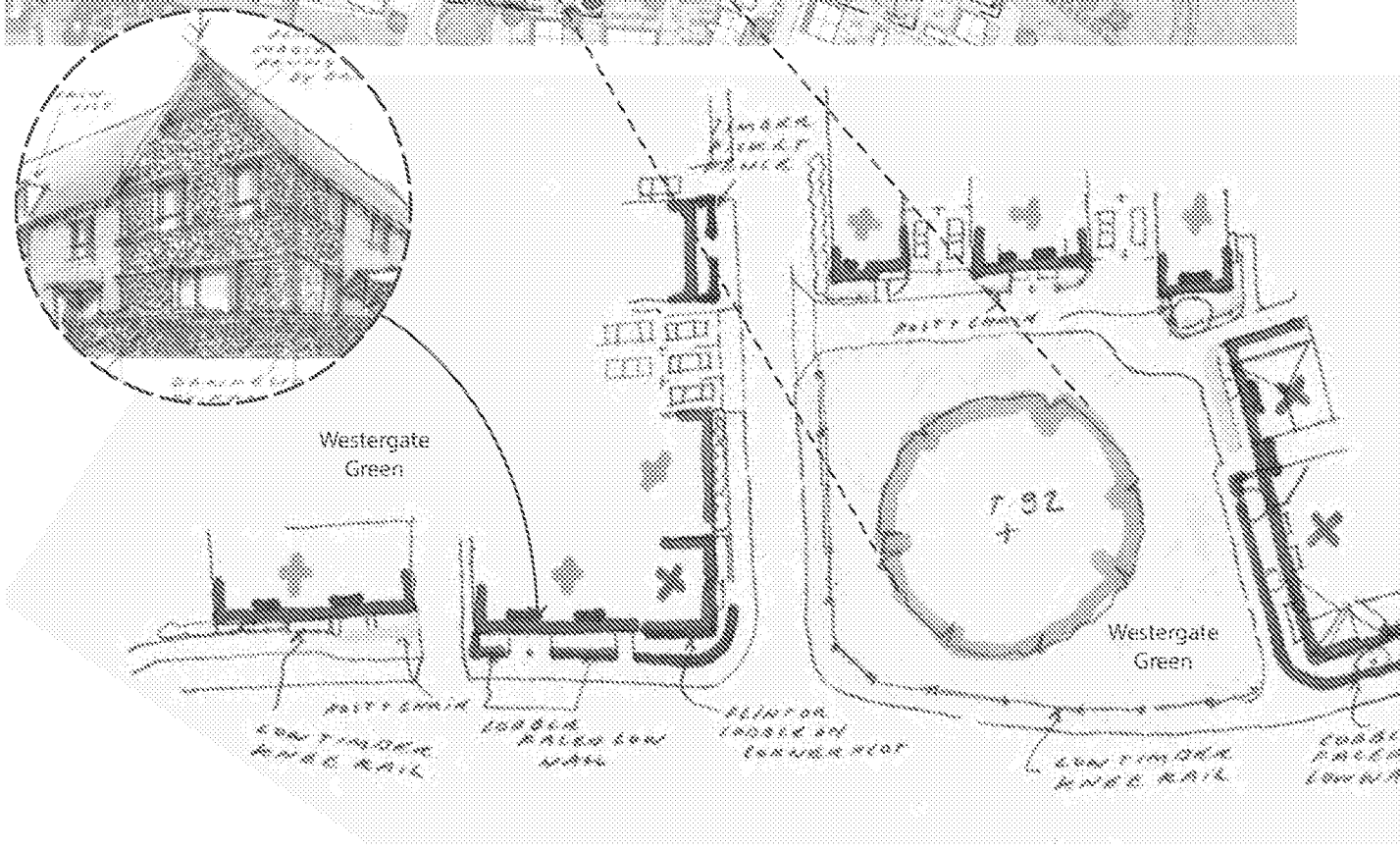
Whilst most of the character areas will reflect the local architectural vernacular, Westergate Avenue could include traditional forms with contemporary detailing to windows and the main façades.

This character area includes the east/west spine road linking to the bridge. The character is urban and higher density with continuous frontage with back served parking and small front gardens.

Higher storey heights with a significant amount of 2.5 and some 3 storey key buildings. A key space along the avenue includes Westergate Green which incorporates an existing mature tree (tree T92).







INDICATIVE MATERIALS PLAN

Concept

The design concept is to use traditional forms with contemporary details to give this character area definition from the rest of the site in the approach to the bridge link.

The key corners and gateways are given emphasis using flint or cobble blocks façades with red brick trim detailing.

As this is a primary route, all frontages will have boundary enclosures to enhance the streetscape.

Walls

- Light coloured render
- Terracotta multi stock facing brick
- Flint or cobble block with brick dressing
- Blue bounded pattern brickwork with brick dressing

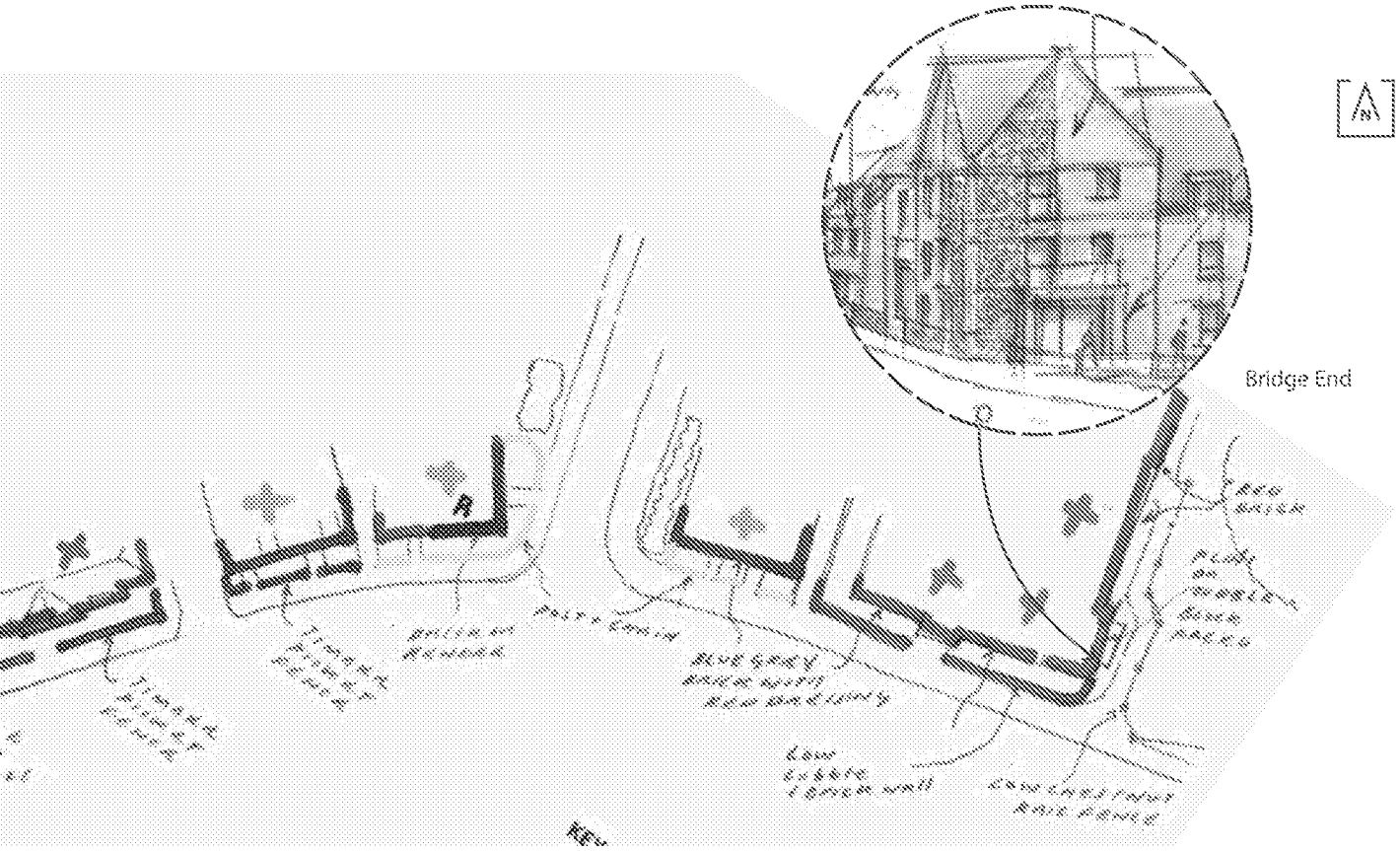
Roofs

- Orangey brown plain tile
- Reddy brown (earthy tone plain tile
- Grey tile

Boundaries

- Low flint/cobbled faced walls
- Picket fences
- Post and chain
- Low timber knee rail / chestnut rail fence

Materials	
Walls	Whilst cobble/flint blocks will be used to highlight key frontages, a mix of red bricks and blue/ grey bricks with red brick dressing will create a unifying element throughout Westergate Avenue. Some façades will be in render or painted bricks to emulate some of the examples found within Westergate and could be used to define a distinction between key spaces/corners and the rest of the street scene.
Roofs	Roofs will include a mix of orangy/brown and more reddy/brown plain tiles with grey tiles for some buildings and key corners overlooking Westergate Green.
Boundaries	Boundary treatments could include low brick walls, estate railings or hedges. Post and chain will be used for some of the boundaries around Westergate Green and low timber knee rail will be used to mark the edges of the open space around the retained mature tree T92. Low chestnut rail fence will be used towards Bridge End to the east.

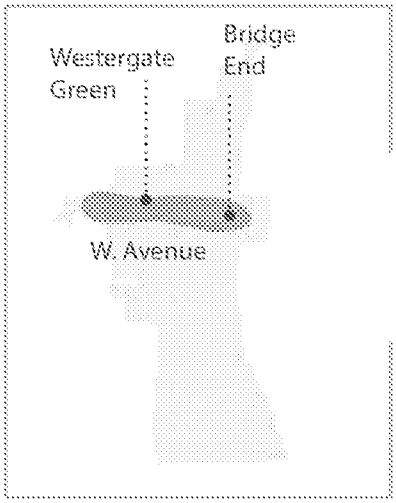


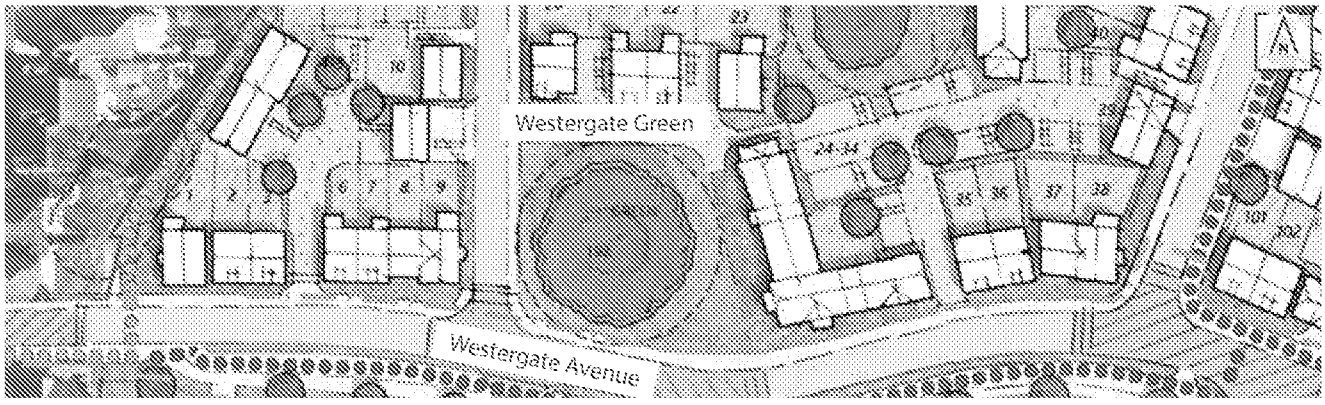
Westergate Avenue

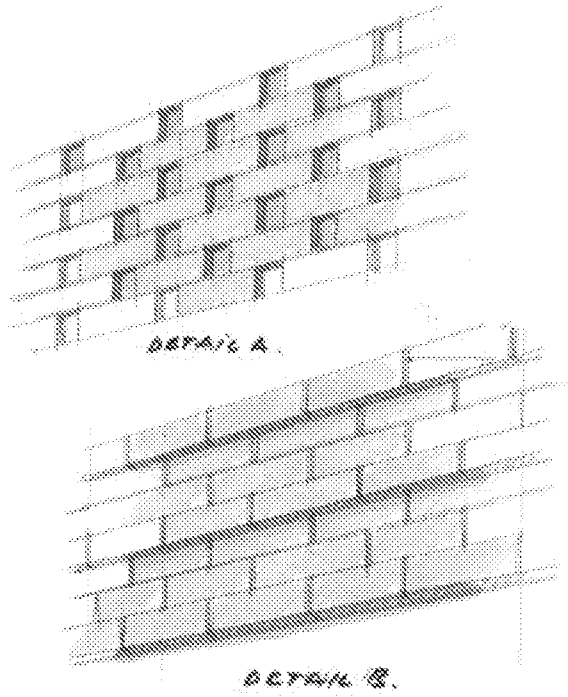
Westergate Green

The tight knit frontage along Westergate Avenue will be interrupted by a key open space framed by new frontages.

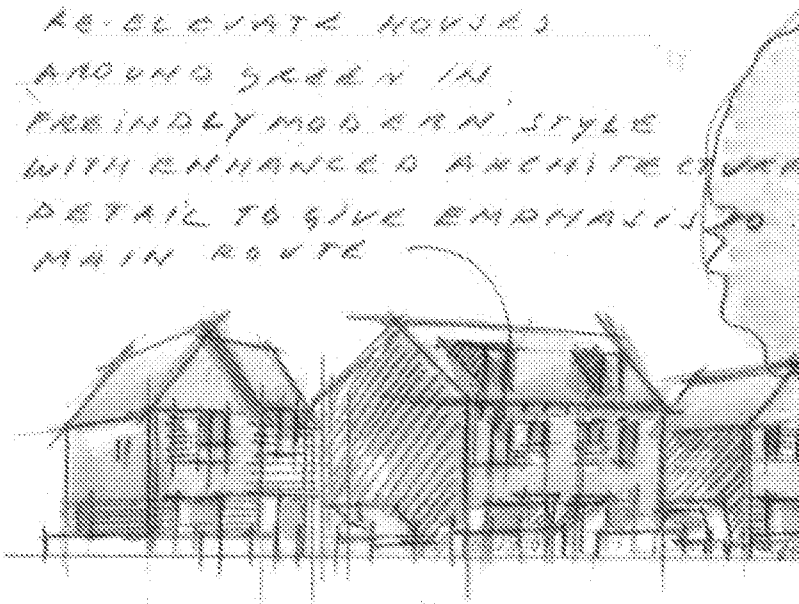
Buildings will decrease in scale the further they are from the main route with up to 3 storey apartments on the corners with Westergate Avenue and 2 to 2.5 storey detached and semi-detached houses to the north of a high quality tree (T92).







ARCHITECTURAL DETAILS



ILLUSTRATIVE PERSPECTIVE SKETCH VIEW OF WESTERGATE GREEN

ARUN DISTRICT COUNCIL AL/11/24/OUT



ILLUSTRATIVE ELEVATIONS WITHIN WESTERGATE AVENUE





Westergate Green

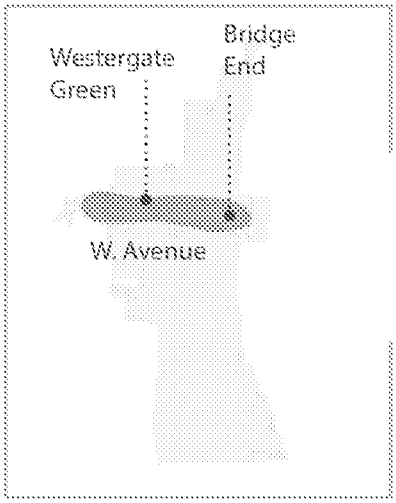
ARUN DISTRICT COUNCIL AL/11/24/OUT

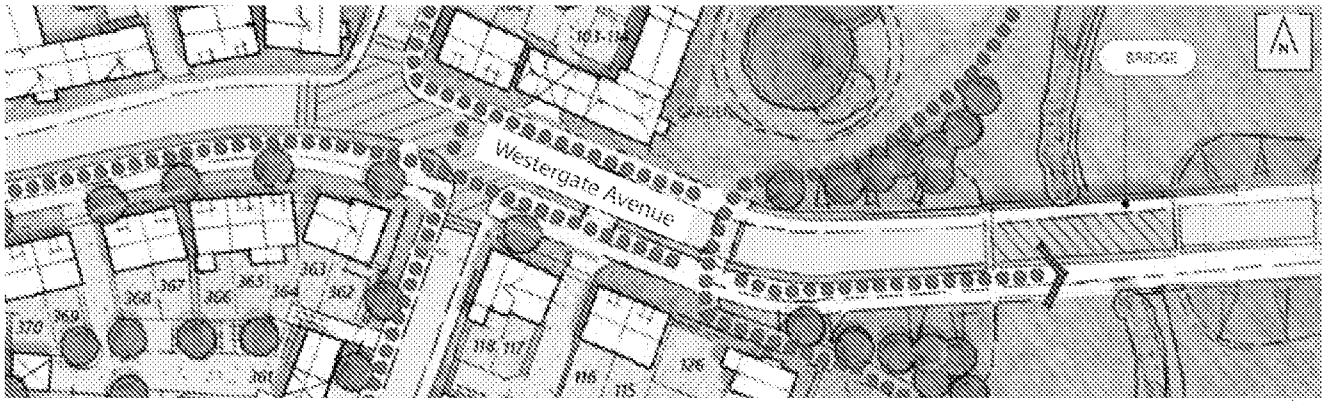


Westergate Avenue

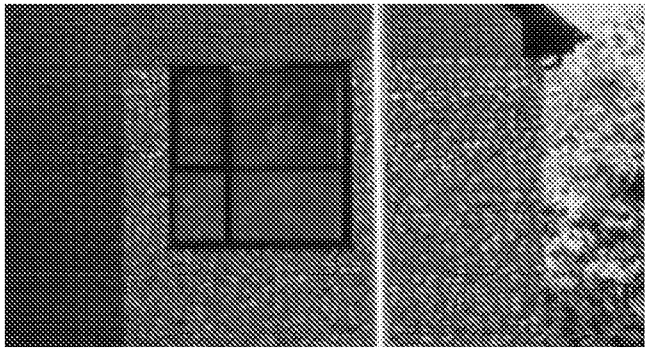
Bridge End

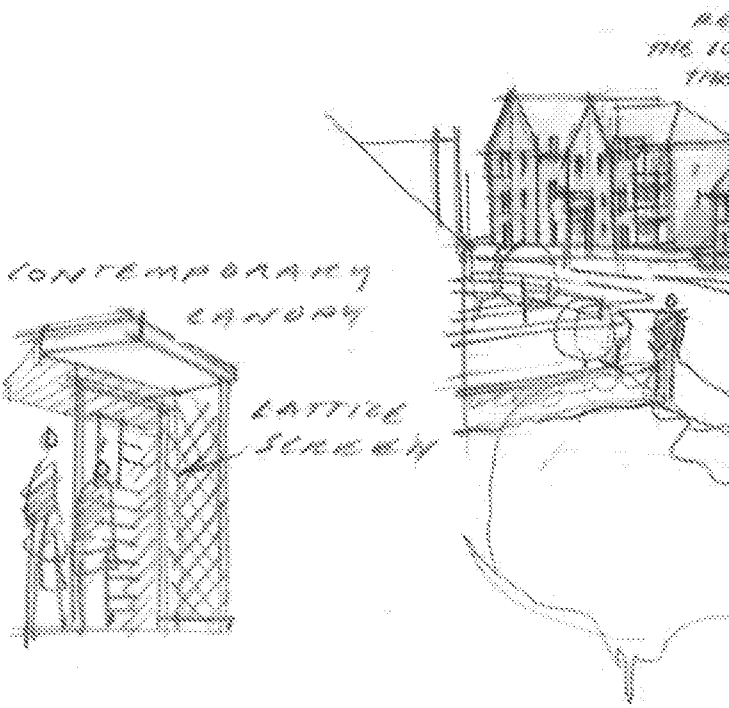
The eastern end of Westergate Avenue will be framed by buildings that will address key corners to create a gateway and a sense of arrival into the proposed development when approaching from the east.





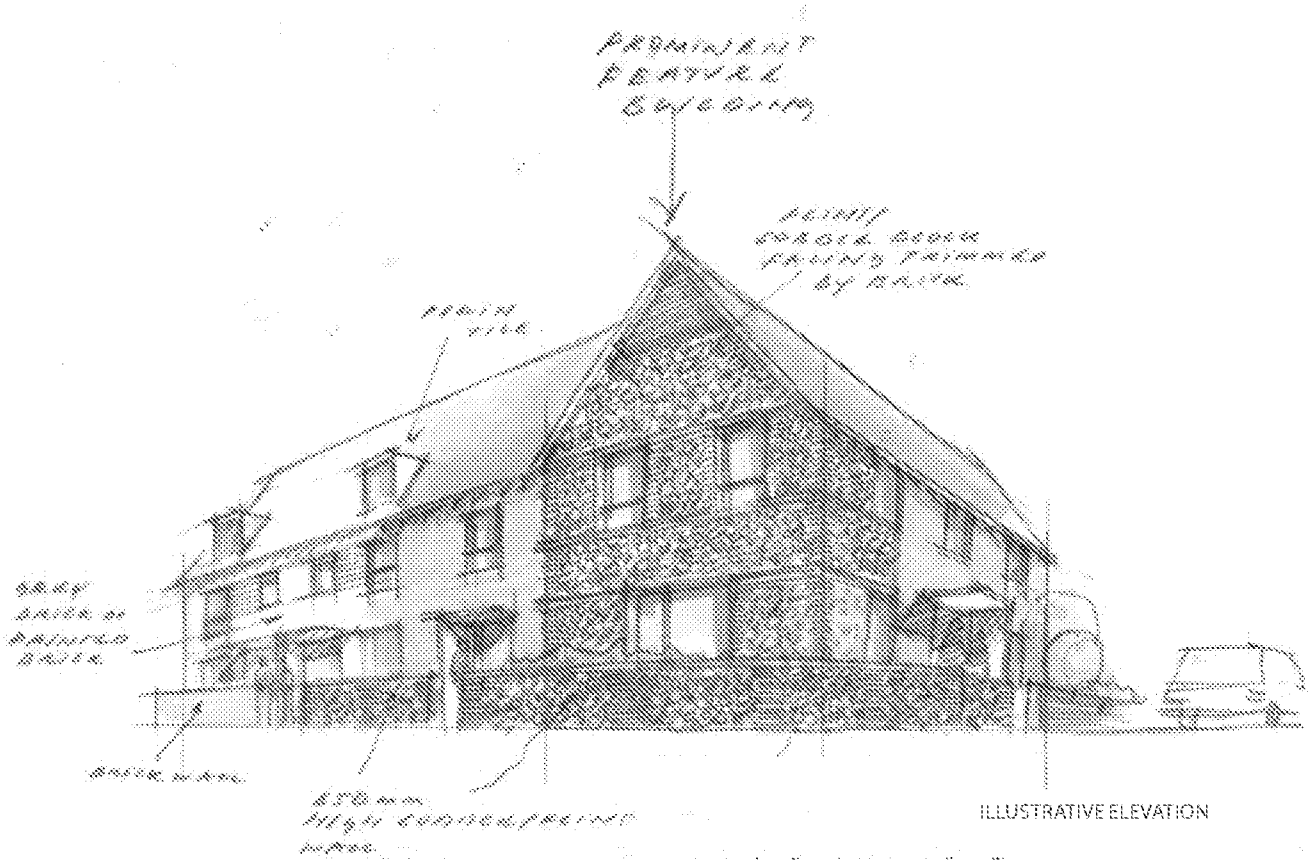






LOCAL EXAMPLES AND GOOD PRECEDENTS COMBINING FLINT/COBBLE BLOCKS WITH BRICK TRIMS

ARUN DISTRICT COUNCIL AL/11/24/OUT



ILLUSTRATIVE ELEVATION



ILLUSTRATIVE PERSPECTIVE SKETCH VIEW OF BRIDGE END



Bridge East



Village Street

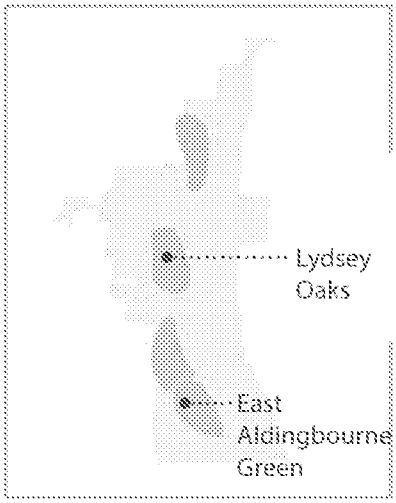
Introduction

This character area incorporates the primary street that runs from the north to the south of the scheme.

The street is semi-urban in character with a winding layout and segregated cycle way on one side.

Properties are predominantly semi-detached with side parking and there are a mix of heights with a mix of 2 and 2.5 storey dwellings.

Key spaces include Lydsey Oaks and East Aldingboure Green.









FORMAL/REGULAR STREETSCAPE IN WESTERGATE

Concept

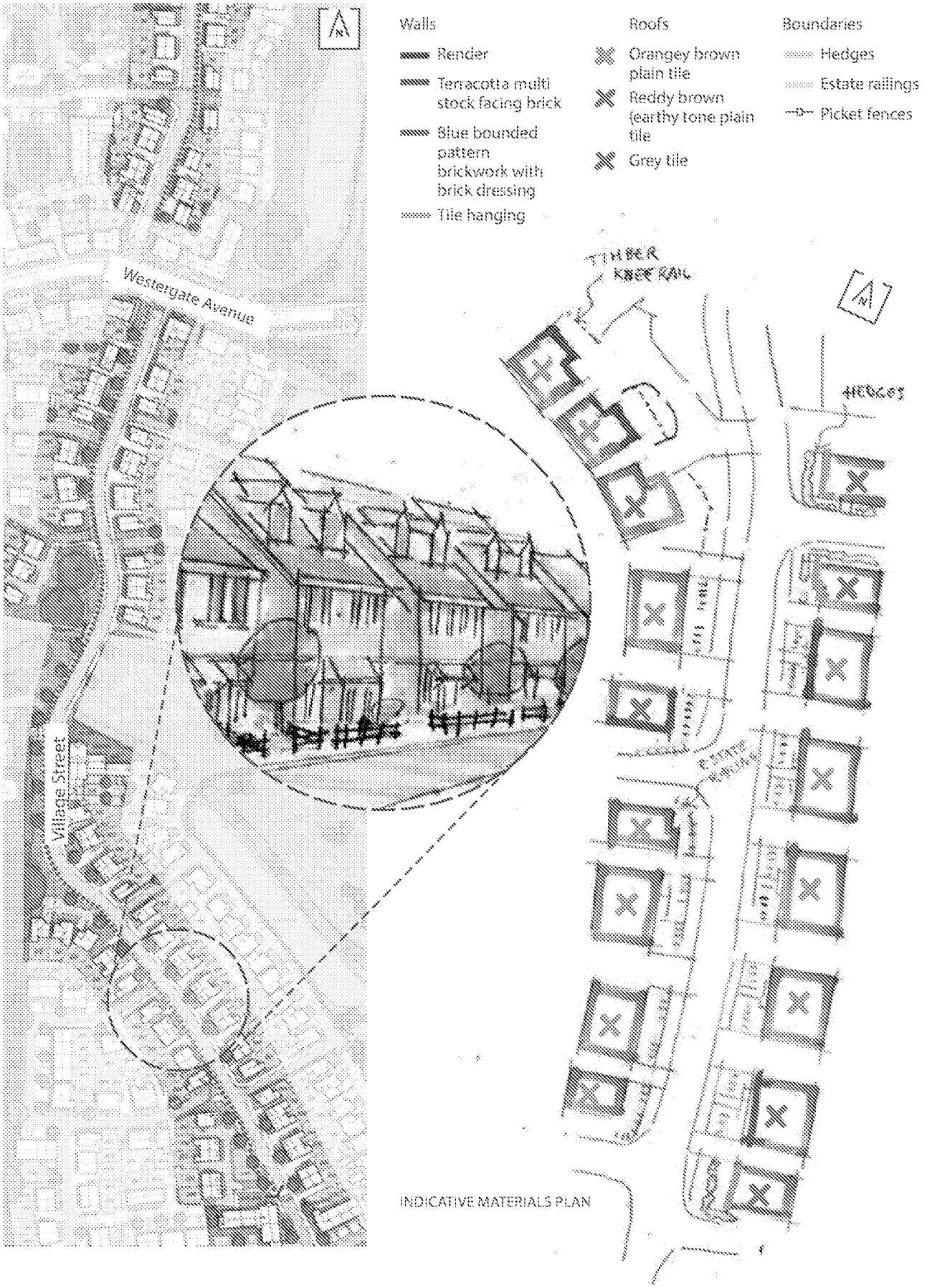
The street will be defined by a formal streetscape with incidental green spaces to break the regularity and rhythm of the buildings.

Key feature will include:

- Linear winding street.
- Buildings follow a regular arrangement.
- Regular gaps/rhythm.
- Consistent eaves.
- Key incidental spaces break up the regularity and rhythm and create interest and variety along the route.
- A variety of materials and detailing to match those found within Westergate.

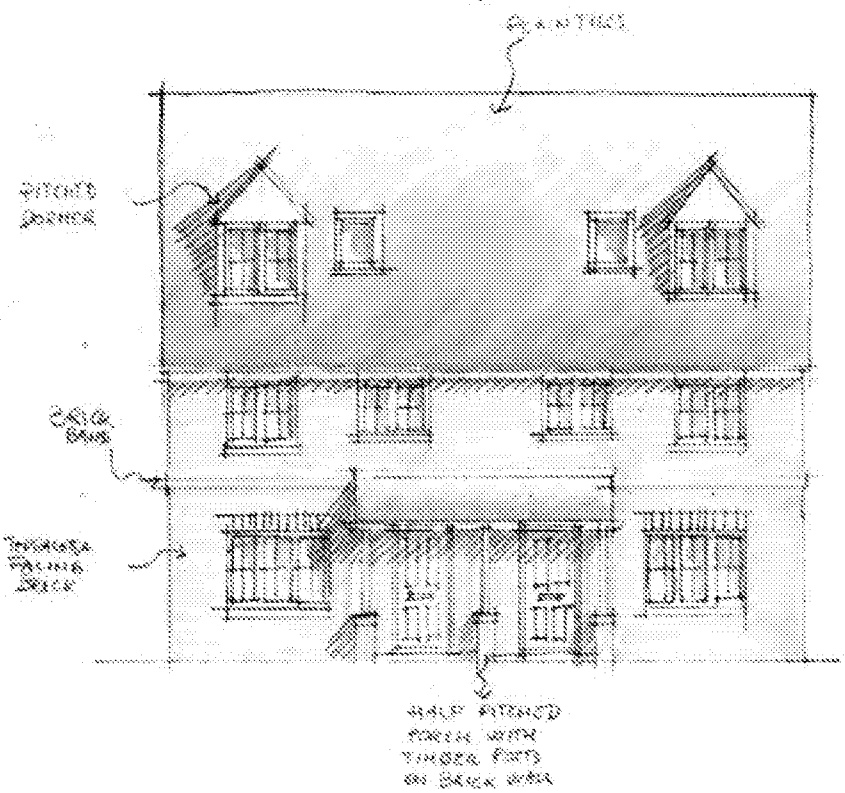
Materials	
Walls	Red bricks will be the main material however blue bounded pattern brickwork with brick dressing and render will be used on some of the façades to visually break the regularity of the street scene. Tile hanging will be used to highlight key buildings at key corners/spaces or at the end of vistas.
Roofs	Roofs will be in orange/red/brown plain tiles with a few grey coloured roofs combined with render to create a varied streetscape.
Boundaries	Estate railings or hedges. Where the village street crosses green spaces some more natural materials such as picked fences and timber knee railing will be used.

ARUN DISTRICT COUNCIL AL/11/24/OUT



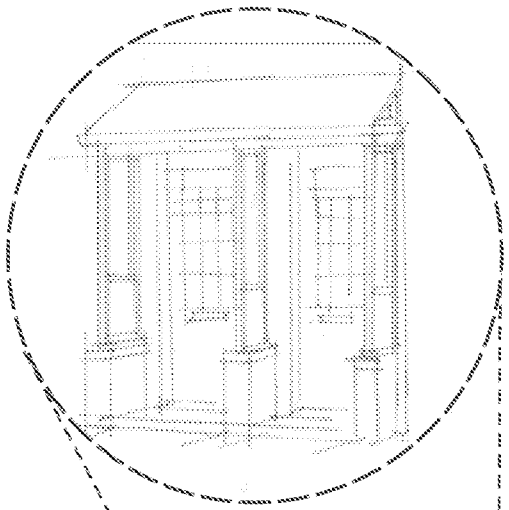
INDICATIVE MATERIALS PLAN

Village Street



Buildings will be traditional in forms and details with limited protruding elements such as simple porches or occasional bays to break continuity.

Combined porches with lean to framed roofs, like those found in Westergate, will be a feature used for some of the semi-detached typologies.





ILLUSTRATIVE PERSPECTIVE SKETCH VIEW OF VILLAGE STREET

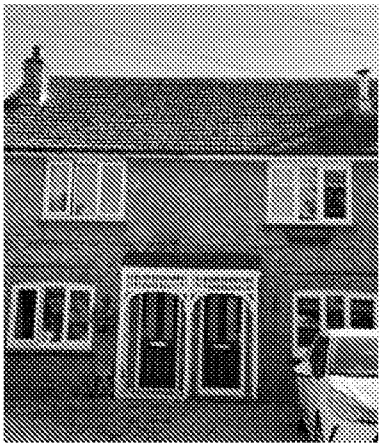
ARUN DISTRICT COUNCIL AL/11/24/OUT



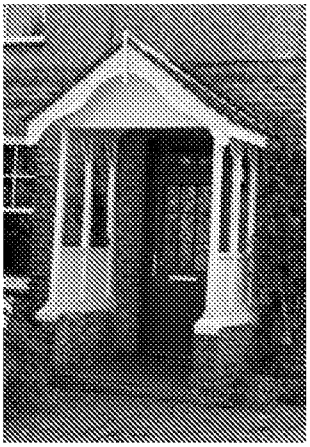
PROTRUDING GABLE WITH TILE HANGING



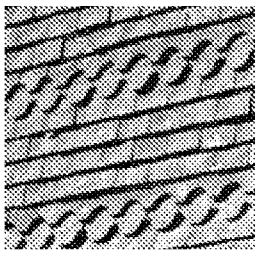
2 STOREY HOUSES IN RENDER



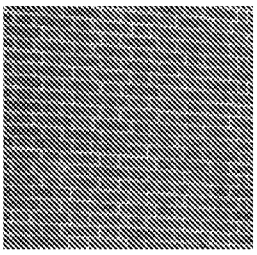
SEMI-DETACHED HOUSES WITH COMBINED PORCHES



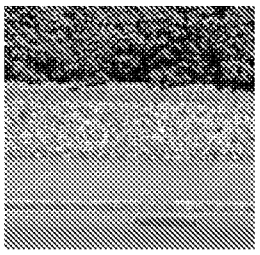
TRADITIONAL PITCHED PORCH



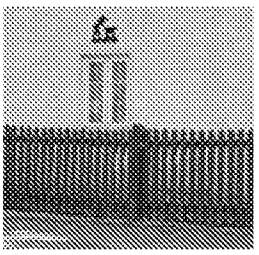
DECORATIVE TILE HANGING



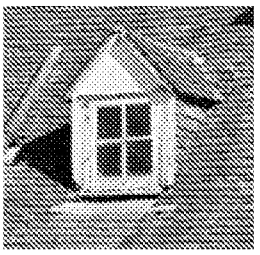
RED BRICKS FACADE



COBBLE LOW WALL WITH BRICK HEADER



PICKET FENCE



TRADITIONAL PITCHED DORMER





Village Street

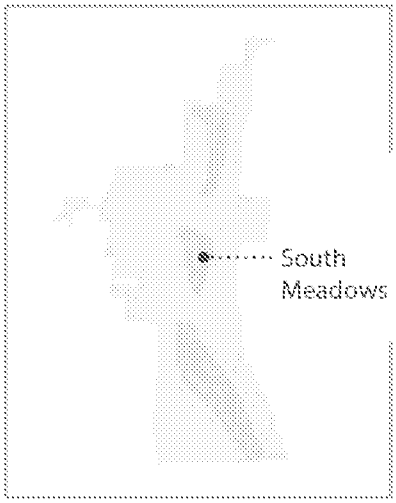


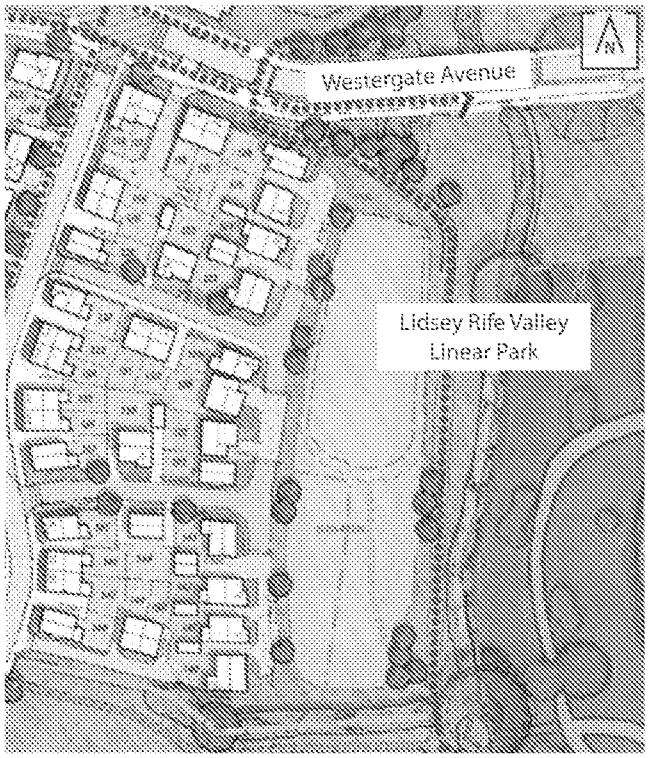
Westergate Meadows

Introduction

This character area will define a lower density edge fronting linear parkland.

Dwellings will be predominantly larger detached houses separated by gaps and served off drives and lanes, with larger front gardens and a 'loose edge' character.





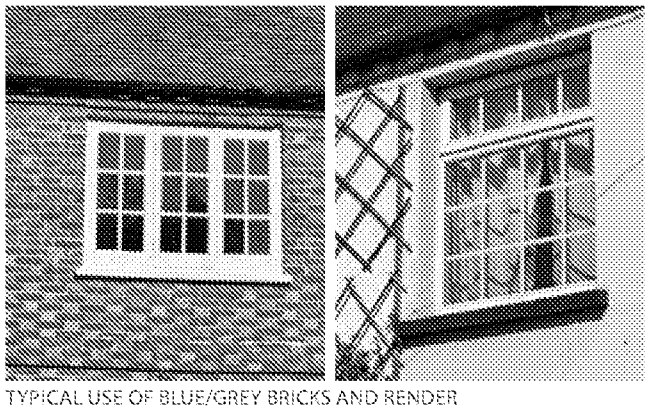
Concept

The design approach is for individual properties to be elevated to reflect the character of Westergate using a rich palette of materials.

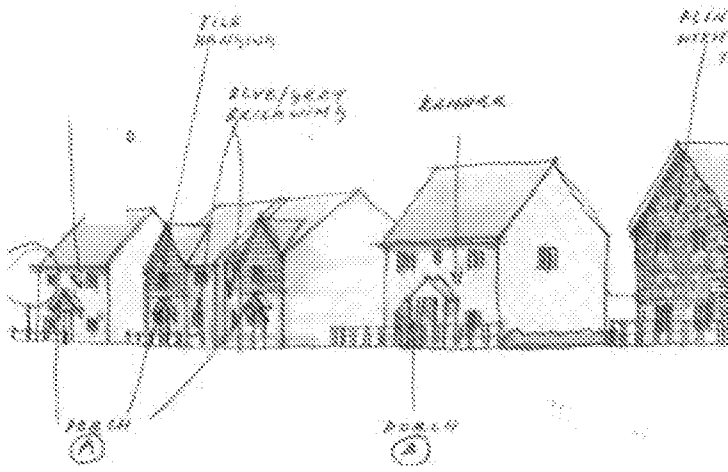
The streetscape will be enhanced by using porches and door surrounds of bespoke design that reflect those used in Westergate and Church Lane.

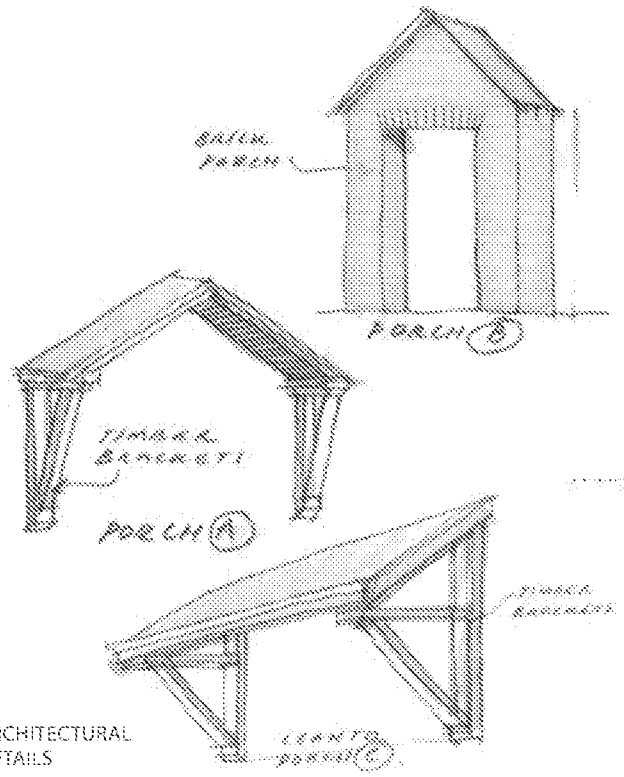
A summary of key features include:

- Fragmented frontages.
- Consistent massing and forms but varied in detailing and materials.
- Variety of detached house typologies.
- Soft boundary materials including picked fences, hedges, post and chain fences together with planting.
- Porches and door surrounds design to reflect local character.
- Rich palette of materials.



TYPICAL USE OF BLUE/GREY BRICKS AND RENDER





ARCHITECTURAL DETAILS

Materials	
Walls	A mix of render, flint with brick dressing, red/blue/grey bricks and tile hanging.
Roofs	Roofs will be in orange/red/brown plain tiles.
Boundaries	Picket fences, hedges and post and chain with planting.

Walls

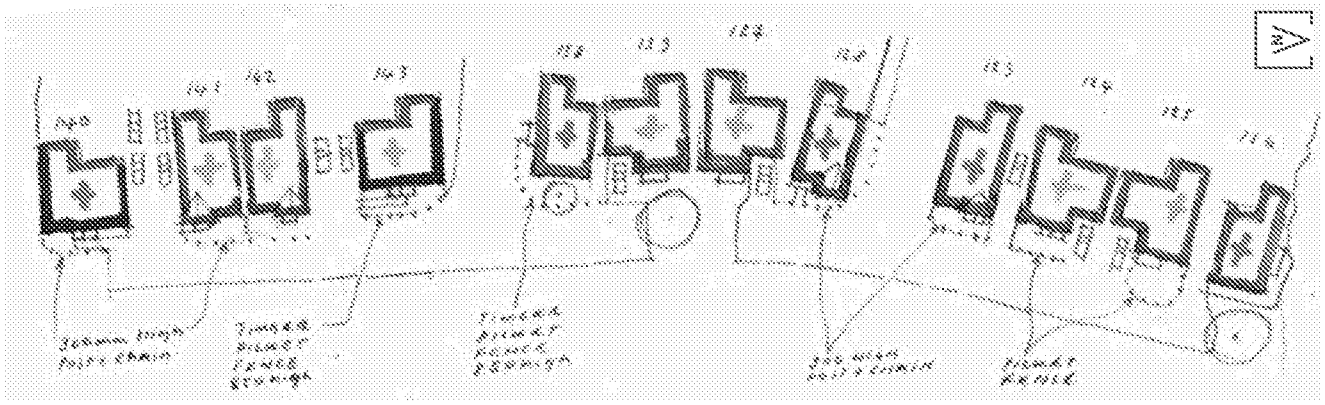
- Render or painted brick
- Terracotta multi stock facing brick
- Flint or cobble block with brick dressing
- Blue bounded pattern brickwork with brick dressing
- Tile hanging
- Reddy/brown multistock facing brick for garages

Roofs

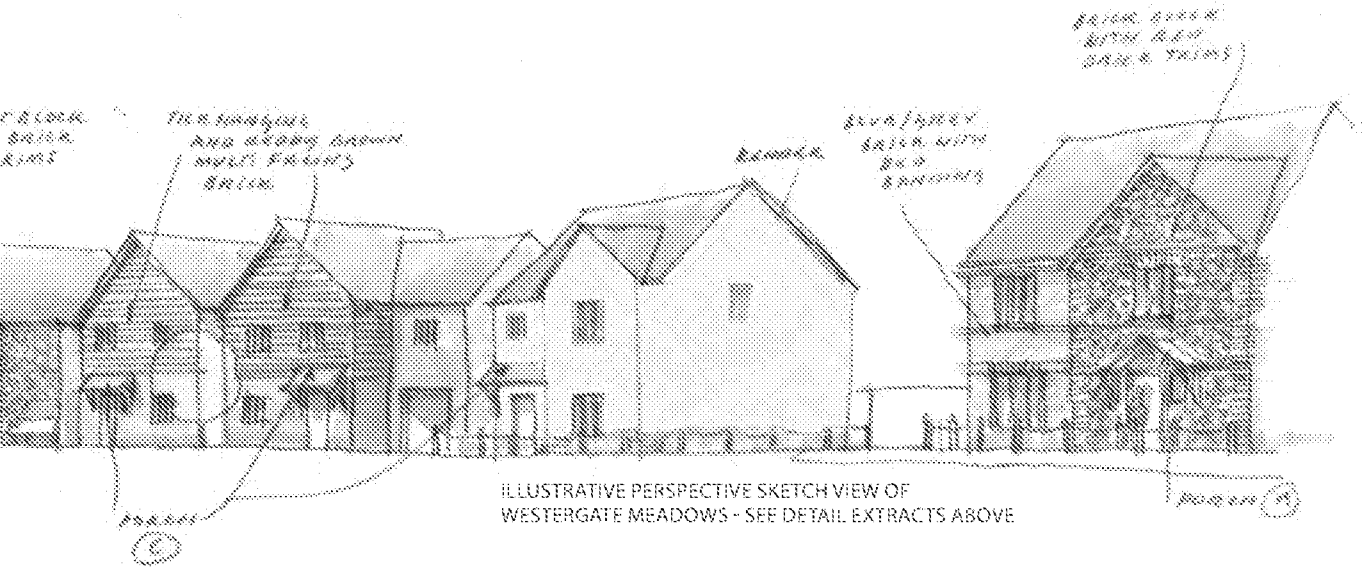
- Orangey brown plain tile
- Reddy brown (earthy tone plain tile

Boundaries

- Post and chain / picket fences



INDICATIVE MATERIALS PLAN

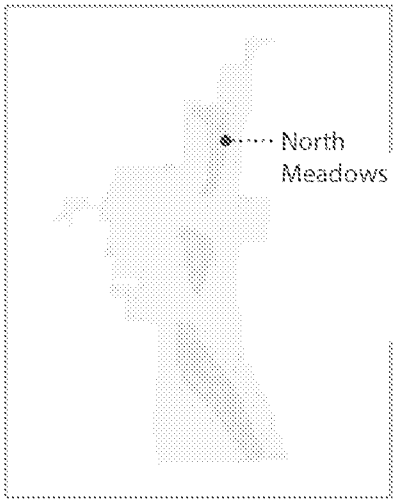


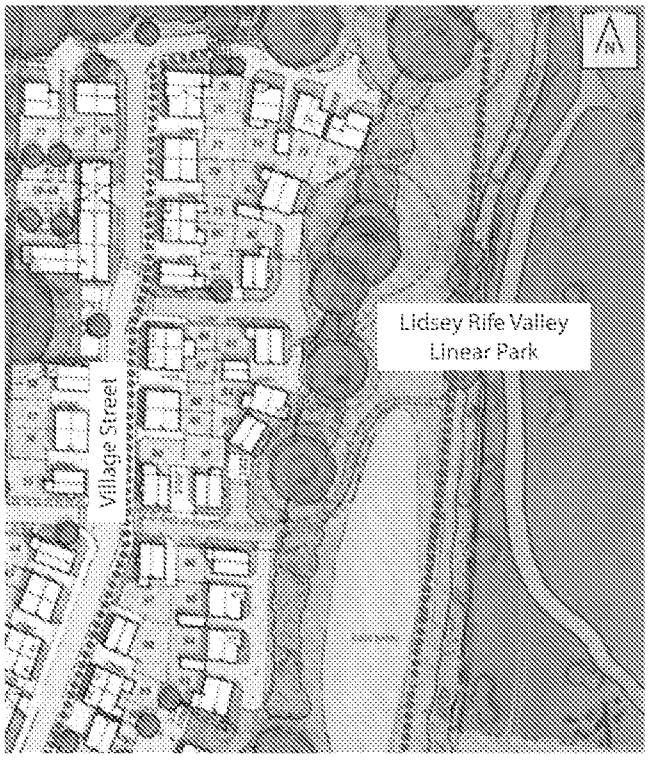
ILLUSTRATIVE PERSPECTIVE SKETCH VIEW OF WESTERGATE MEADOWS - SEE DETAIL EXTRACTS ABOVE

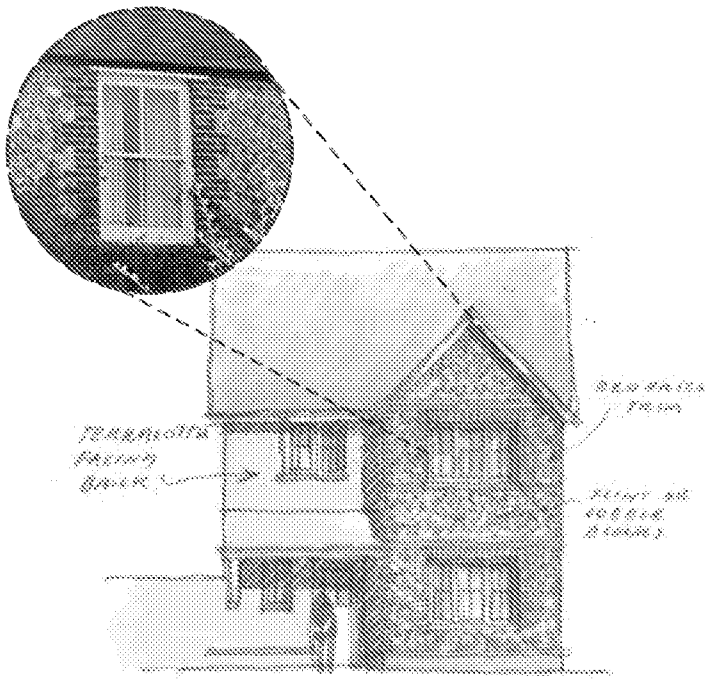
Westergate Meadows

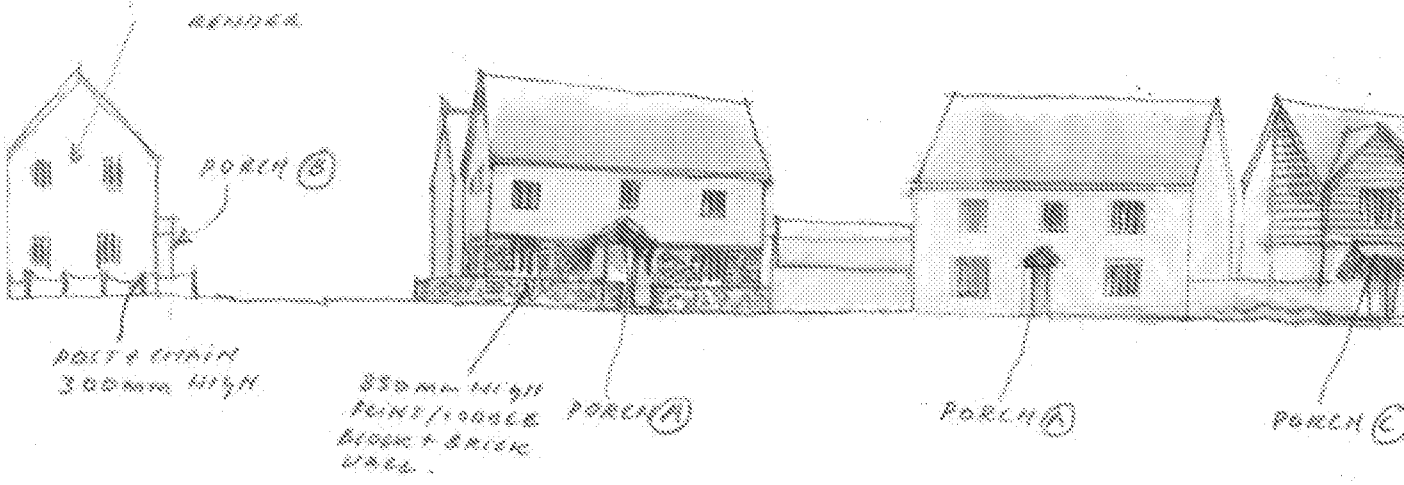
North Meadows

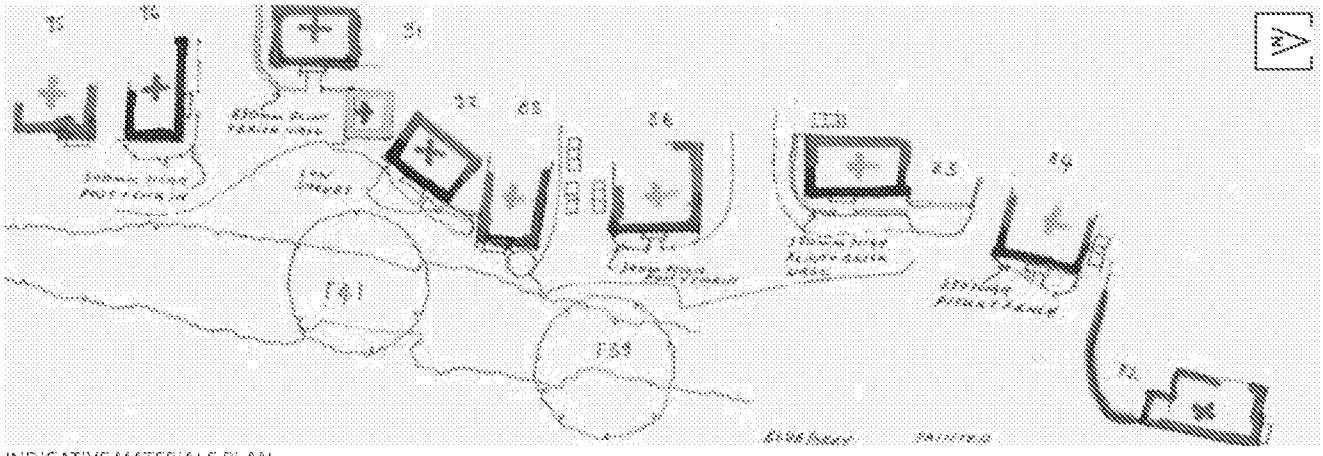
Existing landscape features have shaped the frontages with buildings that are set-back to protect the setting of existing trees and natural features to provides a more leafy and organic character along the development edges.











INDICATIVE MATERIALS PLAN

Walls

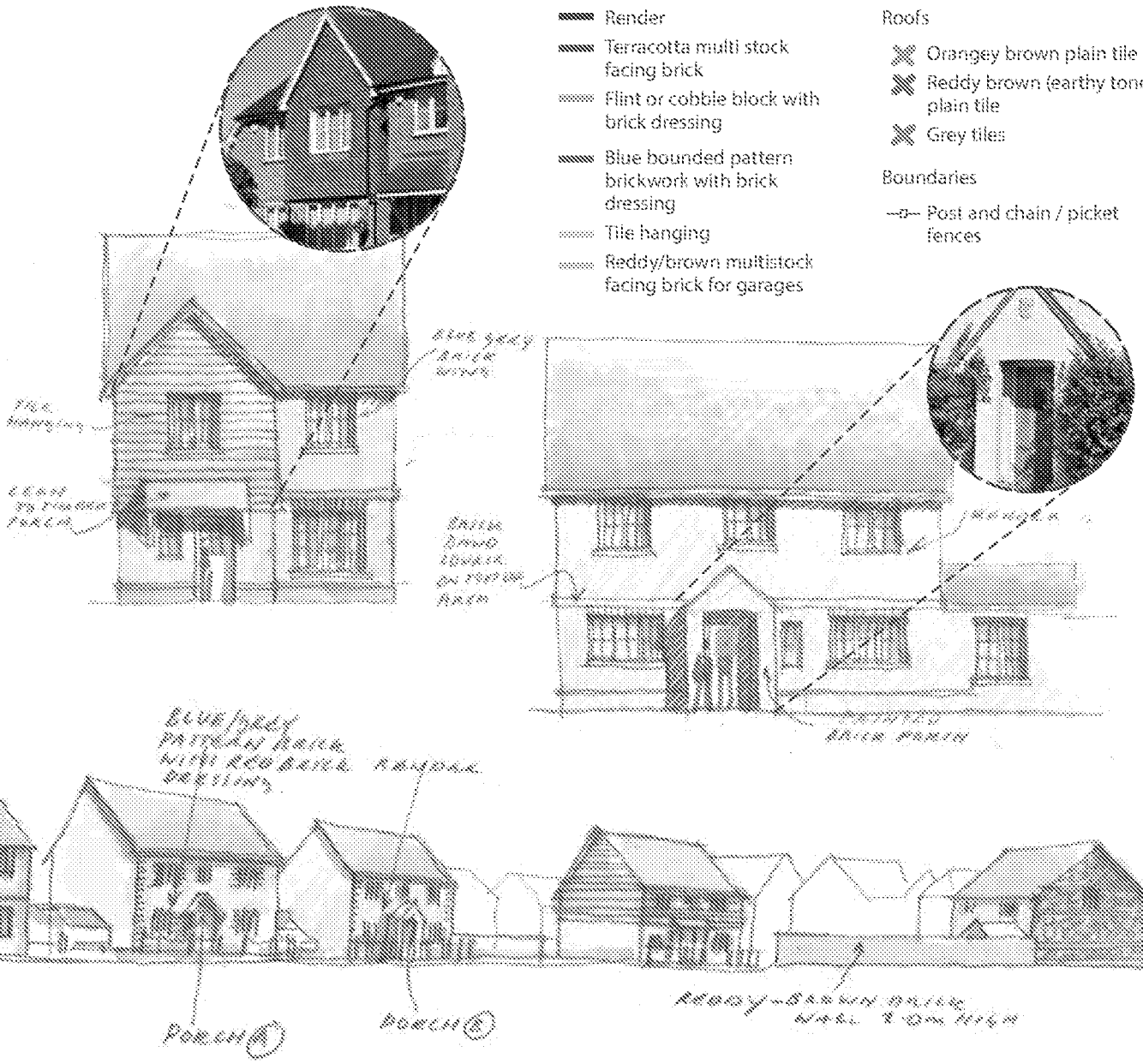
- Render
- Terracotta multi stock facing brick
- Flint or cobble block with brick dressing
- Blue bounded pattern brickwork with brick dressing
- Tile hanging
- Reddy/brown multistock facing brick for garages

Roofs

- Orangey brown plain tile
- Reddy brown (earthy tone plain tile
- Grey tiles

Boundaries

- Post and chain / picket fences







The Lanes

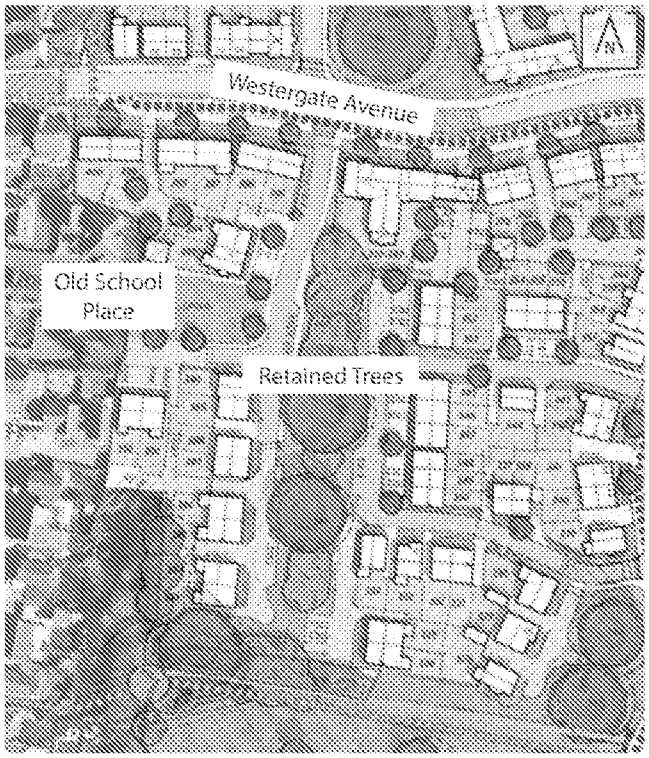
Introduction

Overall the Lanes will appear as small 'infills' naturally developed over time to the back of the main routes. The Lanes will be shared surfaced narrow streets providing a different street hierarchy from the rest of the development, with incidental on street tree planting.

Dwellings will include mainly semi-detached and some terraced and detached properties.

Parking to the side of plot or frontage parking.





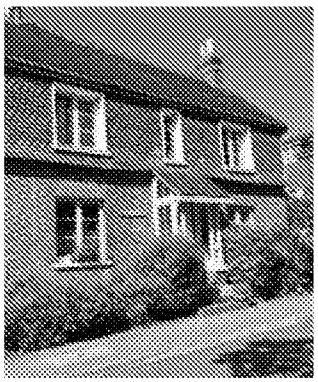
Concept

Most Lanes are branching off the main Village Street and Westergate Avenue. However the character of the buildings will differ from those along the main routes.

Buildings will be arranged to form small clusters with traditional forms and detailing fronting narrow streets. This, combined with a shared surface treatment, will create a domestic character and will slow down traffic.

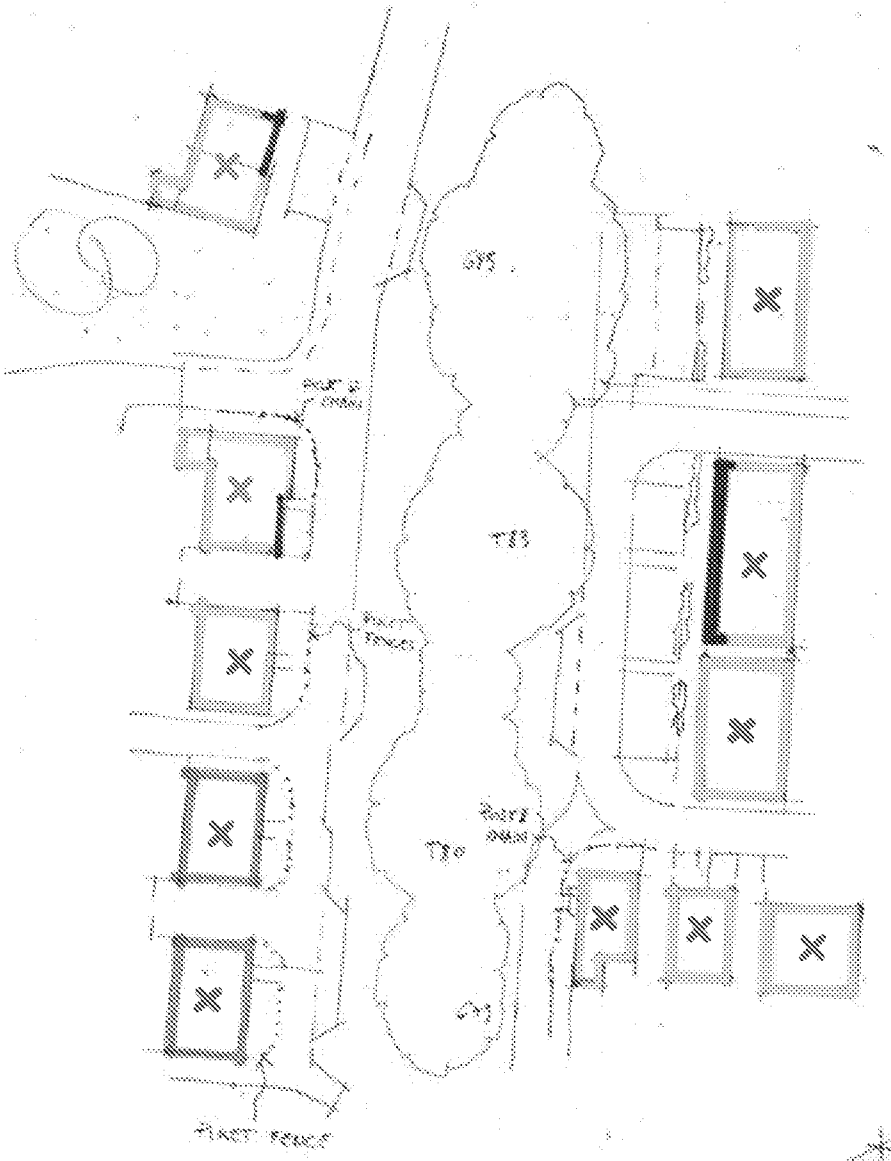
Materials	
Walls	A limited palette of materials will vary slightly from the rest of the scheme; bricks will still be the main material but the use of timber boarding and tile hanging will provide a warm and rural character to key buildings.
Roofs	Roofs will be in plain tiles.
Boundaries	A mix of post and chain and picket fences combined with low planting.







LOCAL PRECEDENTS



Walls

- Terracotta multi stock facing brick
- Blue bounded pattern brickwork with brick dressing
- Tile hanging
- Dark boarding

Roofs

- Orangey brown plain tile
- Reddy brown (earthy tone plain tile
- Grey tile

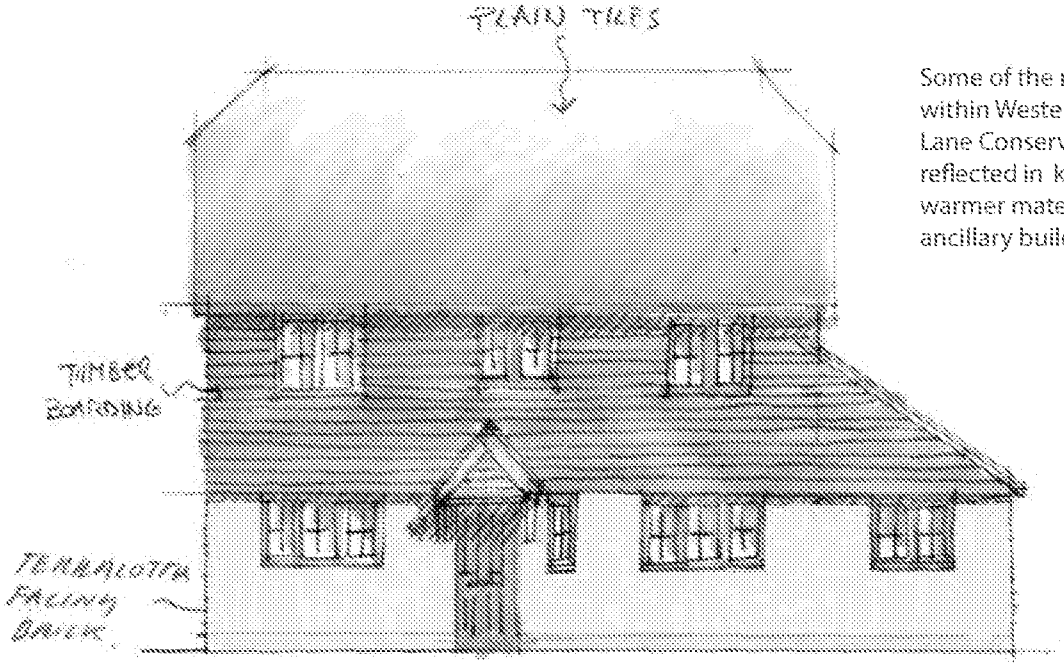
Boundaries

- Post and chain / picket fences

INDICATIVE MATERIALS PLAN



The Lanes

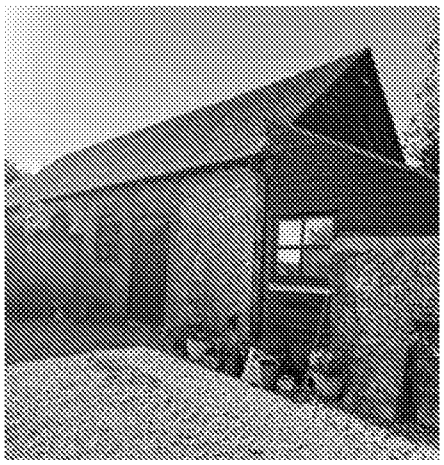


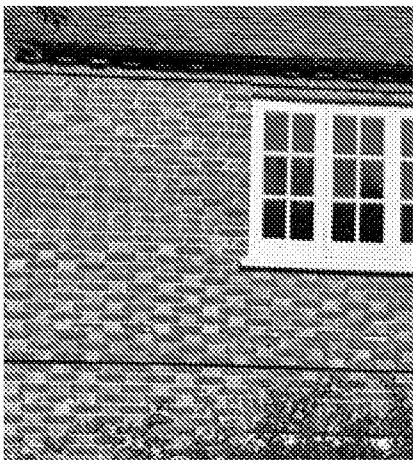
Some of the rural characteristics within Westergate and Church Lane Conservation Area will be reflected in key buildings by using warmer materials typical of rural ancillary buildings.

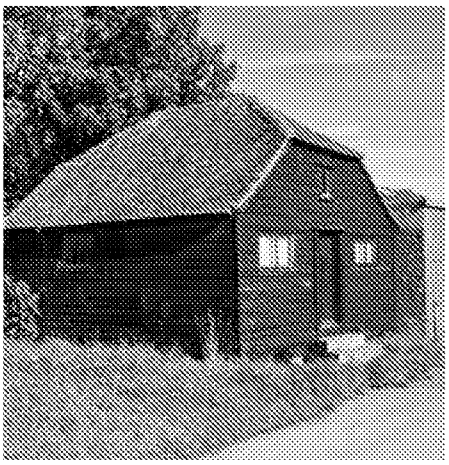


GROUP OF BUILDINGS FACING A SHARED SURFACE STREET

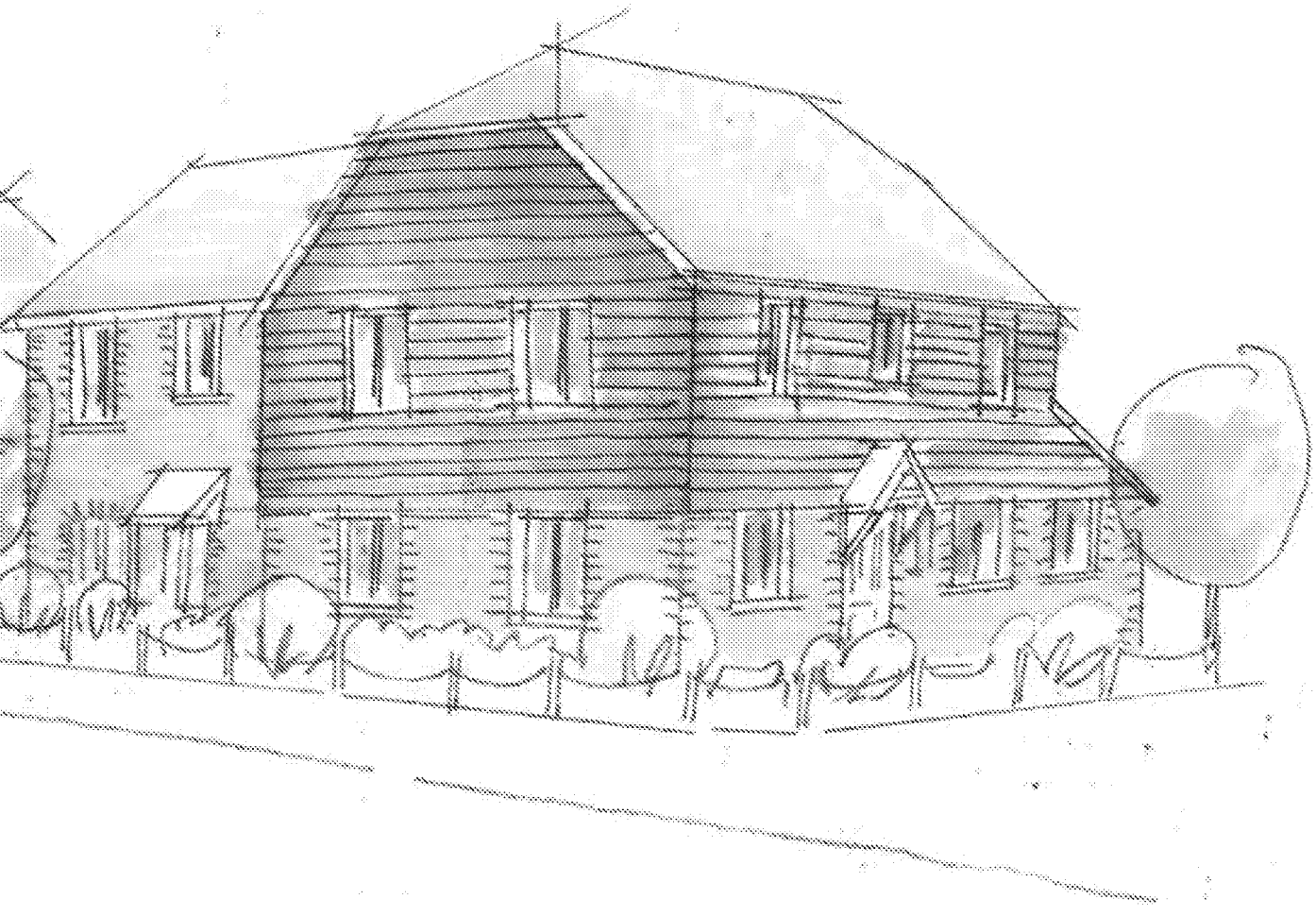
ARUN DISTRICT COUNCIL AL/11/24/OUT







LOCAL PRECEDENTS





The Lanes





Part 3: Detailed Planning Application

East/West Road Link & Bridge

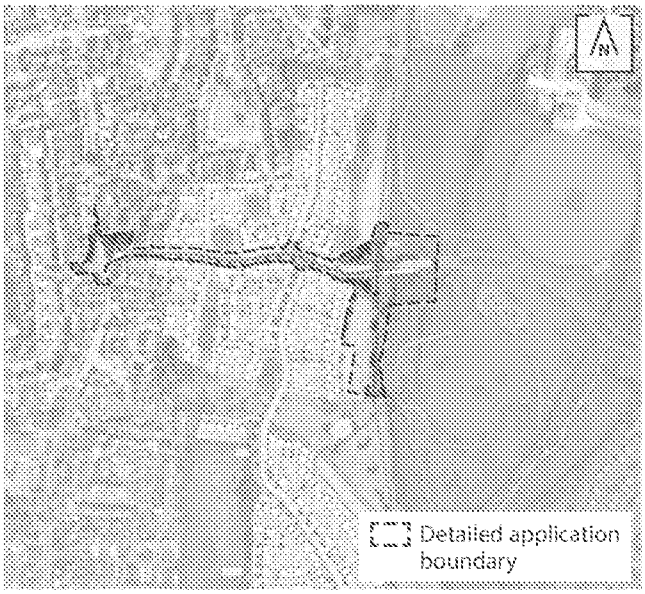
The detailed element of the planning application includes the proposed site access junction and western end of the East-West Link Road.

The site access will be a four arm traffic signal junction with the A29 Westergate Street / Meadow Way and an extension of the existing Pine Close cul-de-sac.

Signalised pedestrian crossings will be provided on all arms of the site access junction thereby providing improved connections to nearby facilities.

It is intended that the site access junction traffic signals will operate with Microprocessor Optimised Vehicle Actuation (MOVA) to minimise traffic delays and take account of fluctuating traffic flows.

To aid right turning movements from the A29, ghost-island right turn lanes are provided and northbound traffic will also benefit from the extension of the green phase whilst southbound traffic is held.



LOCATION PLAN



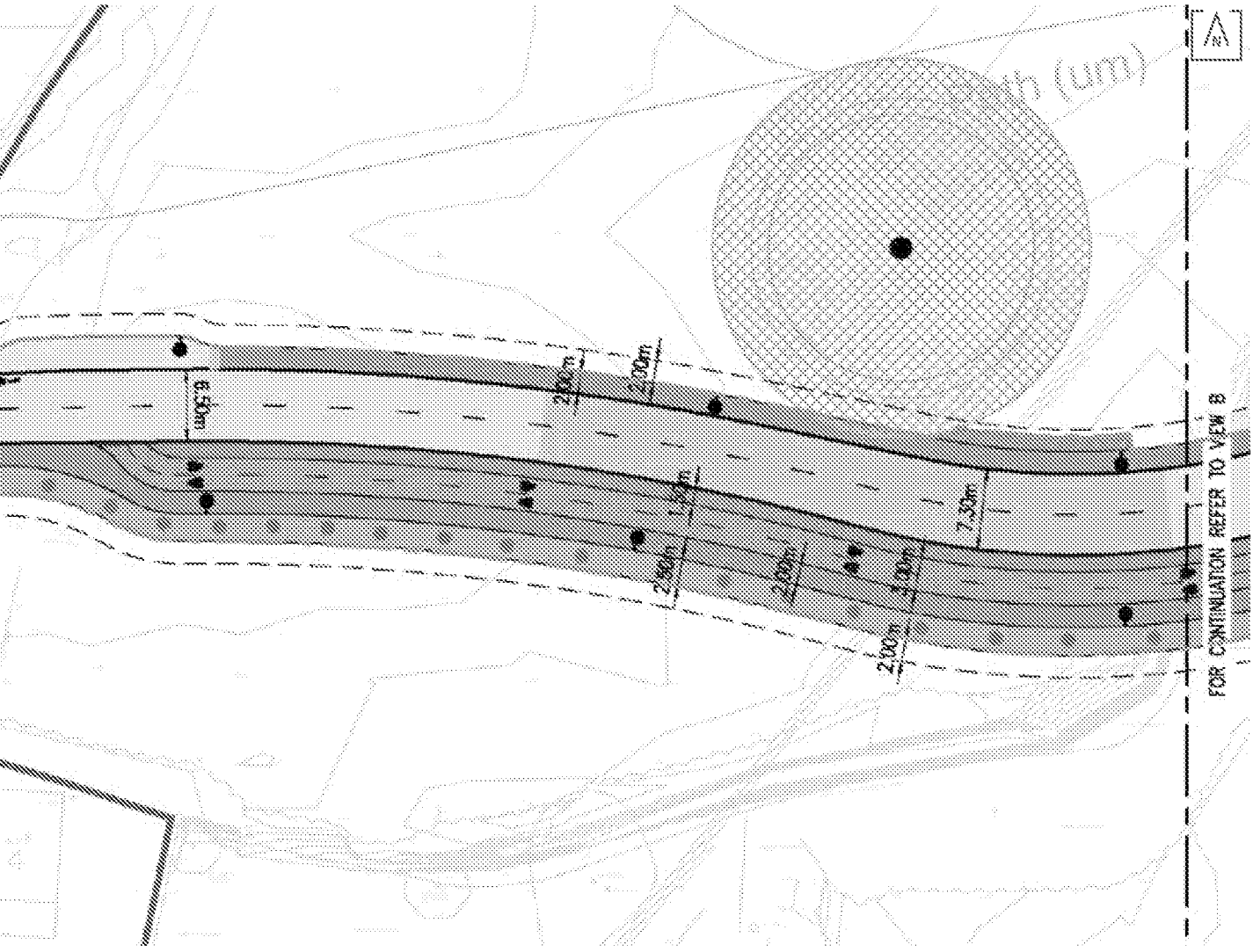
This will ensure any traffic turning right into the site will clear the junction if they have not found a suitable gap during the normal phase.

The existing Pine Close junction will be closed to traffic through the installation of bollards, which will retain access for pedestrians and cyclists.

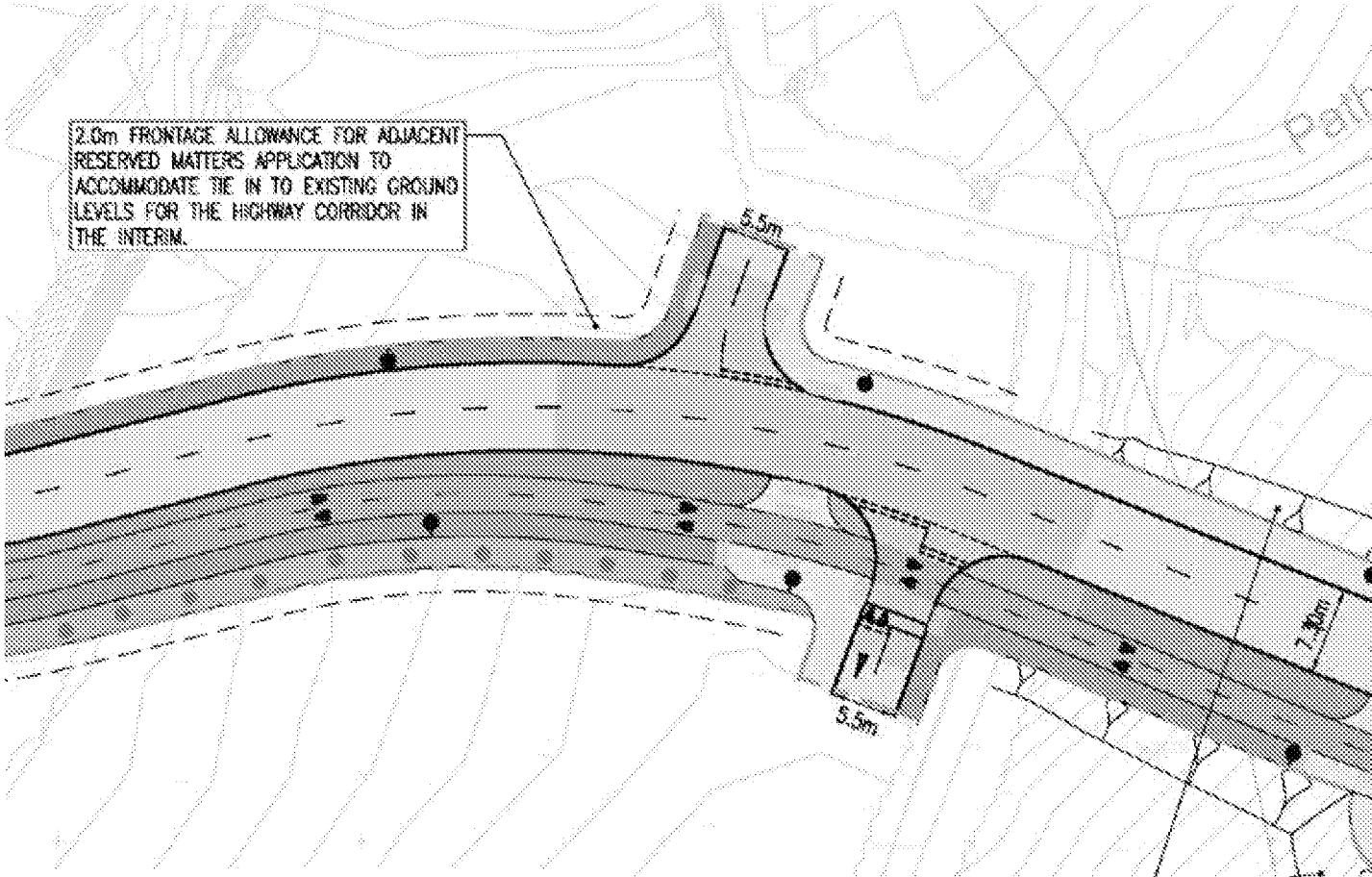
The East-West Link Road will be 6.5m-7.3m wide to facilitate bus movements through the site and to / from the wider BEW strategic allocation. A connection to this East-West Link Road from the Cala Homes site will be facilitated by a bridge over the Lindsey Rife which will be constructed as part of the Cala Homes development.

KEY

- Site boundary
- Detailed application boundary
- Carriageway
- Carriageway (Alternate)
- Cycleway
- Footway
- Shared use route (Footway/cycleway)
- Verge / embankments / landscaping
- SuDS
- Hard standing
- Drainage Features
- Tree corridor - refer to landscape drawings
- Proposed lighting column
- Root protection zone

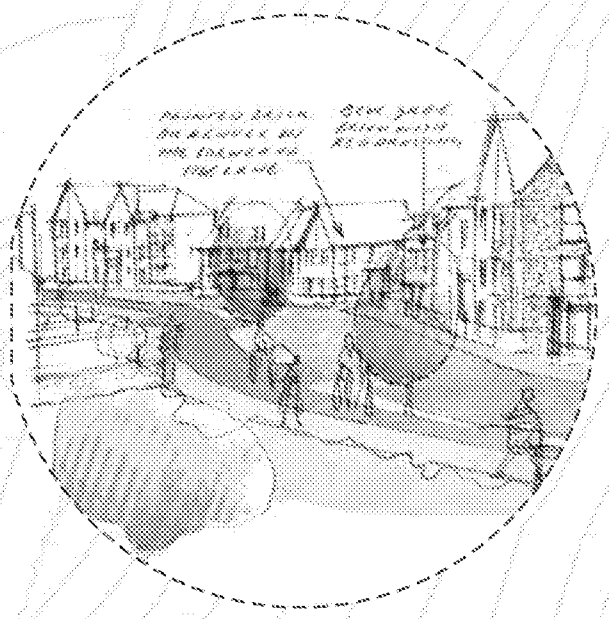


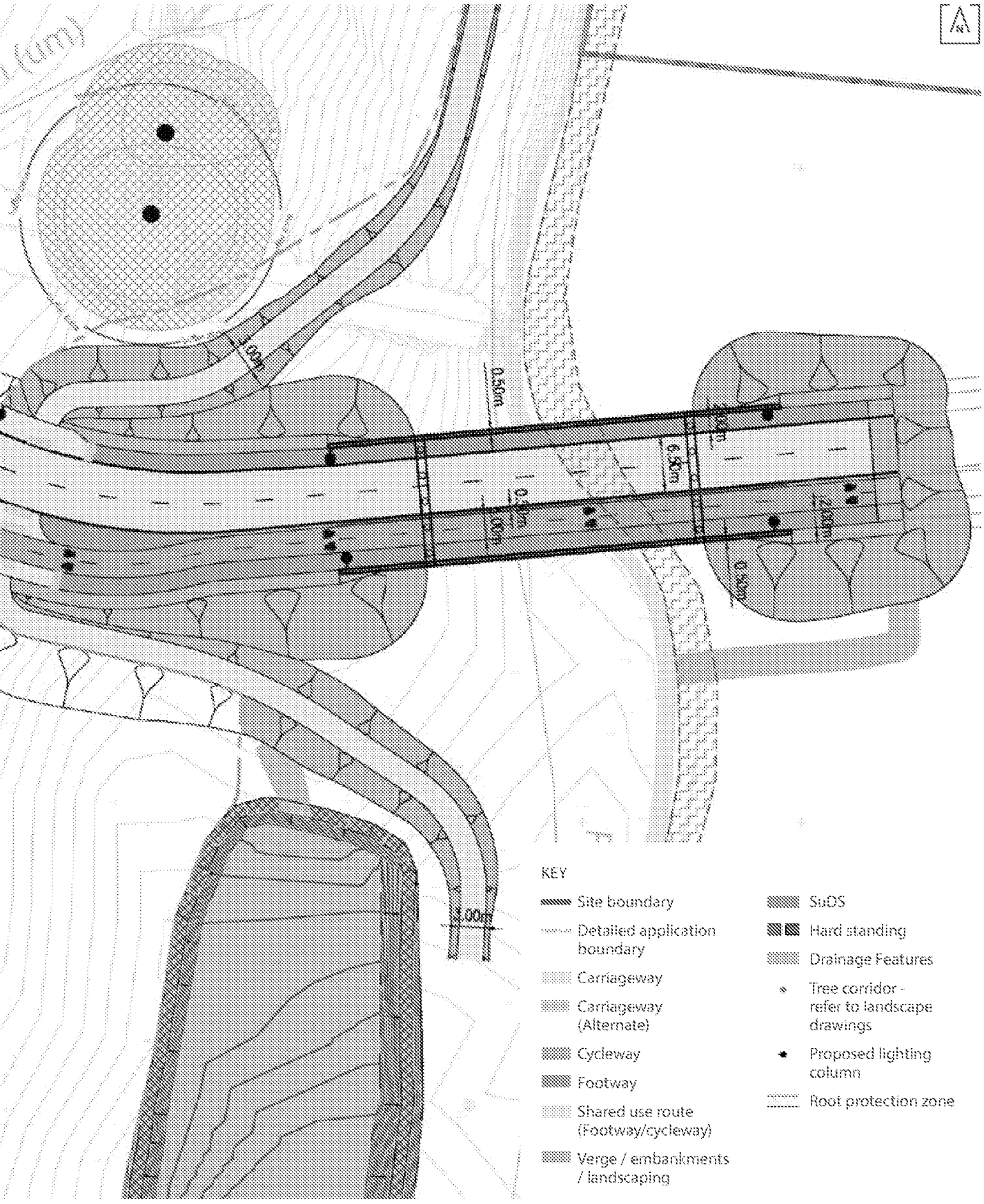
East/West Road Link & Bridge



As part of pre-application discussion with WSCC, it has agreed that the East-West Link Road bridge will operate as a bus, pedestrian and cycle only route until the full A29 realignment is complete. The East-West Link Road will provide a footway along the northern side of the carriageway, with a footway and off-carriageway bidirectional cycle route provide on the southern side. This cycle route conforms with design guidance contained within Local Transport Note 1/20 and long-term will provide a direct connection between the site, proposed local centres within the BEW strategic allocation and Barnham village centre /railway station.

To facilitate north to south pedestrian / cycle movements, three pedestrian crossing points are provided. These are all uncontrolled crossings, which reflects the low traffic flows on-site. The central crossing point is located between the northern southern spine roads to meet pedestrian and cycle desire lines and connect into a shared-use path which will run alongside each spine road. In addition, there is a separate crossing at the western end of the proposed bridge to provide a connection into the proposed pedestrian and cycle leisure routes which run along the eastern side of the development.

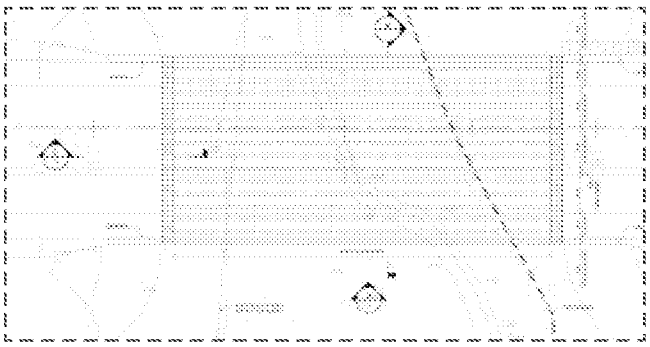



0.50m
6.50m
2.00m
0.50m
1.00m
KEY
Site boundary
Detailed application boundary
Carriageway
Carriageway (Alternate)
Cycleway
Footway
Shared use route (Footway/cycleway)
Verge / embankments / landscaping
SuDS
Hard standing
Drainage Features
Tree corridor - refer to landscape drawings
Proposed lighting column
Root protection zone

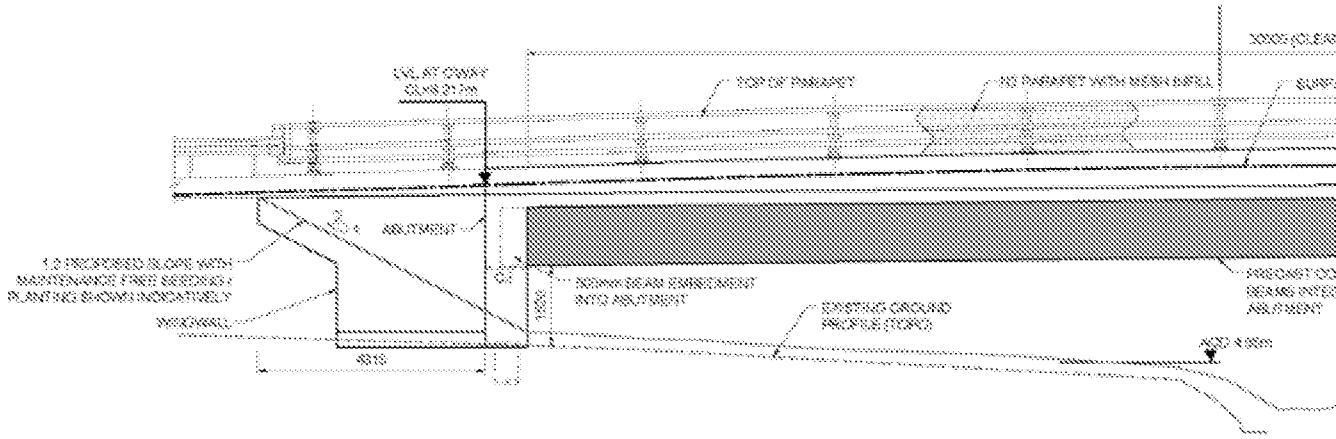
East/West Road Link & Bridge

The Bridge

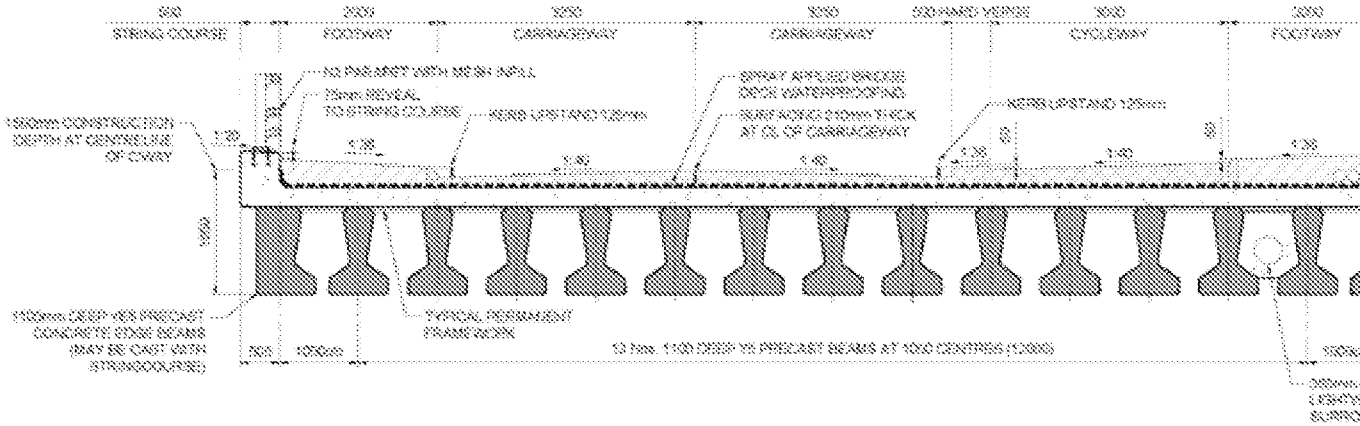
A new bridge over the Lidsey Rife is required to provide a link to the future development to the east. This will form part of the east-west highway corridor towards Barnham Station set out in the strategic masterplan. A 30m clear span bridge is proposed to accommodate the existing course of the Lidsey Rife and provide maintenance access to the Southern Water foul sewer that runs parallel to the watercourse. The bridge design takes account of predicted flood extents and the height is kept to the minimum that will still allow safe maintenance access inspection. The bridge is proposed to be an integral structure formed from precast concrete beams and will carry the carriageway, footways and segregated cycleway across the river. The approaches to the bridge will be on 1:3 gradient embankments to allow landscape planting.



LOCATION OF SECTIONS

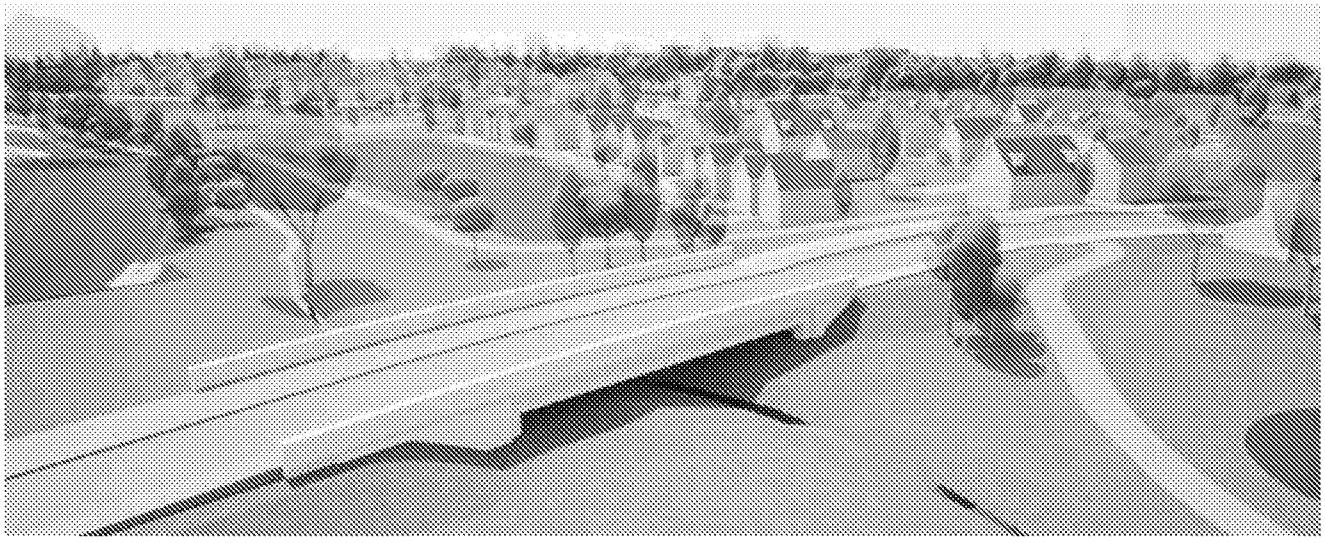


ELEVATIO

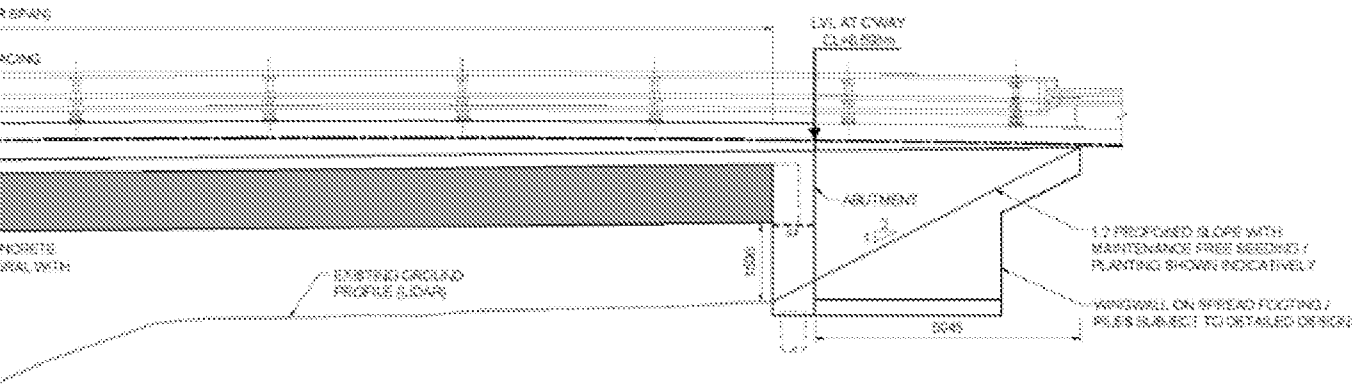


TYPICAL CROSS SECTION B-B

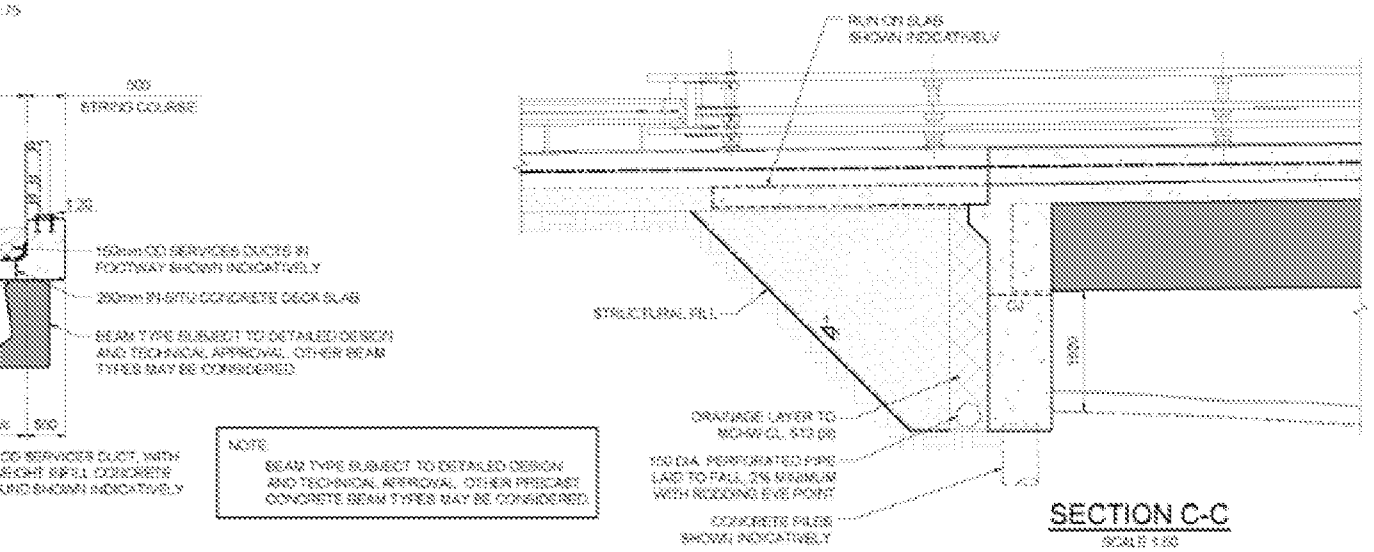
BRIDGE GENERAL ARRANGEMENT



ILLUSTRATIVE VIEW OF THE BRIDGE FROM LINDSEY RIFE LINEAR PARK



ON A-A



NOTE:
BEAM TYPE SUBJECT TO DETAILED DESIGN AND TECHNICAL APPROVAL. OTHER PRECAST CONCRETE BEAM TYPES MAY BE CONSIDERED.

SECTION C-C
SCALE 1:50

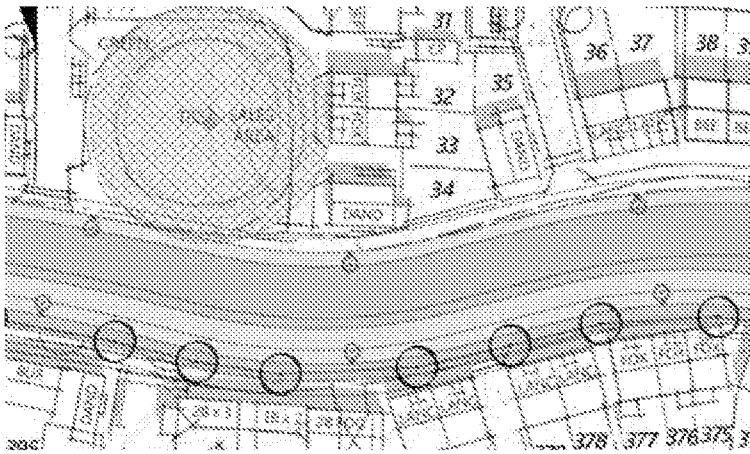
East/West Road Link & Bridge

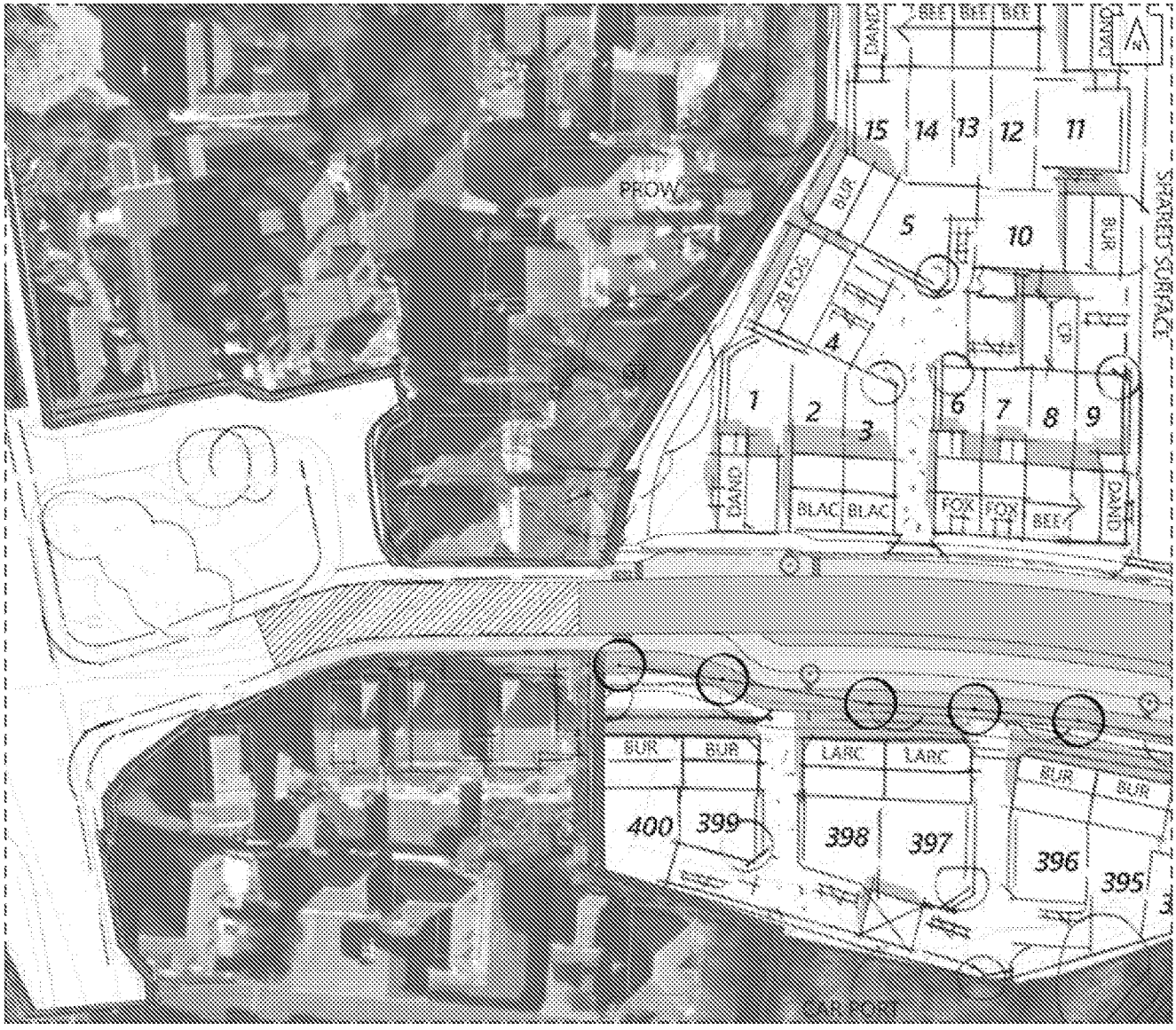
Landscape Proposal

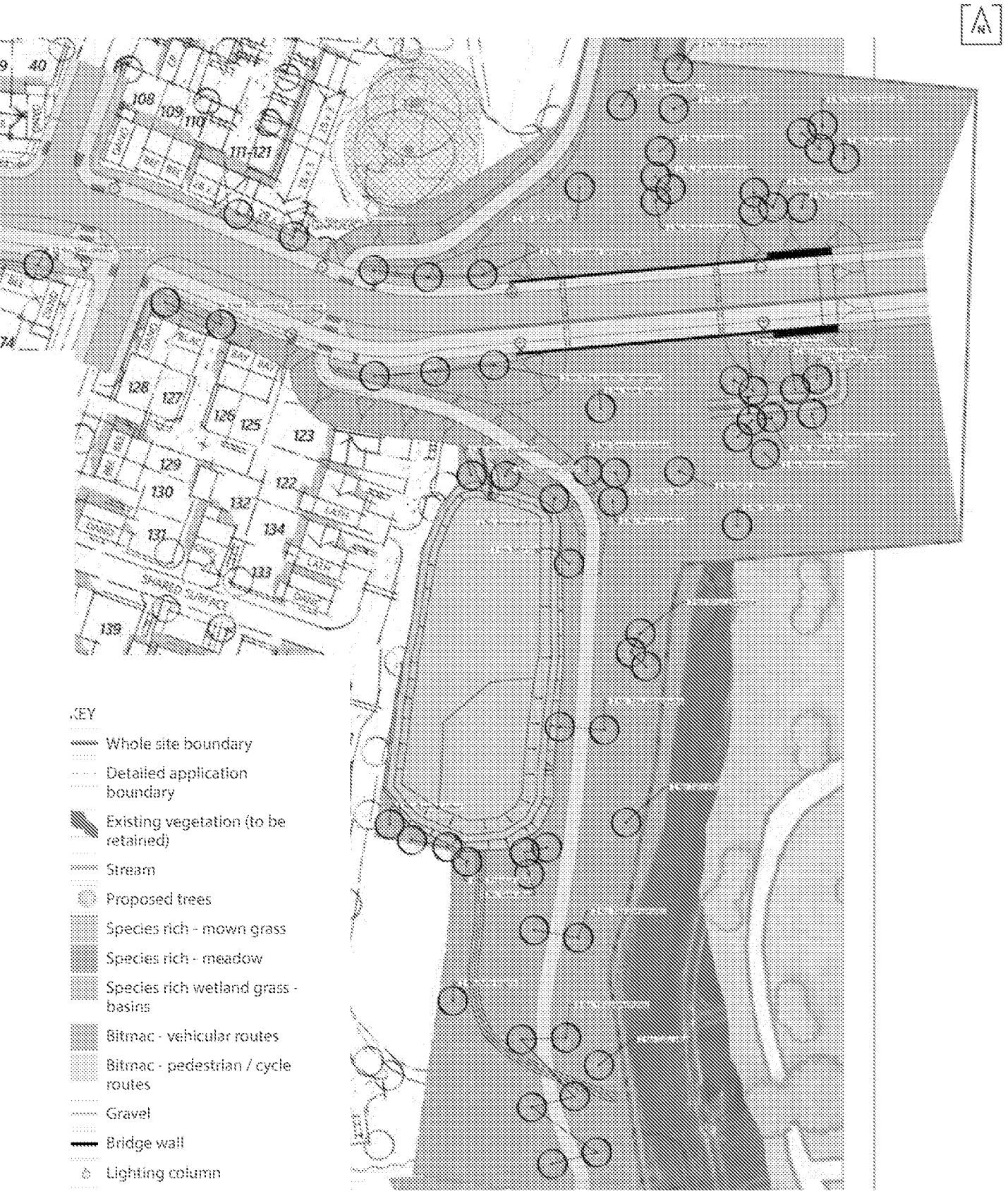
Proposals for the access road include semi mature Small Leaved Lime (Tilia cordata 'Greenspire') providing instant impact and a visual connection along the road.

Green connections within the Lidsey Rife River Valley Park would be provided using a mixture of native trees under planted with a species rich grass meadow.

Drainage basins will be seeded with a wet soil meadow mix, providing an ephemeral wetland habitat.






KEY
Whole site boundary
Detailed application boundary
Existing vegetation (to be retained)
Stream
Proposed trees
Species rich - mown grass
Species rich - meadow
Species rich wetland grass - basins
Bitmac - vehicular routes
Bitmac - pedestrian / cycle routes
Gravel
Bridge wall
Lighting column



Part 4: Conclusions

National Design Guide

The National Design Guide builds on the aspirations and objectives of the NPPF and is a tool for assessing and improving design quality. The NDG is a part of the Government's collection of Planning Practice Design Guidance.

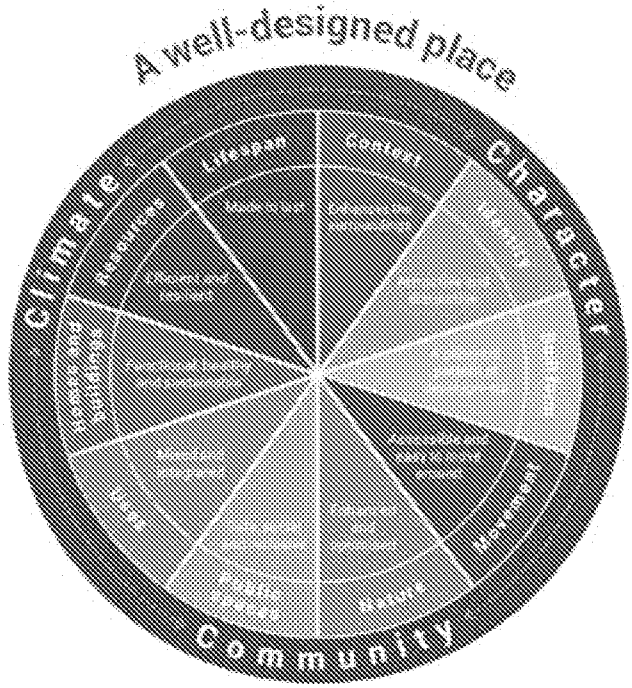
Context - Enhances the surroundings

The scheme's physical appearance, form and scale will be in-keeping with the local context. The design has been informed by a local context analysis, the Framework Masterplan for the wider allocation SD5 and local SPDs.

Buildings will be mainly 2 storey in height and proposed levels will be designed to ensure minimal changes to existing levels. Higher buildings will be located along the main routes through the site to follow the proposed street hierarchy and keep lower buildings along the edges.

Landscape character will be protected and enhanced, with the aid of detailed assessment surveys to identify assets.

Local routes, surrounding landscape and views will inform the design to allow for connections and positive improvements, whilst minimising the visual impact of the scheme.



Identity – Attractive and distinctive

The proposed scheme has been designed to protect and nurture key aspects of the local character.

This approach will create a cohesive and coherent scheme which is designed to focus on key aspects of the local identity and the surrounding landscape.

Proposals follow the landscape approach outlined within the Masterplan Framework which ensures the development is a carefully considered expansion to the east of Westergate and delivers strategic green corridors such as the Lidsey Rife River Valley Park.

The appearance of the buildings has also been carefully considered with selected material pallets and typologies which are in-keeping with local examples. The use of local materials and construction methods will be implemented where possible to enhance local character.

Built form – A coherent pattern of development

A permeable development structure has been adopted to provide safe and multiple connections for people to move through whilst maintaining efficient use of space. Development parcels have been designed to provide overlooking and define a clear distinction between private and public space through the use of landscape features.

Buildings are designed and located to address public internal spaces or at the end of key vistas to define a clear and legible environment. A clear hierarchy of spaces is achieved through an appropriate relationship between built form, landscape and the space in between.

Densities and building heights vary depending on location and relation to surrounding existing residential areas.

Units are arranged differently within development parcels to create a variety of character areas with a tight knit arrangement along the proposed east-west Westergate Avenue, a more loose layout towards the development edges or grouped together to reflect the scale and massing of some existing typologies.

Movement– Accessible and easy to move around

A clear hierarchy of streets identifies a distinctive character for each street to enhance legibility and wayfinding. Pedestrian and cycle movements are integrated within the street hierarchy to provide varied connections between the proposed development, the existing movement network and the future links to the wider Framework Masterplan.

A winding street network is designed to reflect local street patterns, discourage vehicles from speeding and provide an attractive and inclusive environment for people to feel safe in.

Nature – Enhance and optimised

The landscape strategy will aim to maintain and enhance the existing mature vegetation within the site to both frame the development edges and crate opportunities for localised green spaces within the development.

The landscape strategy will create an integrated network of multifunctional open spaces and will provide a range of environmental benefits including new habitats and planting.

Public spaces – Safe, social and inclusive

Streets and public open spaces will be landscaped and designed to encourage a wide range of leisure activities suitable for people of all ages and abilities.

All public spaces will be designed so that they are accessible and provide opportunities for people to meet and interact.

The proposed Lidsey Rife River Valley Park will provide a recreational resource as well as improve ecological connections.

Uses– Mixed and integrated

The development will deliver a range of new homes of which 10% will be affordable and designed as tenure blind, an appropriate mix of unit sizes. Homes will include units designed to meet M4(2) and M4(3) standards as required by local guidances.

Homes and buildings – Functional, healthy & sustainable

Homes will have private gardens and access to amenity spaces and the wider green infrastructure via a network of pedestrian/cycle routes which will provide residents with opportunities to socialise and promote a healthy lifestyle.

Homes will be designed to respect National Described Space Standards and to be adaptable to residents' future needs. Homes will be designed to high standards respecting back-to-back distances and will avoid improper use of space and deliver a well-integrated and maintained public realm.

Resources – Efficient and resilient

Homes will be designed to meet or exceed Building Regulations, taking into account future changes including The Future Homes Standard. The development will also be designed to maximise energy efficiency where possible with appropriate technologies and techniques.

Energy waste will be minimised by grouping buildings together to form larger units and avoid unnecessary spilling out where possible.

Lifespan – Made to last

All buildings will be built to high standards to ensure the building's envelope is protected. The architectural character will respond to local traditional character with a durable material such as traditional brick being used across the site and overhanging eaves will protect the façades. Houses will be designed to maximise opportunities for future expansions or to be adapted for home-working where possible.

Use of sustainable materials that can be easily recycled or easily disposed of in the future, where possible sustainable technologies will be incorporated within the design to reduce consumption and emissions.

Sustainability

Future Home Standards

The development will be delivering up to 400 new homes which will be designed to meet the requirements for Future Homes Standards. These will include changes to Building Regulations that will require CO2 emission produced by new homes to be 75/80% lower than those built to current standards (over 1990).

There are a number of key sustainable design measures incorporated into the development:

Social & Economic Benefits

The development aims to provide a range of social and economic benefits to both new and existing residents through:

- Construction of up to 400 new dwellings providing opportunities for local people.
- A development in a sustainable location with easy access to a range of existing services and amenities.
- Homes designed to create healthy living environments which are flexible for the future.

Environmental Protection & Enhancement

Through a range of design measures the development aims to protect and enhance the local environment, including:

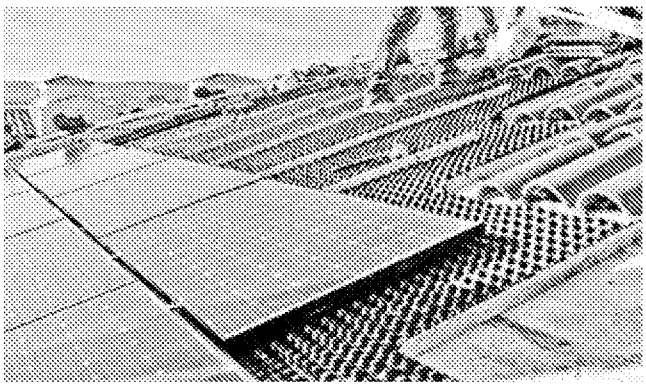
- Buildings which will be designed to make use of sustainable materials to reduce environmental impacts on construction.
- Development designed to prioritise sustainable and active modes of travel including walking and cycling.
- Provision of measures to protect on-site ecology and enhancement measures to increase biodiversity which also helps reduce the impact of climate change on site habitats.
- Provision of measures through construction and operation of the site to reduce pollution, minimise waste and encourage recycling.

Mitigating & Adapting to Climate Change

The development will incorporate a range of measures to reduce carbon emissions, mitigating the effects of climate change, and adoption measures to ensure the long-term resilience of the development to the effects of climate change.

Measures may include:

- Buildings designed to achieve the interim FHS (Future Homes Standard) through the use of a 'fabric first' approach and all electric energy strategy, incorporating low carbon renewable energy technologies such as ASHP (air source heat pumps), with roof spaces across the site orientated to accommodate Solar PV panels where possible.
- Specification of water efficient fittings to reduce water consumption.
- Provision of a surface water drainage strategy designed to safeguard against the upper end allowances for climate change (50%).
- Homes designed to take unto account increasing annual temperatures set out in the UKCP18 climate projections to minimise the risk of overheating.
- Properties finished floor levels raised above future extreme tidal levels to mitigate the risk of flooding due to future rising sea levels.





Summary

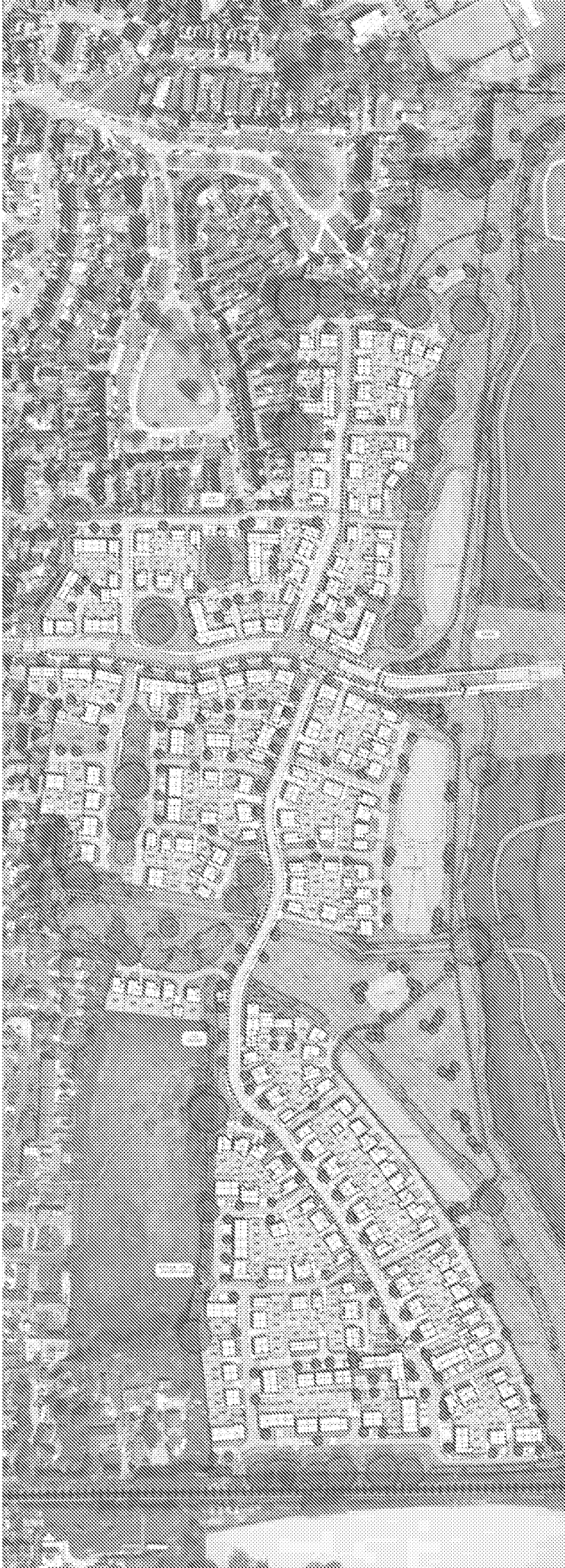
This Design and Access Statement identifies the opportunity to deliver a highly sustainable development on the Land East of Westergate which will provide a natural extension to Westergate whilst respecting the existing gap and separation between the existing villages.

The proposals for the scheme have been the result of extensive site analysis, context studies, surveys and supported by a range of reports and technical information.

The parameter plans and site layout have been designed to respect the site's specific constraints and opportunities and proposes a development that is in keeping with the character, scale and appearance of Westergate and the site's immediate setting itself.

The proposed development provides:

- A high quality residential development providing on site key infrastructures, play areas and public open spaces.
- Delivery of up to 400 new homes in an appropriate mix and tenure including 40 new affordable homes.
- New access off Westergate Street and re-design/ improvements of the existing junction.
- Delivery of a key east-west link route which will connect Westergate Street to the future development to the east and future bypass to Westergate Street.
- Pedestrian and cycle linkages to the existing network of pedestrian and cycle infrastructure and the wider allocation SD5.
- A clear hierarchy of streets with a pedestrian-friendly design.
- Delivery of the Lidsey Rife Valley Linear Park and other key local green open spaces which will frame the site's eastern flank and will soften the proposed development.
- A robust blue infrastructure which retains and enhance existing drainage features and provides new Sustainable Drainage Systems for the site.
- A development that draws upon the local character through the promotion of identified architectural and spacial qualities. Cat ponsuliam. Num publis cesti ius inint, nos



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