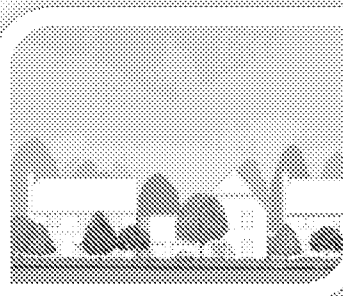
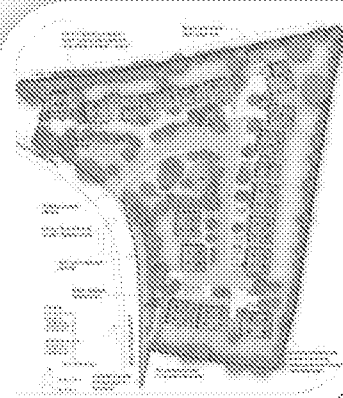
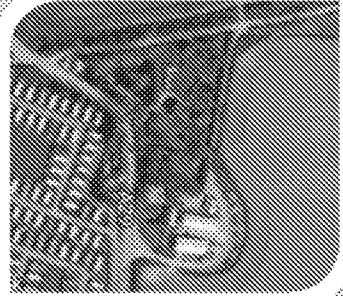


Batcheller Monkhouse

Land at Bridge Cottage & The Old Cottage
A29 Lidsey Road
Lidsey

Design and Access Statement

February 2018



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Introduction

Purpose of this Document

This Design and Access Statement has been prepared in support of an outline planning application for the residential development of land to the east of Lidsey Road (A29), Lidsey.

The application is submitted in outline only with access being the only matter presented for consideration. Details regarding the appearance, scale, layout and appearance of the development will be submitted for consideration as part of a reserved matters application.

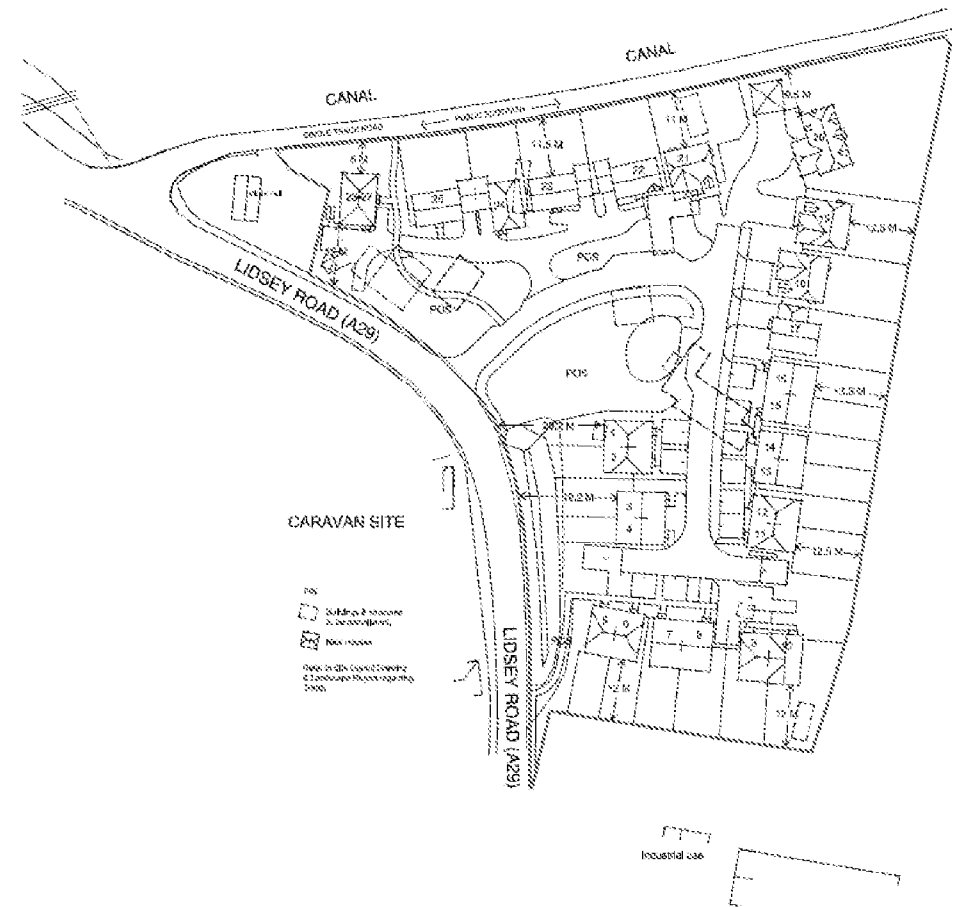
The purpose of this document is to provide further detail on the site and its surroundings. It sets out the process that has been undertaken in formulating the proposals and explains the design principles and concepts that have been applied to the proposed development.

Proposed Development

The planning application proposes the following:

Demolition of 2no. dwellings and associated outbuildings; the erection of up to 27 dwellings of which 30% will be affordable, open space and access improvements.

All matters are reserved except for access.



Site Description and Surrounding Area

The Application Site

The application site extends to approximately 1.12 hectares and comprises two large detached dwellings, associated outbuildings, areas of hardstanding and residential garden land.

The site is located on the east side of Lidsey Road (A29) and currently has three access points on to the main road, two serving The Old Cottage and one serving Bridge Cottage.

The A29 links the site to Bognor Regis to the south and Fontwell to the north. A public right of way also runs along the northern boundary of the site which runs east-west between Chichester and Yapton.

The site is bordered by a redundant farm building and industrial units to the south, the A29 to the west with a caravan site beyond, a public right of way and access to sewage treatment works to the north with farmland beyond, and farmland to the east.

Surrounding Area

Lidsey is located within the parish of Aldingbourne which has a population of approximately 3800 people. Bognor Regis is the nearest town which is located approximately 3.5 miles to the south and provides a wide range of shops and services. Other facilities are located within Aldingbourne, Barnham and Yapton.



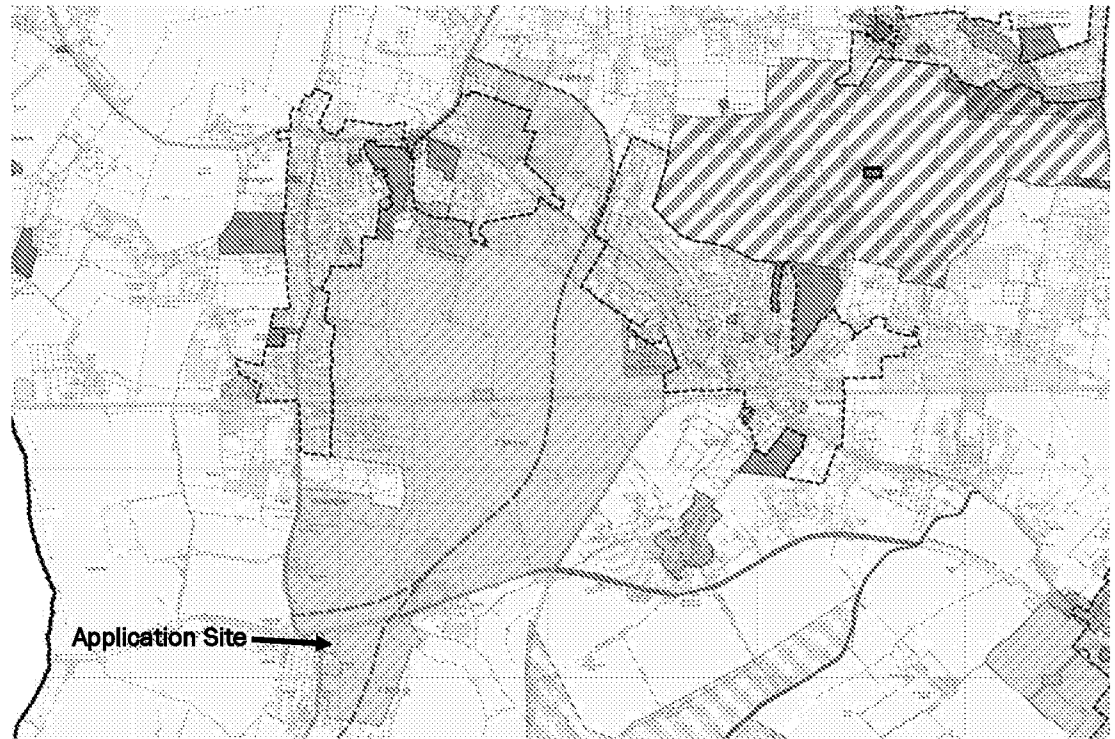
Planning Background

Planning Policy

The site lies within the Arun District. The relevant Development Plan for the site comprises the Arun Local Plan (1996-2011) and the Aldingbourne Neighbourhood Plan (2014-2034). The Development Plan identify the application site as lying within the countryside, however these plans are largely out of date in relation to housing supply and a detailed discussion of this is provided within the Planning Statement submitted as part of the planning application.

The emerging Arun Local Plan identifies the application site as lying almost entirely within a proposed Strategic Allocation for 2300 dwellings.

The site has also been assessed as 'deliverable' in the latest Housing and Economic Availability Assessment.



Emerging Arun Local Plan Proposals Map

Site Appraisal

Trees

An Arboricultural Impact Assessment has been undertaken for the proposed development. This confirms that a number of U grade and low to moderate trees located within the 'body' of the site will require removal. Two trees also offer bat roost potential.

Ecology

A Preliminary Ecological Appraisal of the site was undertaken in December 2017 and January 2018. This identified evidence of some existing buildings supporting bats of a common species, alongside the two trees mentioned above. Potential suitability for reptiles was also noted.

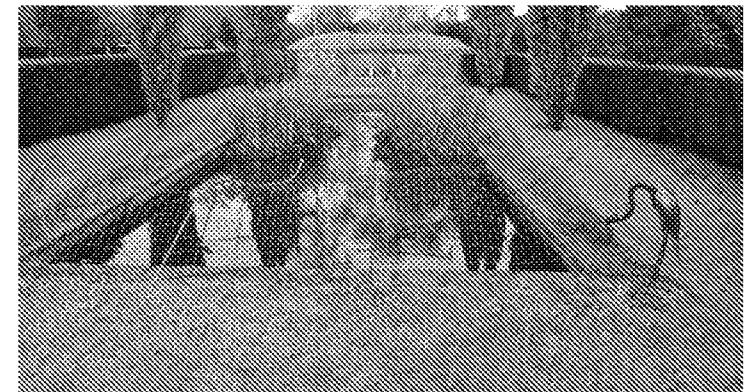
Vehicular, pedestrian and cycle access

The site is currently served by three access points directly on to the A29. One is sited at the apex of the bend on the A29 serving Bridge Cottage and the other two located further south serving The Old Cottage.

There is no pavement or dedicated cycle path running alongside the site. The nearest made path is located 750m to the south and 1km to the north. A public right of way runs along the northern boundary of the site which runs east-west between Chichester and Yapton.

Public transport connectivity

The nearest bus stops are both to the south of the site, with northbound services 240metres and southbound 142metres. The local bus stops provide a connection to Bognor Regis and Barnham train station, via a food retail store on Shripney Road.



Site Appraisal

Topography

The site is relatively flat except for a bund along the western boundary of the southern section of the site which is 2 metres high at its peak.

Flood Risk

A Flood Risk Assessment for the proposed development has been prepared. This confirms the site is located within Flood Zone 1 with a less than 1 in 1000 chance of flooding in a year.

Drainage

The existing properties are served by septic tanks. There is currently no mains drainage connection.

Noise

The site is located adjacent to the A29 and a small industrial facility which are both potential sources of noise.

Local facilities

The following facilities are located nearby:

Facility	Details	Distance from site
Schools	Aldingbourne Primary School	1.0 mile
	Ormston Academy, Westergate	1.7 miles
Shops	Aldingbourne Village Shop	0.8 miles
	Lidl, North Bersted	1.4 miles
Healthcare	Bersted Green Surgery	1.5 miles
	Chantry House Dental Practice, Eastergate	1.7 miles
Community facilities	Bersted Park Community Centre	3.0 miles
Leisure facilities	Aldingbourne Tennis Club	1.3 miles
	The Base Skate Park, North Bersted	1.4 miles

Development Objectives and Considerations

Objectives

The main objective of the scheme is to provide a high quality housing scheme that reflects the character of the area and the site's relationship as part of the proposed strategic allocation.

Considerations

In formulating the proposals the following factors have been taken into account:

Density

The prevailing density in the area is varied with the application site currently being developed at 2 dwellings per hectare. Further south in Shripney the typical density is 17 dwellings per hectare and to the north in Woodgate the density averages 22 dwellings per hectare. The area is also likely to change significantly with the proposed strategic allocation of at least 2300 dwellings on land between the application site, Eastergate and Barnham.

An appropriate density for the site is considered to be one which reflects the location of the site on the edge of the strategic allocation which forms the transition from what will be a sizeable urban environment equivalent to a town, to the more rural environment to the south. It is also important that efficient use is made of the site.

Housing Mix

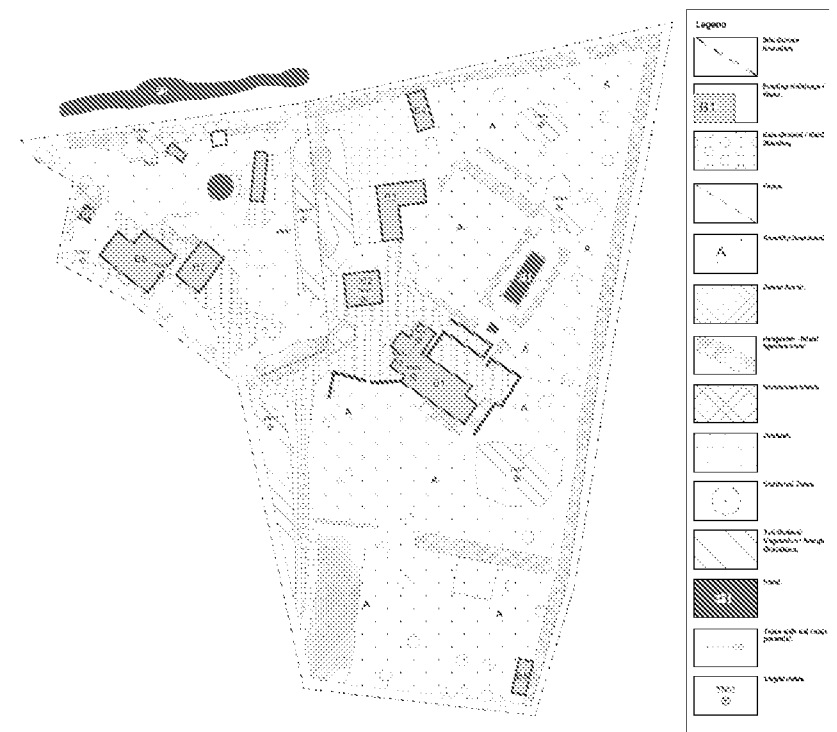
The applicant is particularly keen that the site delivers a mixture of house sizes and types to create a mixed and balanced community. The provision of affordable housing scattered throughout the site and designed tenure-blind is also of importance.

Landscaping

The site's location and role that it will serve as part of the strategic allocation presents a need for a high quality landscaping that provides a high quality environment for occupants and softens the appearance of the development from the A29. Landscaping along the road frontage in particular is considered important, serving both a visual role but also serving to absorb road noise from the A29. Houses set within generous gardens and areas of high quality open space will contribute towards the 'greenness' of the site.

Biodiversity

The site has been surveyed and features of possible biodiversity interest recorded, such as trees and features within the existing buildings. These will be retained or replicated and opportunities for enhancements taken to ensure the development provides biodiversity gains.



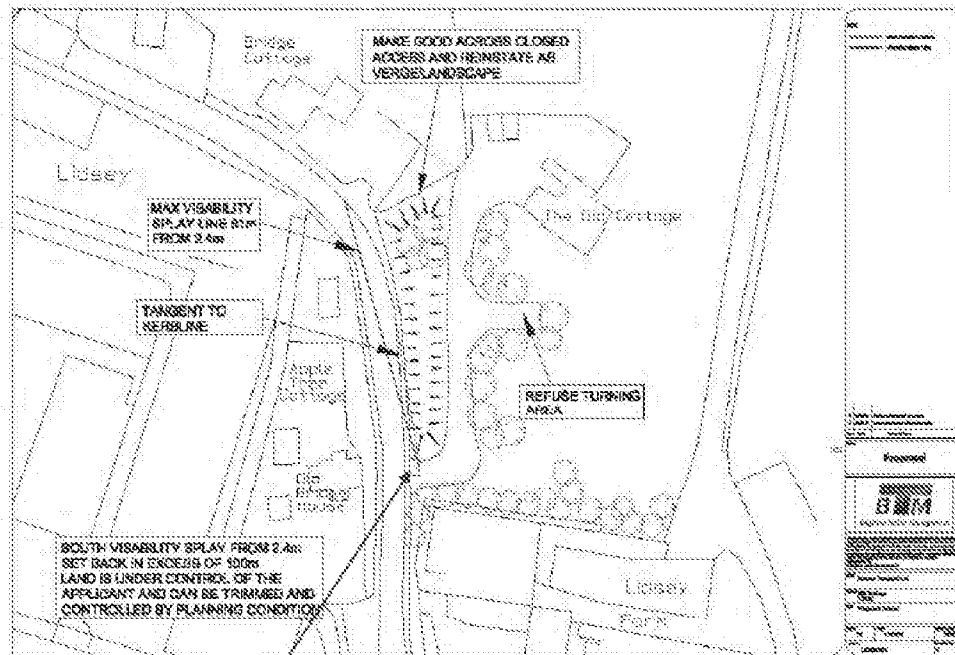
Site Habitat Plan

Development Objectives and Considerations

Access

The existing accesses into the site are close to a bend in the road where some road widening could offer road safety benefits.

The existing accesses also do not benefit from particularly wide visibility splays so improvements could be made here also.



Site Access Road

Design Principles and Concepts

The following principles were applied during the design stage of the scheme.

Density

The scheme proposes up to 27 dwellings on the site. This equates to a density of 24 dwellings per hectare which reflects the semi-rural character of the area and the need to make efficient use of the site which forms part of a strategic allocation. Such a density also allows for generous landscaping along the site frontage to serve as both noise mitigation and screening for the development. The density also allows for each property to have a good sized garden that is compliant with the Council's private amenity standards, adequate car parking, and areas of open space located around the development that can readily be accessed from all areas of the development.

Layout

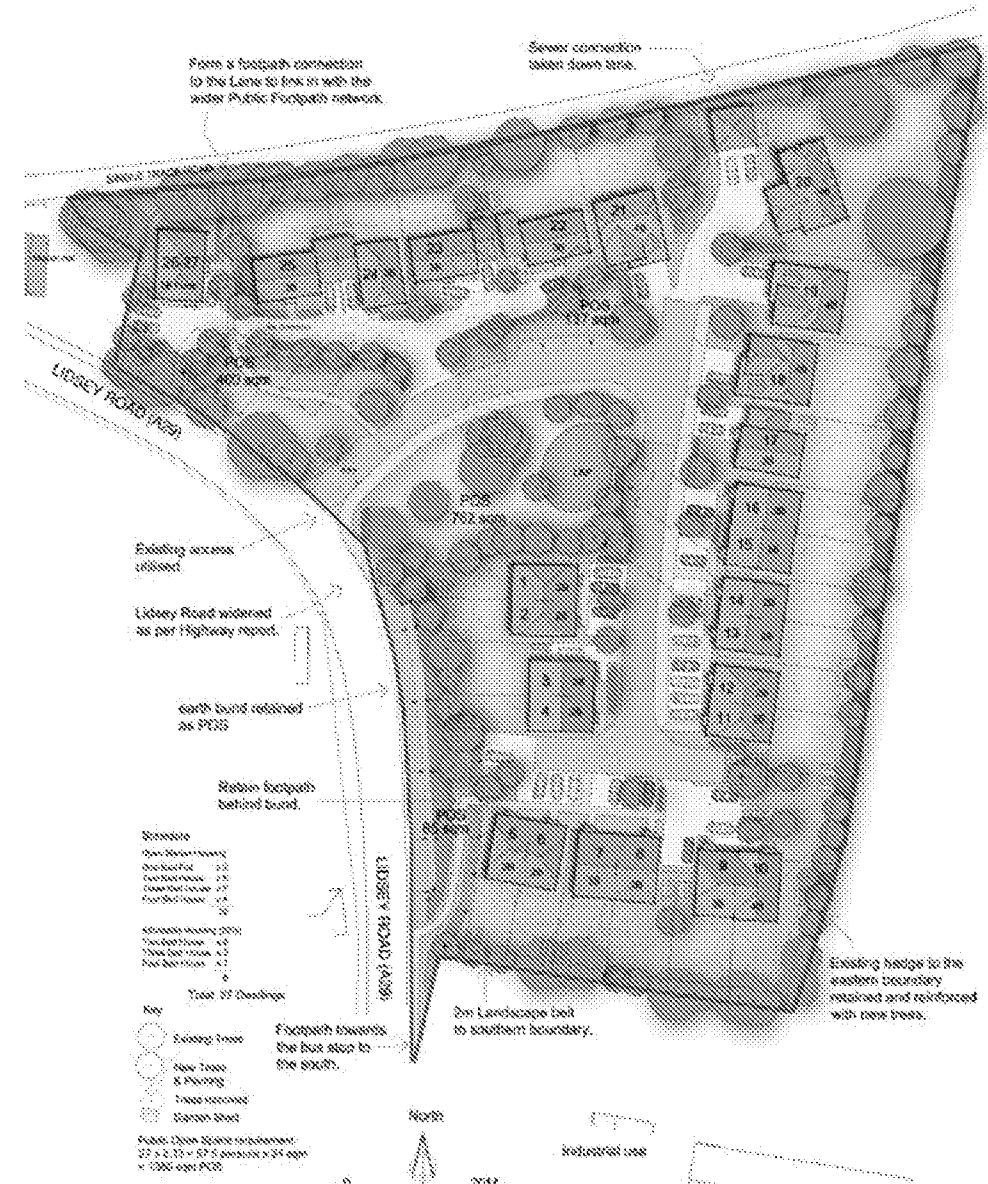
Whilst layout is a reserved matter, the Illustrative Site Plan (opposite) shows how the site could be arranged to satisfy all relevant standards such as car parking, turning areas for refuse vehicles and emergency vehicles, pepper-potted affordable housing, areas of open space and private amenity areas for residents.

Housing Mix

The housing mix envisaged for the site is as follows:

- 2 x 1 bed houses or flats (7%)
- 10 x 2 bed houses or flats (37%)
- 10 x 3 bed houses (37%)
- 5 x 4 bed houses (19%)

This provides a wide range of house types to provide a mixed community. 30% would be affordable.



Design Principles and Concepts

Open Space

1384sqm of open space would be provided on site, equating to 24sqm per person, assuming 2.13 people per dwelling (average household size in Arun - Census 2011). This could be arranged across 4 areas spread around the site to allow for easy access and surveillance from all parts of the development.

The largest area of open space could accommodate a Local Area of Play which would be more than 5 metres away from the nearest dwelling to protect amenity, but overlooked by a number of properties for natural surveillance,

Access

The application proposes a new wider access that enables safe two-way traffic flow. The existing accesses, at the apex of the bend in the A29, and the unmade access to the south of the site will both be closed off.

The new access has been subject to a Road Safety Audit that confirmed it will not affect highway safety, or capacity, to an extent that could be considered severe.

The proposed access road includes a formal turning area that can accommodate large refuse vehicles and a fire appliance. Currently refuse and delivery vehicles park on the main carriageway impeding the free flow of traffic so this represents an improvement to highway capacity and safety.

The A29 will also be widened at the location of the access which, together with the removal of shrubbery and undergrowth that impedes visibility, will improve the existing situation.

Summary

This Design & Access Statement sets out the constraints and opportunities that have informed the formulation of plans for the application site.

The main aim of the scheme is to contribute towards a mixed community through the provision of a range of house types, sizes and tenures in a sustainable location.

The scheme has been informed by a professional project team including planners, architects, transport consultants, arboriculturists, ecologists, and drainage consultants to ensure all design and environmental considerations have been taken into account.

