

Land to the rear of Meadow Way, Westergate

DESIGN AND ACCESS STATEMENT | APRIL 2026



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Total Number of Units

89



Number of Affordable Units

27



NUMBER OF AFFORDABLE RENTED

18



ACCESSIBLE AND ADAPTABLE HOUSES

46



NUMBER OF AFFORDABLE RENTED WHEELCHAIR UNITS

4



AREA OF PUBLIC OPEN SPACE

0.7533Ha

PENN200501 Vicarage Lane, Hordle Design & Access Statement		
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Introduction

This Design and Access Statement has been prepared by Thrive Architects on behalf of Barratt Redrow Homes (Southern Counties) to support a Reserved Matters Application for land to the rear of Meadow Way, Westergate. The statement forms part of the comprehensive submission seeking approval of all remaining matters—appearance, landscaping, layout and scale—pursuant to outline planning permission AL/178/22/OUT, which was approved at appeal on 8 December 2023 (ref: APP/3810/W/23/3323858).

The outline permission established the principle of up to 89 residential dwellings and the means of access from Meadow Way, with all other matters reserved. This Reserved Matters Application is therefore focused on delivering the detailed design of the development in accordance with the outline consent.

The proposals have been informed by input from the wider design team and have evolved in direct response to:

- The Planning Inspector's findings on previously dismissed Reserved Matters submission (ref: AL/50/24/RES) providing affordable rent, shared ownership and first homes;
- The successful outline appeal decision; and
- Subsequent pre-application advice.

This process has shaped the development of the layout, architectural approach, landscaping strategy, building scale, affordable housing distribution, public open space, parking, movement and accessibility, and the protection of existing residential amenity. The scheme establishes distinctive character areas and aims to create a coherent, attractive and sustainable neighbourhood.

The application incorporates a range of key measures, including:

- 89 new homes across a balanced mix of 1–5 bedroom properties; 30% affordable housing, providing affordable rent, shared ownership and first homes;
- Homes designed to M4(2) and M4(3) accessible standards;
- Vehicular access from Meadow Way and enhanced pedestrian and cycle connectivity via Hook Lane;
- Biodiversity Net Gain through wildlife-supporting features and planting;
- A natural play area, amenity spaces and public open space;
- High-quality architecture reflecting the local vernacular;
- Improvements to highways and public rights of way; and
- Integrated Sustainable Drainage Systems (SuDS).

Overall, this Reserved Matters submission presents a refined and high-quality proposal that seeks to deliver a well-connected, attractive and sustainable new neighbourhood, providing much-needed homes and meaningful community and environmental benefits.



The Site

The site comprises a 3.82 hectare, broadly rectangular greenfield parcel on the western edge of Westergate, immediately adjoining the settlement boundary. The land is currently in agricultural use and displays a gentle west to east fall. Established hedgerows and mature tree belts define much of the perimeter, providing a consistent green edge and contributing to a visually contained development envelope. Existing access is from Hook Lane.

To the north, the site adjoins agricultural fields and associated buildings; to the east, it borders the rear gardens of properties along Meadow Way; to the south, it is defined by an existing public right of way; and to the west, it is bounded by a single residential dwelling.

Together, these landscape and built form elements establish a clear and defensible edge separating the site from neighbouring development and reinforcing its contained character.



Existing Site Aerial Plan



The Site

Local Context and Character

The surrounding area presents a suburban residential character, defined by low to medium density housing arranged along curving estate roads, cul-de-sacs, and established village lanes. The built form is heterogeneous, containing 20th-century housing estates, late 20th/early 21st century infill developments, and traditional vernacular dwellings, many reflecting the historic core of the settlement.

Across all photographed locations including Toop Gardens, Hook Lane, Meadow Way, Summer Close, Newrick Way, Ivy Lane, and Foundry Road the architectural character is varied, coherent and unified.

BUILDING FORM AND SCALE

Height and Massing

- Predominantly two storey detached and semi-detached houses.
- Occasional one and a half storey dwellings with dormers (particularly on older plots and converted village houses).
- Modern estate housing occasionally includes three storey townhouses (visible in Toop Gardens).
- Massing is typically compact, with articulated front elevations rather than wide, continuous façades.

Roof Forms

- Pitched gabled roofs are the dominant typology.
- Traditional properties show steeper pitches and complex roof forms, sometimes with cross gables.
- Later 20th-century buildings include:
 - » Shallow pitched roofs
 - » Hipped roofs
- Materials are consistently red or brown tiles, reinforcing visual cohesion.

ARCHITECTURAL STYLE AND MATERIALS

Walls

A wide but complementary palette is evident:

- Red brick is the most common material (modern estates and mid-century housing).
- Multi-stock or buff brick appears on some later developments.
- Render (white or cream) is used on both older and newer houses, often combined with brick.
- Occasional timber effect cladding (e.g., weatherboard-style in grey/brown tones).

Fenestration

- Mixture of casement windows, flush-casement, and simple rectangular openings aligned symmetrically on traditional houses.
- Modern estates use uPVC casement frames, sometimes with small-pane detailing.
- Larger, irregular windows appear on 1970s/1980s houses, often combined with timber cladding.



Toop Gardens

Hook Lane

Meadow Way

Summer Close



Brannon Drive and others via Meyrick Way

Foundry Road, Yapton

Ivy Lane & Sir Richard Road

Wilkes Head, Church Lane

Detailing

- Traditional houses use:
 - » Brick quoins
 - » Projecting porches
 - » Timber or brick chimneys
- Contemporary estate houses:
 - » Front canopies
 - » Simple brick soldier courses
 - » Occasional bay windows
 - » Overall, detailing is subtle and domestic in scale.

LANDSCAPE AND STREET CHARACTER

Streetscape

The street pattern varies between tight, rural lanes and wider estate roads:

- Hook Lane, Ivy Lane, Wilkes Head lane areas
- These reflect a more village-lane character, with mature gardens, hedges, and irregular building lines
- Toop Gardens, Summer Close, Newrick Way
- These are planned estates, with consistent building setbacks, pavements, and front gardens.

Vegetation

- Mature tree cover is a major unifying element, especially in older parts of the village.
- Garden planting is well established giving the area a green and enclosed feel.

LOCAL CHARACTER SUMMARY

Across all photographed areas, the architectural character can be summarised as:

- Predominantly brick built homes with pitched roofs
- Low to medium density, suburban in nature
- Mixture of traditional village dwellings and modern estate housing
- Materials and form are varied but visually compatible, contributing to a cohesive local character
- Landscape features strongly, especially mature trees and garden planting

This context supports development that is:

- Domestic in scale
- Employing brick and/or render with pitched roofs
- Respectful of varying building lines
- Designed to integrate with the green, suburban setting

PLOT PATTERN AND ORIENTATION

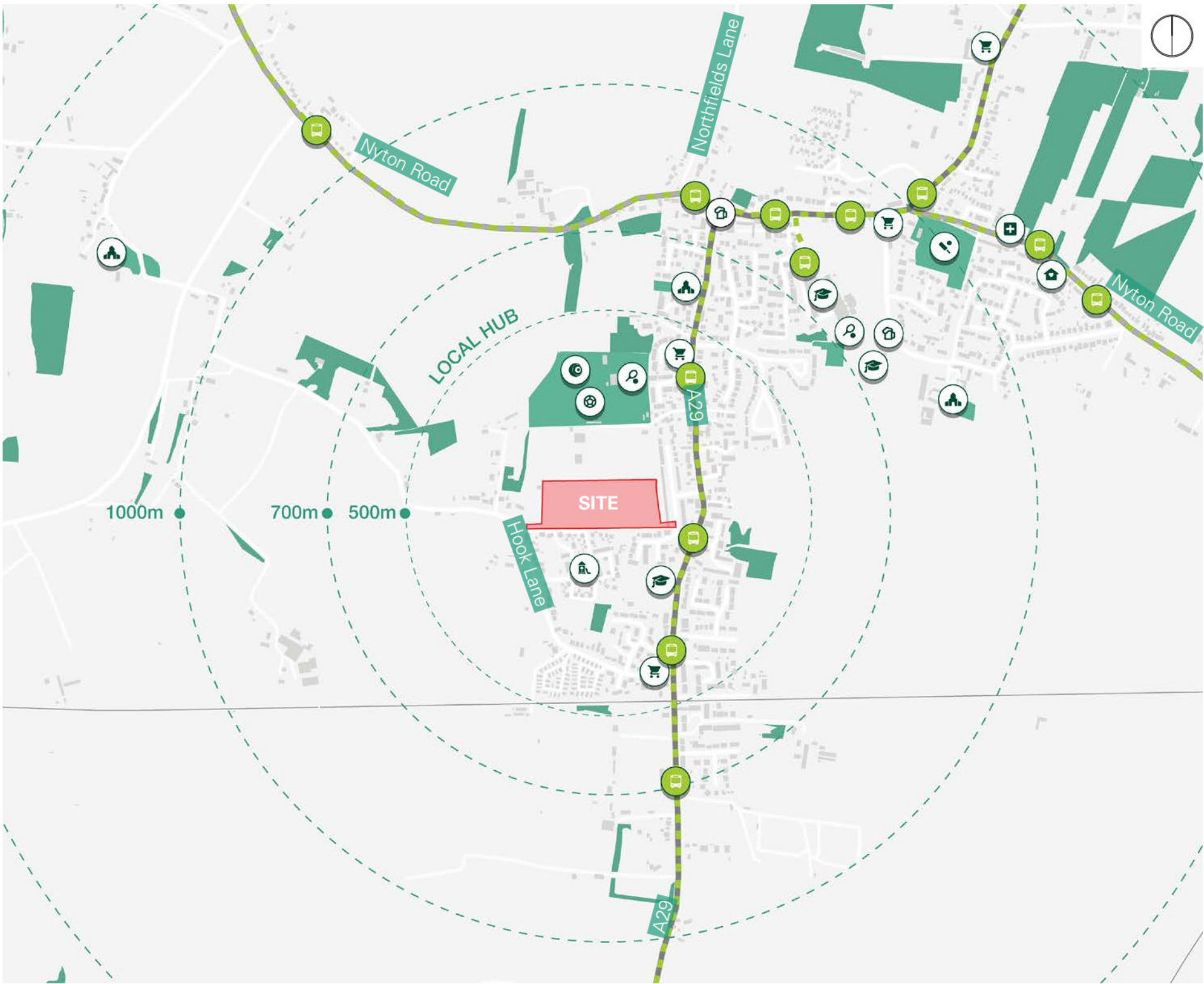
- Plots are typically rectangular and moderately sized
- Building lines vary: estate developments have consistent setbacks, while older properties on Hook Lane and Foundry Road show more organic, staggered arrangements.
- Driveways and small front gardens are common; some older houses sit closer to the lane edge.

The Site

Local Amenities

The site is situated within Westergate, which is identified as a Local Service Centre in the 2025 Settlement Hierarchy, defined as a medium sized settlement with a range of facilities and services that meet day to day needs. In sustainability terms, the site benefits from its proximity to a convenience store, petrol station, public house, primary and secondary schools and publicly accessible open space. Within 500–700 metres are key day to day destinations including schools, a GP surgery, a village shop and a cluster of community facilities forming the local hub. Multiple play areas, sports pitches, a bowls club and tennis courts provide accessible recreation choices, while pubs, a parish hall and places of worship contribute to a socially active village environment.

Local transport links and services including bus route 66C on Westergate Street, Barnham rail station approximately 2 miles away and easy access to the A27 are complemented by frequent bus stops along the B2233 and its connecting routes, collectively supporting sustainable travel choices and reducing reliance on private vehicles. Together, these connections and walkable amenities demonstrate that the site is embedded within an existing, thriving community, offering strong potential for a sustainable, integrated new neighbourhood.



Local Amenities Plan

KEY

School

Pub

Shop

Play Area

Tennis Court

Bowls Club

Football Pitch

Cricket Pitch

Place of Worship

Parish Hall

Bus Stop

Bus Route

Planning Context

Approved Outline (Ref: AL/178/22/OUT)

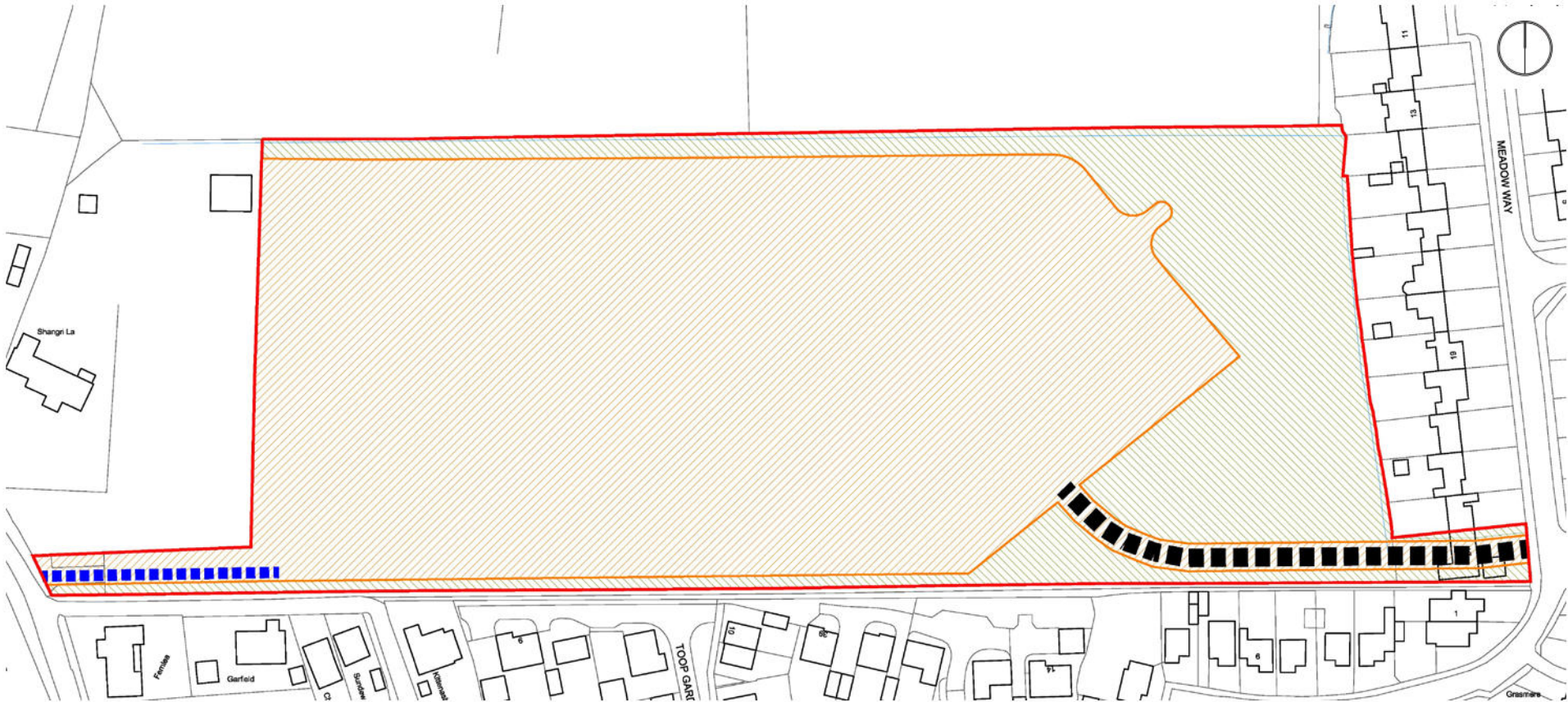
PARAMETER PLAN

The Parameter Plan accompanying the approved outline application sets out the core spatial principles governing the development of the site. It defines the extent of the developable area and confirms the approved access arrangements, including the primary vehicular access from Meadow Way and a dedicated cycle and pedestrian access from Hook Lane.

The plan identifies Development Areas and Scale, describing the zones within which built development is permitted in accordance with the outline approval parameters. It also sets out the structure of Green Infrastructure and Open Space, indicating areas to be retained or delivered for landscape, ecological enhancement and recreational purposes.

KEY

-  Site Boundary
-  Residential Development area to include C3 residential uses, roads, parking, open space, Sustainable Urban Drainage System and landscaping. Maximum 2.5 storey development (up to 11.5m)
-  Green Infrastructure including landscape buffers, public open space including areas of natural play, landscape planting and Sustainable Urban Drainage System
-  Proposed vehicular access
-  Proposed cycle / pedestrian access



Parameter Plan

ILLUSTRATIVE PLAN

The Illustrative Masterplan submitted at outline stage provided an indicative demonstration of how the approved development parameters could be arranged across the site. It explored the organisation of development parcels, the use of outward-facing blocks to support active frontages and natural surveillance, and the placement of open space and SUDS features along the eastern edge. The plan also illustrated potential pedestrian connections, including links to the southwest and to the adjacent public right of way.



Outline Illustrative Layout

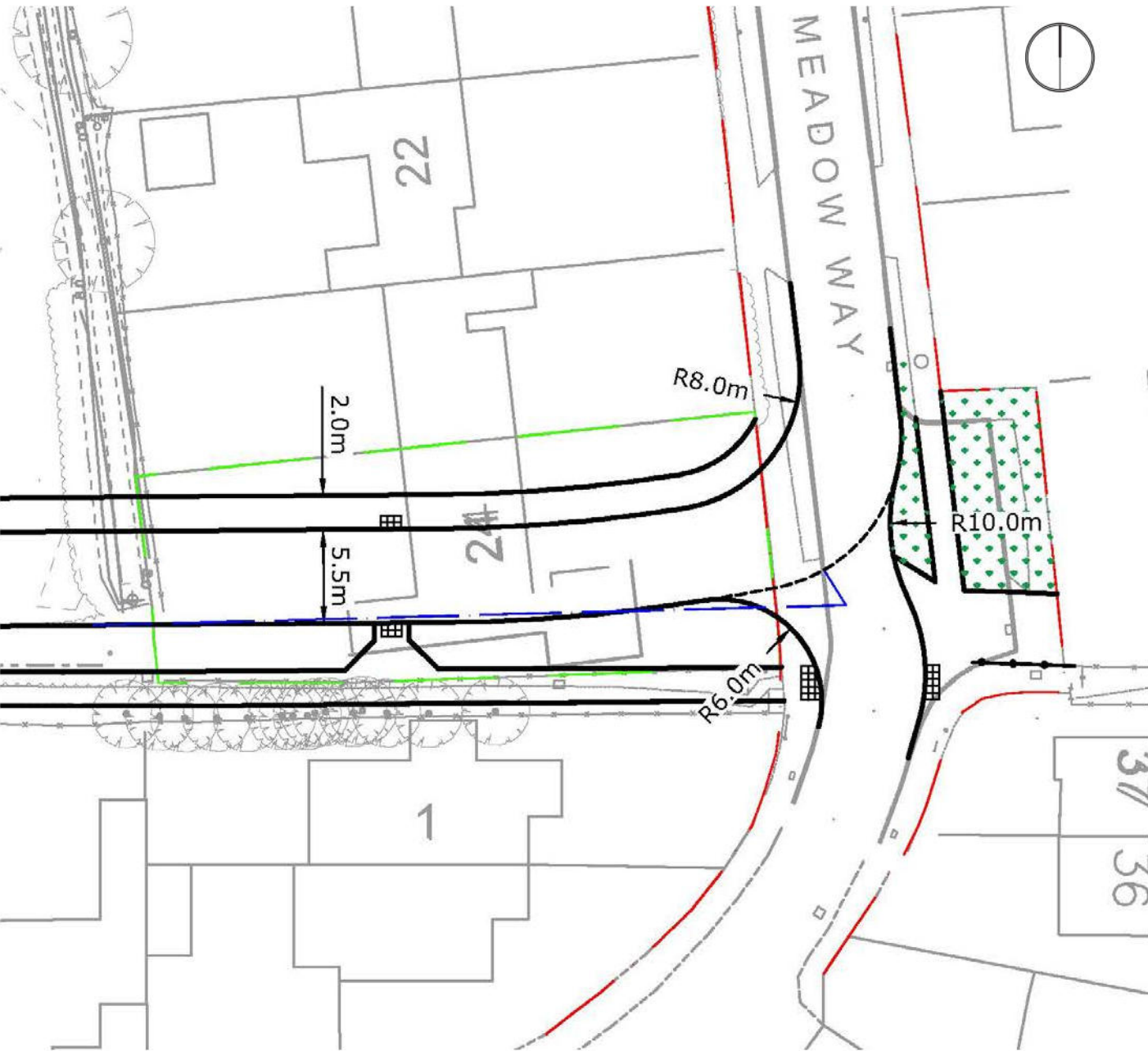
Planning Context

Approved Outline (Ref: AL/178/22/OUT)

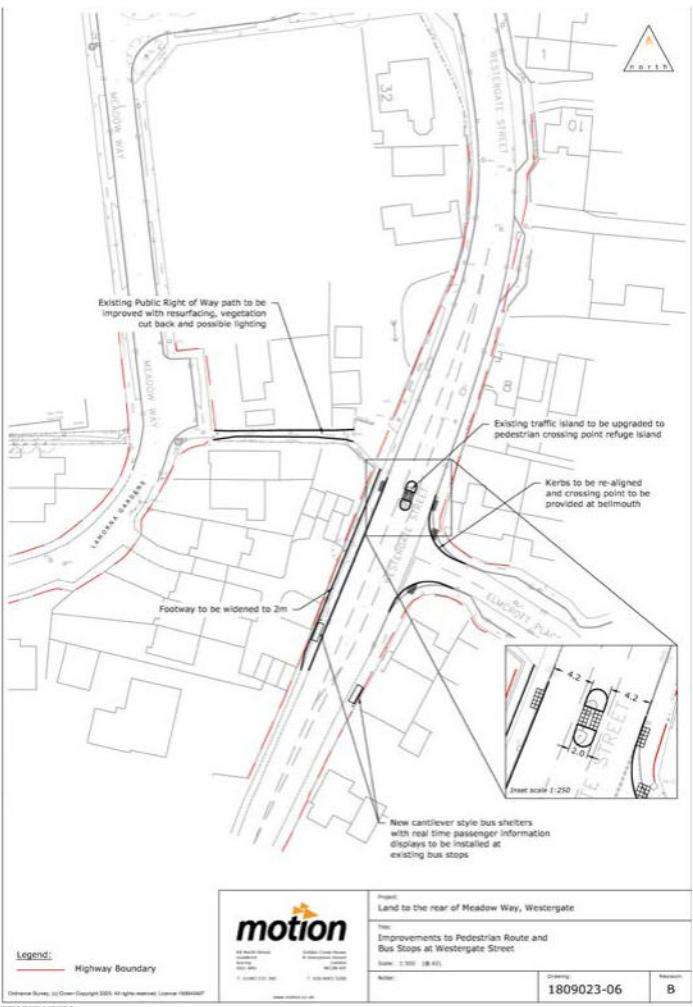
APPROVED ACCESS & OUTLINE HIGHWAYS IMPROVEMENTS

Access arrangements and associated highway improvements were approved as part of the Outline permission.

- Vehicular access is via Meadow Way, as shown on approved drawing 1809023-04 Rev C.
- Cycle and pedestrian access is from Hook Lane, as set out on drawing 1809023-07 Rev A.
- Approved highway works, shown on drawing 1809023-06 Rev B, include footway improvements between Meadow Way and Westergate Street, a pedestrian refuge island on Westergate Street, and upgrades to the bus stop.



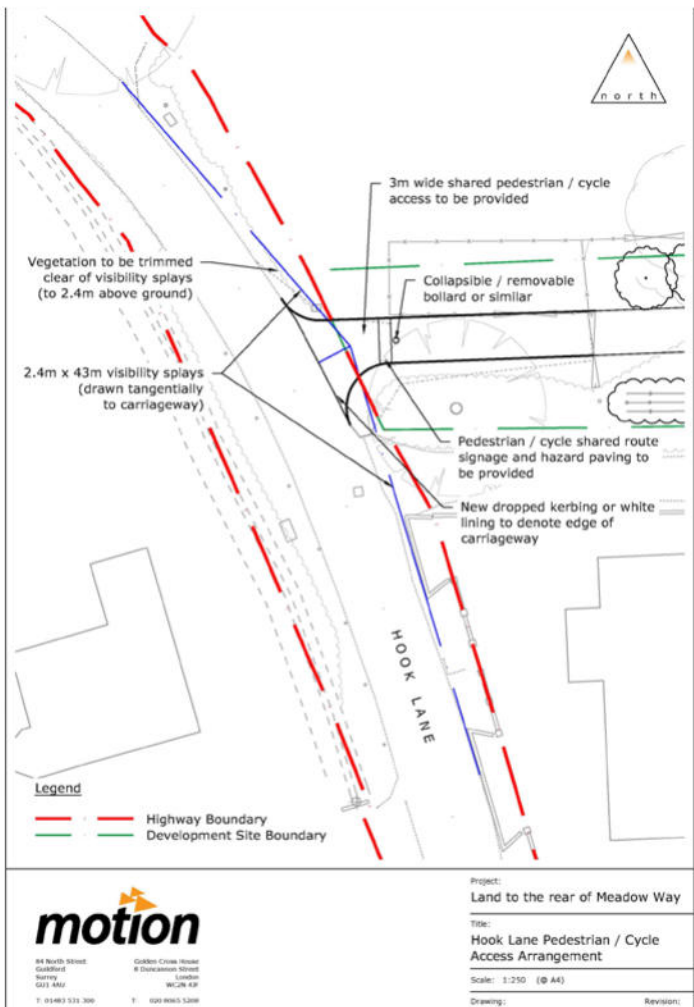
Proposed Site Access 1809023-04 Rev C



Westergate Street

- PRoW improvements and possible lighting
- Footpath widening
- Refuge Island
- Bus Shelters

Improvements to pedestrian route and bus stops at Westergate (1809023-06) Rev B



Hook Lane

- Pedestrian access (with droppable bollards)

Hook Lane Pedestrian / Cycle 1809023-07 Rev A

Constraints & Opportunities

The approved Outline Parameter Plan establishes the site's baseline opportunities and constraints, while technical surveys identify the detailed technical constraints.

CONSTRAINTS

- Retention of existing boundary trees and hedgerows
- Tree TN2 identified for ecological value
- Rising-main easements along the southern edge
- Minimum 3m offset to the northern boundary watercourse/ditch
- Existing overhead line corridor to the east running north-south
- Proximity to neighbouring properties to the south and east, requiring careful management of privacy/overlooking
- Fixed access points set at outline stage: vehicular from Meadow Way; pedestrian/cycle from Hook Lane with associated design and visibility requirements

OPPORTUNITIES

- Reinforce green infrastructure by retaining boundary trees/hedgerows and creating a continuous habitat corridor alongside the northern ditch within the 3m offset
- Locate primary open space, SuDS features and the LEAP on the eastern side to form a robust landscape buffer to neighbouring properties
- Focus new outward views towards the open countryside to the north, enabling positive frontage and long-range outlook
- Provide direct pedestrian/cycle permeability via Hook Lane with a connection towards the southeast
- Use the approved Meadow Way access as the principal point of arrival to support a legible internal route structure
- Incorporate biodiversity enhancements within the eastern open space and along boundary belts, including native planting and wetland margins associated with SuDS

KEY			
	Site Boundary		SuDS
	Tree Root Protection		Contours
	TPO Tree		Approved Residential Development
	Category B Tree		Approved Green Infrastructure
	Tree / Dense Vegetation		Potential Vehicular Access link
	Potential Strong Views to Open Countryside		Potential Cycle/ Pedestrian Access link
	Approved Cycle/ Pedestrian Access Point		Potential Sub-Station location
	Approved Vehicular Access Point		Potential HV Diversion
	Existing Public Right of Way (PROW)		Existing Drain Easement



Constraints & Opportunities Plan

Design Evolution

Plans shown on following pages illustrate chronological order of Proposed Site layout at different applications as how design evolve in response to planning feedbacks.

Outline Illustrative Plan | April 2023
89 Units with 2.5 Storey Flat Blocks



Dismissed Reserved Matters Application Plan
| 2024 89 Units with 2.5 Storey flat block





Pre-application Sketch layout | 2025
89 Units with 2 Storey Dwellings, no Flats blocks

Proposed Site Layout

Design Principles

The proposed development has been shaped by the site's constraints and opportunities and responds positively to local context and character. The layout and access strategy align with the approved Outline permission and have evolved through design iteration, including responses to planning feedback arising from the previous Reserved Matters and Pre-Application layouts.

The proposed layout provides a high-quality residential development of 89 homes, including a balanced mix of dwelling sizes and a 30% affordable housing provision. An accessible and well-connected arrangement is achieved through vehicular access from Meadow Way and enhanced pedestrian and cycle links to Hook Lane, with green infrastructure integrated throughout the site to provide public open space, amenity

areas, a natural play space and Biodiversity Net Gain. A contextual architectural approach, integrated Sustainable Drainage Systems and coordinated highway and pedestrian improvements support the creation of a cohesive, sustainable and well-functioning neighbourhood.



Proposed Layout | 89 units with 2 Storey Dwellings, no Flats blocks

Design Principles

POLICY AND GUIDANCE ALIGNMENT

The scheme has been prepared with regard to the Arun District Design Guide SPD and relevant local planning policy, and has been developed through iteration following the approved Outline permission and subsequent planning feedback. The Design Guide SPD sets out the Council's expectations for achieving high-quality design and is a material consideration in decision-making. In line with the Council's design rationale expectations, the proposals focus on: a clear hierarchy of streets and spaces; a positive response to surrounding character, scale and form; strong permeability and inclusive movement; connected green infrastructure; integrated SuDS; good access to daylight; and parking that is carefully located so it does not dominate the street scene.

The values and characteristics of good design are captured in the following Key Design Objectives, which provide a basis for the guidance contained in this document.

These objectives must be understood at the earliest stage and continue to inform thinking throughout the design process.

	1. Local Distinctiveness, Character & Identity		2. Cohesive & Vibrant Neighbourhoods
	3. Diversity		4. Ease of Movement
	5. Accessibility & Inclusion		6. Legibility & Integration

Key Design Objectives, Arun Design Guide SPD

DESIGN PRINCIPLES

- Consent-led framework:** The proposals follow the approved outline parameters and access strategy.
- Context and character:** The layout and built form respond to surrounding residential edges and the settlement edge condition. Architectural composition and materials draw on local character cues and vernacular references.
- Clear urban structure:** A strengthened perimeter block approach provides clearer definition to streets and spaces, supported by improved corner treatment at key junctions.
- Placemaking and legibility:** A clearer hierarchy of streets and spaces is reinforced through framed vistas and focal points, with an aligned central green corridor supporting wayfinding and identity.
- Movement and accessibility:** The movement network supports safe and convenient travel for all users, with a clear street hierarchy and integrated pedestrian and cycle routes, including the consented access points.
- Arrival and entrance character:** A welcoming space is created at the site entrance, formed by outward looking detached units and associated public realm, alongside the LEAP, natural play provision and visitor parking.
- Connected blue and green network:** Open space is delivered as a connected network of blue and green spaces and routes, with all spaces designed to be well overlooked by the surrounding development.

Building Edge - Make sure that the scheme:

Tick when Reviewed

• Provides a positive response to its surrounding context through the edge of buildings, which should be outward looking.	☒
• Creates soft edges through decreases in scale, density and inclusion of soft landscaping and green infrastructure.	☒
• Maintains key views in and out of developments.	☒
• Incorporates clearly defined entrances to the development.	☒
• Adds visual interest to the building edge through variations in height and roofscape design.	☒

Checklist table from J.07 Building Edge, Arun Design Guide SPD

- Green infrastructure and biodiversity:** Existing and proposed green infrastructure is strengthened through wildlife planting and plot levelling measures to support Biodiversity Net Gain.
- SuDS and drainage strategy:** SuDS is integrated throughout the scheme as part of the landscape framework and wider place structure.
- Daylight and outlook:** Layout and orientation are designed to make good use of sunlight and daylight and support a positive residential environment.
- Parking and servicing:** Car parking is accommodated in appropriate locations and arranged to avoid dominating streets and public spaces.

Design Rationale - Make sure that the scheme:

Tick when Reviewed

• Defines centralities and focal points, and establishes desire lines and a clear hierarchy of streets and spaces.	☒
• Responds positively to the character, scale, form and massing of the surrounding natural and built environment.	☒
• Creates connections with the site's surroundings, promoting integration and permeability.	☒
• Enhances ease of movement and accessibility throughout the site, encouraging the use of diverse ways of movement and means of transport, while ensuring safe, attractive and inviting connections with surroundings.	☒
• Includes spaces for people to meet, play and interact and creates a user friendly layout for non-motorised users of all abilities, including pedestrians, cyclists, equestrians and wheelchair users.	☒
• Incorporates existing heritage and archaeological assets into new development.	☒
• Connects to existing green infrastructure, while creating a network of green spaces and links which enhance existing green infrastructure for both wildlife and people.	☒
• Takes account of existing patterns of drainage and flooding, and seeks to reduce flood risk through SuDS and flood defences if appropriate.	☒
• Takes advantage of sunlight and daylight.	☒
• Provides adequate car parking, carefully located to ensure that it does not dominate.	☒

Checklist table from D.02 Developing A Design Rationale, Arun Design Guide SPD

Proposed Site Layout

Layout comparisons

The following pages demonstrate how the proposed layout builds on the Outline Illustrative Masterplan and responds to the previous RM and Pre-App layouts, showing targeted improvements including more defined perimeter blocks, improved vistas, an aligned central green corridor and a reinforced tree-lined spine street.

Proposed Layout Vs Outline Illustrative Layout

DESIGN RESPONSES / IMPROVEMENTS TO THE OUTLINE ILLUSTRATIVE LAYOUT (AL/178/22/OUT)

The plans on this page compare the Outline Illustrative Layout with the Proposed Layout. Key notes highlight the similarities between the two and the improvements introduced.

DESIGN PRINCIPLES CARRIED FORWARD

- **Maintained:** Landscape strategy, public open space, and SuDS infrastructure.
- **Refined:** Positioning, connectivity, and integration of these elements.

PLACEMAKING & LEGIBILITY

- **Outline:** Conceptual structure with limited focal points.
- **Proposed:** Defined node spaces and vistas; central green as a community focus; clearer wayfinding through hierarchy and cornerturner units.

URBAN FORM & BLOCK STRUCTURE

- **Outline:** Looser configuration with irregular parcels and deeper rear gardens.
- **Proposed:** More regular perimeter blocks; consistent building lines and frontages; stronger corner treatment at key junctions.

MOVEMENT & ACCESS

- **Outline:** Fragmented internal routes with several cul de sac; general loop indicated.
- **Proposed:** Clearer primary loop and secondary streets; improved permeability and legibility; stronger pedestrian connections.



Layout comparisons

Proposed Layout Vs Dismissed RM Layout

DESIGN RESPONSES / IMPROVEMENTS TO THE DISMISSED RM APPLICATION LAYOUT (AL/50/24/RES)

The plans shown on this page demonstrate a comparison of the dismissed RM application and the proposed. Key notes indicate the Planning inspectors comments to the dismissed RM layout and how Proposed layout responded to those comments.

DESIGN PRINCIPLES CARRIED FORWARD

- **Maintained:** Landscape structure, public open space, and SuDS infrastructure (design rationale followed).
- **Refined:** Positioning, connectivity, and integration of these elements to improve usability, surveillance, and character.

PLACEMAKING & LEGIBILITY

- **Dismissed RM:** Limited focal points and weaker vistas.
- **Proposed:** Defined nodes and framed views; central green as a community focus; clearer hierarchy supports intuitive wayfinding (including corner-turners at key locations).

URBAN FORM & BLOCK STRUCTURE

- **Dismissed RM:** Looser parceling with some irregular blocks and deeper back-land areas.
- **Proposed:** More coherent perimeter blocks with consistent building lines; improved block regularity and stronger corner treatment at key junctions.

MOVEMENT & ACCESS

- **Dismissed RM:** More fragmented internal routes with several short cul-de-sacs; street hierarchy less legible.
- **Proposed:** Clear primary loop with supporting secondary streets; improved permeability and wayfinding; stronger pedestrian connections.



Proposed Site Layout

Layout comparisons

Proposed Layout Vs Pre-App Sketch Layout

DESIGN RESPONSES / IMPROVEMENTS TO THE PRE-APP SKETCH LAYOUT (REF: PAA/111/25/)

The plans shown on this page demonstrate a comparison of the Pre-App sketch layout and the proposed. Key notes indicate the Planning feedback to the pre-app sketch layout and how Proposed layout responded to those comments.

DESIGN PRINCIPLES CARRIED FORWARD

- **Maintained:** Broad development structure and the eastern landscape/open space arrangement
- **Enhanced:** Central green corridor alignment, perimeter definition, and the primary street structure to strengthen overall clarity

PLACEMAKING & LEGIBILITY

- **Pre-App:** Longer views and visual cues are present but less consistently framed; the central green reads as a weaker organising element.
- **Proposed:** Clearer vistas and more deliberate street to green relationships, improving wayfinding and reinforcing key spatial cues

URBAN FORM & BLOCK STRUCTURE

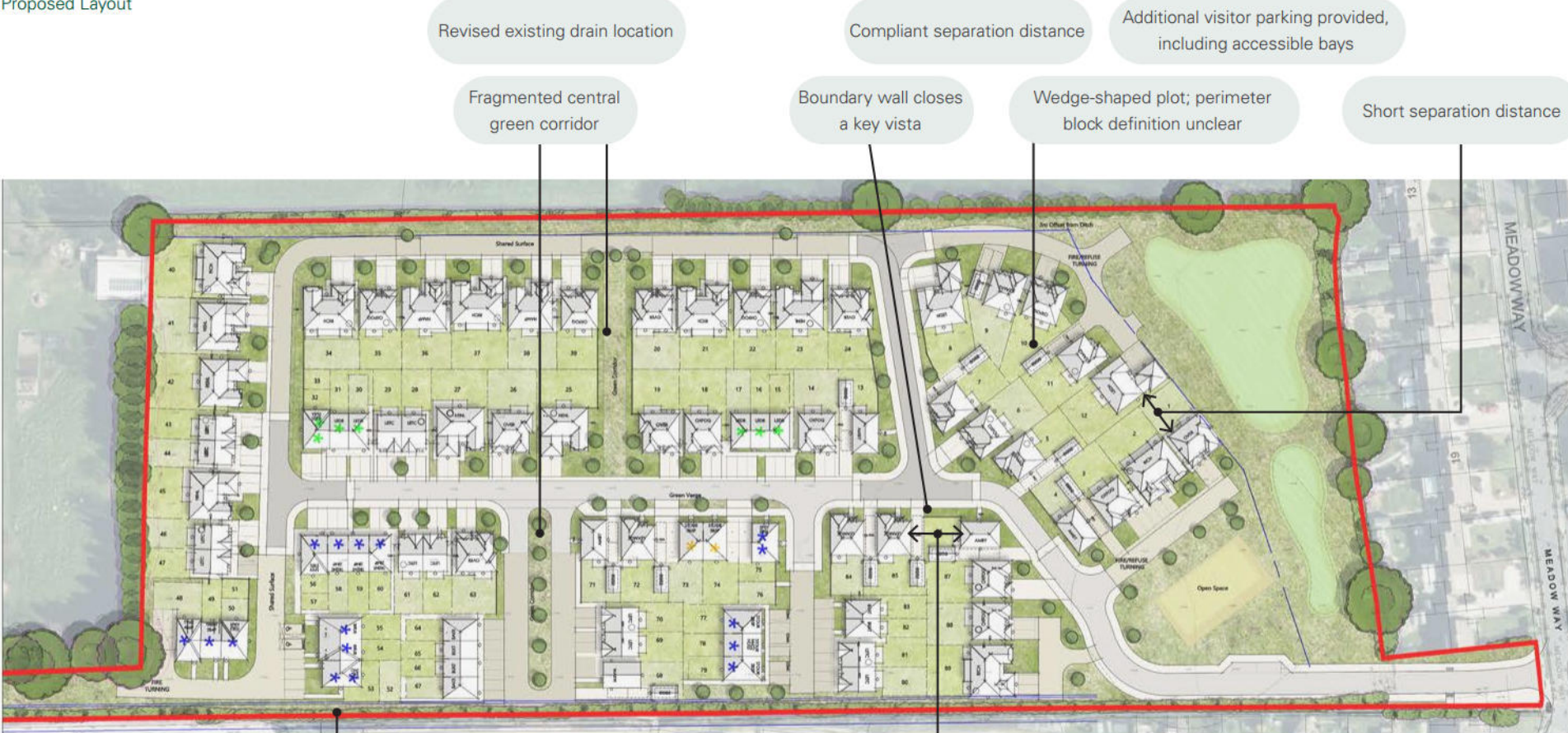
- **Pre-App:** Comparable block pattern overall, though some edges read looser with less consistent perimeter enclosure
- **Proposed:** More defined perimeter blocks, cleaner building lines, and stronger corners, creating better enclosure and a more robust street based form

MOVEMENT & ACCESS

- **Pre-App:** Functional network, but the hierarchy is less pronounced in places
- **Proposed:** More clearly expressed hierarchy, supported by a strengthened tree-lined spine road and a more coherent route structure



Proposed Layout



Pre-App Sketch Layout

Strategy Plans

Storey Heights

The proposed development comprises all dwellings at two storeys, as illustrated on the Storey Height Layout Plan, reflecting the established scale and character of the surrounding residential context. This approach supports a consistent domestic building height across the site and helps create a coherent and well-defined neighbourhood.

The distribution of storey heights has been carefully considered as part of the overall design strategy, working alongside the proposed street hierarchy, block structure and open spaces. The two-storey form reinforces the legibility of streets and spaces, contributes to a clear urban structure, and supports a positive relationship between buildings and the public realm.

Overall, the proposed storey heights form an integral part of the design principles for the site, aligning with local character cues and supporting the delivery of high-quality residential architecture in accordance with the Arun District Design Guide SPD.



Storey Heights Plan

Strategy Plans

Dwelling mix and Tenure

The proposed development comprises a total of 89 dwellings, delivering a balanced mix of 1, 2, 3, 4 and 5 bedroom homes in response to identified local housing needs. The scheme includes 62 open market dwellings (69.7%) and 27 affordable homes (30.3%), in line with adopted policy and the agreed affordable housing provision.

The open market homes provide a broad range of accommodation, predominantly comprising 3 and 4 bedroom houses, alongside a smaller number of 2 and 5 bedroom dwellings. The affordable housing provision includes a mix of affordable rent, shared ownership and first homes, incorporating 1 to 4 bedroom units. Affordable homes are distributed across the site in small groups and integrated within the overall layout, ensuring a tenure blind approach in appearance and placement.

The scheme also delivers a range of accessible and adaptable homes, including M4(2) and M4(3) compliant dwellings, in accordance with Table 4.3 of the Arun District Council Accommodation for Older People and People with Disabilities Guidance. These homes are integrated within the overall layout and across tenures, supporting inclusive housing choice and meeting identified accessibility needs.

Size of Development	M4(2) Accessible Homes	M4(3) Wheelchair Accessible Homes
10	None	None
20	7	None
30	10	2
40	13	2
50	15	2
60	30	4
70	35	4
80	40	4
90	45	4
100	50	4
110	55	6

Table 4.3 from the Accommodation for older people and people with disabilities Guidance, Arun District Council.

KEY

— Site Boundary

One Bed

Two Bed

Three Bed

Four Bed

Five Bed

Affordable Housing Rented

Affordable Housing Shared Equity

First Homes

2

M4(2)

3

M4(3)



Dwelling mix and Tenure Plan

Arun Design SPD - Separation Distance Compliance

The proposed layout has been assessed against the separation distance standards set out in the Arun Design Guide SPD (February 2024), as demonstrated on the accompanying Separation Distance Compliance Plan.

The layout achieves the required minimum separation distances between dwellings, including 21 m back-to-back, 16 m front-to-front and 14 m back-to-side relationships. Private rear garden depths broadly meet the minimum 10.5 m requirement, albeit not in all instances; however, separation distances between dwellings remain compliant, with appropriate separation also maintained to site boundaries where applicable.

Previous planning feedback identified concerns with some plots not fully achieving the required interface separation distances. These areas have been reviewed as part of the current layout iteration, and the updated scheme now closely complies with the Council's separation distance requirements. In a limited number of localised instances, distances sit close to the minimum standards; however, these are not considered to result in any material harm to residential amenity.



Arun Design SPD Separation Distance Compliance Plan

Strategy Plans

Access and Movement

The proposed access and movement strategy provides a clear and functional framework for vehicles, pedestrians and cyclists. The main highway structure sits within the approved outline's Parameter Plan and incorporates the approved vehicular access points and pedestrian/cycle access points. The internal arrangement broadly follows the outline illustrative principles and is similar in overall structure to the previous Reserved Matters layout, with refinement to improve route clarity and internal connectivity.

Vehicular circulation is organised around a primary street through the site, which accommodates movement and servicing. Secondary streets branch from this route to serve individual groups of homes, establishing a straightforward hierarchy and ensuring all plots are accessible without reliance on fragmented or overly constrained internal routes. Street geometry and turning provision support refuse collection and emergency access in accordance with relevant standards.

Pedestrian movement is provided via continuous footways alongside streets and additional links between residential parcels, giving more direct routes between the

southern edge, areas of open space and key internal streets, and supporting access to the LAP and LEAP. Cycle movement is accommodated on the internal street network, which is configured for low vehicle speeds and shared use, without introducing separate cycle infrastructure that would conflict with the approved access strategy.

Routes and connections are aligned with the overall structure of the layout so that movement is legible from each site entrance and remains consistent across the development, with walking links integrated into the network rather than treated as leftover space.



Access and Movement Plan

Parking

Car parking is provided in accordance with the relevant local parking standards and is clearly set out on the Parking Allocation Layout Plan. A combination of allocated on plot parking, integrated garage parking and visitor spaces is distributed across the site to support the needs of residents and visitors.

Parking provision has been planned as an integral part of the overall layout, working alongside the proposed street hierarchy and block structure. Electric vehicle charging points are provided throughout the development, and secure cycle parking is accommodated within plots and in convenient locations to support sustainable travel choices.



Parking Plan

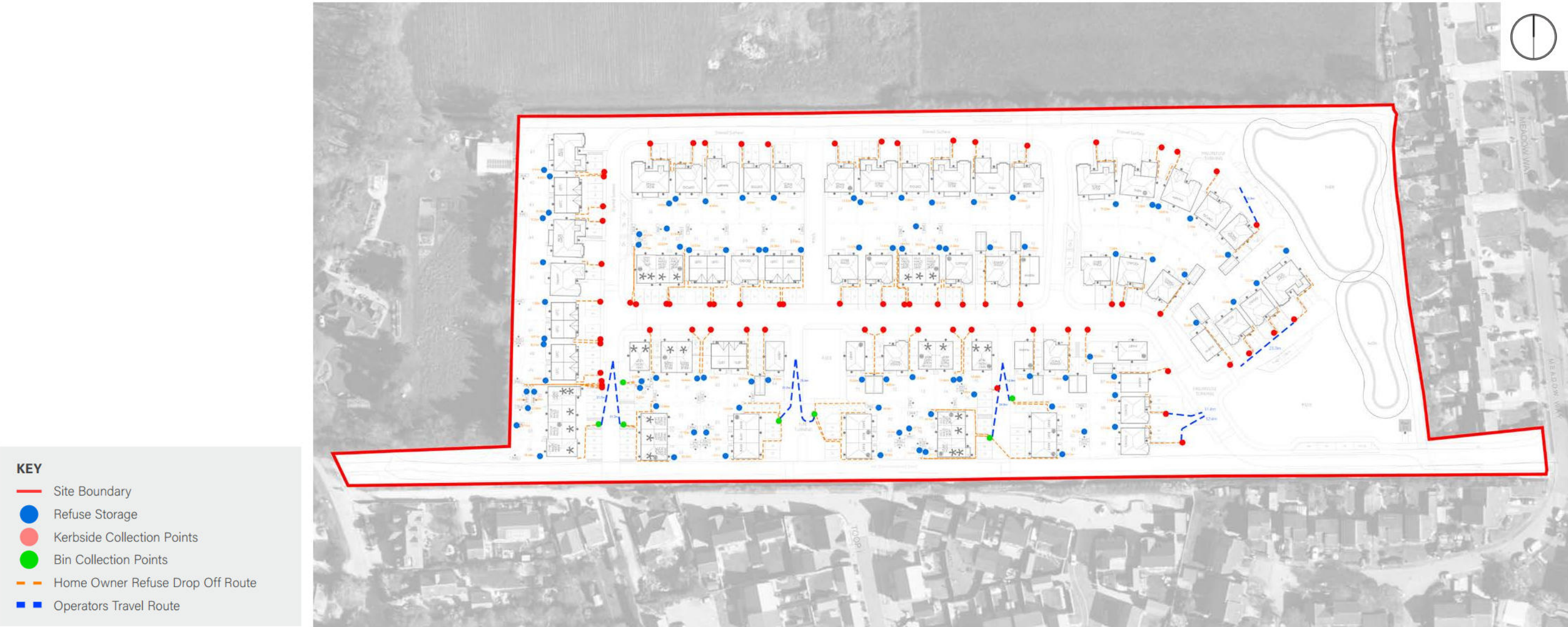
Strategy Plans

Refuse

Refuse and recycling containers will be presented at the edge of the curtilage of individual dwellings on collection days, except where communal collection points are shown on the layout. Communal refuse locations are positioned close to the adopted highway to ensure convenient access for collection vehicles, operatives and residents, in line with Arun District Council guidance.

Routes between bin storage areas and collection points are level and accessible, enabling safe movement of wheeled bins by residents and collection crews. Bin storage locations are clearly identified on the plans and comply with the Council's requirements for distances and accessibility.

The proposed street layout, turning areas and shared surfaces have been checked by the project highways consultants using refuse collection vehicle tracking, confirming that collection vehicles can safely manoeuvre throughout the development. Appropriate design measures have been incorporated to support safe and efficient refuse collection.



Refuse Plan

Landscape

The scheme complies with the relevant landscape and open space requirements, as demonstrated in the Landscape Statement, including provision in accordance with the Arun District Council Open Space, Playing Pitches and Indoor Built Sports Facilities SPD, and confirms the delivery of public open space, inclusive play, green infrastructure and integrated SuDS within a coherent and biodiverse landscape framework.



Landscape Masterplan

Drainage

The proposed drainage strategy has been developed in accordance with the principles established at outline stage and reflects the approved approach to surface and foul water management for the site. In response to identified shallow groundwater conditions, the scheme adopts a non-infiltration SuDS approach, incorporating a treatment train comprising lined permeable paving, a lined attenuation basin, and a lined swale.

Surface water runoff is attenuated and discharged at a restricted rate of 3 l/s into the existing watercourse at the south-eastern boundary, ensuring compliance with greenfield runoff requirements up to and including the 1 in 100 year event plus 45% climate change allowance. This approach provides both quantity and quality control, with the SuDS treatment stages delivering pollutant removal rates that exceed the anticipated loadings from the proposed residential development.

Foul water will connect into the existing sewer network at two separate points, helping to balance flows across the site.



Drainage Plan

Strategy Plans

Highways

The proposed highways strategy seeks to adopt the principal estate roads, with peripheral minor access roads and shared parking areas remaining private.

The adoptable roads will be designed with footways and include suitable pedestrian crossing points throughout the site to support safe movement. Private roads and parking areas will generally operate as shared surface environments.

A 3 m shared footway and cycle path is also proposed in the south-western corner of the site, providing a connection to Hook Lane. In addition, three pedestrian links are proposed along the southern boundary, connecting the development to the existing public right of way network and improving wider accessibility. The existing pedestrian crossing on Meadow Way will be upgraded with appropriate tactile paving.



Highways Plan

Character Areas and Appearance

Character Areas - Introduction

Previous planning feedback identified the need for clearer character differentiation across the site to support legibility and variation in townscape. In response, the proposals define two complementary character areas, aligning with the Arun District Design Guide SPD emphasis on creating locally responsive identity and a positive relationship between built form and its setting.

CHARACTER AREA RATIONALE

Given the site's settlement-edge location and open countryside to the north, the scheme is structured as:

Rural Edge (northern interface): a lower-density edge with outward-looking detached homes oriented towards the northern outlook, forming a positive frontage at the countryside edge.

Urban Fringe (main body / southern & western interface): a more compact, defined layout that manages relationships with the more enclosed edges, supporting a coherent street-based form.

This approach also reflects the Design Guide's expectation that development edges should be outward-looking and respond positively to context, with softer transitions where appropriate.

MATERIALS AND PALETTE (BY CHARACTER AREA)

A consistent architectural language is applied across the site, with controlled variation by brick tone and selective off-white render to provide visual relief and assist wayfinding, consistent with guidance to reinforce character and identity through form and materials.

Rural Edge: predominantly lighter red brick with grey roofs, with some off-white render and red roofs to provide visual breaks and highlight key buildings.

Urban Fringe: predominantly orange-red brick with grey roofs, with complementary off-white render and red roofs used selectively in the same manner.

TENURE-BLIND APPROACH AND ROOFSCAPE

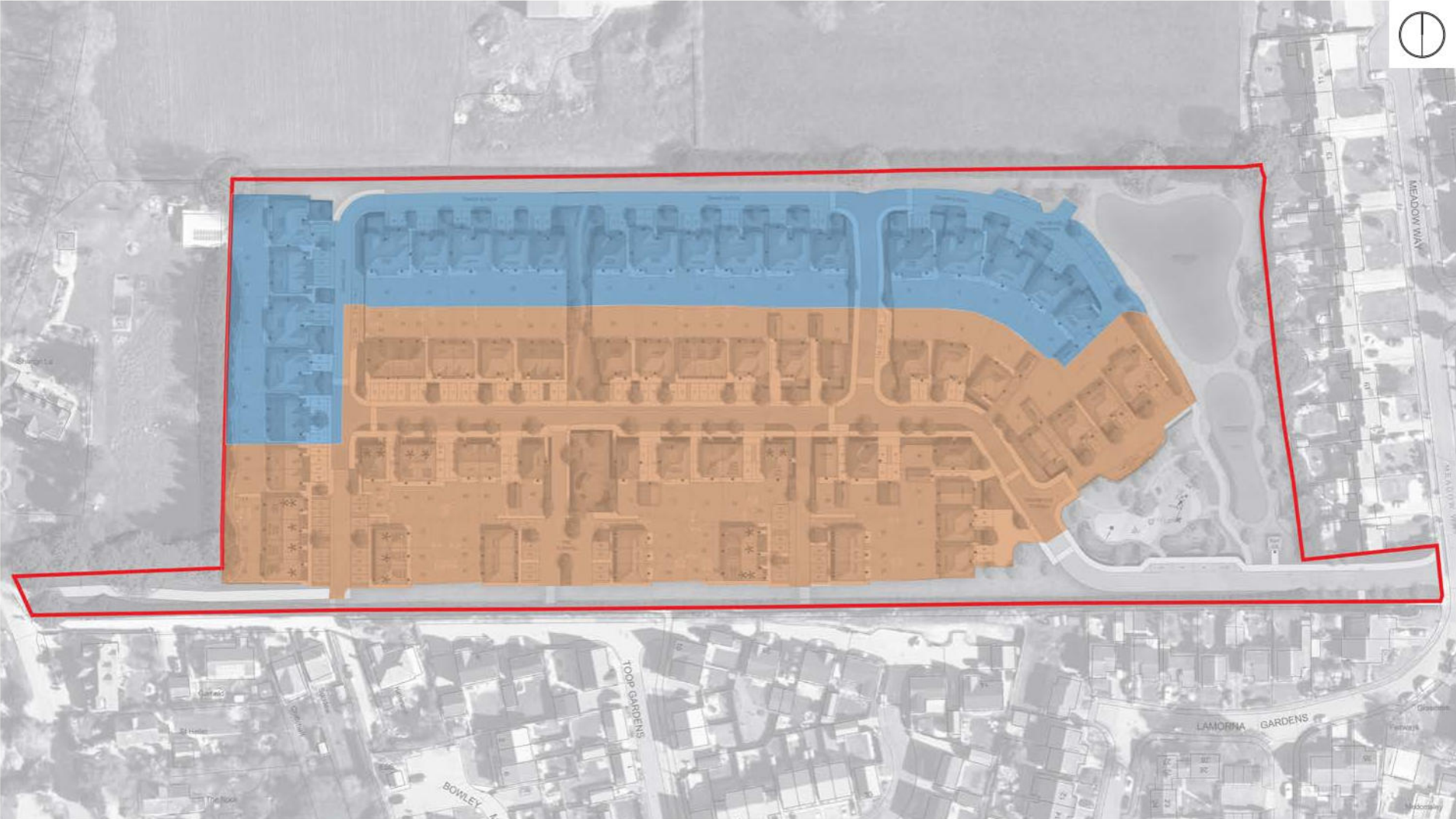
Across both character areas, the palette and roof colour family are applied consistently to support a tenure-blind appearance, with off-white render used in each area rather than being confined to one part of the site. Streets in both areas incorporate a varied roofscape to add animation and visual interest along key routes and edges, reflecting Design Guide emphasis on interest at building edges through roofscape variation.

KEY

Site Boundary

Rural Edge

Urban Fringe



Character Areas Plan

Form & Character - Make sure that the scheme:		Tick when Reviewed
- Has an identity which responds to the opportunities and constraints of the key characteristics of the surrounding area or existing development as identified in the initial site appraisal. - Incorporates architectural forms and features that predominate in the surrounding area. - Responds to the existing landscape by considering orientation, key views and natural features.		☒ ☒ ☒
- Exploits the opportunity to create its own distinctive character and sense of place, as appropriate to its context, particularly on key public buildings. - Provides visual interest through attractive detailing, high quality materials, depth and shadow lines and fenestration, and through variation in form, features and materials. - Has buildings that have been arranged to define the edges of the space, providing continuity and enclosure, being outward looking with windows oriented to overlook the street		☒ ☒ ☒

Checklist table from J.01 Form & Character, Arun Design Guide SPD

Character Areas and Appearance

Rural Edge

Role: Softer settlement edge to the north, responding to the open countryside interface through a lower-density form and outward-looking homes.

Built form: Predominantly detached units arranged to maximise outlook to the north and present a positive, outward-looking edge.

Materials / roofs: Mainly lighter red brick with grey roofs, with selected off-white render and red roofs to provide visual relief and highlight key buildings for wayfinding.

Townscape: Varied roof forms to add animation and avoid uniform street elevations.

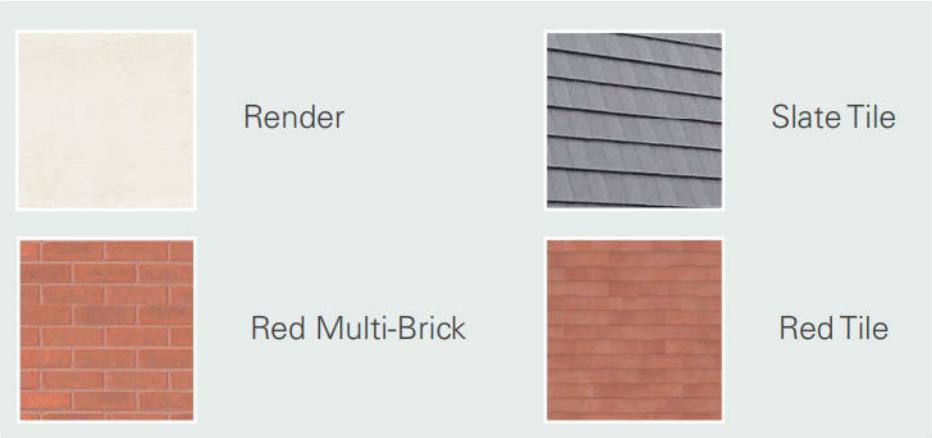
Tenure-blind approach: A consistent palette and roof colour family across the site, with off-white render used in both character areas to avoid visual distinction between tenures and to create a coherent identity.

Edge quality: Outward-looking edges and positive relationships between buildings and streets/spaces, with variation in roofscape to add interest at the development edge.

KEY

- Site Boundary
- Rural Edge

MATERIALS



Character Areas Plan - Rural Edge





View to eastern end of Rural Edge area from south east corner of the site

Positive edge quality



Key building in White render and Red roof providing visual relief and assisting wayfinding



Typical dwelling in consistent and lighter material palette reinforcing character and identity of Rural Edge area

Varied roof formed dwellings in consistent and lighter material palette reinforcing character and identity of Rural Edge area



Key Plan

Character Areas and Appearance

Urban Fringe

URBAN FRINGE

Role: Main neighbourhood character within the more enclosed parts of the site, creating a more structured, street-based environment.

Built form: A more compact and defined block pattern, with a mix of detached, semi-detached and terraced homes arranged to manage relationships with the southern and western edges while maintaining active, street-facing elevations.

Materials / roofs: Mainly orange-red brick with grey roofs, with complementary off-white render and red roofs used selectively to create variety and emphasise key locations.

Townscape: A varied roofscape and composed elevations are used to reinforce the street hierarchy and create visual cues at key junctions.

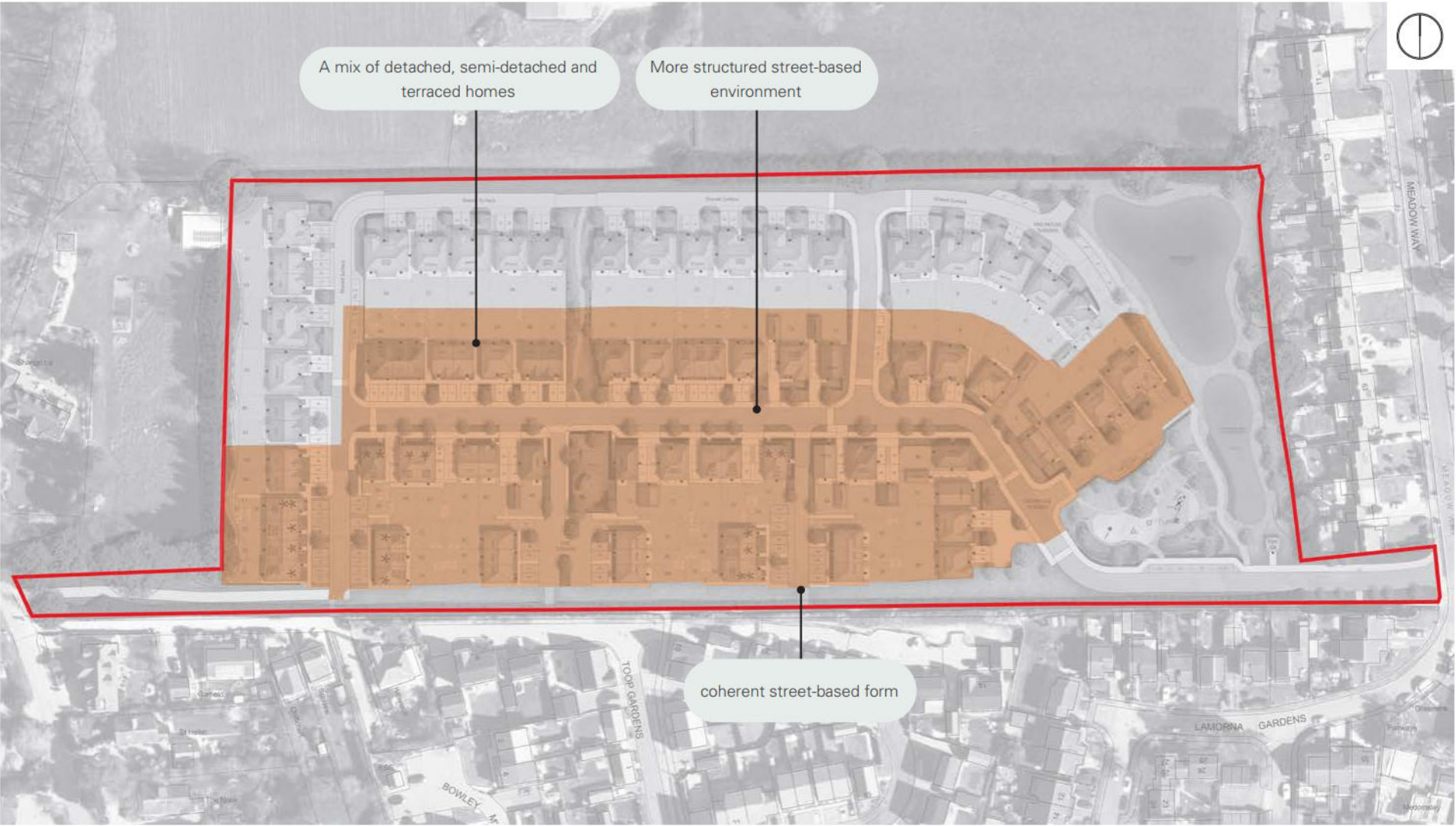
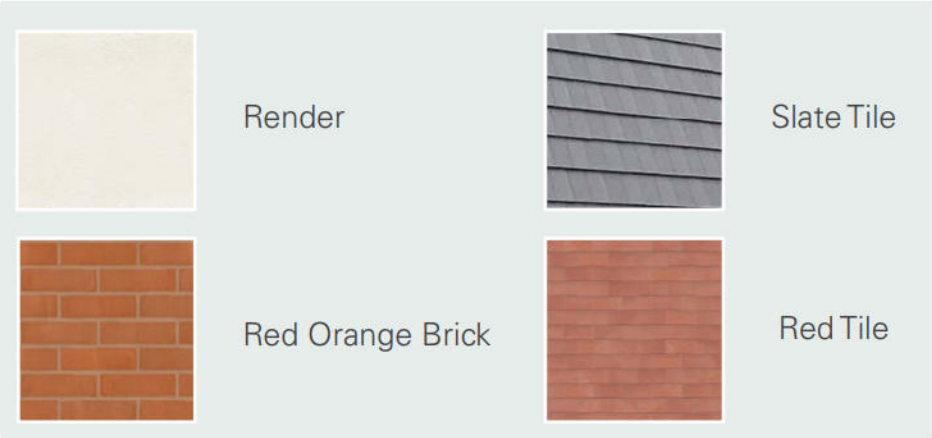
Tenure-blind approach: A consistent palette and roof colour family across the site, with off-white render used in both character areas to avoid visual distinction between tenures and to create a coherent identity.

Edge quality: A compact, defined interface that responds to the southern and western residential edges through a coherent street-based form, supported by considered orientation, separation and boundary treatment, with roofscape variation to add interest to the streetscape

KEY

- Site Boundary
- Urban Fringe

MATERIALS



Character Areas Plan - Urban Fringe



Street Scene D-D



More structured street-based environment

A mix of detached, semi-detached and terraced homes

Coherent street-based form

View to southern LAP play area from spine road



Key building in White render and Red roof providing visual relief and assisting wayfinding



Typical dwelling consistent and warmer material palette reinforcing character and identity of Urban Edge area



Key building in Render and Red roof providing visual relief and assisting wayfinding

Varied roof formed dwellings in consistent and warmer material palette reinforcing character and identity of Urban Fringe area



Key Plan

Sustainability

SOCIAL BENEFITS

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

- The provision of much needed affordable housing making a significant contribution to meeting the Borough's sustained acute shortfall in delivery
- Creating a quality place with a new network of routes and open spaces to foster health and social well being
- Providing new homes with a range of typologies and sizes to accommodate local needs
- Creating a pedestrian friendly layout that is safe, well connected, legible and accessible for all that connects into the existing network
- Providing new homes to meet the needs of specific housing requirements where they are needed

ECONOMIC BENEFITS

- Promoting the delivery of development in a sustainable location in reasonably close proximity to Bagshot's town centre
- Supporting growth in the local economy
- Providing improvements to local infrastructure and community services
- Increased local spend and commerce
- Creating jobs and local spend during the construction phases of the development

ENVIRONMENTAL PROTECTION & ENHANCEMENT

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

- Opportunities to enhance the site's biodiversity value, particularly through enhancement of the public open space on the western side of the site and tree planting throughout achieving a significant Biodiversity Net Gain
- A high quality landscape led development, that can positively respond to its context and embraces the principles of good design
- A comprehensive landscaped scheme, retaining appropriate existing features of ecological value and supporting new and enhanced biodiversity habitat
- Retention and enhancement of existing trees and hedgerows, together with additional planting
- Integration of a SuDS scheme to sustainably manage water runoff and create new habitats

MITIGATING & ADAPTING TO CLIMATE CHANGE

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

- Buildings which will be designed to make use of sustainable materials to reduce environmental impacts of construction
- Homes designed to take account increasing annual temperatures set out in the UKCP18 climate projections to minimise the risk of overheating
- Provision of measures through construction and operation of the site to reduce pollution, minimise waste and encourage recycling
- Homes and buildings designed and built to use resources efficiently and respond to the threat of climate change managing energy and water use

LIFESTYLE

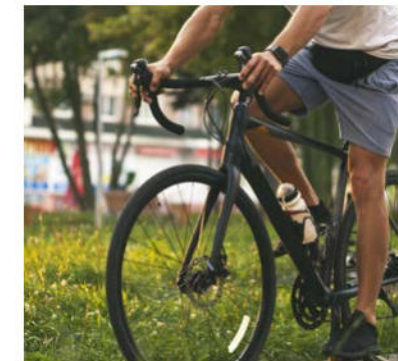
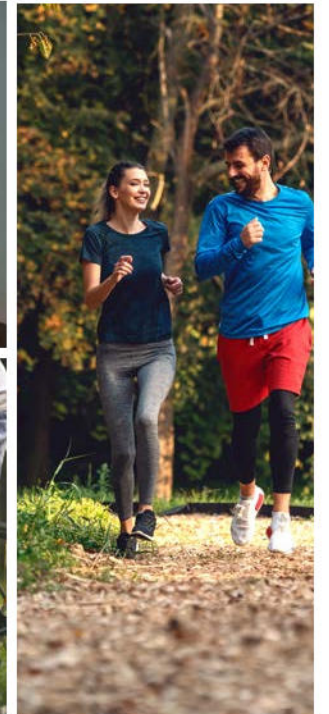
The scheme promotes a healthy and active lifestyle through:

- Safe and efficient access to the site with potential to provide local pedestrian and cycling improvements
- Development designed to prioritise sustainable and active modes of travel including walking and cycling
- Provision of improved cycling and pedestrian links to Bagshot/Windlesham, supporting local community facilities and ongoing maintenance costs, etc
- Provision of play areas and generous areas of open space for people to meet and maintain a healthy life style

FABRIC FIRST APPROACH

The new homes will be designed to meet or exceed Building Regulations, taking into account future changes including The Future Homes Standard: changes to Part L and Part F of the Building Regulations. Suitable features could include:

- Orientation and sizing of window/door openings to optimise daylighting and solar gain
- Improved air-tightness and reduced thermal bridging to minimise heat loss
- Maximised fabric insulation to reduce space heating demand to as low a level as possible
- Responsible sustainable materials - locally sourced where feasible
- Energy efficient white goods
- Energy efficient lighting
- Site waste management to minimise construction waste
- Provision of recycling facilities for domestic and commercial users
- Air source heat pumps
- EV charging points to be integrated within the scheme
- Roof spaces across the site orientated to accommodate Solar PV panels where possible
- Water conservation measures such as low flush WC's, flow restricted taps and showers to meet high levels of water efficiency and achieve a policy requirement limit of 110 litres/person/day



Security

Designing out opportunities for crime is a key element of establishing a safe and secure sense of place. The proposed development has been designed in accordance with the core principles set out in Secured by Design guidance, with a strong focus on natural surveillance, clear ownership and well-defined public and private realms. The layout has also been developed with long-term safety, stewardship and ease of maintenance in mind, helping to discourage crime now and in the future.

KEY

1. Homes are positioned to front streets and key shared spaces, creating positive enclosure and strong natural surveillance that reinforces a clear sense of ownership.
2. Entrances and routes are overlooked to support passive supervision, with active frontages helping streets and spaces feel used, observed and welcoming.
3. A clear and secure distinction is established between public and private areas through well-defined boundaries and defensible space.
4. Parking is arranged where it benefits from the highest levels of surveillance on-plot or to frontages and any shared parking areas are similarly overlooked by surrounding buildings.
5. Public spaces and landscaped areas are intended to be managed and maintained to support safe and usable shared environments.



Summary

The revised Reserved Matters layout aligns with the fundamental principles established by the approved outline scheme and incorporates Council Officer recommendations to strengthen the previous RM arrangement. A refreshed layout, informed by feedback from the earlier RM application, was presented to the Council through pre-application discussions, during which several positive aspects were welcomed; the scheme has since been progressed to provide a clearer urban design structure. The proposals are now more landscape-led, with sufficient space for green infrastructure to establish and mature, helping to organise the site over time.

The layout draws on good urban design practice through a more defined perimeter block structure, creating legible streets and spaces with active frontages and a varied streetscape. Additional pedestrian connections are provided to the southern Public Right of Way to improve links to the wider community, with these routes designed using habitat friendly, ecologically sensitive treatments. Overall, the proposals will deliver a high quality residential environment for Westergate that is safe, pleasant and attractive for residents and visitors.





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