

9 LAYOUT - FIRE STRATEGY

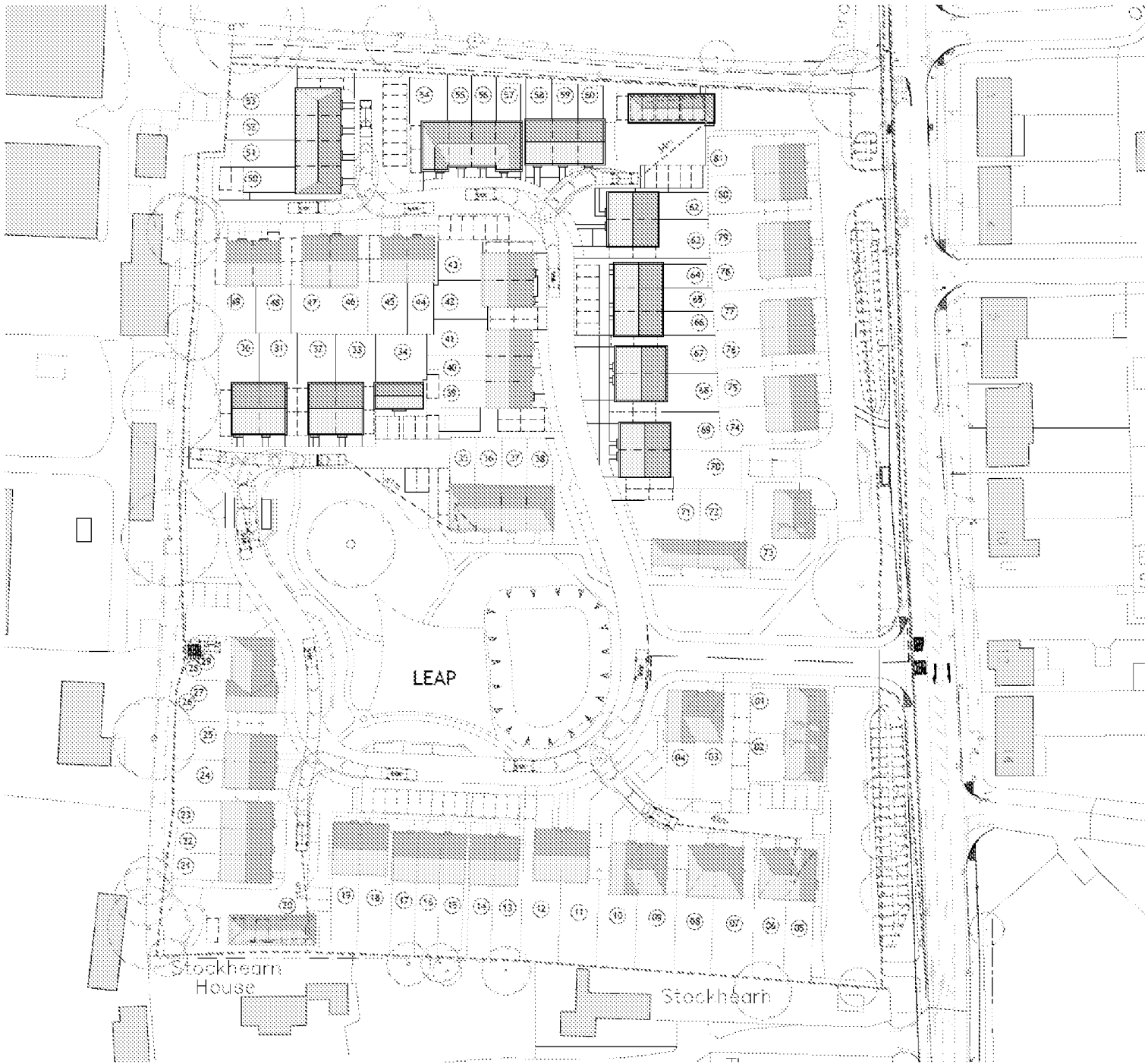
Fire Appliance Strategy Diagram

Fire truck access for the proposed scheme has been analysed by the highways consultant.

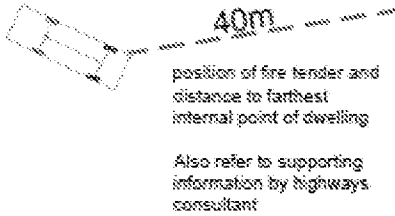
The diagram to the right shows details of the vehicular tracking, turning spaces and access distances, confirming the compliance of the proposed scheme with regulations.

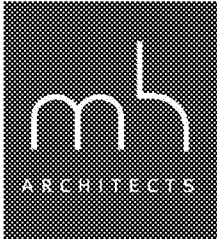
All of the dwellings are within the maximum 45m travel distance allowed under building regulations from the pumping appliance to the furthest point within the dwelling.

The vehicular tracking confirms that a fire truck is able to enter, turn and exit all parts of site in forwards gear.



FIRE APPLIANCE STRATEGY KEY





9 LAYOUT - FENCING & BOUNDARIES

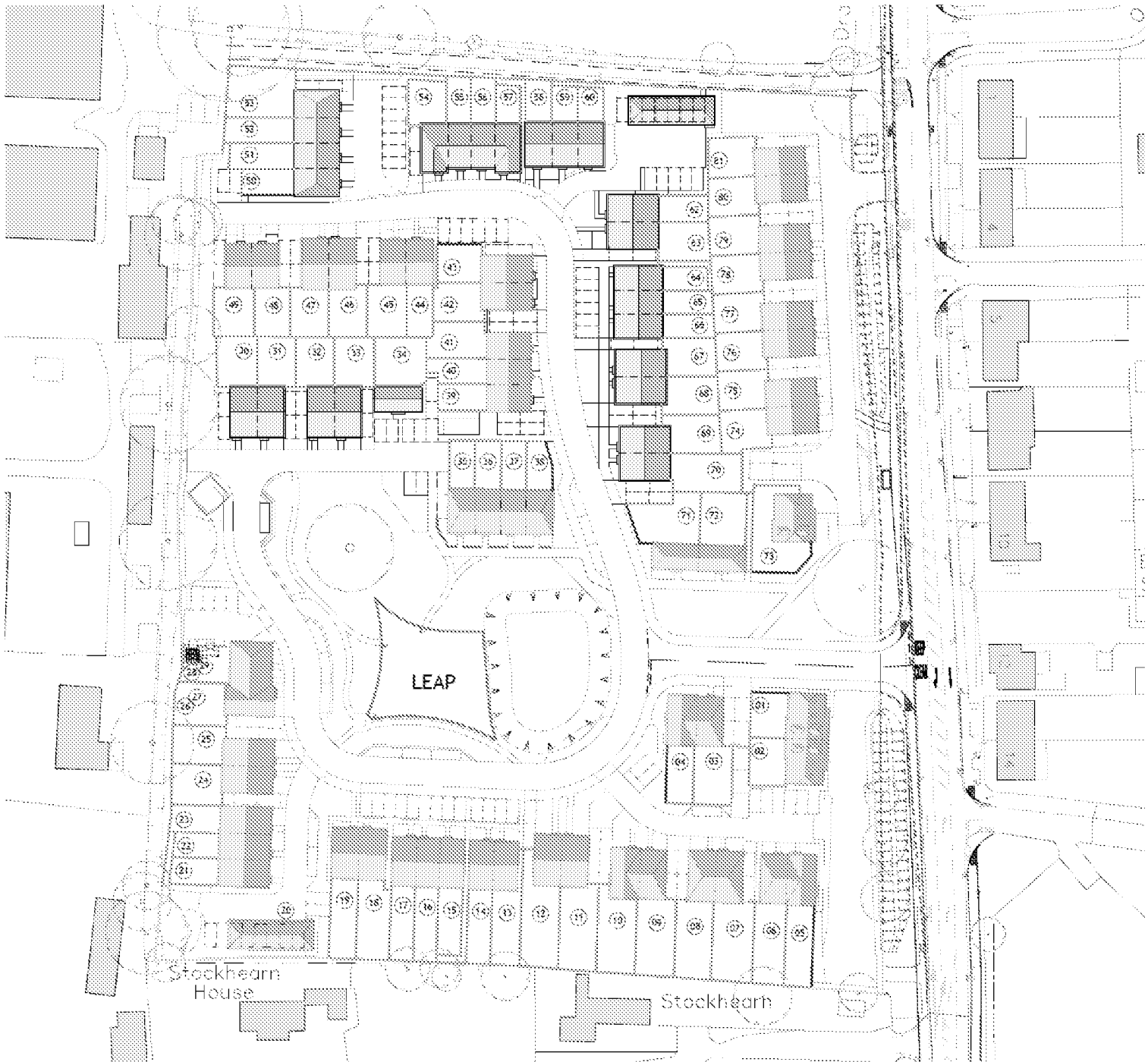
Boundaries Diagram

The diagram to the right highlights the divisions between the public and private spaces and between the individual dwellings.

The private gardens will be separated with close board fencing, with brick walling in selected key areas and timber knee rail to delineate dwellings from the central open space.

The northern boundary of the site will be reinforced with post and rail fencing.

The LEAP within the amenity space at the centre of the site will be surrounded by fencing to create a secure environment for play.



BOUNDARIES KEY

- Close board fence
- Timber knee rail
- Post & rail fence
- Post & wire fence
- Timber fence 1.2m ht.
- Brick screen wall - max 1.8m ht.

9 LAYOUT - TECHNICAL PLAN

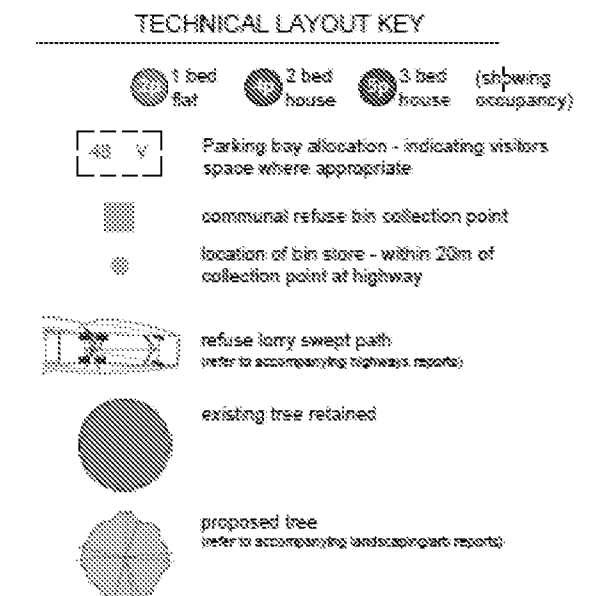
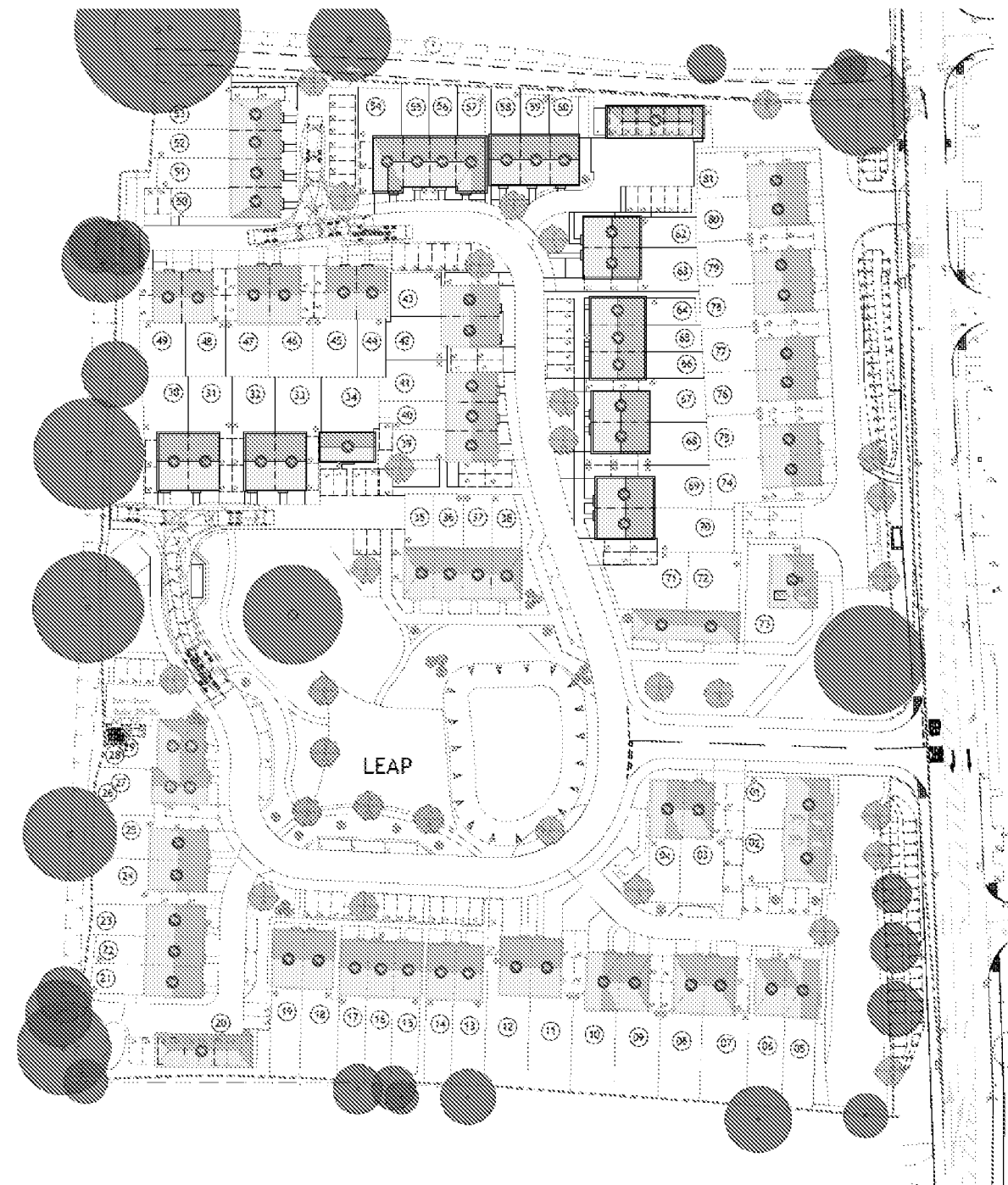
Technical Plan Diagram

The technical plan summarises several aspects of the scheme including:

- Parking strategy - breakdown of private allocated and visitor spaces
- Refuse and cycle storage provision
- Refuse vehicle tracking confirming sufficient space for truck to enter, turn and exit in forward gear

The majority of dwellings are provided with private bin and cycle storage in the rear gardens, with the bins located within 20m from the kerbside collection point. A small number of plots have the bin storage located at the front of the dwellings where this is not possible.

The block of 4 flats on the western edge of the site (plots 26-29) are provided with shared bin and secure cycle storage.



10 AMOUNT & SCHEDULE OF ACCOMMODATION

Accommodation

The proposal will provide 81 dwellings of varying size, including a mix of detached, semi-detached, short terraces, chalet bungalows, FOGs and flats.

All dwellings will be a maximum of 2 storeys providing a range of 1, 2 and 3 bed homes. The mixture of 1.5 and 2 storey dwellings and range accommodation provided is in-keeping with the local area and allows optimum use of the site.

The scheme will provide well-designed, sustainable homes that fit in sympathetically with the surrounding area, which is of mixed residential and rural use.

The amount of development proposed on the application site provides for spacious dwellings with generous private amenity space for the houses and ground floor flats.

Parking

In accordance with WSCC requirements two parking bays have

been proposed for each dwelling, located directly in front or to the side of the majority dwellings, with a number of small parking courts serving others. There are also sixteen visitor parking spaces, located at various points throughout the site.

Amenity

Each dwelling (excluding the first floor flats) will be provided with a private garden.

There is a communal area of green space in the centre of the site where the LEAP will be located, providing valuable amenity space for all residents.

Waste

The houses will be provided with individual bin stores, with communal screened refuse storage for the flats.

Vehicle tracking analysis has been undertaken which confirms that there is sufficient access for a bin lorry to enter, turn and exit the site in forward gear.

Cycle storage

Cycle storage has been considered throughout the scheme in order to promote sustainable transport. The houses will be provided with secure cycle storage either directly adjacent to the front or side of the dwellings, or in the rear gardens where this is not possible.

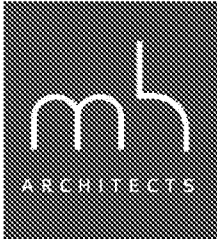
The flats will be provided with a secure communal cycle storage shed.

Schedule of Accommodation

The proposed scheme consists of the following:

4 x 1 Bed dwellings
38 x 2 Bed dwellings
39 x 3 Bed dwellings

The total internal area of the proposed development is 7010 sqm.



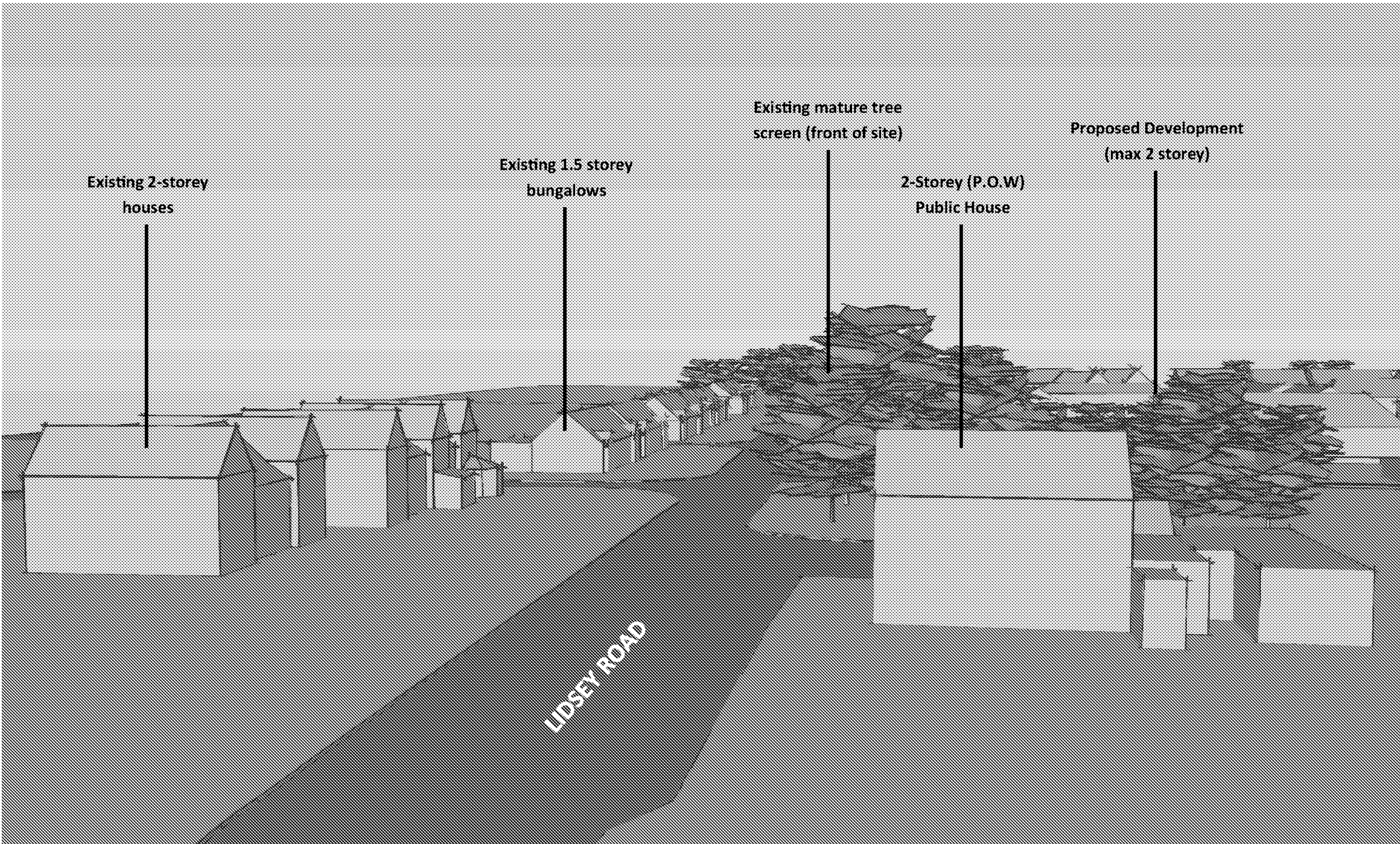
11 SCALE & APPEARANCE

The proposal has been designed to compliment the surrounding buildings, following a detailed analysis of the existing forms and their relationship with the environment. We believe that the proposal will provide well designed housing, maximising the potential of this site while addressing the specific constraints of the location.

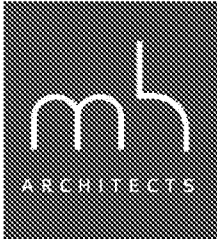
The development has been kept a maximum of two-storeys to reflect the dwellings found locally. Directly opposite the site on the other side of Lidsey Road are a series of bungalows, with a development of modern two-storey houses to the north.

The proposed dwellings either side of the main entrance will be chalet bungalows to reflect the existing bungalows on the opposite side of the road.

The scale of the proposed dwellings are appropriate accounting for the constraints on the site.

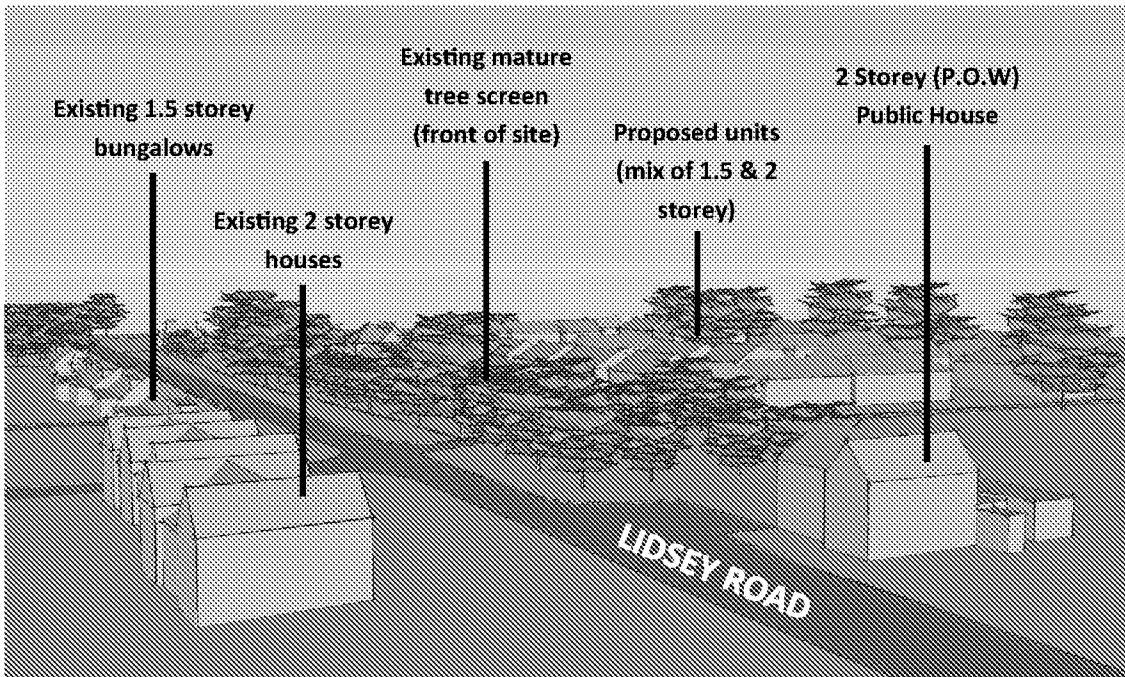
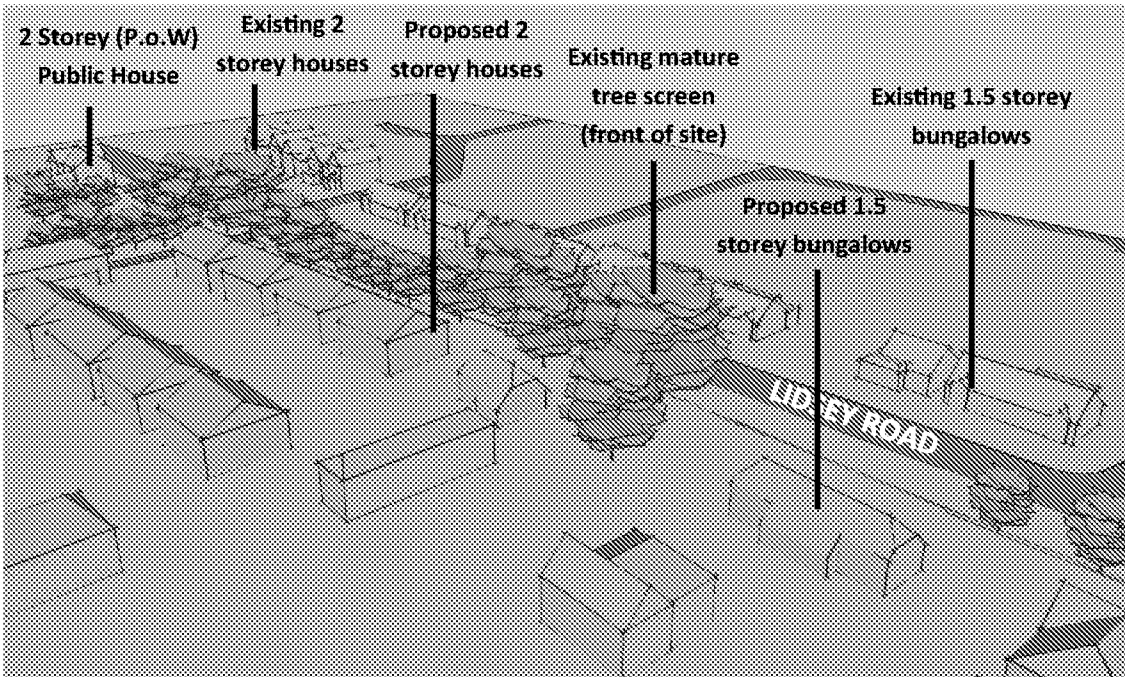
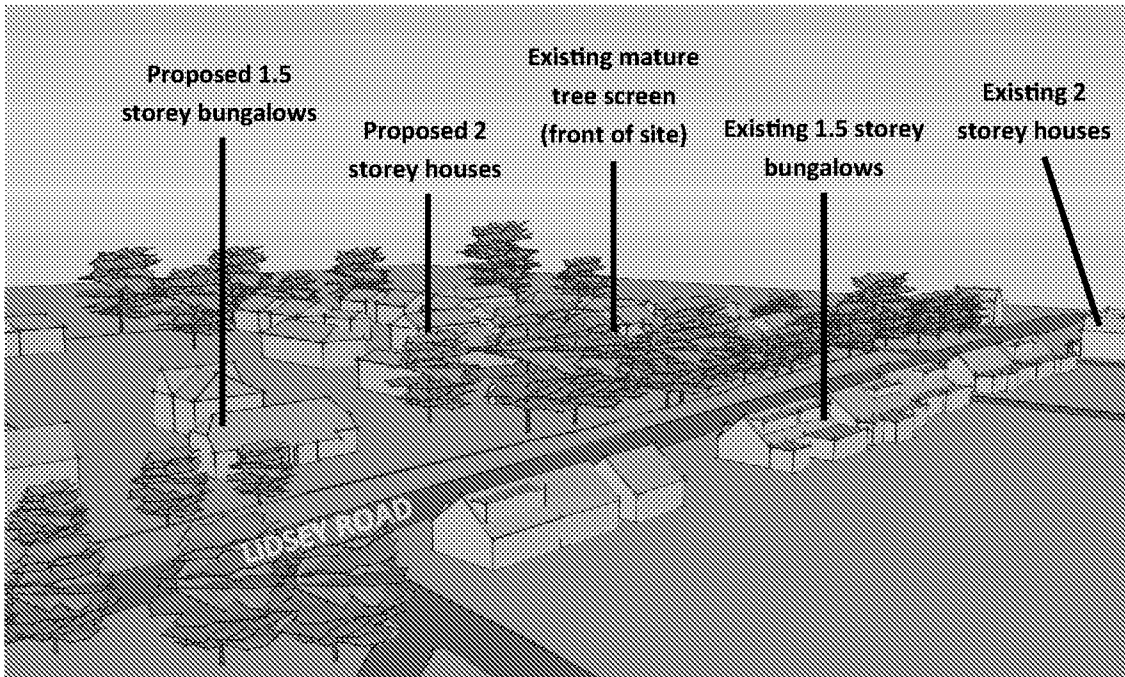
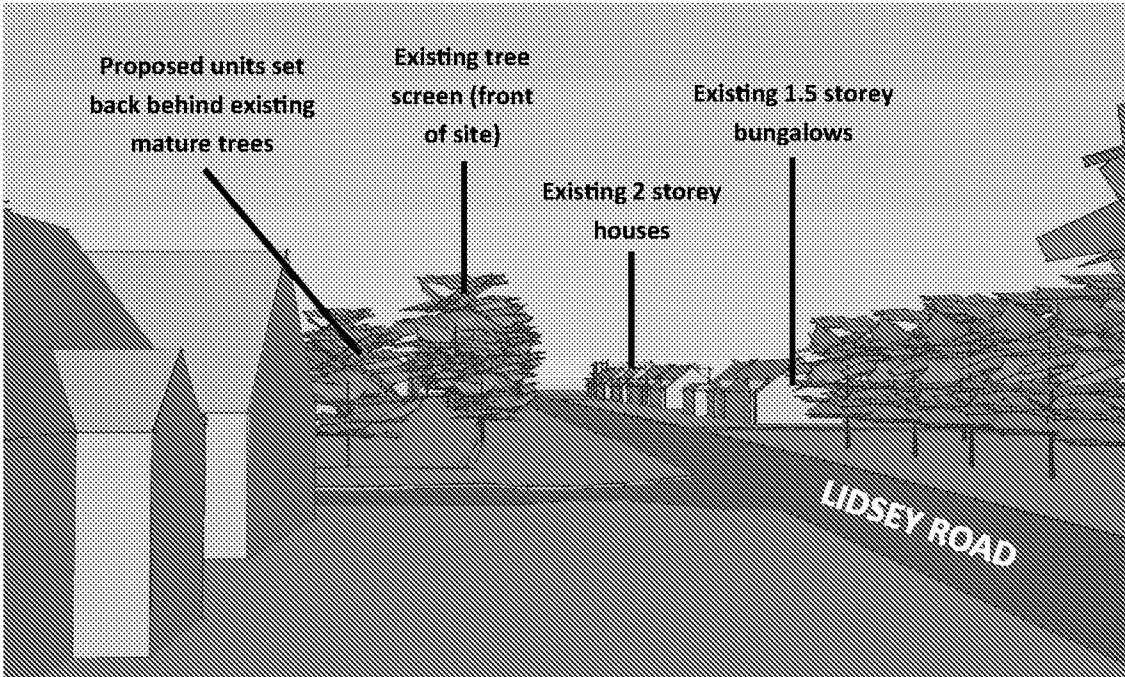


Right: View looking south down Lidsey Road showing massing of surrounding buildings

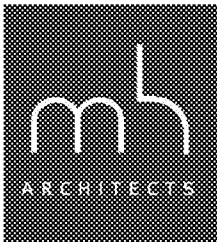


11 SCALE & APPEARANCE

The form, style, size and materiality of the new development is in keeping with dwellings in the local area allowing the building to blend into the surrounding environment.



- Clockwise from top left:
- 1) Looking north up Lidsey Road
 - 2) Aerial view looking north-west over Lidsey Road into site
 - 3) Looking south-west down Lidsey Road
 - 4) Aerial view looking over site and out across Lidsey Road

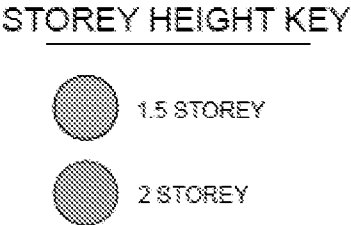
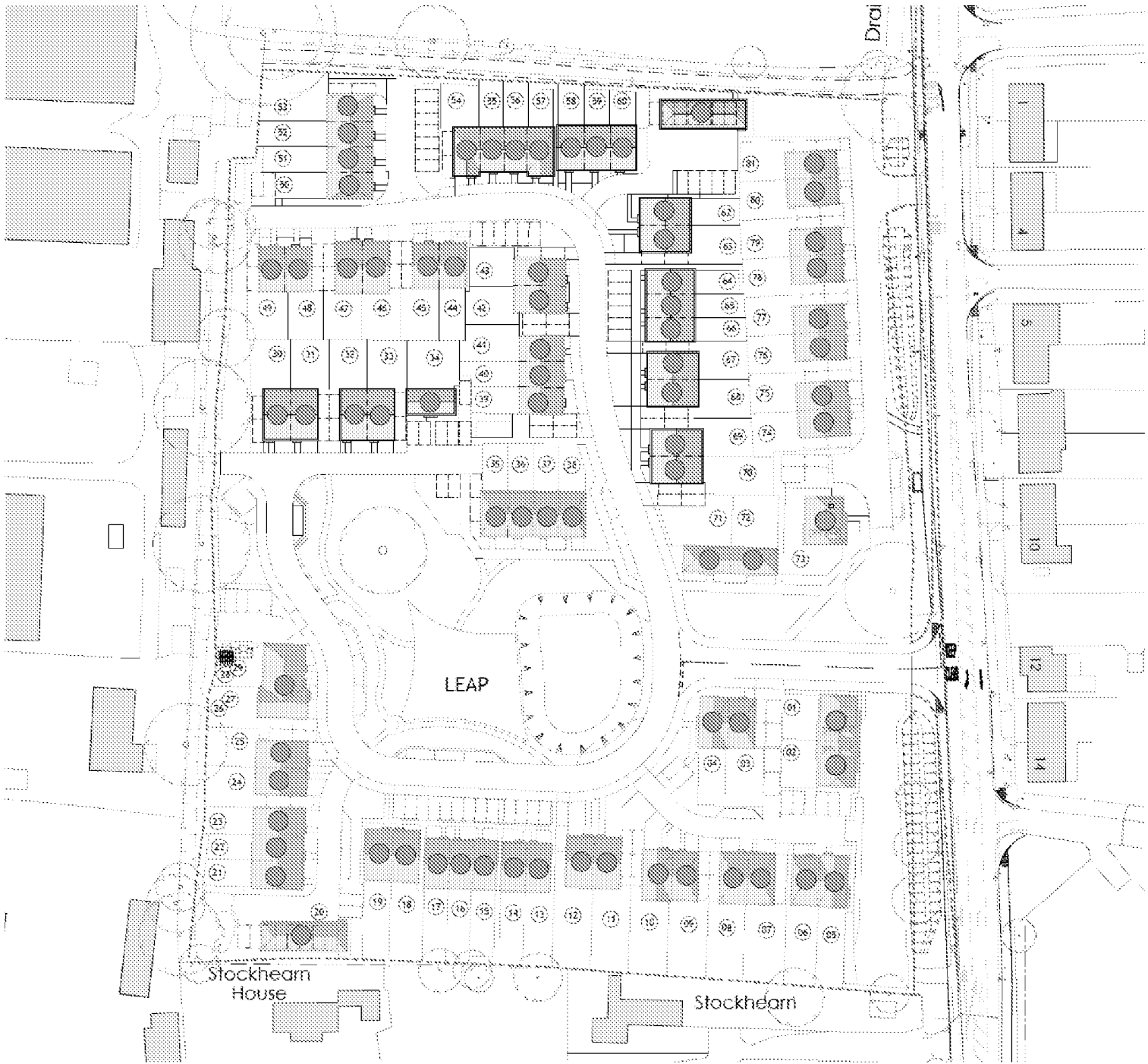


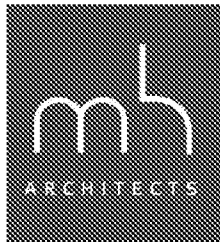
11 SCALE & APPEARANCE - STOREY HEIGHTS

Storey Height Diagram

The diagram to the right highlights the relationship between the proposed dwellings and the existing built environment.

The scheme has been restricted to 2 storeys in order to compliment the surrounding area, with a number of 1.5 storey bungalows around the site entrance reflecting the existing dwellings on the opposite side of Lidsey Road.





11 SCALE & APPEARANCE

The immediate surroundings contain a mixture of detached and semi-detached houses, predominantly red brick built, with a variety of architectural styles.

The proposed dwellings are designed to fit contextually with the surrounding buildings through use of a complementary palette of materials and similar design features.

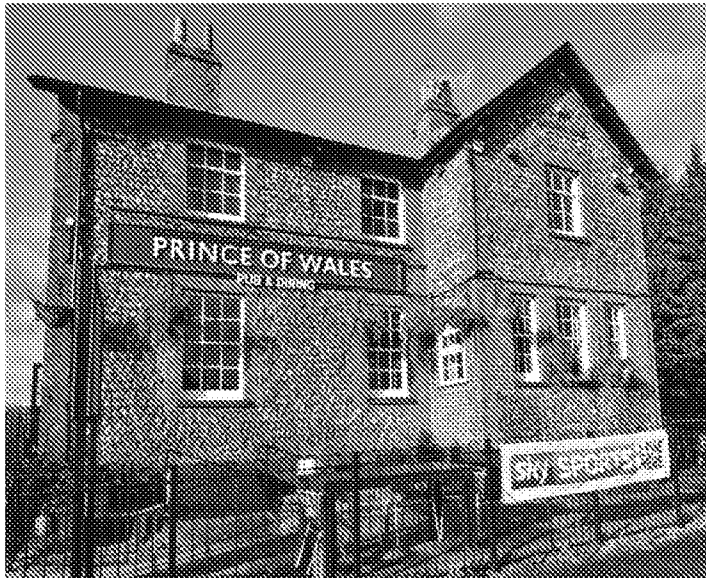
The use of red brick will ensure that the scheme blends in with the existing built environment. Other common materials used on the surrounding buildings include flint walls, tile-hanging, render and limited use of weather-boarding.

The window apertures allow ample light into the property and provide interest and order to the elevations whilst minimising the potential of overlooking neighbouring properties.

The images on this and the following page show a selection of the proposed dwellings and the elevational treatments incorporated into the scheme alongside local precedence.



Semi-detached, flint feature detailing



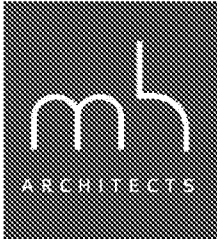
Local precedence, Public House 100m from site



Short Terrace, mixture of brick and tile hanging



Local precedence, modern development to north-east of site on Lidsey Road



11 SCALE & APPEARANCE



Semi-detached, brick and tile hanging with feature gable and bay window



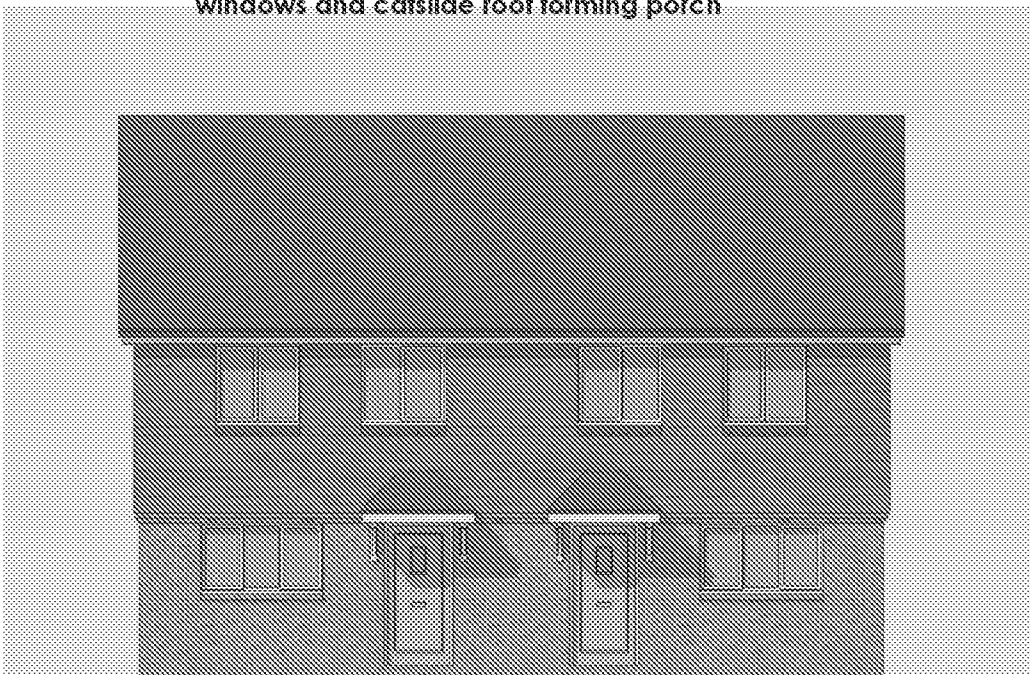
Chalet bungalow with barn-hips, dormer windows and cat-slide roof forming porch



Local precedence, bungalow on Lidsey Road



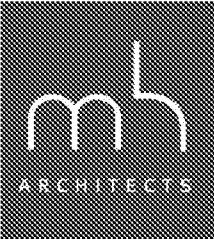
Semi-detached, brick frontage



Semi-detached, brick and tile hanging



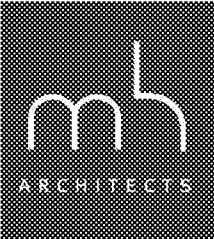
Local precedence, semi-detached brick and tile hanging on Lidsey Road



11 SCALE & APPEARANCE



View of proposed dwellings from Lidsey Road

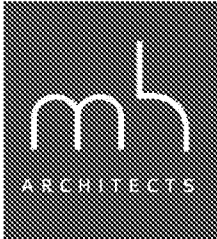


11 SCALE & APPEARANCE

Street Scenes

A selection of the street scenes accompanying the application showing the scale and appearance of the proposed scheme in context.





12 MATERIALS

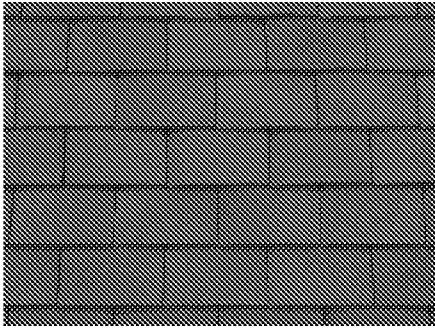
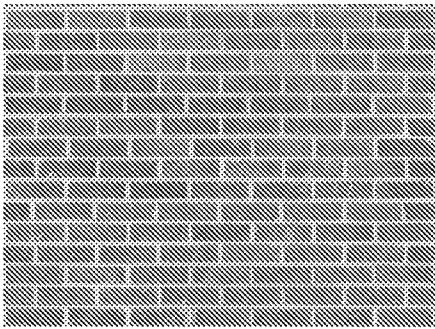
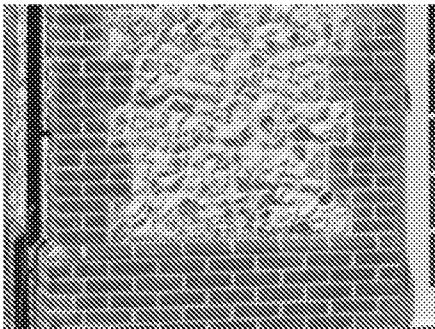
Proposed materials have been carefully selected to ensure coherence with the traditional aesthetic of the surrounding area.

The Prince of Wales pub has particular prominence on Lidsey Road as one of a number of historic buildings formed of traditional flint walls with brick quoining. The significance of this aesthetic has been recognised and incorporated into the scheme with a number of dwellings in key locations possessing similar flint panel detailing on the elevations.

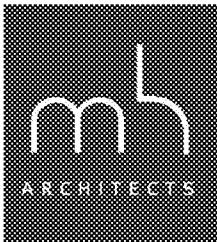
The proposed materials are as follows:

- Brick
- Tile-hanging
- Flint panel feature walls
- White UPVC casement windows
- Concrete tiles
- UPVC rainwater goods

The materials and style applied to the scheme will ensure a cohesive relationship with the surrounding area. The new homes will enliven the street scene and greatly improve the current outlook into the site.



Proposed materials (left) and view from open green space within site (above)



12 MATERIALS

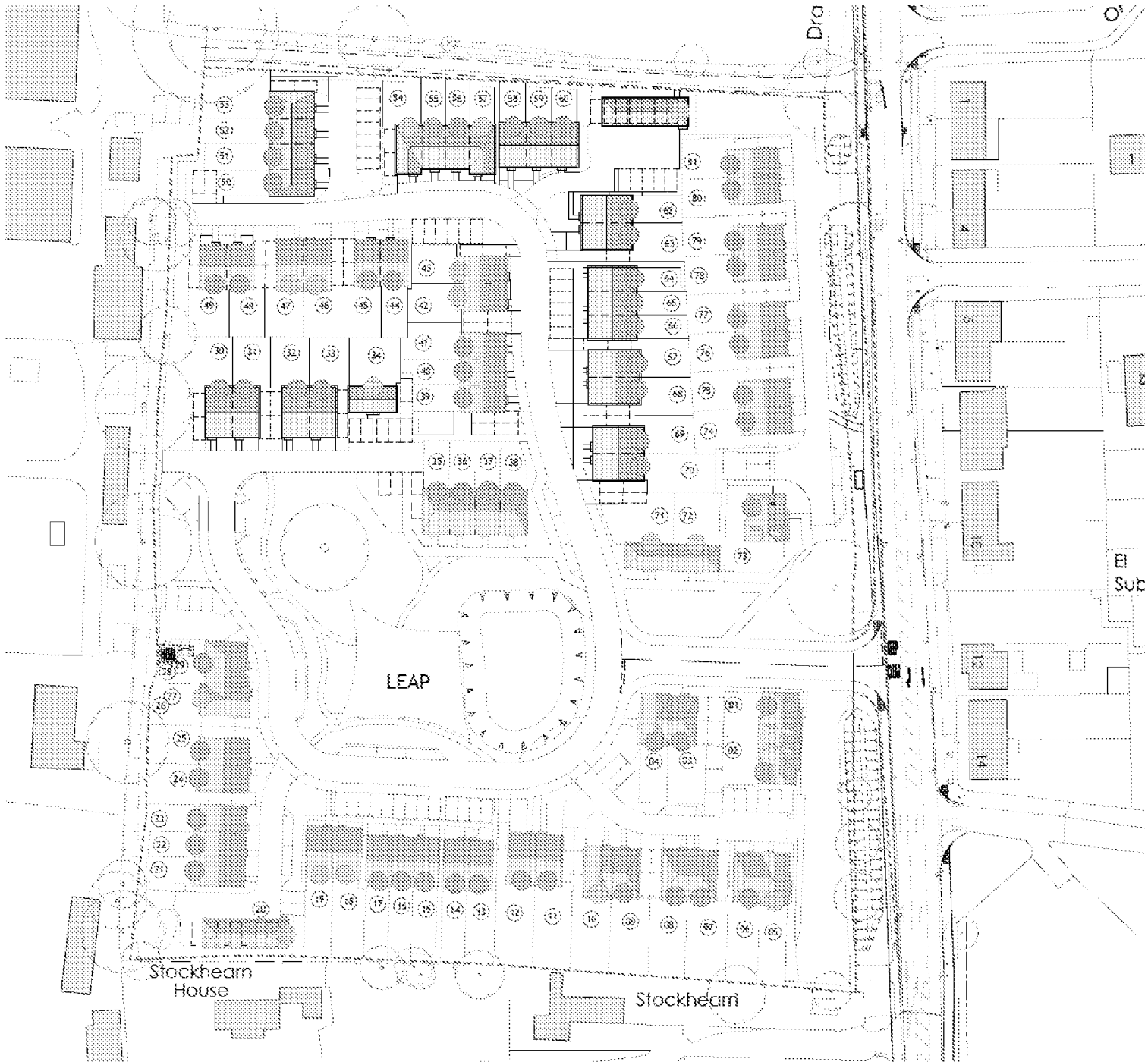
Materials Diagram

The proposed scheme contains a range of elevations treatments including brick, tile-hanging and feature flint panels.

The materials have been carefully selected to reflect the existing built environment ensuring that the new dwellings blend into the local surroundings.

Material Allocation

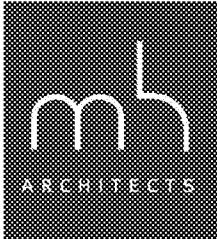
- 51 plots Brick
- 16 plots Brick and tile hanging
- 14 plots Brick with flint panels



MATERIALS KEY

- BRICK
- TILE
- FLINT

13 LANDSCAPING



The external landscaping has been designed as easily maintainable and easily accessible for all users including mobility impaired visitors/residents.

All hard landscaping around dwellings will be paved, with no loose gravel reducing the potential to make access difficult for ambulant users.

Soft landscaping will be attractive and easily-maintainable, encouraging biodiversity and wildlife, and also provide screening and positive environment for the residents.

Each house, and the ground floor flats, will have their own private rear garden and a front amenity space.

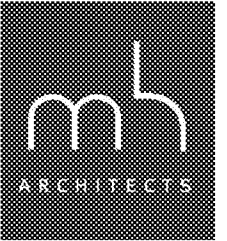
Open green space will be provided in the lower centre of the site for communal amenity value. This space has been designed to be multi-functional, providing open space, play space and sustainable drainage system (SuDS) in the form of an attenuation basin.

A number of existing trees and hedges will be retained where possible, particularly around the borders of the site.

The border running alongside Lidsey Road is of significant depth currently and will be further reinforced with native species to minimise the impact of the development on the street scene.



14 SUSTAINABILITY



The following section summarises the sustainability credentials to be delivered by the development.

Sustainable Energy Demand

To reduce demand for energy, the scheme has been designed with a Fabric-First approach as far as possible through thermally efficient, easily controlled, well designed and oriented buildings. As a result, the development will be able to reduce both its operational energy consumption and the resulting carbon emissions for the lifetime of the development.

As demonstrated by the submitted Energy Statement prepared as part of this application, the scheme reduces the carbon emissions beyond the requirements of Arun District Council's planning policy (10%) and standards within Part L1a of The Building Regulations 2010 (2013 edition incorporating 2016 amendments). The scheme will deliver a 11.48% reduction in carbon dioxide emissions using energy efficient design.

Energy Efficiency Measures

Many of the buildings are specifically oriented to face in a southerly orientation, which is important in maximising natural energy gain into the property but maintaining comfortable temperatures and low energy bills will also require a well-constructed and thermally efficient building envelope.

As outlined above, the new external wall specification delivers reductions in emissions beyond the required 10%. Whilst no renewable technologies are proposed as part of the development, the reductions in energy demand achieved through the fabric first approach means the reductions will last the lifetime of each dwelling rather than just relying on the performance of any renewable technologies with a shorter lifespan.

Materials and Waste

While a major consideration in materials selection is maintaining a distinct and local architectural style, from a sustainability perspective, the Applicant is equally committed to minimising the environmental impact of materials

used. We will focus on increasing the products with recycled content, supporting the circular economy, and reducing waste.

Thermal Specification

The integration of improved energy efficiency specifications throughout the main external walls, roof, ground floor and windows will increase the thermal performance of a building, but they are also a key consideration at design stage because they last the whole life of the building.

In addition, the air tightness of a building is important in reducing heat loss, but also in the prevention of drafts. The target for the development will be to ensure domestic properties are built with a design air permeability of 5m³/m²@50Pa or less, achieved by adopting details for non-repeating thermal bridges with linear heat transmission considerably lower than Accredited Construction Details.

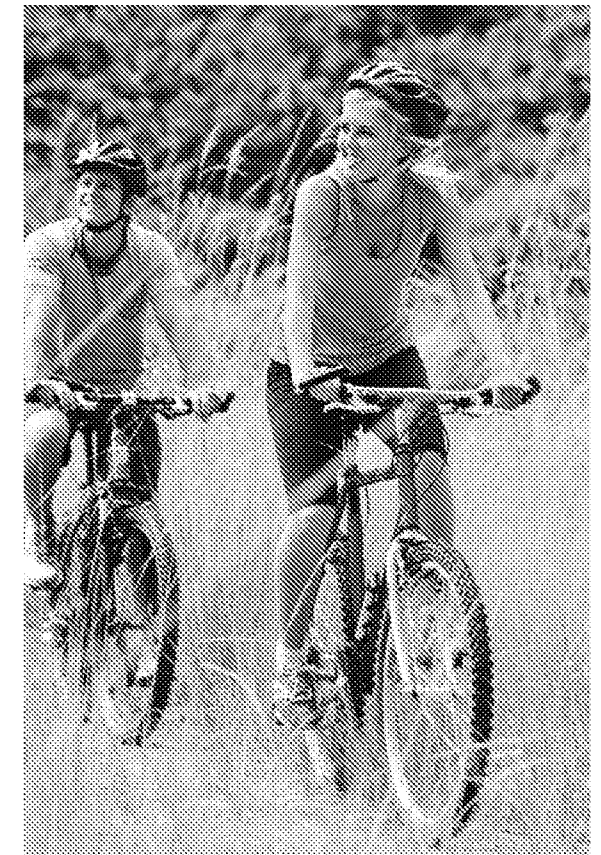
Lighting, Fixtures and Fitting

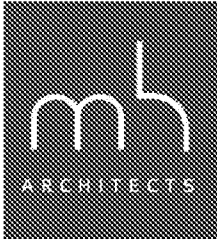
Additional energy savings can be made by maximising the efficiency of

appliances, lighting, fixtures and fittings. All internal and external lighting will be energy efficient and some external lighting will be controlled through PIR sensors or daylight cut-off devices to minimise use and promote the security of the development. Fixtures and fittings will be specified that reduce water and energy consumption with low and/or aerated flows to 110l/person/day.

Sustainable Transport

To provide new sustainable transport modes, fast electric car charging sockets will be provided to all houses with a driveway, removing a common barrier to the adoption of electric vehicles, making it easier for new residents to make the decision that they have already bought their last ever fossil fuel-powered vehicle. The smart charging provided will also allow new residents to understand their energy consumption. In addition, cycle storage is proposed for each dwelling either in the private curtilages of houses, or in a communal cycle store for the flats.





15 SUMMARY

The proposed scheme, which has been submitted for full planning permission, has been carefully considered in relation to the surrounding context and the needs of the community.

The architectural team has worked in conjunction with various consultants and advisors to create a new development which responds respectfully and appropriately to the surrounding context, whilst ensuring the most efficient use of land.

The sensitively designed proposal will enhance the character of the site and benefit the local community by providing much needed new affordable housing.

It is respectfully requested that Officers and Members of the Council look favourably on this proposal and grant full planning permission.

