Design & Access Statement

Newbarn Lane

North Bersted, West Sussex



Reserved Matters Application

Revision A - January 2020

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Contacts

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OSP ARCHITECTURE

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[redacted]

1.0
Background



1.0 Background

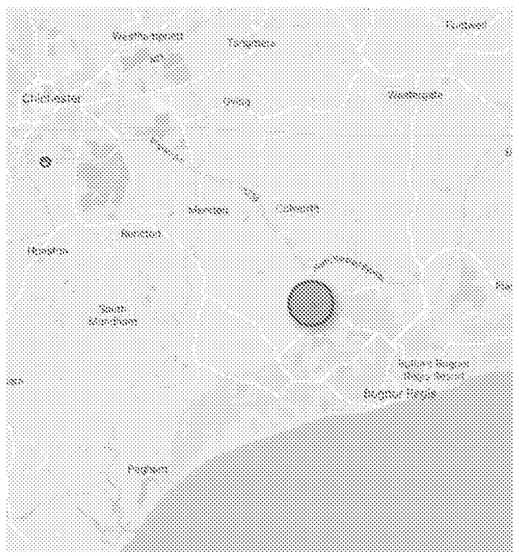
1.1 Planning Application

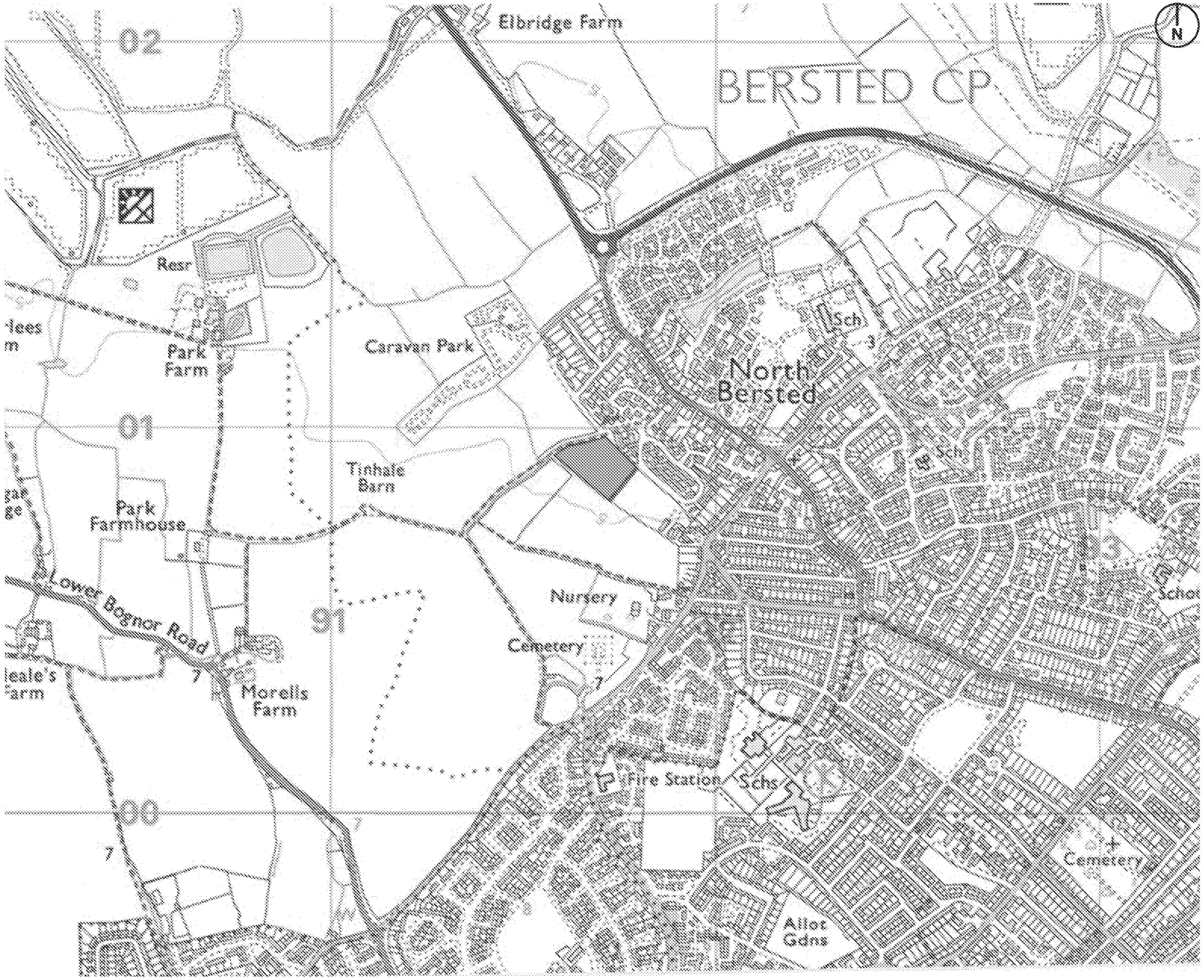
This Statement accompanies a reserved matters application, on behalf of our client Bellway Homes Limited (Wessex), for development of land at Newbarn Lane, North Bersted, West Sussex PO21 5DN.

This statement sets out the analysis of the site, its context in the wider community and the landscape character while building on that which was illustrated in the outline approval. The document will explain the conceptual thought and design evolution which has led to the final scheme that is submitted as part of this reserved matters application.

Following the analysis of the existing site and its context, the proposals have been developed with the following objectives in mind:

- Achieve a high quality environment with good public realm and amenity space.
- Form a complete sense of place where people want to live.
- Provide a good mix of accommodation in accordance with the requirements of the local authority.
- Provide a safe and secure environment.
- Create sustainable family living.





Site location plan

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1.0 Background

1.2 Site Location

The site is located in the village of North Bersted, West Sussex, within the jurisdiction of Arun District Council. The village of North Bersted is nestled in the south of England, close to core regional cities and picturesque countryside and coastal settings.

The site is situated to the west of Newbarn Lane, which connects the site to North Bersted, and to the A259 which links directly to the Chichester Bypass. The site is within walking distance of local amenities including a post office, church and village hall.

The historical city of Chichester is approximately 4 miles to the north west of the site. Chichester provides a vibrant hub of activity and offers a range of leisure and retail services including galleries, theatres and museums. There is a frequent service from Chichester Railway Station which provides a direct service to London Victoria in approximately 1hour 30 minutes.

Bognor Regis is approximately 1.5 miles south of the site and offers a traditional seaside town boasting a range of services and amenities as well as a long stretching coastal beach.

Nearby destinations include the South Downs National Park, Chichester Harbour (An Area of Outstanding Natural Beauty), Bosham, Goodwood Racecourse and the cities of Brighton and Portsmouth.



Site boundary

Additional land owned by applicant

Site context plan

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1.0 Background

1.3 Outline Consent

In February 2018 the outline application (BE/77/16/OUT) was approved at appeal (APP/C3810/V/17/3166900), permission was granted for up to 50 residential units, landscaping, amenity space, car & cycle parking, roads, service & drainage infrastructure & other associated works.

Affordable Housing is to be provided on-site, in line with adopted policy, at 30% comprising 15 units (5 as affordable rent and 10 as intermediate). The indicative overall housing mix presented at the Outline stage is set out in the table below:

Indicative Housing Mix:-

13no. 2 Bed

20no. 3 Bed

17no. 4 Bed

In july 2018 planning was approved for a proposed new access from Newbarn Lane to the site (ref. BE/40/18/PL), as shown on the masterplan.

Immediately to the north of the site is a circa 9.2 acre parcel of land which was granted outline planning permission in February 2016 for a mix of up to 90 No. residential units, associated open space, landscaping, access & car parking (ref. BE/142/15/OUT). This development is under construction and taking occupiers.



2.0

Existing Site & Context



2.0 The Existing Site & Context

2.1 Site Description

The site is generally rectangular in shape extending to circa 4.8 acres (1.94 hectares).

The site has previously been used for agricultural purposes and there are no buildings or structures on the site other than a small timber clad shed on the north western boundary. A mix of detached and semi-detached housing is to the north east of the site and adjacent to the northern boundary is a public footpath which provides access to the wider countryside.

The land to the north west has planning permission for 90 dwellings and the wider area is subject to a draft allocation for circa 2,500 homes. Jubilee Recreation Ground is to the south east of the site.

To the south are two communication antennas along with its service buildings with the mast hidden in the canopies of the boundary trees. The facility is accessed by a track via the adjacent field.

The boundaries are well defined on three sides by a mature tree lined hedgerow with views in to the site at certain points from Newbarn Lane and at Winston Crescent. The applicant also owns land adjoining the northeast boundary between the site and the existing dwellings.



View of site from Dryan Way



Aerial photograph of site looking south



View of site and north corner of Jubilee Recreation ground from Winston Crescent



View of access to PROW 134 north of the site from Dryan Way / Newbarn Lane

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Aerial photograph of site looking north

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2.0 The Existing Site & Context

2.2 Levels and topography

The site is currently a flat open field. A detailed topographical survey has been undertaken and is submitted as part of the application. The highest point is 4.6m (AOD) to the south and the lowest point is 4.1m to the east. A culvert ditch runs along the north-west boundary track.

2.3 Utilities

The existing utilities are summarised in the constraints plan. There are two communication masts to the south.

2.4 Existing Trees

Other than trees and hedges along the boundaries there are no significant soft landscaping features on the field. Root protection zones are identified on the constraints plan.

2.5 Site access

There is an existing field access in the top northern corner accessed off Newbarn Lane which shares its route with the end of the public right of way referred to below. Just to the north is the access to the adjacent 90-unit residential scheme.

2.6 Public rights of way

There is a public foot path (134) that runs along the northern edge of the site which links to a wider network of footpaths running along the established field boundaries. There is also a SUSTRANS Cycle route that is in the locality of the site but not adjacent to it.

2.7 Ecology

There is a drainage ditch that runs around the edge of the that could provide suitable habitats. These sit in the main within the confines of the boundary vegetation. There are also several trees identified on the site that could have bat roosting potential. The existing scrub and grassland are considered to be of low ecological value.

2.8 Flood risk

The site sits wholly in a flood zone 1 and at a very low risk. The existing drainage ditches sit on the outside of the red line boundary but will be integral in the wider drainage strategy. They are in good condition and free flowing.



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2.0 The Existing Site & Context

2.9 Local Context

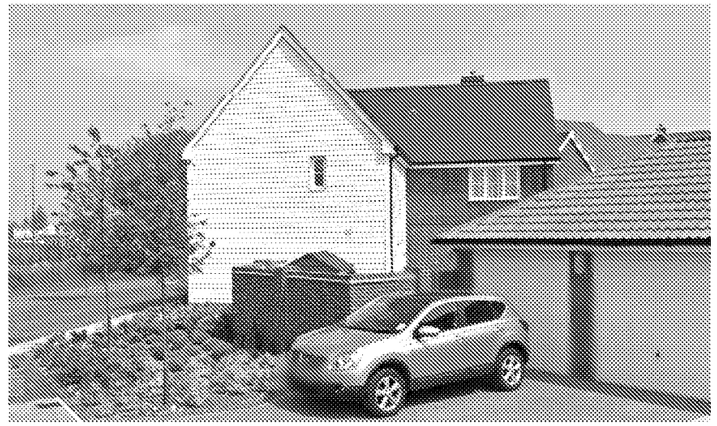
The Design and Access Statement that accompanied the outline application went into some depth on local character. We will be following the principles set out and reinforce the approach taking that this development should not seek to recreate a pastiche of what has be built before but look forward with good quality sustainable design solutions that integrate into the wider fabric of Bognor Regis. This is not just in the materiality of the scheme but also in the master-planning, space creation and legible movement through and around this extension to the urban fringes of the wider town.

The site for now is an edge of settlement parcel of land that sits in a wider proposed urban extension that is to the south western edge of Bognor Regis. Initially this will be the new settlement edge and will be master-planned to respond to this yet will also enable adjacent larger scale development to wrap around comfortably in the future.

There are some common themes with in the Bognor Regis settlement that have been reflected in the design approach.

- Mostly two stories in height with varying building typologies.
- Mix of materials with a dominance of red brick, rendered or pebble dashed grey tiles and pantiles.
- Simple architectural detailing with use of chimneys, tile cladding and use of cobbles.
- Varying densities with mix of plot and frontage depths.
- Incidental green spaces with isolated street trees.
- Roadside verges.

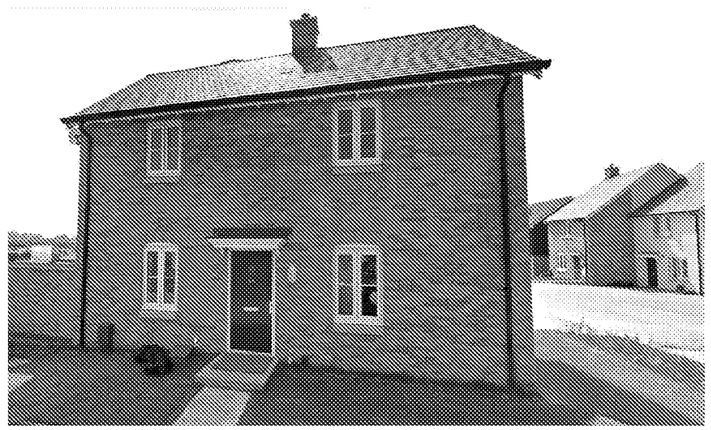












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3.0
Design Framework



3.0 Design Framework

3.1 Introduction

This section sets out the key policies and guidance which form the framework within which the design of the scheme has been developed.

The Statutory Development Plan comprises the Arun Local Plan 2011-2031 adopted July 2018 (ALP), the West Sussex Joint Minerals Local Plan, July 2018 and The Bersted Neighbourhood Plan, 2014.

In addition to national and local policy, the development proposals have been designed with reference to a number of design guidance documents as follows:

Manual for Streets (2007) (MfS 2, September 2010);

By Design: Urban Design in the Planning System – Towards Better Practice (May 2000);

Better Places to Live: By Design (CABE, September 2001);

Planning and Access for Disabled People: A Good Practice Guide (March 2003);

Building for Life (Building for Life Partnership 2012);

Safer Places – The Planning System and Crime Prevention (Office of the Deputy Prime Minister and the Home Office, 2004);

Secured by Design;

Urban Design Compendium (English Partnerships, 2000);

Laying the Foundations: A Housing Strategy for England (2015);

Technical Housing Standards: Nationally described space standard (March 2015);

West Sussex Design Guide.

3.2 National Planning Policy Framework

The NPPF (2019) sets out national guidance relating to design. Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. Paragraph 127 states that development should function well and add to the overall quality of the area throughout their lifetime; are visually attractive as a result of good architecture; are sympathetic to local character; establish or maintain a strong sense of place; optimise the potential of the site and create places that are safe, inclusive and accessible and promote health and well-being.

- Local character (including landscape setting);
- Safe, connected and efficient streets;
- A network of green spaces (including parks) and public places;
- Appropriate security measures and address crime prevention;
- Access and inclusion;
- Efficient use of natural resources; and
- Cohesive and vibrant neighbourhoods.

A well designed place is defined as one which is functional, supports mixed uses and tenures, is adaptable and resilient, has a distinctive character, is attractive and promotes ease of movement. Public spaces should be lively. Guidance is provided on layout, building form, scale, details and materials.

3.3 Local Planning Policy

The reserved matters application has been prepared in accordance with the approved outline planning application and with a comprehensive review of policy and guidance framework on National and Local level.

Matters relating to the scale, landscape, appearance and layout of all the buildings are to be considered by way of this application.

The Development Plan for the site comprises the Arun Local Plan 2011 – 2031 adopted in July 2018. This includes a number of policies relevant to the proposals including the following;

Policy SD SP1 Sustainable Development – confirms that the Council will take a positive approach to sustainable development as advocated within the NPPF;

Policy GI SP1 Green Infrastructure and Development – seeks to protect and enhance existing green infrastructure;

Policy LAN DM1 Protection of Landscape Character – requires new development to respect the landscape and the development patterns of settlements;

Policy H DM1 Housing Mix – seeks a mix of dwelling types and sizes including affordable housing;

Policy D SP1 Design – Seeks the efficient use of land that respects the character of the site and local area;

Policy D DM1 Aspects of form and design quality – advises that development proposals will be assessed having regard to local character, appearance impact on amenity, innovation, adaptability, crime prevention and tree protection along with other planning issues;

Policy ENV DM4 Protection of trees – Ensures that trees that are subject to TPOs, are in a Conservation Area or contribute to local amenity are protected.

Policy ENV DM5 Development and biodiversity – Seeks a net gain in biodiversity and protection of existing habitats.

In addition, the site is also included within a wider allocation of 2,500 dwellings West of Bersted as set out within **Policy SD3**. However, the site the subject of this application already benefits from Outline Planning Permission which pre-dated the adoption of the Local Plan. As such the proposals comprise the submission of Reserved Matters in accordance with the terms of this permission.

In addition, the Bersted Neighbourhood Plan 2014 – 2029 provides an assessment of the area and sets out a number of policies designed to ensure that development respects local context including **Policy ES1 – Design of New Development**.

The NPPF is also a significant material consideration in the determination of the application and Paragraph 11 confirms that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking means *"approving development proposals that accord with an up-to-date development plan without delay"*.

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3.0 Design Framework

3.4 Site Constraints

There are a number of site constraints that have been considered when moving the design forward. The design process has been iterative with key site constraints informing the outline stage development framework and then more detail added following preapplication discussions and clarification of design priorities.

The considerations have included:

- Existing perimeter trees and hedges *(canopy spread, shading and the root protection zones).*
- Site access *(from Newbarn lane (utilising Dryaw Way) along with six new parking spaces).*
- Adjacent buildings *(distancing, positioning, heights and window locations in relation to the existing properties to the north east of the site).*
- Drainage *(the potential locations of SUDs basins and drainage ditches taking on board the site topography).*
- Movement *(access points into, through and out of the site and the possible logical connections for pedestrians, cyclists and vehicles).*



Site constraints plan established at outline stage

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3.0 Design Framework

3.5 Pre application consultation

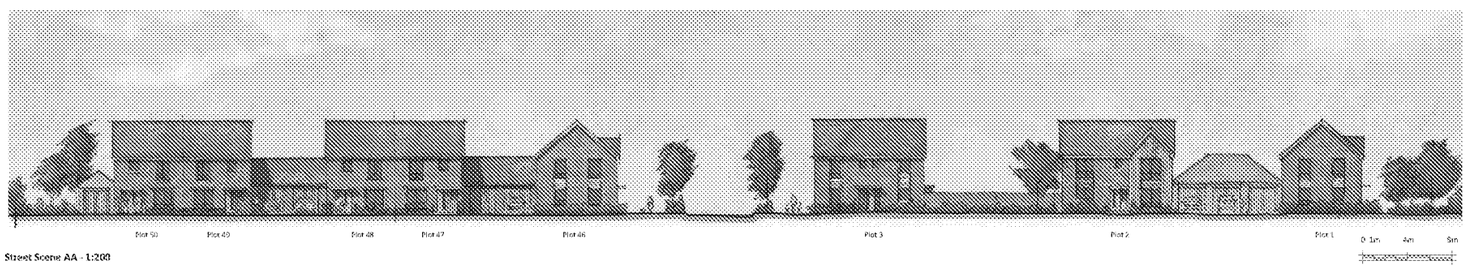
A pre application consultation was submitted to Arun District Council on the 27th November 2018 with a meeting held on 13th December 2018 and a written response was received on 20th February 2019. The officer who dealt with the application was a Mr D Easton.

The Adjacent sketch site layout and street-scene (18256 SK03A) was presented to the council and formed the basis of the pre app consultation. The main points that came out of the consultations are set out below.

- **Character** – The principles established at outline have been broadly carried through but noted that some differences exist with the Framework Plan (7096-L-NBL-01-G).
- **Appearance** – The street scene gives an indication, but further detail will be needed to allow a full assessment to be made.
- **Impact** – Limited impact on the amenity of adjacent neighbours but concerns raised with the block of affordable flats at plots 29 to 34.
- **Innovation** – To be considered as part of the RMA.
- **Adaptability** – Future use of buildings and places to be considered as part of the RMA. Private amenity considered acceptable for houses, but flat amenity requires some thought.
- **Crime prevention** – Scheme considered acceptable with good levels of natural surveillance.
- **Trees and woodland** – Trees consideration in layout positive, consider location of SUDs and tree roots in RMA layout.
- **Public realm** – Open space strategy. It is stated that we would provisionally require 0.352hectares of useable POS, possibly more defined in the centre of the site. A footpath link to the adjacent playing fields should be considered.
- **Layout, movement** – Structure acceptable but wider links should be considered for pedestrian connectivity.
- **Layout, legibility** – Considered well defined with primary and secondary routes legible.
- **Density** – Considered comparable with the existing urban grain.
- **Scale** – Building heights are represented as two storeys in the street scene and considered in keeping with the locality.
- **Drainage** – No details submitted and should be considered with the site layout together. POS to be considered excluding the SUDs basins.
- **Highways and parking** – Parking provision to be calculated utilising the WSCC calculator.



Sketch Layout - 1:500



Street Scene AA - 1:200

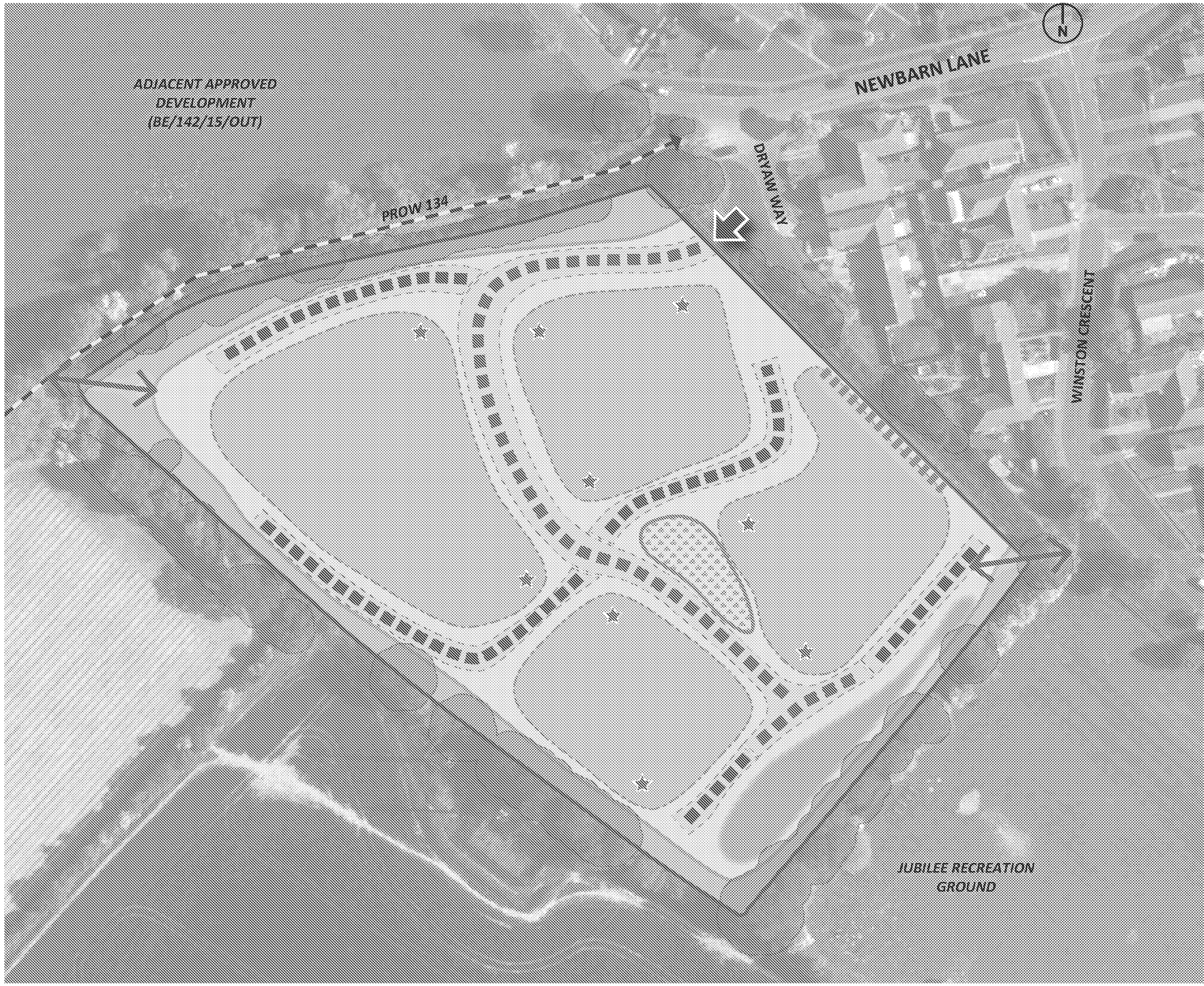
The conclusion states that any RMA submitted is likely to be considered for approval subject to the identified points being addressed.

3.0 Design Framework

3.6 Site Opportunities

The design concept has been informed by the framework plan that was submitted as part of the outline application, a detailed understanding of the site constraints and the application of planning policy. This together with the pre application consultation response will deliver a proposal that responds to its environment positively with a development that is well connected and legible. The opportunities identified are;

- Maintaining green buffers around the periphery to ensure that the tree hedge rows and their associated protection areas are not put under pressure.
- Establish a central area of open space to provide an event in the movement through the site.
- Establish hierarchy in the road layout.
- Propose connections into and through the site.
- Identify an area for a SUDs basin that works with the blue and green infrastructure along with the general master planning.
- Establish well proportioned development parcels with good aspect perimeter blocks.
- Identify key frontages and buildings to respond to the setting, viewing corridors and place making.



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3.0 Design Framework

3.7 Response to Planning Comments

Following Planning discussions and continuous development the scheme has been updated accordingly:

- Connection path added to the north west
- Public EV point added to visitors space
- Pump station added
- Reconfigurations of plots 11 - 13
- Refuse collection points added
- Footpath added along south west boundary
- Principal road pavement extended
- Open space enlarged
- Corner plots denoted on drawing P101B
- Uplifted gable details to discussed plots with additional and/or materials
- Defensive planting added to properties where required



Site layout submitted September 2019



Revised Site layout January 2020

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4.0
Proposals



4.0 Proposals

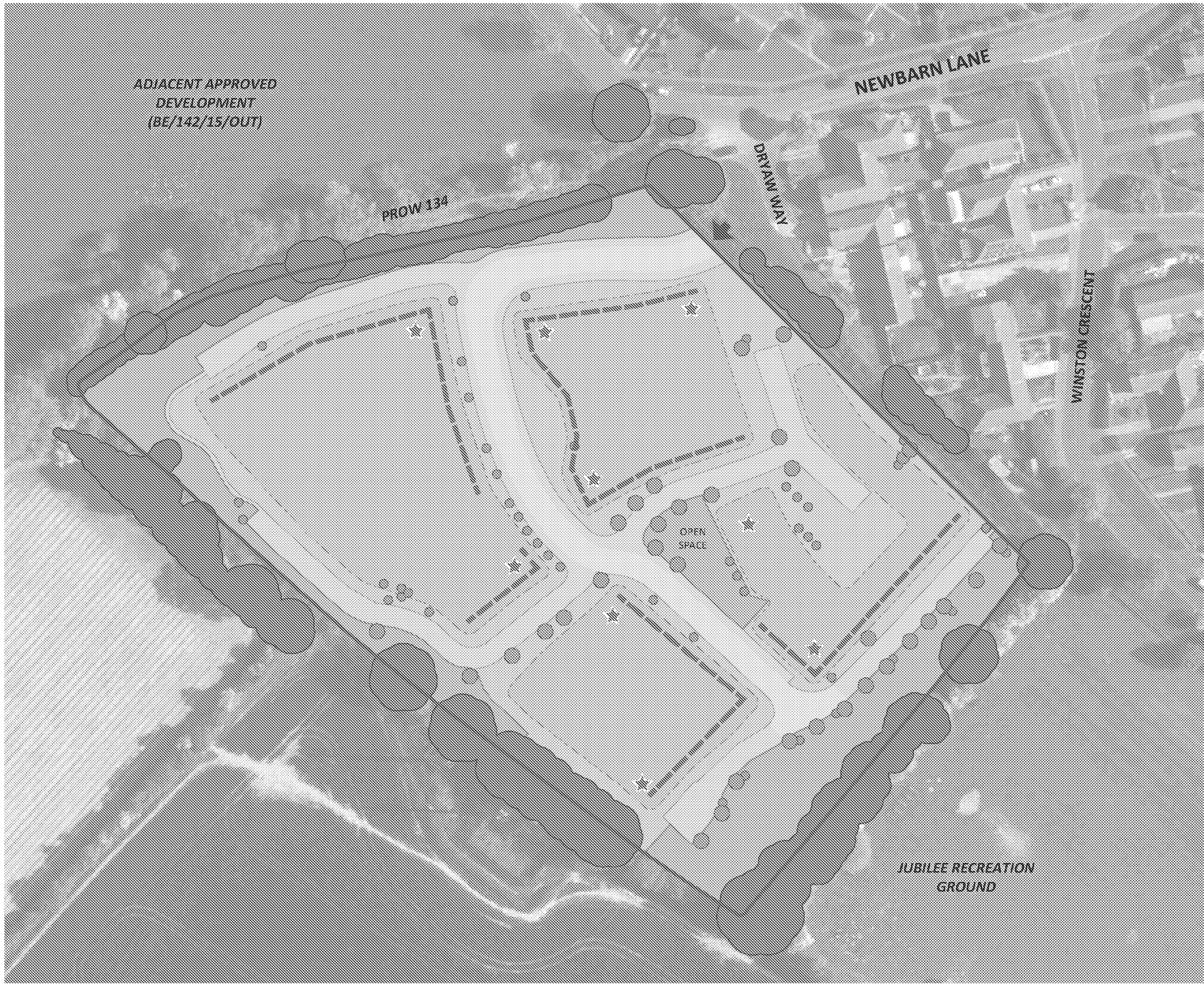
4.1 Design Overview

The dwellings are designed and orientated to face the public routes and spaces yet would have generous private gardens to prevent overlooking. The proposal will provide the following:

- 50 dwellings.
- Associated car parking, carport and garaging.
- Associated bicycle and refuse storage.
- Additional tree planting and landscape enhancements.
- Retention of as many existing trees and hedges as possible.
- Maintaining a drainage culvert along with a new SUDs system.

The scheme has been designed with an integrated approach to the required-on site public open amenity space provision. The area that is required, (stipulated in the pre application consultations) is 0.352 hectares based on the 'fields in trust' guidance.

We are providing an area of 0.365 hectares across this scheme. Key to the POS is making as much of it useable. Following the Council's preapplication advice, a central green space has been provided as a focal point within the heart of the development to act as a visual amenity and casual activity area. Around the periphery of the site communally managed zones of open space, framed by retained trees, will be multi-functional areas providing visual amenity, activity zones and functional SUDs features. The amenity space is also integrated with the blue infrastructure with a SUD's basin in the southern part of the site (the lowest part) planned as a shallow hollow.



4.0 Proposals

4.2 Layout

The site has a single point of vehicular access with a sinuous route through the site and side mews and closes branching off that define the proposed block structure. Footpath links between the vehicle routes and to the north and east boundaries will provide good permeability and connectivity. This affords an interesting flowing layout and an unobtrusive insertion into the existing landscape.

Key objectives of the scheme are to respect the local character, appearance and the amenity of neighbours. The proposed layout offers an informal structure to the perimeter of the site with informal amenity open spaces retained to provide adequate separation distances to neighbouring residences.

- Development of 50 dwellings.
- 15 dwellings to be allocated as affordable housing.
- A range of housing types and mix to reflect local needs.
- Housing predominately detached and semi detached reflecting the local character.
- Landscape buffer around the edges of the site to protect the existing trees and hedging.
- Central public open amenity space with a total POS area of 0.365 hectares.
- Integrated SUDs scheme with a basin in the southern portion of the site.
- Network of formal estate roads and shared surface lanes.
- Policy compliant car parking including visitors and unallocated spaces.
- Road layout that allows for refuse and emergency vehicles access.



Proposed Site layout

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4.3 Amount

The number of units (50) is proposed for this site with the following mix of units and tenures:

- 5 x 1-bedroom flats .
- 1 x 2-bedroom flats.
- 19 x 2-bedroom houses.
- 10 x 3-bedroom houses.
- 15 x 4-bedroom houses.

The proposals represent an improved mix with more smaller dwellings and smaller family dwellings compared to the illustrative mix at the outline stage. This aligns better with Local and Neighbourhood Plan policies and local need.



4.0 Proposals

4.4 Tenure

Units are split into the following tenures to offer 30% affordable housing provision:

	Unit Type	Quantity
Private	2 Bedroom dwelling	14
	3 Bedroom dwelling	7
	4 Bedroom dwelling	14
	Total	35 (70%)
Affordable	1 Bedroom dwelling	5
	2 Bedroom dwelling	6
	3 Bedroom dwelling	3
	4 Bedroom dwelling	1
	Total	15 (30%)
	Grand total	**50**

A policy and practice compliant cluster of 15 affordable dwellings is proposed to meet management objectives. All units are designed to create a cohesive appearance that is tenure blind.



ARUN DISTRICT COUNCIL BE/103/19/RES

4.0 Proposals

4.5 Movement

The road layout has been planned to ensure there is legibility in the movement into and through the development.

The key main estate road (drawn in red) runs from the access of Newbarn Lane through the centre of the site and terminates in a turning head at the southern end. All other roads are planned as shared surface lanes (drawn in blue).

The layout has been designed to allow for the appropriate access for refuse vehicles, general servicing and emergency access. Turning heads are located to ensure that the maximum travel distances are maintain and compliant with the building regulations. The main estate road is 5.5m wide with a 2m footpath on either both or one side. The shared surface lanes are 4.8m wide.

There are footpath links in the bottom southern corner, to allow access to the jubilee playing fields and in the northwestern corner to access the right of way network.



4.0 Proposals

4.6 Access and Parking

From the existing cul-de-sac, a new access spur is proposed to provide a minimum 5.5m primary carriageway through the site with 2m wide pavements. The new carriageway and footway shall continue to the junction of plots 21 & 26. A turning head is provided to each secondary branch spur roads.

All vehicular parking shall be in accordance with the current standards, with a minimum bay size of 2.5m x 5.0m and garaging size of 3.0m x 6.0m internal. Car parking is provided within the development at a ratio of:

- Min. 3 spaces / four-bed house.
- Min. 2 spaces / three-bed house.
- Min. 2 spaces / two-bed house.
- Min. 2 space / two-bed flat.
- Min. 1 space / one-bed flat.

Total car parking provision is 113 spaces plus 13 unallocated visitor spaces across the development.

The location of the Site will allow people to use methods of transport other than cars; to assist this choice cycle parking is provided in secure covered garden sheds for all houses and covered secure communal store and hoop stands for all apartment flats.

Access for disabled persons to the scheme has been designed in accordance with part M of the Building Regulations and within the constraints of this site.



KEY

	Visitor Car Spaces	9 Spaces
	Un-allocated Car spaces	4 Spaces
	Allocated Car Spaces On-plot	54 Spaces
	Allocated Car Spaces Off-plot	30 Spaces
	Allocated Car Spaces Garaged	29 Spaces
	Cycle space/Storage	45 Stores

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4.7 Scale

The scale of the proposed houses is in keeping with neighbouring two-storey properties. The proposed dwellings will be two storeys in height with associated single storey garages.



Proposed storey heights plan

4.8 Servicing

Refuse vehicles will be able to access the Site and collect refuse and recycling from a private collection point (sufficient for 2no. 240 litre wheeled bins), adjacent to the gates of each house, or collection point for groups of houses and communal bin stores for the apartment block.

Bin storage for houses is generally in back gardens and for apartments in refuse stores. The layout is designed with hardstanding to accommodate the temporary bin storage on collection day. Roads and turning heads have been designed to accommodate refuse vehicles.



KEY

- Refuse storage locations
- Kerbside refuse collection points
- Localised refuse collection points
- Principal refuse vehicle route
- Secondary refuse vehicle route

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4.0 Proposals

4.9 Materials

Suggested building materials pallet for traditional style:

- Red and buff facing brickwork with detail brick cills, brick arched headers and feature bands.
- Tile hung upper storeys with lead cills and fishtail detailing.
- Wide board horizontal timber cladding, colour white used sparingly on feature buildings.
- Brown and grey man-made roof tiles.
- Windows, colour white casements with glazing bars.
- Front Doors, colour grey, small vision panel.
- Flat roof canopies & dormer roofs; colour grey, metal juliette balcony.
- Tiled pitched roof porches & dormers.
- White rainwater goods.
- Garages, colours to match house, white PVCu fascias & soffits.
- Timber carport, colours to match house, white PVCu fascias & soffits.

Kindly refer to elevations of each individual unit for the use of different materials on the facades to help break up the built form and reduce impact and scale: Together with the varied heights and rooflines will also create interest to streetscenes.



4.10 Appearance

A traditional design approach is proposed to the development using local and established materials, with references to the local vernacular.

Red and buff multi stock brick with cill, head and band detail features. Horizontal timber boarding, tile hanging with fishtail details, cottage style windows and doors, simple pitch and flat roof porches. Brown profiled roof tiles and flat grey man-made tiles; half round guttering with round downpipes.



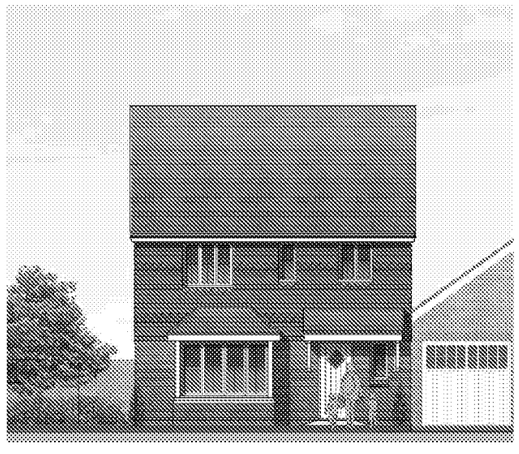
Red and buff facing brickwork with detail brick cills, brick arched headers and feature bands, tile hung upper storeys with lead cills and fishtail detailing, brown man-made roof tiles, windows, colour white casements with glazing bars, front doors, colour white, small vision panel, garage colours to match house, white PVCu fascias & soffits.



Tile hung upper storeys with lead cills and fishtail detailing, windows, red and buff facing brickwork with detail brick cills, brick arched headers and feature bands, colour white casements with glazing bars, front doors, colour white, small vision panel.



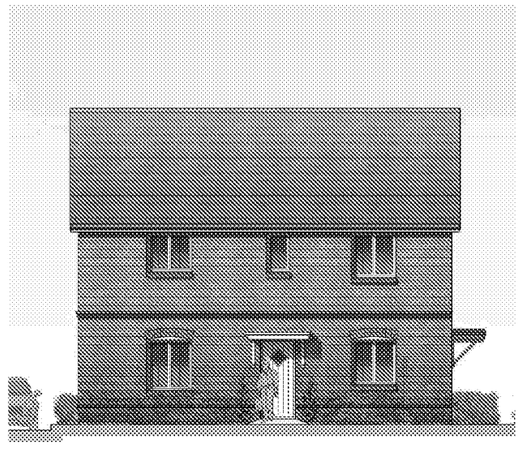
Buff facing brickwork with detail brick cills, brick arched headers and feature bands with grey man-made roof tiles, windows, colour white casements with glazing bars, front doors, colour white, small vision panel.



Red and buff facing brickwork with detail brick cills, brick arched headers and feature bands, windows, colour white casements with glazing bars, front doors, colour white, small vision panel.



Wide board horizontal timber cladding, colour white, windows, colour white casements with glazing bars, front doors, colour white, small vision panel, garage colours to match house, white PVCu fascias & soffits.

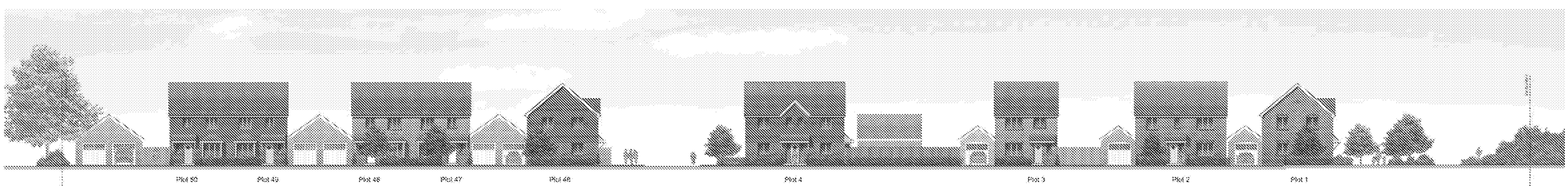


Red and buff facing brickwork with detail brick cills, brick arched headers and feature bands, brown man-made roof tiles, flat roof canopies & dormer roofs, windows, colour white casements with glazing bars, front doors, colour white, small vision panel.

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4.0 Proposals

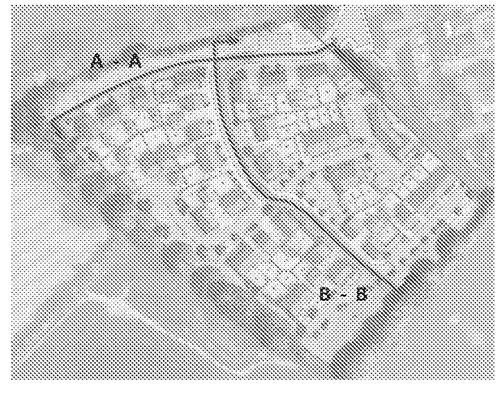
Street Elevations



Street Scene A - A

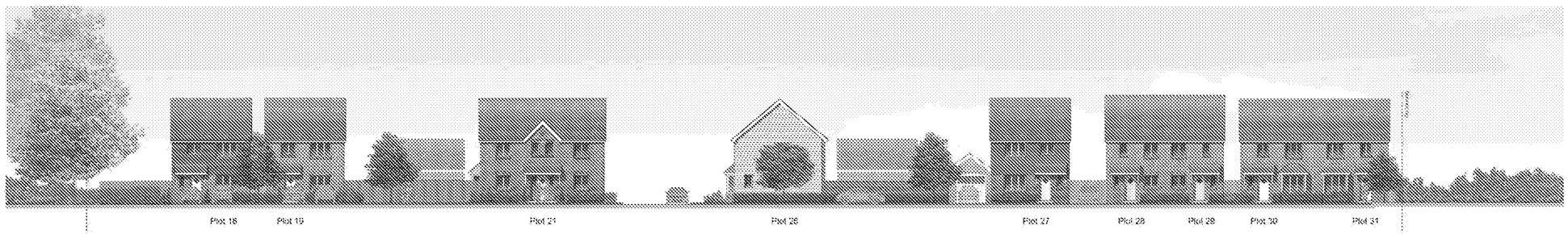


Street Scene B - B

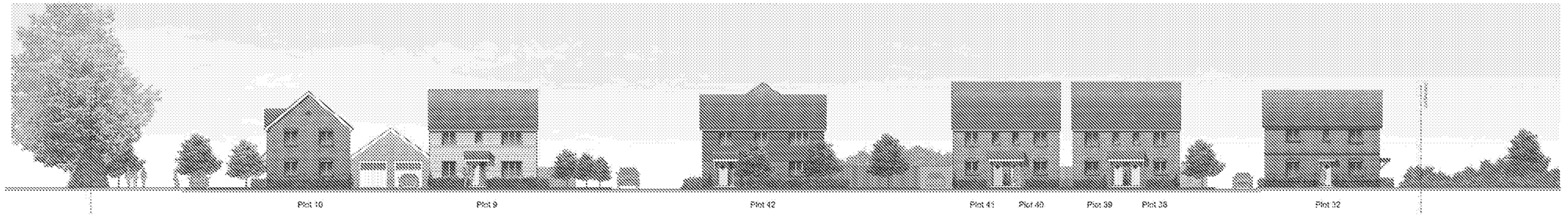


4.0 Proposals

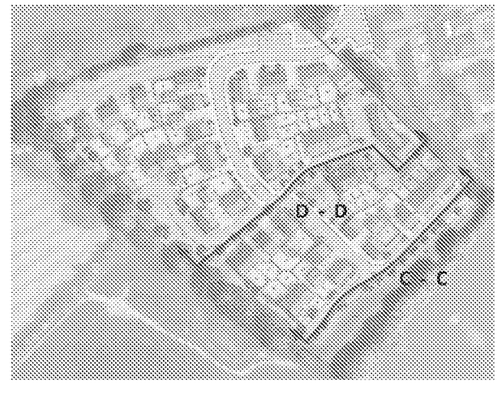
Street Elevations



Street Scene C - C



Street Scene D - D



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4.0 Proposals

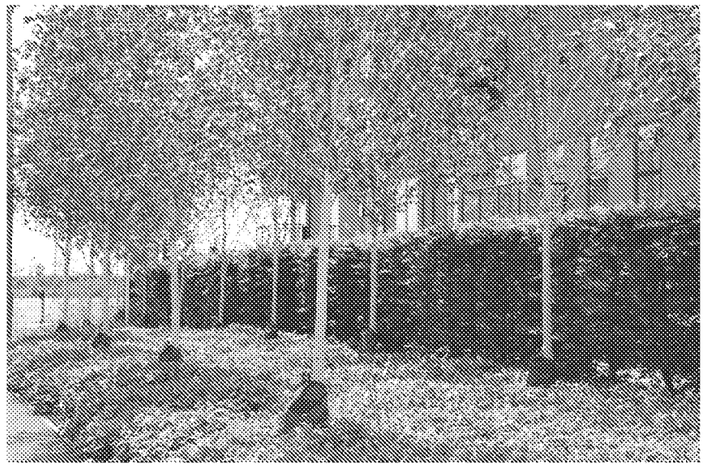
4.11 Landscape Strategy

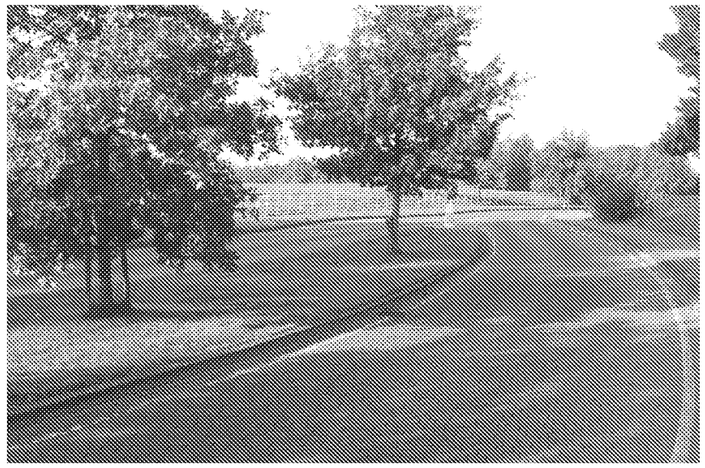
The scheme will be landscaped in accordance with the recommendations of the Landscape Consultant.

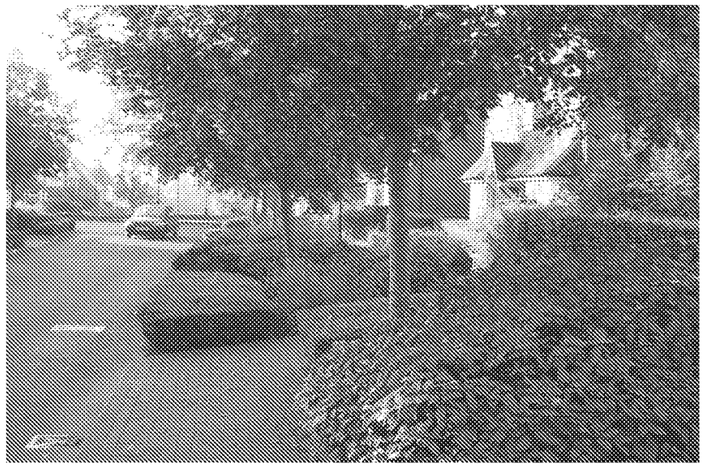
The existing mature dense landscape screens around the site boundaries shall be maintained and enhanced.

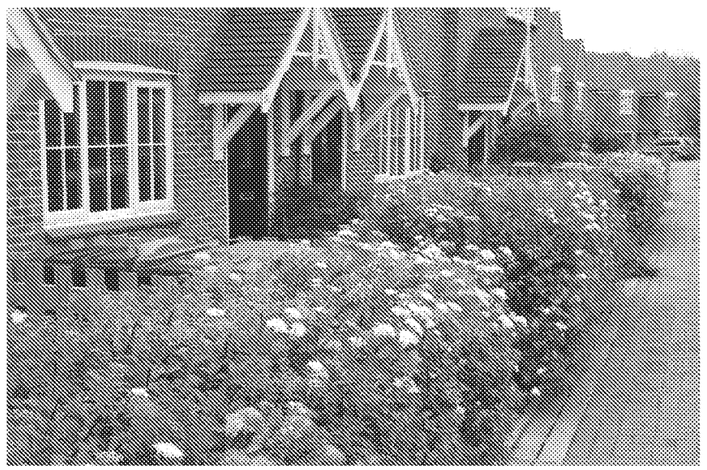
All the existing trees and hedges to be retained shall be protected by a fence during construction of the development.

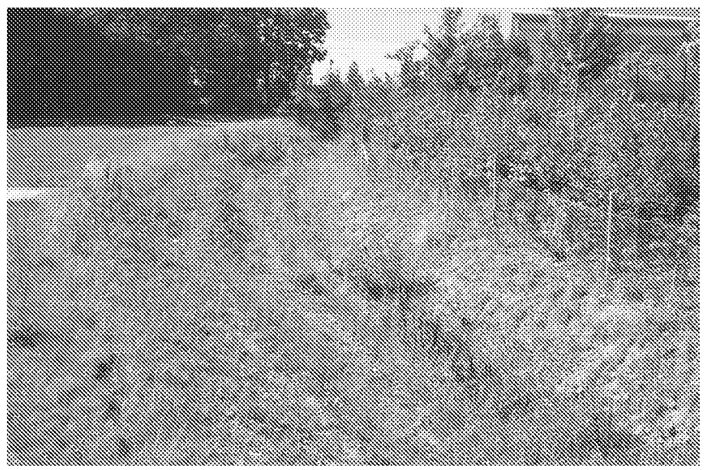














5.0
Sustainability

5.0 Sustainability

5.1 Domestic Waste And Recycling

Storage and collection of refuse and recyclable waste has been considered as an integral part of the design process.

Provision will be made within dwellings for the storage of recyclable waste to assist in encouraging recycling within the household. This space will generally be provided either in kitchens or utility rooms.

External residual and recyclable waste storage will generally be within rear gardens for terraced and semi-detached houses without garages, and as part of the garage provision for semi-detached and detached properties with on-plot parking. Flats are provided with communal storage for residual and recyclable waste.

5.2 Flooding

A detailed drainage strategy has been prepared in response to the requirements of the Outline Planning permission. This deals with the need to restrict off site surface water run-off rates through a combination of SUDs measures (piped connections from the homes to SUDs attenuation basins and connection to the surface water drain in the south of the site) to achieve green field run off rates allowing for the 1 in 100 year storm event plus a 40% allowance for climate change.

This strategy has been fully integrated into the design and layout.

- The amount of hard landscaping will be minimised, whilst the use of porous and permeable surfaces will be maximised.
- Surface water from roofs will be directed to soak aways.
- Surface water from hard landscaping will be stored on site.
- Surface water drainage to be designed under item 5 of the Conditions of Approval.

5.3 Energy

The new houses will provide the following in their specification:

- Air tightness standards to Building Regulations.
- Insulation will be to Part L of the Building Regulations.
- All windows will be double-glazed.
- A Home Owners' Pack will be provided.

A fabric first standard will be adopted to secure a 10% reduction in energy with photovoltaic panels to be used if there is a residual renewable energy reduction required.

An energy report is submitted with these Reserved Matters to clarify what energy use can be achieved in accordance with condition 10 of the outline planning permission.

5.4 Community

A Home Owners' Pack will be provided with the dwellings which will contain at least the following information:

- Local transport services.
- Utility suppliers.
- Energy efficiency.
- Local amenities.
- Refuse collection.
- Recycling facilities.
- Local organisations and community groups.
- Environmental technologies installed in the home.
- Water efficiency information.



5.5 Open Space

The provision of good quality recreational and amenity space is an important part of sustainable residential development. The proposed scheme is integrated within the wider landscape context.

5.6 Adaptability

The new homes will be designed to provide the opportunity for residents to work at home, having sufficient space and facilities and being equipped with suitable outlets that will enable the occupants to have data access and necessary power supplies. The majority of the houses will be designed with internal spaces that are NDSS compliant.

5.7 Crime

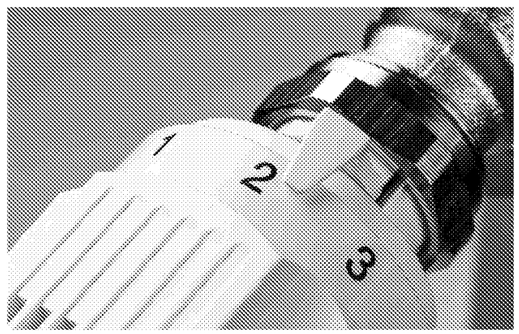
The design of the scheme has addressed the principles set out within Secured by Design. This will ensure a residential environment that puts occupants safety at the forefront and which in turn will create a high quality environment for the long term.

5.8 Public Transport

The site is within 2 miles from Bognor Regis Railway Station which provides direct access to Chichester, London Waterloo and Portsmouth. There are regular bus services along the B2259 Chichester Road.

5.9 Parking

Sustainable transport seeks to reduce the use of the car and thus encourage alternative modes of transport. The number of parking spaces provided is considered to be appropriate for the proposed mix and the location of the site.



5.10 Cycling

In order to encourage cycling as an alternative mode of transport to journeys by car, these proposals are well integrated with the pedestrian and cycle movement network in the surrounding area which will provide safe and convenient access by cycle to the town centre facilities.

Cycle storage is provided in communal storage rooms for apartments and in either garages or garden stores for houses. Secure storage provision will further encourage their ownership and use.

5.11 Materials

Consideration will be given to the use of local materials and suppliers where viable to reduce the transport distances and to support the local economy. Consideration will be given to the following measures:

- Use of 'A' rated materials as assessed using the BRE Green Guide to Specification for Buildings wherever possible.
- Use of timber, the source of which is certified by FSC / PEFC or an equivalent approved certification body where practical.
- Use of insulation materials with zero ozone depletion potential.



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5.0 Sustainability

5.12 Crime Prevention And Community Safety

The layout has been designed to prevent crime and the fear of crime in accordance with government guidance set out in "Safer places – the Planning System and Crime Prevention" (Office of the Deputy Prime Minister, April 2004). In particular, the development will incorporate the following features:

- Traditional streets that are overlooked by the surrounding houses so that they feel safe, both in the daytime and at night.
- Exposed back garden boundaries will be minimised to minimise the risk of unauthorised entry to properties from the rear.
- The proposed development has a singular vehicular access and therefore no through traffic restricting access to residents and their visitors.
- Secured by Design principles are proposed to be adopted across the site, now covered in the Building Regulations.

5.13 Inclusiveness - Access For All

In accordance with the guidance and requirements for access, the dwellings have been designed to comply with Approved Document Part M of the Building Regulations (2004) and the requirements of the Equality Act (2010):

- The proposed development will place an emphasis on pedestrian, mobility impaired and cycle use over car travel.
- The development has been designed to allow movement choice. Means of travel other than the car will be encouraged.
- Parking will not dominate the development.
- The site layout has been planned so that the approved routes are level, gently sloping, ramped or, where unavoidable, stepped.
- The internal layout of the dwellings will allow for wheelchair or mobility impaired access in accordance with Approved Document Part M of the Building Regulations (2004).





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6.0
Conclusion



6.0 Conclusion

6.1 Conclusion

The design of these proposed Layout, Scale, Appearance and Landscape Reserved Matters demonstrates a firm understanding of the local character and full grasp of the constraints and opportunities, resulting in an appropriate proposal that meets all of the development criteria and makes efficient use of the available land.

The proposed scheme enhances the immediate area and meets the thrust of national and local planning policies.

This Reserved Matters application fully meets the conditions of the outline approval, will be design-led and will relate well to the form, density and character of the surrounding residential context and will sit well within the local landscape setting.

Taking the above into account and the immediate urgent need for homes to be delivered in Arun District we respectfully commend these Reserved Matters details to the District Council for consideration and timely approval.

- The proposal has been design led and is sympathetic to the form, density and character of its surrounding context.
- The development respects its setting within the inherent landscape with ambition to enhance those features.
- The design will be of high quality and makes efficient use of the site.
- Satisfactory access is achieved and adequate parking is provided.
- Adequate measures are provided to control surface water across the site.
- Good links are maintained with cycle and footpaths.





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OSP
ARCHITECTURE

[redacted]