



ARCHITECTURAL DESIGN AND ACCESS STATEMENT

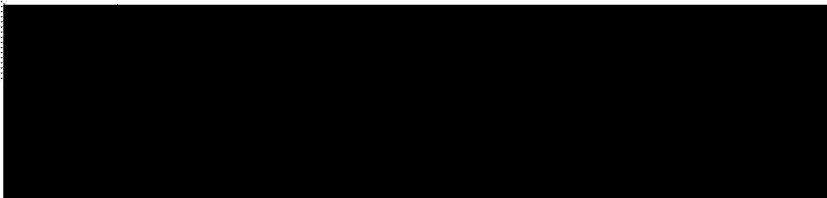
Alternative Full Planning Application.
The Erection of a mix of 99 residential dwellings
with associated public open space, landscaping,
access and car parking on land to the west of
New Barn Lane, North Bersted.

For Linden Homes (South)



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INTRODUCTION & RECENT PLANNING HISTORY

This Full Planning Application is for the development of the site known as Land west of New Barn Lane, North Bersted (hereafter referred to as the site). Outline Planning Permission was granted under Ref BE/142/15/OUT for:

"Outline application with some matters reserved for a mix of up to 90 No residential units, associated parking. This application is a Departure from the Development Plan".

The above permission was subsequently amended under a section 73 application to vary conditions 3 & 23 to allow for a variation to the vehicular access. This was approved under Ref: BE/18/17/PL on 5th May 2017.

A recent application for Approval of reserved Matters following Outline Approval was submitted and approved Ref: BE/113/17/RES on 12th December 2017.

Since the approval of the Reserved Matters Application BE/113/17/RES, LHS have reviewed the approved housing mix in light of new market research, which demonstrates the need for smaller units on the site. As such, the full development area has been re-designed but retaining the original approved access junction, site constraints and overall development parameters.

A new Full Planning Application is therefore submitted.

LOCAL CHARACTER, SITE DESCRIPTION AND DEVELOPMENT PARAMETERS

The application site lies to the west of New Barn Lane, which connects with Brazzwick Avenue. The character of the area surrounding the application site itself has a mix of residential types, comprising one and two storey family dwellings of varying ages, designs and character. The immediate area features examples of 1950's and 1960's bungalows and semi-detached houses along with a small percentage of more modern developments.

The properties on New Barn Lane form a straight building line boundary and are slightly set back from the kerb line. Primarily open and unfenced, these gardens consist of low planting with no mature trees present. Parking along New Barn Lane and Brazzwick Avenue is both on street and off street. Off street parking is characterised by individual or shared driveways with garages to the side of properties.

A public footpath ref. 134 runs along the site's southern boundary, which connects to a district wide network of footpaths and bridleways to the west, east and south west. A ditch runs along the south and western boundary, along with a further ditch along the northern end of the site. All of these ditches connect with a wider network in the immediate area.



Aerial View of Site



Application Site - not to scale



Building Heights - not to scale (approved under BE/18/17/PL)



Green Infrastructure - not to scale (approved under BE/18/17/PL)



Land use and access - not to scale (approved under BE/18/17/PL)

Residential development and road access defines the eastern site edge, with the northern edge having a tree-lined boundary with Orchard Caravan Park which is accessed from Chichester Road. The western and southern edges have a more densely tree-lined boundary, but then open out to agricultural land and fields. These boundaries are made up of a mix of mature and young trees and dense undergrowth shrubs, but there are possibilities of glimpses to further views, especially during the early and later periods of the year. There are no trees or vegetation present within the main site land area, which is in general a flat, low lying agricultural field set at approx. 5m above Ordnance Datum.

As part of the original Outline Application, a detailed site and surrounding area appraisal was carried out which formed a major part in the design and initial setting out of the application parameters. A selection of the images from the Landform Design & Access Statement are set out below.

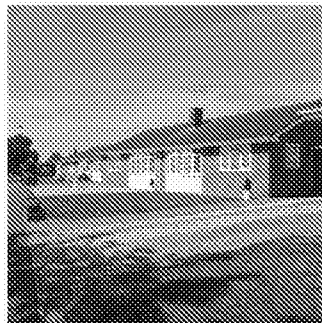
These Parameter Plans culminated in an overall Development Masterplan for this land from which the proposed Full Planning Layout has evolved.



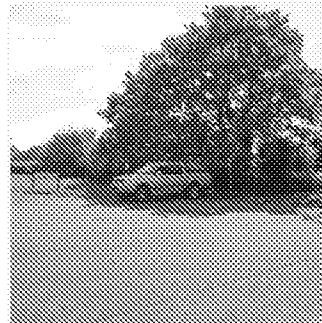
Indicative Development Masterplan submitted as part of the approved BE/142/15/OUT



View west from New Barn Lane towards site access location



View of bungalows looking north along New Barn Lane



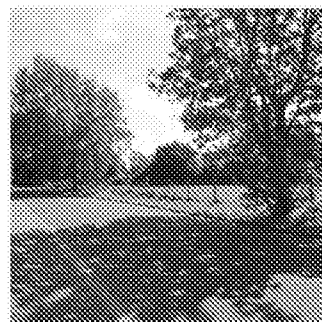
Location of additional 5 parking spaces outside of New Barn Lane



View south along New Barn Lane



Existing fence boundary to site with New Barn Lane



View of site boundary onto New Barn Lane



Start of existing footpath 134 from New Barn Lane

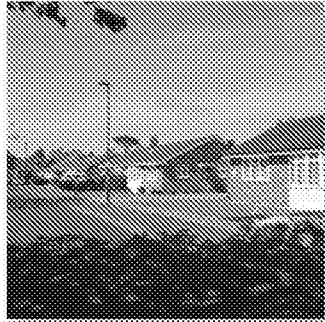


Existing gate access into site from New Barn Lane



Local Housing off New Barn Lane

Converted brewery



View of bungalows looking north along New Barn Lane



Local Housing off New Barn Lane



View of New Barn Lane looking east from site access

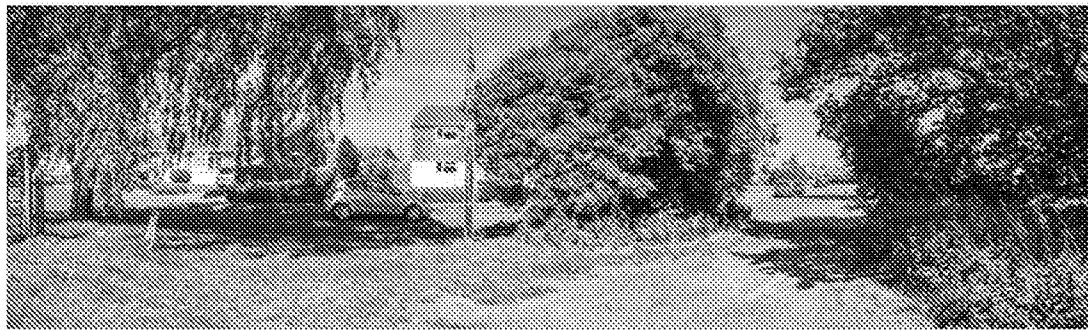
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Panoramic view of site from New Barn Lane looking southwest



Panoramic view of site - northern boundary with Orchard Caravan Park



Site access location looking east from footpath 134



View of New Barn Lane looking north - junction with Brazzwick Ave

APPLICATION PROPOSALS

The Outline Planning Application and subsequent permission (Ref. BE/142/15/OUT) and its amendment (Ref. BE/18/17/PL) included the proposed new site access off New Barn Lane as well as the principle and overall unit numbers for this development.

This Design And Access Statement deals directly with the overall layout development design, the scale and location of each building set within the development and appearance for the proposed 99 units.

Landscaping for the development is dealt with in an illustrative way within the architectural and building design information and in detail by drawings, reports and schedules produced by ACD Environmental under separate cover.

Other matters relating to this Full Planning Application with regards to specific planning conditions are also being dealt with at this time by specialist consultants. These relate to the overall road and highway design within the development once access is gained from the approved junction. Highways tracking and transport movement, a travel plan statement and general movement within the proposed development design including finishes, levels and drainage information for both surface and foul are to be submitted with drawings and reports as required for all of this to be fully understood and approved under separate cover.

SCHEME DESIGN

Application Drawings and Information:

Urban Pulse Design Drawing Ref:

19-1013-001 Site Location Plan Scale 1:2500

19-1013-005 Site Plan Planning Layout Scale 1:500

19-1013-006 Site Plan Planning Layout Colour Scale 1:500

19-1013-007 Site Plan Planning Layout Massing & Active Frontage Scale 1:500

19-1013-008 Site Plan Planning Layout Refuse Strategy Information Scale 1:500

19-1013-009 Site Plan Planning Layout Parking & Cycle Storage Information Scale 1:500

19-1013-010 through to 19-1013-055 Plot House Type Drawings Floor Plans & Elevations Scale 1:100

19-1013-060, 061 & 062 Site Sections & Street Scenes Scale 1:200

19-1013-065 & 066 Garages and ancillary Buildings Floor Plans & Elevations Scale 1:100

19-1013-067 Boundary Wall and Fence Details

The scheme design for this development has evolved having regard to:

- a. The site's physical context, location and the parameters as set out by the Original Outline Permission
- b. Housing development mix relating to the Original Outline Permission as well as Local and National Standards and with regards to overall internal and external space requirements for each unit type
- c. Local Area Market Research requirements smaller units
- d. Overall development amount including the affordable housing requirement (30%)
- e. Local and National parking standards for all housing types and sizes
- f. Servicing refuse and access requirements throughout the proposed development
- g. Public Open Space, amenity and improved pedestrian access and onward connectivity
- h. Individual housing styles, design detailing and material choices
- i. Development that respects its immediate, local and wider landscape setting



Site Plan

ACCOMMODATION SCHEDULE - PROPOSED DEVELOPMENT MIX : 99 Units

Private homes x 67	Affordable (30%) x 30:
• 2 bed apartments x 5 • 2 bed bungalows x 2 • 3 bed bungalows x 1 • 2 bed houses x 15 • 3 bed houses x 37 • 4 bed houses x 9	• 1 bed apartments x 6 • 2 bed apartments x 6 • 2 bed bungalows x 2 • 3 bed bungalows x 1 • 2 bed houses x 8 • 3 bed houses x 7

Shared Ownership x 16	Affordable Rent x 14
• 2 bed apartments x 6 • 2 bed bungalows x 1 • 3 bed bungalows x 1 • 2 bed houses x 4 • 3 bed houses x 4	• 1 bed apartments x 6 • 2 bed bungalows x 1 • 2 bed houses x 4 • 3 bed houses x 3

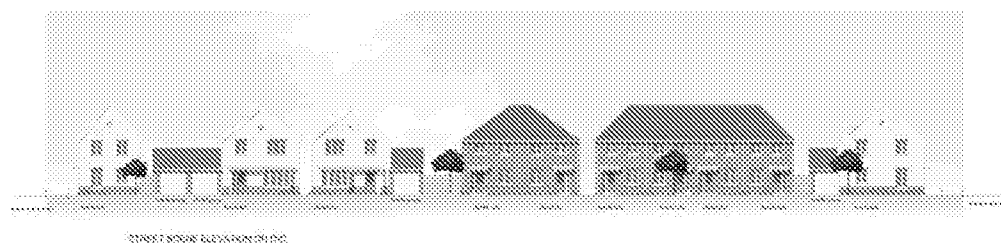
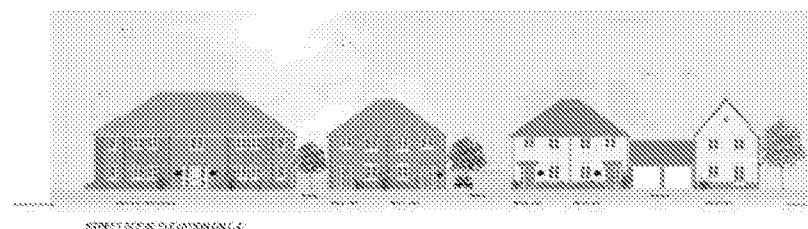
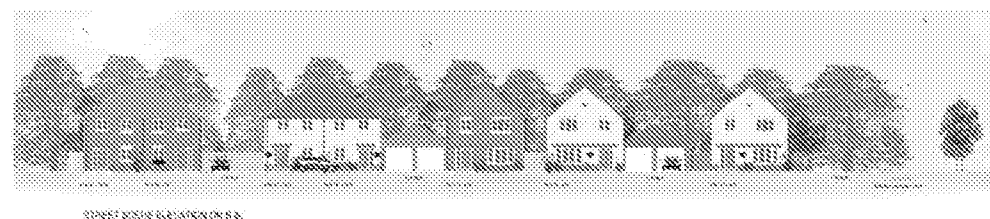
Bed Mix
• 1 + 2 bed properties x 44 (45%) • 3 bed properties x 46 (46%) • 4 bed properties x 9 (9%)

Parking
• 193 Allocated spaces • 16 Wheelchair spaces (out of the 193 Allocated) (5% of total spaces) • 35 Visitor spaces

HOUSE STYLE, FORM AND DETAILING

There are a number of house styles and designs used within this development, ranging from one and two bedroom apartments, two and three bedroom bungalows and two, three and four bedroom houses. The dwellings vary in size and form throughout the development to provide interest in the streetscene. The integrated nature of the development will also encourage a community atmosphere between future occupiers. The original Outline Permission and its associated parameter plans set out specific areas for certain building types and overall ridge heights. These have been carefully adhered to in this development plan.

The proposal uses a modest palette of design detailing with distinctive key features at specific locations, especially where there are exposed corners or dual aspect house designs. These features will be linked throughout the development by a mix of two storey detached, semi-detached and small terrace blocks of units, along with high quality detailed feature walls and fences to promote level changes and interest, but retain plot boundary privacy and security. This will produce a more 'local street scene' feel with variety in the form of levels and texture, material finish and colour helping to promote an immediate local character. Material and detailing choices will be a key factor in the final quality and aesthetic feel of the development and it is important that these factors are kept within a simple, limited mix to maintain finish quality and continuity. Overall house design is of a traditional form in a tenure neutral finish and material choice, with linking features and detailing across the development.



Within the development as a whole, the use of varying street scene forms and road delineations incorporating both hard and soft landscaping, defined and shared surfaces along with key landscape features will all aid in producing a good sense of place. Access points into more private or shared areas, either as main or secondary pedestrian access routes or as entrances into shared parking areas have all been taken into account within the overall design. Building types, styles or specific orientation will help add to area or plot security with natural surveillance or more direct viewing. Consideration has been given to longer internal street scene views and in these areas it is the differences in all the materials, detailing and landscape that will help to promote interest.

MATERIALS

Main brick types and colours will be kept within a limited palette of two or three main bricks with one or two contrasting detail brick types where required. All brick colours will fall within the red to brown colour range with a mix of multi and solid colours to promote a cohesive design across the development. Mortar colour will be natural in all situations.

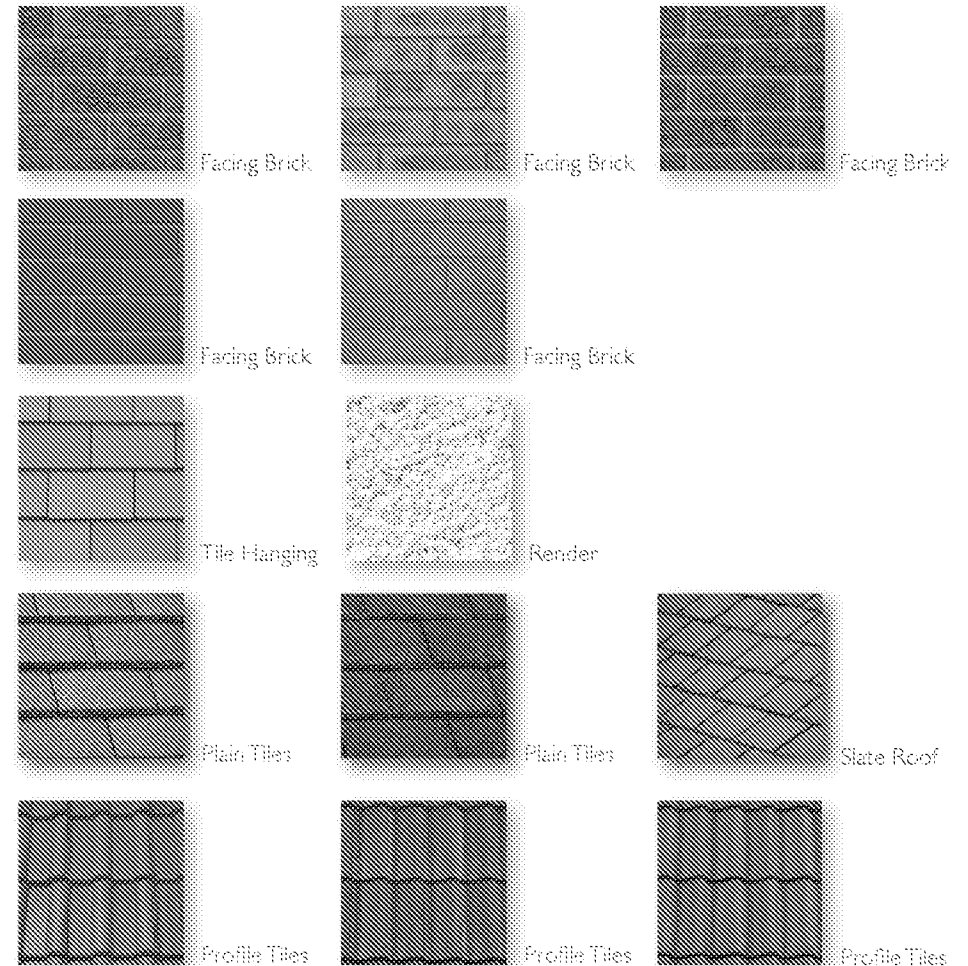
Roof tiles will be in the form of a grey/blue slate finish to specific and prominent buildings across the development, along with plain and larger profile concrete tiles in a mix of browns and reds as required to the remaining roofs. Where ever possible, on plot or attached garages will match the main house materials. Ridges and hips will be in a colour to match the main roofing tile.

Houses in key locations will have a mix of wall finish materials with a mixture of colour textured render and facing brick as well as a detail brick where required. The apartment buildings across the development are mainly finished in facing brickwork but will have their projecting bays faced in vertical plain tile hanging the colour to match the main roof tile where possible.

Elevation detailing in the form of window styles, front door styles, garage doors, porches and projecting bay roofs will all be kept within a limited design range to promote overall cohesiveness within the development as well as promoting tenure neutrality. Rainwater goods are to be in black upvc.

A fully detailed plot material schedule is included as part of this planning application. All

finishes, colours and materials will be subject to detailed approval with samples being provided by the contractor as required for final approval.



DEVELOPMENT SCALE AND MASSING

The proposal shows a development with a mix of single and two storey dwellings across the site, the two storey dwellings being outside of the limited height land area adjacent to New Barn Lane. As the original outline planning permission parameter plans also set an overall ridge height across the development, these have been adhered to and there are no proposals for any development above two storeys.

LAYOUT, FORM AND STYLE

The proposed development layout adheres in its general format to the approved indicative Outline Application Masterplan with its approved single point access off New Barn Lane. This Masterplan and the development parameter plans also set the main boundary landscape buffer zones and areas as well as the specific location of the large area of public open space as a buffer to the existing properties along New Barn Lane. The proposed development thus creates a character and form which sits comfortably within its surroundings and respects all of the overall constraints of the site. The finished style and character of the development as a whole will complement the surrounding area as well as enable it to have a distinct character of its own within the surroundings of North Bersted.



PUBLIC REALM QUALITY

The proposed development layout allows for specific detailed design features within the various street scenes and access routes for both the private and public. This will produce an attractive, safe and secure uncluttered place for all to use safely, either on foot, vehicle or cycle.

ROAD DESIGN, ACCESS AND OPEN SPACE

The approved access point off New Barn Lane and the subsequent internal road layout design allows all areas of the development to be reached by vehicle and foot access as well as allowing service vehicles to track throughout the design. The hierarchy of streets, their design, sizes and uses was all described as part of the Outline Application Design and Access Statement and this detail has been included within the overall development design. Engineering solution drawings, levels, service and emergency vehicle tracking and additional infrastructure information are included as part of this application under separate cover.

Together with the vehicular access and internal road system, the proposals accommodate pedestrian links to and from the adjacent southern footpath reference 134 which then allows further links to the public open space and the remaining areas of the development. Inclusivity has been considered in all aspects of the public realm design, enabling people with disabilities to use the streets, footpaths and open spaces easily. Throughout the development, pedestrian paths will have dropped kerbs with tactile paving at appropriate crossing points. Certain areas of the road system will be designated as shared surfaces with pedestrian priority, level surfacing aiding access and special care being taken to avoid indiscriminate parking and to providing a 'clutter-free' streetscape to aid navigation in all areas, especially related towards blind and partially sighted people. All main access points to individual dwellings as well as apartment buildings will comply with Part M of the Building Regulations.

Established within the parameters as set out within the Outline Permission, the overall development proposes a specific set of land areas to be defined as open space, these including buffers of retained boundary vegetation, general public open space and areas set aside specifically for children's play areas, both formal and informal along with a SWALE

to help deal with surface water attenuation. All of these land areas are important to the overall development and care has been taken to incorporate these fully, but without compromising the character or management of the development. A fully worked up soft and hard landscape design has been included as part of this application along with detailed information on the LEAP and LAP specific areas within the main open space, the SWALE land use and protection, as well as management plans relating to the retained boundary buffer planting areas to the southern, western and northern boundaries.

REFUSE STORAGE AND COLLECTION

Within the development, the required car parking provision has been dealt with by allocating dedicated private parking spaces and garages to individual units as required by Arun District Council, along with a percentage of unallocated visitor spaces pepper-potted across the proposal. This has enabled all units to meet the required parking standards, most spaces being positioned alongside units or directly in front as on street bays. The apartment buildings have dedicated parking courtyards immediately adjacent to their main or secondary access points, these courtyards being overlooked for natural security. All general surface parking spaces are a minimum of 2.4m x 4.8m with dedicated disabled wheelchair spaces being a minimum of 3.0m wide. All garages are a minimum of 3.0m x 6.0m internal and set back within the dwelling curtilage to allow dedicated parking in front. All visitor spaces are located either within specific areas to help with the general parking requirement, or as general parking around the development. All are designed to the required dimensions to make them easily accessible. A number have been specifically located as pull-in lay-bys off the main access routes to make their use more obvious.

Cycle storage within the proposal also complies to the requirements of Arun District Council. All units have dedicated cycle storage either in the garage provided with the dwelling, or in a secure cycle storage building set in the garden. The apartment buildings are each provided with a dedicated area or building for the main cycle storage along with external hoops if required for a more casual use.

A fully detailed transport report has been carried out that deals in detail with all these points and is included as part of this application under separate cover.



CONCLUSION

In summary, this Full Planning Application expands on the principles and parameters set out in the approved outline planning permission (BE/142/15/OUT and BE/18/17/PL).

The outline consent established the principle of developing this site for housing along with fixing the means of access into the site. It also set out detailed parameters for the location and use of the open space areas to be included, the specific locations and heights of buildings across the site as well as the general mix and tenure of the units within the development.

The information provided within this full application provides the details above and below ground to enable this development to be built. This development will provide an opportunity for an attractive and cohesive living environment that will become an appropriate extension to the immediate surroundings and the larger area of North Bersted. The proposed housing mix, unit design and tenure split allows for a range of dwelling sizes and styles that will make a positive contribution to the overall housing requirements of the immediate area. This will include a significant number of smaller dwelling types that local market research has shown is needed. The large landscaped areas will allow for future community activity as well as a feel of openness to the development frontage onto New Barn Lane.