



SHRIPNEY ROAD, BOGNOR REGIS DESIGN & ACCESS STATEMENT

OUTLINE PLANNING APPLICATION

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Revisions

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1 INTRODUCTION

This Design and Access Statement has been prepared to identify and explain the design process and decisions which have resulted in the submission of this Outline Planning Application.

The application seeks Outline Planning Permission for the development of a site on Shripney Road, Bognor Regis for the construction of 31 dwellings.

Previous approval for an Outline Consent was granted in January 2018 under BE/63/17/OUT. This application approved the development of the site and access in principle. A S73 application was approved in April 2019 varying a number of conditions on the outline consent to allow for a phased approach to the development.

The application site is located to the east of the Shripney Road, in the village of Shripney, 2 miles north of Bognor Regis. The site has formally been used as a nursery and a dwelling. On the site there are the remains of greenhouses, poly tunnels and outbuildings that are scattered around the site as well as a detached cottage.

Bognor Regis is accessible via public transport and contains a range of regional facilities and amenities. The site is located 2.4 miles from Bognor Regis Train Station, and there are bus services from within the village.

The proposal makes efficient use of the site whilst providing quality public amenity space, which is accessible by both new and existing residents of Shripney. There will be an appropriate level of car and cycle parking proposed on site.

This application is considered to offer an appropriate number of residential dwellings for the village, contributing to Arun District Council's current housing land supply requirements.

Client **Castle Property Developments Ltd.**

Architect **ECE Architecture**

Planning Consultant **ECE Planning**

Project Vision

The proposed residential scheme sets out to deliver a clear design vision which provides the following specific benefits:

- Provide a development with a high level of architectural quality that responds to the site's location within Shripney village.
- Provide a high quality mixture of smaller family orientated homes that have access to both public and private amenity space.
- Provide public amenity space to the new residents.
- Create a strong sense of place through high quality architectural details whilst referencing the local vernacular.

Design Approach

The design approach aims to respect the site's setting within Shripney whilst drawing upon the architectural style and material use in the wider context of Bognor Regis. These influences will be used in an interesting and creative way to provide an individual and dynamic residential development.

The scheme will retain and enhance the existing green boundary conditions of the site, whilst looking to introduce new planting that will help to merge the scheme into its rural and residential setting.

The layout will aim to minimise the potential visual impact of the site from the surrounding open space.

The origins of the scheme come from the approved outline planning consent BE/63/17/OUT. Many design elements have been retained and in places enhanced. Some elements such as the site access have been retained completely as it is a proven and approved approach.

Scheme Summary

Working from the approved Outline planning application BE/63/17/OUT, the scheme aims to improve upon the previous design.

31 residential units are provided comprising of twelve 3 bedroom houses, eleven 2 bedroom flats and eight 1 bedroom flats.

Ecological conditions of the site have been maintained and enhanced to boost ecology and create effective buffers between the development and its surrounding context.

Careful consideration has been had to both materiality and scale in order to ensure that the scheme respects the surrounding area whilst creating a unique residential development.

2 SITE AND CONTEXT

2.01	Site Appraisal
	Surrounding Character, Urban Structure
	Site Description
2.02	Site Location
2.03	Character Approaching Site
2.04	Landscape and Visual Impact
2.05	Existing Trees and Hedgerows
2.06	Opportunities and Constraints Summary

Surrounding Character and Urban Structure

Shripney is a community in the Arun district of West Sussex. Originally a 13th century hamlet, it now forms part of the built up area around Bognor Regis. It lies on the A29 road and is comprised of mostly residential properties.

The village is primarily residential in character with a number of local services such as a Pub, Hotel, and Restaurant.

The site is surrounded by residential properties which are irregular in character, materiality and form.

The site is bounded to the west by Shripney Road, to the south by the public foot path, the Robin Hood pub and hotel to the north and to the east is open countryside.

Site Description

The application site is located 2 miles north of Bognor Regis and is currently accessed from Shripney Road.

The site is less than 3 miles from Bognor Regis town centre and railway station, and can be accessed by car from the A29 to the west.

The site is approximately 0.72 hectares and is currently not used for either agricultural or grazing purposes and is un-farmed.

An existing detached cottage currently sits in the north of the site and will be removed as part of the application. The site is generally level, rising gradually towards the eastern boundary and has a range of trees, mainly situated around the perimeter.

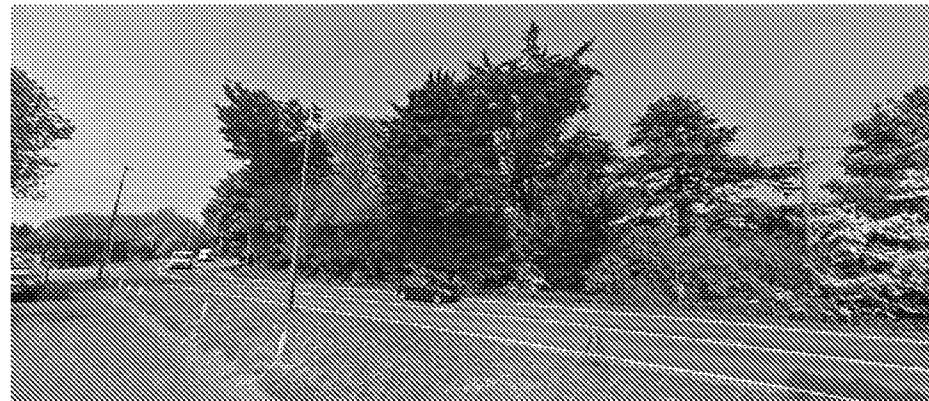
The site is located 2.4 miles from Bognor Regis train station which provides direct services to London Victoria.

The surrounding land use is predominantly residential with agricultural sites located to the east. There are a range of detached and semi-detached dwellings that surround the site. Generally the dwellings in the surrounding area are two storeys in nature and use a varying palette of materials such as timber boarding, stone, red and buff brick, render and clay roof tiles.

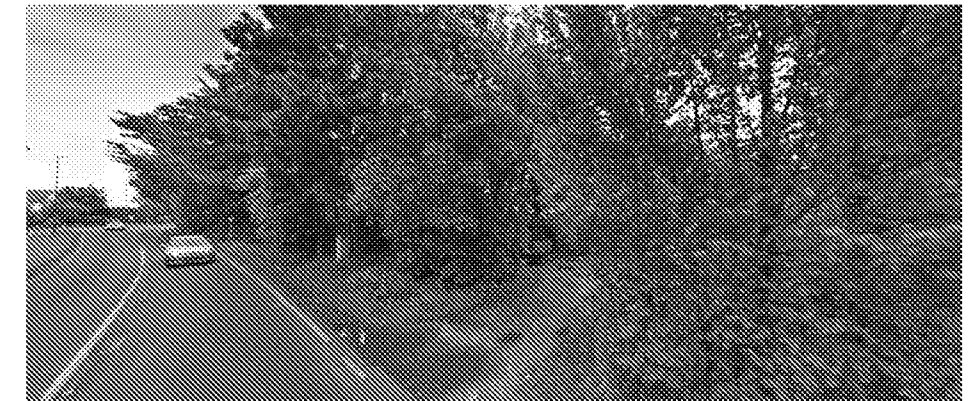
The hotel to the north of the site presents a built form that resembles a terrace of cottages in a traditional vernacular architectural style. The collection of structures is visually large and sprawling.

The existing dense hedgerows create an enclosed nature to the site which presents an exciting opportunity to provide an individual and dynamic development which offers well designed family homes to help meet the demand in Arun.

In January 2018 an Application for Outline Consent was approved, granting permission for 21 units with associated parking, landscaping and infrastructure. This permission established the principle of development on the site as acceptable. The approval is also a 'Departure from the Development Plan'.



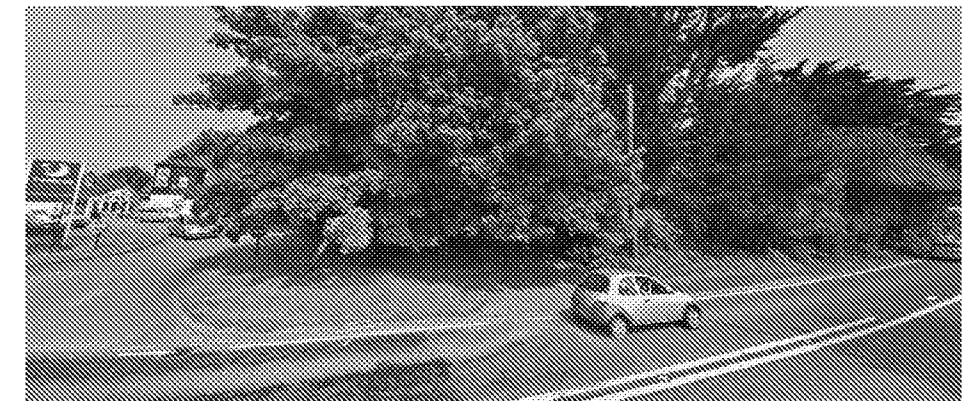
View 1. View towards site from residential houses opposite



View 2. View of outtage entrance with rights of way path alongside



View 3. View of rights of way path which neighbours the site



View 4. View towards northern site entrance



View 5. View looking south from existing northern site entrance



View 6. Northern site boundary looking south from Robin Hood pub



Aerial View of Existing site

KEY

- 2.01 - Images
- 2.03 - Images

2.03 CHARACTER APPROACHING SITE

The immediate surrounding vicinity to the site is predominantly residential in nature. Immediately to the north of the site is the Robin Hood pub and Premier Inn which is a series of extended brick, cladding and rendered buildings.

Slightly further along Shripney Road to the north is Marigolds and Shripney Gardens Caravan Park, that provide permanent and temporary housing.

To the south east of the site, is Shripney Lane along which there are a number of historic residences that comprise of the original hamlet.

Development in this location should try to respect its surroundings and make use of brick, timber cladding, render and tiled pitch roofs to reflect the nearby development, both existing and approved.



1. Robin Hood pub with adjoining Premier Inn sits next to the site



2. Mix of bungalows and semi detached dwellings sit further north along Shripney Road



3. A mix of brick and render detached two storey houses which sit opposite the site



4. Detached house which sits further south along Shripney Road



5. Detached farmhouse style house down Shripney Lane



6. House on Shripney Lane

2.04 LANDSCAPE AND VISUAL IMPACT

The hedgerow boundaries surrounding the site, the raised topography of the site and the local landscape near the site means that the surrounding landscape has the capacity to accommodate the proposal.

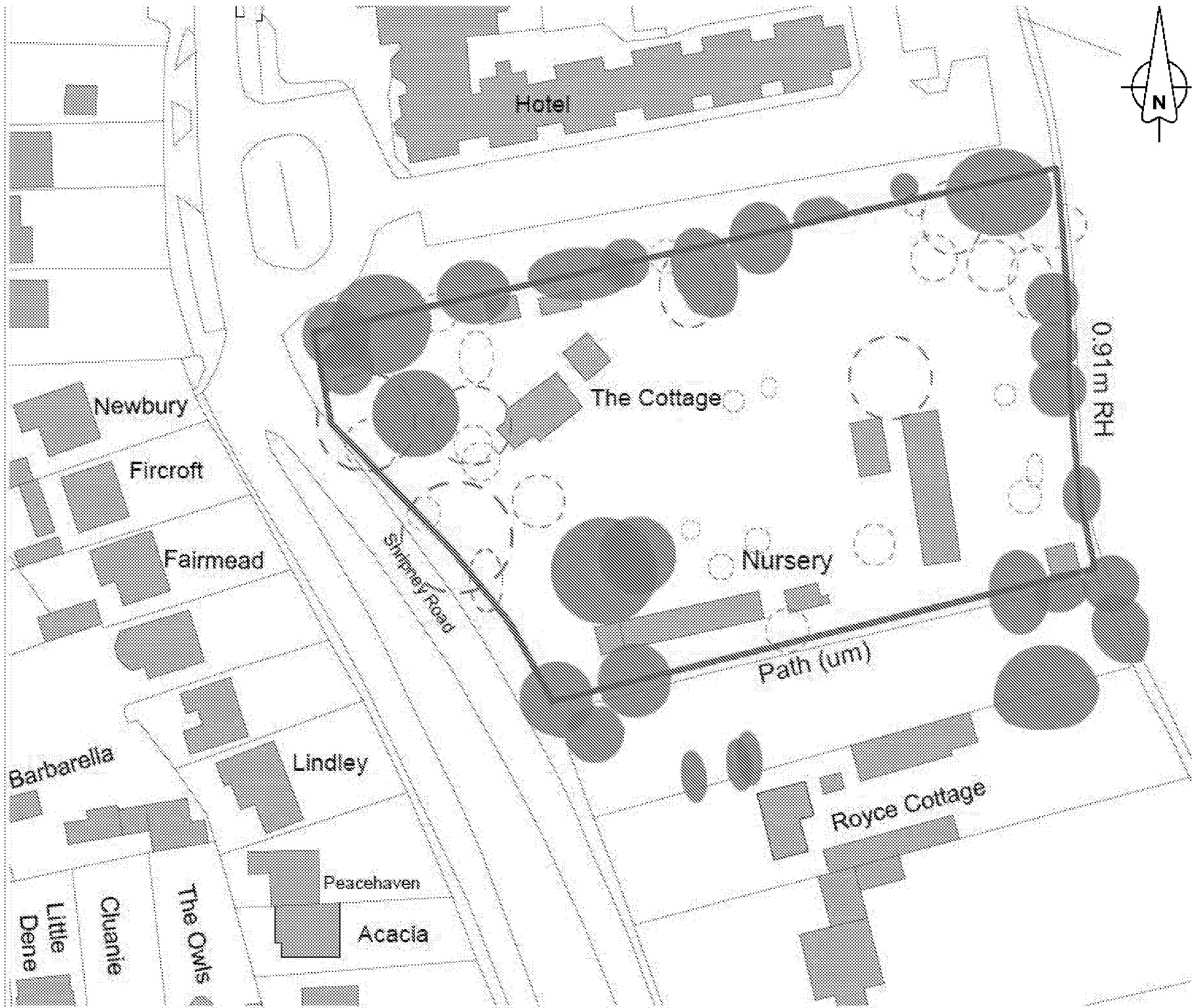
Direct effects on the landscape would involve the addition of 31 dwellings and associated ancillary buildings, a relocated access road, and the temporary loss of hedgerow vegetation that will be replaced as part of an extensive landscaping strategy.

The existing hedgerows and trees along the site's boundaries present a good opportunity to mitigate visual effects through the planting of additional hedge trees.

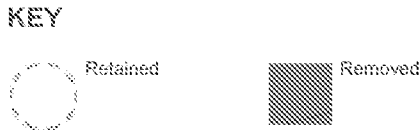
With further mitigation planting being proposed within the scheme there are good opportunities to further reduce the impact of the scheme.

The site is comprised of a cottage and out buildings formerly used as a nursery. As a consequence the site is populated by various shrubs and planting, with large areas of lawn and a green buffer to the eastern boundary. The site boundaries are lined with trees of various value and hedgerows.

A full Arboricultural Impact Assessment, together with a tree constraints plan has been carried out and will be submitted with the application.



Existing Tree diagram



2.05 OPPORTUNITIES & CONSTRAINTS

A Site Analysis exercise was conducted at the outset of the design process to define the opportunities and constraints occurring within the site. This process helped to create a series of design principles within which the schemes design will operate.

The following are considered to represent the key opportunities and constraints:

- The strong identifiable landscape edges to the site boundaries provide the opportunity for significant visual buffers to adjoining residential development and to open fields which can be enhanced;
- The existing natural tree, hedgerow and field boundary lines provide a landscape framework for a natural subdivision of the site and the incorporation of a series of landscaped open spaces to provide a range of activity opportunities;
- The landscape framework will be able to incorporate a range of ecological, sustainable drainage and public open space enhancement measures;
- The enhancement of linear features of the site for wildlife movement and an opportunity to create an improved habitat for a wide range of species;
- The site as proposed benefits from a suitable vehicular access point leading from Shripney Road.
- The creation of a network of linked internal pedestrian and cycle routes between managed public open spaces and connecting to the planted site boundaries;
- The site is in a sustainable location within Shripney within a walking distance of a range of local facilities and services;
- The open nature of the site to the east must be addressed through appropriate landscape design, management of the existing hedgerows and trees, and infill buffer planting;
- Existing hedgerows and trees on-site are established and should be retained where possible;
- Any identified archaeological remains will need to be appropriately recorded;
- Views into the site from surrounding residential properties need to be considered as part of the detailed layout and appropriate screening employed;



KEY

- | | | | |
|-----------------|-------------------|-------------------|-------|
| — Site Boundary | — Approved scheme | Existing trees | Noise |
| - - Road | ← Existing Access | • • Rights of way | |

3 DEVELOPMENT PROPOSAL

- 3.01 Layout Approach
- 3.02 Amount / Density / Scale
- 3.03 Appearance
- 3.04 Materials

3.01 LAYOUT APPROACH

The layout has been prepared to support the Outline Planning Application for 31 new homes to the northern edge of Bognor Regis within the village of Shripney.

The layout demonstrates that a development in this location can successfully provide housing which is visually integrated, environmentally sensitive and sustainable and helps meet Arun District Council's housing needs.

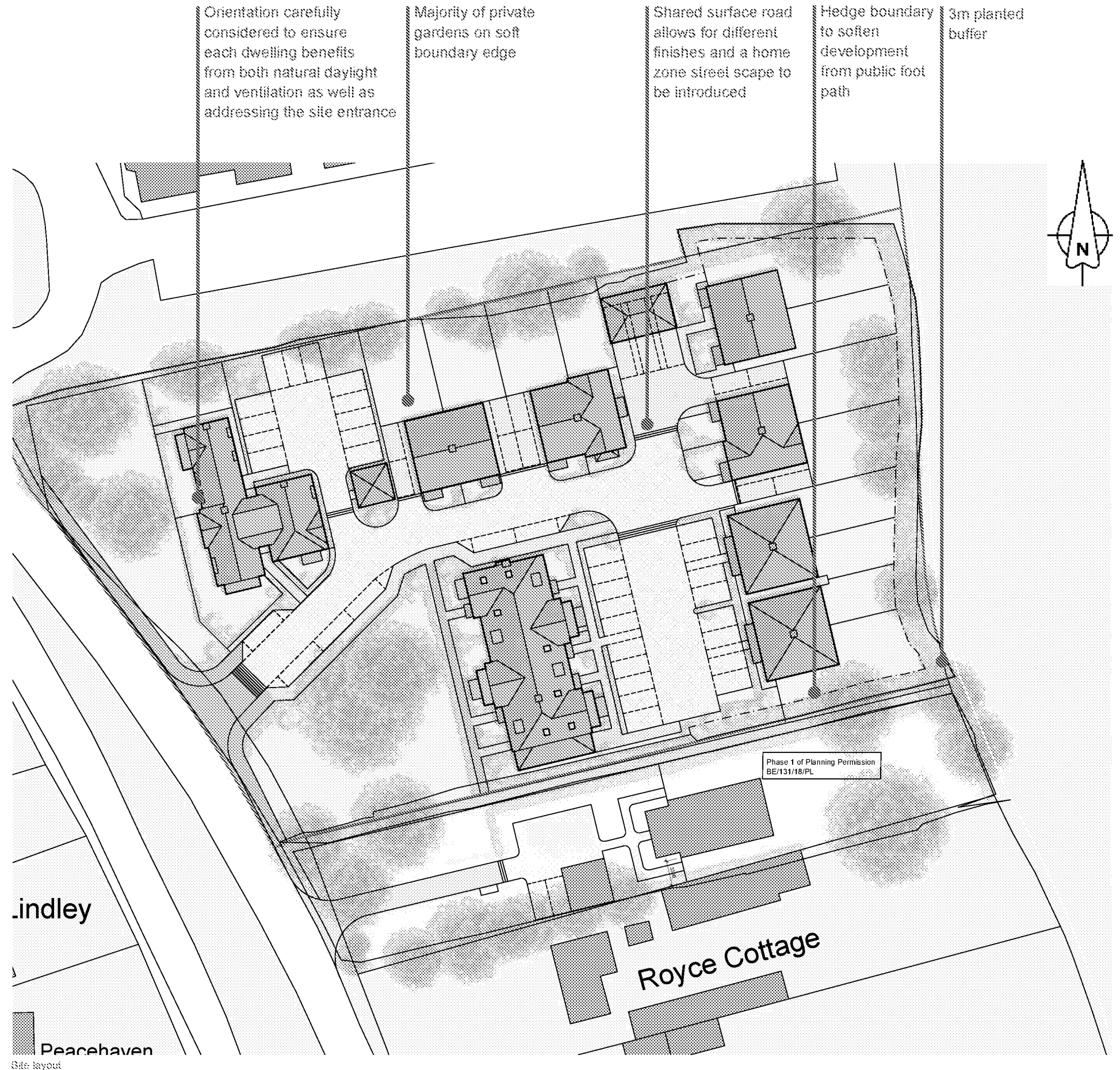
The layout demonstrates the intended amount and location of residential development, the positioning, structure and hierarchy of the road network, the location of public open spaces and the overall landscape framework.

The layout has been designed to integrate the mature trees on the site and make them a focal point of the layout. The existing site access has been relocated further south to improve the visibility and care has been taken to minimize the loss of the trees.

The layout has been informed by a set of design principles which relate directly to different character areas surrounding the site to ensure a high quality development.

The layout provides the following key elements;

- A sustainable addition to the settlement that is designed around current urban design best practice guidance to create a safe, inclusive and interactive environment.
- Landscape led approach to private and public open space which creates a buffer to the residential and access uses on the boundary conditions.
- An appropriate orientation of dwellings to ensure a landscaped and softened edge to all sides of the development.
- Primary access from Shripney Road designed to work successfully within the existing road network and hierarchy. Previously approved under BE/63/17/OUT
- Effective spatial planning to introduce breaks within the street scene which preserve the opportunity for views out of the site.
- The provision of open space to facilitate community interaction and provide high quality recreational settings.
- An increased provision of landscaping providing ecological enhancements to encourage wildlife interaction and act as a physical buffer to adjoining housing to the north and south edges.
- The use of wildlife corridors to the landscaped edges of the site, providing physical linkages to the edges of the development and providing areas for further significant ecological enhancement.



indley

Royce Cottage

Peacehaven
Site layout

3.02 AMOUNT / DENSITY / SCALE

This residential mix offers a suitable number of open market starter homes that reflects the current housing demand within Arun.

The development includes one proposed access; car barn & parking facilities for 43 car parking spaces with a further 9 visitor spaces; 43 cycle spaces; new hedges along the western site boundary; new trees within the landscape structure of the new development; and shrub planting.

The gross site area is 0.72 Hectares, which results in an overall density of approximately 43.0 dwellings per hectare; this includes the public realm improvements, access road, public open space and landscape buffers.

This density is considered wholly appropriate for the sites location given the requirement to make an appropriate use of developable land whilst being of an acceptable scale and massing for the surrounding locality.

Both height and footprint have been carefully considered in the design in order to integrate the scheme with the surrounding built form and to minimize the visual impact of the development from the boundary whilst achieving appropriate internal space standards.

The two apartment buildings front Shripney Road. One is pulled back into the site and buffered by the public open space and the other addresses the site entrance. The frontages have been designed to reduce the visual scale of the flats with the second storey in the roof space and the elevations broken up with material applications and an articulated fenestration.

Throughout the development, building heights will generally be two storeys in order to make an appropriate use of the land, matching much of the residential character within Shripney and wider settlement of Bognor Regis.

Careful consideration has been paid to the roof form of each dwelling in order to consciously limit the scale of the proposed scheme.

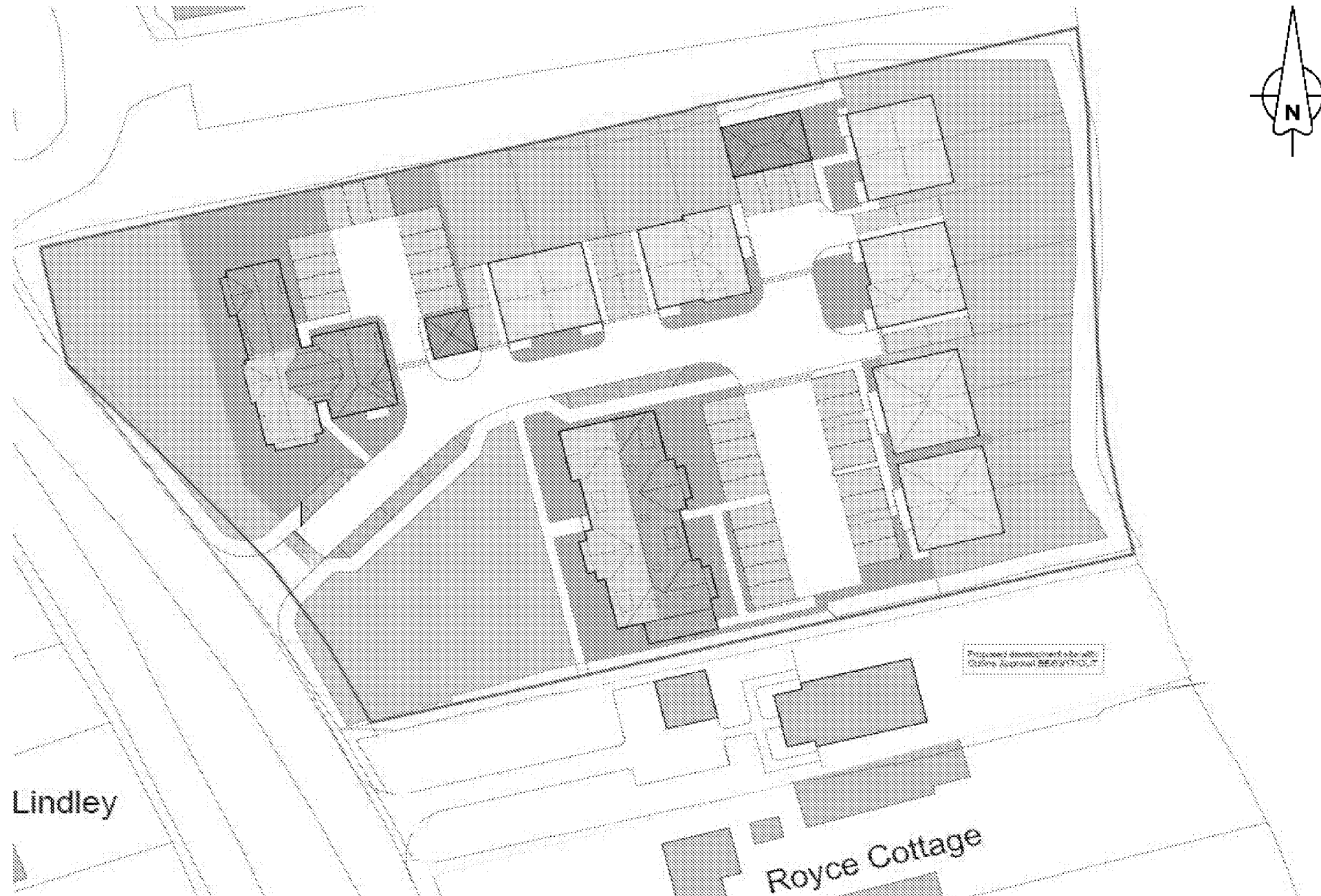
The varying approach to scale and massing of the built form provides an individual identity for the site and creates a very strong sense of place. The approach into the site provides a high quality setting to the entrance, with open public space that is set back from Shripney Road.

Overall, the design response limits overlooking, overbearing or daylight issues on any existing built-form and provides an appropriate design response to the landscaped boundary conditions and the retained hedgerows.

The development is fully compliant with all mixture and size standards as defined in the National Housing Space Standards.

The proposed scheme is for a total of 31 dwellings including:

8no.	1-Bedroom 2-person Flats	c. 50sqm
6no.	2-Bedroom 3-person Flats	c. 61sqm
5no.	2-Bedroom 4-person Flats	c. 70sqm
11no.	3-Bedroom 5-person Semi-detached Houses	c. 93sqm
1no.	3-Bedroom 5-person Semi-detached House	c. 102sqm



Housing mix diagram

KEY

	2 Bed		Public Amenity Space		Car barn		Bin and bike store
	3 Bed		Private Amenity Space		Visitors parking		Allocated parking
	1 Bed		Shared Amenity Space				

3.03 APPEARANCE

Through using a variety of building forms and materials the proposed development seeks to reflect the varying character that is typical of a village settlement.

Plots 1-9 and 22-31 are situated to create an entrance vista from Shripney Road and act as the beginning of a cul-de-sac. Plots 14-21 are positioned to line the eastern site boundary, creating an attractive street frontage to the west and a soft edge to the east.

Plots 10 -13 provide a green edge to the northern boundary of the site which adjoins the car park for the hotel and pub.

Drawing upon the vernacular context, plots 11-21 are similar in scale and utilise both materiality and form to create a varying character. Plots 1-9 and 22-31 take their form and scale from the series of buildings to the north that form the hotel, pub and restaurant. Their fenestration has been designed to limit their visual impact and give them a domestic scale.

To limit the visual impact on the adjoining properties, houses have been limited to two storeys and spaced away from the west, north and east boundaries.

Plots 1-9 are designed to 'turn the corner' helping to link the spaces within the movement routes and continuing activity.

A planting strategy will ensure that the site has a rural and verdant character to harmoniously fit into the surrounding agricultural context.

The public open space is provided on-site for the intended use of both the proposed and existing residents of Shripney Road, and adds to the open character of the site.



Section C



Section B



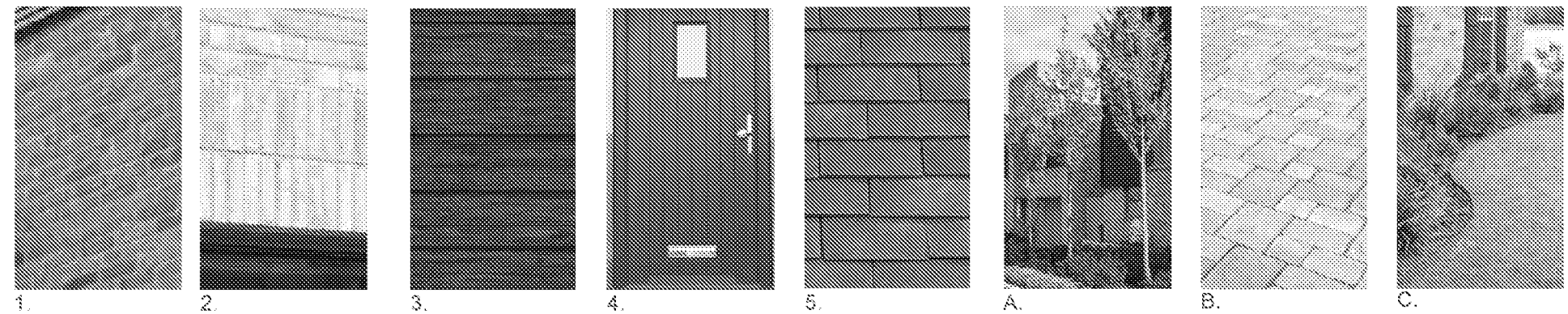
Section A

3.04 MATERIALS

The introduction of a variety of high quality built forms and materiality within the scheme ensures that interaction with the public realm is maximized, helping to create a site-specific sense of place throughout.

The material palette has been inspired by the surrounding and historic built forms in the village. There is a variety of styles and materials, some of which have inspired the scheme. The hotel and pub to the north of the site use a variety of domestic materials to integrate the larger buildings and enrich the local fabric of the village.

The scheme uses local vernacular materials to create a rich textured environment that merges into the village landscape. By using a palette of materials the fenestrations of the houses can have a varying character without seeming alien to one another.



1. Local brick blend
2. Feature Brickwork
3. Horizontal Timber Black Boarding
4. Timber Door
5. Plain Clay Roof Tile
- A. Planting to public realm.
- B. Permeable Block Paving
- C. Grass Areas to Gardens and Public Open Space.



Street view entering the site from Shripney Road

4 SURROUNDING ENVIRONMENT

4.01	Landscape Strategy
4.02	Open Space Strategy
4.03	Car Parking and Cycle Storage
4.04	Sustainability
4.05	Crime Prevention
4.06	Movement Diagram
4.07	Refuse Strategy

4.01 LANDSCAPING STRATEGY

The landscape architecture responds to the rural location of the site in several ways to create a space that is sympathetic to the setting.

There are 3 core aspects to the project:

1. Site Boundaries

The site is naturally screened by the surrounding planting and hedgerows on the perimeter of the site. To blend the scheme into its green setting the existing boundary line on the east of the site has been reinforced with clusters of native planting.

2. Public Open Spaces

The public amenity spaces will form a vibrant focal point for the development, and will create an expanse of publicly accessible land that will become an asset for both existing and proposed residents.

This space will have a green character, providing opportunities for informal recreation. See section 5.02.

3. Private Gardens

Children's play is an important part of the site's legacy. It is appropriate to create space for activity which can bind communities. The aim is to create a public realm that is genuinely child-friendly and inclusive to ensure that all children have safe access to good quality, well-designed, secure and stimulating play and informal recreation.

Natural play space was preferred to traditional play equipment as it is better suited to the rural character and confines of the site.

The scheme design will encompass substantial soft landscaping through the provision of new structural and low level planting areas.

As part of the proposal a planted hedgerow will be established along the boundaries of the area of public open space incorporating a mixture of wild flower and grasses, which will provide a seasonal interest and create suitable habitat for local wildlife.

Planting to garden frontages will create a clear definition between private and public spaces for residents and provide a cohesive character to the development as well as reinforcing the edge of the built form where it lies against the surrounding semi-rural landscape.

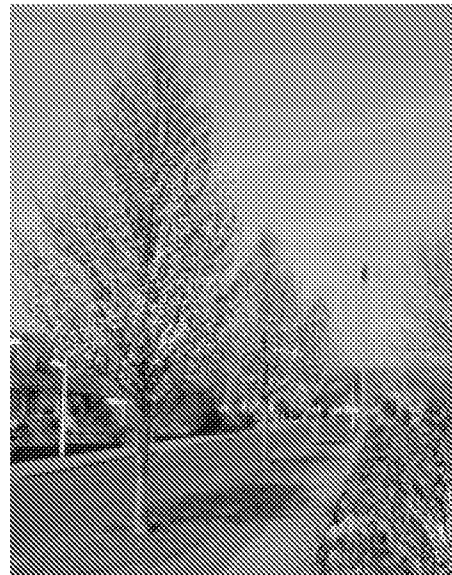
It is proposed that all of the new hedgerows on the site are to be only native species from UK stock and a variety of UK native trees will be used throughout the site.

Hedging, bold blocks of shrub planting and trees will be selected to enhance the retained vegetation, form a strong landscape structure with year-round seasonal interest and create a high quality living environment.

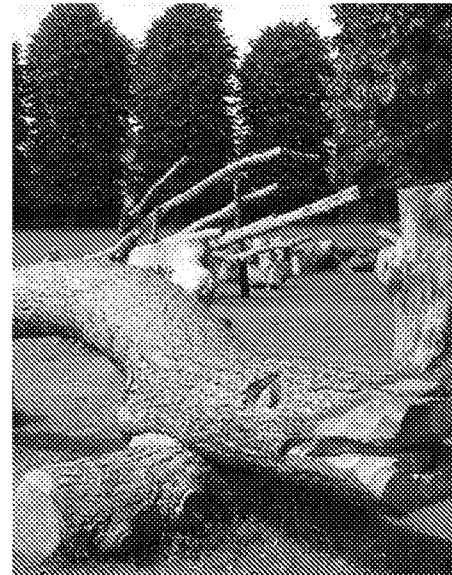
A selection of blocks and colours are proposed for the access roads throughout the scheme, creating a sense of shared space. These materials are to be permeable in key locations to enhance the drainage strategy.



Soft landscaping



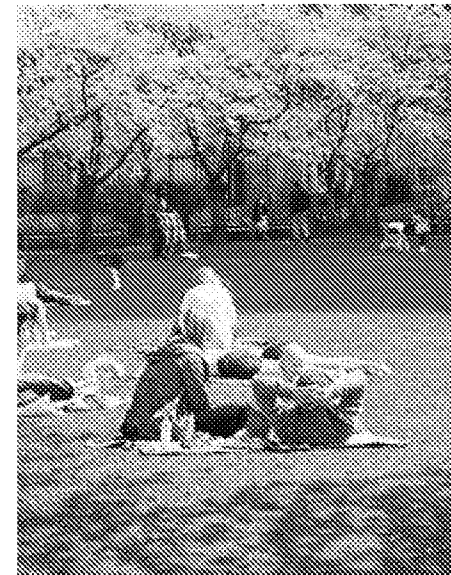
Example of tree planting



Hard Landscaping encouraging play



Landscaping to encourage play



Public open space



Public / private boundary demarcations

4.02 OPEN SPACE STRATEGY

The fundamental aim of the design strategy for the site has been to adopt a landscape-led approach that will create an attractive and distinctive new residential development.

A green amenity space along the edge of Shripney Road has been provided as a contribution to the requirement of the open space policy, its close proximity to the road means it is not ideally located for further residential development. The proposed amenity space will inform a vibrant focal point for the development, and will create an expanse of publicly accessible land that will become an asset for both existing and proposed residents.

The proposed public open space will provide opportunities for informal recreation and a quiet area for residents to enjoy. Any vegetation cleared during construction will be reused where appropriate.

POS1 will be an informal wooded area that will provide a visual and acoustic buffer. POS 2 will be more open and enable a visual connection between the public foot path and the pathway along Shripney Road. It will provide a more formal public area.

The strategy will look to utilise the existing public foot path to the south of the site boundary as an access point for the open space and as an extension of the public realm.

Building materials, external furniture and boundary treatments will complement and enhance the architecture, reflecting the local vernacular of Shripney. The use of different surface materials will define a hierarchy of vehicular and pedestrian movement and create a safe and accessible environment.

The scheme seeks to reinforce landscaped boundaries through the provision of high quality vegetation. The boundary planting will provide a verdant backdrop to the development, whilst assisting in screening potential views of the site.

The boundary vegetation will be retained and enhanced to conserve and improve the effectiveness of the existing ecological habitats and corridors. The increased range of native planting will incorporate existing routes for wildlife and increase nature conservation interest.

The schemes aims for the provision of open space within the scheme are as follows:

- Be accessible to people from both the existing Shripney residents and future residents
- Create safe environments for play
- Increase biodiversity and create or enhance wildlife habitats throughout the site
- Encourage outdoor activities and healthy living
- Provide an attractive setting for residential properties
- Take advantage of the public foot path and extend the public realm.

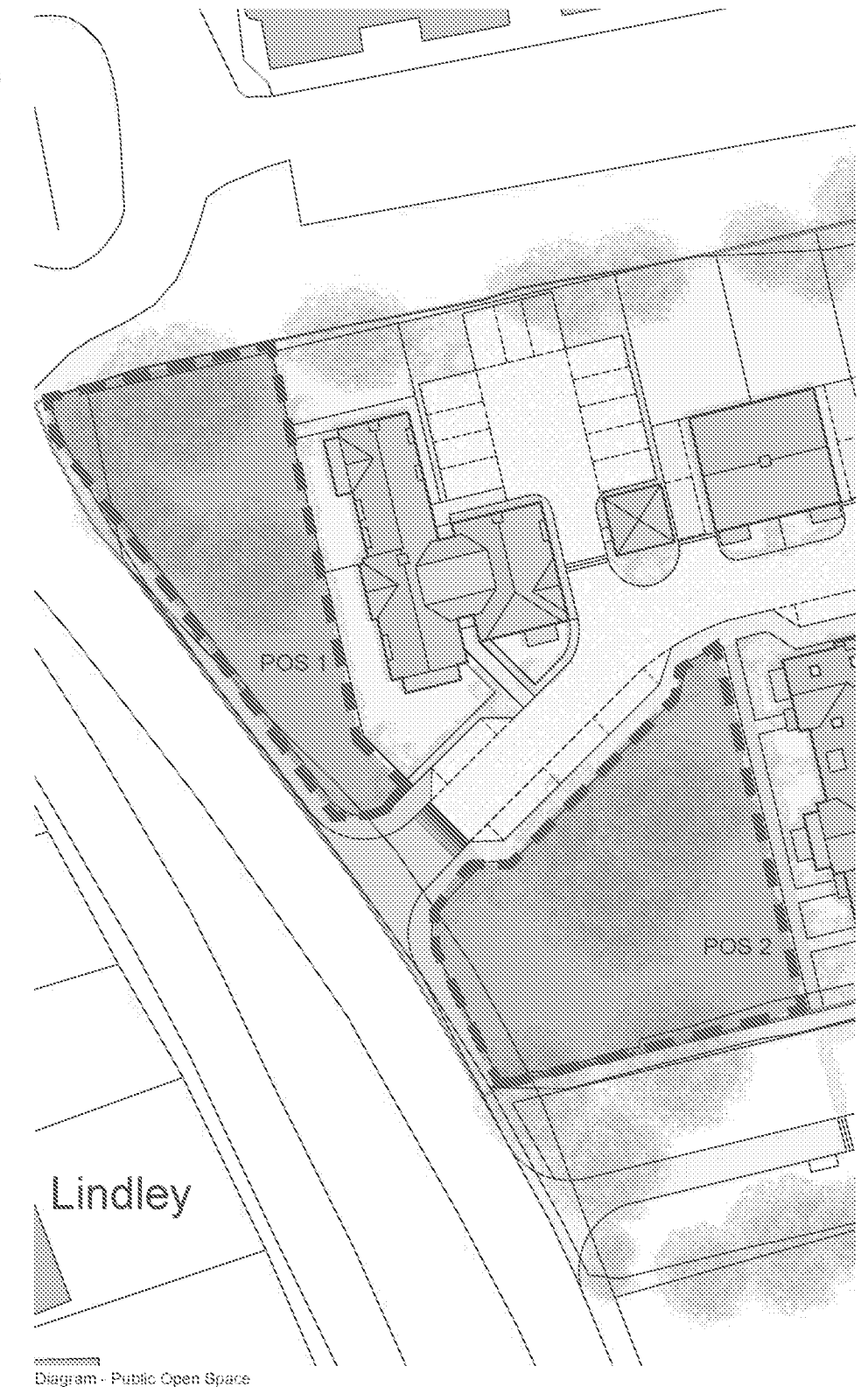


Diagram - Public Open Space

4.03 CAR PARKING & CYCLE STORAGE

Each house has a minimum of two car parking spaces provided next to the property, with plots 13-15 allocated 1no. space within the car barn and the remaining space positioned in front of the car barn. Each apartment benefits from one car parking space. 9 unallocated visitors car parking spaces are provided within the development in appropriate locations to meet parking requirements.

The approach to car parking ensures that an over-dominance of car parking is avoided but also that there will not be pressure for on-street parking within the development. Parking restrictions and the scheme management company will provide further control.

The car parking is a mixture of bay parking, car barns, and on-street parallel parking, with all parking locations limited in size. Landscaping has been carefully utilised to soften their appearance.

Delineation is provided between access roads and parking areas through the use of either setts or colour variation to define a more private curtilage. This works together with the hard and soft landscaping approach to create a high quality setting for the dwellings.

Two cycle parking spaces are provided per house and one per apartment. For each house these are located within the rear garden or the car barn which will have a bar to lock the bike to. Plots 1- 9 have a shared bike store adjacent to their car parking spaces. Plots 22-31 have a shared bike store within the apartment block on the ground floor.

4.04 SUSTAINABILITY

The site is conveniently located within walking distance of local amenities and near to a regular bus service. The site is considered to be in a sustainable location, accessible for employment given its relationship with Bognor Regis.

Within the site, secure cycle storage will be provided for each new dwelling. By providing private gardens for all houses and communal gardens for apartments, individual external clothes drying facilities and composting facilities can be provided away from the street frontage.

Due to the nature of the site, recycling and refuse will be in wheelie bins kept within the back gardens of each dwelling and within shared bin stores for the apartments. From there position bins can be brought to the designated areas or stores accessed on collection days.

Traditional locally-sourced sustainable materials are intended to be used, traditional blend facing brickwork, locally sourced clay tiles and timber boarding.

With regard to energy performance, the site will deliver in accordance with current Building Regulations. All boilers and appliances within the dwellings will be energy efficient and all units will undergo a full SAP assessment to ensure energy efficiency within the building envelope. A 'fabric first approach' will be adopted for the dwellings. High levels of insulation, air tightness and solar gain will aim to keep as much heat inside the homes as possible.

The orientation of buildings and layout of the dwellings maximises the potential for daylight, with natural ventilation provided to all habitable rooms. Dual flush toilets and flow restrictor taps will be provided to all bathroom areas to minimise water usage. Sustainable drainage techniques will be used where possible to fully disperse surface water, including the use of permeable paving and soakaways. Please see supporting Drainage Strategy for further information.

4.05 CRIME PREVENTION

Crime prevention measures have been provided within the scheme design to achieve a development that responds to the key principles of 'Secured-by-Design'.

The scheme has one point of vehicular entry which has excellent natural surveillance from active edges of a number of the proposed dwellings, in particular plots 1-9 and 22-31, which create a strong vista overlooking the access points.

All dwellings have a defensible amenity space at the front of properties, creating a safe feel for residents and visitors. The main pedestrian thoroughfares through the site are also substantially overlooked by numerous dwellings.

Public open space and associated landscaped areas are considered to be an appropriate size, well positioned and will be fully maintained by a nominated management company in perpetuity.

Lighting of the public realm will be minimized whilst remaining in accordance with current British Standards where required for safety reasons, with only bollard lighting intended to be used along roadways and in courtyard parking areas.

Front doors and patio doors will have laminate glass and locks to the relevant British Standard, whilst all ground and first floor windows will also have locks to the relevant British Standard.

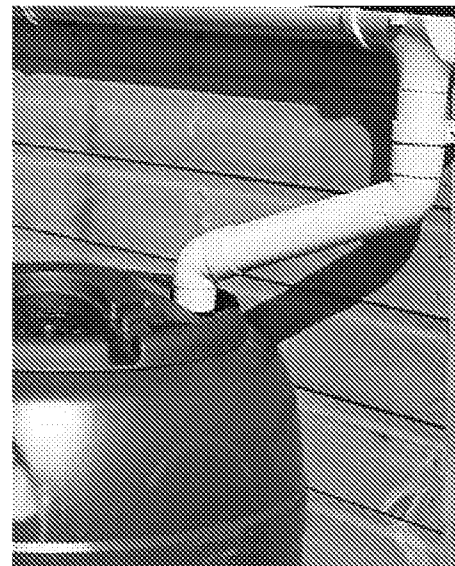
Public and private spaces within the development are clearly defined and are separated by fencing and /or walls. Parking of vehicles within the development has been designed to have natural surveillance from dwellings and to feel safe for homeowners.



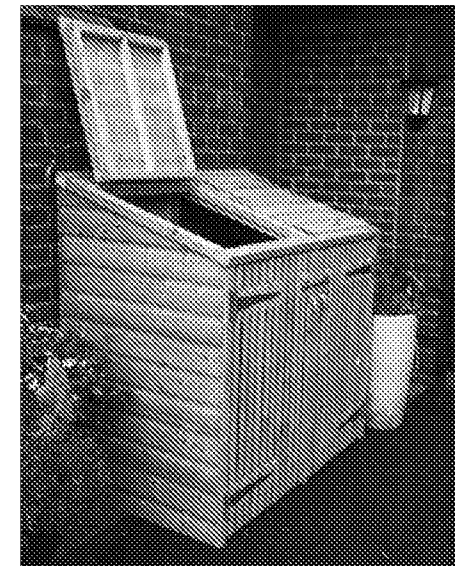
Cycle storage



Surface delineation



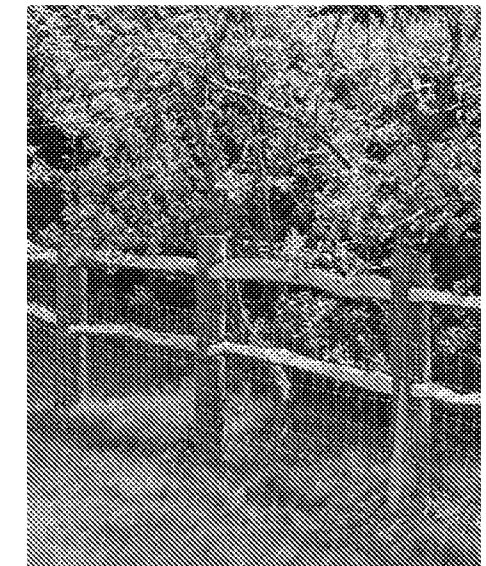
Rain water collection



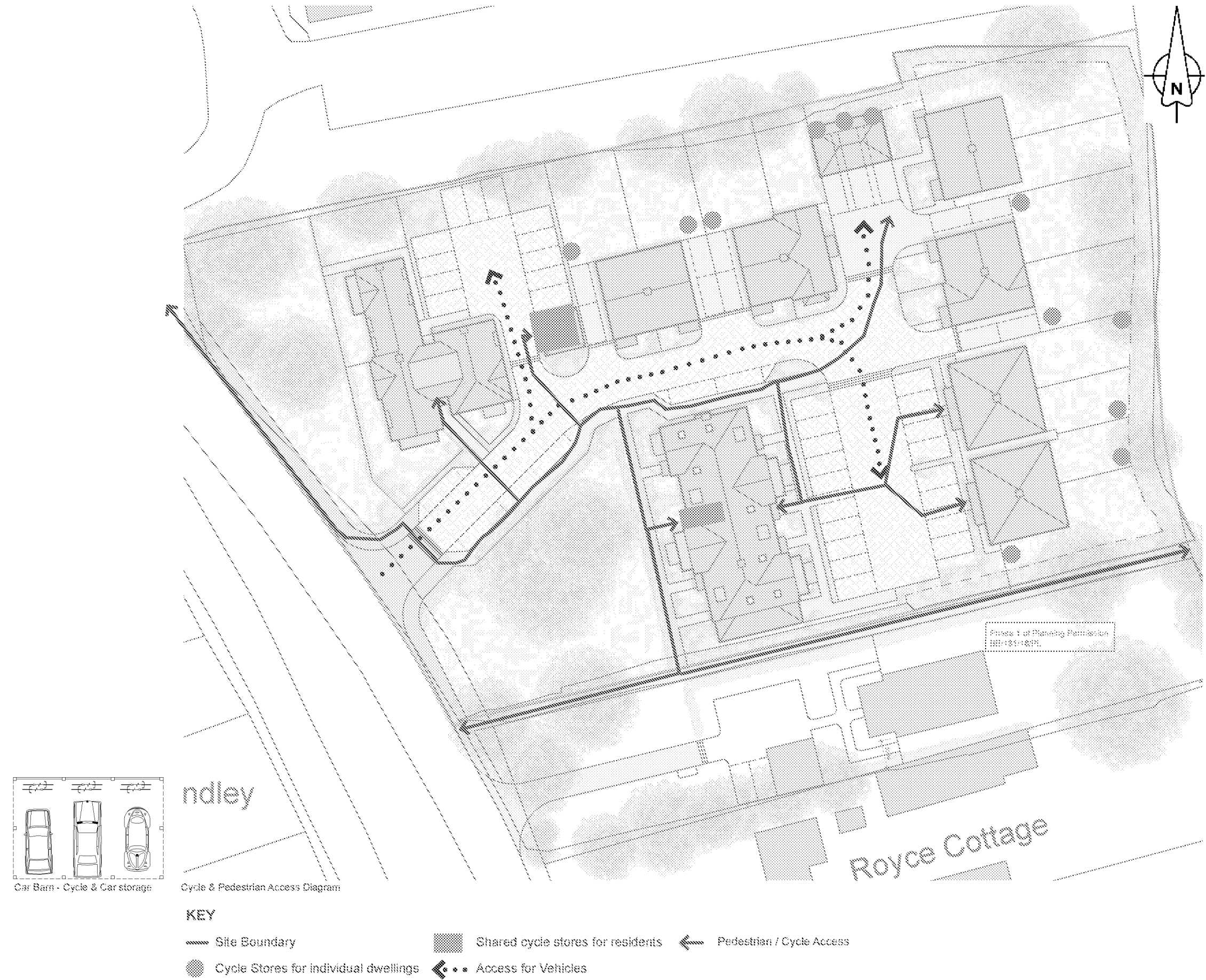
Private bin store



Parking control method



Boundary treatment





- KEY**
- | | | | | |
|---------------|-----------------------|-----------------------------------|------------------------|------------------------------|
| Site Boundary | Dog Waste Bin | Central Bin Stores For Apartments | Drag - Local Authority | Bin Zone For Collection Days |
| Litter Bin | Bin Stores for Houses | Access for Refuse Vehicle | Drag - Private | |

5 ACCESS STRATEGY

6.01 Development Access

6.02 Accessibility

5.01 DEVELOPMENT ACCESS

The proposed development site has one direct access onto Shripney Road, which provides access south to the A29 Bognor Regis and the wider road network beyond.

The site access is the same as that which was approved in Outline Application BE/63/17/OUT. The location of the access road was considered appropriate for the scale of development.

Careful consideration has been given to the access point into the site for vehicles in order to provide the required visibility and an appropriate road width for access into the development.

It has been concluded, following the preparation of the supporting Transport Statement, that the relocated vehicular junction with Shripney Road will be acceptable to provide the single vehicular, cycle and pedestrian access into the site. The access road forms a small cul-de-sac serving the site.

Once within the site, a variable width [4.8m wide generally] vehicular access road with pedestrian walk ways and priority shared surface in places will be provided, which will be bounded by grassed verges, formal hedge and tree planting, establishing the pedestrian oriented and semi-rural character sought for the development. Surface materials will be utilized that also reinforce the pedestrian oriented nature of the site.

The shared-surface roads are for vehicular, cycle and pedestrian access; all roads have been accurately tracked to allow for large vehicles, to provide good forward visibility and to minimize visual impact on the street-scene.

Importantly, the varying width and surfacing proposed will actively discourage vehicle speeds and promote the use of the public open space.

Please see the Transport Statement for full details of the access strategy and compliance with highway requirements.

5.02 ACCESSIBILITY

Inclusive access to the site will be provided from Shripney Road and in the wider setting via the A259 Worthing Road.

For pedestrian and cycle accessibility flush dropped kerbs and tactile paving are used where appropriate. Shared surface roads are generally laid level with low kerbs to grassed verges and paths to dwellings to resolve the falls on the site.

Full mobility access will be provided to the main entrance of each new dwelling in accordance with Part M of the Building Regulations and small ramps or compliant steps provided only where necessary on the site to respond to more significant existing changes in level.

Each dwelling has private gated access to rear garden areas either direct or via the adjoining car barn and private paths to front doors. Refuse storage areas within gardens are accessible to wheelchair users. The apartments have shared stores for refuse, recycling and cycles.

Within the dwellings, WC facilities will be provided on ground floors where required and door widths are designed to be accessible for both wheelchair users and ambulant disabled users.

6 CONCLUSION

6.01 CONCLUSION

CONCLUSION

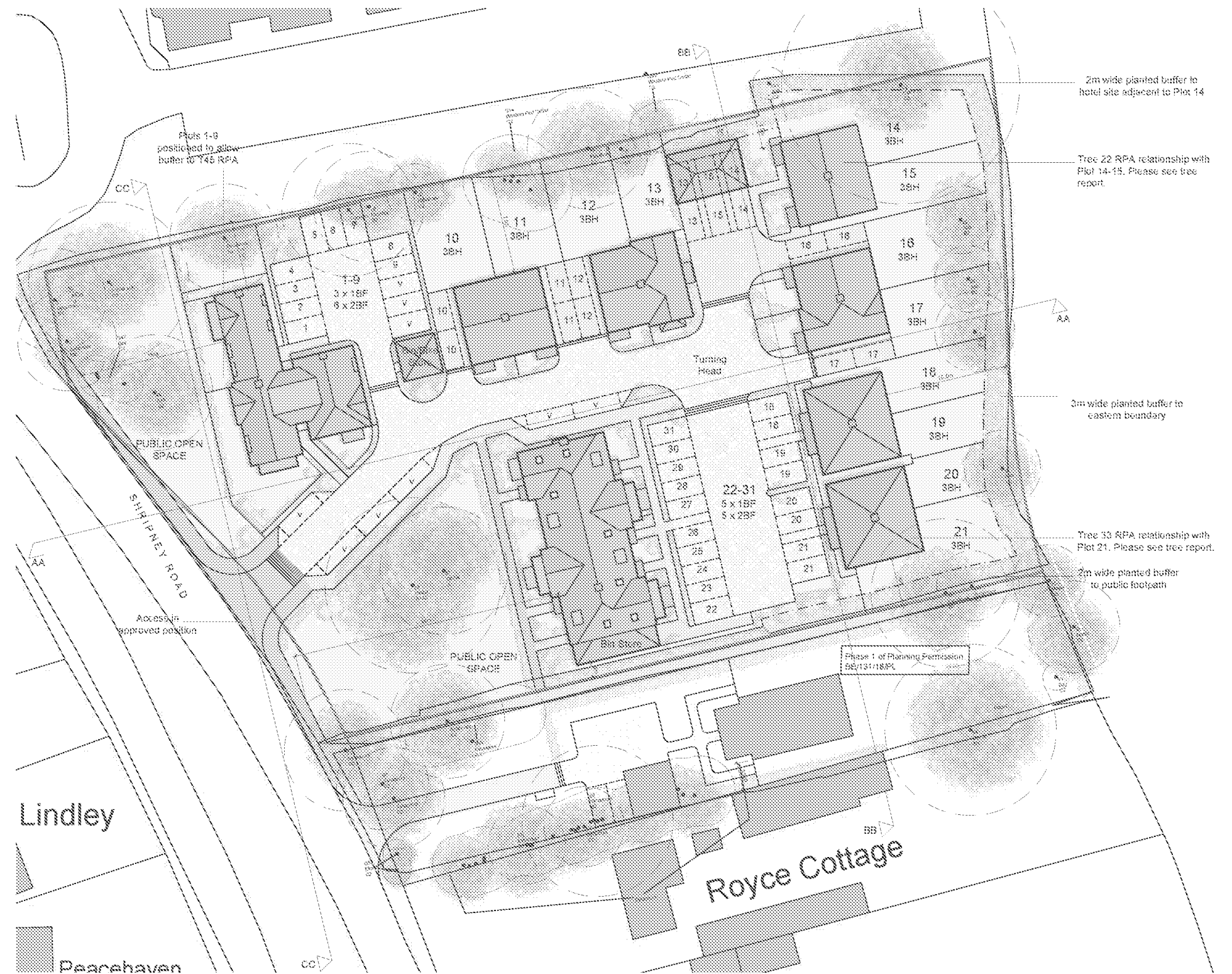
The design process has been carefully considered to create a high-quality design solution that respects the character of the surrounding area and the specific visual and topographical constraints of the site.

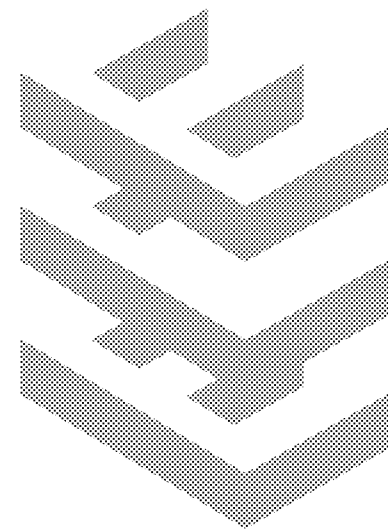
As a result, a scheme has been developed that respects the surrounding land uses and creates an aesthetically pleasing and thoughtfully designed residential development which features a well landscaped and pedestrian-oriented layout.

Tree and hedgerow planting has been considered as paramount within the scheme to provide maturity and variety to the setting, linking to the public open space created. The landscaping approach acts as an integral part of the scheme design, creating a verdant development set within a mature setting and ensuring that the boundaries relate well to the countryside beyond.

This application is considered to offer an appropriate number of residential dwellings for the village whilst contributing to Arun District Council's current housing land supply requirements. The principle of residential development on the site is in-line with local planning policy and should be positively considered subject to detailed design considerations.

Overall, this Planning Application provides an opportunity to provide an appropriately designed housing scheme within a highly desirable location.





ECE Architecture