

Chalcroft Nursery

WEST BERSTED

Design & Access Statement
July 2020

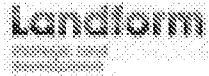
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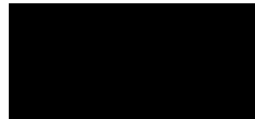
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This success comes from always putting a high priority on meeting local needs and taking the impact of new development into account. In this way value is increased for everyone, not just the developers.

Planning Consultants



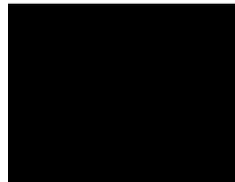
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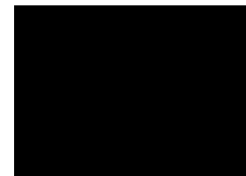
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THE SITE

WEST BERSTED

BOGNOR REGIS

Preface

PURPOSE OF THE DOCUMENT

This Design and Access Statement has been prepared on behalf of Landform in support of promoting 2.14 ha of land off Chalcraft Lane, West Bersted.

This document supports an Outline Planning Application for the modernisation of the garden centre and commercial offer at Chalcraft Nursery, with new improved facilities.

The proposals also include a limited number of residential dwellings to facilitate the commercial investment and to provide much needed new housing - including affordable housing - on a site that is allocated for development in the adopted Local Plan.

This document presents the vision for the site and illustrates the evolution of the proposal following the detailed analysis of the opportunities and constraints the site presents and technical assessments undertaken.

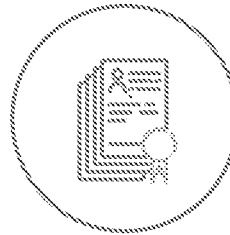


Our Aims

Our aim is to create a new economically active space that provides a mix of uses that benefits all who live here and visit.

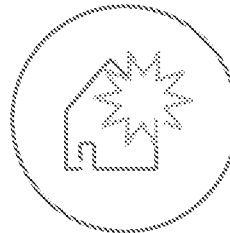
Chalcroft Nursery will:

- *Create new Jobs*
- *Create new homes*
- *Benefit the existing and new community*
- *Respond appropriately to existing neighbouring development*
- *Retain the landscape*
- *Create a development that is readily deliverable*



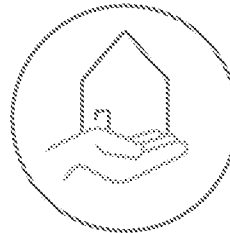
New Jobs

The site will provide facilities to support and integrate the new residents and employees, centred around a mixed-use community space, nursery and other businesses.



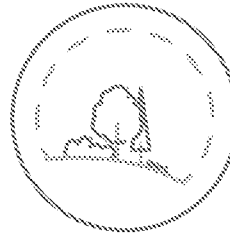
New Homes

The residential proposal will provide a range of market and affordable housing, to create a sense of community and sustain the commercial offer.



Community Benefits

The space provided will support existing businesses in need of new high quality space and attract new employers to West Bersted.



Landscape

The overall landscape character of the site will be protected and enhanced, integrated with drainage features, green buffers and landscape features.

Background

BACKGROUND

Wider Context

West Bersted is a suburb of Bognor Regis - a seaside resort town, and civil parish in the Arun district of West Sussex on the south coast of England.

Together with Shripney, West Bersted lies in the Bersted civil parish. At approximately 3km away, Bognor Regis is the closest town. Other nearby towns include Littlehampton (circa 15km) to the east, and Selsey (circa 18km) to the south-west. The closest city is Chichester (circa 9km) to the north-west connected via the A259.

Bognor Regis is the closest railway station with connections to Littlehampton, Chichester; further west to Portsmouth, Southampton and beyond; further east to Brighton; and further north into London.

Gatwick Airport is the nearest international airport, which is approximately an hour by car from North Bersted, and has a regular train service that runs from the airport to Bognor Regis.



Planning Context

NATIONAL PLANNING POLICY FRAMEWORK

The latest version of the National Planning Policy Framework (the "NPPF") was published in February 2019 and supersedes previous national planning guidance. The NPPF sets out the Government's approach to planning matters and is a material consideration in the determination of planning applications.

At the heart of the NPPF remains a presumption in favour of sustainable development (paragraph 11). The presumption in favour of sustainable development which is set out in the framework indicated that where this test is met, applications should be approved without delay. This paragraph goes on to state that:

For decision taking this means:

- c. Approving development proposals that accord with an up-to-date development plan without delay; or
- d. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

The NPPF makes clear that planning applications that accord with an up-to-date development plan should be approved without delay.

LOCAL PLANNING POLICY

The statutory development plan for the Site comprises the West Sussex Waste Local Plan 2014, the Joint Minerals Local Plan 2018, the Arun Local Plan 2011-2031 (July 2018) and any relevant 'made' Neighbourhood Plans.

Under the Arun Local Plan, 2011-2031, the Site falls part of the strategic allocation SD3 'West of Bersted' which, as a whole, is allocated to provide at least 2,500 dwellings, along with the following infrastructure requirements:

- a. Provide a new three-form entry primary school and nursery places,
- b. Provide a new 3G pitch facility to serve the west of the District,
- c. Incorporate two new sports pitches and facilities,

- d. Provide a Community Hub, which includes:
 - a. Shops
 - b. Provision for new healthcare facilities to serve West of Bersted and Pagham South and North (SD 1 & 2)
 - c. Provide a new Tier 7 library facility,
- e. Provide a road/pedestrian/cycle link between the A259 and Chalcroft Lane including facilitating the cycle route to Pagham and enhancing the A259 cycle route,
- f. Improvements to the A259 between Bersted and Drayton,
- g. Ensure no detrimental impact to Pagham Harbour SPA, through compliance with ENV DM2 (Pagham Harbour) and its supporting text,
- h. Incorporate planned new employment provision,
- i. Where possible, provide linkages and accessible pedestrian and cycle routes to Bognor Regis town centre; and
- j. A comprehensive strategy for surface water management will be developed in line with the specific recommendations for this locality in the Arun Strategic Surface Water Management Study

The Bersted Neighbourhood Plan was 'made' in November 2014. Within the Neighbourhood Plan, the Site is allocated for community orchard and allotments.

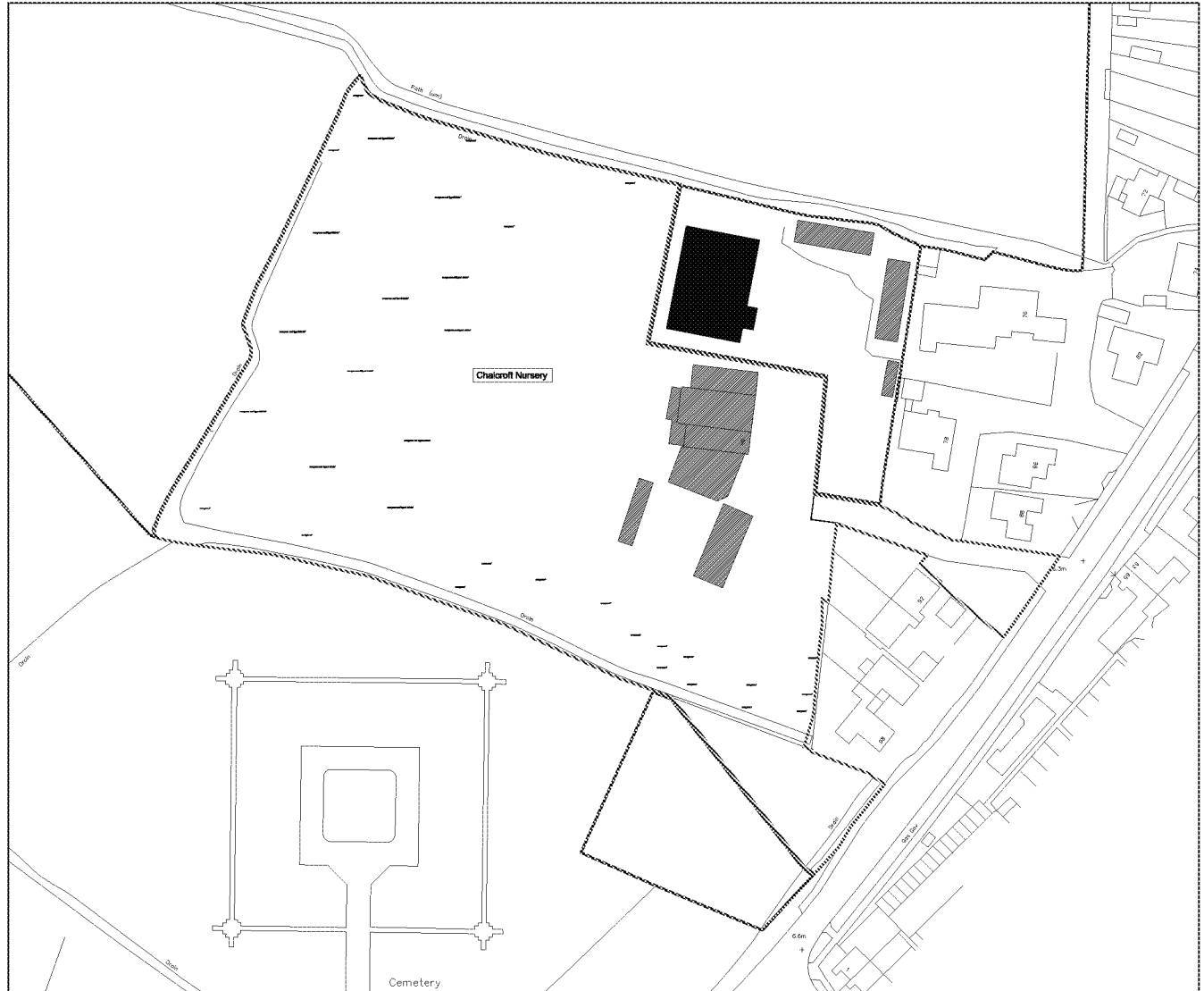
DESIGN & ACCESS STATEMENT

A Design & Access Statement (DAS) is a report accompanying and supporting a planning application. A DAS should explain the vision, design principles and concepts that have been applied to the development.

The DAS provides a framework for applicants to explain why a proposed development is a suitable response to the site and its context, how the scheme has been resolved through an understanding of setting, scale, massing, access and movement, and outcomes of community engagement. A DAS should demonstrate how the site and its context have influenced the design.

This application will seek permission to provide:

- New improved garden centre and commercial accommodation
- A relocated and improved vehicular and pedestrian/cycle access and servicing arrangements
- Up to 20 residential dwellings.



Chalcroft Nursery location plan

BACKGROUND

Connectivity

Over the years, the area has developed organically, bringing with it a vast array of local amenity—from schools and surgeries, to retail and recreational facilities.

The site is also well located with connections by road, rail and bus.

ROAD NETWORK

The site is located along Chalcraft Lane. Chalcraft Lane links with the B2259 Chichester Road to the east and the B2166 Lower Bognor Road to the West. Both routes link to the town of Bognor Regis to the south.

RAIL

Bognor Railway Station is located approximately 2.2km to the southeast of the site and provides rail services operated by Southern.

There are train services to London approximately every 30 minutes with a journey time of approximately 1 hour 45 minutes. There are also services to Portsmouth, Southampton, Worthing and Brighton – these involve a change at Barnham.

BUS

At present, the closest bus stops to the site are located on the B2259 along Chichester Road, circa 600m from the centre of the site. These stops are served by the two regular bus services: Route U7 (between Bognor Regis and Chichester) and Route 700 (between Littlehampton, Bognor Regis, and Chichester).

The Coastliner 700, also known as the West Sussex 'flagship' service provides a genuine opportunity to travel to key destinations including Chichester and Littlehampton and provides a realistic alternative to using the car to travel to these destinations given the direct and frequent nature of the service.

Travel to Bognor Regis Train Station



7 minutes by car



10 minutes by bike



35 minutes by foot



Walk 9 min /
700 bus 7 min to station



Walk 9 min /
U7 bus 8 min to station

Trains from Bognor Regis Train Station



Chichester	20min
Littlehampton	21min
Portsmouth	1 hr
Southampton	1.20 hr
Brighton	1.5 hr
London	1:45 hr



Local bus network

Key

- ◆ Application site
- ▬ Bus Route 700
- ▬ Bus Route U7

Key

- ◆ Application site
- ▬ A roads
- ▬ B roads
- ▬ Local roads



Local street network

Connectivity

PEDESTRIAN AND CYCLE MOVEMENT

A sustrans cycle routes run in close proximity to the east of the site. The site is well placed to take advantage of the existing cycle route, and allows for easily accessible cycle links to major areas of employment, shopping and schools.

The pedestrian network within the vicinity forms a viable and well used option for travel within the surrounding area of North Bersted and Bognor Regis.

Public Footpath 136 runs along the northern boundary of the site providing a connection to Chalcraft Lane to the east and joining the road north of the Chalcraft Lane and Central Drive junction.

Footpath 3035 runs between Stroud Green Drive and South Way, providing a quicker route to the local schools from the site.

Footpath 136 provides a connection to a wider PRow network:

Footpath 137 which connects to Chalcraft Lane to the west of Chalcraft Lane cemetery;

Footpath 134 which provides a connection to B2259 Chichester Road via Newbarn Lane.



Public Footpath 137



Signage for local cycle routes



Key

- Application site
- Public Right of Way (PRoW)
- Sustrans cycle route

Local pedestrian and cycle network.

Site Assessment

Site Features

The site covers a total of 2.14 ha and is bound to the east by existing properties along Chalcraft Lane, to the south by the Chalcraft Lane Cemetery and to the north and west by agricultural fields.

Mature trees and hedgerows define the site edges, providing natural screening and giving a sense of enclosure to the land. A Public Right of Way runs along the northern boundary, connecting the site the to a wider network of pedestrian and cycle routes.

The site comprises a busy mix of commercial operations, including a long established garden centre and nursery, a St Wilfrid's Hospice storage and retail sales warehouse, a builders' merchants with a trade counter, an aquatics supplier. The existing buildings within the red line application boundary are to be demolished.



Chalcraft Lane



Existing buildings - Chalcraft Nursery



View of the western boundary of the site



Mature trees along the site and Chalcraft Lane Cemetery boundary



Site aerial with views

Site Assessment

ARBORICULTURAL IMPACT ASSESSMENT

A Preliminary Arboricultural Impact Assessment (AIA) has been undertaken by AT Coombes which identifies 17 individual trees and 14 tree groups classed as Category B, and 3 individual trees and 8 tree groups classed as Category C. All trees are to be retained, and the AIA sets out various protection and management measures for the trees and hedgerows on site.

HABITAT REGULATIONS ASSESSMENT

A Habitat Regulations Assessment (HRA) has also been prepared by Ecology Solutions which concludes that the proposals would not result in any adverse impacts on the integrity of the Pagham Harbour SPA and the scheme would be acceptable subject to securing mitigation and avoidance measures. Such measures include the monitoring of particulate levels during construction, employing standard industry avoidance practice to avoid surface and groundwater contamination, preparing an Environmental Construction Management Plan, providing SuDS to manage water discharge into the SPA, and payment of a developer contribution towards a strategic level mitigation / avoidance strategy for the SPA.

ECOLOGICAL ASSESSMENT

An Ecological Assessment has been prepared by Ecology Solutions which confirms that there are no statutory or non-statutory designated sites of nature conservation interest situated within or immediately adjacent to the Site. The Assessment states that, given the areas of open countryside and existing development separating the Site from nearby statutory designated sites, the provision of new public open space within the Site, and the implemented of standard engineering protocols and best practice through the construction period, the proposed development is considered unlikely to have significant impacts on nearby designated sites. The Assessment further provides ecological mitigation and enhancement measures including the provision of an appropriate landscape planting scheme utilising native species of local provenance, the provision of appropriately designed SuDS features as part of an ecology zone, the retention of all trees with roosting bat potential where possible, the implementation of a sensitive lighting scheme and the installation bat and bird boxes

GROUND CONDITIONS

The geology and ground conditions at the site has been established from the British Geological Survey (BGS) 1: 50,000 digital geological maps of Great Britain. These maps show that Superficial deposits comprising River Terrace Deposits (Sand and gravel, locally with lenses of silt, clay or peat.) are mapped across the entire site. Beneath the superficial deposits the solid geology is mapped which comprises the Lambeth Group (mainly clay, with some sands and gravels).

The River Terrace Deposits (natural superficial geology) is classed as a Secondary A aquifer while the Lambeth Group (solid geology) is also classed as a Secondary A aquifer.

The site is not located within a source protection zone.

HIGHWAYS AND ACCESS

The site is located on the north western side of Chalcraft Lane and access to the site is achieved via existing site access in the form of a vehicle cross over.

Chalcraft Lane, a single carriageway road which is largely residential in nature. The carriageway is circa 7.3m wide, is subject to a 30mph speed limit and is street lit.

The road provides a key route between the areas of North Bersted and Aldwick and Bognor to the south, forming a roundabout with Hewarts Lane and Lower Bognor Road to provide onward connectivity. The average weekday traffic conditions on Chalcraft Lane, as established by Automatic Traffic Counts placed in the vicinity of the proposed site access.

Central Drive and Central Avenue are residential single carriageway roads located to the east of Chalcraft Lane, both providing direct frontage access. The roads

are broadly aligned from east to west and provide access towards the local centre of Bersted. Both carriageways are circa 7.3m in width, although it is noted that on-street parking widely occurs which reduces the usable width of the carriageway. The roads are subject to a 30mph speed limit, are street lit, and have a 7.5 tonne weight restriction.

The B2259 Chichester Road extends from the A259 North Bersted Bypass to the north of the site to the roundabout between the A29 / B2259 Hotham Way / B2166 to the south east of the site and provides a key route to South Bersted and areas of Bognor Regis.

The B2259 is a single carriageway distributor road providing access to many residential streets. The road width varies, but typically measures circa 6.5-7.3m; it is also subject to a 30mph speed limit and is street lit.

LANDSCAPE VISUAL ASSESSEMENT

During construction, there will be only short-term changes to views from Chalcraft Lane and the adjacent properties, and local footpaths, and the cemetery due to the proximity of construction activity to the receptor and the nature of the view.

On completion, the development, including the houses, commercial buildings, roads, attenuation features and planting, will all be complete, albeit the planting will not yet be effective in visual terms. For this reason, visual effects will remain largely the same as those during construction.

Residual visual effects are those remaining 15 years after completion, when proposed tree planting will have had the benefit of over 15 years establishment and are likely to be up to 8m in height, depending on

the species and their initial planting height. Shrub planting will have grown along the access road, adjacent to the cemetery. 15 years after completion, there will be no significant visual effects.

The view from Chalcraft Lane will have views of new development along the access road, but this view will benefit from the new tree planting, and therefore will be reduced to a medium adverse visual effect. There will be only limited glimpses of development from the cemetery, and these will fade away as the planting grows.

For further details, please refer to the Visual Assessment document submitted alongside this application

Opportunities & Constraints

There are various characteristics (both existing and proposed) that have directly influenced the proposals.

The topography is broadly flat with occasional mounds to the western extent of the site.

The existing PRoW running along the northern boundary represents an opportunity to connect to the wider pedestrian and cycle network of routes toward Chichester Road and beyond.

There is an opportunity to relocate the site access further south along Chalcroft Lane, improving the accessibility to the commercial area and to the proposed residential properties.

Mature trees and hedgerows along the site edges represent well established boundaries to be incorporated in the proposed layout. These assets represent an opportunity not only to screen the private amenity of existing residences abutting the site and of future residential properties, but to establish a strong boundary protecting the cemetery.

An existing ditch runs along the cemetery edge which, combined with the existing trees and hedgerows, gives the opportunity to create a multifunctional green buffer to the cemetery.

There are a number of temporary and permanent buildings within the site that will be demolished, however there is an opportunity for three of the existing buildings outside of the site boundary to be integrated within the proposal.

Key

-  Opportunity for relocated access
-  Opportunity for pedestrian and cycle connections
-  Opportunity for connection to future development phases
-  Opportunity for new building frontage
-  Mature trees and hedgerows
-  Existing PRow
-  Sensitive response to existing development and cemetery
-  Existing road
-  Existing buildings and parking area to be retained
-  Existing structures to be demolished
-  Existing ditch
-  Opportunity for green corridors and landscape buffers
-  BT overhead cables
(Approximate locations)
-  SEE LV underground cables
(Approximate locations)



Stakeholder Engagement & Design Process

Design Principles

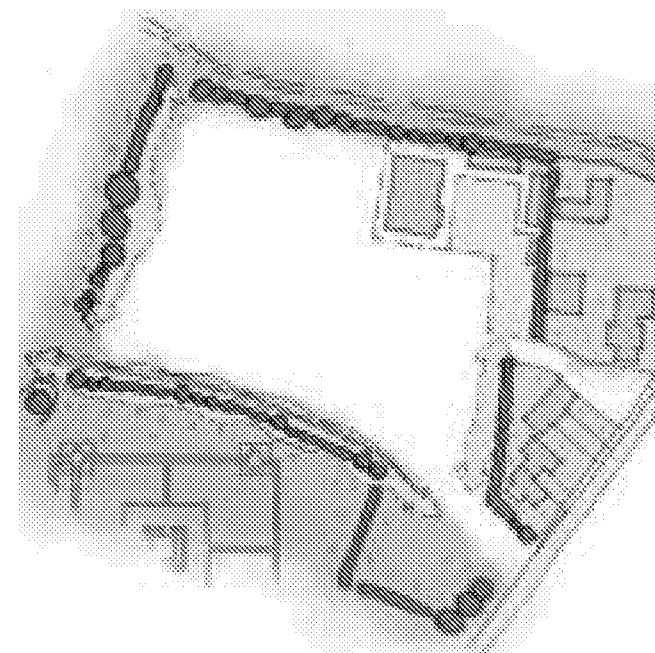
These principles are based on the vision and inform the proposals at Chalcroft Nursery.

They set a framework for the Illustrative Masterplan and Parameter Plans submitted as part of this outline planning application.

1

RESPONDING TO EXISTING SITE FEATURES

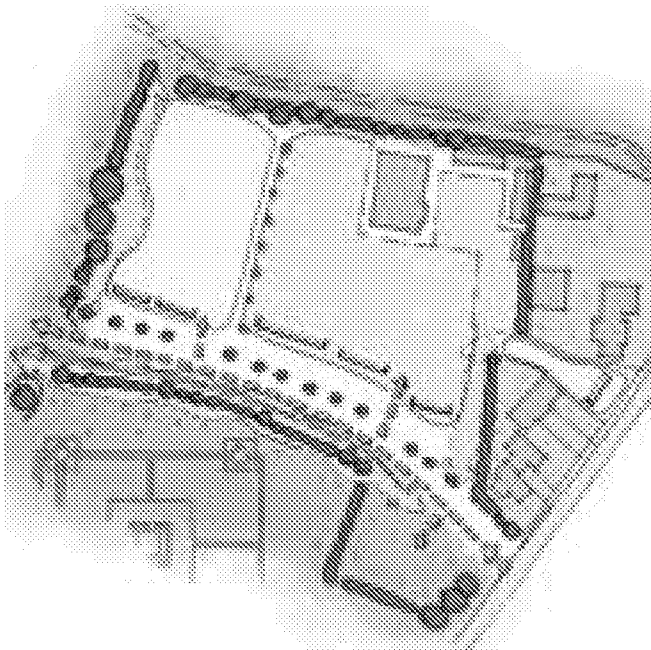
- Preserving and incorporating mature trees and hedgerows along the site boundaries to create green buffers to the sensitive edges of the site;
- Where possible, creating multifunctional green corridors to achieve these green buffers, integrating drainage features and amenity green spaces where existing landscape features are retained.



2

DEFINING THE EXTENT OF DEVELOPMENT AND A LEGIBLE MOVEMENT NETWORK

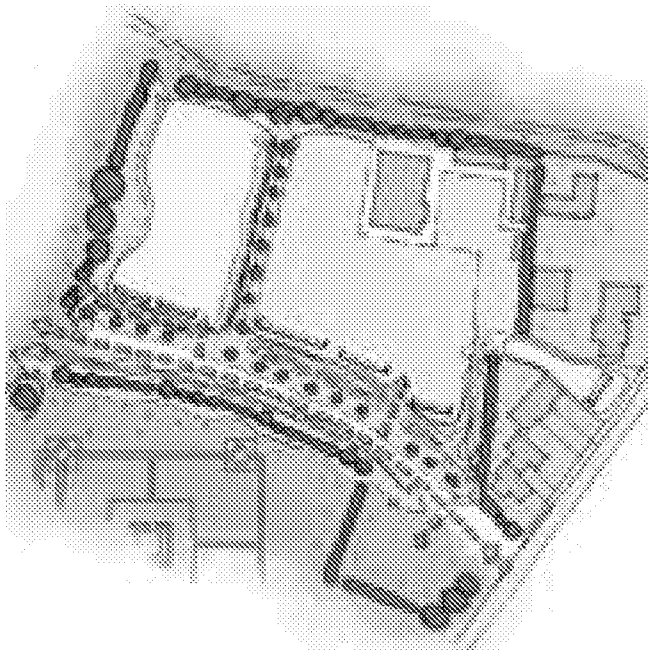
- Establishing viable development parcels which respond appropriately to the most sensitive edges of the site, and are set within new and existing landscape features;
- Identifying key frontages to create a legible development;
- Defining the relocated access point along Chalcraft Lane and establishing access to the future residential and commercial parcels;
- Providing a tree lined spine road connecting to the wider allocation site to the north-west.



3

ESTABLISHING A NETWORK OF GREEN SPACES FOR THE NEW RESIDENTS

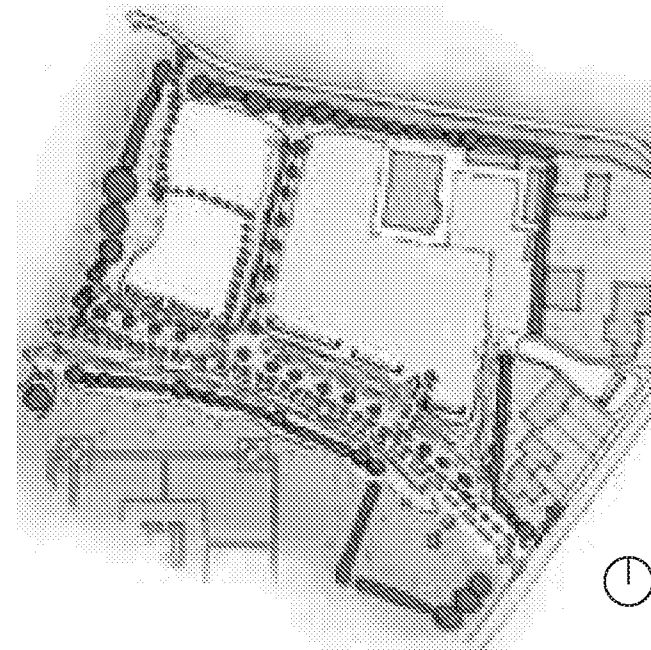
- Establishing a clear boundary between commercial and residential area to protect the private amenity of new residents;
- Creating a series of multifunctional green corridors along the boundary between the commercial and residential areas and along the spine road, integrating new landscape and drainage features;
- Providing amenity green space for new residents, which incorporates existing landscape features.



4

CREATING A PERMEABLE NEIGHBOURHOOD

- Including provision for pedestrian and cycle routes along the spine road, enabling safe and easy access to existing, proposed and future developments and facilities;
- Improve pedestrian connectivity with Chalcraft Lane;
- Enabling connections from the site to the PRoW, promoting permeability of the site and access to surrounding areas through footways and cycleways.



Parameter Plan

A parameter plan, informed by the evolving proving layout described in the earlier pages, is submitted as part of this Outline Application.

This plan fix key principles for the development such as vehicular access points, the extent and type of development, and the location of open spaces and landscape and no-build zone.

The land use and access parameters set out the proposed land uses on site, along with the vehicular access point at the alignment of the primary route through the development. It illustrates where secondary accesses will connect to future parcels and where pedestrian links should be implemented.

The building heights parameters set out upper limits to the heights of proposed buildings across the site. Up to 2.5 storey dwellings are accommodated in the residential parcel of the development, and commercial buildings (maximum 11m high) are allowed within the western side of the commercial parcel. The height of commercial buildings is limited to a maximum of 6m in the area closer to existing residences along Chalcroft Lane.

The application is supported by an illustrative masterplan, presented in the next section, for which approval is not sought. The masterplan is fully consistent with the parameter plans and indicates how the detailed layout could successfully evolve in accordance with the parameter plans.

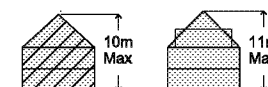
Key

Land Use & Access:

-  Site boundary (2.14ha)
-  Residential area (Including amenity green space and drainage features)
-  Commercial uses (including drainage features)
-  Existing buildings and parking area
-  Proposed main access corridor (including footway/cycleway provision and verge)
-  Existing PRow
-  Indicative alignment of pedestrian connection to existing PRow
-  Green buffer (including, retained and proposed trees and hedgerows, drainage features)
-  Existing trees (Category B) and hedgerows to be retained
-  Existing trees (Category B) and hedgerows to be removed
-  Preliminary trees and hedgerows protection area (including root protection area and ultimate crown spreads)
-  10m wide landscape buffer (no build zone)
-  Zone of no built form / structures
-  Indicative location of amenity green space (including LAP provision)
-  Site Access
-  Secondary vehicular access points

Building Heights:

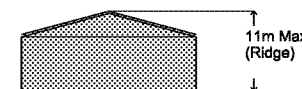
Residential (up to 2 and 2.5 storeys):
10m and 11m max ridge height from ground level



Commercial:
6m max ridge height from ground level



Commercial:
11m max ridge height from ground level





FD

Stakeholder Engagement

The proposals have evolved following pre-application discussions with both the local planning authority and the Parish Council.

ARUN DISTRICT COUNCIL

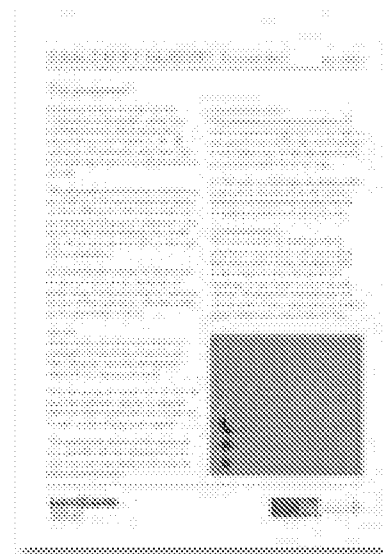
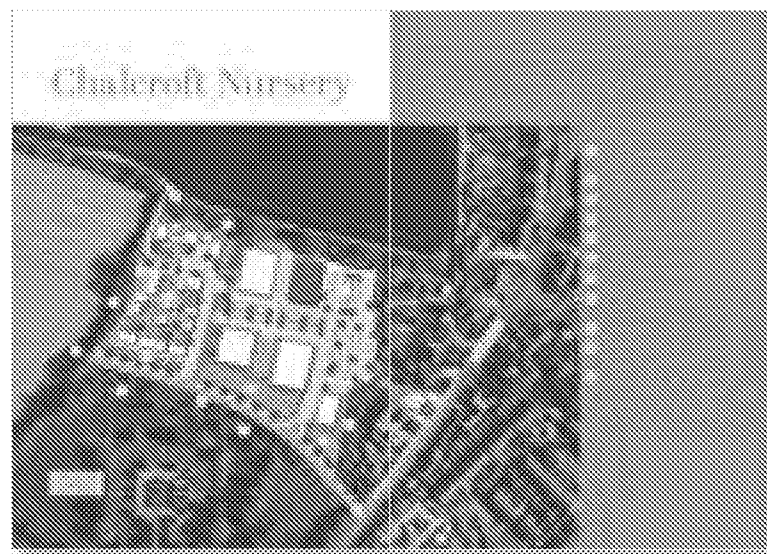
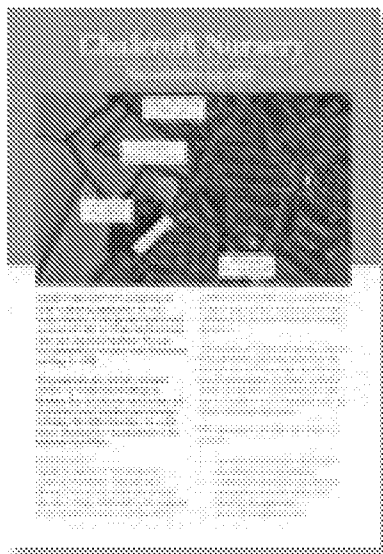
A pre-application meeting was held with the Council's Planning Officers on 26th May 2020 and a formal written response was issued on 19th June 2020. This considered issues associated with the principle of the development, housing supply and mix, commercial floorspace provision, design, amenity, highways, flood risk, heritage, landscaping and biodiversity. Officers were largely supportive of the proposals in principle.

PARISH COUNCIL

The proposals were presented to the Parish Council on 2nd June 2020 and a written response were received following a meeting on the 10th June. The Parish Council provided comments in relation to the proposed access road, the location of green space, the provision of a community orchard or allotments and mitigation against potential amenity impacts.

LOCAL RESIDENTS & BUSINESSES

A consultation leaflet was issued to residents and business in the local area, as agreed with the Parish Council. The leaflet set out the details of the proposals, including details of the commercial area, residential area and proposed access. An illustrative layout was also included, providing residents with a visualisation of the proposals.



Newsletter issued July 2020

STAKEHOLDER ENGAGEMENT & DESIGN PROCESS

Masterplan Evolution

This page describes how the proposals for Chalcroft Nursery have been developed through a process of stakeholder and consultation of local residents, to deliver a sustainable scheme that takes into account the requirements of the existing community and local policies.

The adjacent illustrative masterplan shows the first iteration of the layout prepared in May 2020. The comments received from local residents and Councils regarding the proposals have been addressed in the masterplan proposing:

1. 10m 'no build' buffer zone (with enhanced landscaping) from the boundary fences of houses 98 to 92 and houses 86 & 84, those being the closest to the site boundary
2. Additional no-build zone along the side boundary of house 92
3. A Parameter Plan that does not allow for buildings taller than 6m (ridge height) to be proposed along the eastern boundary of the site to minimise visual impact on neighbouring properties
4. A Parameter Plan that does not allow for residential buildings taller than 2 storeys to be proposed along Chalcraft Lane to be consistent with the existing built form along Chalcraft Lane
5. Developable area positioned with appropriate set back from the site boundary to ensure that existing trees and hedgerows (and associated root protection areas) are respected and retained.
6. Enhanced drainage features to ensure the site is appropriately drained



First Illustrative Masterplan (May 2020)

Masterplan

Illustrative Masterplan

The illustrative layout on the adjacent page has been prepared to show one form in which the development could take place and has informed the parameter plan submitted with this application.

Approval is not being sought for the layout of buildings shown on the masterplan, but it illustrates a suitable layout for the expansion of the existing commercial area around Chalcraft Nursery, and a suitable arrangement for the proposed residential dwellings. As drawn, the masterplan indicates a scheme of 20 dwellings and a total of approximately 2240sqm of new commercial floorspace.

Detailed proposals of the spine road, the relocated access to the site and the drainage strategy are submitted for approval as part of this application. The technical surveys and site analysis, covered in the earlier sections of this document, have informed the design principles which set the key fixes of the proposed development.

Access to the site is proposed to be relocated further south along Chalcraft Lane (4). The spine road is designed with a shared footway/cycleway and an avenue of trees along the northern side and landscaped drainage features alongside the development frontage.

The commercial area is proposed around the Chalcraft Nursery as an expansion area for the existing business (2) with residential set further north of the site (3).

There is also a small area of proposed residential along Chalcraft Lane to create a continuous frontage with the existing homes (3a).

Existing, established vegetation and healthy trees along the site boundaries will be retained and integrated within the development. The layout has been designed such that buildings are set back from the site boundaries to avoid root protection areas. When properties back onto the site boundary, trees and hedgerows are retained within their back gardens; when dwellings front onto the boundary's vegetation, they are integrated within the public green space.

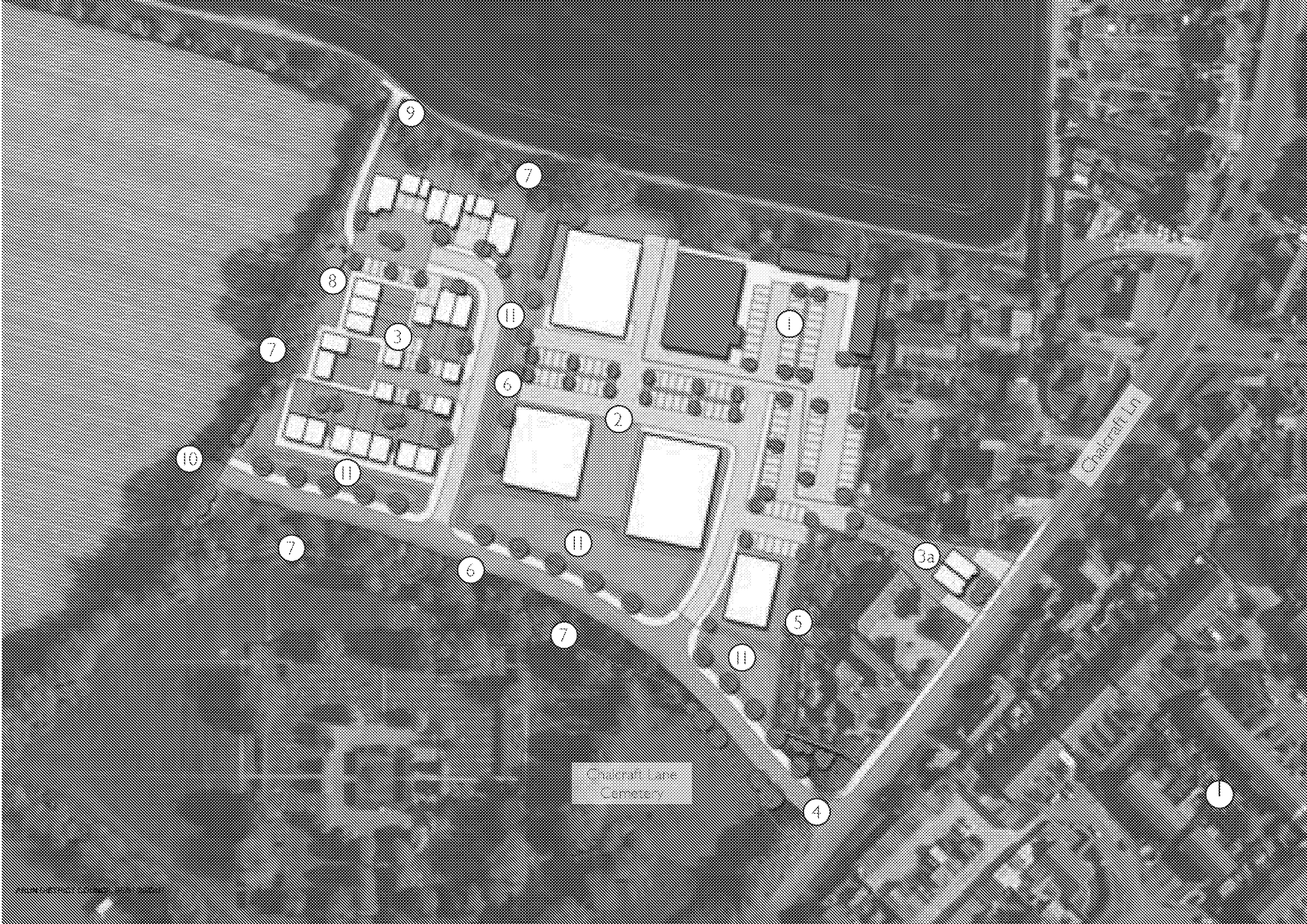
A multifunctional green corridor (6) is proposed along the southern boundary of the site, combining drainage features, existing and new planting to create a buffer between the cemetery and the spine road. The same design principle is applied to the boundary abutting existing properties along Chalcraft Lane, where a similar green buffer (5) is proposed to protect the private amenity of existing residents.

An area of amenity green (8), accommodating a local area of play, is designed for residents to come together within the residential development. This green space is located centrally within the parcel and far from the spine road.

A PRoW runs along the northern edge of the site and a pedestrian and cycle connection to it is provided from the residential parcel (9).

Key

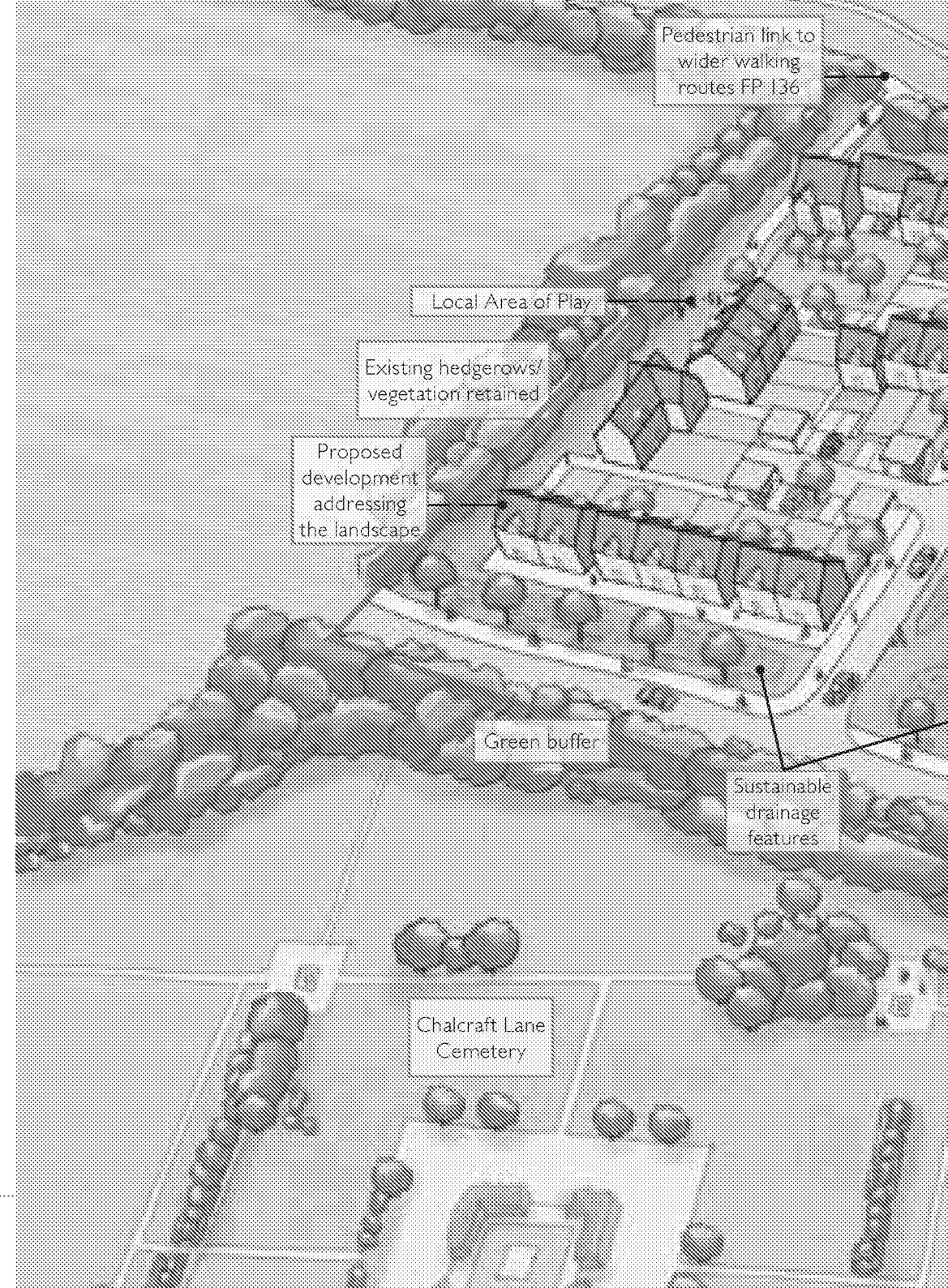
- ① Existing commercial buildings and parking
- ② Proposed commercial area
- ③ Proposed residential area
- ③a Proposed residential area (Chalcraft Lane)
- ④ Proposed relocated access
- ⑤ No-build zone
- ⑥ Green corridor
- ⑦ Retained mature vegetation
- ⑧ Proposed open space and Local Area of Play
- ⑨ Connection to Public Right of Way
- ⑩ Connection to future development phases
- ⑪ Sustainable drainage features



Chaircraft Ln

Chaircraft Lane
Cemetery

Illustrative Aerial





Existing hedgerows/
vegetation retained

landscape
buffer between
commercial and
a residential

Proposed
commercial area

Existing commercial
area

Proposed Residential along
Chalcraft Lane

Green buffer and
no build zone

Sustainable drainage
features

New Entrance from Chalcraft Lane

Chalcraft Lane

Commercial

The commercial proposal seeks to modernise and improve the commercial offer to better meet the needs of operators and customers, as well providing a high quality and modern facility for new businesses within West Bersted. It seeks to provide flexible mixed use space, which will support and complement existing businesses. In order to accommodate this growth and enable flexibility in use, the building design will seek to cater for a range of spaces and working environments.

The proposal includes a series of smaller buildings to ensure it becomes a versatile asset to the town and that changes can be made efficiently and economically through the life-cycle of any business.

The buildings are set amongst green landscape creating an 'arrival point' into the site and provide active frontage along this route. The buildings sensitively respond to existing residential areas by the creation of a no-build zones populated by green buffers and drainage features.



KEY PRINCIPLES

Frontage

Overlooking landscaped areas and addressing the main road.

Building Height

6 metres maximum
ridge height from existing
ground level*

11 metres maximum
ridge height from existing
ground level*

* Measurements are dependant
on location

Typologies and character

Use classes A1, B1, B8 – to be to be
defined at Reserved Matters Stage





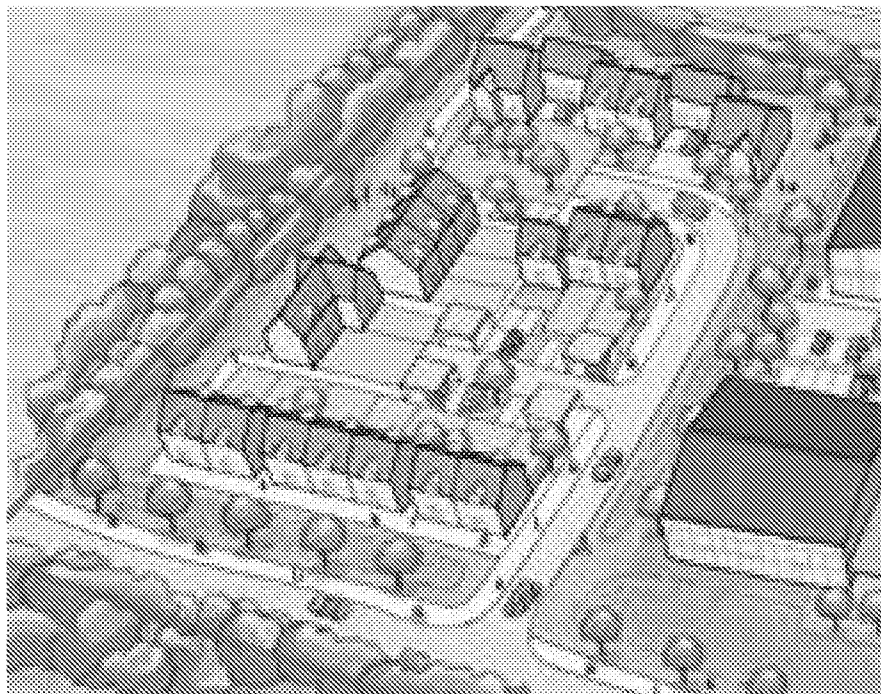
MASTERPLAN

Residential

The main residential area is proposed on the western site of the site. It is fringed by mature trees to the north and west and will be further enhanced by a green network to its south and east, thus creating a stand alone parcel with a secluded, intimate, inward looking character.

The proposal is principally composed of semi-detached dwellings, featuring a strong connection to the natural environment. A key formal green corridor runs perpendicular to the main street and creates a quieter, more intimate residential environment, where an area of amenity green is proposed for the new residents.

There is also the opportunity to deliver one or two additional dwellings along and fronting onto Chalcraft Lane.



KEY PRINCIPLES

Frontage

Linear frontage along the main road.
Mews arrangement with shared surfaces and drives.

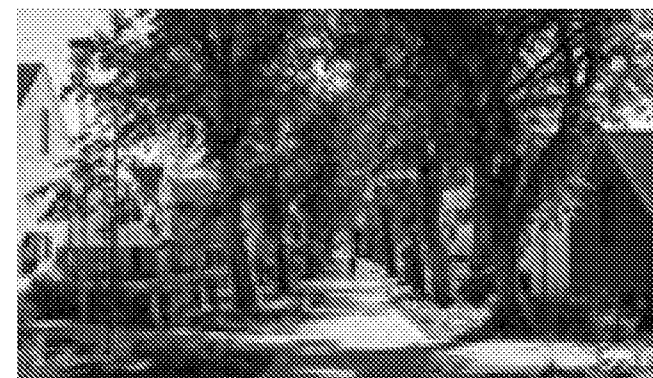
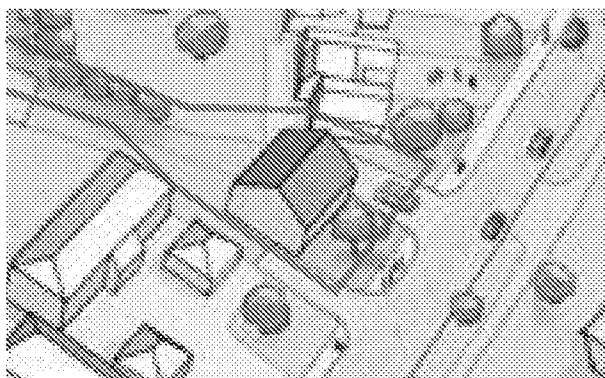
Building Height

Up to 2.5 storeys (larger residential area). 11 metres maximum ridge height from existing ground level.

Up to 2 storeys (along Chalcraft Lane). 10 metres maximum ridge height from existing ground level.

Typologies and character

Architectural character and housing mix to be defined at Reserved Matters Stage.





Landscape Strategy

The landscape strategy plan is shown in the adjacent page. The first objective for this application will be to protect the Cemetery and retain its sense of calm, its visual isolation from neighbouring activities. The second will be to properly protect the amenity of residential properties and users of the footpaths. This will be achieved by reinforcement to the existing, already quite strong, tree cover running along the boundary with Chalcraft Nursery and to the north, and to retain the green coverage along Chalcraft Lane and around the site, in the interests of visual amenity and sustainability.

The landscape mitigation proposals are designed to minimise landscape and visual effects, integrate the proposed development into the landscape, and to provide benefits to the wider landscape.

The scheme includes the following features:

- Carefully retaining and reinforcing the vegetation to the Cemetery boundary, and to plant the area between the boundary and the western edge of the proposed access road together with a robust 7m planting strip including an avenue of trees, within a 10m boundary strip to include a grass verge, and a 3m wide soft landscaped surface water drainage channel;
- No footpath will be provided on the western side of the access road to allow space for a wider planted strip and reduce disturbance;
- A no build buffer strip within the site, and new planting along its boundaries;
- Retaining as many trees as possible at Chalcraft Lane, and the replacement in kind any trees that may need to be felled, using 18 cm advanced nursery stock;
- Provide a strong planted boundary to the north east of the new access road, with new avenue trees, within the site;
- Provide a generous level of new trees within the housing area of the nursery site at 1 tree per house overall.
- Retention of existing trees and hedgerows, except for those to be removed at the entrance to the site on Chalcraft Lane, which will be replaced in kind;
- A variation in housing types and heights, and varying orientation of buildings, this to break up the development;
- New structure tree planting, which will principally comprise locally indigenous species, designed to provide a strong landscape framework and setting for the new development, integrate the proposed development within the surrounding countryside, and reduce its visual impact on local views;
- Use of directional downlighting to minimise surplus light spill and careful location and alignment of light sources to minimise night-time visual effects; a
- Tree planting within the development to provide character and delight, including evergreen hedges with the commercial area car parks;
- A strong new tree and hedge buffer along the south west boundary, this to protect residents of houses along Chalcraft Lane; and
- An attractive new brick wall along the entrance to the site, on its northern side, this to protect residents and residential properties along Chalcraft Lane.

Amenity space is provided within the residential area, adjacent to a footpath which provides links to surrounding areas.

- 1 Tree group G10-13 all retained, protected and managed
- 2 Northern hedgerow (oak, thorn, ash, cherry) all retained, protected and managed, taking account of RPAs and allowing a new pedestrian access as shown
- 3 Residential access road planted with upright growing trees to east of drainage ditch, underplanted with shrubs
- 4 Existing group of mostly Grade B trees (oak, ash and willow) retained, managed and gaps planted with multi stem trees and underplanted with evergreen shrubs suitable for the cemetery
- 5 G18/ G20 (oak, maple and thorn) retained, G18 oaks Grade B lost due to access and replaced by 15/ 20 cm specimen trees outside of sight lines.
- 6 New hedgerow, tree planting and 2m wall to provide enclosure for neighbours to west of new wall around their properties, this to include both trees and shrubs.
- 7 Leyland Cypress, Monterey Cypress and Goat Willow trees removed to allow new road access, road planted with 18/20cm street trees, underplanted by evergreen hedge, new drainage swales to be permanently damp or wet, planted.

8 Car parks to be set out in contrasting paving and bays, to be defined by new hedge backed with post and rail fence, car park trees to be 18/20 cm and protected with stakes. Hedge, new drainage swales to be permanently damp or wet, planted hedge, new drainage swales to be permanently damp or wet, planted

9.5.2017



Key

- Site Boundary
- Hedge and post and rail fence
- New trees
- Grade B trees retained
- New shrub planting
- Evergreen hedge under trees
- Water attenuation area
- Public Right of Way
- Fastigate trees underplanted with shrubs

Landscape Strategy

MANAGEMENT AND MAINTENANCE

The plant stock for the proposals will be locally sourced and will be maintained for a minimum of 3 years, thereafter by the management company.

Materials for hedgerows will be locally indigenous and robust. The Cemetery edge will be planted with suitable evergreens, such as yew.

Tree planting within the housing of the nursery site will comprise upright street trees and densely planted flowering shrubs to be agreed with the local authority.

All planted areas will be mulched with 75mm composted wood bark and organic matter dug into the soils.

A site management plan will be agreed with the local authority as part of detailed design.



Technical Aspects



Site Access

The existing garden centre and nursery, aquatics centre and other ancillary uses on the site are served by an existing site access from Chalcraft Lane.

As part of the redevelopment of the site, the access will continue to be used for the enabling element of the development (e.g. reconfiguration and provision of the commercial uses on the site) while a new purpose built priority junction off Chalcraft Lane will be constructed to serve the residential element of the site.

Upon first occupation of the residential dwellings, the existing access will be stopped up and all site access will be achieved via the new priority junction. The site will be split into the respective residential and commercial uses with both 'parcels' being served by separate priority accesses from the main access road. In consolidating the access to both parcels into a single junction this will not increase the number of vehicular accesses onto Chalcraft Lane.

The construction of a new access also provides the opportunity for the introduction of an off-road pedestrian and cycle connection linking through to the wider West of Bersted development adjacent to the access road.

The new access has also been designed to provide access to the wider Landform landholding. This parcel of land has the potential to accommodate a further 210 homes, equating to some 8% of the West of Bersted allocation. It should be noted that the access will not provide a means of connecting through to the main spine road running through the Church Commissioners landholding, with the exception of pedestrians, cyclists and buses.

The junctions have been designed in accordance with contemporary national and local highway design guidance, including Manual for Streets, with visibility splays provided in accordance with the recorded speeds along Chalcraft Lane. Capacity testing of the junction has been undertaken and establishes that the junction can accommodate both the proposed

development, and any future development associated with the wider Bersted development, without having a detrimental impact upon highway safety or network capacity.

An 6.3m wide access road extends from the junction with Chalcraft Lane, providing a width suitable for use by buses should future bus connectivity be required. This also allows sufficient space to enable any larger vehicles associated with the operation of commercial element of the site to pass one another.

A 3m wide foot and cycle way is provided on the northern side of the access road carriageway, providing off-road connectivity for pedestrians and cyclists and ensuring the site will be able to link in seamlessly with any future pedestrian and cycle provision that may be developed.

The drawings in the following spread illustrate the proposed street hierarchy and typical street sections.

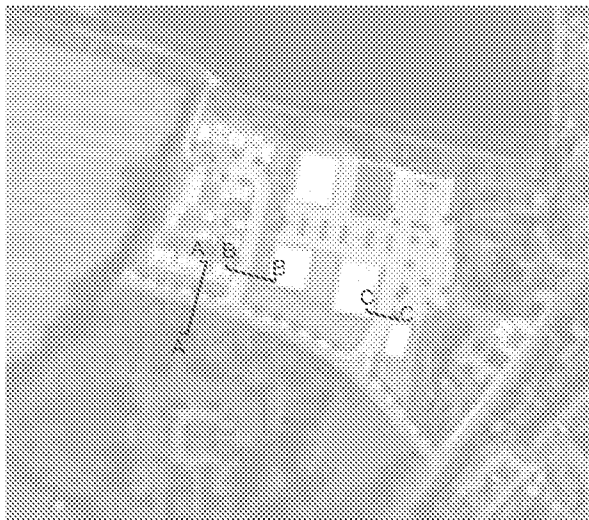
PAGE 44
RICT COUNCIL BE/81/20/OUT

Together with vehicular access, the site illustrates indicative pedestrian links to and from the Public Right of Way (PROW) 136.

	Relocated site access from Chalcraft Lane		Shared pedestrian and cycle path along access corridor
	Informal dropped kerb and tactile paving crossing		Indicative alignment of Pedestrian Connection through residential parcel
	Main Access Corridor		Existing PROW 136
	Secondary Access to Commercial and Residential		

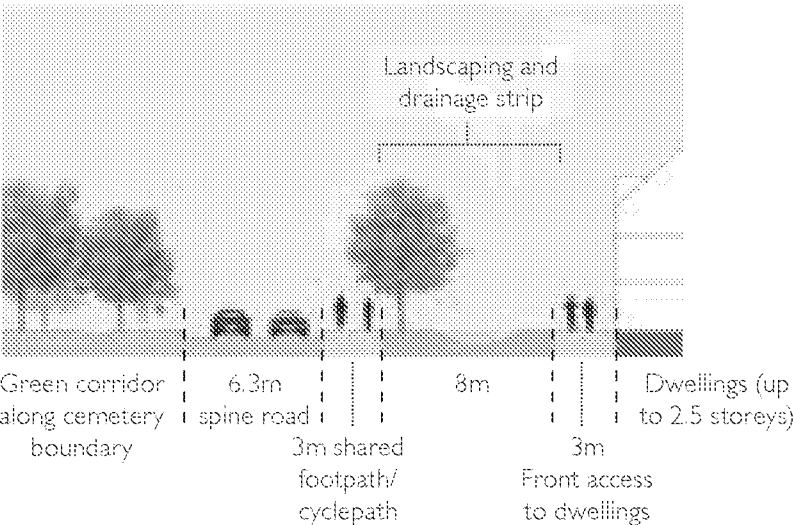
TECHNICAL ASPECTS

Street Sections

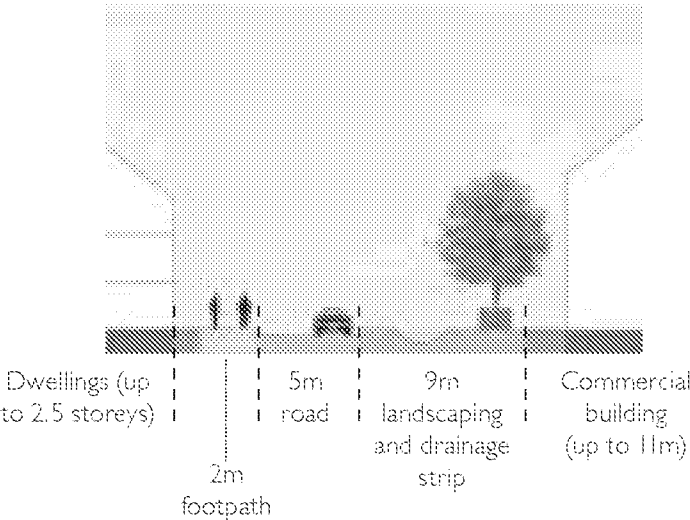


Key plan

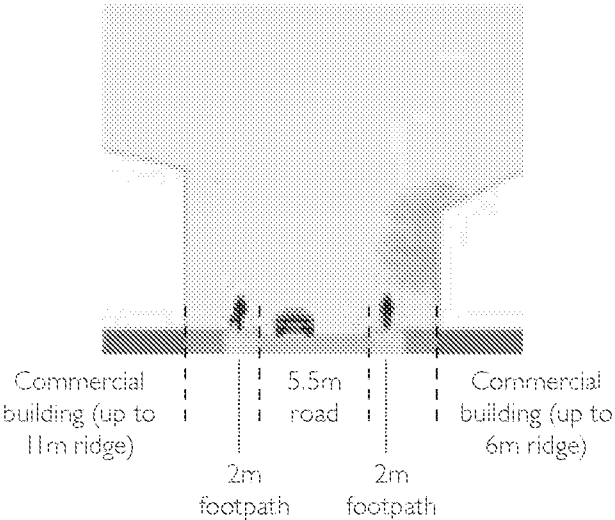
MAIN ACCESS ROAD A--A



COMMERCIAL AND RESIDENTIAL AREA INTERFACE B--B



COMMERCIAL AREA ACCESS ROAD C--C



TECHNICAL ASPECTS

Parking Provision

COMMERCIAL

Under the Companies Act 2006, businesses are obliged to minimise their effect on the environment. In support of this obligation and in line with the West Sussex Transport Plan, both the Arun District Council Supplementary Parking Document (January 2000) and the West Sussex County Council Guidance on Parking at New Developments (August 2019) document seek to control the availability of car parking for commercial development.

However, the guidance documents recognise that parking requirements will vary greatly between sites, and that the ratios provided should only be used as initial guidance. The amount of parking provided should instead be based upon the following factors:

- The developments land-use;
- The trip rate associated with the development; and
- The user group of staff/visitors to the site.

On this basis, and while the layout is only indicative at this stage and could be subject to change as part of a future Reserved Matters Application, a parking accumulation assessment has been used to inform the car parking strategy. The assessment has been informed by the trip rates derived for the site, which are discussed in detail in the Transport Assessment accompanying the submission (ref: ITB14224-001R).

RESIDENTIAL

In January 2020, Arun District Council adopted the Parking Standards Supplementary Planning Document. The guidance is intended to outline Arun Districts Council's approach to parking at new developments and used to help determine the level of parking provided.

Unlike the commercial parking guidance, an expected provision is set out in the guidance document dependent on the Parking Behaviour Zone the development is located in. In this instance, the development is situated in an area defined as being 'Parking Behaviour Zone 2'. On this basis, the relevant 'expected standards' are set out below.

Use	Car Parking Ratio	Cycle Parking Ratio
A1 Retail	1 Space per 14sqm	Staff: 1 space per 100sqm Customers: 1 space per 100 sqm
B1 Business	1 Space per 30 sqm	Staff: 1 space per 200sqm Visitors: 1 space per 1000 sqm
B8	1 space per 100sqm	Staff: 1 space per 500sqm Visitors: 1 space per 1000 sqm

Commercial Parking Guidance

Number of Bedrooms	Number of Habitable Rooms	Parking Spaces (per dwelling)
1	1 to 3	2
2	4	2
3	5 to 6	2
4+	7 or more	3
Visitor		0.2

Residential Parking Guidance



Illustrative parking provision

■ **Proposed Residential Parking for 20 dwellings:**
40 proposed parking spaces

■ **Proposed Commercial Parking for 2240sqm of new retail space:**
56 proposed parking spaces

■ **Existing Commercial Parking:**
Approximately 43 parking spaces retained from existing parking area.

Total Residential: 40 parking spaces

Total Commercial: 99 parking spaces



Bin Storage & Refuse Collection

The refuse collection strategy has been developed in accordance with the Department for Transport's 'Manual for Streets' guidance. The overarching objectives have been to ensure that: refuse vehicles will not be required to reverse a distance greater than 12m; carry distances for operatives do not exceed 25m; and carry distances for residents do not exceed 30m.

In addition to Manual for Streets guidance, Arun District Council has its own webpage-based guidance for refuse collection on private or unadopted roads. Refuse can be collected from private roads if the following criteria are met and the development has been designed to fulfil these criteria.

- Roads must be of a sound construction, to a suitable hard surface free of potholes and obstructions;
- The road must not be less than 3 metres wide, with no obstructions from overhanging trees or shrubs etc;
- There must be a minimum of 5.5 metres height clearance with no obstructions from overhanging branches or cables; and
- When a through road does not exist, a turning area must exist. A 12-metre-long vehicle must be able to turn around in 3 manoeuvres or less.

The commercial element of the site will be subject to private commercial refuse collection arrangements. However, the criteria of both Manual for Streets and Arun District Councils has been applied to the design of this parcel.

To ensure suitable access can be achieved, a vehicle swept path assessment using a 12m refuse collection design vehicle has been undertaken.



- Refuse Vehicle Route
- Residential: Kerbside Collection / Indicative Collection Points
- Commercial: Indicative Collection Points

Illustrative refuse collection strategy



TECHNICAL ASPECTS

Surface Water Management

Surface water runoff from the proposed development will be attenuated on-site and discharged to the existing boundary ditches and/or surface water sewers at the annual greenfield rate.

The attenuation facilities comprise shallow 'under drained' basins and an extensive storage blanket. Treatment will be provided by the basins and permeably paved parking bays included in the commercial parcel.

Attenuation will be sized to manage the requisite 1 in 100 annual probability storm plus 40 % climate change.

The attenuation features are shallow in order to help avoid interaction with groundwater (which is prone to seasonal peaks).





Key

- Swales (Indicative location)
- Existing Ditch

Illustrative drainage features



Summary of Benefits

Environmental Response

JTP utilise their own knowledge and experience in assessing each project for potential environmental design opportunities. These measures may range from the integration of passive solar design to the use of active energy saving technologies.

At the outset of a project we discuss with our clients what is feasible and where there are cost constraints. We will advise on the most cost effective methods of achieving an environmentally responsive scheme.

We have developed an in-house environmental assessment matrix whereby projects are reviewed under the following categories:

- Efficient use of resources
- Energy strategy
- Blue infrastructure
- Green infrastructure
- Movement strategy
- Health and happiness

This assessment tool enables us to capture the degree to which our projects are embedding the principles of sustainable design.

EFFICIENT USE OF RESOURCES

The proposed development will ensure the retention of mature trees and other established landscape features

Preservation and enhancement of the site's character

At construction stage, the cut and fill will be minimised and dealt with on-site

A landscape strategy has been developed to ensure that all non-developable area is used as public open space, and will enhance the ecological value of the site.

WASTE STRATEGY

The waste strategy will comply with the Arun District Council requirements.

At this Outline Planning stage, guidelines for well-designed developments have been indicatively illustrated in the Design and Access Statement. Further details will be developed at detailed design stages.

Tracking routes have been checked on the illustrative layout to ensure the development is accessible to refuse vehicles.

BLUE INFRASTRUCTURE

At this Outline Planning stage, a surface water drainage strategy has been proposed for the site as part of the Flood Risk Assessment submitted with this outline application.

The illustrative layout has been designed in accordance with the SuDS strategy. Surface water attenuation areas are provided mainly alongside the spine road, along with the potential for additional drainage features within residential parcel.

MOVEMENT STRATEGY

The proposals seek to ensure a safe and pedestrian-friendly environment for residents.

A shared pedestrian and cycle route is provided along the spine road, ensuring continuity for pedestrians and cyclists throughout the site.

Access to the residential and commercial parcels is provided from the proposed spine road. The relocated access along Chalcraft Lane has been designed to facilitate large vehicle movements, reducing traffic congestion and therefore vehicle emissions.

GREEN INFRASTRUCTURE

The development proposes the retention and enhancement of existing landscape features along the site boundaries. Additional tree planting will be incorporated where required.

New green buffers are proposed which connect landscape assets, providing corridors for wildlife and opportunity for amenity green and for the protection of sensitive areas neighbouring the site.

The proposal includes the provision of a Local Area of Play within the amenity green adjacent to the residential area.

New footpath routes through the neighbourhood are provided which connect into the wider network.

A long term management plan for open space will be established in order to protect and enhance the landscape value of the site for the future.

ENERGY STRATEGY

At detailed stage, building orientation and layout would seek to maximise natural lighting, maintaining a good level of privacy through orientation and location of parking and planting.

The framework of the submitted Parameter Plan, and the limitations on building heights, ensures that proposed buildings do not impact on their neighbours by blocking sunlight.

HEALTH AND HAPPINESS

Significant employment opportunities are provided as part of the proposals reducing need to travel and creating areas for community interaction.

The form and size of the development areas has been set out to ensure that future detailed masterplans will be able to ensure positive frontage to routes and spaces, with buildings fronting onto these spaces, providing natural surveillance and sense of safety.

The healthy placemaking principles set out in the next chapter shows how well-designed places encourage healthy living, and how the proposals comply with them.

The proposed layout complies with the council's affordable housing requirements and illustrates how a mix of housestyles can be achieved within the development parameters.

Strategies for consideration as part of future reserved matters applications:

Efficient use of resources

- Design homes which are adaptable and resilient to future change
- Specify durable, locally sourced materials with low embodied energy

Waste strategy

- Ensure that access to refuse storage areas is easy and convenient
- Make household recycling easy, with readily accessible storage

Green infrastructure

- Promote biodiversity in street and garden design
- Provide some form of private amenity space for all homes

Movement strategy

- Provide pool cars and electric vehicle charging points to encourage the uptake of more sustainable modes of vehicular transport
- Provide convenient, secure cycle storage for residents and visitors

Energy strategy

- Promote the use of compact building forms
- Provide solar shading to homes' southern elevations
- Specify low energy appliances
- Specify materials with low embodied energy

Blue infrastructure

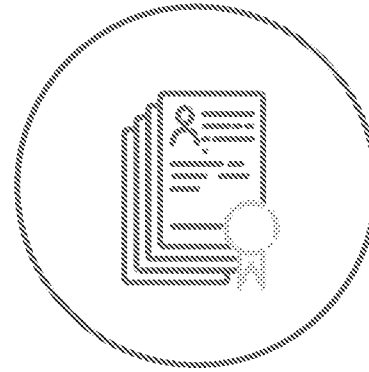
- Collect rainwater for irrigation of private gardens and public spaces
- Include porous and permeable surfaces in streets and spaces
-

Health and Happiness

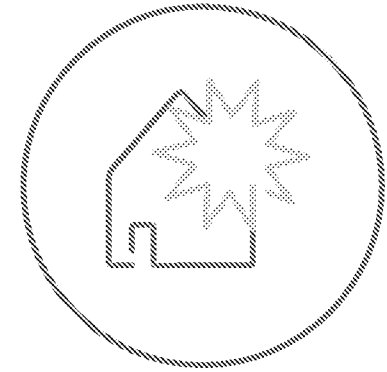
- Design buildings with good levels of daylight and sunlight and incorporate natural ventilation
- Design streets and spaces with community safety in mind, making reference to relevant guidance from the police.

Summary

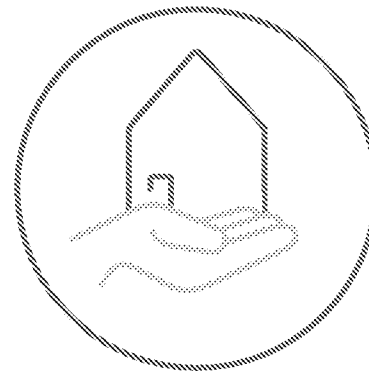
Our aim is to create a new economically active space that provides a mix of uses that benefits all who live here and visit.



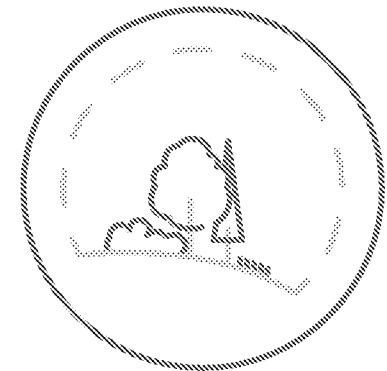
New Jobs



New Homes



*Community
Benefits*



Landscape



