



BOWERIES BARNHAM ROAD, EASTERGATE DESIGN AND ACCESS DOCUMENT



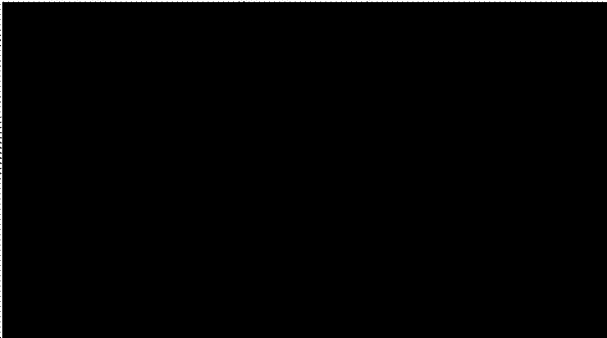
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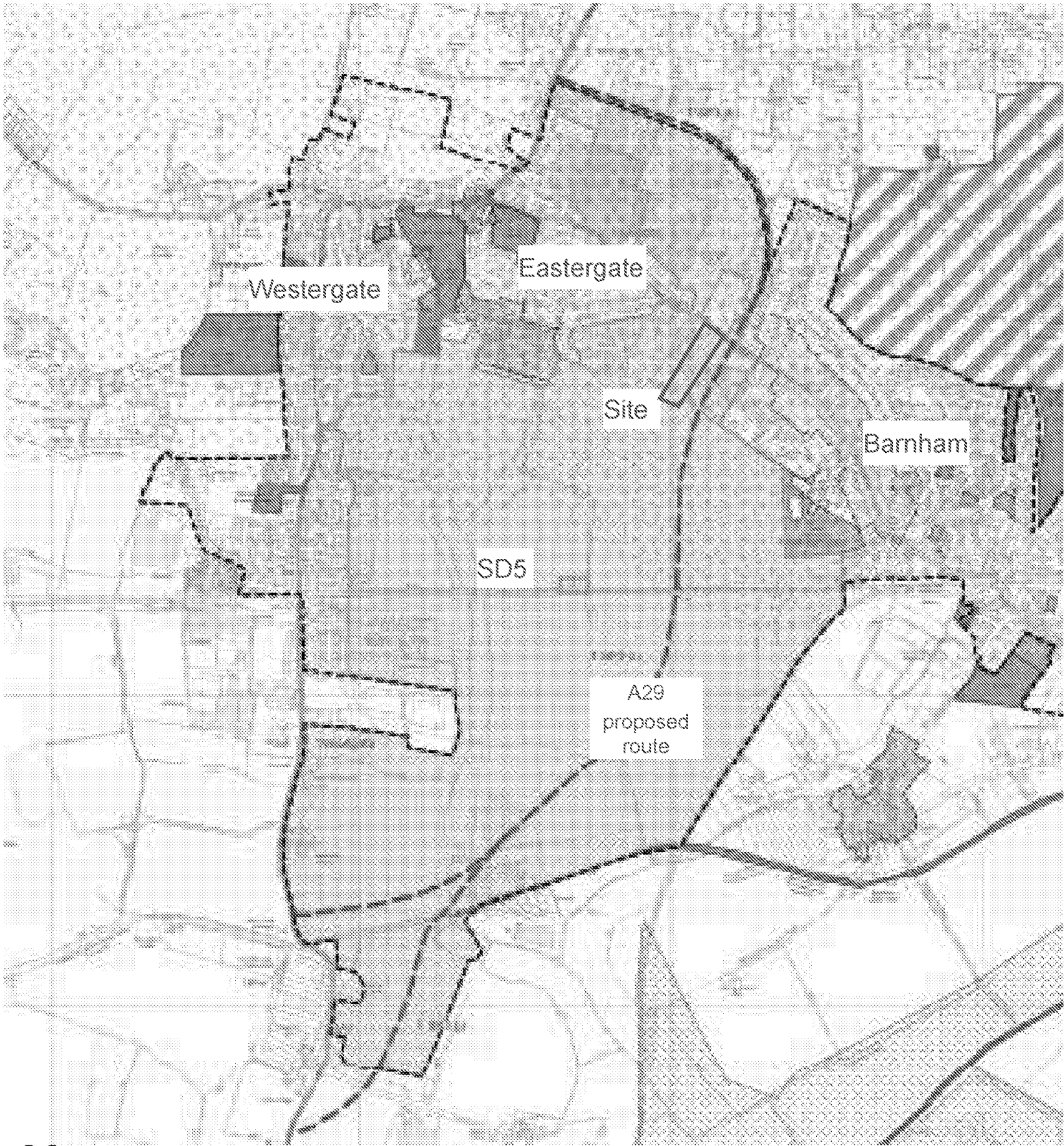


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Extract from Arun Local Plan showing SD5 Allocation for Barnham/Eastergate/Westergate (BEW) along with proposed A29 bypass route

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1.0 INTRODUCTION

1.1 INTRODUCTION

INTRODUCTION

This document has been prepared by ECE Architecture on behalf of Domusea. It has been prepared to support the Full Planning Application for development of Boweries, Barnham Road, Eastergate.

The application seeks approval for a residential development, comprising of 30 new private, affordable and shared ownership homes on the 1.50-hectare site.

This Design and Access Statement should be read in conjunction with the drawings and other supporting documents from the project consultants.

LOCATION

The application site is positioned to the north of Bognor Regis and east of Chichester. Eastergate is comprised predominantly of residential housing with several schools including Ormiston Six Villages Academy, local shops and Post Office providing amenity for locals and visitors to the area. Larger supermarkets and wider travel services can be found in nearby areas such as Arundel, located 2.8 miles to the north east of the site and Barnham 0.5 miles to the south east of the site. This site forms part of the strategic allocation SD5 around Barnham, Eastergate and Westergate (BEW). Sites adjacent to the east and west are expected to come forward in the near future as part of this overall allocation.

A LANDSCAPE LED APPROACH

The proposed development has taken a landscape-led approach to create a built environment which sits comfortably with its neighbours, where people are proud to live. We typically consider:

- potential impacts on and capacity of the landscape to absorb development, in the concept of wider objectives of the Masterplan.
- views, boundaries, access, vegetation, enclosure, topography, water bodies and other factors that would influence the layout.
- constraints and opportunities including landscape character and views.
- ways to create a new 'place' which fits easily and naturally with its social context, quality of the landscape and habitat.
- local housing demand and Local Authority housing targets in order to create a scheme that best fits the needs of the local community.
- connections to sustainable transports and cycle routes.



Housing designed to front on to public open space



Landscaping to key junctions throughout the site.



Landscaping and feature materials used within public open



Extensive landscaping to proposed paths and pedestrian routes.

2.0 THE SITE

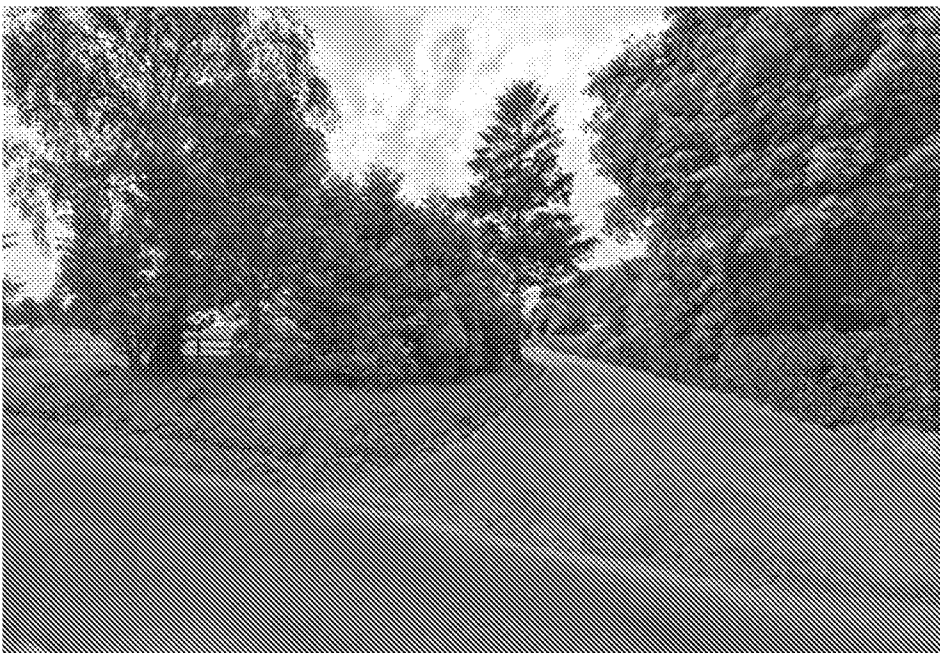
2.1 SITE LOCATION

CONTEXT

The site falls within the Parish of Eastergate, in the Arun District of West Sussex. The village is located 1.5km from the A27 and 9km east of Chichester and 5.0km north of Bognor Regis. Barnham is 0.8km to the south east and Arundel is 4.5km to the north east of the site.

The 1.50ha site is located directly east of Eastergate village. Located on Barnham Road, the site is well screened by trees and hedgerows to the north, west, and south. To the east of the site is Springfield Nursery, a large plant nursery specialising in flowers. To the west of the site is Warwick Nursery, a parcel of land currently being reviewed for development. To the northern part of the west boundary abuts Bexstone House, a single dwelling in a large plot, which may come forward as part of the overall masterplan of the area. The site comprises of a field, house and a number of smaller structures.

The land along Barnham Road is characterised by residential development of varying styles and open land with agricultural uses to the south of the site.

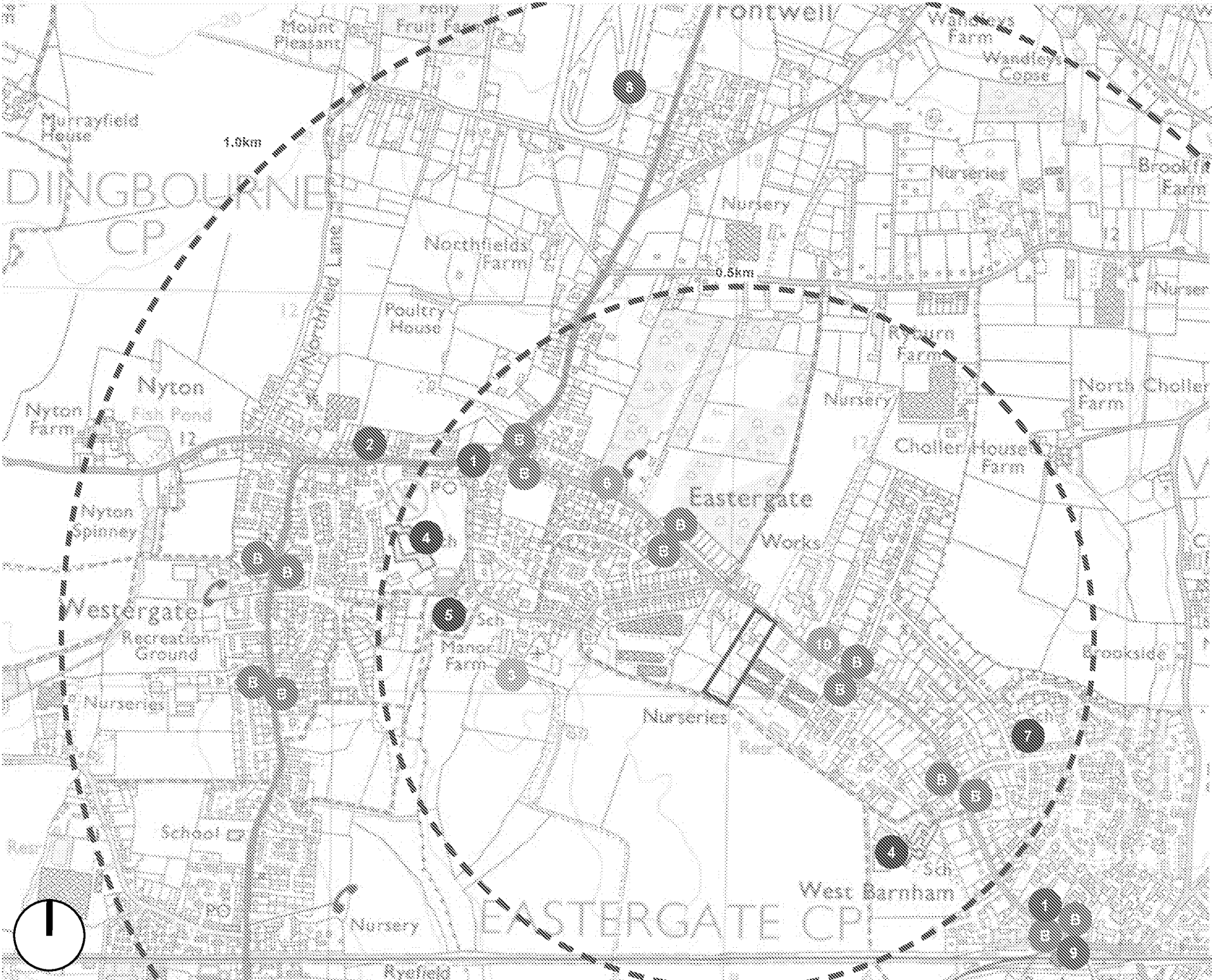


View of the site from Barnham Road.



- 1 Eastergate Nurseries
- 2 St George's Church
- 3 Open Farmland
- 4 The Croft Surgery
- 5 Eastergate Village
- 6 Springfield Nurseries
- A Warwick Nursery
- B Bexstone House

2.2 CONTEXT



Amenity map of the area adjacent to the site.

LOCAL AMENITIES

Any development within the site will complement the specific qualities of Eastergate, but also seek to restore the landscape pattern where appropriate. The proposed scheme will integrate with both the existing built context and the proposed development within the BEW area.

Most facilities are within a 15 minute walk of the site. The surrounding villages of Eastergate, Westergate and Barnham have several pubs, 2 primary schools (Eastergate CoE Primary School and Barnham Primary School), a Doctors Surgery (The Croft Surgery), Dental Surgery (Chantry House Dental Surgery), several Post Offices/Village Shops, two Secondary School (Orniston Six Villages Academy and St. Philip Howard Catholic School) and a range of other facilities.

The nearest Public House to the site is The Wilkes Head located 0.8km to the east of the site adjacent St George's Church, Eastergate. Further afield, both Westergate and Barnham have a selection of Pubs and Restaurants. There is a strong network of public footpaths which link the site with the wider Sussex countryside.

Key

- 1 Post office
- 2 Petrol Station
- 3 St George's Church
- 4 Secondary School (Orniston Six Villages/ Phillip Howard Catholic School)
- 5 Eastergate Primary School
- 6 Croft Surgery
- 7 Barnham Primary School
- 8 Fontwell Racecourse
- 9 Barnham Train Station
- 10 Chantry House Dental Surgery
- a Bus Stop

2.3 HISTORY AND HERITAGE

HISTORY AND HERITAGE

Eastergate has retained the character of a small village , the village has seen vast expansion over the course of the 20th century. Spreading towards both Westergate in the west and Barnham to the east. Eastergate village was described as a "long straggling village" by Nicholas Pevsner in his book the Buildings of England published in 1965. St George's Church, Eastergate dates back to at least the 10th century with some evidence of Roman and Saxon places of worship found within the church grounds.

Approximately 1km to the north of the site is Fontwell Park Racecourse which was founded by Alfred Day in 1924 and has been an active National Hunt racecourse ever since.

The local listed buildings are mainly situated around the centre of Eastergate and Westergate villages, where approximately 12 listed buildings are located. There are 2no. designated Conservation Areas in Eastergate village, located around the village square and Church Lane. The Listed Buildings within Eastergate are generally large residential dwellings dating from between the 17th and 19th century. An Elizabethan Granary store building has been described as 'magnificent' by English Heritage and is listed as Grade II.

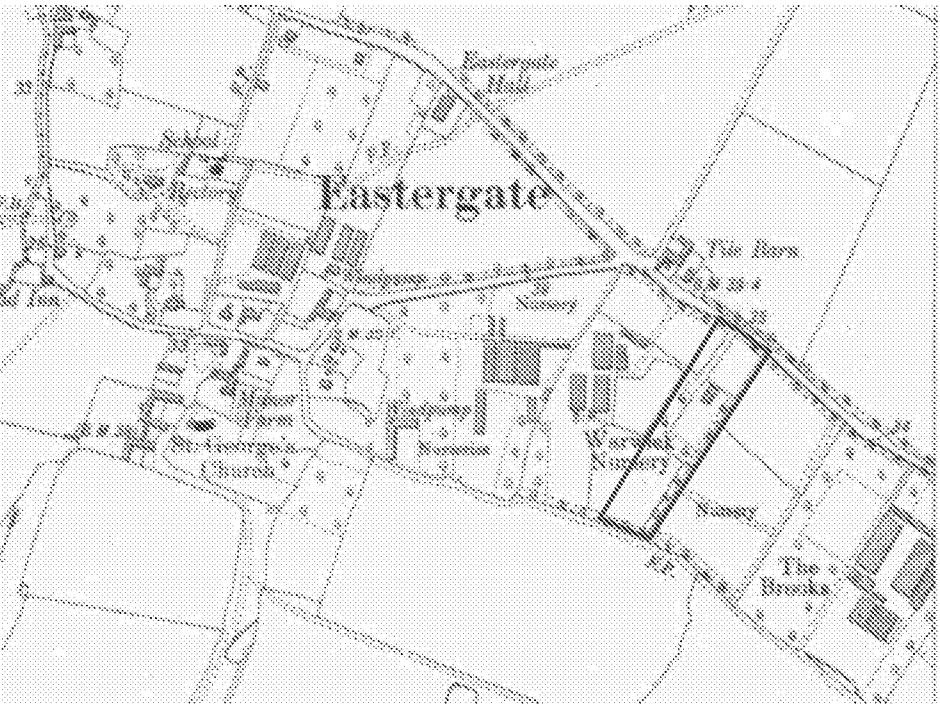


Eastergate Square c.1920

1899 Ordnance Survey Map



1899 Ordnance Survey Map

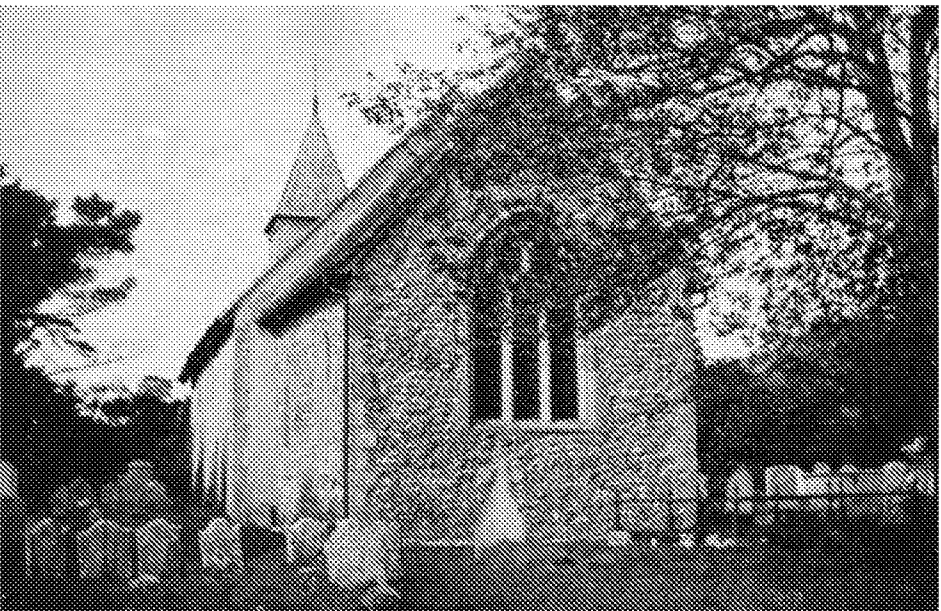


1914 Ordnance Survey Map

The 1899 Ordnance Survey map shows the site remained as open farmland with little development occurring in the area since the 1880 map.

The 1914 Ordnance Survey Map shows considerable development within the area, the site is now listed as Warwick Nursery and several large barns/ greenhouses have been constructed on the site. Further large scale agricultural buildings have been constructed on adjacent sites to the east and west.

Please refer to the Heritage Statement by Jane Jones Warner Associates submitted in support of this application for more information and analysis of the impact of development on the Heritage Assets.

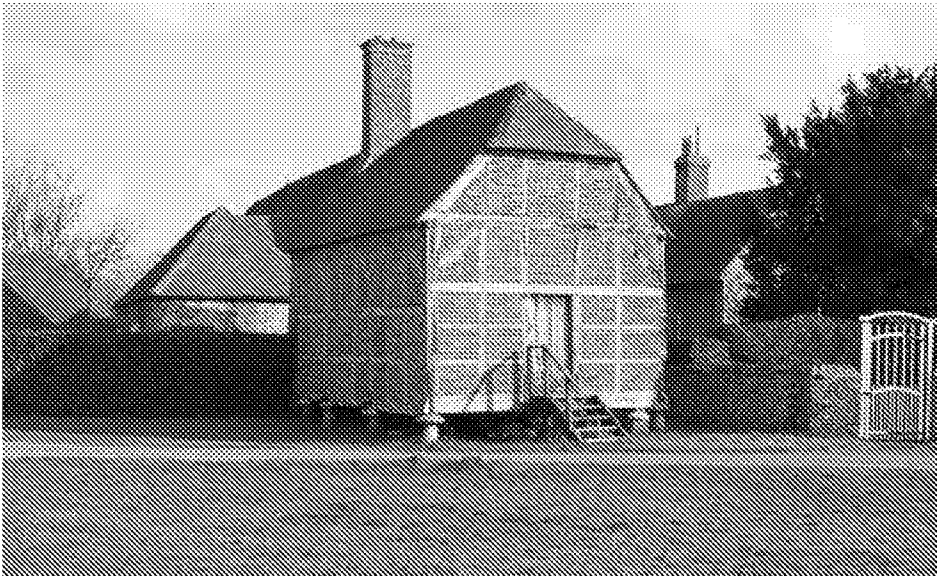


St George's Church, Eastergate

2.3 HISTORY AND HERITAGE



Wilkes Head Inn - Grade II



Manor Farm Granery - Grade II



Westergate House - Grade II



Merry End - Grade II



Shelley House - Grade II



The Thatched Cottage - Grade II



Argyl House and The Long House - Grade II



Flint House - Grade II

2.4 LOCAL CHARACTER



Old Rectory Drive



Gospond Road



Elm Grove



Elm Grove



Collins Close



Upton Brooks



Upton Brooks



Highview Road

2.5 ACCESS

It is therefore considered that the site presents a good opportunity to encourage the uptake of sustainable transport modes....

ACCESS

The site is located approximately 1.5km south of Fontwell, 0.3km east of Eastergate village. The proposals are for the development of c.30 residential dwellings, of which a mixture of affordable and market dwellings would be provided. The main vehicular access into the development is proposed from Barnham Road, which is supported by a continuous footway on the northern side of the carriageway which connects to Yapton Road to the east and Nyton Road to the west. The site presents opportunities for leisure walking and cycling, given that the site is well positioned at the edge of rural countryside, only 2.5km from the South Downs National Park. As the BEW masterplan develops, the site is expected to connect in to the proposed A29 by-pass.

Fontwell Avenue provides access onto the A27 to the north and the A259 to the south which in turn facilitates access onto the wider strategic network and local centres such as Chichester, Southampton, Portsmouth and Bognor Regis. The site is therefore considered to be well placed within the strategic network.

The site is within close proximity to local amenities within Barnham, Westergate and Eastergate which include, local schools, retail stores, convenience stores, a pharmacy and various eateries. A wider array of services are also available within Chichester City Centre, which is c.10km to the north west of the site. Chichester City Centre is accessible within a 30 minute bus journey, with services including a bus station, train station, eateries, pharmacies/hospital, supermarkets, banks and retail stores.

The closest bus stop is located 160m west of the site on Barnham Road, which provides frequent services into Chichester, Barnham, Bognor Regis and Arundel. Chichester Bus Station is accessible via a 30-minute bus journey from this stop and provides access to destinations further afield through National Express and Stagecoach services which operate into Portsmouth, Southampton and Gatwick Airport amongst other destinations.

Whilst no designated cycle routes are in place in the immediate vicinity of the site, the local area, being a village environment, is naturally conducive to on-road cycling with the carriageway of Barnham Road sufficient to allow vehicles to pass a cyclist safely.

Contributions from local developments in the surrounding area have contributed towards WSCC improvement schemes such as the recent development of a new footway/cycle way linking Walberton to Barnham Rail Station, improving the pedestrian and cycle connectivity within the area surrounding the site. Further improvements to the local cycle/footpath network are proposed in conjunction with the development of the Strategic Housing Allocation sites in the area.

Via current footways on Barnham Road, Barnham Train Station (1.2km) is accessible by a 15-minute walk or a 5-minute cycle. Trains departing from this station provide access to destinations including; London Victoria(90mins), Bognor Regis(7mins) Southampton Central(60mins), Brighton(45mins), Portsmouth Harbour(40mins) and Littlehampton(11mins). It is therefore considered that the site presents a good opportunity to encourage the uptake of sustainable transport modes.



Location to Strategic Network



Conditions on Barnham Road



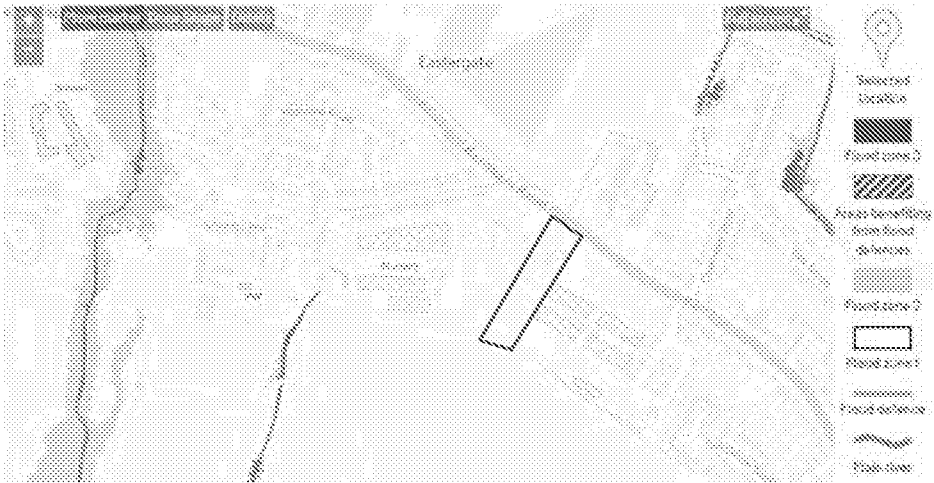
View looking east along Barnham Road towards the Eastergate.

2.6 HYDROLOGY AND ECOLOGY

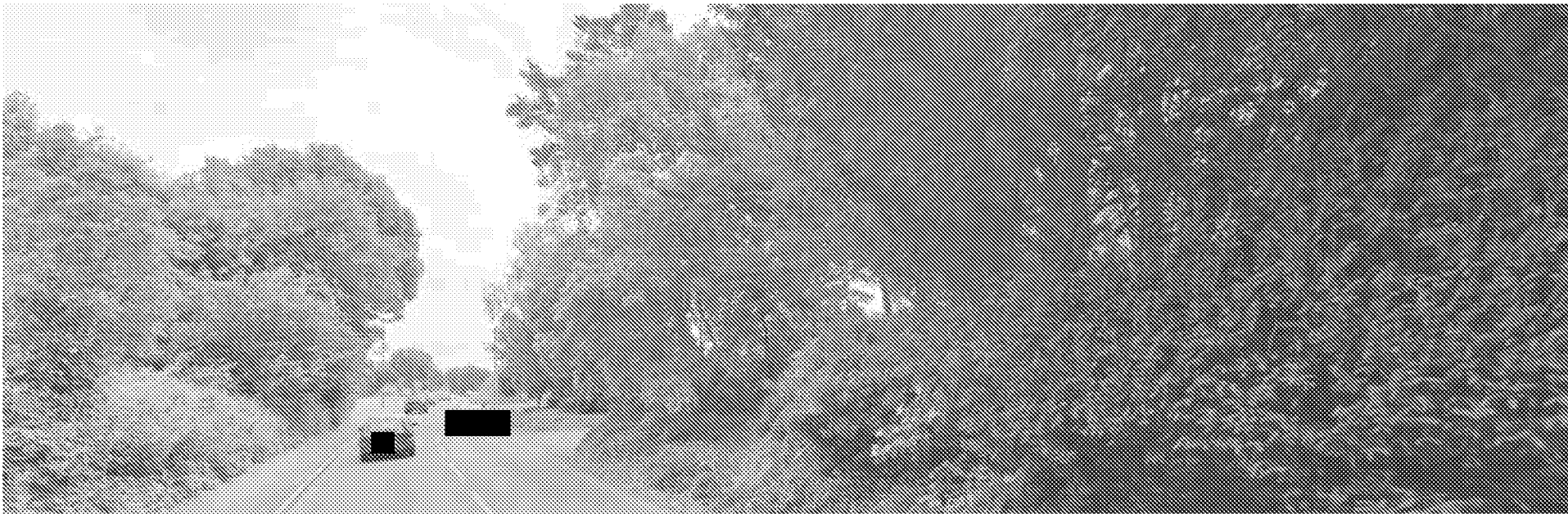
HYDROLOGY

All of the site falls within Flood Zone 1. Flood zone 1 is deemed to have a low risk of flooding with a less than 1 in 1000 chance of river and sea flooding.

A below ground level infiltration drainage system is proposed to manage surface water across the site. Please refer to the Flood Risk Assessment and Drainage Strategy which has been submitted in support of this application for further information.



Surface water flood map: (Source: Environment Agency)



View of the site from Barnham Road.

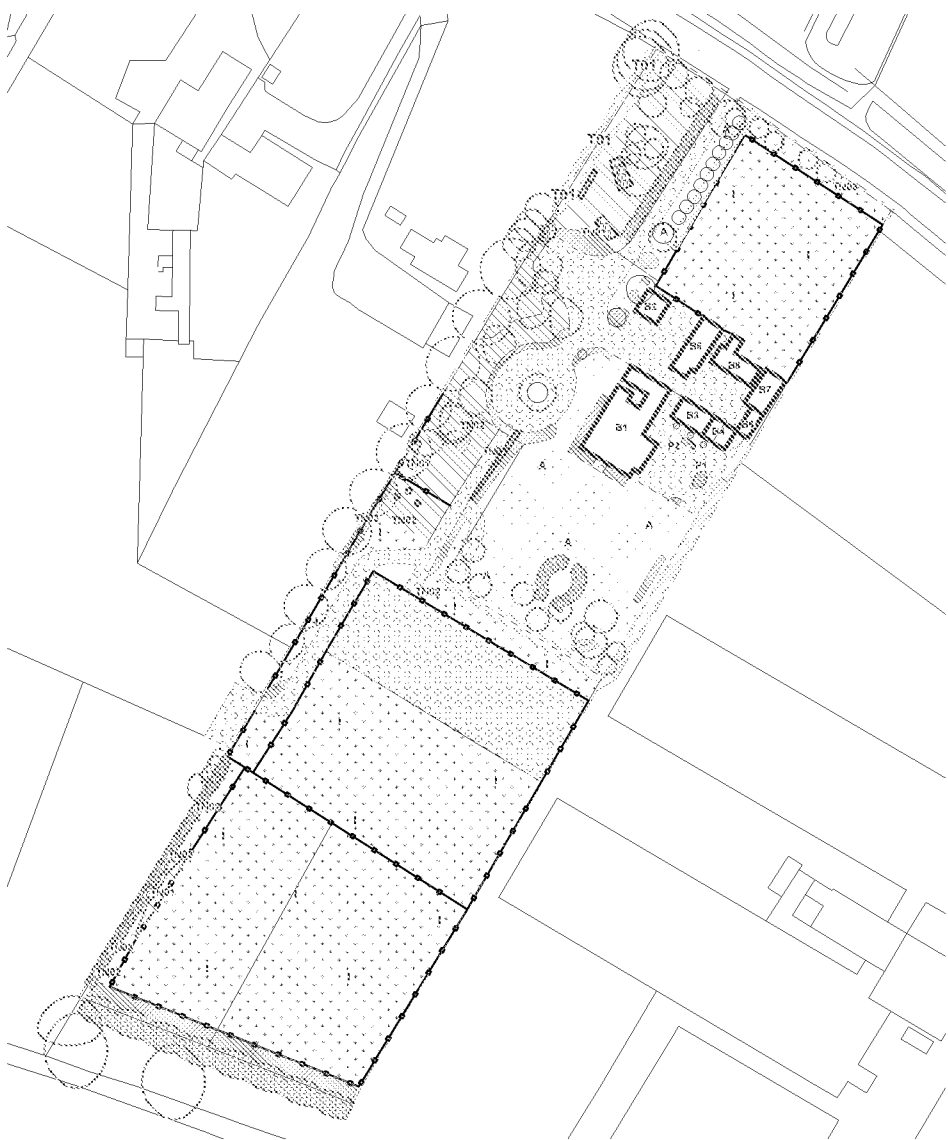
ECOLOGY

The site is formed of existing buildings surrounded by common habitats. The site itself is of low ecological value with no habitats of interest noted.

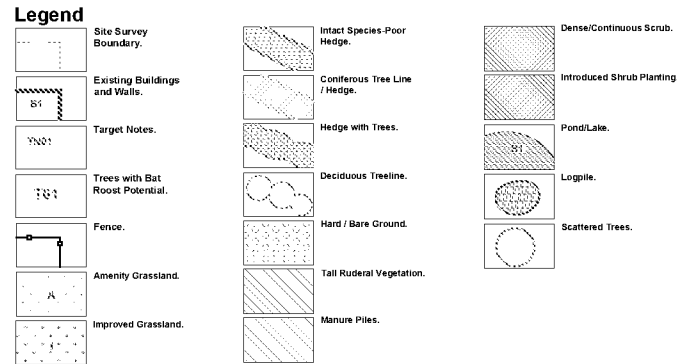
The site was found to be of site/local value to reptiles; and site value to roosting bats, badgers, common amphibians and nesting birds. A series of mitigation/avoidance measures have been devised to ensure the development does not contravene any UK or European legislation.

Once avoidance and mitigation measures have been taken into account, the impacts of the planned development upon biodiversity will be negligible, nonsignificant with proposed ecological enhancements resulting in no net loss of biodiversity in line with national planning policy guidance.

Please refer to the detailed Ecology Statement submitted with the application for further information.



Site Habitat Plan Boweries



2.7 ARBORICULTURE

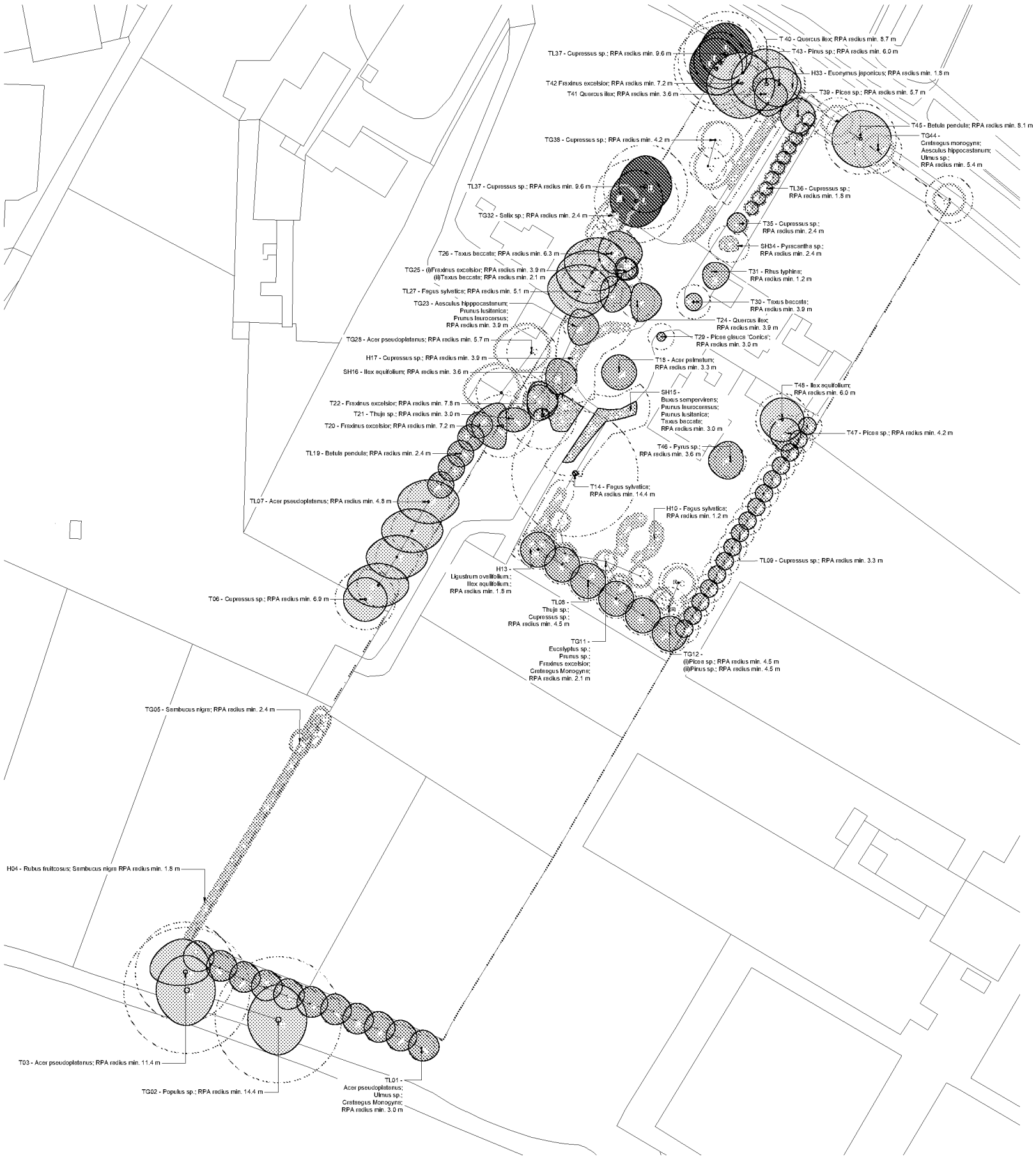
EXISTING TREES AND HEDGEROW

A detailed Tree Survey has been carried out by Lizard and significant trees and hedgerows identified.

There are a number of Category B & C trees of moderate or low value on the north, west and southern boundaries which will be retained wherever possible. Category C trees within the site, including cypress hedgerows, will be removed to facilitate the proposals. New street tree planting will be proposed with suitable species to promote biodiversity.

The retention of trees on the southern edge will provide a mature landscaped setting to the development and screening from long range views from the south.

Refer to the Tree Constraints Plan and Tree Schedule by Lizard Landscaps Design & Ecology for more information.



Tree Constraints Diagram

2.8 DESIGNATIONS AND LANDSCAPE CHARACTER

DESIGNATIONS AND LANDSCAPE CHARACTER

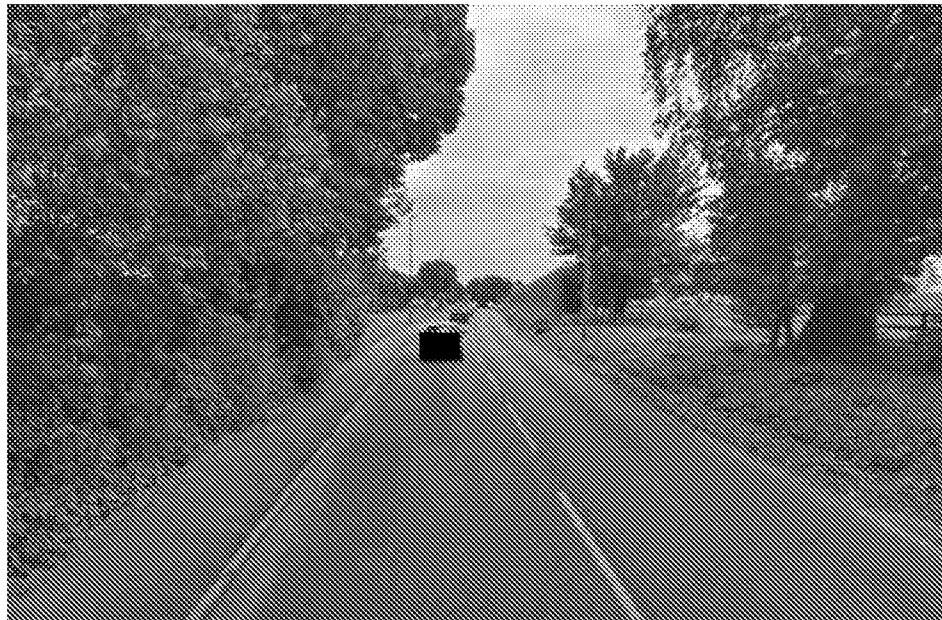
Residential use is well established along Barnham Road, the land to the south of the site is predominantly agricultural land. An area of land to the west of the site near Eastergate village has been designated as Local Green Space within the Arun District Council Local Plan.

In landscape terms, the site lies in the South Coast Plain Landscape Character Area(LCA). The South Coast Plain LCA stretches from Southampton in the west to Shoreham in the east. The underlying geology of the site is flinty marine and valley gravels which extend several kilometres inland to the dip slope of the South Downs and the South Hampshire Lowlands. This gives rise to deep and well-drained high quality soils.

The South Downs National Park lies approximately 2.5km away to the north of the site and will have no effect on views to the site or from it. Residential development on the site will have no adverse effects on the local landscape/ ecology designations.



View of existing entrance into the site.



View of site from Barnham Road.

The underlying geology of the site is flinty marine and valley gravels which extend several miles inland to the dip slope of the South Downs...



View of junction between Church Lane and Barnham Road.

2.9 MASTERPLAN - CONSIDERATIONS PLAN

KEY CONSIDERATIONS

As part of the design process the opportunities and constraints of the site have been analysed. Key considerations include;

- Retention of key trees and hedgerows across the masterplan
- Fall of site to the southern boundary, leading to any attenuation features in this location
- Site has fields and countryside to the south and this will need consideration of outlooks from dwellings.
- A29 bypass dissects the site and will need to be suitably landscaped
- Residential properties bound the site on the east and west, as well as though the centre of the site and a suitable relationship to these will need to be considered
- Public Rights of Way exist to the south and north of the site and links to these will need to be provided

KEY

- Existing Trees and Hedgerows
- Large Oak with TPO
- Residential Interface
- Countryside Interface
- PROWs, Byways and Cycle Routes
- Future A29 Bypass
- Potential Vehicle Access Points



Masterplan Considerations Plan

2.10 MASTERPLAN - OPPORTUNITIES PLAN

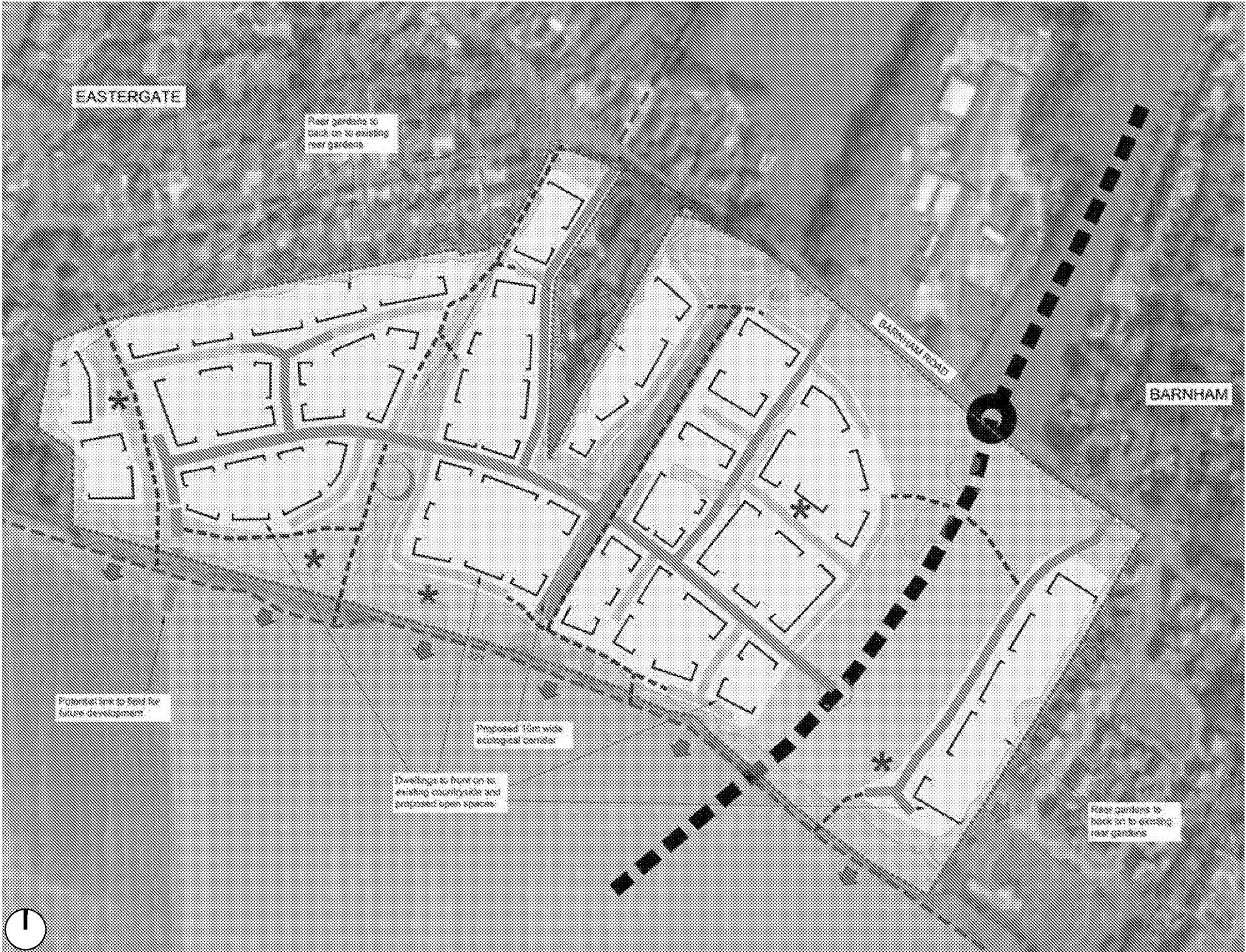
KEY OPPORTUNITIES

As part of the design process the opportunities have been analysed in conjunction with the previous considerations. Key opportunities include:

- A series of development clusters with a green shared amenity space.
- Retain existing trees and hedgerows to the site boundaries as well as across the various parcels to create green edges to screen the development whilst offering additional privacy.
- Create a landscape led design that will supplement the existing landscaping and ecology with additional planting and shared amenity areas to improve ecology throughout the site.
- Provide a wildlife route through the site which will also act as a north-south cycle route within the wider SD5 allocation.
- Provide a suitable number of play spaces at appropriate locations to serve the whole site.
- Provide rear gardens to existing rear gardens generally to protect privacy of existing residents, whilst elsewhere providing perimeter blocks to allow for frontages to all public areas.
- Create efficient connections to proposed footpath/cycle link located to the south of the site in order to promote sustainable transport connections with Westergate, Eastergate and Barnham.

KEY

	Proposed cycle / pedestrian links
	Proposed open space areas
	Proposed ecological area
	Proposed Residential areas
	Proposed main access road
	Proposed secondary road
	Proposed shared surface roads
	Residential frontages
	Proposed Play Areas
	Existing Trees and Hedgerows
	Large Oak with TPO
	Residential Interface
	Countryside Interface
	PROWs, Byways and Cycle Routes
	Future A29 Bypass
	Potential Vehicle Access Points



Masterplan Opportunities Plan

2.11 PLANNING APPRAISAL

the site is Available, Achievable and Deliverable with the potential to deliver approximately 30 dwellings within the next 5 years....

PLANNING APPRAISAL

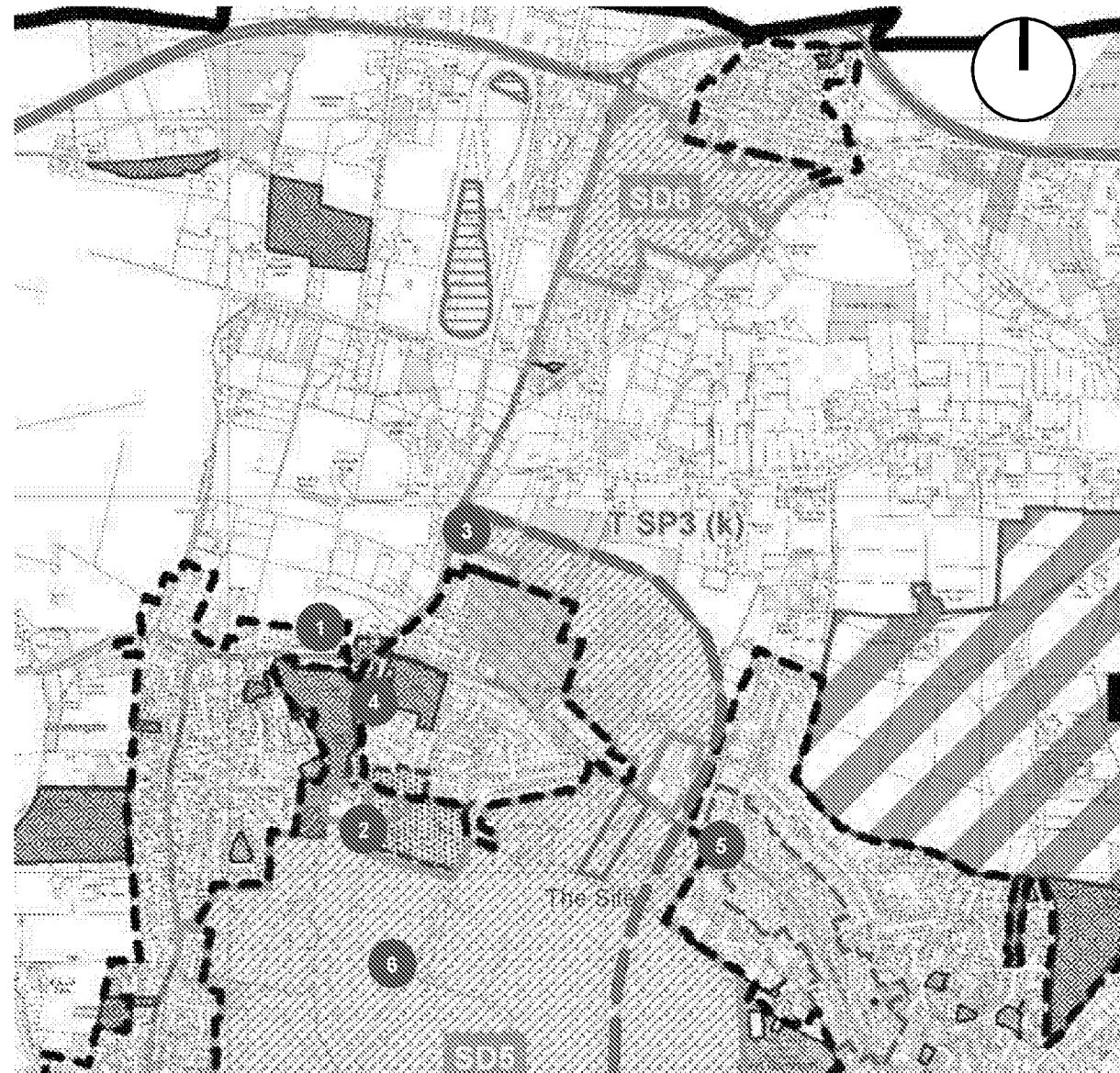
The site forms part of the Local Plan allocation SD5:Barnham/Eastergate/Westergate for the delivery of up to 2,300 units over the plan period and 3,000 in total. This also includes associated infrastructure such as schools, open space, a new road and healthcare facilities.

Local Plan Policy H SP2c considers this allocation in further detail. The latest consultation masterplan document (Feb 2019) does not master plan this site and instead labels the site as being 'additional land within site allocation.' Whilst within the allocation, the site is not required to deliver the specified essential infrastructure as depicted within the policy and masterplan. The site has an existing point of access and delivery would not be constrained in any way; the site could therefore be delivered as a standalone site.

The site was reviewed independently within the HELAA under ref. NEWEG1. The assessment concluded that the site could contribute to the creation of a sustainable, mixed community with the potential to deliver approximately 30 dwellings.

Progressing an application on an unconstrained parcel of the allocation now would ensure that approximately 30 dwellings could be delivered within the next five years. The proposal would provide a mix of market and affordable dwellings and would also make contributions to local infrastructure.

Whilst this is the case, Policy H SP2 requires Strategic Site Allocations to be comprehensively planned, having regard to a masterplan endorsed by the Council. As previously mentioned, the site is within the allocation but, due to the fact that it is such a small land parcel, is not included within the latest overall masterplan. The proposal can be designed to feed into and provide connectivity with the wider masterplan and adjoining sites in terms of pedestrian and vehicular access but also in terms of green infrastructure. This would ensure that this proposal would not fetter the ability of any future schemes to be brought forward in a holistic manner. This point is not insurmountable and can be addressed through a well-considered design approach.



Extract from the Arun District Local Plan Policy Map

Key

- 1 Eastergate Square Conservation Area
- 2 Eastergate Church Lane Conservation Area
- 3 Safeguarded route for new link road
- 4 Local Green Space
- 5 Area of Special Character (ASC)
- 6 Strategic Housing Allocation (SD5)

Policy H SP2c part (a) aims to avoid further physical coalescence of the three villages through the delivery of green infrastructure and states that Eastergate and Barnham should be protected from continuous urban form along the B2233. The proposal is set back from the B2233 behind a tree screen on the northern boundary and existing residential properties with strong treed and hedged boundaries. There are very limited views of the site from the B2233 and with no development directly on the site frontage, the proposal would not be perceived as contributing to any continuous built form on the road frontage. In addition, the latest masterplan indicates that the new A29 route will be located to the east of the site which will also provide a significant swathe of land on either side. This open land will contribute to maintaining a physical and visual break between development when viewed from the B2233. The proposal would therefore adhere with part Policy H SP2c a).

The project team have liaised closely with the Parish Council, Neighbourhood Plan Group and Arun District Council to devise a scheme that considers the site opportunities and constraints alongside local aspirations and district policy requirements.

Key Planning Documents;

- Arun District Council Local Plan 2011-31 - adopted July 2018
- Barnham and Eastergate Neighbourhood Development Plan - 2014-29
- Housing and Economic Land Availability Assessment (HELAA) - August 2017

2.12 PLANNING APPRAISAL

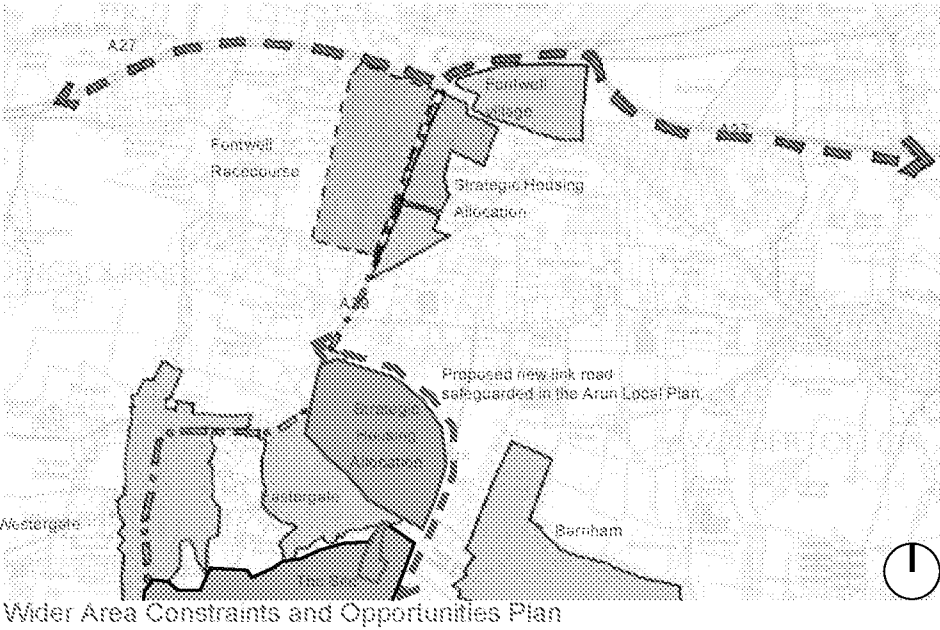
CONSTRAINTS AND OPPORTUNITIES

The proposed development forms part of the Barnham, Eastergate and Westergate strategic housing allocation in the Arun Local Plan and will lead to the development of additional local amenities which will supplement the existing community facilities in both Barnham and Eastergate. This site and the further developments within the area will lead to improved local amenities.

The Arun Local Plan has identified the need for improved links between the A27 and Bognor Regis, a proposed new link road has been designated and an indicative route has been safeguarded in the Local Plan proposals plan. The proposed new link will connect with Barnham Road roughly 500m east of the development site.

The site creates an opportunity for a landscape led scheme that integrates into the existing context. Set back from the road, the established residential character of Barnham Road will be retained and supplemented with additional planting along the eastern site boundary. The site location will allow easy access to both Eastergate to the west and Barnham to the east.

There is an opportunity to create multiple well landscaped open spaces that will become the focal points of the development, one shared open space will be located adjacent to the main site entrance and visible to all when entering the site.



Sketch masterplan prepared for Arun DC by others

3.0 CONSULTATION

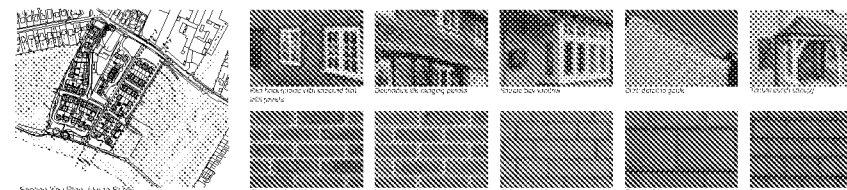
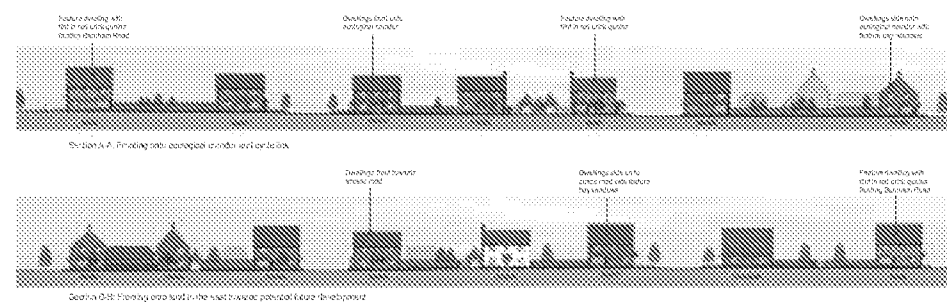
3.1 CONSULTATION

Domusea have been in ongoing discussions with Arun DC and WSCC highways as well as the Parish Council since 2018.

Formal designs for the site were first prepared in June 2020, and these were discussed with Arun DC Planners on 23rd June 2020. Generally the layout design and proposed dwelling appearances were well received, and only minor amendments were requested following that meeting.

Consultation boards were then distributed to the Parish Council in July, and some further discussions with the PC were then undertaken throughout July and August.

Where possible, all comments have been addressed within this full planning application.



Consultation boards July 2020

4.0 SCHEME DESIGN

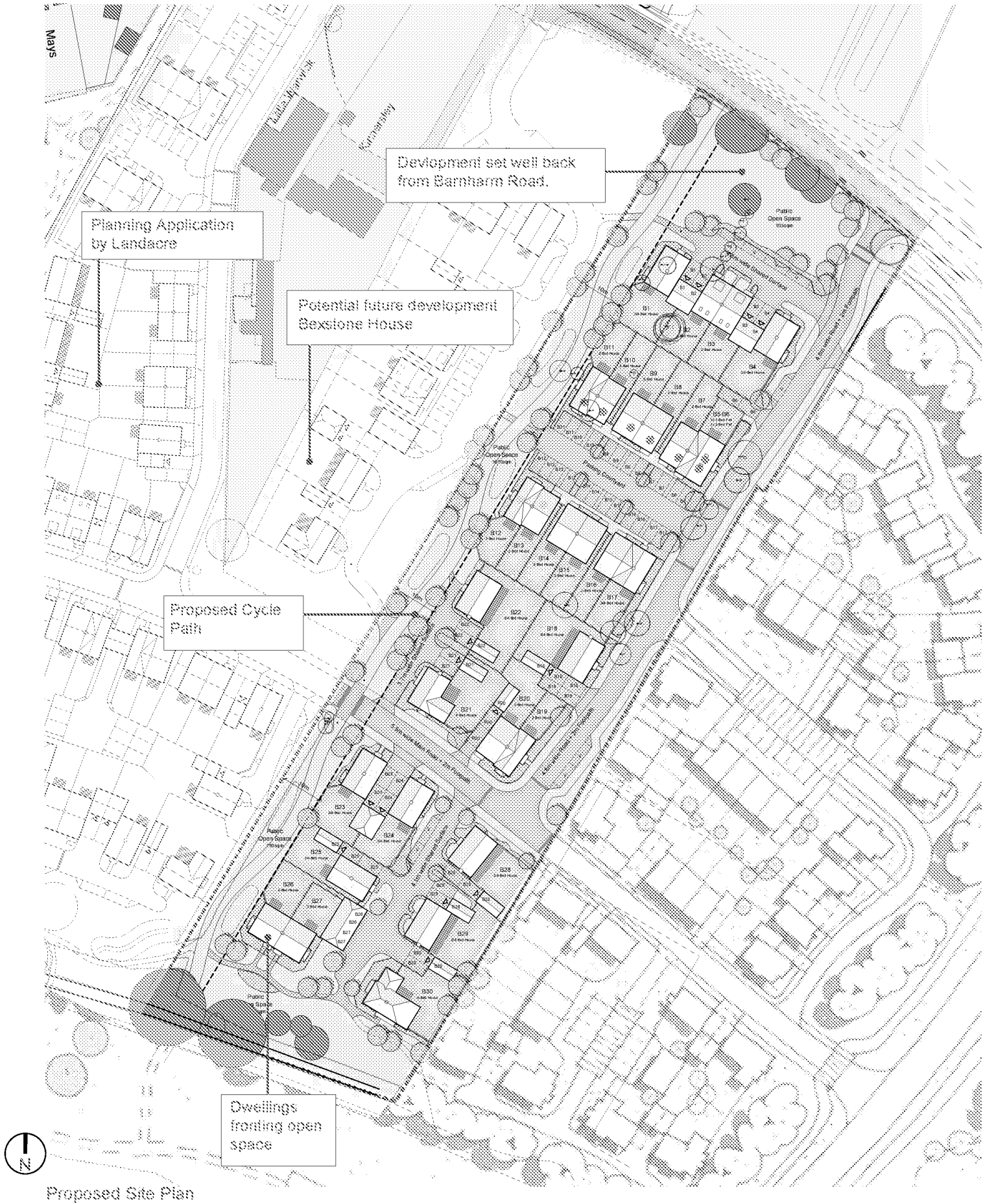
4.1 LAYOUT

LAYOUT DESCRIPTION

The scheme provides 30no. dwellings in a range of sizes from 1 bed to 4 bed with associated roads, landscaping and parking.

The layout aims to fully integrate the considerations of the site with the design intent of the wider masterplan.

- A length of open space running adjacent to the western boundary, incorporating a cycle path connecting Barnham Road to the existing POS adjacent to the southern boundary.
- Dwellings orientated to overlook all of the site boundaries and open spaces
- Main access point from Barnham Road via new access junction.
- Development set well back from Barnham Road with an area of open space behind the existing roadside trees to continue the building line from Church Lane
- A large area of landscaped open space provided on the southern boundary with rural lane style shared surface access to properties fronting the landscape
- Pedestrian, cycle and vehicular connectivity across the wider masterplan
- Incidental open space provided along boundaries to protect and enhance the existing landscaping.



4.2 ACCESS

VEHICULAR ACCESS

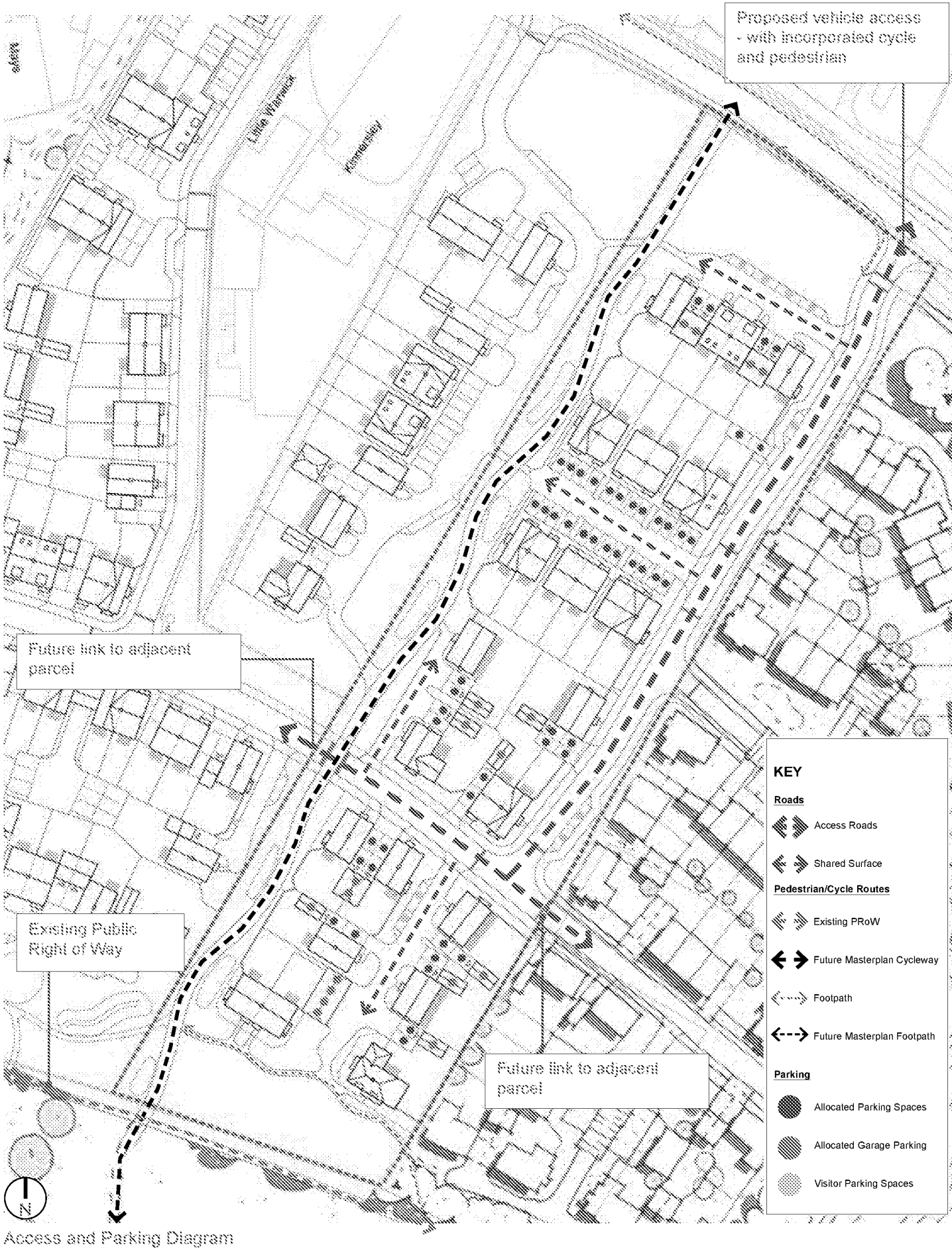
The proposed development is designed, in accordance with the masterplan, to fully integrate with and improve local routes of connectivity.

Prior to the construction of the future bypass, access to the development will be direct from the B2233 Barnham Road via a proposed priority junction. This main access point will be a 4.8m wide road with 2m footpath to both sides. In future, the east side of this road will access a further parcel of development.

When construction of the bypass is complete, the main vehicular access will be direct from the new bypass, connecting in to the 5.5m wide road with 2m footpaths to both sides which will run through the adjoining sites.

A series of shared surface areas are accessed of these primary roads, fronting onto the open space to the front, providing a parking court in the centre of the site and informal mews to the southern part of the site.

A key feature of the site is the provision of a significant, well overlooked, cycleway to provide future connectivity as part of the wider masterplan.



4.2 ACCESS

All junctions and turning heads have been designed for a 12m refuse vehicle to enable from plot refuse collection and also allow access for emergency vehicles.

Most of the car parking is provided on-plot, with small well overlooked parking courts serving the central housing plots. Parking is generally on plot, with many dwellings having their second space within a suitably sized open fronted car barn.

Car parking is in accordance with Arun DC requirements, including visitors spaces which are well distributed throughout the site. Secure cycle storage will be provided within rear gardens of all properties.

The site is nominally level and therefore all dwellings will be level access as required by Approved Document Part M of the Building Regulations.

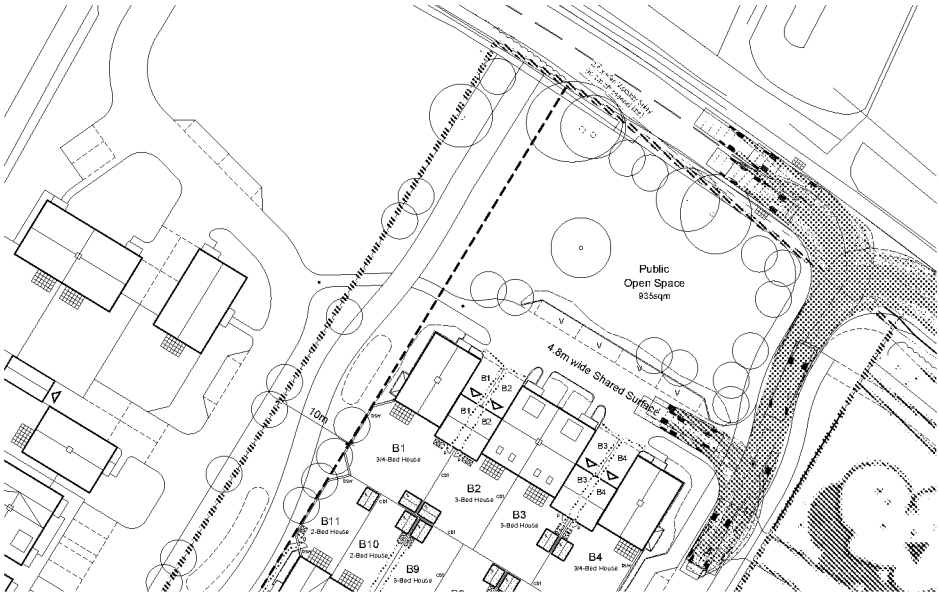
This proposal considers in detail the implications on the wider site masterplan and allows for wider connectivity both within the masterplan area and connecting to the wider landscape as adjacent sites come forwards.

The development seeks to relate to these proposals by providing:

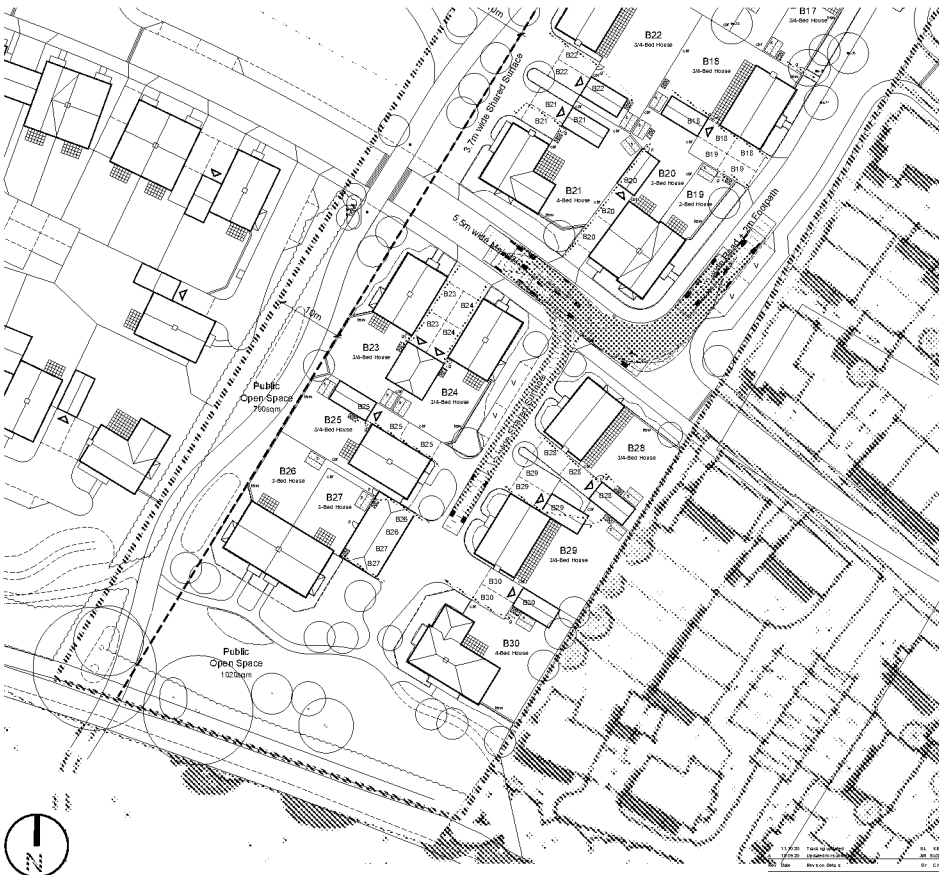
- Proposed new cycleway integrated into new scheme with connection points to shared surface roads and proposed open space.
- 5.5m wide link road with 2m wide footpaths either side to connect to wider vehicular and pedestrian network both east and west.
- Connection to the existing footpath (PROW) which runs along the southern boundary.

The existing off site footpath to the south of the site provides safe off road access to both Eastergate Primary School (via the shared surface Church Lane) and the secondary school in Barnham.

Please see the Transport Statement by Mayer Brown Limited



Access Junction Tracking



Refuse Vehicle Tracking Within Site

4.3 USE & AMOUNT

The site is a wholly residential development on an edge of settlement site;

The breakdown of dwelling sizes is as follows:

- 2no. 1 & 2 bed flats (6.7%)
- 7no. semi-detached or terraced 2 bed houses (23.3%)
- 19no. semi-detached or detached 3 bed houses (63.3%)
- 2no. detached 4 bed houses (6.7%)

This gives a broad mix of dwellings to create a sustainable community with substantial contribution of family sized dwellings to the local housing stock.



Dwelling Size & Tenure Diagram

4.4 SCALE

When developing proposals for the scale of a development, consideration must be given to the following factors:

- Predominant scale of local development
- Scale of existing buildings adjacent to site or in existing street scape
- Maximising land use for a sustainable development
- Future development proposals in immediate area

The development along Church Road, to the west of the site, is a mix of one and one and a half storey dwellings. The dwellings along Barnham Road increase in scale to two storeys. However, similar local housing estates such as Upton Brooks along Barnham Road to the east or St Georges Walk off Church Lane are predominately two storey.

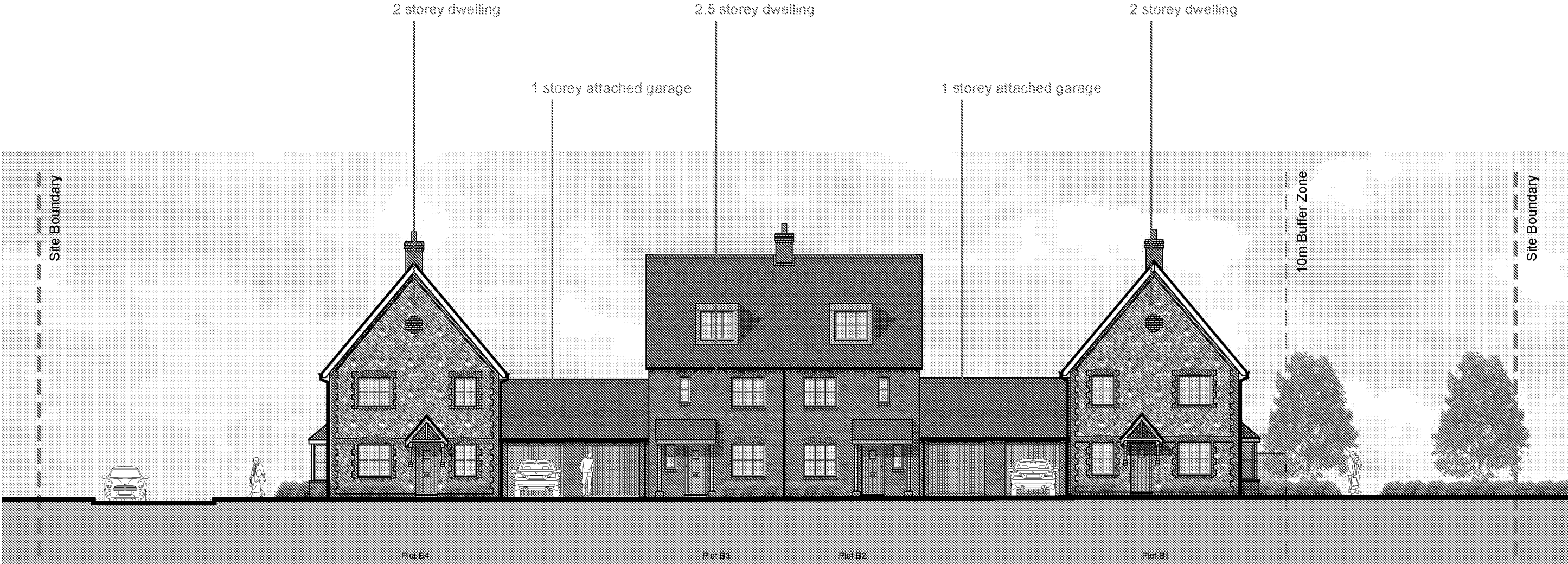
Within Barnham and Eastergate villages there are a few examples of two and a half storey dwellings.

At present the site is bounded to the east by nursery buildings but the aim of the masterplan is for this site to also come forward as housing.

Therefore, the scheme has been designed to be predominately two storey with a pair of two and a half storey dwellings on the main access road off Barnham Road, to add interest and variety to the street scape. The remainder of the site is two storey dwellings reinforcing the character of the development.



4.4 SCALE



Elm Grove - two and a half storey feature building



Barnham Road - typical two storey residential development



Church Lane - one and a half storey dwellings

4.5 APPEARANCE

CONTEXTUAL INFLUENCE

The architectural form and character of the development, the design of the houses, and the proposed materials are intended to strongly reflect the style and materials traditionally used within the local area, but set within a more contemporary and sustainable context.

The Site Layout, with an overall density of 20.0 dwellings per hectare, provides for well proportioned housing with simple roof forms in a traditional style. Buildings are intended to incorporate elements of symmetry along with feature gables, projecting bays, chimneys and porch details to create a high quality of aesthetical interest within the street-scene.

The design of the dwellings will create both variety and individuality within the street, whilst being representative of the character and architecture of Eastergate and Barnham. Traditional elements such as working chimneys, feature bay windows are intended to be utilised to add to the scheme's local identity.

MATERIALS

A palette of building materials will be incorporated within the scheme design, all of which are reflective of the traditional West Sussex vernacular and utilised within the Arun district.

As such, the proposed development will utilise the materials to create a varied palette throughout the site, including a mixture of local red/brown stock brickwork, plain clay tile-hanging, flint and red brick quoin to create variation within the street-scene.

Individual landmark or accent buildings or building groups which vary in scale or massing may exhibit a more individual architectural style or include particular architectural detailing, and alternate materials may be used where visually appropriate within the public realm.



Drovers Way



Elm Grove, Barnham



Church Lane

4.5 APPEARANCE



Street Scene



Street Scene



Street Scene

4.5 APPEARANCE

DETAILING

The surrounding architecture of Barnham and Eastergate is extremely varied with no common architectural details or materials. In order to develop a proposal which is designed to accord with the character of the area, some specific details have been drawn from surrounding historic buildings. In addition, the wide range of vernacular materials used reflects the varied nature of the surroundings.

There are several examples of contrasting bricks being used to add interest to brick buildings, as quoining, bands and arched window heads. These features have been incorporated on a wide number of dwellings.

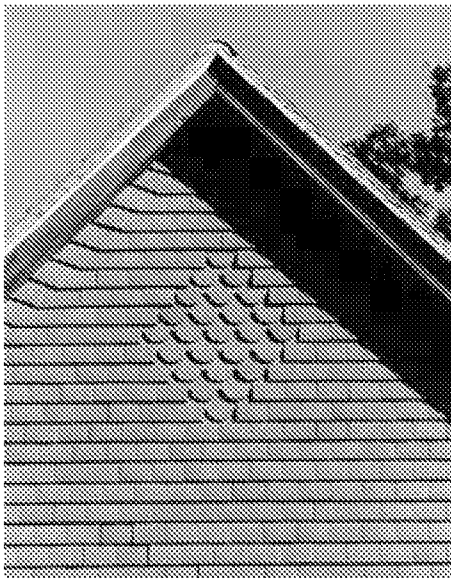
The development offers a variety of porches adding individuality to dwellings, whilst also maintaining character through a common material. Gables with deep bargeboards and exposed rafter feet both with and without fascia boards have been identified in the locality and used as a detail to add context and unity to the development.



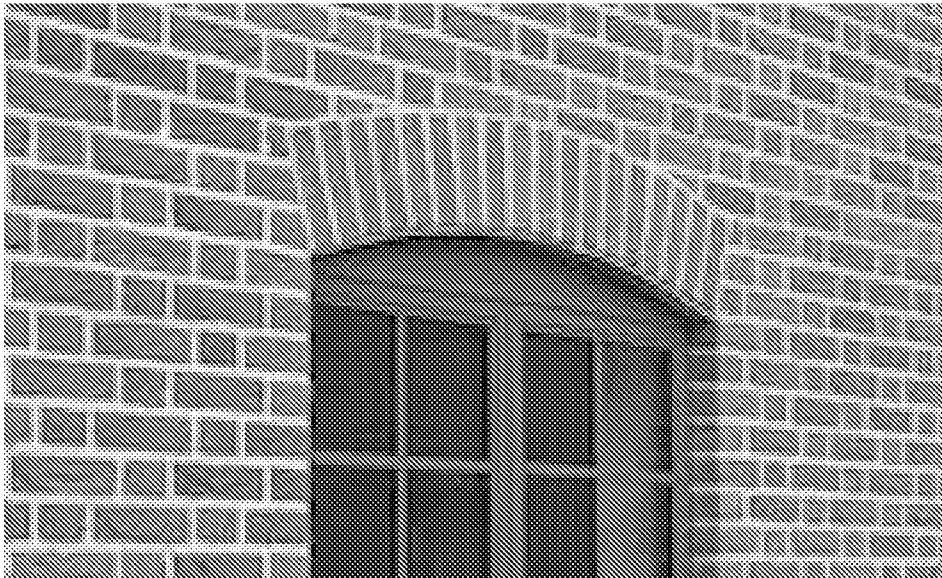
Red Brick Quoins with Brown infill



Gable Porch



Tile Hanging



Brick header detail

4.6 SKETCHES



4.7 LANDSCAPE

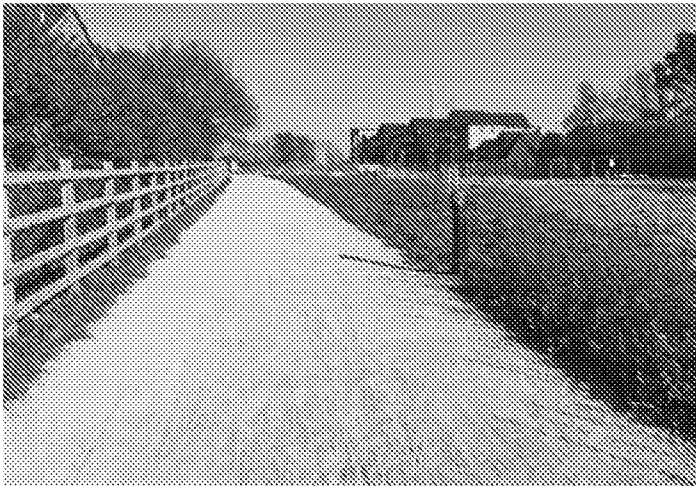
PROPOSED OPEN SPACE

The proposed open space has been developed to provide the residents with community-led amenity areas, whilst safeguarding the amenity of existing residents adjoining the site.

The open space has been separated into areas located throughout the site: frontage, surrounding the cycle path, incidental, southern. The individual amenity areas provide an important role in developing the community, health and well-being of the residents, enhancing biodiversity and education.

Schedule Open Space Areas:

Frontage Public Open Space	930 sqm
Open Space Surrounding Cycle Path	1629 sqm
	820 sqm
Incidental Open Space	113 sqm
	88 sqm
Southern Public Open Space	1044 sqm



Cycle Path



Proposed enhancement planting



informal play area

Existing landscape
along road edge
retained and
enhanced.

Open space
surrounding cycle
path

Incidental open
space along
eastern boundary

Path integrated into landscaped public open space to southern site boundary, linking into the green corridor/ cycle and pedestrian route.



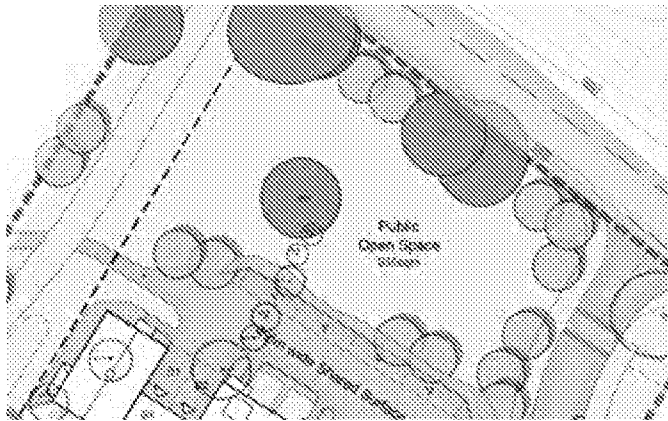
Proposed Open Space

4.8 LANDSCAPE & ECOLOGY

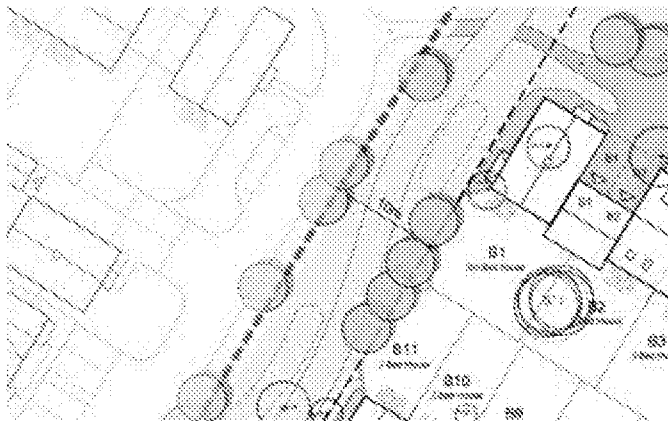
PROPOSED LANDSCAPING

The key landscape and visual aspects identified as opportunities for integration of the proposed residential development with the local character include:

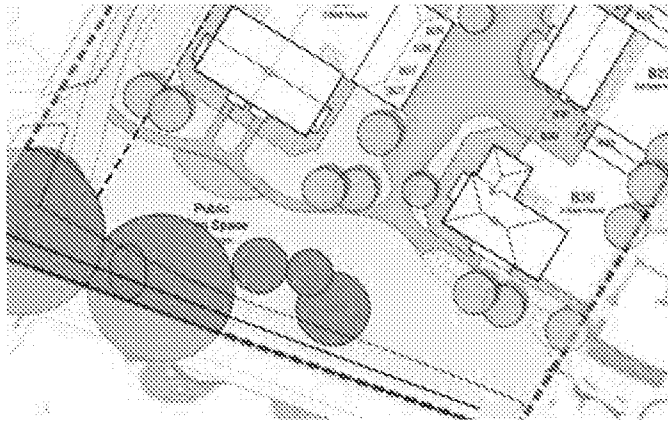
- Reinforcement of existing and creation of new boundary vegetation to contribute to the landscape structure and enhance ecological connectivity with surrounding habitat;
- Creation of public open space across the north of the site, incorporating public open space including a play area featuring natural materials and allotment space;
- Part removal of coniferous species from about the eastern edge of the driveway south from Barnham Road to introduce a more open view of adjacent semi-rural character for users of Barnham Road and footway;
- Public open space across the north of the site can form part of the green buffer for the wider Three Villages Strategic Housing Area;
- Footway linkage between the public footpaths to the north and the south of the site by the introduction of a pedestrian bridge across the rife in the south;
- Integration of sustainable urban drainage system (SuDS) across the site to aid in managing any groundwater flood risk whilst being managed to provide both ecological and landscape value;
- Layout to be in keeping with the Garden City approach defined within the Barnham, Eastergate & Westergate Visioning Brief (March 2013, URS), with generous green space linked to the wider natural environment, including a mix of public and private networks of well managed, high-quality gardens, tree-lined streets and open spaces.



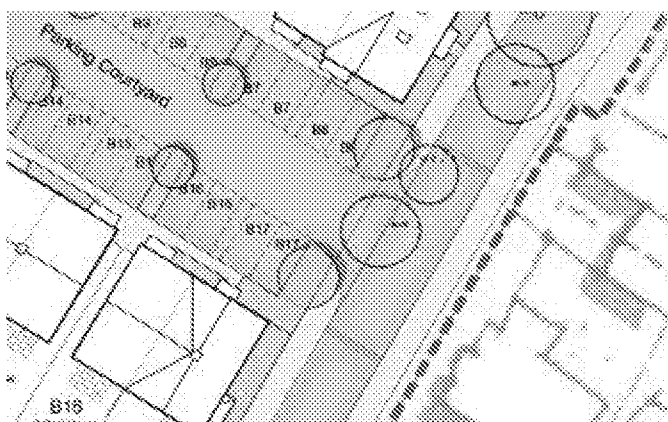
Landscaped public open space



Cycle Path within Ecological Enhancement Area



Open space connecting to existing public right of way



The use of different road surfaces to reduce car speeds



Proposed Landscaping

4.9 SUSTAINABILITY

SUSTAINABILITY AND RENEWABLE ENERGY OBJECTIVES

The overall objectives for this site are to meet, and where possible exceeds, the requirements of the emerging planning policy framework. There is a presumption in the National Planning Policy Framework in favour of 'sustainable development'.

Of particular importance is the need to address climate change, ensuring lower water use and efficiency, creating energy efficient design and layouts, providing for renewable energy, reducing waste, meeting ecological issues and creating appropriate landscaping.

Delivering a sustainable development is clearly about more than just the environment: it is about providing a place where people want to live and where they can prosper over the long term. This process begins with a well-crafted illustrative Masterplan with sustainability as a core part of the design.

LOCATION & ACCESS STRATEGY

The site is considered to be in a sustainable location with good local services within walking distance and good levels of public transport connectivity. Each dwelling will be provided with secure cycle parking spaces as well as car parking spaces to encourage the use of sustainable modes of transport.

Further information can be found in the Access section of this document and in the Transport Statement.

ENERGY STRATEGY

It is essential to reduce energy demands as far as possible before considering the introduction of energy generation and supply technologies; a 'fabric first' approach.

There are a number of key design elements that have been applied through the development of the illustrative layout and which will be developed at the Reserved Matters stage for the implementation of the scheme:

- Passive solar design principles – the majority of dwellings orientated to benefit from an east-west or southerly orientation where possible;
- Daylighting – good levels of natural daylighting, as a result of optimised levels of glazing and a development density that ensures appropriate spaces around dwellings, including generous front and rear gardens;
- Building fabric – a highly energy efficient building envelope that meets and may exceed Building Regulations standards;
- Air tight structure - the air tightness of a building is important in minimising heat loss, but also in the prevention of drafts that can make homes feel uncomfortably cold;

After implementation of the above 'fabric first' approach consideration can be given to renewable energy systems. The illustrative layout lends itself to integrated solar thermal and photo-voltaic solutions, which can be incorporated in conjunction with high efficiency gas boiler systems. Where used, photo-voltaic panels can be designed to be integrated within the roof-slope rather than standing proud of the roof, and will be positioned on non-public realm slopes if possible.

The renewable design considerations, coupled with the building specific design measures will enable high quality, healthy and comfortable living spaces to be built and the proposed development will become a very attractive and sustainable place to live.

WATER EFFICIENCY

The detailed design of the dwellings will reduce potable water used within the development through the use of efficient fittings, to include low-level flush WCs and flow restrictors throughout.

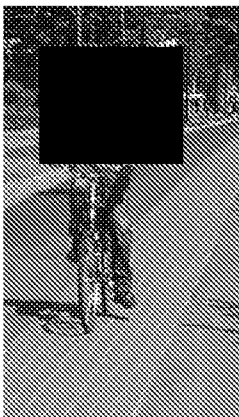
Grey-water recycling will be utilised in a simple form through the provision of water butts for each home. Positioned within the rear garden areas, the water butts will be linked to a rainwater pipe and will provide water for use in private garden areas.

WASTE AND RECYCLING

Within the proposed development, all homes will be provided with internal refuse and recycling bins to split the different recycling streams prior to storage outside. It is intended that composting bins will be provided in gardens in accordance with best practice.

With regard to refuse and recycling, bins will be stored generally within rear garden areas and provided with a suitable hard-standing, to be brought to the fronts of dwellings on collection days only.

All refuse and recycling storage will be designed to be within the required distances specified in The Buildings Regulations Part H to ensure that residents and waste operatives do not have to pull bins any further than necessary.



5.0 CONCLUSION

5.1 CONCLUSION

This Design & Access Statement identifies the locational context, design influences and key principles that have informed the development of the Site Layout for the land at Boweries, Barnham Road, Eastergate. The Site Layout details a sustainable development proposal which provides 30 residential dwellings including a 30% affordable provision, along with landscape amenity.

A professional project team has fully informed the design development to ensure that all relevant design and environmental aspects relating to the site have been considered in detail. Technical reports have been prepared covering the necessary aspects of the Site Layout and are included within the submission.

The scheme provides a sustainable addition to the Arun District that is designed around current best practice design guidance to create a safe, inclusive and interactive environment. It provides a legible development with an overall design framework, establishing a strong sense of place within the context of the overall masterplan.

The Site Layout proposes an appropriate landscaped and softened boundary to the rural edge, with open space and a strong landscape buffer utilised.

The variety of open spaces proposed will facilitate community interaction, and will provide high quality recreational settings and landscaped play area for children. Spacious, legible pedestrian and cycle movement routes are provided around the site. The spacious and well landscaped cycle way is a key feature of the site and contributes to the development of sustainable modes of transport for the wider community.



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