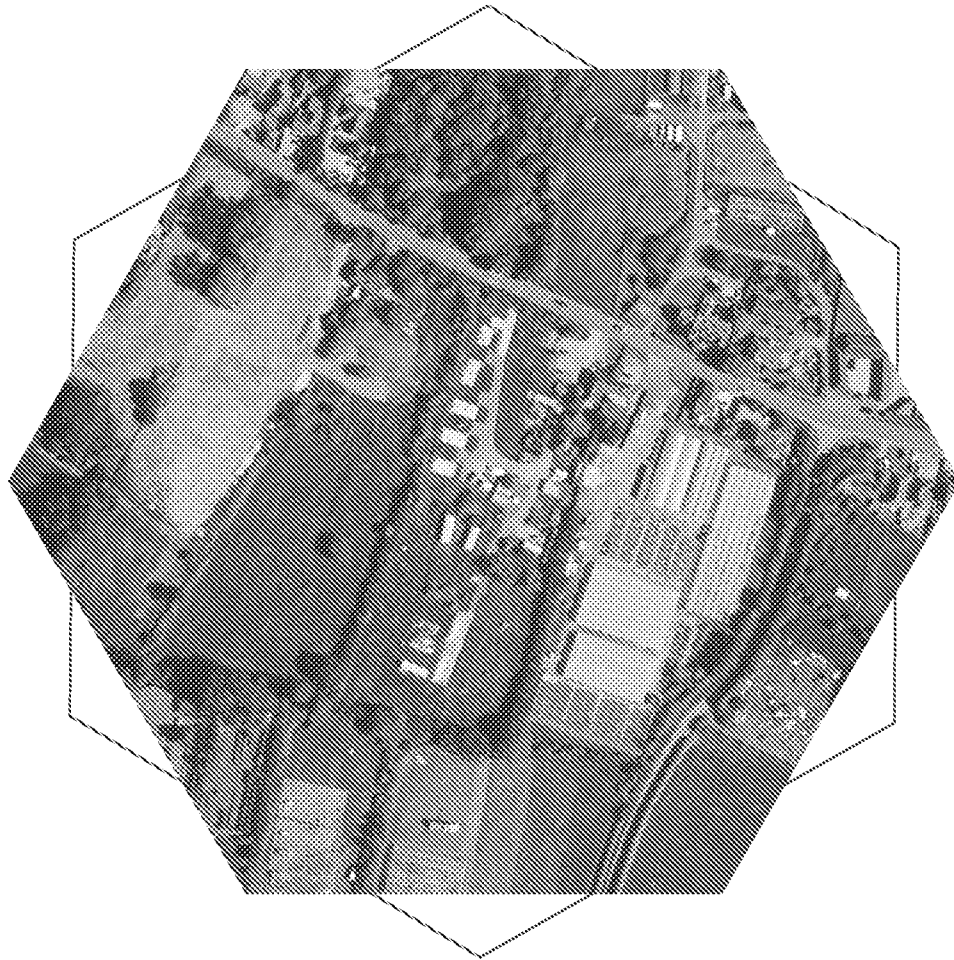
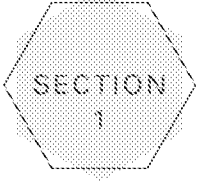
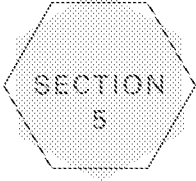
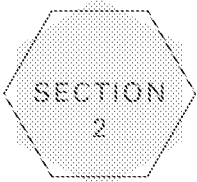
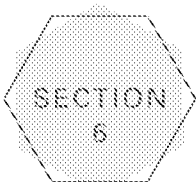
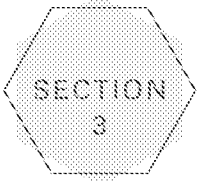
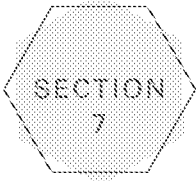
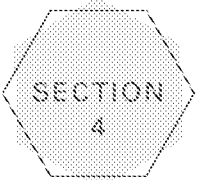




DESIGN & ACCESS STATEMENT
LILLIES, YAPTON ROAD | BARNHAM

MARCH 2018 | REF: MATT151202

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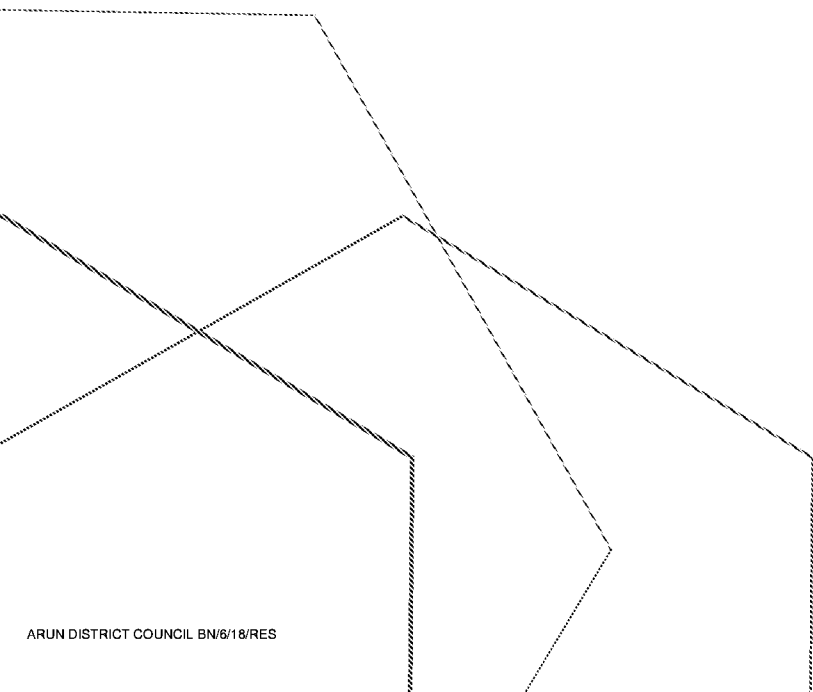


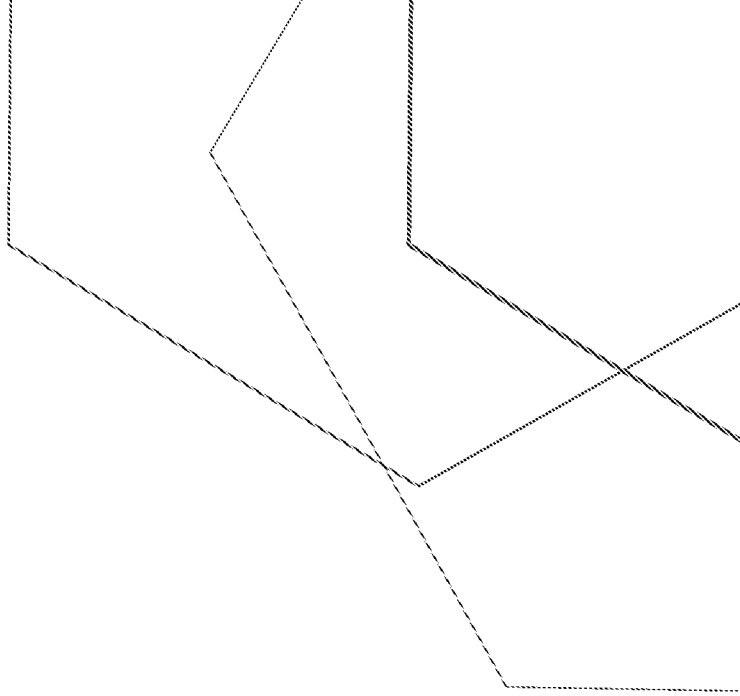
INTRODUCTION

This Design and Access Statement has been prepared on behalf of Matthew Homes Limited to provide supporting information for the proposed residential development of The Lillies, Yapton Road, Barnham.

An outline planning application (REF: BN/32/15/OUT) for the erection of 38no dwellings including open space, landscaping and new access, was approved by Arun District Council on 5th April 2016.

The outline permission set the parameters within which this submitted Reserved Matters application is to be considered. The reserved matters proposals are for the construction of 38 residential units that were approved in principle under the outline permission. The proposed scheme will also provide the open spaces and drainage attenuation features as per the outline permission.





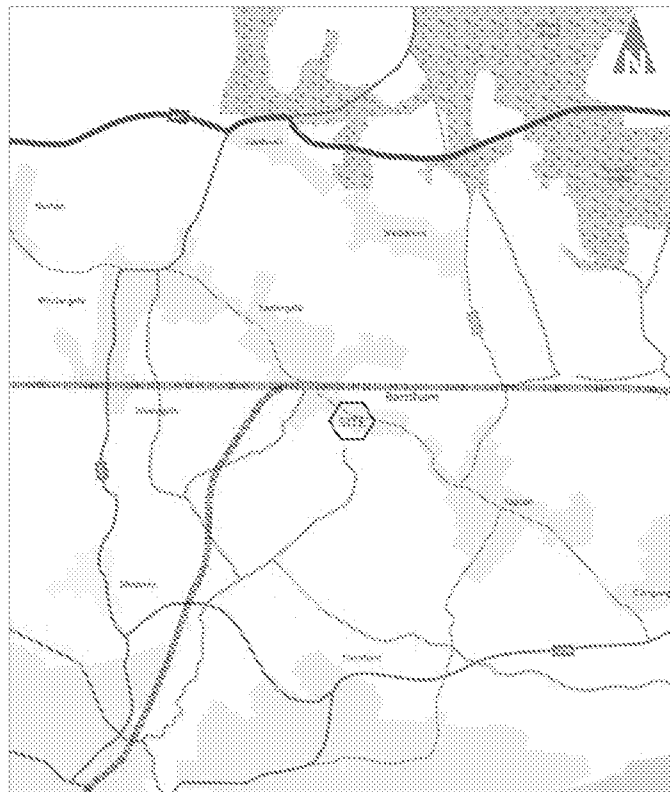
02 THE SITE

Site Location | Site Context | Local Context |
Constraints & Opportunities

SITE LOCATION

The application site is a former caravan park on which all previously used buildings have been demolished, it is located to the south east of Barnham, on the edge of the town.

The site is bordered on three sides by well-established trees and hedgerows. The Yapton Road end of the site is exposed to the road. The site is approximately 175m long by 70m wide, with an area of 1.1ha. The site is generally flat, although the general land fall is from North to South.

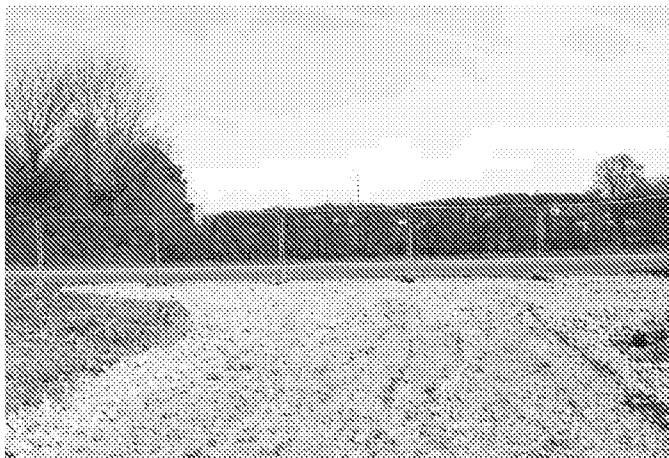


SITE CONTEXT

The proposal site is located on the south eastern edge of Barnham, it lies approximately 0.5 miles south east of Barnham village centre.

The A27, a main distributor road heading west towards Portsmouth and east towards Brighton, lies approximately 3 miles to the north-west. Access to these settlements and the further road network is provided by Yapton Road and Barnham Road which are immediately to the north of the site.

Within the centre of Barnham there are bus stops which offer regular bus services running to the neighbouring towns of Bognor Regis, Chichester and Littlehampton. The nearest access to the national rail network is in Barnham 650m from the site, this provides services to London, Portsmouth and Brighton.



LOCAL CONTEXT

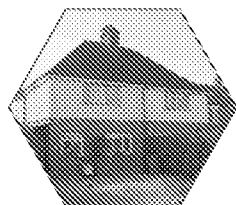
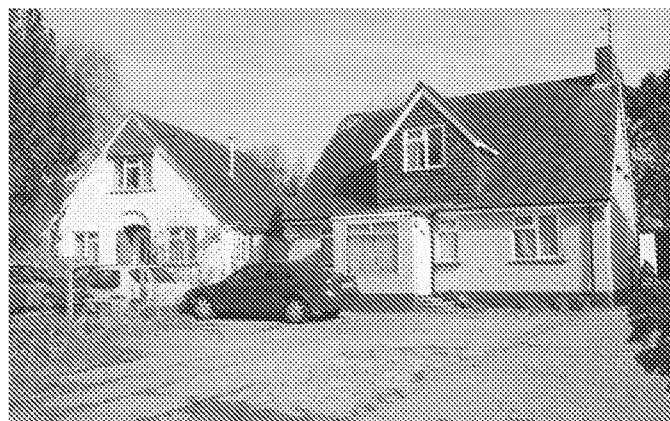
Within the local area can be found a variety of buildings, constructed in different styles and with varying materials and finishes.

The adjacent photos provide a selection of the houses found in the vicinity, with most buildings constructed within the 20th and early 21st centuries.

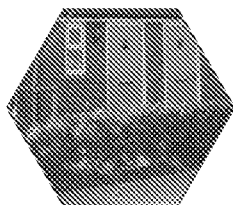
Most of these houses are predominantly 2 storey, of a simple form and scale. Some houses have rooms in the roof, extending to either 1.5 or 2.5 storeys. Most residences are set back from the road, behind modest gardens.

Most of these buildings are constructed of red or multi-brick with red/brown concrete tiles, there are also some elements of buff brick and slate grey colour roof tiles. Some key units on the street have tile, render or weatherboarding.

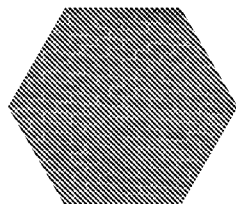
Windows and doors are predominantly constructed of white uPVC or timber.



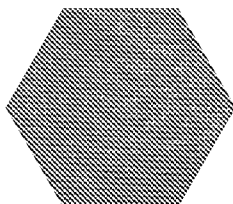
**PREDOMINANTLY
TWO STOREY**



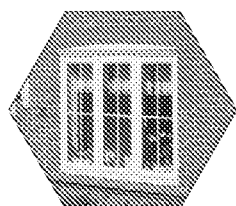
**MOSTLY SET BACK
BEHIND GARDENS**



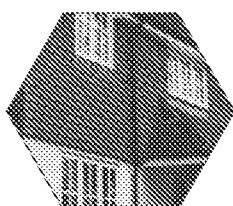
**MOSTLY CONSTRUCTED
OF MULTI-RED BRICK**



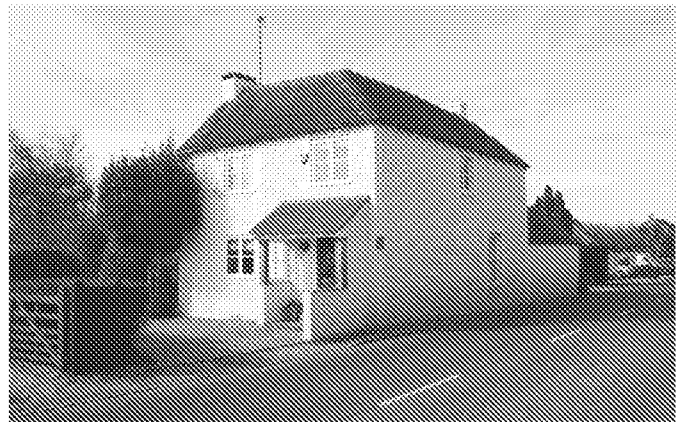
**MOSTLY RED/BROWN
ROOF TILES**



**PREDOMINANTLY WHITE
U-PVC WINDOWS**

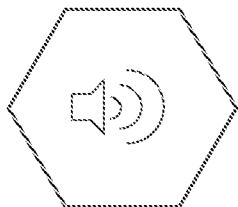


**SOME KEY UNITS
USE TILE**

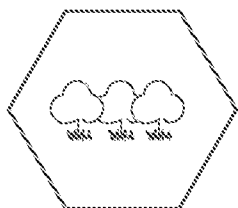


CONSTRAINTS & OPPORTUNITIES

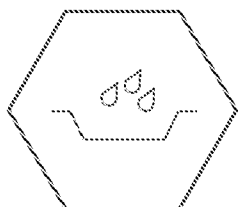
CONSTRAINTS



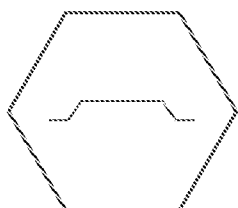
Noise from Yapton Road



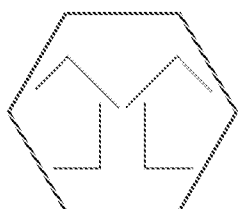
Existing vegetation framing the boundaries on three sides of the site



Drainage ditch to south of the site

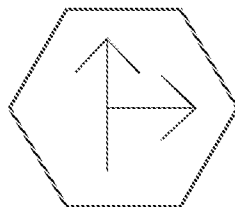


Rising main and easements which cross the site

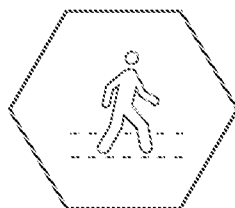


Proximity of neighbouring properties

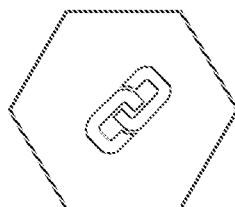
OPPORTUNITIES



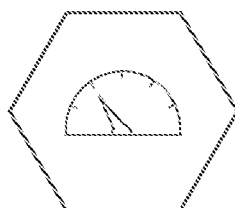
New access junctions onto the Yapton Road



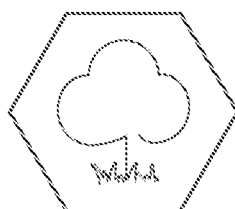
Pedestrian links towards Barnham town centre



Links to other new developments to the west



Internal road layout to ensure low traffic speed

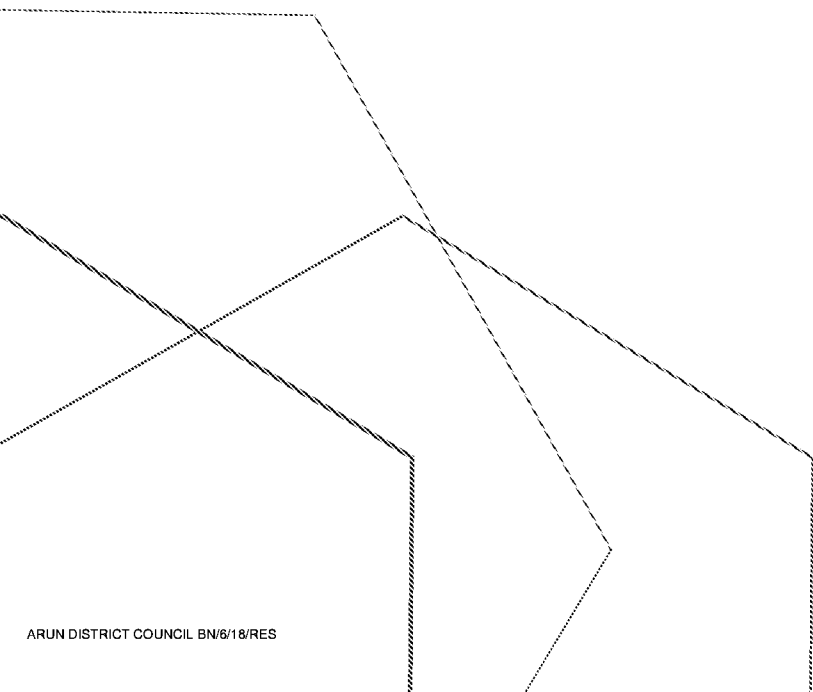


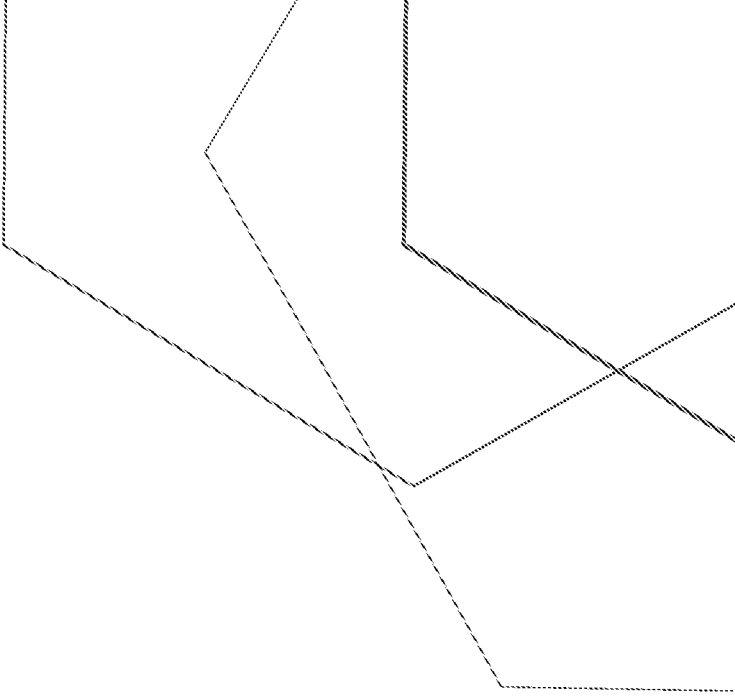
Creation of focal public open space area

KEY

-  Site Boundary
-  Foul Water
-  Rising Main
-  Site Entrance
-  Noise Boundary
-  Main Access
-  Pedestrian Access Link
-  Ditch
-  POS
-  Neighbouring Property
-  Pumping Station







03 DESIGN RESPONSE

Site Layout | Storey Heights | Unit Types |
Movement Strategy | Parking Strategy |
Affordable Housing | Refuse & Servicing

SITE LAYOUT

The concept of the proposed development is based on the following principles:

1. The approved site entrances provide appropriate access to the scheme.
2. A layout that will integrate with, and complement, the local area in terms of scale, massing and layout and has a street form that is not over-engineered.
3. To create a focal area enclosed by a framework of new trees/ landscaping.

The scheme has been designed in response to the site constraints. The layout presents a development with a clear structure, with ease of access and permeability to the surrounding paths and roads. The site allows sufficient space between dwellings and incorporates garden sizes fitting the character of the locality. It also allows for areas of local open space within the layout at central points.

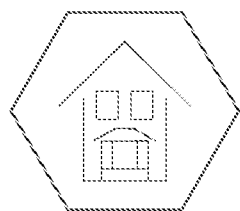
The site contains adequate space and turning heads for refuse and emergency vehicles.

The scheme is for 38 new build residential dwellings of which 30% is to be affordable.

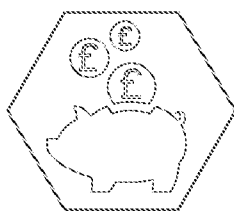
Access to the site will be via a new junction onto Yapton Road. The entrance road alignment and landscaping arrangements have been considered in relation to the topography of the site. The entrance road alignment is designed to encourage low vehicle speeds in keeping with the residential environment without the need for any vertical traffic calming features.

The estate road will benefit from appropriate visibility splays and widths, with provision for safe pedestrian routes through the scheme. Within cul-de-sacs, appropriate sized turning facilities will also be provided to accommodate service vehicles manoeuvres.

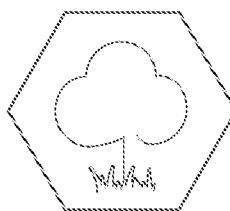
The reserved matters proposals are in line with the consented outline parameters.



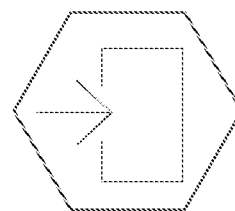
38 NEW BUILDS



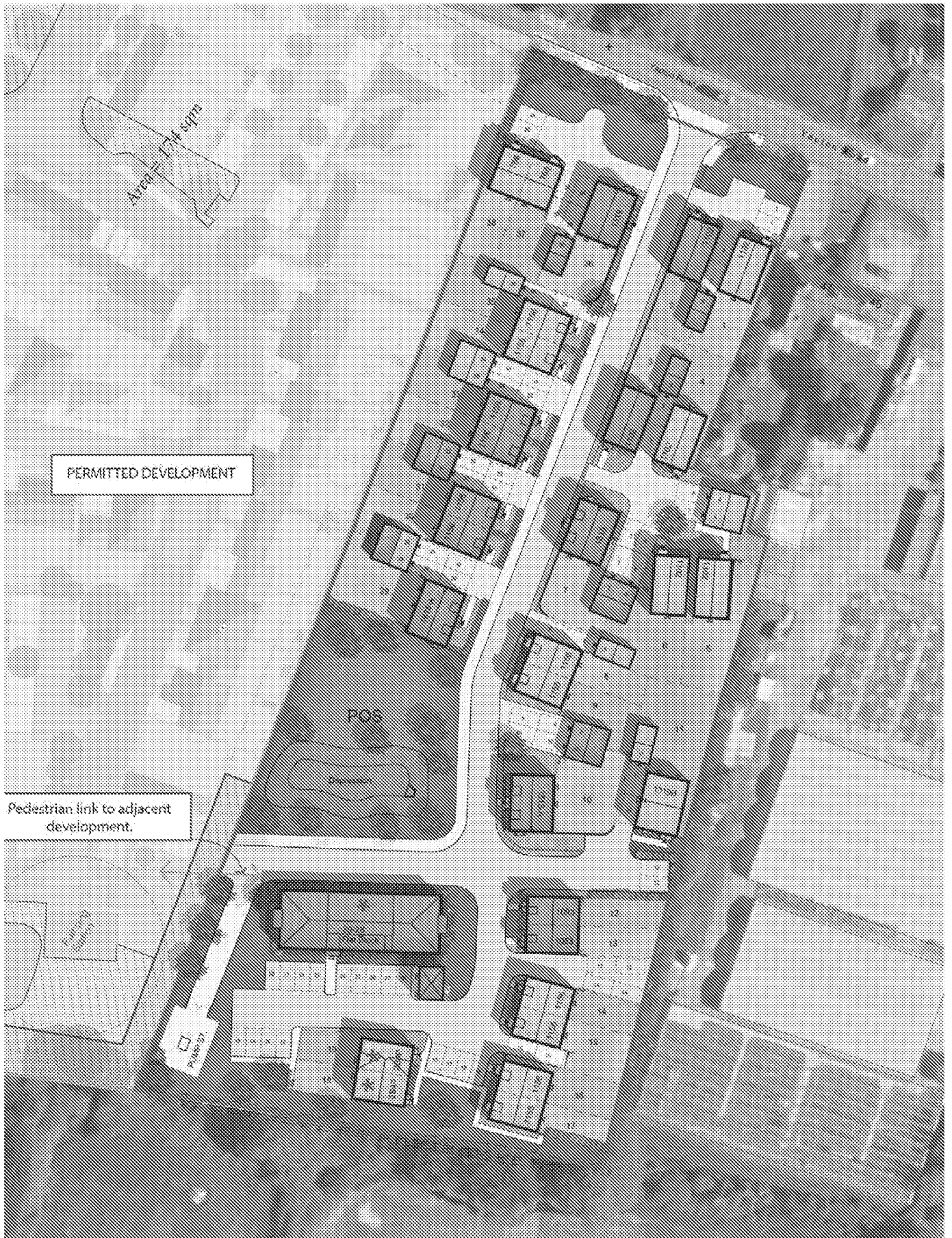
30% AFFORDABLE HOUSING



FOCAL POINT GREEN AREA



NEW APPROVED ACCESS



UNIT TYPES

There is a mix of 2 to 5 bed units spread across the site that meet local needs and character. The scale and orientation of the buildings required in certain parts of the site also dictate the type.



STOREY HEIGHTS

Most homes within the scheme are 2 storeys in height apart with some 2 ½ and 3 storey units used in key locations to help frame spaces and add variety to the roof scape. Garages will be of single storey construction. The reserved matters proposals are in line with the consented outline parameters.



MOVEMENT STRATEGY

A variety of roads and movement routes have been considered within the layout. From the main access points located off the Primary Street (Yapton Road). Secondary streets provide the principal routes through the scheme. In order to access properties off these streets, Shared Surfaces and Private Drives provide direct access to driveways and courtyard parking. These minor streets will be designed to ensure safety for pedestrians, cyclists and drivers.



PARKING STRATEGY

There are combinations of parking solutions across the site dependent on type and tenure of unit and its location within the layout design. Generally most of the detached houses have 1 garage and 2 extra spaces. Terraced and semi-detached houses have at least two spaces, many have garages. Visitor car parking spaces are also located throughout the scheme.



AFFORDABLE HOUSING

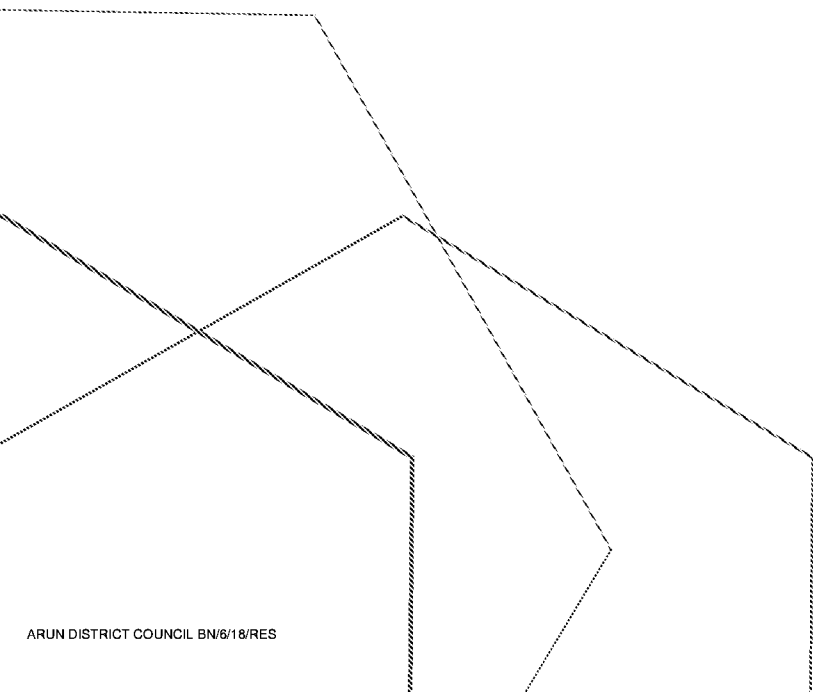
There are a total of 11 affordable units on the site which equates to 30% of the total. The mix and sizes reflect the local need with a range of 2 bed flats and 2 bed houses.

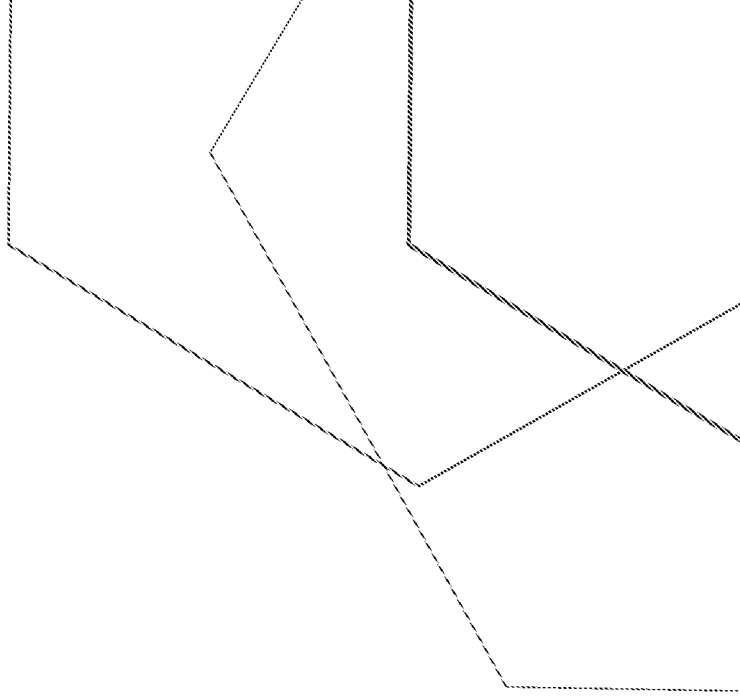


REFUSE & SERVICING

The refuse and servicing strategy utilises the road and movement network previously defined. Bin Collection points are positioned at specific locations through the scheme in order to reduce the movement of refuse vehicles. Turning heads have been positioned appropriately to improve the manoeuvrability of the vehicles.







04 LANDSCAPING

Landscaping & Public Open Space

LANDSCAPING

PUBLIC OPEN SPACE

An area of public open space to the south of the site will consist of mown amenity grassland which will provide recreational use. The open space will contain native trees which are beneficial for biodiversity and visual amenity.

STREET TREES

Proposed structural street trees will be planted along the main residential street creating a natural vertical element to enhance the street scene. This will provide visual interest whilst increasing biodiversity within the development. Species will include Fastigiate Field Maple and Birch. The trees relationship with the landscape is to contribute to the area's overall quality. This includes the way in which materials, traditional styles, construction and detailing are correctly employed.

NATIVE TREES

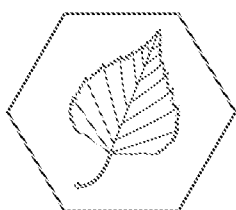
Proposed native trees will be planted within the open spaces and along the site boundaries where it will integrate with the wider landscape whilst creating landscape buffer. Native structure trees supplemented with hedgerows will be planted within the landscape to provide a visual barrier. Species will include Oak, Birch and Field maple.

Boundary vegetation will be protected and retained where possible to maintain any existing habitats for wildlife. Planting will be implemented to screen the proposed development from neighbouring properties. Planting chosen will be of various heights and of native species to create natural canopy structure. Hornbeam hedges will be proposed where possible to demarcate plots and provide a sense of enclosure.

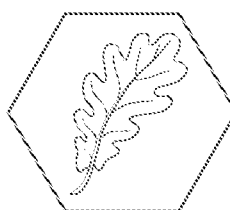
Proposed decorative shrub planting will be a mixture of evergreen and flowering shrubs, grasses and herbaceous planting to soften frontages providing structure and year-round interest. Planting mixture will also consist of wildlife life friendly shrubs to attract bees and other insects such as Salvia, Weigela and Pittosporum.



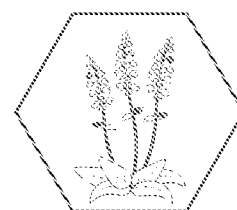
MAPLE TREE



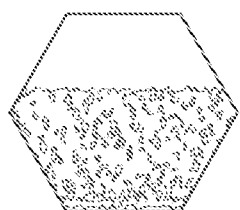
BIRCH TREE



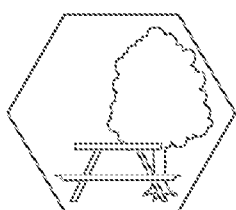
OAK TREE



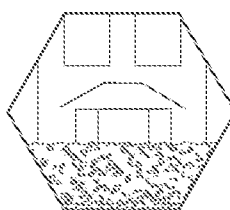
FLOWERING
SHRUBS



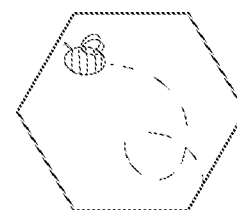
HORNBEAM
HEDGE



OPEN SPACE



LANDSCAPE
BUFFER



WILDLIFE
FRIENDLY



BIRCH TREE



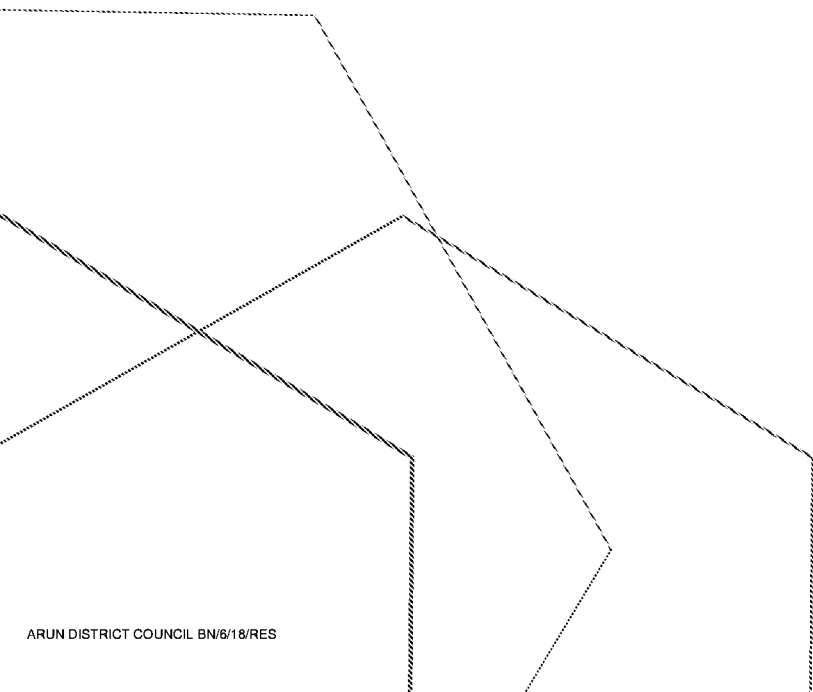
WEIGELA SHRUB

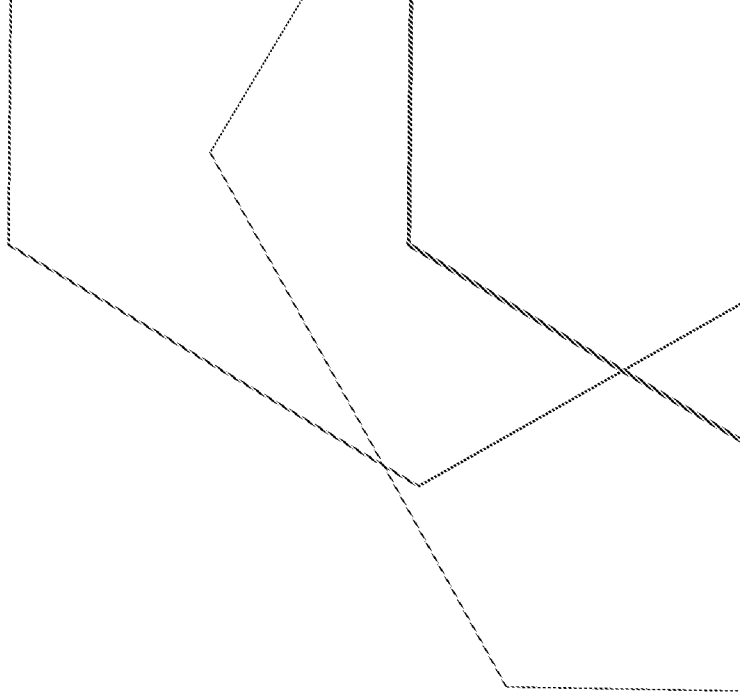


FIELD MAPLE



PUBLIC OPEN SPACE





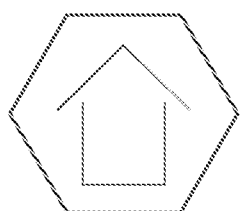
APPEARANCE

Architectural Character | Appearance

ARCHITECTURAL CHARACTER

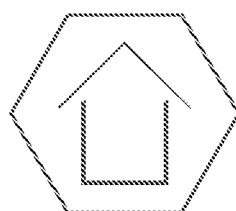
The proposed houses are designed to ensure a high quality environment that is respectful to the local area. The new development will possess visual cohesion by using materials and design styles which reflect local distinctiveness. These general principles have been established to guide the design of new dwellings.

As indicated by National Planning Policy Framework (NPPF) 'Achieving Sustainable Development', it is a requirement for new development to make a 'positive' contribution to the character and identity of a place. This is an opportunity to draw upon that established built form and its relationship with the landscape to contribute to the area's overall quality. This includes the way in which materials, traditional styles, construction and detailing are correctly employed.



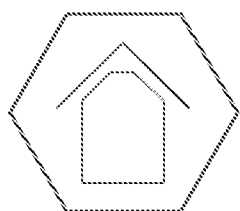
SIMPLE BUILT FORM

Buildings will be designed with a simple form and appropriate detailing that complement Barnham vernacular.



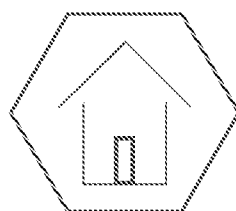
WALLS

A variety of facing material distinctive to Barnham. The wall materials include: Red facing brick, weatherboarding and tile hanging.



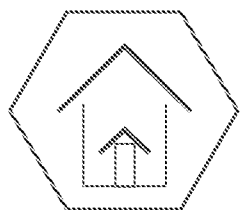
KEY BUILDINGS

Key buildings using special details, raised building heights and/or increased massing will be used in key locations.



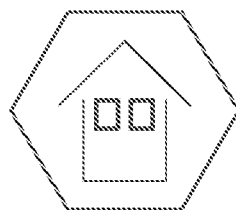
DOORS

Doors will be vertical boarded with well detailed porches supported by simple or decorative brackets or posts.



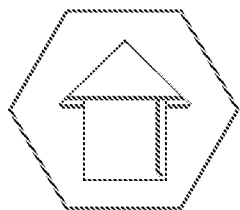
ROOFS

Roofs will be a variation of tiles and slates laid to variety of pitches, types include gables and hips. To add interest there will be the occasional dormer.



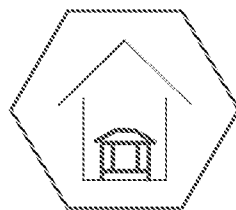
WINDOWS

Windows will be white UPVC casement. Brick headers above the windows will also be used to add interest.



EAVES

White eaves and fascia will be used with black rainwater goods.



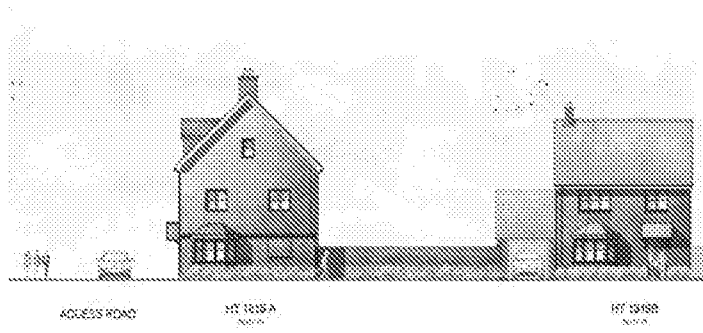
BAY WINDOWS

Bay windows, in particular, will add interest and articulation to building frontages. They will be used at important locations, such as where houses turn corners or to add emphasis to a building that terminates a key view.

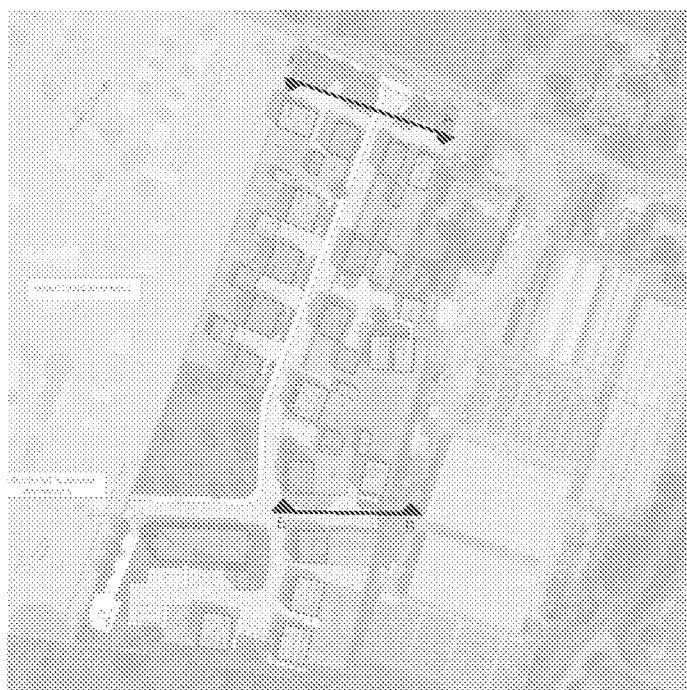
APPEARANCE



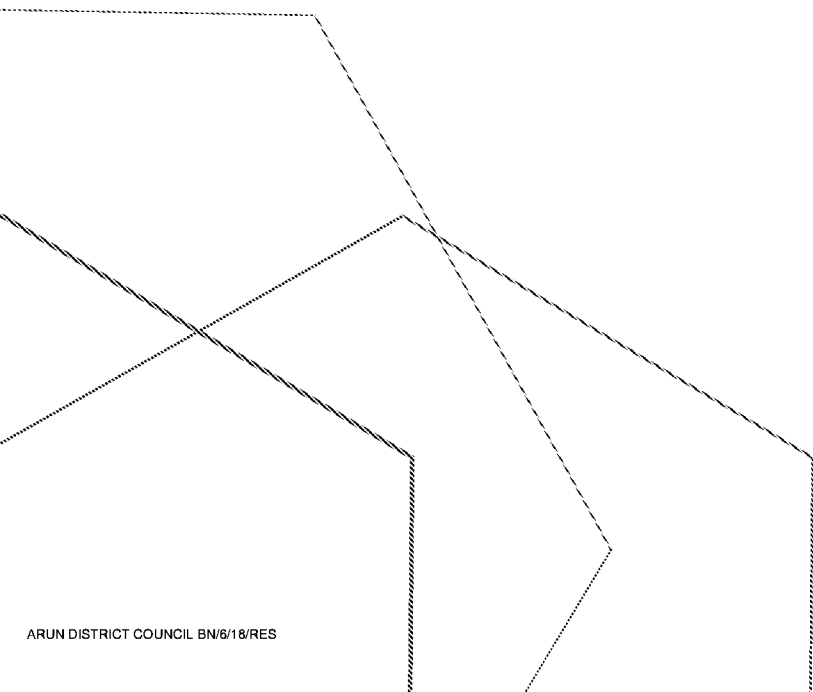
Elevation AA

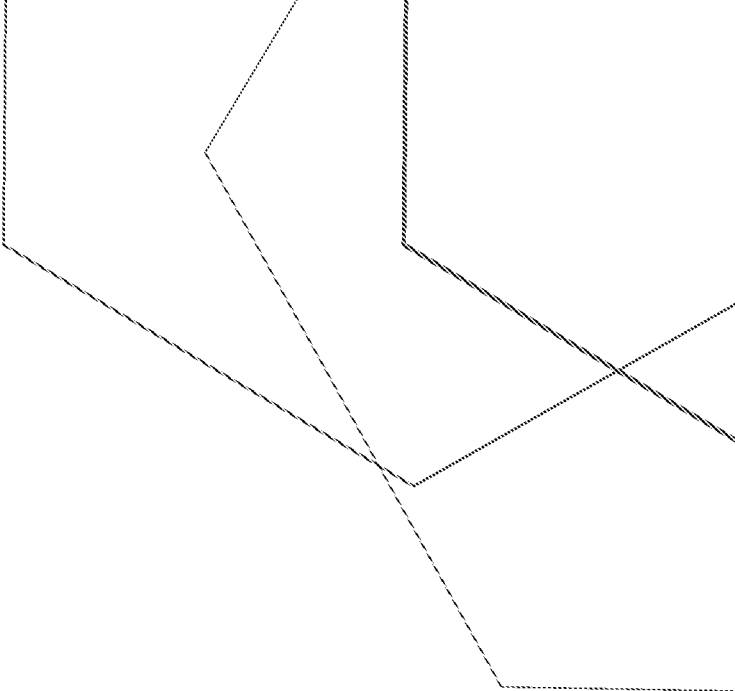


Elevation BB



Elevation CC





SECURITY & SUSTAINABILITY

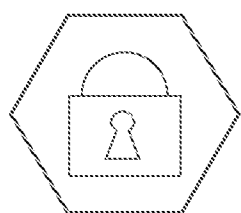
Security | Sustainability & Drainage

SECURITY

The reduction in opportunities for crime through the design of the proposed development is a key element in creating a secure sense of place. The layout is designed to create natural surveillance and sense of ownership of private areas through the use of a clear perimeter block structure. The aim will be to ensure that every part of the scheme is easily identified as either being public or private space.

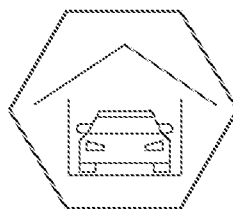
The development has been designed to address the key principles, highlighted within the guidance literature for 'Secured by Design' as follows:

Well designed, attractive, clearly defined and well maintained environments are likely to be a source of pride for residents. This encourages a sense of ownership and responsibility, thus discouraging crime.



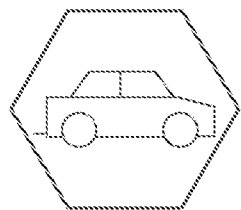
Defensible Space

All houses have a private garden.



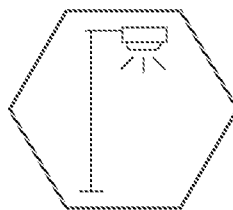
Car Parking

On plot garages or dedicated surface spaces are provided.



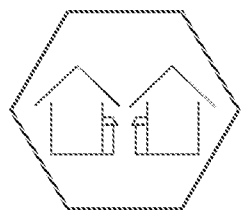
Appropriate Permeability

No rat runs.



Lighting

Adoptable standard to the roads and wall or bollard lighting to courtyards and lanes.



Natural Surveillance

Houses turned to face onto the public realm.

CREATING A SECURE ENVIRONMENT

The proposals respond to Secured by Design criteria, including the creation of active frontages as follows:

Houses are to be arranged to address the street or individual spaces and to give positive enclosure to these areas so they are overlooked and create a sense of ownership.

Vehicular and pedestrian entrances are 'policed' by gateway buildings which overlook these spaces.

Various pedestrian routes have been created within the design, giving permeability to the site layout, encouraging pedestrian movement around the site and natural 'community surveillance'.

Care has been taken to ensure building side elevations have windows, so that there are active frontages towards all exposed sides.

The scheme provides a clear definition between public and private areas that are secure and well defined.

Parking is predominantly on plot where there is good surveillance.

SUSTAINABILITY & DRAINAGE

The proposed surface water drainage strategy has been developed in accordance with the hierarchy for surface water disposal and in accordance with the previously approved FRA.

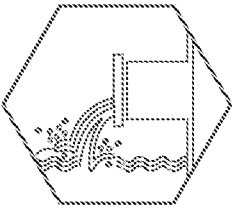
As infiltration was found to be unsuitable for drainage, the next option to pursue was to discharge into the watercourse located at the southern boundary of the site.

This was found to be a suitable option and approved by the Lead Local Flood Authority, the areas of hardstanding from the site will therefore discharge at

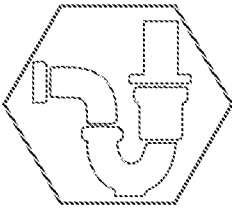
a restricted rate to the watercourse. Surface Water will be stored on site through the use of an attenuation basin that will provide water quality benefits.

The proposed foul water drainage strategy is to discharge foul water into the existing public sewer network.

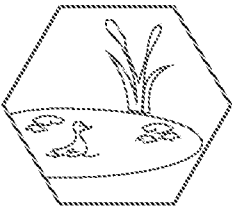
Due to the low lying levels within the south of the site, foul flows in this area will be pumped via a pumping station to the north where they will be discharged via gravity into the existing sewer network.



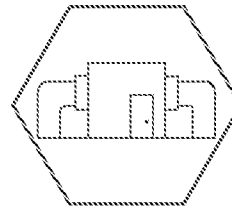
HARDSTANDING
Surface water discharged into nearby watercourse.



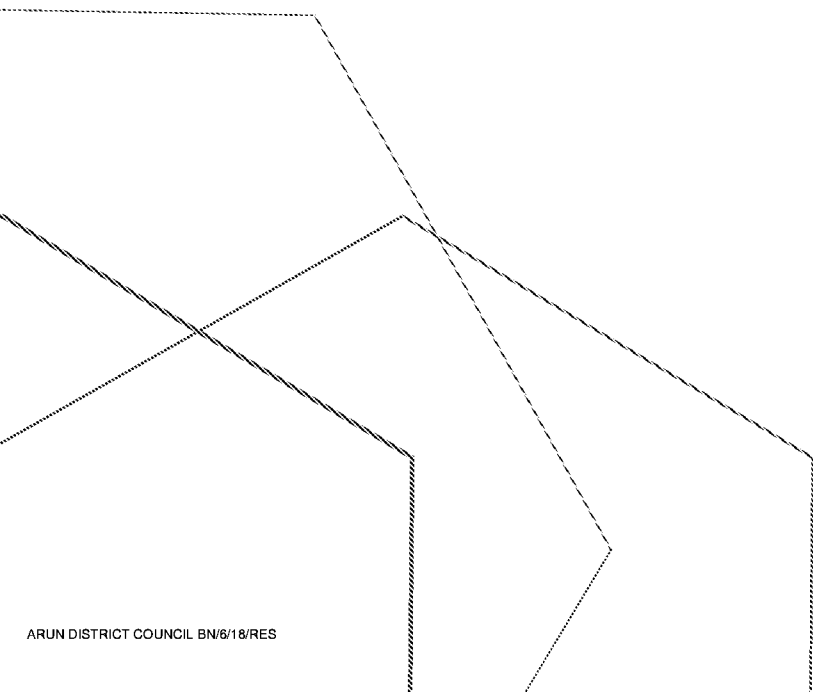
FOUL WATER
Discharged into existing sewer.

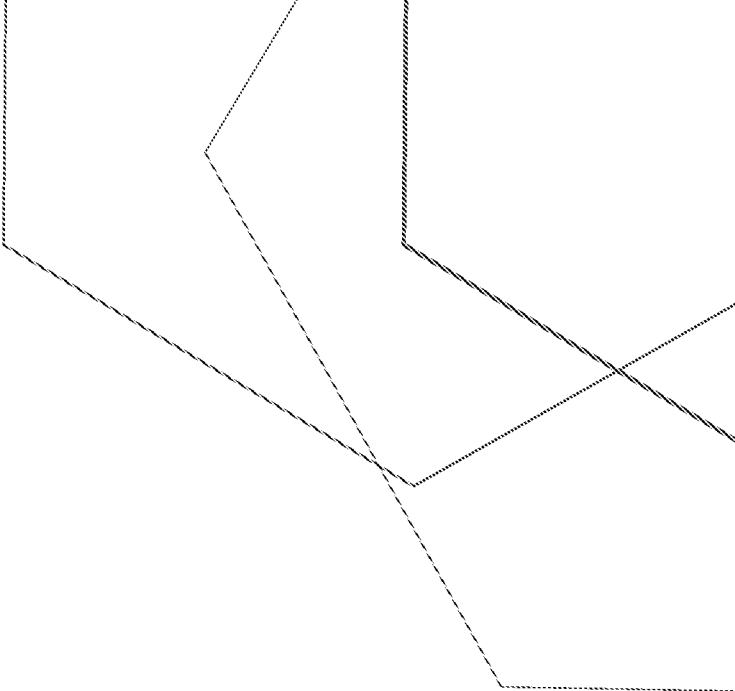


SURFACE WATER
Stored in attenuation basin providing water quality benefits.



LOW LYING LEVELS
Pumped via a pumping station into existing sewer network.





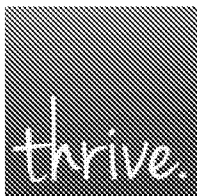
SUMMARY

Summary of the site



SUMMARY

1. High quality designed homes.
2. Appropriate levels of parking for residents and visitors.
3. Sustainable drainage (SuDS) to manage surface water run-off from the site and to minimise risk of flooding.
4. An architectural aesthetic appropriate to the area, drawing influences from the local context
5. A movement route designed with emergency and refuse vehicle access at the fore.
6. Public Open Space located in a key location within the scheme and accessible to all.
7. Provision of 38 new homes including 30% affordable providing a range of accommodation from 2 to 5 bedrooms reflecting the local need.



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