

Design and Access Statement

REVISED APPLICATION FOR FULL PLANNING PERMISSION FOR THE
REDEVELOPMENT OF LAND TO THE REAR OF GREENOAKS,
BARNHAM ROAD, BARNHAM

FOR THE ERECTION OF 13 NEW HOMES TO INCLUDE 4 x 2 BEDROOM SEMI-
DETACHED, 6 x 3 BEDROOM SEMI-DETACHED, 1 x 4 BEDROOM
DETACHED AND x 5 BEDROOM DETACHED HOUSES, TOGETHER
WITH ASSOCIATED ACCESS, CAR PARKING AND LANDSCAPING

May 2011



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Section 1

Introduction

This Design and Access statement has been prepared to support the proposed development at land to the rear of Greenoaks, Barnham Road, Barnham PO22 0EB. It has been produced in accordance with guidance published by the Commission of Architecture and the Built Environment (CABE).

The statement focuses on the existing setting for the proposed development including the features of the site, the surrounding area and the historical context in which it is situated. The design proposals then set out the design solution and the process followed to reach the final design of the scheme. It considers the constraints of the site and all relevant local and national planning policies to demonstrate that the proposed scheme is of a high quality design that integrates with its surroundings.

The access element considers accessibility into and within the site, and the scheme's relationship to transport links in the wider surrounding area. It justifies the location of access points with regard to local road layouts, demonstrates provision for pedestrian and cycle routes within the site, and establishes accessibility to public transport.

Objectives and Approach

Following the recent granting of consent under appeal decision ref: APP/C3810/A/10/2140105, Southcott Homes is working to achieve a revised planning consent for redevelopment of land at Greenoaks, Barnham Road, Barnham for a residential development of 4 x 2 bed semi-detached dwellings, 6 x 3 bed semi-detached dwellings, 1 x 4 bed detached dwelling and 2 x 5 bed detached dwellings together with associated access, car-parking and landscaping

We have a responsibility to deliver planning consents that impact positively on their surroundings and communities. To help ensure this outcome, we believe that it is important to agree at the outset of a project the influencing factors which help create "Good Design".

In 2006, the Department for Communities and Local Government released DCLG Circular 01/2006 which set out Guidance on changes to the Development control system. Our approach to the design on this project is in line with this guidance.

National planning policy also supports this approach with the publication of PPS1 which sets out the overarching planning policies on the delivery of sustainable development through the planning system. Good design plays a fundamental role in achieving this. As PPS1 states:

"Good design ensures attractive, usable, durable, adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning."



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Section 1

Introduction

Design Assessment

Social & Economic Benefits:

Being an exclusive development of 13 semi-detached & detached houses, it is suggested that residents will be of varying age groups and income levels, and will therefore have a positive impact on the vitality and viability of the location. It is suggested that residents of the proposed scheme will shop locally and will have a greater interest in their immediate community.

Planning Policy:

The site falls within the built area of Barnham and as a result, redevelopment is acceptable in principle in line with local and national Policy.

Involvement:

As advised under paragraph 12 of PPS1, pre-application consultation has been undertaken on the site and the scheme proposals with the Local Planning Authority. Meetings were held with officers of Arun District Council early on in the process to gain advice and guidance in respect of the scheme design.

The Importance of Good Design

Successful development is being recognised more and more by its consideration to provide a balanced judgement between factors including local context and character and transport, together with the needs of the local economy, leisure and housing. Good design also develops through opening up dialogues with the local authority and local residents.

Well thought out design can result in generating lively, well used environments that become part of a community that simultaneously integrates with its neighbours, thus enabling a strong local economy to grow and provide a safe environment to both live and work.

Good design responds to local context and character, bringing together social, environmental and economic needs in a visually attractive setting to create vibrant, attractive places that work. This results in a higher quality of life, greater economic vitality and a more efficient use of resources.

New development needs to keep pace with demand as well as achieve a design responsive to the local context and identity already inherent within the area.



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Section 1

Introduction

Sustainability and Design

- Environmental Issues
- Long term implications
- Increase in vitality and economic welfare of the community, benefit in people's health, increased leisure time and reduction in car movements
- Promote well designed developments and inclusive environments
- Encourage acceptable changes in lifestyle that are more sustainable

The Value of Good Design

- Well designed developments can raise people's spirits
- Attracts people - provides an environment that creates a place where people aspire to be a part of
- Create and enrich a higher quality of life
- Create higher capital value
- Increase marketability and prestige
- Lift confidence in surrounding areas

"Good design" is subjective but through careful analysis and thorough appraisal of the site and context, a justification of the design will become integral to the proposal.

- Scale, quality and wider context respected
- "Urban Design" - relate to towns, buildings and spaces around them
- Diversity - must provide variation and interest to avoid monotony
- Understandable forms - clarity of form and layout which is easy to understand
- Good permeability - views and vistas through development

Ultimately, achieve pride of place - lively and pleasant public spaces with routes that are safe and welcoming.



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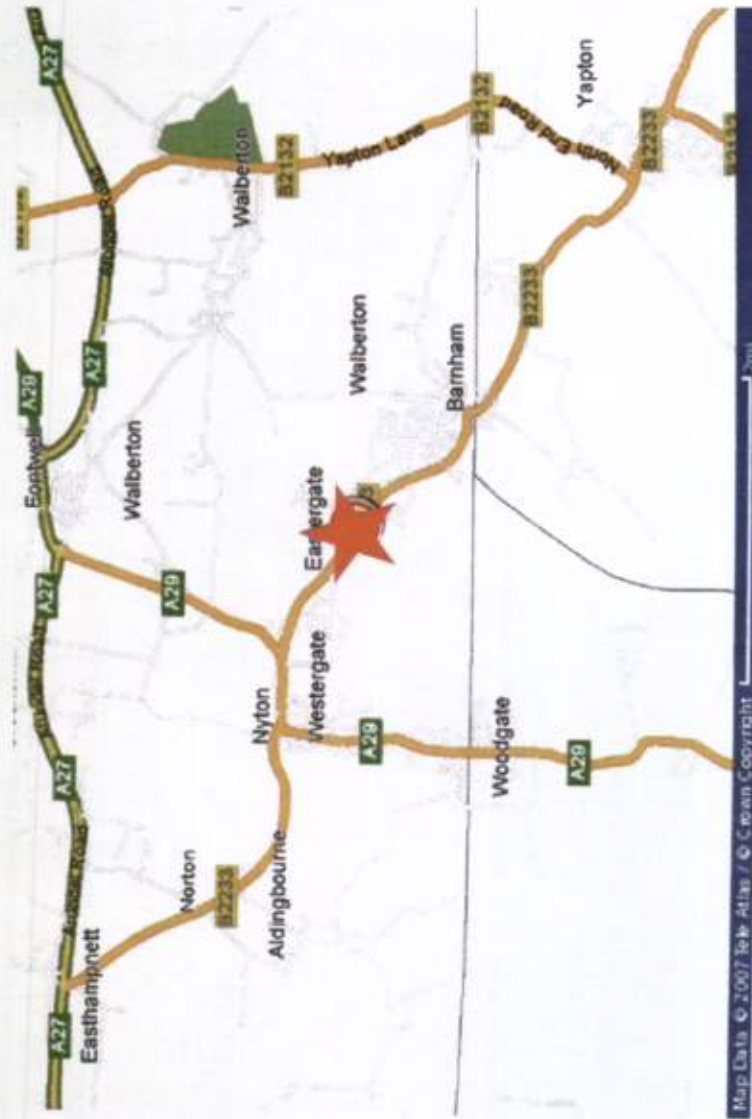
Section 2

Site Analysis

Site Location



Aerial Photo: Greenoaks, Barnham Road, Barnham



Street Map: Barnham Road, Barnham

Section 2

Historical Mapping

The site itself is situated to the East of the Barnham Eastergate Gap.

The parish of Barnham, well known in the 20th century for its market gardens, lies on the coastal plain north-east of Bognor Regis.

The ancient parish was 872 a. in area. Five detached portions to the south-east comprising 31 a. were added to Yapton between 1882 and 1891, so that in 1971 Barnham had 340 ha. (841 a.). The eastern tip of the parish and a salient of Barnham into Yapton in the south-east were transferred to that parish in 1985, and at the same date a block of land comprising parts of Yapton, Walberton, and Eastergate was added to Barnham.

Through the 19th Century and after so very many centuries before it as an unknown hamlet, this new century with its industrial revolution transformed Barnham and moved it towards the thriving village complex that we know today. Following the Napoleonic wars and the defeat of France there was much unemployment amongst returning soldiers and sailors. To help those in our area Lord Egremont (Petworth) was a strong supporter for the building of the London to Portsmouth canal, and especially the section from Ford to Hunston which opened in 1823, and which almost certainly gave work to men from Barnham. Sadly the canal was never a commercial success and it slowly declined over the following thirty years. The opening of the railway from Lewes to Chichester in 1846 signalled the end to the canal.

To support the acres of cereals that have been grown over the centuries on the Sussex plain there had always been a need for mills and millers. The earliest reference of a mill at Berneham (Barnham) is in the Domesday book, but records of a mill at the present site go back only to 1678. This mill was post mill and was blown down in 1827 and the present tower mill was built in 1829. Over the best part of the next 100 years, and before the general introduction of engine driven and electrical milling, eleven working tower windmills could be seen from the top of Barnham mill.

The 20th Century in Barnham, as for the rest of the United Kingdom, brought about much more change than the previous 6000 years all put together. The century is divided quite clearly into three parts by the two world wars.

Before World War 1 Barnham continued to prosper around the railway junction very much as it had since around 1870 but, apart from the acres of greenhouses, there was very little new housing to see except for a new vicarage in the "Street" built for the first resident vicar in Barnham for over 100 years.

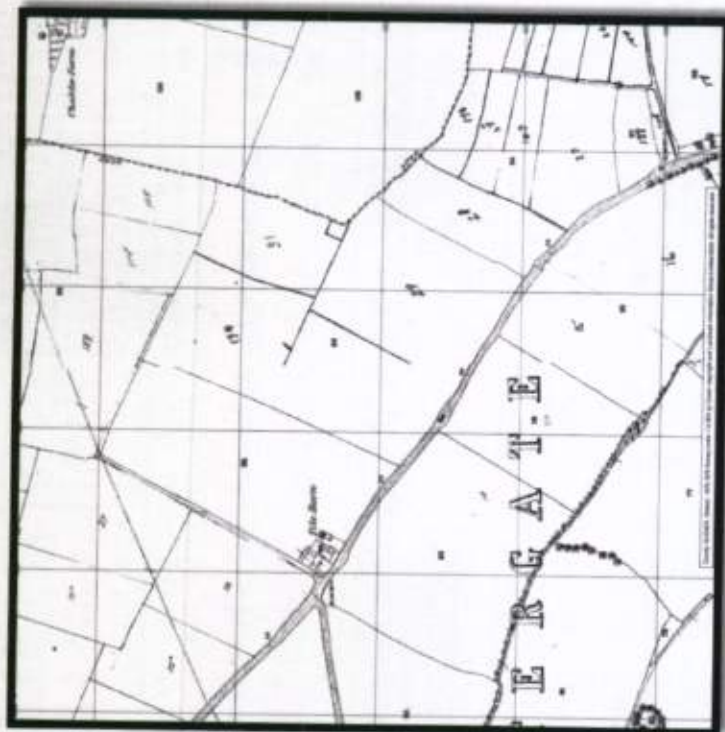
The years between the two world wars saw Barnham expand slowly with the nurseries turning additionally to landscape gardening to supply the housing being developed along the south coast. Motor cars and trade vehicles arrived, and the roads improved.

After the war Barnham had to cope with a great deal of change. Market pressures and changes in working methods caused the cattle market to be closed (1948), the brick works to stop trading (1950), the mill to cease grinding (1978) and, most notable of all, the nurseries to start selling off their land for the development of housing estates. By 1960 total market gardening land was down to 100 acres. Today it is less than half that amount.

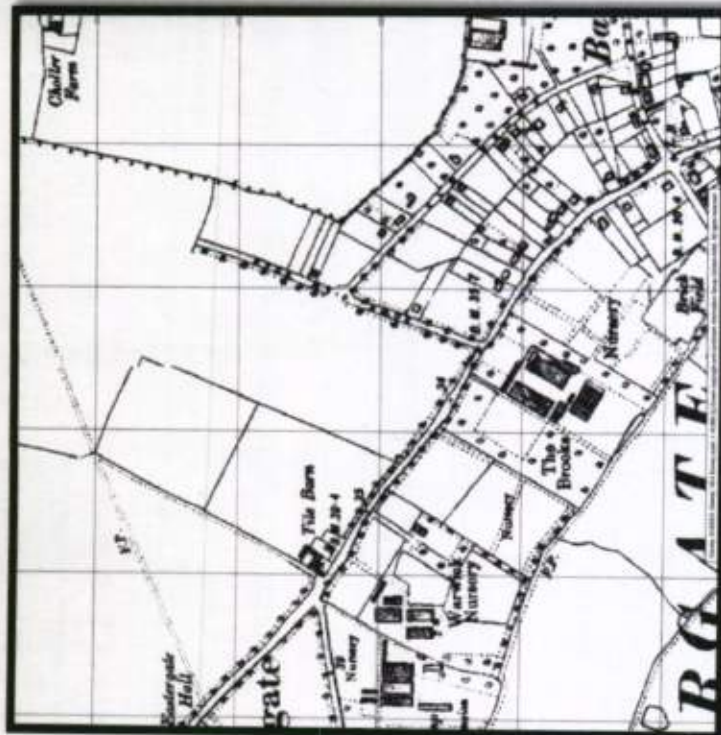
Very quickly in this post war period the whole focus of Barnham shifted from being a strong agricultural centre to being a dormitory town where most able bodied people went off each day by train and car to work in London and other big employment centres along the south coast. Also many people on retirement came to live in Barnham and that is how the village is today.

In order to preserve the historic character in areas such as Barnham, it is essential that any new development be of a scale, density, height and massing consistent with its surroundings and should be built of appropriate materials. In particular, schemes for new housing should be integrated with the existing pattern of development in a settlement.

The proposals for the site are respectful to their surroundings and through the careful design, number and position of the proposed dwellings it is suggested that as a result, there will be no detrimental impact on the character of the area.



Barnham Historical Map Circa 1875 - 1876



Barnham Historical Map Circa 1914



Barnham Historical Map Circa 1961 - 1962



Barnham Historical Map Circa 1979 - 1980

Section 2

Site Analysis

Surrounding Area Analysis - Character & Context

Detailing in context is important. Existing buildings and their detailing, scale and materials can provide design clues for modern forms of development.

Layouts for new developments should seek to enhance the positive features of the area and consider the aspirations of future residents as well as cater for visitors and meet the expectations of neighbouring residents.

- The design of new developments should take the visual clues and reinforce positive design features of the area.
- Respect scale, street patterns, landscape, local materials, colours, style and detailing of surrounding areas.
- Give careful consideration to changes in ground levels on the site and manage differences in building heights.
- Include public areas and routes which make a positive contribution and ensure good levels of permeability through the site, when and where necessary.
- Create and maintain good views and vistas where possible.
- Form a harmonious composition with surrounding context.
- Respect and enhance areas of Historical and/or archaeological significance.



Existing Property of Greenoaks



View looking East into site from Barnham Road



Example of existing property in Downview Road



Example of existing property in Downview Road



Example of existing property in Barnham Road



Example of existing property in Barnham Road

Section 2

Site Analysis

Site Specific Character Study – Greenoaks, Barnham Road, Barnham

The site currently comprises a large residential dwelling and adjoining curtilage, namely that of Greenoaks located on Barnham Road, Barnham. The land which forms the application site is an uncharacteristically large rear garden for this part of Barnham along with an area to the western side of the existing property. It is enclosed by mature boundary planting and trees. The adopted local plan defines the site as being within the defined settlement policy boundary of Barnham.

Barnham comprises a medium size settlement offering a good and varied range of local services, facilities, employment and public transport opportunities, the majority of which are situated in close proximity to the application site.

The site is broadly rectangular in shape and measures a total area of 0.625 Ha (1.54 acres), although the exact size of the developable area equates to 0.485 Ha (1.2 acres) in total giving a proposed density of 26.8 dwellings per hectare.

The western boundary of the site adjoins a field which forms part of the Barnham/Eastergate Gap, with the eastern boundary adjoining the rear gardens of the residential dwellings located in Downview Road. The northern boundary of the site adjoins a previously completed of 11 houses known locally as ‘Chantry Mead’. Additionally, the southern boundary adjoins directly onto Barnham Road.

The wider urban grain comprises a mixture of styles of detached and semi detached properties interspersed with 1½ and 2 storey dwellings. Although there are some examples of more modern properties located in the surrounding area, the majority of properties are of circa 1950’s – 1960’s and of a fairly varied palette of materials. In addition, a variety of minor building works to roofs including additions of dormer and velux windows and extensions within the area have served to further reduce uniformity of the surrounding built form.

The surrounding street frontages of the majority of properties located along Barnham Road and Downview Road are set back from the main road behind a mixture of low rise walls and planting. Properties are situated on spacious plots with moderately sized rear gardens.

Located in close proximity to the site are a variety of shopping facilities. In addition, the site is well served by public transport providing regular links to other nearby locations such as Barnham, Eastergate, Yapton and Bognor.

The existing site area equates to 0.625 Ha (1.2 acres) with a site width of approximately 17m. The site extends back from Barnham Road a total of approximately 208m in length. The land is fairly level across the site with a slight fall from North to South of approximately 0.5m.

There are a large number of trees currently on the site with the majority of these being to the boundary areas adjoining neighbouring properties. A large number of Lleylandi trees are located on the western boundary where the site abuts the Barnham/Eastergate Gap. The site also benefits from a wide variety of additional boundary planting, the majority of which is to be retained where possible.



View of existing property of Greenoaks



View from site towards Greenoaks



View from site towards adjoining field and Barnham Road



View along Downview Road looking North



View of site from Greenoaks



View into site facing North East from Barnham Road

Section 2

Site Analysis

Access Macro and Micro

The application site is located immediately off of the northern side of the main road, namely, Barnham Road, at the western end and on the north western edge of the settlement which adjoins the Barnham / Eastergate gap.

Located a short distance from the site and easily accessible from Barnham Road are the nearby centres of Barnham, Eastergate and Yapton. In addition, this road also provides a direct link, to the west, to the nearby A29, which in turn provides links the application site to the wider transport network. The site is located approximately 8.5 miles east of Chichester City centre and 5.2 miles North of Bognor Regis.

The site is in a sustainable location, is well served by local shops and public transport and is connected to the wider strategic and local highway network via the A27.

Social and Economic

The site falls within the ward of Barnham under overall control of Arun District Council. The population of Barnham as per the 2001 census suggests a total population of 8,091 people for all ages against a population total for Chichester of 106,460.

Extracts taken from the records of the 2001 census are shown in the table below.

This appears to suggest that the higher proportion of residents fall within the age range of 20 - 44 in Barnham. Compared to the average for the South East and England as a whole this seems to suggest a slightly lower than average figure, although it suggests a higher than average figure when compared to Chichester as a whole.

Age	Barnham	Chichester	South East	England
20 - 44	30.11%	28.20%	34.62%	35.31%
45 - 64	27.21%	26.50%	24.29%	23.75%
65 and over	18.61%	23.02%	16.36%	15.89%

The above figures demonstrate that there would be a higher demand for family housing for this sector of the population of Barnham.



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Section 2

Site Analysis

Planning Policy Background

In light of the preceding analysis it is necessary to set out the constraints and opportunities that have emerged through the analysis of planning policy at both a national and local level, most notably those of PPS1 – Delivering Sustainable Development, PPS3 – Housing, PPG13 – Transport and PPS 25 – Development and Flood Risk.

PPS1 – Delivering Sustainable Development

This document supersedes the former PPG1 and sets out the overarching policies on the delivery of sustainable development through the planning system.

PPS3 – Housing

PPS3 puts in place a new national policy framework for planning for housing at the local and regional levels and provides an enabling framework for local planning authorities working with their stakeholders, including developers, to deliver both the right quantity of housing to address need and demand in their areas, and the right quality and mix of housing for their communities. PPS3, along with other Government housing policy and planning policy statements, provides the context for plan preparation in relation to housing development.

PPG13 – Transport

This guidance seeks to integrate planning and transport at all levels with the aim of promoting more sustainable transport choice, accessibility to services and facilities and to reduce the overall need to travel, especially by private car. All forms of new development should therefore be located principally within the urban area, on sites which are well located in relation to existing services and transport infrastructure and seek to make the best use of these services.

PPS25 – Development and Flood Risk

This document updates previously issued policy objectives in relation to development and flooding and seeks to ensure that any risk posed to new development, existing communities and infrastructure is properly appraised and managed as part of the development process.

Arun District Local Plan (Adopted April 2003)

The Arun District Local Plan, adopted April 2003, formed the basis for all land use planning within the district of Arun. However, the Planning and compulsory Purchase Act 2004 contained a provision for the saving of certain policies in adopted local plans until such time as Local development Frameworks are in place. As a direct result, of this transition, the following policies within the Arun District Local Plan 2003 have been saved. Namely:

Policy GEN2 – Built-up area boundary

The boundaries of the built-up area for the purposes of the West Sussex County Structure Plan and this District Local Plan are defined on the Proposals Map. Development or redevelopment will be permitted within the built-up area boundaries, subject to the other policies in this plan. Outside the built-up area boundaries, development or redevelopment will not be permitted unless it is consistent with other Local Plan policies.

Policy GEN7 – The Form of New Development

Planning permission will only be granted for schemes displaying high quality design and layout. Development proposals involving new buildings or significant extensions or alterations must be accompanied by an illustrated written analysis of the site and its immediate setting, together with its relationship with the relevant townscape, landscape, wildlife and movement characteristics of the wider area.

Policy GEN8 – Development and the Provision of Infrastructure

Development will not be permitted unless the infrastructure or facilities made necessary by the development are available or will be provided at the appropriate time.

Permission may be granted subject to the development being phased in step with such provision by a landowner, developer or service provider. The Local Planning Authority may seek fair and reasonable contributions to be made by landowners or developers towards the cost of infrastructure, service or amenity provision, to meet the needs of the occupiers or users of the development. Regard will be had to the advice set out in Circular 1/97 on Planning Obligations.

Policy GEN9 – Foul and Surface Water Drainage

Planning permission for development which will materially increase foul and/or surface water discharges will be refused unless the Local Planning Authority is satisfied that either adequate drainage capacity exists or appropriate drainage capacity can be provided as part of the development. Consideration should also be given to the use of Sustainable Urban Drainage Systems (SUDS) as alternatives to conventional drainage where appropriate.

Policy GEN12 – Parking in New Development

The Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan. Provision of parking in excess of these standards will not be allowed.

Policy GEN14 – Public Transport

The Council will support the provision of comprehensive public transport services throughout the District, and encourage improvements to be made to services wherever possible. Where appropriate, new development will be required to make provision for public transport facilities.

Where new development can only take place with improvements to public transport services, or such improvements would be likely to influence desirable travel patterns, the Local Planning Authority will seek contributions towards the cost of improvements.

Policy GEN18 – Crime Prevention

Planning permission for new residential, commercial, recreation or community developments will not be permitted unless the Local Planning Authority is satisfied that the development includes crime prevention measures, as far as this is practicable and compatible with achieving a high quality design and layout.

Policy GEN20 – Provision for Public Open Space within New Development

Residential development will be required to provide public open space to the minimum standard of 2.4 hectares per 1,000 people and play equipment to meet the needs of the development. The Council will require the application of this standard and provision of play equipment as detailed in supplementary planning guidance.



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Section 2

Site Analysis

Planning Policy Background (continued)

Policy GEN21 - Renewable Energy

Planning permission will be granted for development for renewable energy generation provided that:

- (i) there is no significant harmful environmental effect on the quality of the natural and built environments;
- (ii) there is no unacceptable impact on the amenity of neighbouring residents;
- (iii) there is no adverse effect on public safety;
- (iv) development will make a contribution to meeting need on a local, regional or national basis and the reduction in emissions of damaging greenhouse gases.

Policy Area 11 - Local Gaps

Local Gaps, as identified on the Proposals Map will be protected and maintained between:

- (i) Findon and Worthing
- (ii) Angmering and Rustington/East Preston
- (iii) Felpham and Bognor Regis
- (iv) Walberton and Barnham
- (v) Eastergate and Barnham

Development in the Local Gaps will only be permitted if:

- (i) it is demonstrated to be necessary to meet the requirements of, or is consistent with, other policies of the Development Plan; and
- (ii) either individually or cumulatively it does not contribute to the coalescence of settlements; and
- (iii) attention is given to the long term enhancement of the landscape, amenity and conservation value within the gap and, where possible, to the improvement of public access.

Whilst it is noted that Arun District Council are currently in a transitional period in respect of moving over from the 'old style' Local Plan to the new Local Development Framework, as part of these arrangements and as a required under the new framework, Arun District Council is currently in the process of undertaking an assessment of potential sites for housing, commonly known as the Strategic Housing Land Availability Assessment (SHLAA). Once this has been completed, it will help to identify enough deliverable housing sites within the district for the remainder of the plan period.

Regional Guidance

In addition to the above, it should be noted that although there is no Regional Guidance in place at this time due to the revocation of Regional Strategies by the Secretary of State as of 6th July 2010, there has been during the course of the previous applications on this site, of which certain policies had particular relevance. Namely, at a regional level, The South East Plan and at a sub-regional level, existing Development Plan policies found in the 'West Sussex Structure Plan 2001 - 2016

In addition, when Regional Strategies were revoked, it was set out that 'in determining planning application, Local Planning Authorities must continue to have regard to the development plan which will now only consist of, adopted DPD's, saved policies and any older style plans which have not lapsed. Local Planning Authorities should also have regard to other material considerations include national policy. Evidence that informed the preparation of the revoked Regional Strategies may also be a material consideration, depending on the facts of the case.



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Section 3

Response

Site Constraints

The site analysis was conducted to evaluate the following aspects of the site:

Historical development of the area:

- Existing qualities that will influence the design of the new development; Building Frontages etc
- Any historic influences and design quality and styles such as detached and semi-detached dwellings
- Statutory protection , areas of outstanding natural beauty and local gaps etc.

Level and Lie of Land

- Relationship between settlements - noted and respected
- Landscape setting for new buildings - landscape enhancement noted
- Orientation of the site and how it is approached - noted and respected
- Form of the skyline and views into the site - refer to elevations
- Views are importance from within the site - outward views from within the site are of value as they look towards adjoining areas of local gap
- Ground conditions - previous use as garden land and no contaminants found
- Availability of natural resources for energy generation - orientation of properties subject to any other constraints
- Flood risk - no risk from initial inspection, however please refer to supporting Flood Risk Assessment and consultation response from EA
- Open spaces close to the site that could be linked to the site - views to West of site
- Local climate - orientation noted
- Existing slopes, sheltered areas, shaded areas that could be made use - N/A as site is relatively flat and un-shaded or sheltered
- Archaeological remains at the site or in the vicinity - desktop assessment to be carried out if conditioned in the planning consent
- Boundaries and whether they are clearly defined - yes
- Orientation and natural daylight - noted

The Style of the Surrounding Built Environment

- Relationship between buildings and spaces - noted and respected
- Building types, scale, height and styles - noted and respected 1½ & 2 storey developments
- Boundary treatments - walls, fences, planting and verges - please refer to landscaping details as submitted
- Important local detail design elements such as materials, corners and treatments, horizontal/vertical rhythms, windows and doors - materials to be commented on later in the document with indicative architectural detailing picked up in application drawings.
- Public areas should make a positive contribution and have a definite purpose and benefit. Too many building styles or mixture of materials should be avoided.
- The new development should form a harmonious composition with surrounding buildings and landscape features through the local views and vistas.

Site Opportunities

Sensitive Boundaries

- The views in to the site from Barnham Road and the adjoining Local Gap need to be carefully considered with existing and proposed landscaping at the Western boundary of the site being an important factor of the design.
- Views into the site from the West are fairly open, the proposed built form within the site needs to retain a positive relationship with its surroundings.
- A respectful relationship between the back gardens of properties to the Eastern and Southern boundaries of the site must be maintained with any development here to have the minimum impact on the adjoining properties and being located an acceptable distance away.
- It is imperative that the proposals are in keeping with the surrounding area and that any impact when viewed from vantage points around the site are appropriate to the character of the area and that massing and scale should complement the surrounding built form.

Character of Proposed Frontage

- The council accept that the site is suitable for development. However, due to its location any changes should be sympathetic to the surrounding character and therefore preserve or enhance the setting itself.
- A positive benefit can be brought to the site by enhancing this area which will in-turn enhance the character of the street-scene when viewed from Barnham Road.
- The proposals to introduce a shared surface for pedestrians and cycles will allow the opportunity to enhance the landscaping and regenerate areas of green space whilst reducing any impact on the street scene in general in this location.
- The proposed location and shape of the dwellings creates a continuous link to the existing pattern of development to this area, thus providing a natural connection between the properties located in Barnham Road, Downview Road and the adjoining site.

Landscape Enhancement

- The main intention of the landscaping enhancements is to soften the views into the site and restrict any perceived overlooking into the site from any adjoining properties.
- Efforts need to be made to retain the existing Sylvania qualities around the site boundaries in the final scheme design, thus reinforcing the existing character of the area.



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Section 4

Design and Access

Planning Policy Response

Overall the proposals seek to preserve and enhance the character of the area. They have been designed in accordance with the stringent policy objectives as set out within the adopted Local Plan in that they are respectful to their setting through the careful design, number and position of the proposed dwellings, it is suggested that as a result, there will be no detrimental impact on the character of the area.

Policy GEN2 – Built-up area boundary

The site is situated within the defined policy boundary of Barnham and are therefore deemed acceptable in principle subject to compliance with other policies as set out in the adopted local plan.

Policy GEN7 – The Form of New Development

The proposals seek to provide a high quality design and layout and as part of this statement and other supporting information which provide an illustrated written analysis of the site and its immediate setting, together with its relationship with the relevant townscape, landscape, wildlife and movement characteristics of the wider area.

Policy GEN8 – Development and the Provision of Infrastructure

As part of the proposals, certain infrastructure is to be made available. However, further contributions towards the cost of infrastructure, service or amenity provision, to meet the needs of the occupiers or users of the development are to be agreed as part of the application process

Policy GEN9 – Foul and Surface Water Drainage

As part of the proposals a 'SUDS' (Sustainable Urban Drainage Systems) has been proposed. In addition, the supporting Flood Risk Assessment demonstrates that there will be no increase in foul and surface water run-off from the proposals with no risk associated with flooding being as a result of the proposals.

Policy GEN12 – Parking in New Development

Parking has been provided on site in accordance with adopted standards

Policy GEN14 – Public Transport

Should improvements to public transport services be required as part of the proposals contributions towards the cost of such improvements will be made by way of a S106 agreement should the Council find all other elements of the proposals acceptable.

Policy GEN18 – Crime Prevention

In achieving a high quality living environment, crime prevention measures can be included to comply with standards as set out in 'Secure by Design' should this be required.

Policy GEN20 – Provision for Public Open Space within New Development

The proposals provide for 650m² of public open space as detailed in supplementary planning guidance.

Policy GEN21 – Renewable Energy

The proposals seek to provide for renewable energy which will have no significant harmful environmental effect on the quality of the natural and built environments and will make a contribution towards meeting the need on a local, regional or national basis should this be required.

Policy Area 11 – Local Gaps

The proposals do not contribute to the coalescence of settlements and particular attention has given to the long term enhancement of the landscape, amenity and conservation value within the gap.



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Section 4

Design and Access

Development Design

The design of the proposals aims to create a new residential development on land to the rear of Greenoaks, Barnham Road, Barnham. Namely 13 new dwellings comprising of 4 x 2 bedroom semi-detached houses, 6 x 3 bedroom semi-detached houses, 1 x 4 bedroom detached house and 2 x 5 bedroom detached houses together with associated access, car/cycle parking and landscaping.

The proposals have considered the importance of the location of the site, namely that it is adjacent to the local gap and seeks to ensure that they integrate with the existing character of the area without any detrimental impact on the adjoining properties and the surrounding area.

At present the existing properties located along Barnham Road and Downview Road are set on fairly large individual plots and are of a large detached built form of varying scale although the majority are predominantly 2 storey domestic scale. These properties are of a linear form with a clear and strong building line fronting onto both Barnham Road and Downview Road.

The design of the new residential development has considered the character and form of the existing site and also the pattern of development within the surrounding area. In addition and as an important part of the consideration of these proposals, the design has also considered views into the site from the surrounding area and more notably the adjoining gap to the West. The emphasis behind the design proposals is to continue the detached form within the site, creating an additional new element that links the existing building patterns with the surrounding area and ensuring that the change associated with this development enhances the natural beauty that is at the heart of its location and the surrounding area.

The characteristics of the site enables the form of the buildings to be designed along one side of the access road whilst maintaining suitable separation distances between the new dwellings and the surrounding properties.

The proposed heights of the dwellings will be in keeping with the surrounding properties located along Barnham Road and Downview Road. In addition, the majority of house types proposed are similar in design to those previously approved on the adjoining site on land to the rear of 12 Downview Road. During the course of pre-application enquiries with Officers of Arun District Council and additional comments from the Inspector on the previously approved appeal decision, it is suggested that the best solution in respect of design given the site constraints in relation to the sites is that as proposed.

The proposals have been designed in order to retain the existing location and design of the access road into the site from Barnham Road.

The proposals aim to provide a sense of identity and integrate within the local context by making use of the site's topography and reflecting locally used materials and surrounding built form and scale.

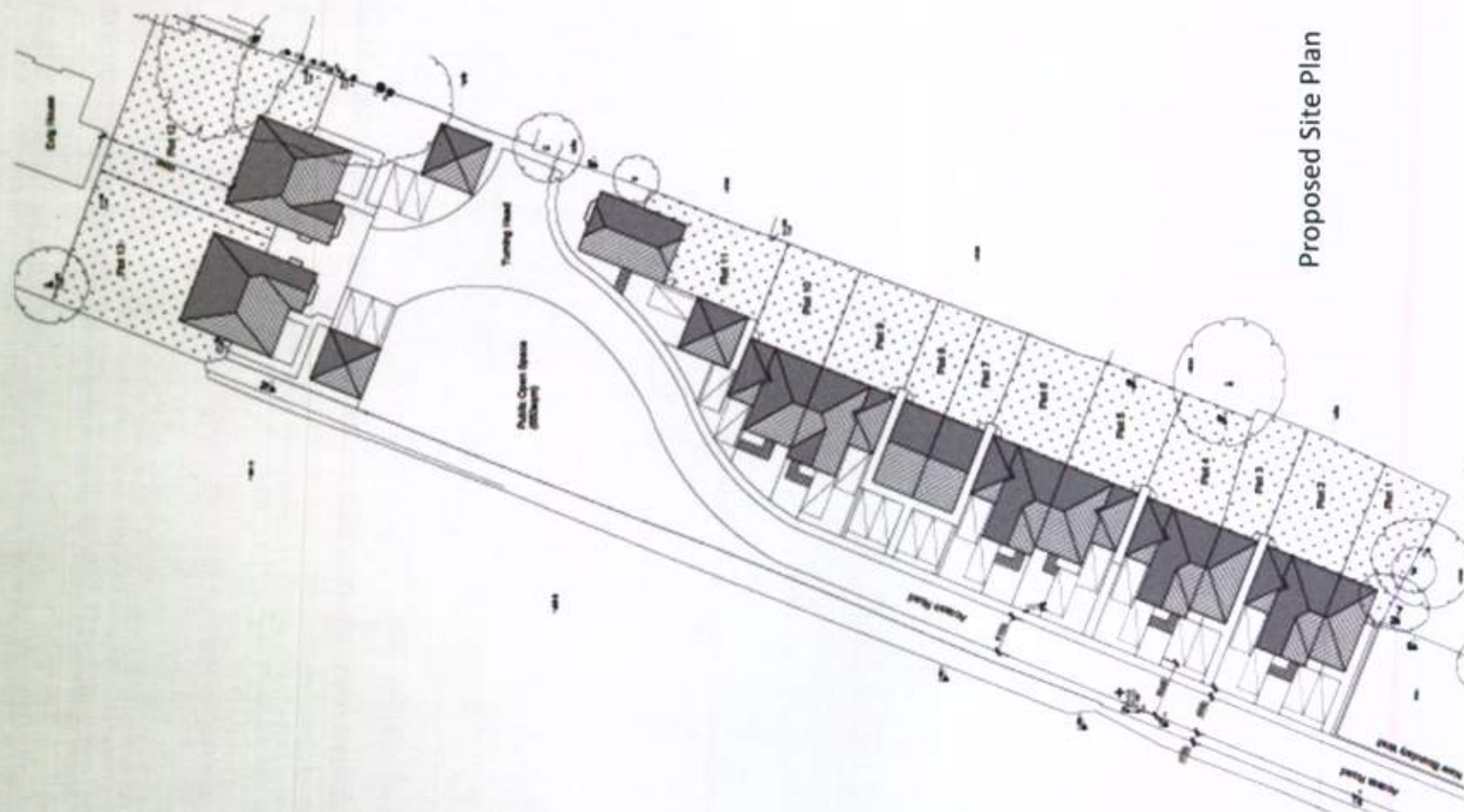
The overall designs of the elevations to the buildings will follow the appearance of a traditional built form and character and appearance of the surrounding area. The proposals seek to provide a variety of materials commonly reflecting adjacent properties and also found in other nearby dwellings located in the vicinity of the site. These include a mixture of tile hanging, brick and light coloured render under tiled roofs thus creating positive buildings which reflect positively on the surrounding area.

This approach to the overall design enables good and efficient layouts with minimal wasted space. The design of the layout enables the elevations to depict a very simplistic although traditional built form, using basic shapes and design features in keeping with the locality.

The design of the proposed dwellings will incorporate other locally significant design features, including a mixture of gable ends and barn hipped roofs. In addition, suitable amenity space for the proposed dwellings will be provided in the form of large rear gardens along with an area of open space.

In relation to Trees and Landscaping, the landscape proposals have been developed with the dual objective of protecting the interests of adjoining residents and creating an attractive setting for the new development.

Landscaping has been provided to reduce the impact of the proposals on the Local Gap and have been developed with the additional objectives of protecting the interests of adjoining residents and creating an attractive setting for the new development and provide for the incorporation of a variety of new landscaping features such as new trees and planting around the site in addition to a new area of open space.



Proposed Site Plan



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Section 2

Site Analysis

Existing Massing, Density and Graining



Existing Density and Graining

As shown on the above density and graining plans, the surrounding grain of the area is made up of large detached dwellings on large plots. Given the large site area and the fact that at present it only serves one property, the existing density equates to 2 dpha. However, the proposals for 13 dwellings will provide for a density of 26.8 dpha.

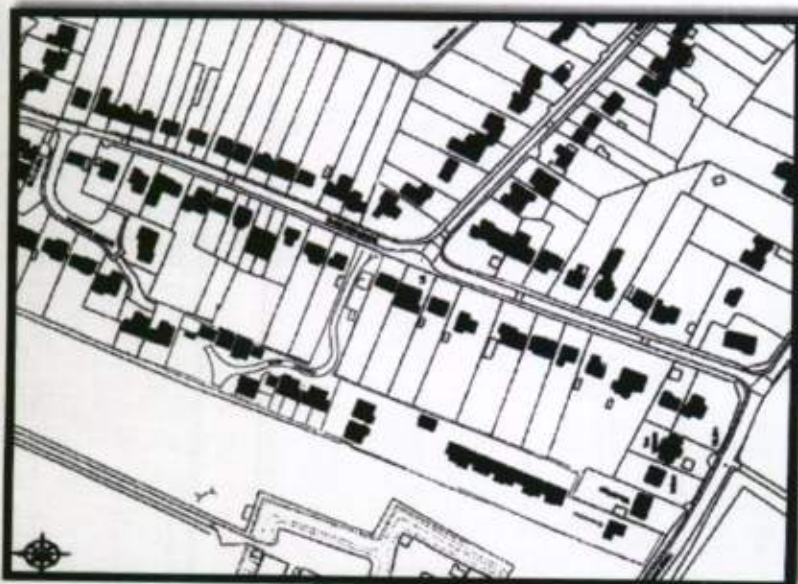
It is considered that the scale of built form proposed is appropriate when having regard to the sites edge of settlement location and the predominantly low density character of the surrounding area, i.e. approximately 8 dpha, which is a key policy consideration.

In addition, and in reference to Paragraphs 16 and 46 - 50 of PPS3: Housing, it is considered that the density proposed strikes a balance between making efficient use of land whilst also respecting the character and appearance of the surrounding area.

In addition to above, and to reflect the guidance as set out at paragraph 50 of PPS3: Housing, density is a measure of the number of dwellings which can be accommodated on a site and the density of existing development should not dictate that of new housing. Indeed, imaginative design and layout of new development can lead to a more efficient use of land without compromising the local environment.

It is therefore suggested that this approach in relation to the scheme design reflects the overall objectives in the development plan and National policy advice in the form of PPS3 given that the proposals make a more efficient use of land than the existing arrangement.

Proposed Density and Graining



Example of nearby property



View of 'Greenoaks' from site



View of garden of 'Greenoaks'



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Section 4

Design and Access Statement

Proposed Site Layout

The design approach taken enables good and efficient layouts with minimal wasted space. The design of the layout enables the elevations to depict a very simplistic although traditional built form, using basic shapes and design features in keeping with the locality.

The new access road will run down one side of the site providing access to the properties and the associated parking areas and ensuring that the development responds to the existing pattern of development.

The position of the plots within the site is important to consider, ensuring that privacy and amenities of the neighbouring properties are protected.

The overall designs of the elevations to the buildings will follow the appearance of a traditional built form and character and appearance and the surrounding area. The proposals seek to provide a variety of materials commonly reflecting adjacent properties and also found in other nearby dwellings located in the vicinity of the site. These include a mixture of tile hanging, light coloured render and brick under tiled roofs thus creating positive buildings which create minimal impact on the sites setting and location.

The new dwellings will provide ample separation distances from the adjoining properties. These will typically be in excess of the generally accepted minimum standard for properties of this type of 21m back to back and in general will be no less than 63m from the nearest property. The dwellings have been orientated so as not to provide any negative impact on the neighbouring properties associated with loss of light or over-looking given there location

The overall design will maintain a suitable roof height in relation to the existing properties within the area. This allows the efficient use of space whilst ensuring that the properties do not appear unduly dominant and that any perceived negative impact associated with scale and massing is reduced to a minimum.



Proposed Site Plan



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Section 4

Design and Access Statement

Design & Access Statement continued



Artist Impression of Street-scene looking West

In accordance with policies contained with both National and Local guidance, a varied mix of dwelling types are to be provided to cover all types of home owners. These include 4 x 2 bed, 6 x 3 bed, 1 x 4 bed dwelling and 2 x 5 bed dwellings.

The proposed dwellings vary in style and height but will be approximately between 8.2m and 9.4m in height to the ridge and thus in keeping with the surrounding built form. In addition, proposed eaves heights will also be approximately 5m from ground level.

Some of the properties will have gabled frontages with plots 12 & 13 also benefiting from bay windows to the lounge areas. In addition to the above, any garaging associated with the dwellings will be 6m x 6m for a double and 3m x 6m for a single, with ridge and eaves heights of 5.7m and 3m respectively. These will be of a traditional style of garage and of a brick construction.



Artist Impression of Street-scene looking East

The new dwellings will provide ample separation distances from the adjoining properties. These will typically be far in excess of the generally accepted minimum standard for properties of this type of 21m back to back and in general will be no less than 63m from the rear of properties located in Downview Road. In addition, plots 12 & 13 will be located approximately 15m from the rear of plot 2 in the adjoining Chantry Mead development.



Artist Impression of Street-scene looking North

Section 4 Design and Access Statement

Design & Access Statement continued

The overall mass and height of the proposed new buildings will be sympathetic to and consider the context of the surrounding area whilst ensuring minimal impact on adjoining and neighbouring properties. This overall design therefore respects the constraints of the existing site and has adapted the accommodation to suit the characteristics and features important to the locality.

Massing and scale of any proposed new development should compliment the surrounding built form. In addition, the wrong selection of materials can also add to the perceived mass of a building. It is this ethos that has influenced the overall design of the proposals along with the type and style of the previously approved dwellings located on the adjoining site.

In view of the recent appeal decision under ref: APP/C3810/A/10/2059083 and given that the proposed layouts attempts to mirror this previous application/approval in relation to overall design and layout of the scheme, it is suggested that the proposals would not be out of keeping with the existing character of the area. Indeed it was noted by the Inspector that the previous design would be similar to that as previously approved on the adjacent site (Chantry Mead) and although the density would be higher than other housing located on Downview Road, it would not be out of keeping with the existing character of the area.



Artists indicative CGI of plots 1 & 2



Artists indicative CGI of plot 13



Artists indicative CGI of plots 8 & 9



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Section 4 Design and Access Statement

Highways and Access

The access road, turning head and front driveways are all surfaced in porous materials as part of a site-wide sustainable urban drainage scheme.

The access drive is surfaced in porous tarmac and incorporates granite sett rumble strips as traffic calming if required.

The turning head and front driveways are all surfaced in porous block paving with the aim of visually breaking the expanse of hard surfacing and delineating the access drive itself. A single footpath surfaced in resin bound gravel is provided along the eastern side of the access road.

Access is proposed direct from Barnham Road utilising the existing access/entrance into the site. The proposed access road is to be 5.2m wide on entering the site narrowing to a pinch point alongside the existing dwelling of Greenoaks of 2.9m. The road then widens when entering the main element of the site 4.1m in width. Additionally the access road will also serve the existing double garage block to the existing dwelling.

In terms of traffic generation it is agreed that the site would result in a modest increase in activity at the site and it is unlikely that there will be any significant capacity issues as a result of the development. Although not shown on the submitted drawings, it is suggested that should it be required, additional safety measures and traffic calming measures can be implemented to ensure the safety of all pedestrians within the site such as speed humps etc. For further information in relation to access, a full Access Statement has been submitted in support of the application on our behalf by PFA Consulting.

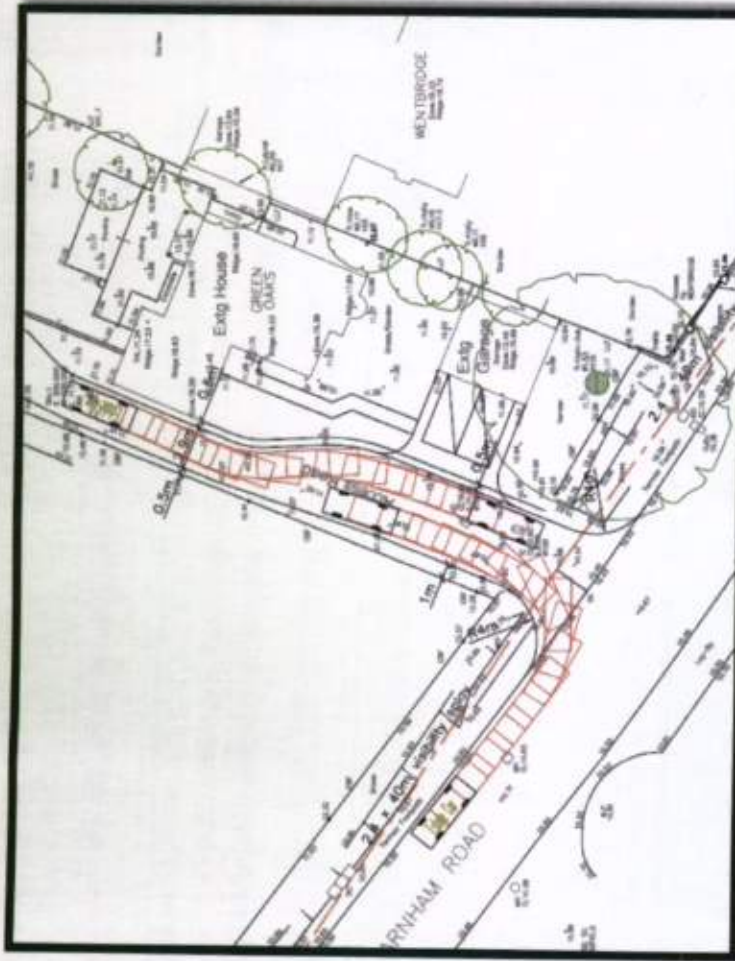
In light of the above, it is suggested that in principle the proposals are acceptable from a highways point of view, provided the proposals satisfy the requirements as set out in both PPS13.

Sustainability

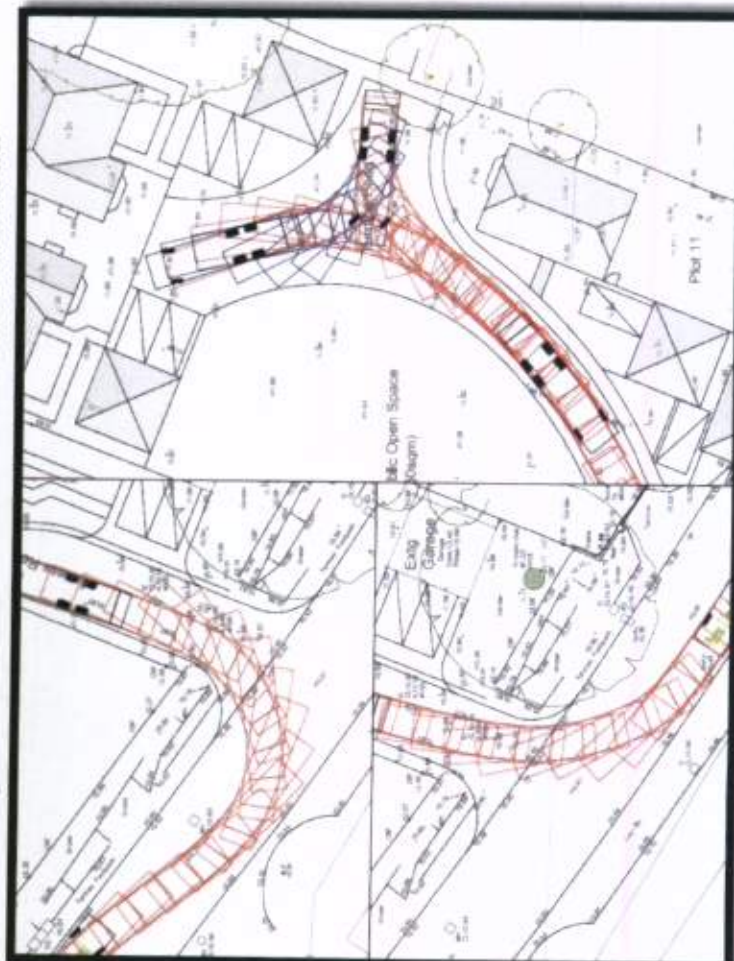
Barnham comprises a medium size settlement offering a good and varied range of local services, facilities, employment and public transport opportunities, the majority of which are situated in close proximity to the application site.

Located a short distance from the site and easily accessible from Barnham Road are the nearby centres of Barnham, Eastergate and Yapton. In addition, this road also provides a direct link, to the west, to the nearby A29, which in turn provides links the application site to the wider transport network. The site is located approximately 8.5 miles east of Chichester City centre and 5.2 miles North of Bognor Regis.

In addition to the above and within a short distance from the site, at the other end of Barnham Road, is Barnham station which provides additional links to the wider area via the rail network. Barnham primary school is located less than 0.4 if a mile from the site providing education for children aged between 4 and 11yrs. There are also a number of secondary schools located less than 0.4 of a mile from the site which in turn provide education for children between the ages of 11 and 18.



Proposed Access into site from Barnham Road



Proposed turning arrangements



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Section 4 Design and Access Statement

Trees and Landscaping

Landscaping has been provided to reduce the impact of the proposals on the Local Gap and have been developed with the additional objectives of protecting the interests of adjoining residents and creating an attractive setting for the new development.

Rear gardens are enclosed with fencing but the front gardens are left un-fenced with soft landscaping used to delineate boundaries and to visually soften the development.

The additional tree survey submitted in support of this application confirms that the majority of existing trees within the site are of low grade and the priority therefore is to retain and protect the more significant boundary trees which provide screening to neighbouring properties. Following discussions with the Officers and the recently allowed appeal decision, it is proposed that the tall conifer hedge growing along the western boundary be removed and replaced with a line of more appropriate native trees to protect views from the adjoining strategic gap and the industrial development beyond.

The access drive is to be surfaced in porous tarmac and incorporate granite sett rumble strips as traffic calming should this be required.

The turning head and front driveways are all surfaced in porous block paving with the aim of visually breaking the expanse of hard surfacing and delineating the access drive itself. A single footpath surfaced in resin bound gravel is provided along the western side of the access road.

Approximately 650m² of public open space is provided towards the northern end of the site. This incorporates a curved gravel footpath and small seating area but otherwise comprises grass with native trees and shrub planting.

Both the eastern and western site boundaries are to be reinforced with native shrub planting in the form of an informal hedge. The area of open space is to be supplemented with small native trees and additional shrub planting to add structure to the space.

The driveways to the houses are softened with low hedges, ornamental shrub planting and lawns, with street trees (Crab Apple and Whitebeam) provided where space permits.

A line of native trees (Field Maple, Silver Birch, Wild Cherry and Rowan) is provided along the western site boundary as a more suitable replacement for the existing tall conifer hedge.

Flooding and Ecology

The proposals are located in flood zone 1 and are thus defined as having 'a low probability' in respect of flooding. However, table D.2 of PPS25 suggests that the site falls into the 'more vulnerable' classification. Based on the information above a Flood Risk Assessment has been undertaken and submitted in support of this application on our behalf by PFA Consulting.

In addition to the above and as a part of the pre-application consultation with the Environment Agency in relation to the proposals for this site, the following solution has been proposed in respect of this application; SUDS are proposed for managing the surface water run-off from the site and groundwater monitoring tests are currently being carried out to determine the final design solution for surface water drainage on the site.

Additionally it is proposed to connect to the existing public sewer network in respect of foul drainage. And in accordance with the Inspectors comments on the recent appeal decision on this site.

In order to ascertain the ecological value/importance of the site, a survey was carried out by 'Aluco Ecology'. A copy of which has been submitted in support of this application.

This report suggests that although the site has some, albeit limited ecological potential. There is no evidence of either reptiles or bats found on the site and there is some ecological gain afforded by the design of the scheme which will enables the proposals to comply with PPS9 and planning policy.



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Section 5 Company Profile

Southcott Homes

Southcott Homes understand how important it is to provide not only a top quality product, but a home that will enhance its surroundings and be cherished for many years to come.

Southcott Homes are proud to have built up an enviable reputation for designing and building homes which exceed expectations. All our houses are individually designed both to meet the needs of customers and to complement the surroundings in which they are located.

Our attention to detail means that we are with customers every step of the way to ensure that they receive their dream home.



Laburnum in Denmead



Chandlers Corner in Clanfield



Laburnum in Denmead



Fortunes at Swanmore



The Pines at Hedge End



Smithy Cottages



The Pines at Hedge End



Fernhurst at Colden Common