



Land to the Rear of Burndell Road Yapton

Design & Access Statement
Outline Planning Application
April 2015

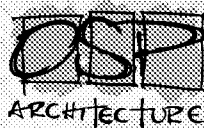


Burndell Road

Yapton

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1.0 Background



1.0

- 1.1 Planning Application
- 1.2 Location

1.0 Background

1.1 Planning Application

This Design & Access Statement has been prepared for Brookworth Homes Limited to accompany an outline planning application for the development of land to the rear of Burdell Road, Yapton. All matters are reserved except for Means of Access.

The vision for the development site is to create a high quality and distinctive residential development within Yapton.

Following the analysis of the existing site and its context, the proposals have been developed with the following objectives in mind:

- Achieve a high quality environment with good public realm and amenity space.
- Form a complete sense of place where people want to live.
- Create a good mix of accommodation in accordance with the requirements of the local authority.
- Provide a safe and secure environment achieved by the layout and design of the scheme.
- Create sustainable family living.
- The creation of a permeable layout for ease of movement, together with good links between the site and the surrounding area.
- Minimise the visual impact of accommodating parking standards.
- The design should be of high quality and provide for all the modern facilities and building techniques, and have regard to current efficient/ sustainable requirements.
- Provide a sustainable development to achieve Level 3 of the Code for Sustainable Homes.

This Design & Access Statement has been prepared in accordance with the requirements of the *Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2010 (SI 2010/567)* and subsequent amendments. A previous application for the same site was submitted in March 2014 (ref: F/9/14/PL).

Aerial photograph showing that the site lies to the south east of Yapton



1.0 Background



1.0 Background



Aerial photograph of site looking north

1.2 Location

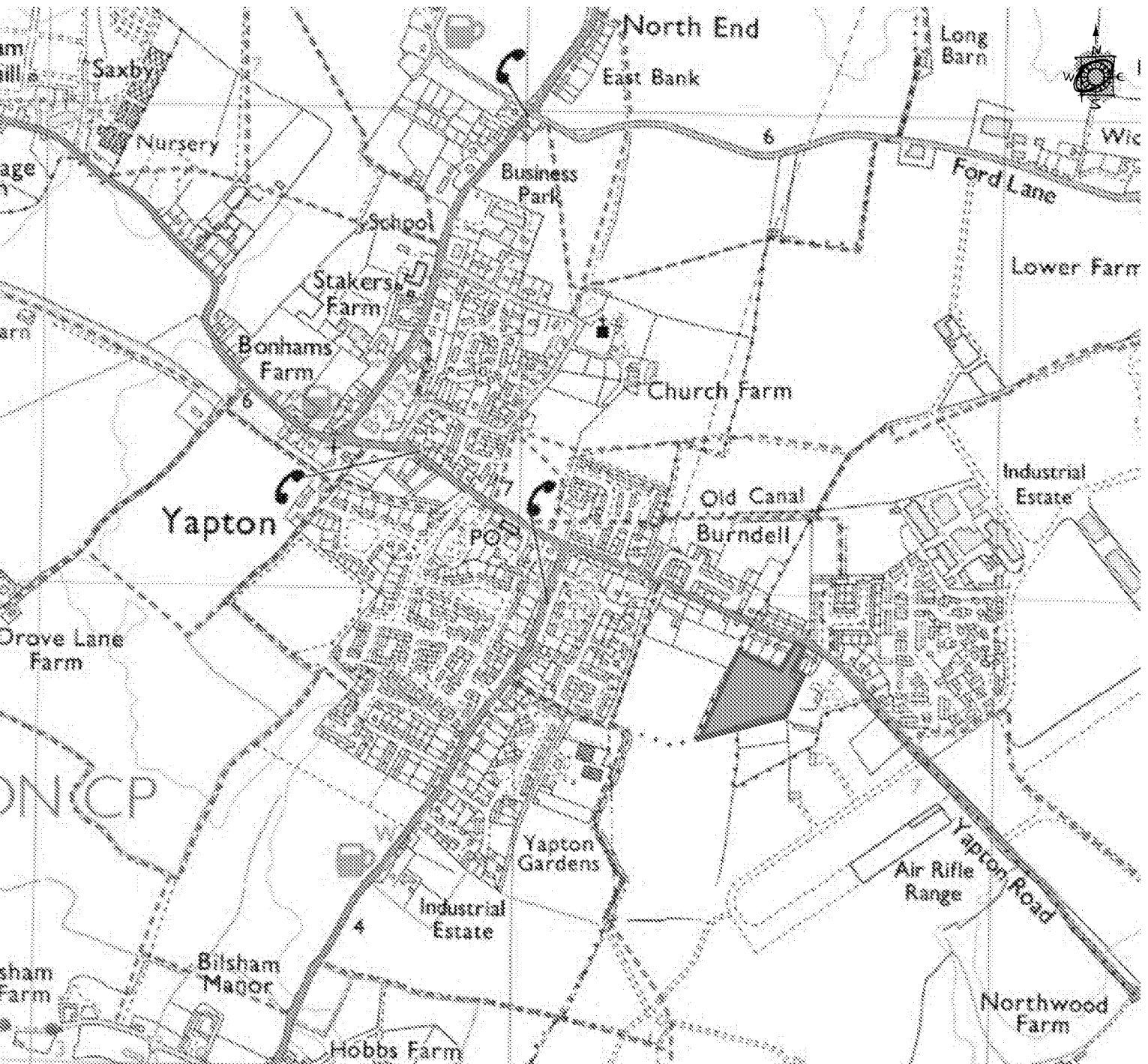
The village of Yapton is located between the South Downs and the English Channel. It is located 3 miles to the north east of Bognor Regis.

The application site is located off Burndell Road, approximately 500 m to the south east of Yapton village centre. The site has direct access to public transport on Burndell Road and is within walking distance of local shops and facilities in the village.

The site is relatively level from front to back and from side to side. The northern boundary backs onto the rear gardens of those properties fronting onto Burndell Road. The site is generally screened by some mature trees and shrubs and offers views onto open grassland.

The application site is located outside of, but immediately abutting, the settlement boundary of Yapton.

1.0 Background



Location plan showing
the site (outlined red)

2.0 Existing Site & Context



2.0

- 2.1 The Existing Site
- 2.2 Existing Trees
- 2.3 Ecology
- 2.4 Flood Risk
- 2.5 Surrounding Context

2.0 Existing Site & Context



Photograph of view from Burdell Road opposite the entrance to the site (ACD Landscape Architects)

2.1 The Existing Site

The site currently consists of a single grassland field, well screened by existing boundary trees and hedgerows. It is relatively flat with no other features or structures on the site. The site also includes a 20m wide gated access between existing houses fronting onto Burdell Road. Drainage ditches extend along the southern, western and eastern boundaries.

The northern boundary is shared with those residential properties (predominantly bungalows) fronting onto Burdell Road. An adjacent field to the north west has recently been approved for a new residential development. To the east is a large detached property, set some way from the boundary.

The site area is approximately 2.4 hectares.

2.2 Existing Trees

An *Arboricultural Impact Appraisal and Method Statement* of the site has been carried out and accompanies this application.

The existing tree survey identifies just 32 individual or groups of trees on the site or adjacent to the site which might be impacted by the proposed development.

2 of the trees are classified A Category (of high quality and value: - in such a condition as to be able to make a substantial contribution) and 9 trees are B category (of moderate quality and value: - those in such a condition as to make a significant contribution). These will all be retained and protected.

The remaining trees and hedgerows are Category C (of low quality and value: - currently in adequate condition to remain until new planting could be established) or U (in such a condition that any existing value would be lost within 10 years and which should in the current context, be removed for reasons of sound arboricultural management). However, to maintain the existing character of the site and surroundings, as many of the existing trees and hedgerows will be retained as possible.

2.3 Ecology

An *Extended Phase 1 and Animal Walkover Survey* of the site was carried out to assess the potential presence of protected species, priority habitat and plant species of note and accompanies this application.

- No priority habitats or plant species of note were found on the site.
- It is recommended that should ditch enhancement and re-profiling occur, then this should be carried out in sections leaving parts of the ditch undisturbed to ensure some refuge habitat is kept, enabling aquatic vegetation and wildlife to re-colonise areas disturbed through management.
- The ditch banks lack any signs of Water Voles.
- No evidence of Badgers, such as setts or evidence of foraging, was found.
- There is suitable habitat for reptiles such as Slow-worm and Grass Snake and further surveys are recommended.
- Further studies are required to ascertain the likely presence (or absence) of Great Crested Newt.
- Some of the site trees have low bat roost potential, but are being retained as part of the proposals.
- It is recommended that if any work involving the trimming back of hedges and the removal of trees and scrub are scheduled to take place between the beginning of March and the end of August, a survey to check for nesting birds will be required.
- Although the hedgerow and tree lines could offer sub-optimal habitat for Dormice, further surveys would not be considered necessary.
- There is the potential for Hedgehogs to forage within this site, particularly along the edges and so it is recommended that the grass be cut short and that the site be cleared during the hibernation season (November to March).

2.0 Existing Site & Context

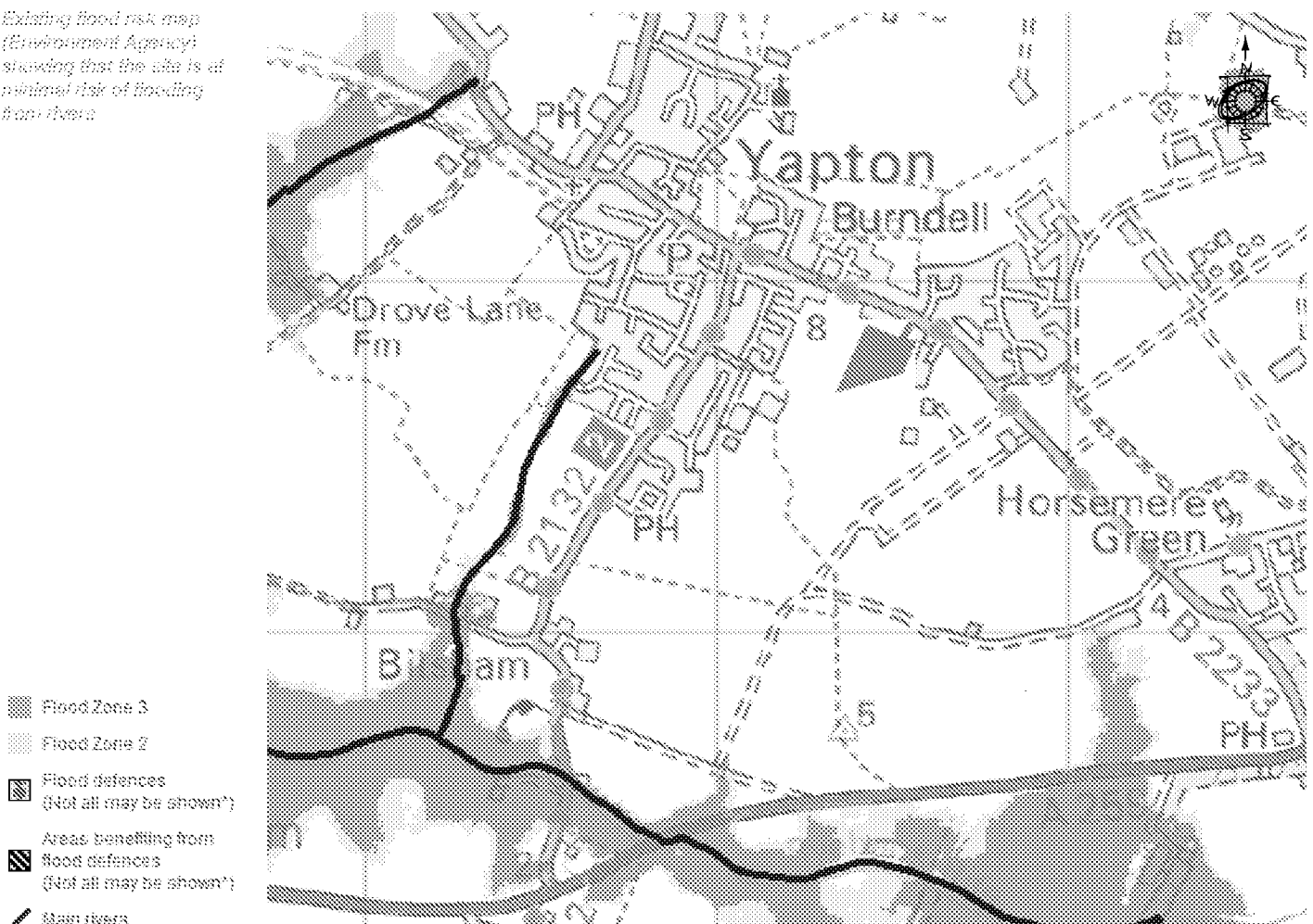
2.4 Flood Risk

The Environment Agency classifies all of the site as being in the lowest possible risk of flooding from rivers (Flood Zone 1).

The accompanying *Flood Risk Assessment* shows that there is minimal flood risk from any other source at the site and some upgrading of local foul sewers will be required to discharge foul water from the site. It also confirms that the proposed development is appropriate and sustainable in the terms as set out in NPPF.

Please refer to the *Flood Risk Assessment* that accompanies this application.

Existing flood risk map (Environment Agency) showing that the site is at minimal risk of flooding from rivers



2.0 Existing Site & Context

2.5 Surrounding Context

Yapton is mainly a residential settlement, the north of the site along Burndell Road is bordered by detached bungalows. While the remaining east, south and west sides are bordered by grassland.

There are several residential areas in Yapton that are comprised of low density detached housing and detached bungalows.

A few higher density developments have been recently granted planning consent, including the land to the south

of Fellows Gardens which is located adjacent to the site on the north western boundary (ref: Y/30/13/).

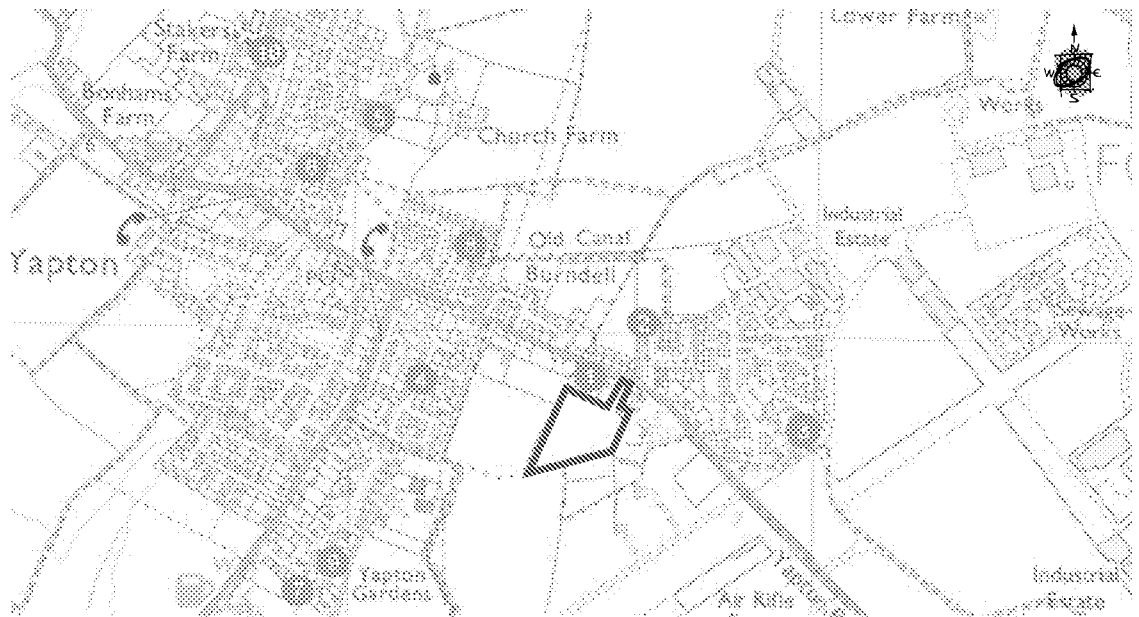
The residential areas to the north and west of the site are comprised of predominantly mid twentieth century suburban style dwellings, set within generous plots and set back from the wide streets. The houses are predominantly two-storey detached and semi-detached dwellings of a conservative architectural style. Materials include brickwork, render, clay tiles, hanging tiles, timber boarding and white timber framed windows.

Photographs of surrounding context



2.0 Existing Site & Context

Photograph location plan



Photographs of surrounding context



3.0 Design Framework



3.0

- 3.1 Introduction
- 3.2 Planning and Design Policy

3.0 Design Framework

3.1 Introduction

This section sets out the key policies and guidance which form the framework within which the design of the scheme has been developed.

Other material considerations include the relevant policies of the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG), the Council's standards and design guidance. The *Planning Statement* reviews the relevant policies and how this application seeks to reflect them.

3.2 Planning and Design Policy

National Planning Policy Framework

The NPPF was published in 2012, and sets out national guidance relating to design. Paragraph 56 states that the Government attaches great importance to the design of the built environment, and that good design is a key aspect of sustainable development. Paragraph 58 explains that planning decisions should aim to ensure that developments: function well and add to the overall quality of the area throughout their lifetime; establish a strong sense of place; optimise the potential of the site to accommodate development; respond to local character and history and reflect the identity of local surroundings and materials; create safe and accessible environments; and are visually attractive as a result of good architecture and appropriate landscaping.

Further detailed guidance on design issues is provided by the Government's Planning Practice Guidance, as updated on 6 March 2014. The Guidance explains that planning should promote:

- Local character (including landscape setting);
- Safe, connected and efficient streets;
- A network of greenspaces (including parks) and public places;
- Appropriate security measures and address crime prevention;
- Access and inclusion;
- Efficient use of natural resources; and
- Cohesive and vibrant neighbourhoods.

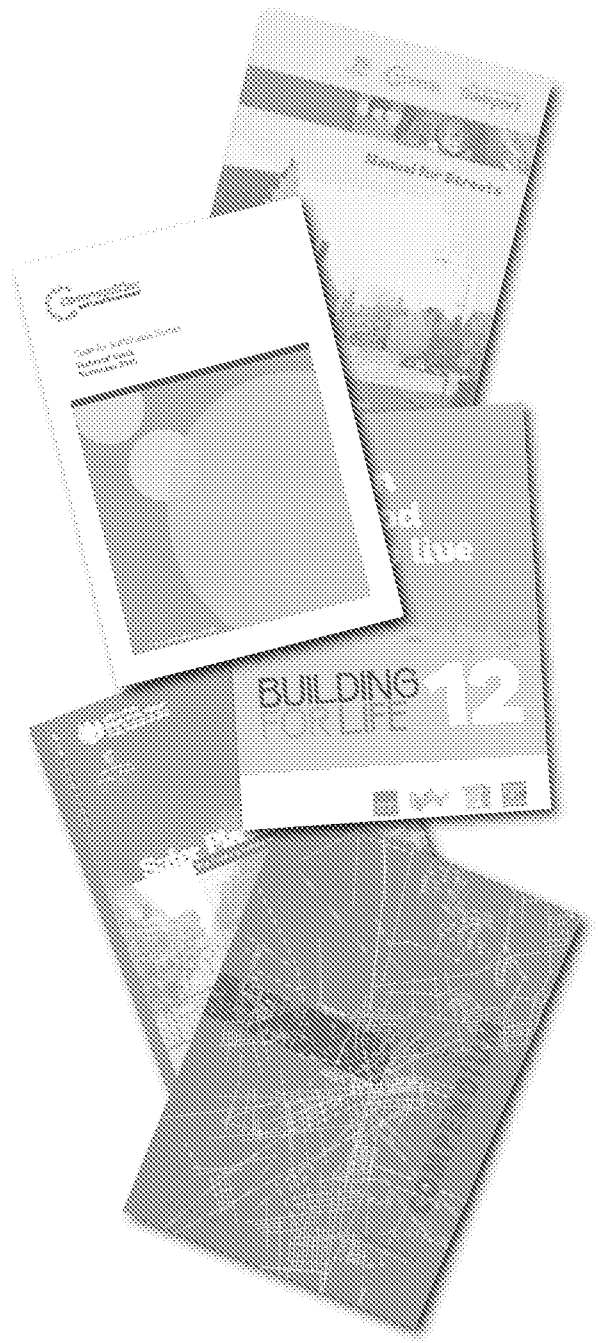
A well designed place is defined as one which is functional, supports mixed uses and tenures, is adaptable and resilient, has a distinctive character, is attractive and promotes ease of movement. Public spaces should be lively. Guidance is provided on layout, building form, scale, details and materials.

3.0 Design Framework

Other Design Guidance

In addition to national and local policy, the development proposals have been designed with reference to a number of design guidance documents as follows:

- Manual for Streets (2007) (MfS 2, September 2010);
- By Design: Urban Design in the Planning System – Towards Better Practice (May 2000);
- Better Places to Live: By Design (CABE, September 2001);
- Code for Sustainable Homes (Department for Communities and Local Government, 2006);
- Planning and Access for Disabled People: A Good Practice Guide (March 2003);
- Building for Life (Building for Life Partnership, 2012);
- Safer Places – The Planning System and Crime Prevention (Office of the Deputy Prime Minister and the Home Office, 2004);
- Secured by Design;
- Urban Design Compendium (English Partnerships, 2000); and
- Laying the Foundations: A Housing Strategy for England.



4.0 Design Process



4.0

- 4.1 Objectives
- 4.2 Existing Site Constraints
- 4.3 Previous Planning Application
- 4.4 Further Consultation

4.0 Design Process

4.1 Objectives

Brookworth Homes is committed to engaging with the community at an early stage of the design process in order for their comments and views to be taken on board through the design evolution. A programme of consultation was undertaken with key stakeholders and local residents.

The priorities, concerns and needs of residents who lived in the surrounding area were sought for the future of the site and Yapton. A range of consultation methods were undertaken to maximise participation in the design process.

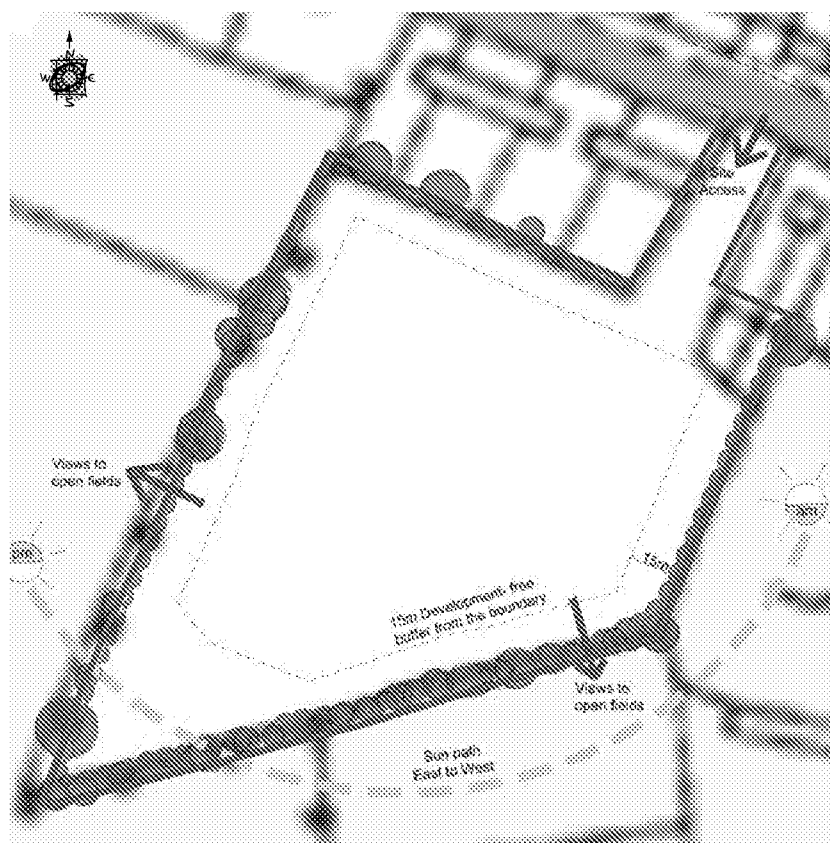
Sketch schemes have been used to develop the proposals using the results of the existing site and area analyses.

4.2 Existing Site Constraints

Although the site is relatively flat and has few existing features, it still has a number of constraints which will limit the developable area of the site and create a design framework from which the proposed scheme will be designed:

- The site access from Burndell Road.
- The retention of the existing boundary trees and hedgerows which help screen the site.
- Maintaining a 15m development buffer with the boundaries.
- The provision of access points to the west.
- Existing views to the south.
- The retention and enhancement of existing boundary drainage ditches.

Existing site constraints plan



4.3 Previous Planning Application

Following a pre-application meeting on 4 November 2013 and subsequent written response, a planning application was submitted to Arun District Council on 9 April 2014 (ref: F/9/14/PL).

Although at the pre-planning advice stage, the local authority strongly supported the proposals due to the absence of an adequate supply of housing land, the application was refused on 14 July 2014.

As shown in the accompanying *Planning Statement*, the local authority maintained that there had been an improvement in its housing land supply position since the submission of the application.



Previous planning application sketch elevations (ref: F/9/14/PL)

4.0 Design Process

Previous planning application sketch layout plan (ref: F/9/14/PL)



4.4 Further Consultation

Following the refusal of the previous application and the council's revised housing land supply position, the local authority advised that the allocation of the site should be pursued via the Ford Neighbourhood Plan.

Ford Parish Council raised no objections to the initial application as they had already identified the site in their draft Neighbourhood Plan. Following further consultation including two consultation events, the majority of consultees have voted in support of including the site in the Ford Neighbourhood Plan.

As a result of the consultation events, the following changes were carried out:

1. Safe design of access from Burdell Road.
2. Access point already agreed with Highway Authority.

3. Swale omitted from northern boundary
4. Secured ditch retained along western boundary with safety fencing
5. Reconfigured access to rear parking court between plots 39 and 40
6. Plot 39 provided with attached garage
7. Mix of plots 31 - 36 changed to: 3x two bed detached bungalows - 2x one bed semi detached bungalows - and 1x two bed disabled access bungalow
8. "Storm water exiting site" marked on south western corner
9. Safety fencing provided around pond

5.0 Proposals



5.0

- 5.1 Layout
- 5.2 Amount
- 5.3 Scale
- 5.4 Landscape Strategy and Open Space
- 5.5 Appearance

5.0 Proposals

5.1 Layout

While matters relating to layout are reserved for future determination, the illustrative site layout plan provides an indicative scheme for the site. The various elements of the indicative layout were derived from the analysis of the site and the design principles.

Following the studies of the existing site and context, and having an understanding of national and local planning and design guidance, the following opportunities have been identified for the development of the site:

- Achieve a high quality development.
- Be an efficient use of land.
- Comply with national and local government guidelines.
- Be design led, i.e. not of standard design, but respecting the character of the area.
- Create sustainable living.
- Good links between the site and the surrounding area.
- Form a complete sense of place where people want to live.
- Provide a safe and secure environment achieved by the design and layout of the scheme.
- Minimise the impact of accommodating parking.
- Consider the relationship between existing adjacent dwellings, retained trees and proposed dwellings.
- The proposed development should blend into its landscape setting, and that the features of landscape value on the site should be retained and enhanced where possible.
- The design should be of high quality and provide for all the modern facilities and building techniques, and have regard to current efficient / sustainable requirements.
- Housing mix to respond to local need and character, with 30% affordable housing.

The overall illustrative layout for the site shows the following:

- 45 new dwellings of varying scale.
- A high quality environment with an accommodation mix including 1, 2, 3, and 4 bedroom houses and bungalows.
- 13 affordable homes.
- A density ratio of 19 dwellings per hectare (gross).
- Minimise any potential impact on existing neighbouring properties.
- Retention and enhancement of the existing trees and vegetation along the boundaries.
- Achieve a high quality environment with good amenity space.
- Provide a sustainable development.
- Form a complete sense of place.
- A scheme where the new buildings respect and reflect the pattern and form of the existing surrounding properties together with the building lines to prevent overlooking or overshadowing.
- Provide a safe and secure environment.
- Informal open spaces within and surrounding the development together with enhanced landscaping.
- Street frontages facing onto the new open spaces.
- Provide a generous level of parking in accordance with the requirements of Arun District Council within a landscaped setting.
- A new pedestrian link between the development and public open space to the west.
- Create appropriate spaces between buildings.
- Easy access to existing nearby facilities and amenities.
- Limited impact on views from open spaces, residential properties and public footpaths surrounding the site.

5.0 Proposals



5.0 Proposals

Extract from illustrative
site sections/ elevations



5.2 Amount

The proposed site could accommodate a varied mix of accommodation types from 1 bedroom dwellings to 4 bedroom detached houses including some bungalows. The proposed development of 45 dwellings would provide a density of 19 dwellings per hectare (gross). This density is considered appropriate for the site given its location and the developable area of the site due to the retention of the existing trees and planting. The proposed density reflects a careful balance between the need to deliver homes to meet local needs and the need to respect the site's local character and context.

Whilst the proposals are in outline form, an illustrative mix of housing types has been explored to demonstrate the site's capacity to deliver a new neighbourhood. The site can accommodate a range of types, sizes and tenures of housing, which will deliver a balanced community to meet a variety of local needs. Affordable housing will account for 30% of the total number of units

(13) and an indicative mix has been agreed in principle with Arun District Council. The dwelling types include traditionally styled apartment blocks, terraces, cottages and larger detached houses

Unit type	No.
1 bed coach house	2
2 bed house	14
2 bed bungalow	2
3 bed bungalow	4
3 bed house	18
4 bed house	5
Total	45

5.0 Proposals



5.3 Scale

Matters relating to scale are reserved for future determination. However, the illustrative site layout plan and site sections/ elevations show a maximum of 2 storeys across the site including a number of bungalows.

The proposed height of the buildings has been guided by the study of the character of Yapton which identifies the predominantly 1-2 storey character of the residential development in the local area.

The proposed 1-2 storey domestic scale buildings can be assimilated onto the site and contained within its landscape setting or framework which is formed of existing landscape features enhanced by new planting. The sections/ elevations show how the new dwellings will be located on the site in relation to existing boundary trees, woodlands and hedgerows which would be protected to screen and "soften" the new buildings.

5.0 Proposals

5.5 Appearance

Appearance is the aspect of a place or building that determines the visual impression it makes, including the external built form of the development, its architecture, materials, decoration, colour and texture.

Following consideration of the surrounding context analysis, the proposed scheme will complement the Sussex vernacular, by the use of similar and established materials, details and features.

The development will use a unifying palette of materials, but variations in form, size and style will create distinctive character areas.

Although matters relating to appearance are not part of this outline application, it is anticipated that the key

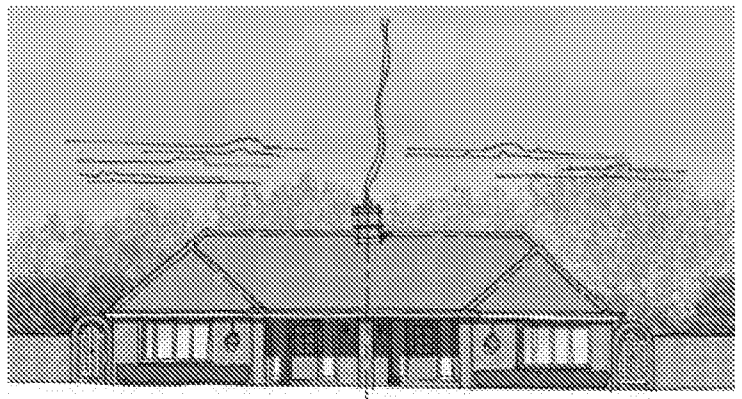
materials will be a variety of either locally sourced bricks flint, render and timber boarding used across the development site with contrasting bricks used for details such as window headers or cills.

Local details such as chimneys, open porches, traditional roof pitches and traditional verges or barge boards will be used. Roofs will be a variety of gable, half-hipped or hipped.

Boundary treatments will include native species hedges, especially those that are exposed to the woodland on the eastern side of the development. 1.8m high timber close boarded fences to rear gardens will be limited to back-to-back gardens where possible.

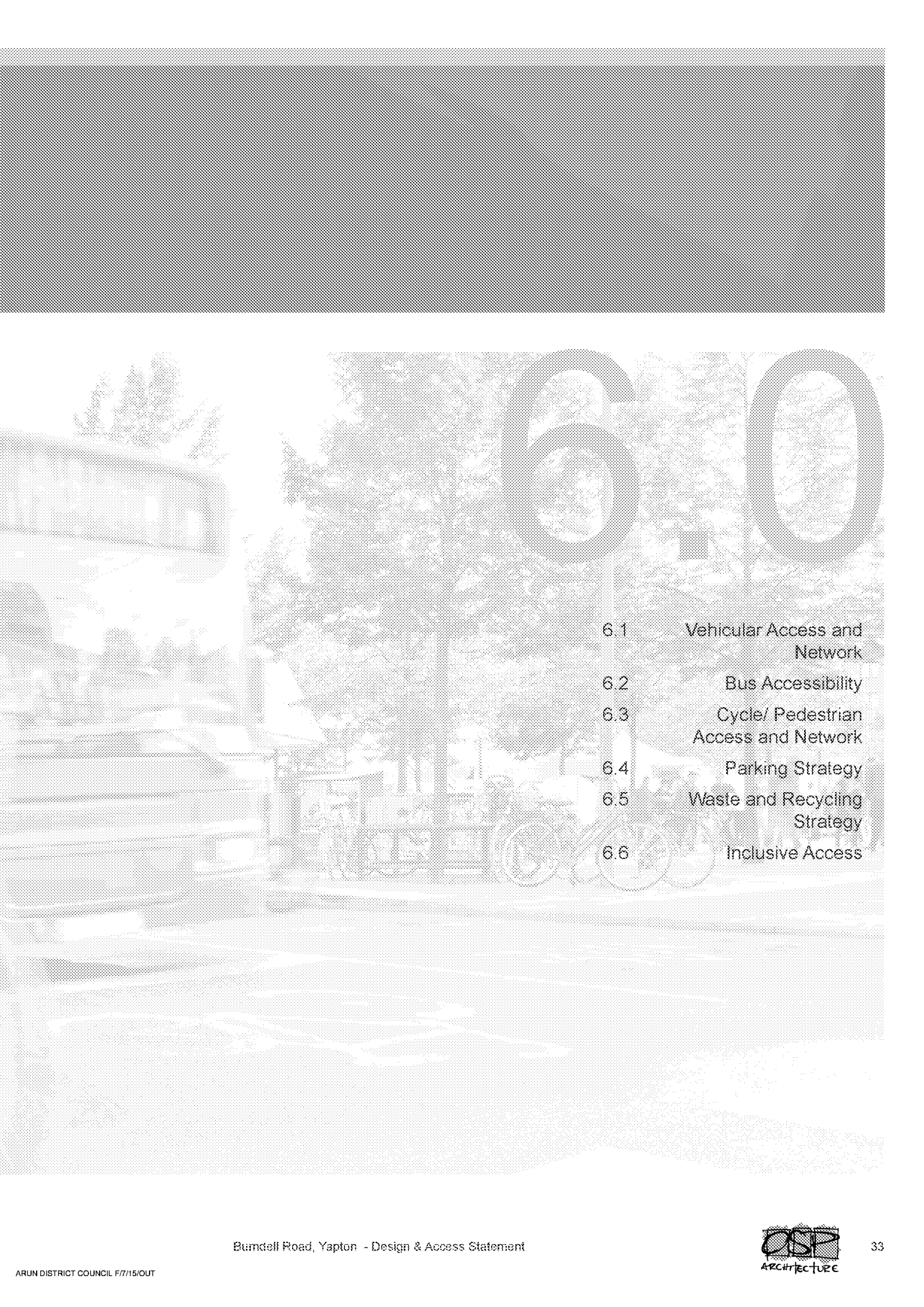


Extracts from illustrative site sections/ elevations



6.0 Access and Movement





- 6.1 Vehicular Access and Network
- 6.2 Bus Accessibility
- 6.3 Cycle/ Pedestrian Access and Network
- 6.4 Parking Strategy
- 6.5 Waste and Recycling Strategy
- 6.6 Inclusive Access

6.0 Access and Movement

6.1 Vehicular Access and Network

The details of access form part of this application and are submitted for approval. Further detail is provided in the accompanying *Transport Assessment*. Key points are summarised below.

The access strategy for the site has been developed in consultation with West Sussex County Council. A single vehicular access from Burndell Road is proposed to serve the development. This access will also be used for construction access.

While matters relating to layout are reserved for future determination, the illustrative site layout plan provides information for approval relating to the street network. The proposals show a perimeter circular road layout with a central pedestrian/ cycle link through the centre of the development allowing views to the south.

All routes within the scheme are designed to be consistent with a 20mph vehicle speed. Road spaces are designed to encourage lower speeds in terms of road width, turning radii at junctions and peripheral landscaping.

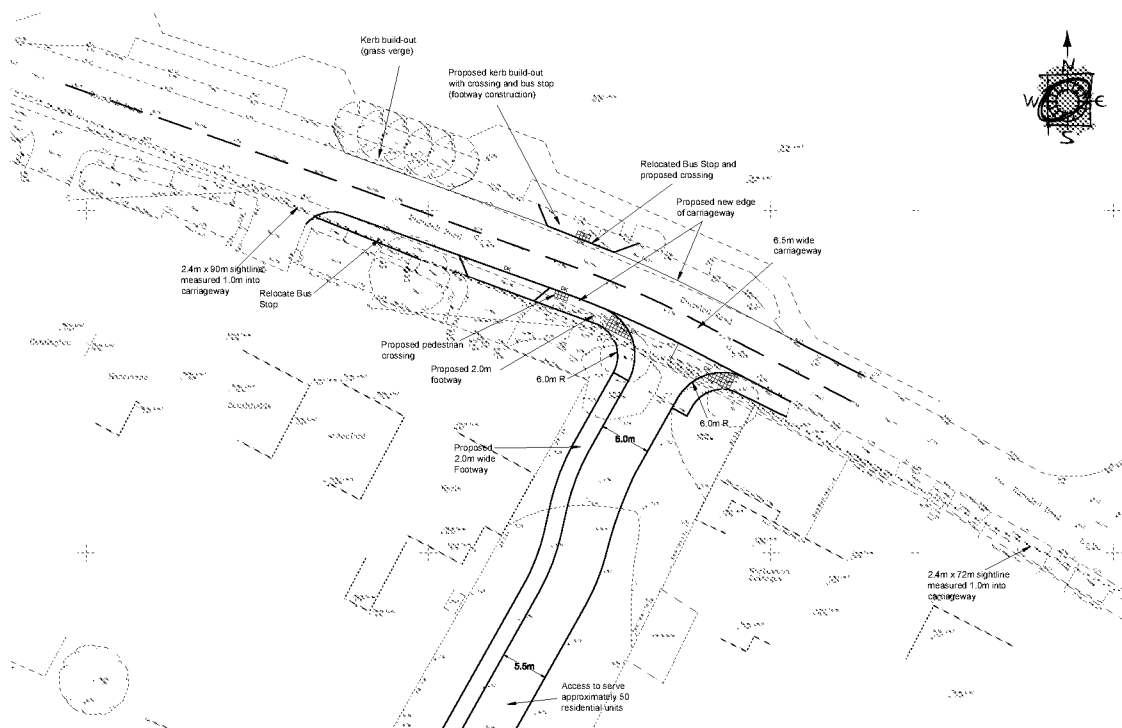
The traffic impacts of the proposed development on the wider highway network have been assessed, and it has been concluded that the proposed development will not cause any significant adverse impact in terms of increased queues and delays during peak network periods.

6.2 Bus Accessibility

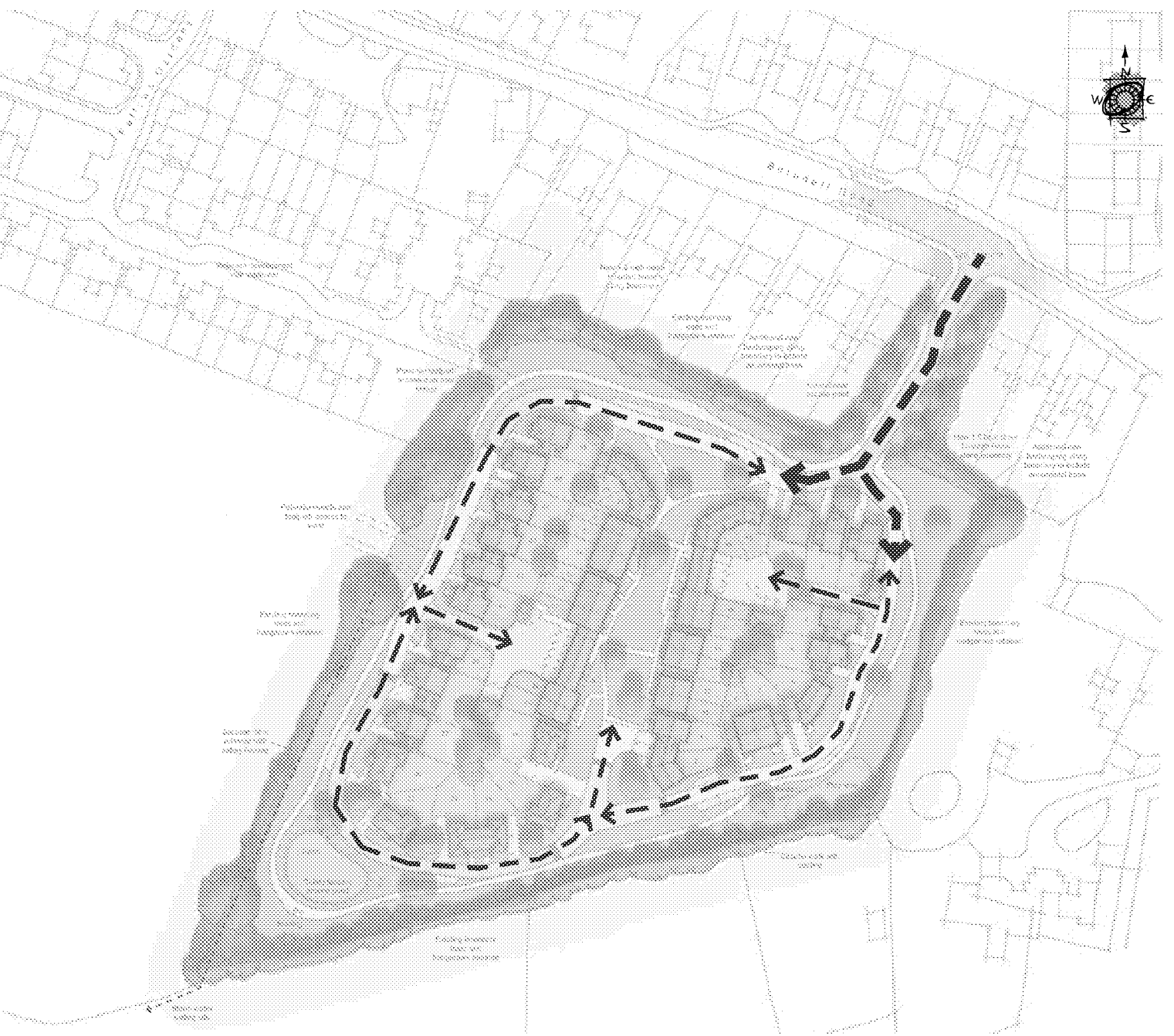
The site is served by public transport including frequent buses serving the existing bus stops on Burndell Road, less than 200m from the site. The nearest railway stations are Barnham to the west and Littlehampton, 4 miles to the east with direct lines to London Victoria.

New occupiers of the development will be encouraged to take the opportunity for bus travel from the site through the provision of information in a 'Travel Pack' created for new residents.

Proposed access and highway improvements plan (Stiwell Partnership)



6.0 Access and Movement



*Illustrative site layout
plan showing vehicle
movement and circulation*

6.0 Access and Movement

6.3 Cycle/ Pedestrian Access and Network

Pedestrian and cycle access to the site is more extensive than that for vehicles, and includes a link through the centre of the development. This approach seeks to encourage the use of sustainable transport modes by providing direct and convenient pedestrian and cycle connections to a range of destinations, including to the village centre via Burndell Road.

As set out above, the details of access form part of this application and are submitted for approval. The illustrative site layout plan provides information on pedestrian and cycle access and network.

Within the site, the pedestrian layout uses the street hierarchy described above, but with additional pedestrian links to provide a scheme which offers additional permeability to pedestrians. Thus while the street layout directs vehicles to the primary route as explained above, pedestrians have alternative access to the village centre.

Within the site, the road network has been designed in accordance with the principles of Manual for Streets which seeks to place the needs of non-motorised users above those of the motorist. The scheme's road network is suitable for use by cyclists, providing safe and convenient access throughout the site.

6.4 Parking Strategy

Car and cycle parking is proposed to be provided in line with Arun District Council's parking standards. Additional visitor parking will also be provided. In terms of vehicle parking, a range of parking solutions are indicatively shown on the illustrative site layout plan as follows:

- Integral and detached garages;
- Off-street parking to the front and side of plots;
- Parking within small parking courts located close to the units they serve; and
- On-street unallocated spaces.

Cycle parking would be provided within garages, garden sheds and cycle stores

6.5 Waste and Recycling Strategy

The refuse strategy has been considered with regard to the requirements of Arun District Council. The circular road network has been designed to provide a route which is suitable for refuse collection vehicles. Refuse vehicle turning areas can be accommodated within the site to ensure compliance with the refuse carry and collection distances.

The number and types of refuse and recycling bins provided for each property will comply with the requirements of the local authority. The refuse provision will be in the form of bins kept in rear gardens with rear access, within garages.

6.7 Inclusive Access

Inclusive access for people by a range of modes and for those with disabilities and mobility impairments is an important consideration. The proposed development has been designed to encourage accessibility by public transport, walking and cycling, as well as providing vehicular access. Future detailed design of the public realm will include consideration of the needs of people with mobility or other impairments. The development has been designed to comply with Approved Document Part M of the Building Regulations (2010 as amended) and the requirements of the Equality Act, 2010 as follows:

- The proposed development places an emphasis on pedestrian, mobility impaired, cycle and public transport over car travel;
- The building layout has been designed to take precedence over the highway design and the development has been designed to allow movement choice. Means of travel other than the car are encouraged by the provision of enhanced pedestrian and cycle linkages;
- Speed restraint has been designed into the development. The built form, landscaping, priority junctions, changes in surface material, tighter corners and narrowing will all help to reduce speed; and
- Dwellings will be designed to enable access for people with disabilities as appropriate, including provision of level access to dwellings and internal layouts to allow for wheelchair or mobility impaired access in accordance with Approved Document Part M of the Building Regulations (2010 as amended)

6.0 Access and Movement



Illustrative site layout plan showing pedestrian and cycle movement and circulation

7.0 Sustainability



7.0

- 7.1 Sustainable Development
- 7.2 Designing Out Crime

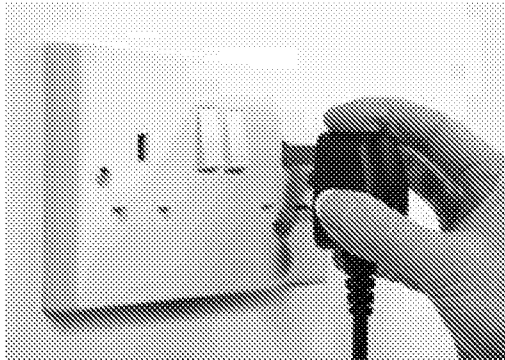
7.0 Sustainability

7.1 Sustainable Development

Although this application is outline, the proposed scheme will seek to deliver a sustainable development in its broad sense. The design of the scheme has sought to include a range of sustainability principles in terms of layout, natural resources and minimising environmental impacts. The scheme seeks to deliver a range of enhancements with respect to issues such as the quality of surface water run-off, the ecological and recreational value of the site. Key aspects of the sustainability of the scheme include:

- **Sustainable Energy** – a *Sustainability Statement* will be prepared for the Reserved Matters application which will explain the construction standard that will be required to achieve the targets set out in Part L of the Building Regulations in line with planning policy. A feasibility study of low and zero carbon technologies was also carried out in order to outline which technologies could be included in the design, should it be considered appropriate for the development to exceed the requirements of Part L. Photovoltaics and solar thermal panels could be considered applicable to development given availability of roofs orientated from southeast to south-west. These technologies could be applied on the suitably orientated unshaded roofs at development in combination or in isolation;
- **Scheme layout** – the illustrative scheme has been designed to maximise solar gain and natural lighting through the orientation of the majority of the dwellings to the south, east and west;
- **Buildings** – to meet Brookworth's commitment to delivering dwellings with higher environmental standards, all the dwellings will be designed in accordance with the Code for Sustainable Homes and will meet the requirements under Code Level 3;
- **Community** – the development will provide benefits for the local community including investment in local facilities/ infrastructure and public open space;
- **Amenity space** – although currently only indicative, the provision of outdoor amenity space is a key element of the scheme. Both public and private spaces are included providing a wide range of recreational opportunities;
- **Transport** – the site is located on the edge of Yapton, within relatively close proximity to local facilities, services and the village centre. The scheme encourages cycling and walking through the provision of additional links for these modes;
- **Ecology** – ecological work completed to date indicates that there are no overriding ecological constraints on the development of the site. The delivery of the open space, the provision of appropriate buffer zones to the boundaries and enhancement of the ecological assets of the site will be key parts of the scheme;
- **Materials** – although a matter reserved for future determination, materials and systems will be selected to include an environmental assessment using the BRE Green Guide to Specification for Buildings. Preference will be given to the use of local materials and suppliers where viable, and wherever possible 'A' rated materials will be used;
- **Water resources** – the scheme will take an integrated approach to water demand and rainwater disposal. A SuDS management train process is proposed to reduce the impact of the quantity of water leaving the development and improve the quality of water before release to the wider environment. Water demand in both construction and occupation phases will be carefully considered, and efficient devices incorporated within the detailed design of the scheme;
- **Waste** – a strategy for construction waste management will be considered, with the aim of setting targets to promote resource efficiency in line with current best practice. The disposal of waste during operation will include internal recycling bins provided within dwellings, as well as external space for storing recyclable materials;
- **Lighting** – A lighting strategy for the scheme will be developed which minimises light pollution and provides the minimum level of lighting required for security and amenity purposes. The strategy will minimise the potential pollution from glare and spillage, with particular consideration of the impact on adjoining residential development and wildlife

7.0 Sustainability



7.2 Designing Out Crime

Although currently illustrative, the sketch layout of the development has been designed to prevent crime and the fear of crime in accordance with government guidance set out in "Safer places – the Planning System and Crime Prevention" (Office of the Deputy Prime Minister, April 2004). In particular, the illustrative site layout plan incorporates the following features:

- Traditional streets that are overlooked by the dwellings that front on to them so that they feel safe, both in the daytime and at night;
- Open spaces that are directly overlooked by houses to ensure natural surveillance;
- Minimal use of exposed back gardens to minimise the risk of unauthorized entry to properties from the rear; and
- Parking solutions that seek to ensure parking spaces and areas are overlooked by houses or apartments.



8.0 Summary and Conclusions



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Summary and
Conclusions

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8.1 Summary and Conclusions

This application is outline with all matters reserved except for Means of Access. The Site Location Plan, Existing Site Survey Plan, illustrative Site Layout Plan and Illustrative Site Sections are submitted for approval.

The proposed development would provide the following:

- 45 new dwellings of varying scale
- A high quality environment with an accommodation mix including 1, 2, 3, and 4 bedroom houses and bungalows.
- 13 affordable homes
- A density ratio of 19 dwellings per hectare (gross).
- Minimise any potential impact on existing neighbouring properties
- Retention and enhancement of the existing trees and vegetation along the boundaries
- Achieve a high quality environment with good amenity space
- Provide a sustainable development.
- Form a complete sense of place.

- A scheme where the new buildings respect and reflect the pattern and form of the existing surrounding properties together with the building lines to prevent overlooking or overshadowing
- Provide a safe and secure environment.
- Informal open spaces within and surrounding the development together with enhanced landscaping
- Street frontages facing onto the new open spaces
- Provide a generous level of parking in accordance with the requirements of Arun District Council within a landscaped setting
- A new pedestrian link between the development and public open space to the west.
- Create appropriate spaces between buildings
- Easy access to existing nearby facilities and amenities.
- Limited impact on views from open spaces, residential properties and public footpaths surrounding the site.



Extract from illustrative site sections/elevations

8.0 Summary and Conclusions

