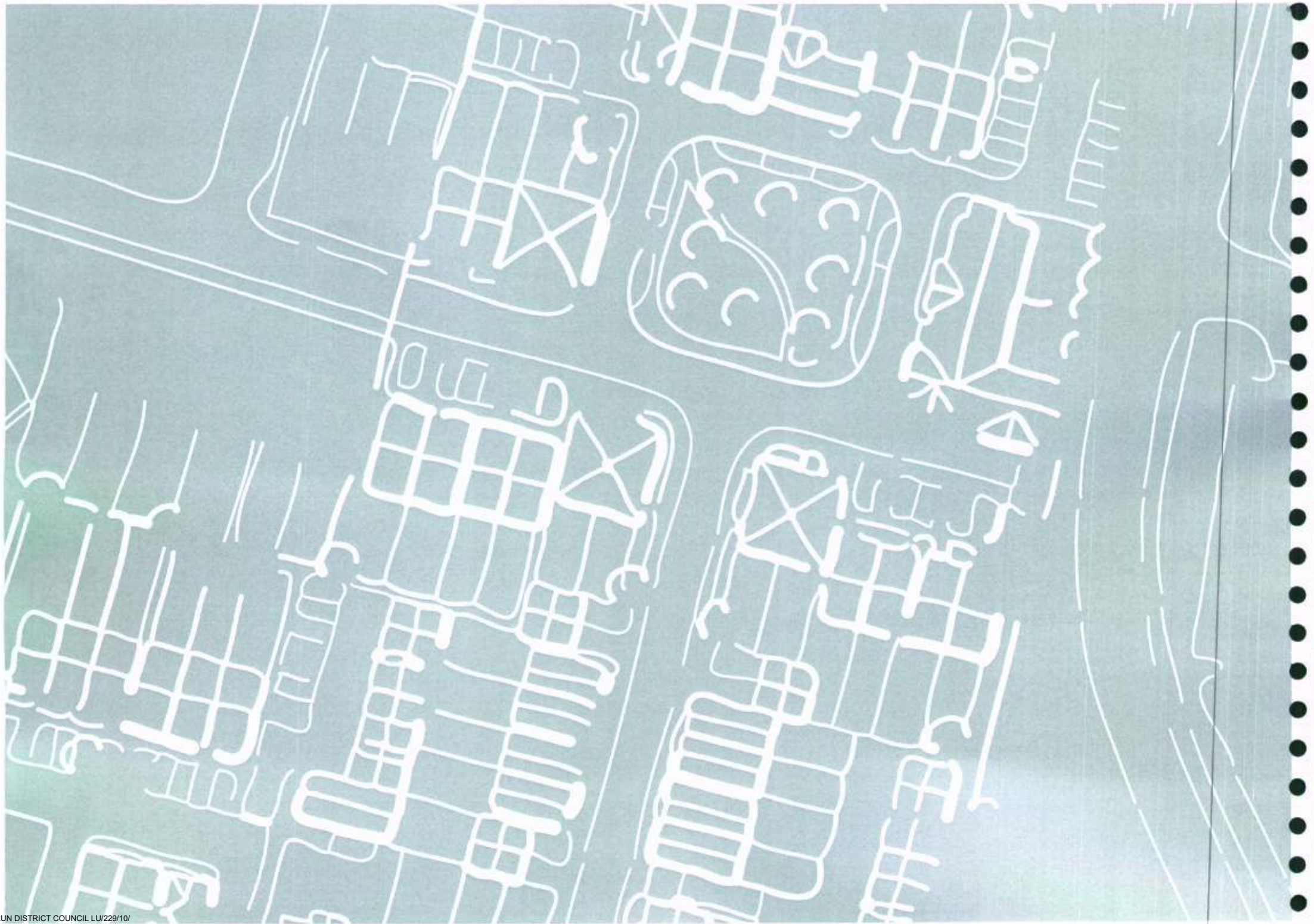


Windroos, Worthing Road, Littlehampton

Design and Access Statement, July 2010





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1. Introduction

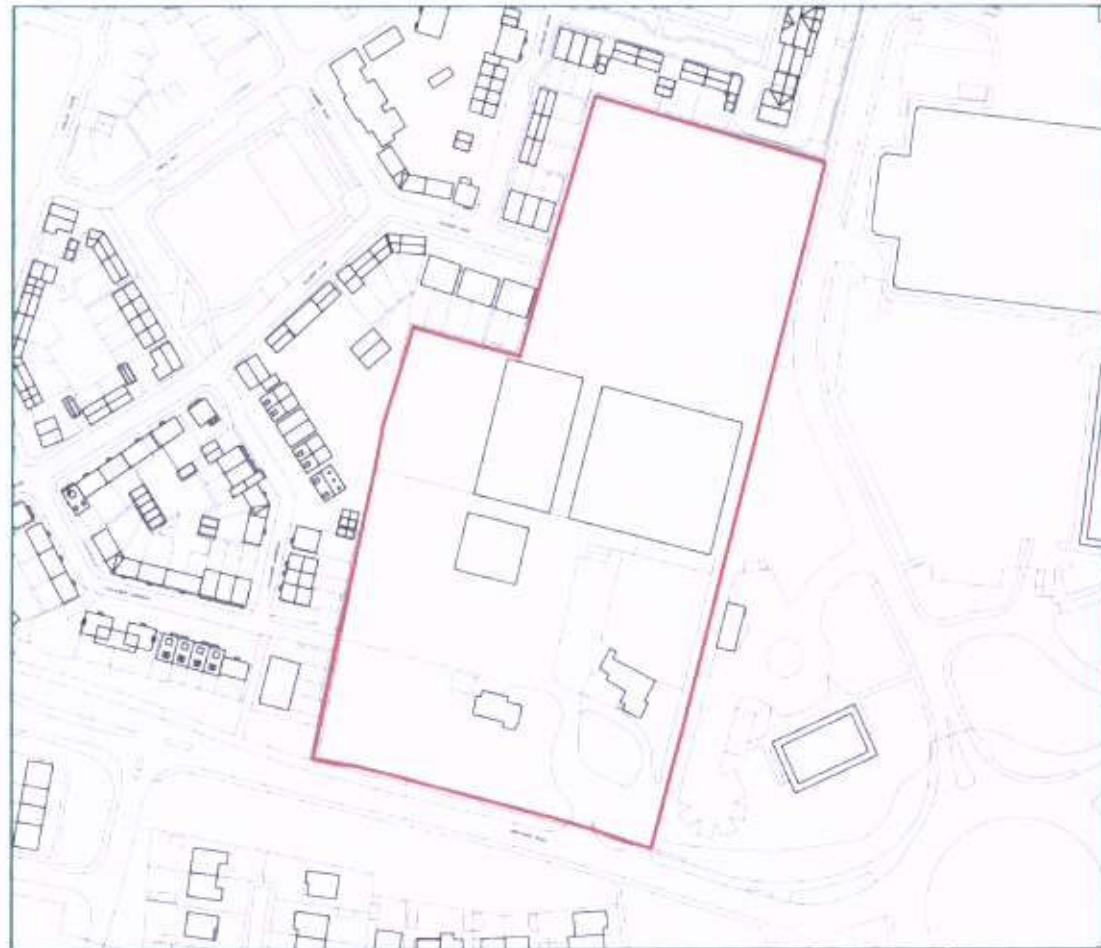
Purpose

This document provides the information required in a Design and Access Statement for the Windroos Site. It should be read in conjunction with the associated planning application documentation including the supporting scaled plans.

The scheme prepared represents an excellent opportunity to introduce a more appropriate land use to this predominantly residential area; to provide a range of unit types which are currently not available, provide affordable housing in that range of units, and improve access arrangements.

This application seeks permission for use and access only, but sets out an ILLUSTRATIVE LAYOUT which is both appropriate to the location and takes the opportunity to greatly improve the relationship of the site to its surroundings and improve the area for its existing residents.

This document sets out the assessment of the site from a design, access and planning perspective. It illustrates the way that the design has evolved through discussion with the local council, before showing in detail how the approach chosen for the application offers the best solution in terms of use, access and design opportunities for both existing and new residents.



01. Site location plan

Site location

The Site is situated within the administrative boundary of Arun District Council (ADC) with the Highway Authority being West Sussex County Council (WSCC).

Figure 1 shows the location of the site to the north of the A259 Worthing Road and to the west of Watersmead Business Park north of Littlehampton. The subject site extends to 2.38 hectares (5.8 acres) and is currently under the ownership of Stuart Lyons with the exception of a small strip of land running along the western and northern boundary owned by a third part company called Store Property. The site is currently predominantly used as a Haulage Depot for Stuart Lyons (Haulage) Ltd.

The site is well located in terms of existing community facilities. Littlehampton Town centre is approximately 1 mile walking distance. The town centre includes a range of facilities and services. The nearest bus stop to the site is located at the top of Horsham Road. This is approximately 200m from the entrance to the site and provides regular bus services to Littlehampton, Arundel, Chichester, Southsea, Worthing and Brighton.



02. Oblique aerial view of the site looking west



03. Oblique aerial view of the site looking north

Background

The subject site forms part of "Site 7", an area of land identified in the Arun District Local Plan which was adopted in April 2003 and covers the period up to 2011. This envisaged that "Site 7" would be suitable for accommodating some 180 new dwellings.

A development brief was adopted as Supplementary Planning Guidance in October 2003. The purpose of the brief was to guide the development of land at Toddington. In summary the key components of the brief were as follows:

- Residential development would need to be provided at a minimum of 30 dph.
- Provision of a new access from Worthing Road which would connect to Toddington Lane.
- New development must reflect the objectives of community integration, high quality design, enhancing biodiversity and the sustainable use of resources including encouragement of recycling.
- Ensuring the creation of satisfactory noise climate by the location of non residential buildings in the north east of the site, accessed from the Watersmead Business Park.

In recent years Taylor Wimpey and David Wilson Homes have developed the adjoining land following planning approval (by appeal) in January 2007 resulting in the implementation of the relevant ADLP policies and the Development Brief. This development (Elysian Fields) comprises 393 dwellings including a mix of flats (32%) and houses (68%). Affordable housing has been provided at 30%. This provides an average density of 41 dwellings per hectare.

Stuart Lyons (Haulage) Ltd is now seeking to relocate elsewhere in Arun District which enables the Application Site to come forward for development to provide much needed housing within this part of Littlehampton.

04. Arun District Council Core Strategy - Options for Growth, Expansion of inland Villages



Summary

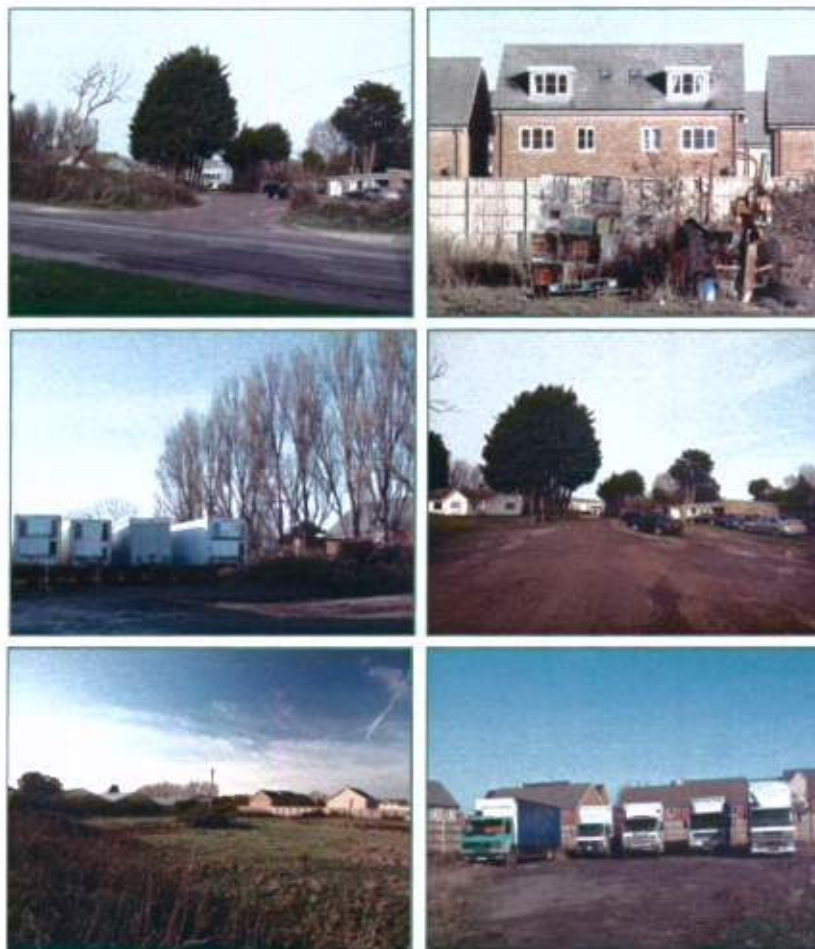
The application is for the erection of 91 dwellings comprising an indicative housing mix of 72 houses (79%) and only 19 apartments (21%). This is an outline planning application only seeking approval for the principle of development, the amount of development and full details of the means of access onto the A259.

All other matters (scale, layout, appearance and landscape) are 'reserved' for approval at a later stage and are shown in this statement FOR ILLUSTRATIVE PURPOSES ONLY.

05. Site photos



1. Site entrance on southern boundary from Worthing Road
2. Looking towards new development to the north of the site
3. Hard standing adjacent to western edge of site
4. Southern area of site including existing bungalows
5. North area of site looking west
6. Hard standing on northern extent of site



2. Site Assessment

The assessment section of the Statement sets out the factors influencing the site, covering physical, social, economic and planning factors. This includes both positive and negative aspects of the site and identifies opportunities and constraints going forward. Dissemination of this information and the following decision making process is set out in Section Four: Evaluation/ Rationale.

This corresponds with the requirements of Circular 01/06 which are focused on:

- Demonstrating an integrated and clear approach;
- Demonstrating design solutions to the requirements of legislation and policy;
- Demonstrating a clear approach to analysis and design development;
- Providing clear and concise information for stakeholders and the public.

Physical

CONTEXT

The site is located within Littlehampton to the north of the A259 Worthing Road and to the west of Watersmead Business Park.

It extends to 2.38 hectares (5.8 acres) and is well connected in terms of the surrounding facilities. It is easily accessible from the A27 and has access to a range of local services and amenities. The nearest bus stop to the site is located at the top of Horsham Road. This is approximately 200m from the entrance to the site and provides regular bus services to Littlehampton, Arundel, Chichester, Southsea, Worthing and Brighton.

The site is currently under the ownership of Stuart Lyons and Store Property and predominantly used as a Haulage Depot for Stuart Lyons (Haulage) Ltd. There are a significant number of heavy goods vehicles (HGVs) movements to the site using the two existing access points in the south east corner. Within the centre of the site there are two large vacant glasshouses which

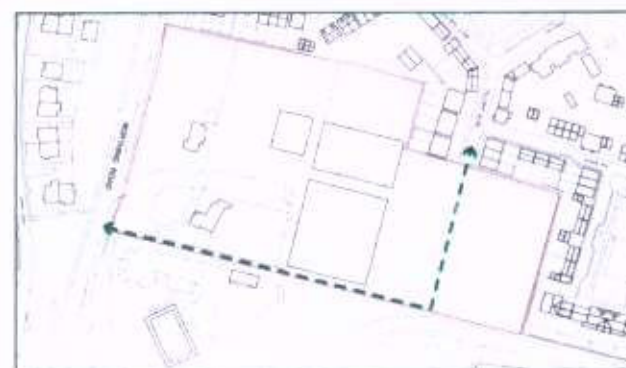
were previously used for horticulture. Next to this is a small workshop and other associated structures which is still in use as part of the existing haulage business. North of the glass houses is a large area of scrub land. This land was once associated with horticulture but now left derelict and overgrown.

In the south of the site there are two bungalows which are owned by the applicant. These bungalows are orientated towards Worthing Road and located next to a small vacant building. Stuart Lyons intends to relocate his business and home away from the site leaving the whole site vacant and available for development.

To the east of the site is Watersmead Business Park which is the headquarters of The Body Shop Plc containing three large industrial units and a three storey office block. In the south western corner of the business park is the Littlehampton Concert Band Stand with some associated open space and landscaping.

Directly adjacent the site to the north and west is Elysian Fields, a Taylor Wimpey and David Wilson Homes development. It comprises 393 dwellings including a mix of flats and houses. This development has a primary access point onto Worthing Road and additional access to the north of the site. The development contains a mix of one, two and three bed houses and flats along side a large with integrated areas of public open space including two local equipped areas for play (LEAPs). The scheme and road alignment connects into the site through Faulkner Gardens and Oliver Acre. Both these roads run up to the site boundary stopping at the existing boundary treatment.

To the south of the site is a residential estate dating from the 1970s. The area mainly contains bungalows and backs onto the existing recreation ground. This development also backs onto Worthing Road. Adjacent to this is Daisyfields campsite which is accessed off Worthing Road via Cornfield Close. Further south of the site is the Littlehampton Community School and town centre.

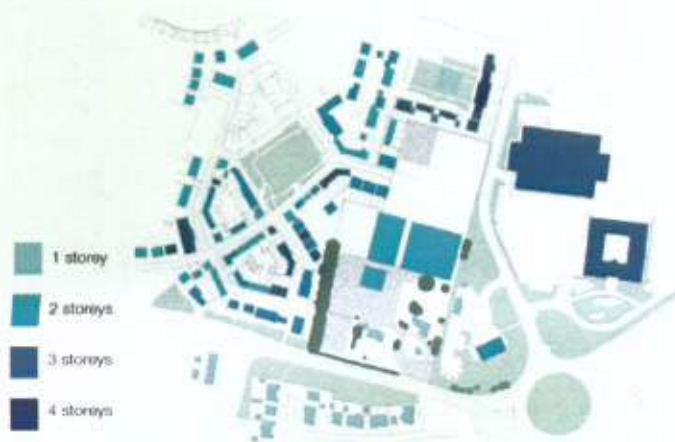


06. Existing right of way through site

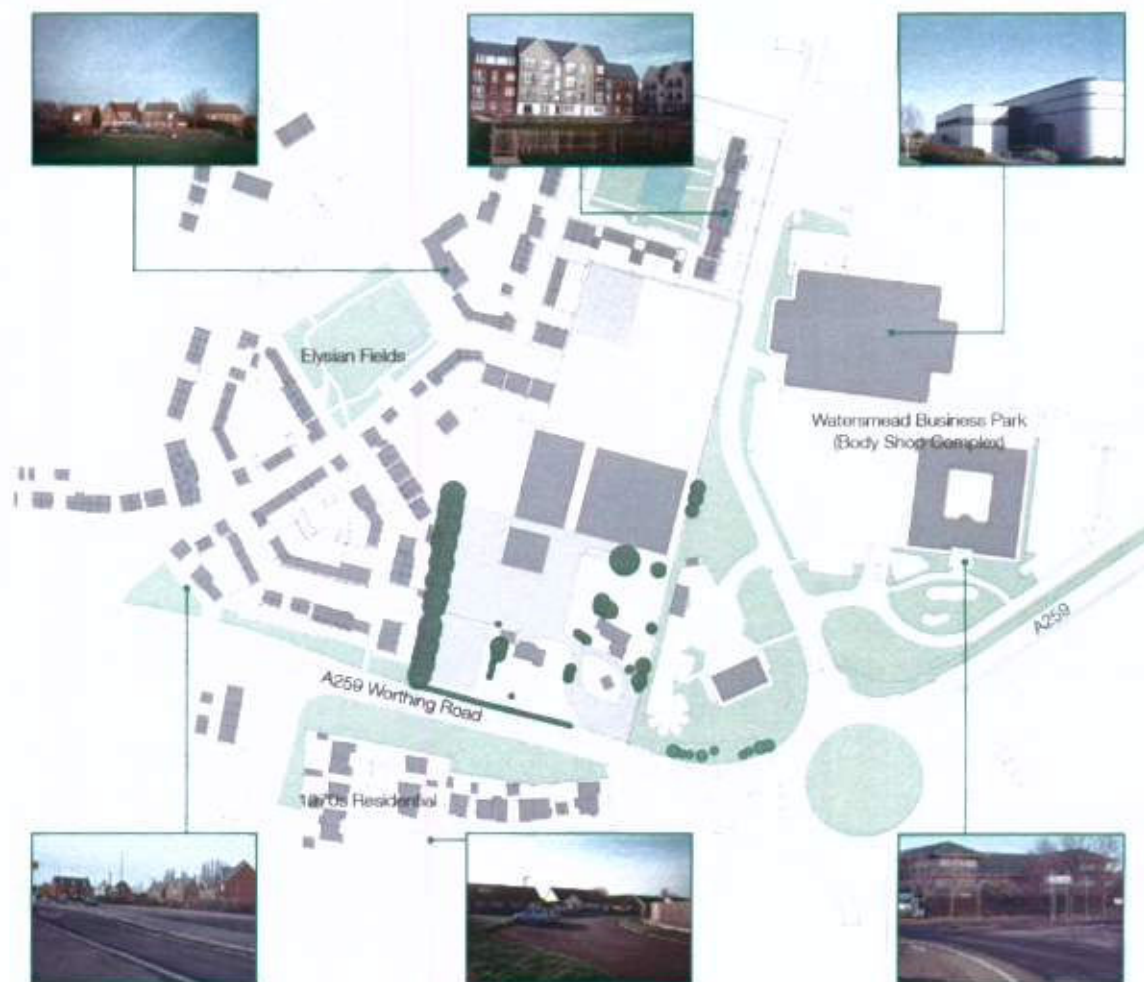
Running through the site along the eastern boundary is an existing right of way (note: this is not a designated public right of way). This route runs north and then turns west into land that has now been developed by Taylor Wimpey. This right of way has not been used for a number of years and general access is currently prevented by a gate. This right of way is aligned with Oliver Acre and there are opportunities to incorporate it as part of the development. Figure 6 illustrates this route.

DENSITY

The properties directly adjacent to the site range between 30 dph and 45 dph. This is typical of a residential area within a town environment. ADC Local Plan Policy states that land at Toddington should be developed for housing at a minimum density of 30 dwellings per hectare (dph). The average density of the Elysian Field development is 41dph. A density of up to 41 dph should be acceptable in principle.



07. Building heights plan



08. Site character plan

MOVEMENT & ACCESS

The site has two existing access points both located in the south east corner of the site. The first of these is the larger primary access used by the haulage business. The route runs past the two bungalows and finishes in front of the two glasshouses where the majority of the associated HGVs are regularly parked, loaded/unloaded and maintained.

The second access point is in the far south eastern corner and provides access to the right of way which runs through the site. This is a smaller access point and not used by HGV traffic. At present there are no other access points into the site, however as previously mentioned two roads within Elysian Fields abuts the site boundary.

PARKING

The site currently has areas devoted to providing parking for the existing business including large areas for HGV parking. There is also residential parking associated with the two bungalows.

The adopted Parking Standards SPG (ADC, October 2000) sets out clear guidelines in relation to the required number of parking spaces for residential development. The document predates PPG13 Transport (2001). Table 9 sets out the maximum parking standards for housing and estate development.

DWELLING TYPE	MAXIMUM PARKING STANDARD		
	Allocated	Visitor	Total
House			
Smaller house size (4 bed or more than 120sqm)	2	0.2	3.2
Larger house size (1,2,3 bed or less than 120sqm)	3	0.2	2.2
Flats			
Flats with 3 or more habitable rooms	1.5	0.2	1.7
Flats with 2 or less habitable rooms	1	0.2	1.2

09. Maximum parking standards



10. Existing site access and parking area



11. Site access as viewed from south of the site

LANDSCAPE

Southern boundary – This boundary is defined by an existing hedgerow and a number of small dispersed 'Lawson Cypress' trees. These trees are largely associated with and surrounding the bungalows.

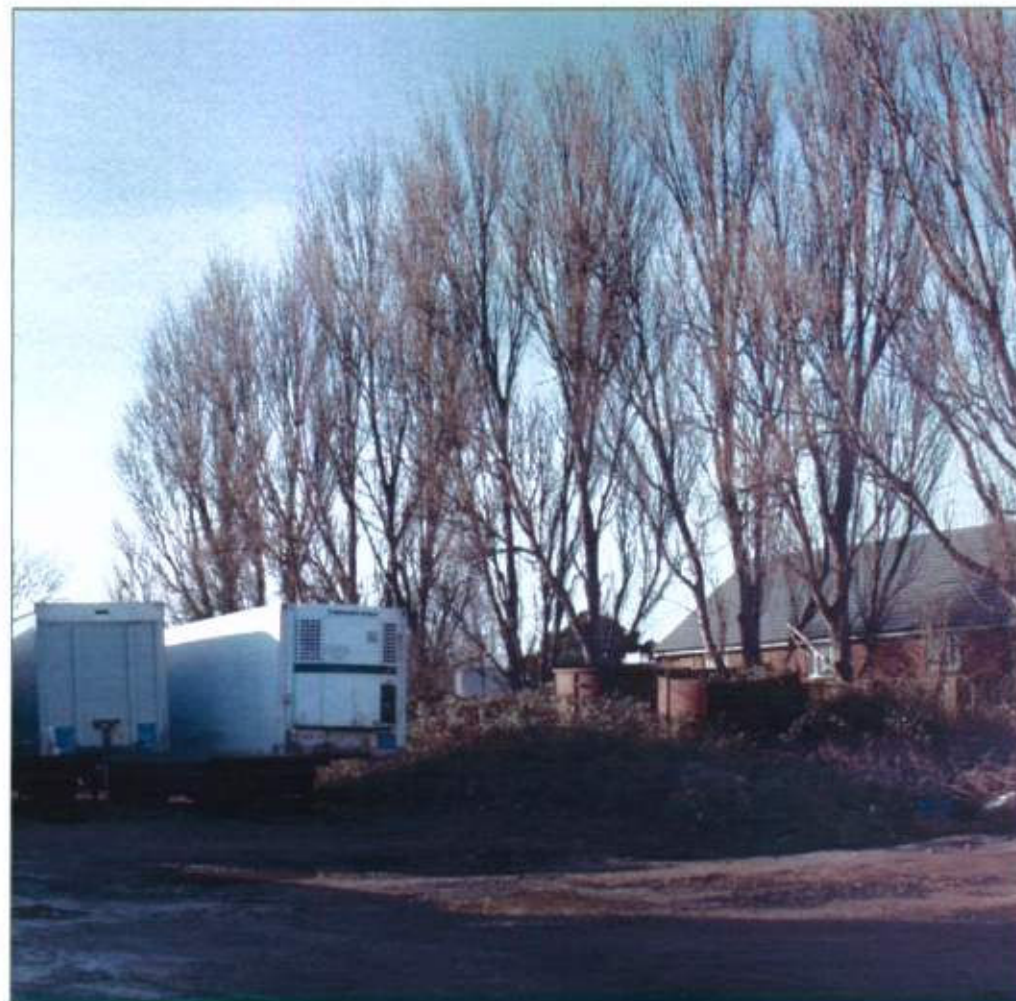
Eastern boundary – Along this boundary there are a number of small shrubs and trees which create a defined boundary between the site and the adjacent Watersmead business park. To the north there is a significant group of mature 'Monterey Pine' trees located next to one of the glasshouses.

Northern and eastern boundary – As previously mentioned to the north and east the site is surrounded by the new Elysian Fields development. These boundaries are lined by small hedgerows as well as a significant mature belt of 'Lombardy Poplar' trees extending along the eastern boundary from Worthing Road up to the front of the glasshouses.

Further detail on the existing landscape features including tree constraints, location and quality is located within the separate arboricultural survey that accompanies the application. –



12. Existing trees near site entrance



13. Existing trees on western boundary

Social

It is important to recognise social issues relating to the site and its surrounding area, so that any future development on the site does not have a detrimental impact and wherever possible makes positive changes. There are a number of social issues currently relating to the site and the surrounding area.

The current haulage business and use is not an ideal neighbour for the adjacent Elysian Fields residential units due to noise, traffic generation and the lack of permeability of the site. This location may not be considered suitable for such a use under current planning legislation. It is therefore pertinent to look to opportunities to make improvements to the area by identifying more appropriate uses for the site – hence the residential allocation for the site.

There is also a need to provide a greater range of types of residential accommodation in both the private and affordable markets and this site could offer an opportunity to provide a range of property types with an emphasis towards family accommodation.

Planning

The planning context for the site is covered chiefly by national and local planning policy and any other material planning considerations. For details please see the separate Planning Statement that accompanies the Application.

There have been no previous planning applications for the redevelopment of this site.

Historic

ARCHAEOLOGY

A written scheme of investigation for archaeological evaluation was produced in 2005 to accompany the Elysian Fields application and archaeological evaluation followed the approval of planning permission. The County archaeologist recommended the use of a planning condition to require field evaluation prior to development commencing.

The site may have archaeological potential and if it is deemed necessary, a similar condition could be imposed to require a program of archaeological work prior to development commencing. A Heritage Statement accompanies this application.

CONTAMINATION

The recent historic uses of the site have included a number of large glass roofed buildings, above ground storage tanks and unspecified buildings thus increasing the possibility of localised contamination issues. For further details please see the separate Preliminary Contamination Assessment that accompanies the Application.

FLOOD RISK

The Environment Agency (EA) has identified the site as falling within Flood Zone 1, lying outside the 1 in 1,000 year floodplain. All uses of land are appropriate in this zone. Residential development is classified as more vulnerable according to PPS25 and is acceptable within Flood Zone 1 subject to a thorough consideration of flood risks to the site and must not increase flood risk elsewhere. For further details please see the separate Flood Risk Assessment that accompanies the Application.



14. Looking at the haulage yard in central area of site



15. The disused glass houses

Sustainability

It is important to promote sustainable development on this site, and as such the development of an indicative scheme should have a view to facilitating high levels of sustainability within any future scheme. Specific measures will be outlined through the Reserve Matters application to meet code for sustainable homes requirements. Section five of this document outlines some of the potential sustainability opportunities.



16. Site context photos

1. Existing residential development at Elysian Fields showing on street car parking
2. Dwellings in Elysian Fields with private courtyard parking accessed under the residential buildings
3. Single aspect flatted development in the north eastern part of Elysian Fields overlooking an open space.
4. Single storey development to the south of the site at Daisyfields
5. Development to the south of the site with some two storey dwellings and rooms in the roofspace
6. View looking west along the A259, to the east of the site, showing deep landscaped verge to the road



3. Involvement

Pre-application discussions

In order to ensure that the redevelopment of the site has a positive impact on both the immediate and surrounding area, there have been pre-application discussions with ADC prior to the submission of the planning application. For further details please see the separate Planning Statement that accompanies the Application.

Consultation

As part of the consultation process a leaflet was circulated to almost 150 individual properties, local Councillors, the MP, Town Council and the Civic Society. The leaflet provided some background behind the proposals and details of the proposals, along with an illustrative site layout and contact details for comments to be returned. For further details please see the separate Planning Statement that accompanies the Application.



17. Recent development at Elysian Fields comprising a mix of two and a half storey houses set back from the pavements.



18. View from Worthing Road showing access to development at Elysian Fields with dwellings side on, and backing onto the main road.



19. View looking west along Worthing Road showing the wide verge to the south of the site

Windroos, Worthing Road, Littlehampton

PUBLIC CONSULTATION ON POTENTIAL REDEVELOPMENT OF THE SITE



Introduction

South Planning & Regeneration would like your views for a forthcoming planning application which they have been asked to prepare on behalf of the landowners for the land known as Windroos on Worthing Road.

This land has been earmarked for housing by Arun District Council since 2000 with the land identified in the Arun Local Plan and supplementary planning guidance as part of a wider area known as 'SITE 7'. The adjacent land (Roddington Farmstead) which also forms part of SITE 7 has previously received planning permission and is currently well under construction by Taylor Wimpey with many of those houses already built and occupied.

Windroos is currently commercial land owned and operated by Stuart Lyons (Freightage) Ltd. As part of their relocation plans they are applying for planning permission for Windroos to be developed for housing.

The principle for housing is established by existing planning policies, however, we recognise there are other considerations which need to be taken into consideration, including parking, impact on neighbouring properties and what it would look like.

Proposals

The proposal is to submit an outline planning application to the Council. An outline planning application seeks to establish the principle of residential development along with agreeing the means of access into the site.

Full details such as what the houses would look like would be subject to approval at a later date (known as approval of reserved matters). However, the outline application will include an illustrative site layout plan and illustrative designs of the houses to provide an indication how a development may appear.

The development proposes:

- a new vehicular access onto the A256 and the closure of the existing 2 vehicular accesses
- the relocation of the business will result in the removal of the articulated lorries entering and exiting the site
- approximately 80 residential properties, with the majority being two or three storey family houses
- affordable housing
- public open spaces including children's play areas
- landscaping along the A256 boundary and retaining trees
- potential for future links into the adjacent Taylor Wimpey development, Elysian Fields at Eden Park

20. Public consultation leaflet

Windroos, Worthing Road, Littlehampton

PUBLIC CONSULTATION ON POTENTIAL REDEVELOPMENT OF THE SITE



What you can do now

An outline planning application is expected to be submitted to the Council in May 2010. You may receive written notification from the Council once the application is submitted and this will allow you the formal opportunity to comment on the proposals.

However, we would like to receive any comments that you may have to the proposals at this stage which will assist us in developing our proposals prior to submitting the planning application. We would be grateful for comments by mid April to allow time to consider them fully.

If you believe any of your neighbours or friends would also be interested please provide us with their contact details and we will forward them this information.

Stuart Garrett
Email: southplanningreg@arun.gov.uk
Telephone: 020 8011 3000

South Planning & Regeneration
Brunswick House
Brunswick Place
Southampton
SO15 2AP

4. Evaluation/ Rationale

Opportunities and constraints

It was critical that the scheme ensured high quality design and community value. Over the course of the design process there has been new information and opinions gathered, and the design has developed to reflect these changes in direction. The process however, started with a clear understanding of the key constraints and opportunities. These considerations helped mould the design from the outset and prevented any surprises. These constraints and opportunities are set out below and illustrated at figure 21.



21. Constraints and opportunities plan

CONSTRAINTS

- Potential noise issues at the north eastern end of the site (industrial units on Watersmead Business Park) and road noise off the A259 Worthing Road. At this stage no noise surveys have been undertaken and it is considered that these will not be absolute constraints on the development of the site for residential uses. The land to the west of the site, (Elysian Fields) has been successfully developed within the same noise climate and through careful detailed design it is considered that acceptable noise levels could be achieved within the site using a mix of built form and landscaping similar to those within Elysian Fields. Detail on how this works will be explained and illustrated in section five.
- Directly south of the site there is an existing 'Improvement Line'. This is a WSCC permission which sets an area of land aside for future road improvements of Worthing Road. This area encroaches into part of the site and thus any development must relate to, and be outside the area.
- Due to the site's existing and former uses there may be potential for localised contamination arising from storage of oil and pesticides/ fungicides and storage of vehicles.
- There is a 3 metre wide right of way which runs along the eastern boundary and then crosses the site in a westerly direction which will need to be retained.
- There are a number of mature trees running along the site boundary as well as a series of smaller trees of merit dispersed across the site.
- There is a need to provide an improved access point into the site as well as adequate emergency vehicle access.
- The adopted development brief identifies that there are no overriding constraints from a nature conservation perspective.

OPPORTUNITIES

- Potential for development to link in with the existing road structure and access points (Faulkner Gardens and Oliver Acre) within the Elysian Fields development adjacent to the site.
- Potential to provide an area of public open space within the development to accommodate a LAP and LEAP.
- Potential to enhance the amenity of the site to the west by removing the noise disturbance associated with the traffic movements of the lorries.
- Potential to improve visual amenities of the area.
- Potential to create a new family housing led scheme.
- Potential to provide a range of large affordable houses.

Design principles

Through the analysis process we developed a clear understanding of these constraints and opportunities as well as the aspirations of local residents and stakeholders. At the conclusion to the evaluation process and the beginning of the design process the following key principles were defined:

- Development should be of an appropriate scale and massing in relation to surrounding properties with an opportunity for increased height and density at certain points within the scheme in order to negate any noise constraints.
- Development should create active frontages on the southern boundary allowing suitable space and set back for the future improvement line on the A259 Worthing Road.
- Development should provide a range of high quality open spaces across the site.
- Development should provide a mix of housing types and sizes with an emphasis on the provision of family housing.
- Development should provide an element of affordable housing with a number being built to 'Lifetime Homes' standards.
- Development should provide appropriate car parking in terms of resident aspirations and the requirements of ADC Parking Standards.
- The layout should incorporate a variety of focal buildings to add character to the streets and help define spaces.
- The layout should include a Local Equipped Area for Play (LEAP) contained within a primary central public open space.
- The layout should include a Local Area for Play (LAP) located to the north of the site.
- The layout should include a new and improved single junction onto the A259 Worthing Road.
- The layout should improve the site's permeability with the road alignment encouraging connections to Faulkner Gardens and Oliver Acre in the Elysian field development.
- The design should retain the existing right of way on the eastern boundary.
- The design should retain existing trees of merit where appropriate and plant new trees within the scheme.

5. Design

Design development

The design for the scheme has been through numerous iterations in order to reach the final illustrative layout; this has been a process which has overlapped with the evaluation and involvement process as issues have come to light and the design has been adjusted to work with these new ideas. This methodology follows the approach set out in Circular 01/06 which requires that the Design and Access Statement accurately illustrates the progress of the design process.

The design section therefore shows the development of the design in brief, showing each of the iterations and the opportunities and constraints of the option, before working through the different aspects of the final solution in detail.



22. Looking south through the site towards the disused glass houses

The illustrative site layout has evolved through the design and consultation process starting with an initial concept plan which absorbed all the site's constraints and considerations, and provided a direction of travel. This plan then evolved into a more detailed layout illustrating roads, buildings, landscaping and an appropriate mix. This layout was then circulated and critiqued by various members of the project team and after a number of revisions and amendments evolved into the final indicative layout presented.

Each stage of the design process is set out and explained below alongside the relevant layout. Each stage aimed to remove the negative aspects identified and increase the list of positive aspects. The following layouts illustrate the design process explaining how issues were resolved throughout.

STAGE A: DEVELOPMENT CONCEPT PLAN (DEC '09)

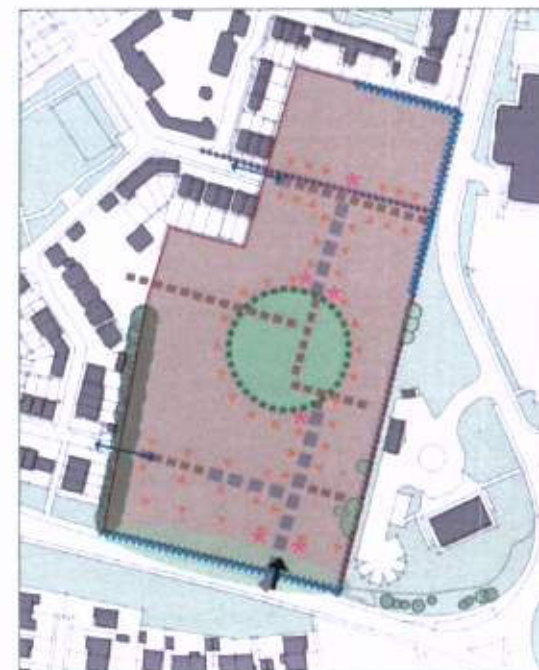
This plan was used as part of the development concept document which was circulated to ADC as part of the initial pre application discussions. The concept clearly set out the main design principles agreed, highlighting the provision of the central open space, the retention of the right of way and linkages into the Elysian Fields development.

The positive aspects of the design were as follows:

- Creates excellent permeability with connections into the adjacent Elysian Fields development and provide a comprehensive development
- Provides a single access point onto Worthing Road
- Provides an active frontage facing Worthing Road
- Defines development parcels
- Retains the tree belts and right of way
- Provides for large areas of public open space

The negative aspects of the design were as follows:

- Does not provide enough detail to be used as an indicative layout as part of an outline application
- Does not give an insight as to how noise constraints will be dealt with
- Proximity to Improvement Line



23. Development concept plan

STAGE B: INITIAL LAYOUT (DEC '09)

This was the first detailed illustrative layout produced for the site retaining the positive aspect of the previous scheme. It looked to build on the principles illustrated within the concept plan adding the required detail. The layout provided a mix of flats and houses with a central and northern open space. Parking was dealt with via a mix of on plot spaces, garages and parking courts.

The positive aspects of the design were as follows:

- Road structure responds to the existing buildings line within the adjacent Elysian Fields development
- Road structure aligns with links into Faulkner Gardens and Oliver Acre.
- Retains the existing tree belts on the western and eastern boundaries.
- Replanting of trees across the site enhancing the public realm.
- Provides an improved junction and single access point into the site.
- Development is set back from Worthing Road outside the 'Improvement line' area.
- Layout creates home zones which promote slower speeds and a more pedestrian friendly environment.

The negative aspects of the design were as follows:

- Does not provide enough public open space for the quantum of development
- The central space is too small and does not contain sufficient space for a LEAP or LAP.
- The mix is inappropriate with a surplus of two bed houses and not enough three/ four bed family housing units.
- There are too many flat units for the current market and in relation to projected future requirements.
- Relies on parking courts which do not allow constant surveillance of vehicles or enough variation in parking provision.

- The housing layout in the north eastern corner of the site is not appropriate given the adjacent industrial use and noise constraints.



24. Initial Layout plan

STAGE C: REVISED LAYOUT (APRIL '10)

This was the revised layout which was amended following internal discussion within the project team and following the pre-application meeting with the Council and on-going discussions with Council Officers. The key areas of change were related to the housing mix, with less flats being proposed. There was also a greater number of three and four bed family housing and the introduction of a LEAP and LAP and associated buffer areas within the layout. The access and road alignment was left unaltered using frontages and home zones to define additional spaces. This layout was sent to ADC as part of a development proposals document setting out the rationale behind the design. This formed the basis of the pre application discussions and was thus amended following officer comments.

The positive aspects of the design were as follows:

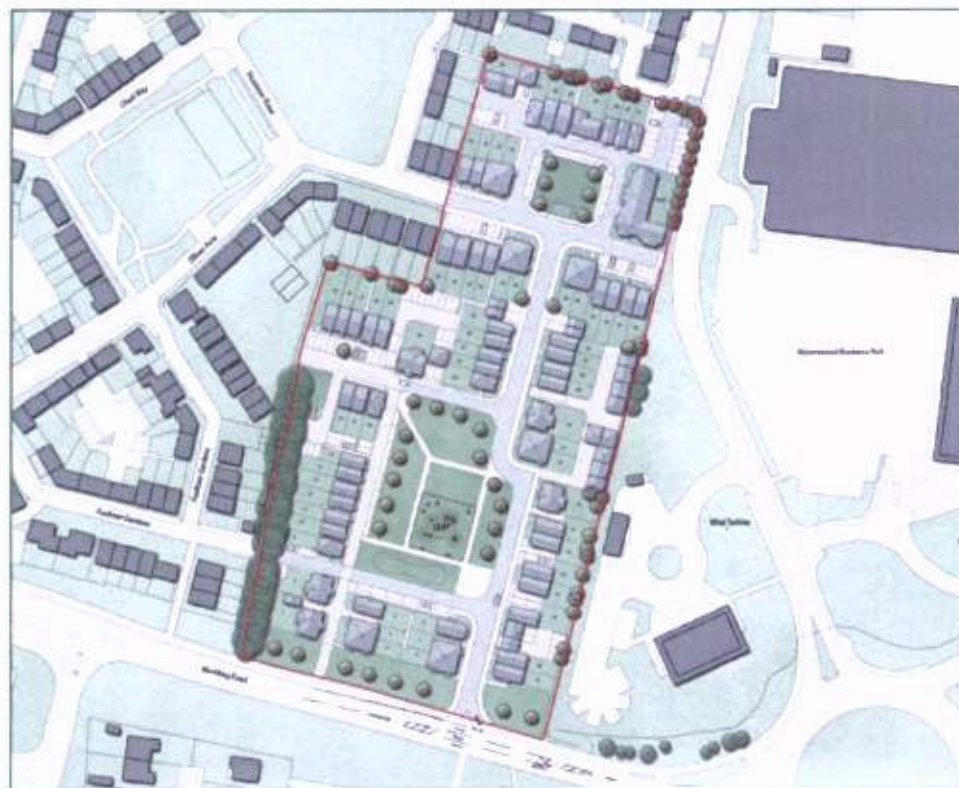
- Larger area of focal open space in the centre of the site accommodating a LEAP with the appropriate amount of buffer space.
- Introduction of a LAP in the northern area of open space.
- Greater number of houses and reduction in flats.
- Greater variety of house types with an emphasis on family housing.
- Reduction in the use of large parking courts with more on plot spaces and garages.
- Introduction of flats in the north east corner of the site to negate the potential noise constraints.
- The layout can accommodate sustainable building techniques including photovoltaics and SUDs.

The negative aspects of the design were as follows:

- Over provision of open space across the site.
- Open spaces lack design flair and require greater attention.
- The garage court on the eastern boundary lacks surveillance and pedestrian activity.

- The bend on the primary access route is too sharp and not suitable for larger vehicles to operate, such as refuse vehicles.

- The scale of the three storey townhouses on the western boundary needed greater justification to demonstrate no adverse impact upon neighbouring properties in Elysian Fields.



25. Revised Layout plan

STAGE D: REVISED LAYOUT REVA (JUNE '10)

This layout responded to the comment made by Eve Hearsey (East Area Team Leader) of ADC in a letter dated 20th May 2010. The key changes included the reduction in size of the central open space and addition of units overlooking the space. There was also the introduction of flats over garages (FOGs) into the scheme to give greater activity and surveillance to the parking/ garage courts. A landscape architect also looked at the two open spaces in detail and drew up an indicative scheme enhancing the planting and permeability of both spaces.

The positive aspects of the design were as follows:

- Reduction in the site's open space provision but with a better utilization of space and introduction of more units fronting the LEAP.
- Introduction of FOGs at greater surveillance and activity to the parking/ garage courts.
- Two 'designed' spaces within the scheme containing additional trees to frame the space and help contain noise generated from the LEAP.
- The provision of more units with an improved housing mix.
- Greater set back of the development from the potential road alignment from the Improvement Line proposal.

The negative aspects of the design were as follows:

- The area retained for the public right of way on the eastern boundary of the site is too small; a minimum of 3m width is required.
- The affordable housing mix is not suitable. The Affordable Housing officer asked for 40% flats and 60% houses with a higher number of three and four bed family houses.



26. Revised Layout plan revision A

STAGE E: FINAL INDICATIVE LAYOUT – JULY 2010

Following the additional changes, the indicative layout was finalised. As illustrated the scheme went through a rigorous development process and responded to various officer comments. This process improved the design creating an economically viable, sustainable and attractive scheme illustrating how development can be accommodated within the site and surrounding context.

The final indicative layout is presented at figure 28. However, specific areas of the site have been looked at in detail and sections, elevations and aerial perspective views are presented later in this document to illustrate the key relationships.

Use

The site is currently allocated for residential, which would improve the local area by removing the existing haulage business and its associated noise and disturbance. A residential development would provide the opportunity for an improved access onto the highway and which would be less intensive in relation to the existing traffic serving the site including HGV movements.

Mix	Dwellings	Percentage
1 Bed	6	6.59
2 Bed	31	34.07
3 Bed	45	49.45
4 Bed	9	9.89
Total	91	100

Tenure	Dwellings	Percentage
Flats	19	69.23
Houses	72	30.77
Total	91	100

27. Illustrative schedule of accommodation

Amount

It is important to highlight that the scheme is only illustrative given the nature of the outline application. However the layout illustrates the number of units the scheme is likely to accommodate so that an understanding can be gained for the overall impact of the scheme.

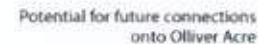
The number of units proposed on the site has been decided on the basis of a number of factors:

- The density of surrounding residential development and local character.
- Market requirements within this area in relation to the type of units required.
- The need for housing and the re-use of brownfield land.
- Achieving a suitable balance between housing and open space/landscaping, amongst other factors.

The scheme provides a range of accommodation with the indicative schedule of accommodation illustrating the figures proposed within the indicative layout, which could be achieved on the site. All figures are indicative as any detailed reserve matters application would be subject to further detailed design work for each individual unit.

The scheme illustrates 91 dwellings comprising an indicative housing mix of 72 houses and 19 apartments with an average density of 39dph. This is deemed appropriate given the density of the adjacent Elysian Field site is at 41dph and which forms a substantial part of the local character. There is a mix between 1 and 4 bed units with the overall emphasis on family housing. This figure is considered suitable in planning policy terms and within the parameters of the existing local facilities.

It is not anticipated that the addition of this number of residents will have any adverse impacts on the local area. The population would further support local business and services contributing to an improvement to the area.



Provision of flats over garages (FOGs) increasing surveillance in parking courts

Retention of trees of merit

Potential for future connections
onto Faulkner Gardens

Retention of land for the improvement line

— Northern open space with LAP

- Retention of existing right of way

- Shared surfaces to enhance pedestrian environments

— Central open space with LEAP

- New and improved access and junction arrangements

28. Final illustrative layout

Layout

FRONTAGES

The layout has been designed to connect with the existing Elysian Fields development whilst providing an obvious north-south route through the site. The layout is built around two key areas of open space and has been designed to provide active frontages onto these play areas and routes. Alongside this, smaller mews units and home zone areas have been dispersed throughout the site providing pedestrian-friendly streets and personal spaces framed by active frontages.

On the west and northern boundary of the site new properties lengthen the building lines created in the Elysian Fields development extending the existing block structure and perimeter blocks onto the site. This approach provides greater permeability and a more comprehensive and inclusive scheme. Figure 29 shows the location of key frontages and focal buildings.



29. Frontages/ key buildings rationale plan

MOVEMENT AND ACCESS

The site is accessed via the existing primary access point, with potential for future connection points to the existing highway network via Faulkner Gardens and Oliver Acre. Additional routes for pedestrians and cyclists are provided whilst the existing right of way on the eastern boundary is retained and can be successfully incorporated into the scheme. The improvement of this primary vehicular access point makes it easy to define the street hierarchy for users, particularly car drivers, and to control the necessary reduction in speeds as they enter the site.

The number of vehicle movements created by the proposed development will be significantly less than the existing use of the site. The improved access arrangements and less intensive use of the access will have a positive effect upon highway safety in comparison to the existing use. Additional information and evidence is provided within the Transport Assessment which accompanies the application.

The principal north-south access route will run through the site from Worthing Road up towards Oliver Acre and be 5.5m wide. All other secondary streets will have a width of 4.8m. The site will have increased pedestrian permeability with access points for pedestrians and cyclists across the southern boundary running through the central open space and connecting into the adjacent Elysian Fields development. Further information regarding the access and junction arrangements can be found in Section Six.

SAFETY AND SECURITY

The layout used active frontages to increase natural surveillance throughout the site thus improving the safety and security of the key spaces. All the spaces across the site have buildings fronting them including the parking and garage courts. These spaces have FOGs providing increased pedestrian activity and constant natural surveillance to users and residents.

PARKING PROVISION

The indicative layout demonstrates a variety of methods in which parking provision can be provided on the site in order to meet the requirements of the ADC Parking Standards SPG and Manuals for Streets view that development should effectively incorporate parking into the street scene without allowing it to become its primary function).

The layout shows a mix of car parking to include:

- Dedicated on street parking bays to control and manage the way people park in the street and not clutter the highway and avoid potential blocks
- On plot parking
- Parking and garage courts
- Home zone parking areas

In addition there is scope for visitor parking within the highway throughout the development. The majority of parking is not within the street and has been designed to be hidden by buildings and landscape features. The provision of a range of parking methods provides variety and a reduced dominance in the street scene.

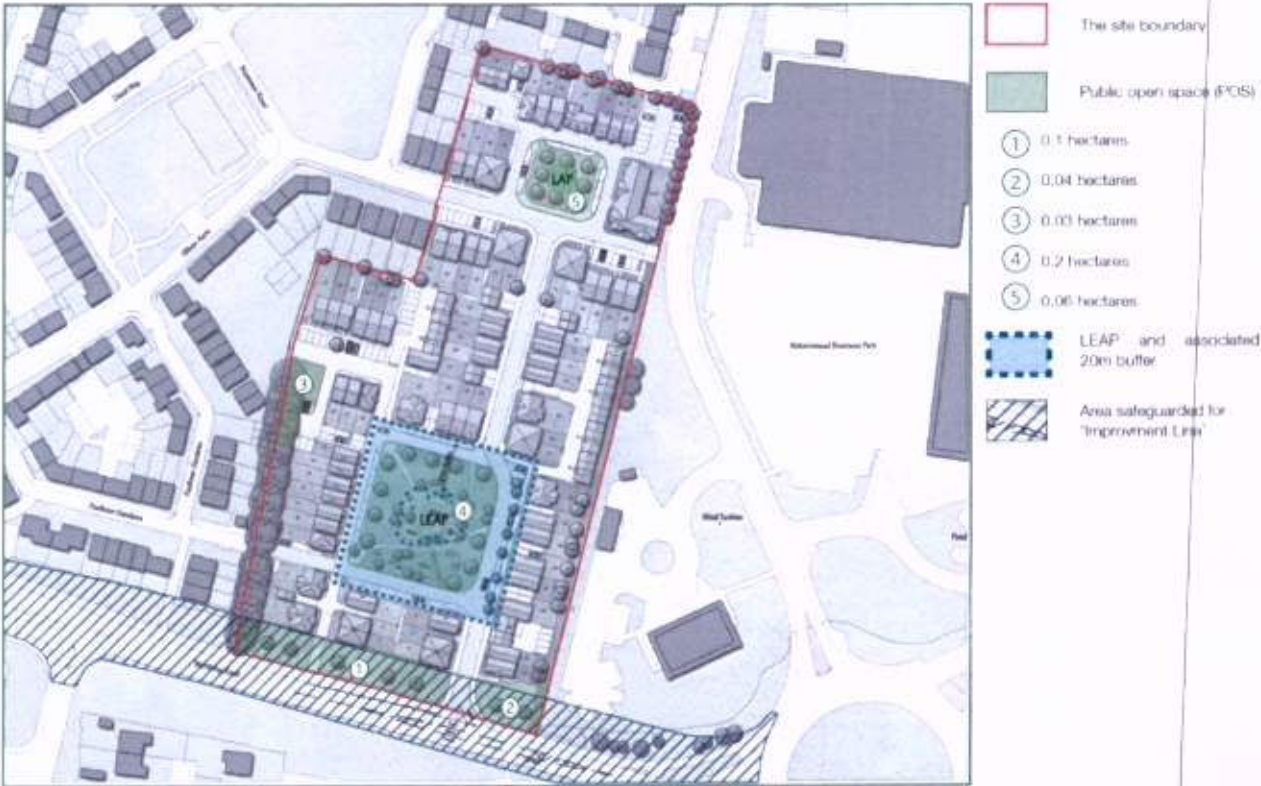
In accordance with the ADC Parking Standards SPG (2000), based upon the illustrative layout the amount of parking spaces required on site is 197 spaces. These standards are set out below:

- 1 bed – 1.2 spaces
- 2 bed – 1.7 spaces
- 3 bed – 2.2 spaces
- 4 bed – 3.2 spaces

OPEN SPACE PROVISION

The illustrative layout shows how the sufficient open space provision can be made on-site to provide the amount of useable open space required. This has been illustrated at the accompanying figure 30, which illustrates the areas set aside for public open space. The total amount of open space provided is 0.43 hectares with a requirement of 0.42 hectares based on the development of 91 additional units at the proposed mix.

The open space requirement figure has been derived using a different formula set out by WSCC to calculate occupancy more realistically. Rather than applying a broad average (2.4 people per household) figure we have used 24spm per person giving an accurate number which relates directly to the future number of residents.



30. Schedule of public open space requirements

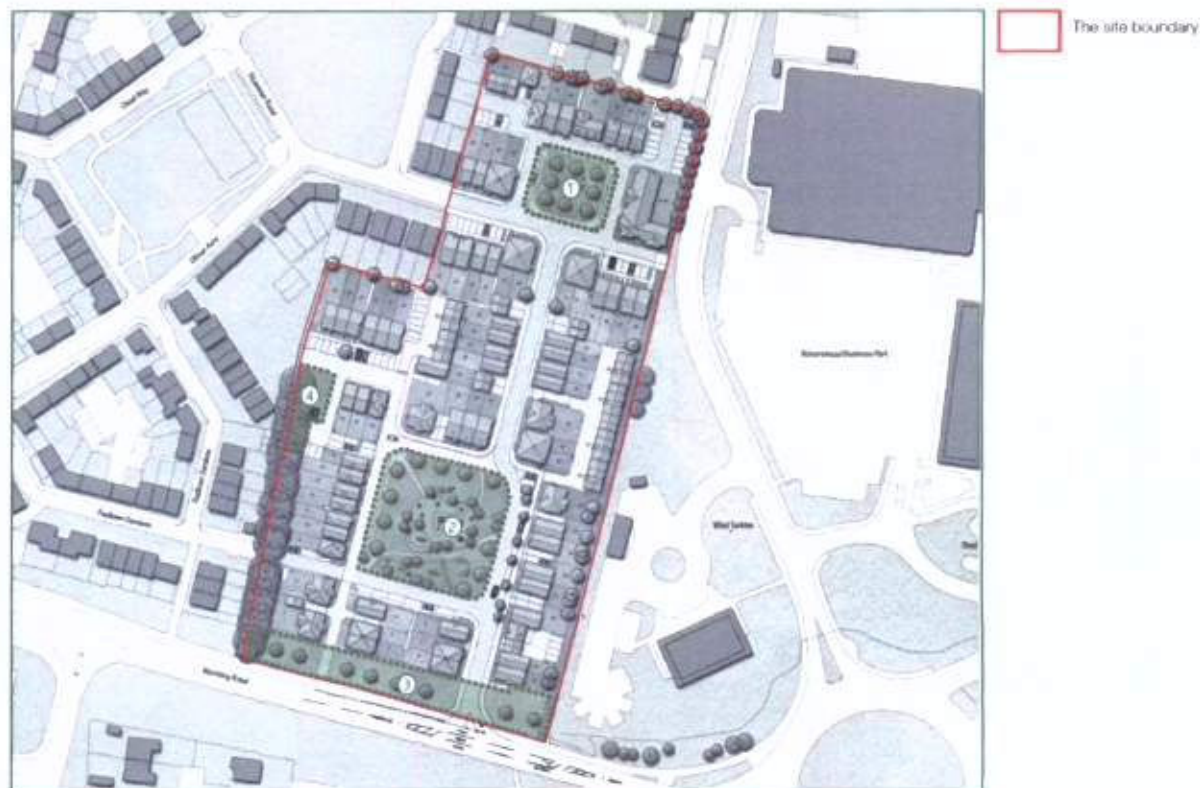
PUBLIC OPEN SPACE REQUIREMENT	
Number of units	91
Requirement	0.42
Total space provided	0.43

Landscaping

Whilst the landscaping of the site is indicative at this stage of the application process, details have been developed to show the likely approach so that the overall scope of the proposals can be understood fully and to inform future reserved matters applications. In particular this section will also reflect in detail the design rationale for the spaces.

DESIGN RATIONALE

There are four key spaces within the site which are illustrated at figure 31. These include a Square in the northern section of the site, a village green with informal play and locally equipped area of play (LEAP) in the centre of the site and an area of broken planting on the southern boundary.



31. Landscape structure plan

- | | | | |
|---|---|---|--|
| ① | Formal Square with art feature and formal planting | ③ | Area of broken/ planting to allow glimpses in and out of the site. (Land safeguarded for potential future road improvements) |
| ② | Village green with informal play and locally equipped area of play (LEAP) | ④ | Informal space with planting and seating |

The scheme is set well back from Worthing Road, following the existing building line. As a result, an area of land 13m wide will be made available along the southern boundary of the development enabling the planting of a single avenue of trees within close-mown grassland fronting the roadside. Bulb planting within the grass would enhance the seasonal interest of the area, while maintaining good visibility between the road and dwellings.

The vehicular access into the development is lined on the east side with street trees that separate residential car parking bays, and which will soften views into the development from Worthing Road. This access route also leads to a large public open space to be provided in the central part of the development. Overlooked by dwellings on all sides, this village green will provide an attractive space for both formal and informal recreation use by local residents. A Local Equipped Area of Play (LEAP) is located in the centre of the formal square and includes a 20m buffer from the building line.

The design intention is to accommodate a variety of play elements within several linked sub-spaces that are shaped around a central large play structure. Seating is incorporated throughout the play area, and several small trees will be planted close to it, creating enclosure and providing areas of shade. The play area would include a boundary feature around the edge, which could be proprietary timber or metal fencing or a combination of these. A suitable safety surfacing will be provided beneath all play equipment in accordance with the manufacturer's standards, and will comprise bark mulch or rubber surfacing.

A number of formal trees will surround the play area, planted within areas of grassland with bulbs, which include several hard-surfaced paths enabling pedestrians to cross the space. On the west side of the square a footpath runs alongside a small number of parking spaces. The formal square also includes a small floodwater storage basin on the southern side that would be surrounded with planted trees and minimal areas of shrub or

herbaceous planting, tolerant of occasional flooding, to soften the feature in views from nearby dwellings.

The principal access route also leads to the northern part of the development and a second area of public open space that together with housing north of the space, will terminate vistas along this route. This square forms a smaller area of recreational space within the development, and accommodates eight trees laid out on an evenly spaced grid at the edges of the space. These will enclose it, provide vertical structure, and soften the parking areas to be provided on the north, west and east sides of the space. Hard surfaced pedestrian paths surround and cross this second square, enabling access to residential properties surrounding it. Within the central area of the square, a small number of informal play features or sculptures will be provided for toddler play.

The scheme includes tree planting within the public spaces as well as trees within private back gardens, and limited areas of shrub planting where appropriate. A variety of species would be planted throughout, carefully chosen to be appropriate to the scale of the available space and intended function, be it softening views of buildings and parking areas, providing privacy, or reinforcing the structure of the streets and spaces. By incorporating a variety of plants with feature flowers and strong autumn colours, visual interest will be incorporated throughout the year.

Throughout the external areas of the development, the various landscape features such as paths, gates and seating will be designed to facilitate access by all users. A regular programme of management and maintenance would be implemented to enable the successful establishment of the planted areas, and ensure that these thrive and achieve the intended designs. A well kept public realm will help to foster care and respect for the local environment by the local residents, and encourage active use of the spaces provided.

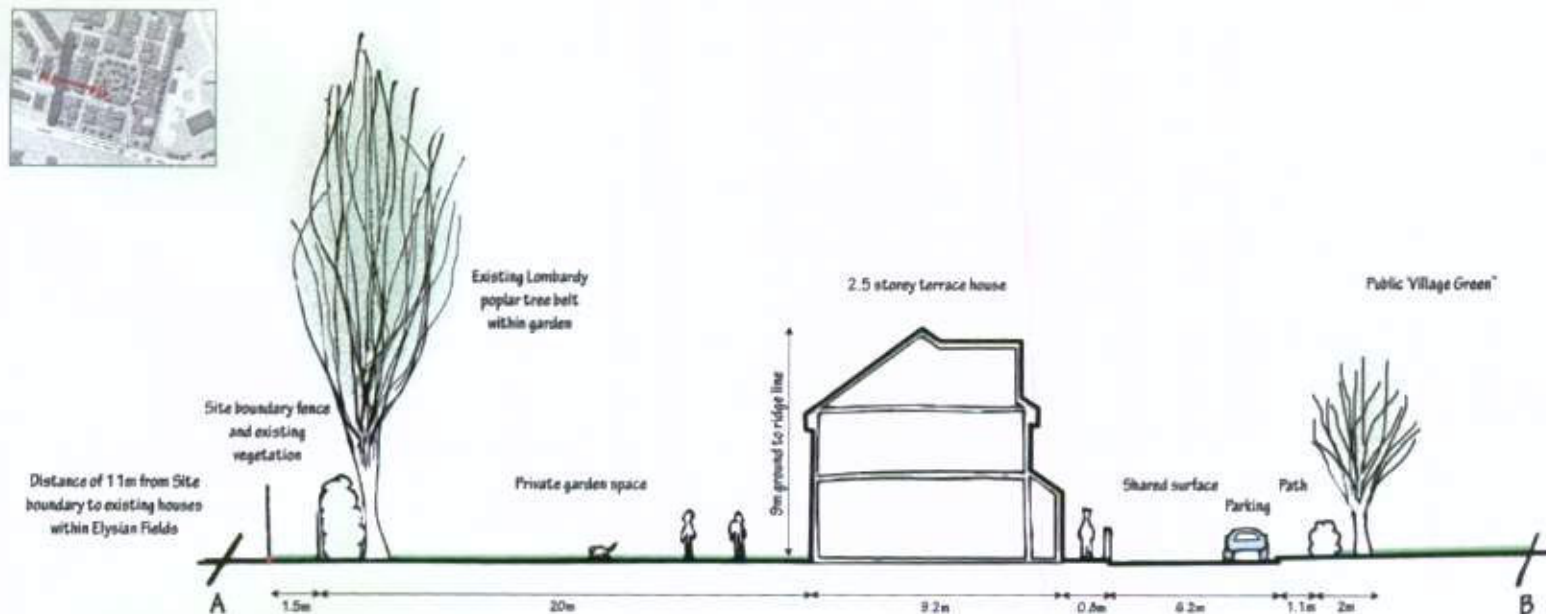


32. Excerpts of the two key open spaces within the site

TREES

There are very few good quality trees on the site, within the principal arboricultural features including the trees belts on the eastern and western site boundary. Both these belts are to be retained within the indicative layout; the other trees on site are to be removed. The cross section below demonstrates the relationship between the proposed houses and existing tree belt on the western boundary demonstrating how they can be retained without any adverse effects on the proposed housing.

The layout shows additional planting across the site with increased planting across the central open space. This new planting should negate the loss of the existing trees on site improving the quality of trees found on site. Further detail on the tree planting proposals and landscaping features are included within the separate arboricultural survey that accompanies the application.



33. Cross section illustration the relationship between the proposed buildings and existing trees on the western boundary

Massing and scale

Whilst the scale and massing of the buildings are indicative at this stage of the application process, details have been developed to show the likely scale and volume of the proposed buildings so that the overall scope of the proposals can be understood.

Analysis of the surrounding properties during the evolution process indicated that surrounding residential properties were a mix of heights. The residential development south of the site contains largely one storey bungalows, whereas there is a mix of scales evident across the Elysian Fields development. Elysian Fields is primarily a 2 storey scheme but does include a range of 3 and 4 storey houses and flatted units. As this application site also forms part of SITE7, it is important that development reflects more closely the massing and scale of development on Elysian Fields over the older residential estates on the south side of Worthing Road.

Therefore the indicative approach to scale focuses on 2 storey properties with some 2.5 and 3 storey units used to give emphasis to certain aspects of the design. The majority of the 2.5 and 3 storey units are located in the north east corner of the site. The purpose of this is to respond to the noise constraints identified from the adjacent Watersmead Business Park.

The other 2.5 and 3 storey units are surrounding the central space and LEAP. This scale, alongside architectural detailing should help frame the space adding greater enclosure and variation to the street scene and this has worked successfully on the adjacent site. Variation in height is illustrated throughout the layout to emphasise primary routes and corners, and thus provide a greater range of unit sizes. Additional height is not used to cram in units but to focus on creating units of an appropriate quality and scale sympathetic to the surrounding context.

Figure 34 shows an indicative building heights plan.



34. Building heights rationale plan

Noise Attenuation

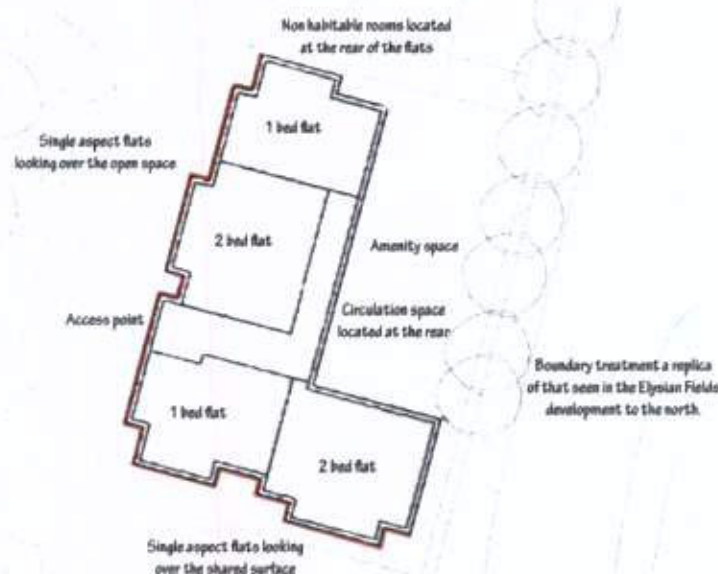
As previously mentioned there are two areas within the site with noise issues. The first of these is the southern edge adjacent to Worthing Road. The layout responds to this by setting the building line back from the road outside the area set aside for the improvement line. The vacant space will be a grass verge with the potential for some increased tree planting. Although no details plans have been drawn up for the Worthing Road improvements it is envisaged that if national standards are applied the new road will be set back a minimum of 7m from the building line.

None of the units on the southern edge of the site front onto Worthing Road with doors and habitable rooms facing into the site although the design will lend the appearance of having an active frontage onto Worthing Road to enhance the street scene. These units are aligned with the building line established within the adjacent Elysian Fields development deeming the approach suitable. A more detailed understanding of this set back and planting will need to be established in detail within the subsequent reserve matters application. The cross section over leaf demonstrates how the buildings and proposed set back relate to Worthing Road.

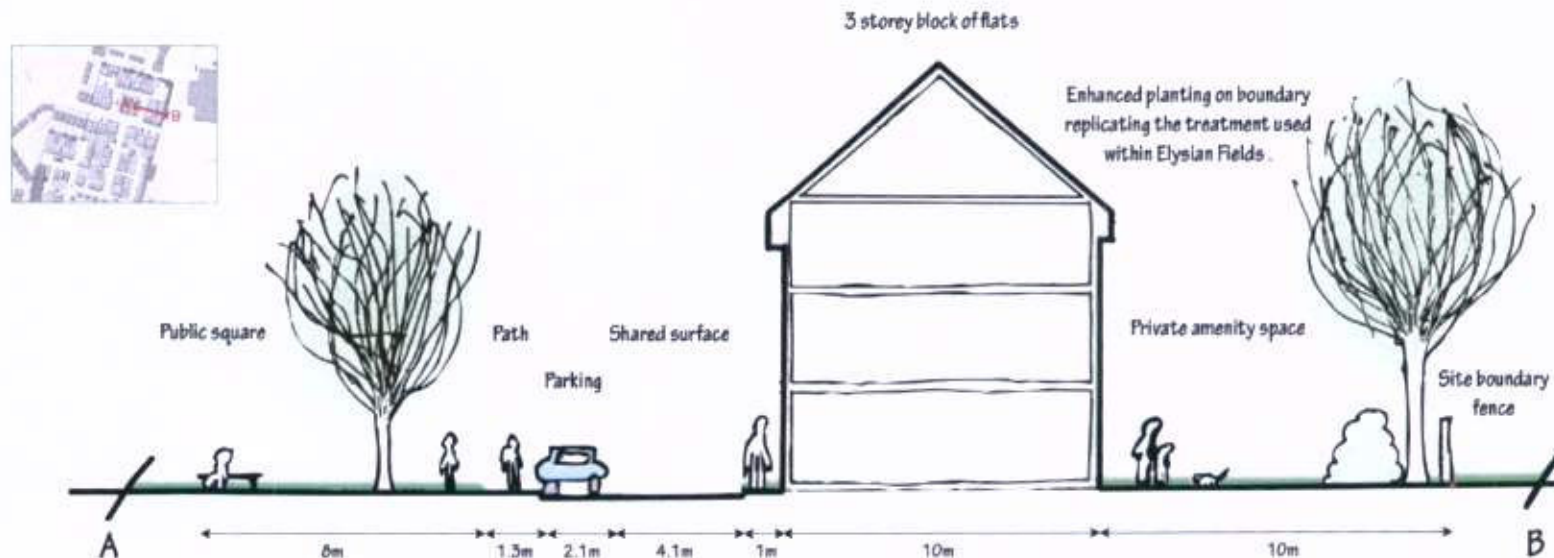
The other part of the site with noise issues is the north east corner. This is the area of the site most affected by the adjacent Watersmead Business Park and associated noise from the Body Shop headquarters. The layout has responded to these constraints by locating a 3 storey block of flats and associated parking in the north east corner of the site. These flats are set back from the site boundary and Body Shop complex the same distance used north of the site in the Elysian Fields development. It is envisaged that these flats will be single aspect facing west towards the northern area of open space (The Square) with circulation and amenity corridors located on the eastern elevation further negating any noise issues. This arrangement is illustrated in the indicative floor plan shown at figure 35.

In addition to the set back and proposed single aspect flats there will be planting on the eastern boundary of the site. This boundary treatment will replicate that seen north of the site behind the existing flats in Elysian Fields and which satisfactorily mitigated against noise.

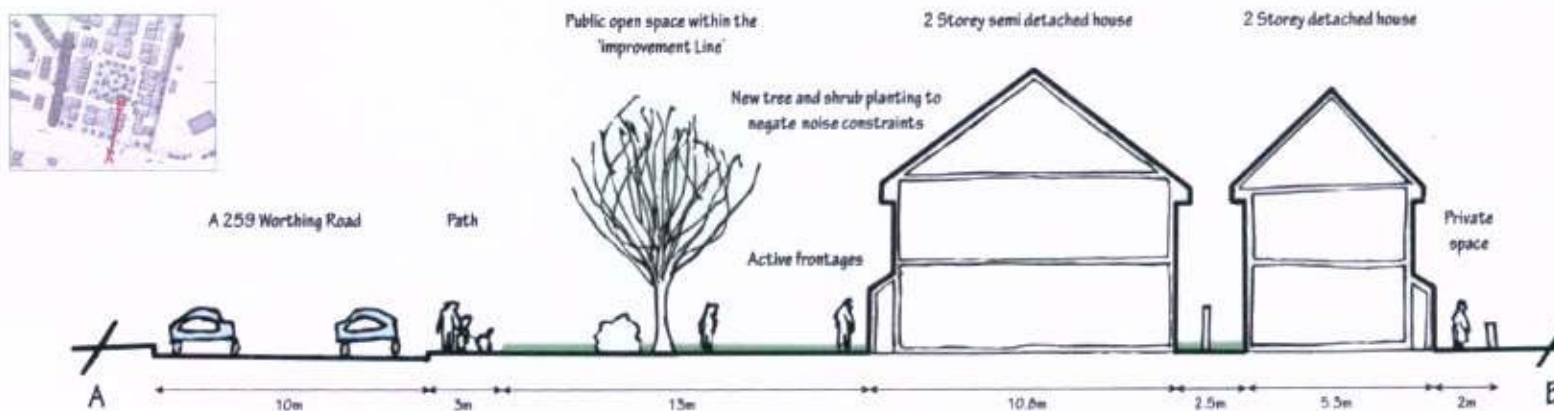
The combination of all these measures should negate any significant noise issues within the north east corner providing a peaceful living environment. The key principles to replicate are those seen to the north in the Elysian Fields as the measures they have implemented have been successful. The cross section over leaf illustrates all the aforementioned measures and illustrates the sites relationship with the Watersmead Business Park and associated noise issues.



35. Indicative floor plan of the flats in the north east corner of the site



36. Cross section of the north east corner of the site illustrating how the flats relate to the site boundary and negate noise constraints



37. Cross section of the southern boundary of the site illustrating how the houses are set back and relate to the A259 Worthing Road.

Affordable housing

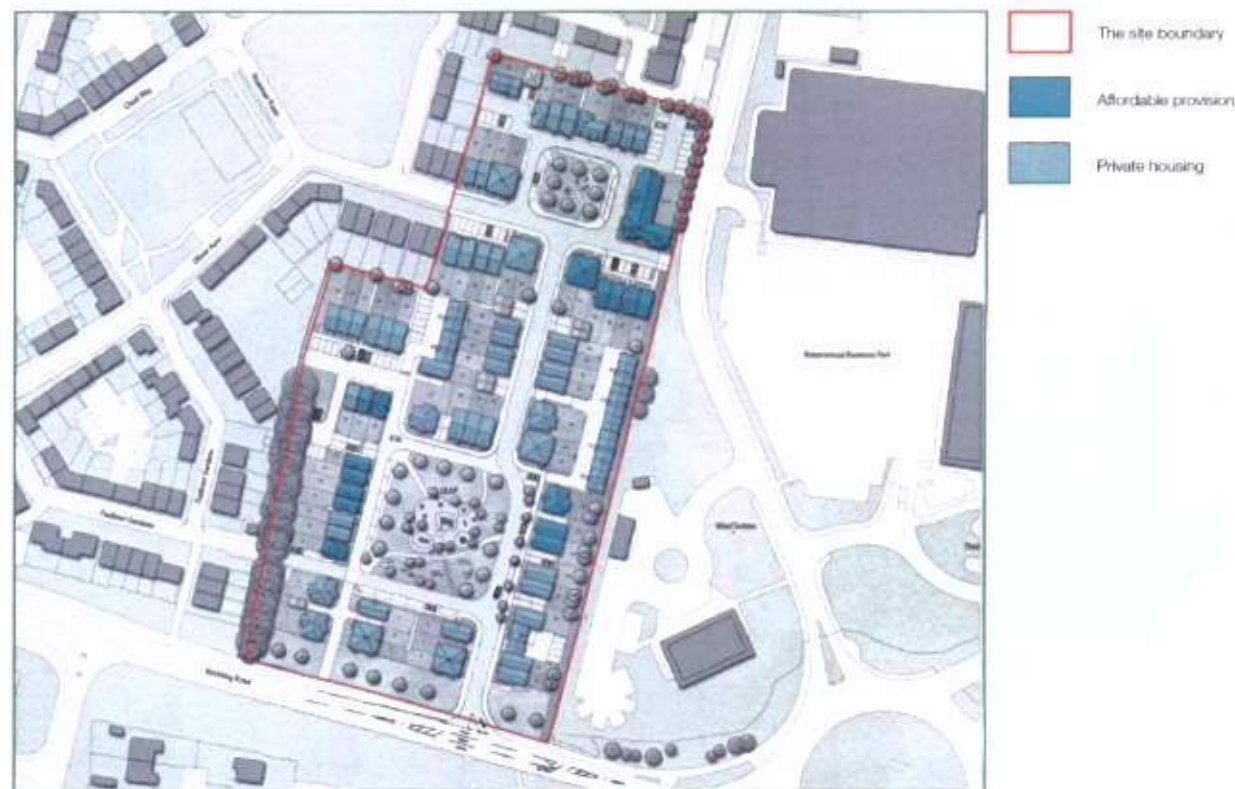
PROVISION

The site is able to accommodate a range of affordable housing units, including making provision for units built to the Lifetime Homes standard and suitable for those with mobility impairments or other disabilities. The indicative unit sizes used within the illustrative layout meets the space standard requirements for all types of affordable units.

As part of the pre application discussions informal negotiations were held with Andy Elder, Housing Enabling Manager from ADC who made the following comments:

- The Council would like up to 40% affordable but is realistic about economic viability and could accept between 30-40%.
- The tenure split ideally 80/20 social rented/ intermediate housing, but could go down to 70/30 subject to intermediate housing products.
- Littlehampton has a large supply of flats and requires a significant proportion of 3 & 4 bed houses, seeking commitment to Lifetime Homes, Code for Sustainable Homes Level 3 or even higher. They also have demand for 2 bed disabled person bungalows.
- The mix for affordable units should be 20% x 1-bed, 40% x 2-bed, 30% x 3-bed and 10% x 4-bed.
- 1-bed will be all flats and agreed that 2 beds should be evenly split between houses and flats.
- Agreed with the positioning of the 1 & 2 bed flats in a single block in the north-eastern corner of the site where they can help negate any noise from the Body Shop complex.
- Agreed that the houses can be pepper potted around the site in clusters of 6-10 units.
- Agreed that there may be potential for the Council to accept less affordable housing on grounds of viability and a trade off with fewer flats and more houses.

In response to this discussion we then produced a viability report setting a case for our preferred 30% level of affordable housing. This report accompanies the application and develops an argument on viability term. Alongside the indicative layout proposes fewer flats and an increased provision of family houses within the proposed mix.



38. Affordable housing distribution rationale plan

PROPOSED MIX

The illustrative layout demonstrates how the affordable housing could be accommodated. Figure 38 shows the location of 28 (30%) affordable units incorporating houses and flats pepper-potted across the site.

The illustrative layout illustrates an affordable mix of 60% houses and 40% flats. The breakdown of the proposed mix is as follows:

- 1 bed (20%) - 6 - (flats)
- 2 bed (40%) - 11 (6 houses and 5 flats)
- 3 bed (30%) - 8 - houses
- 4 bed (10%) - 3 - houses

The mix of affordable units replicates that of the private units across the site demonstrating the intent to provide family housing across the site and to provide a balanced and sustainable community.

Affordable Provision	Dwellings	Percentage
Affordable	28	30.77
Private	63	69.23
Total	91	100

Affordable Mix	Dwellings	Percentage
Flats	19	20.86
Houses	72	79.12
Total	28	100

Affordable Mix	Dwellings	Percentage
1 bed	6	21.43
2 bed	11	39.29
3 bed	8	28.57
4 bed	3	10.71
Total	28	100

39. Affordable housing schedule**Sustainability**

Given the context of the site, the potential for a residential development, the micro climate and the opportunities for passive sustainability, there are a number of key areas which future development could respond to:

ENERGY

The proposed layout has been prepared to maximise the potential for passive solar design and could incorporate solar heating and photovoltaic systems.

Figure 40 shows that all of the dwellings have a south facing pitch within the design of their roof which has the ability to accommodate solar heating/ photovoltaic systems.

A basic 1kW system would generate around 750 kWh per year. The average household consumption is 3,000 kWh per year. Thus on average, the smallest 1kW system could supply nearly 25% of the total electricity requirements over the course of the year.

All the dwellings shown on the layout have a south facing roof area in excess of 20sqm which could facilitate photovoltaics and/or solar heating systems if deemed appropriate.

WATER

The use of Sustainable Urban Drainage System (SUDS) has been envisaged for the site which will seek to minimise the amount of attenuation tanks with provision of permeable surfaces and potential inclusion of surface water management within the public open spaces on the site. The site slopes gradually from north to south and as such there is potential for attenuation within the open space area in the centre and southern parts of the site. For further detail on this please refer to the separate Flood Risk Assessment that accompanies the Application. The exact detail of the SUDS strategy will be defined within subsequent Reserved Matters applications.



40. Sustainable roof orientation rationale plan

-  The site boundary
-  South facing roofs suitable photovoltaic panels and solar heating systems.

Waste and cycle storage

The layout incorporates a series of features designed to ensure that there is sufficient space to provide appropriate storage for life's essentials such as bin/ recycling storage and bicycles.

BINS/ RECYCLING

The indicative layout includes front gardens and defensible space for the vast majority of units, providing sufficient space for porches which can include integrated storage space for bins and recycling boxes, adjacent to the pavement. Where required stores will be located to the side of properties or the rear, communal facilities will be provided for flatted properties.

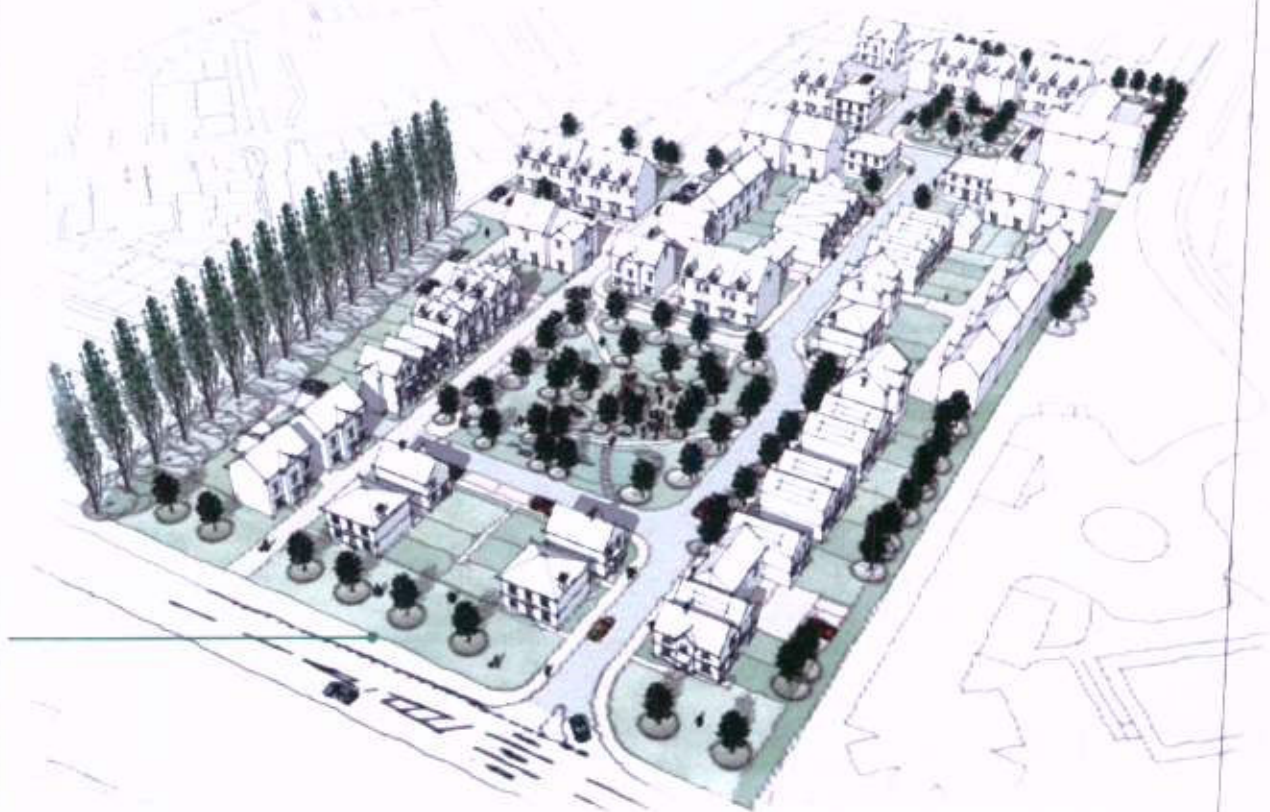
CYCLE STORAGE

A number of the properties have garages, suitable for providing secure cycle parking. Alternatively all back gardens are suitably sized to provide secure covered facilities as required. Communal secure facilities will be provided for flatted properties.

Appearance

The general appearance of the site will be defined by the family housing provided and the large open space and LEAP in the centre of the site. The architectural detail will be dealt with at reserve matters stage, however reference should be made to Littlehampton's heritage and the surrounding architectural vernacular. The site should provide a welcoming and safe environment for families with high quality open space and public realm where children can play safely. Figure 41 shows an illustrative aerial view of how the scheme could look based on the indicative layout.

It is important to provide an understanding of potential character areas across the site focussing on key spaces within the layout. The three key areas within the layout are the southern boundary, central space and northern boundary. Given the size, any changes will be minor, however it is intended that as you move through the site you will pass through three different character areas defined by scale, massing, architectural style, parking arrangements and open space provision.



41. Illustrative aerial view

SOUTHERN BOUNDARY

This area will respond to Worthing Road extending the building line created within the Elysian Fields development. The focus of this area is to define the vehicular access point and provide additional pedestrian access into the site. Focal buildings should be used to define the entrance with additional landscaping used to soften the landscape between the road and development. Figure 42 shows an artist's impression of Worthing Road.

CENTRAL SPACE

The central area is focused on the open space and LEAP in the centre of the site. This area will have the character of a village green with the use of informal surfacing making the whole space a pedestrian friendly environment. There is the opportunity to provide three storey houses to aid enclosure and focal buildings to define the key routes and junctions. Figure 42 shows an artist's impression of the central space.

NORTHERN BOUNDARY

The character of the northern space is similar to the central area, however given the reduction in size of the space there will be a greater sense of enclosure. The three storey flats and houses in the north east corner should negate any noise constraints from the adjacent Watersmead Business Park. It is envisaged that the open space will be more personal serving a small number of households giving the area a community feel.



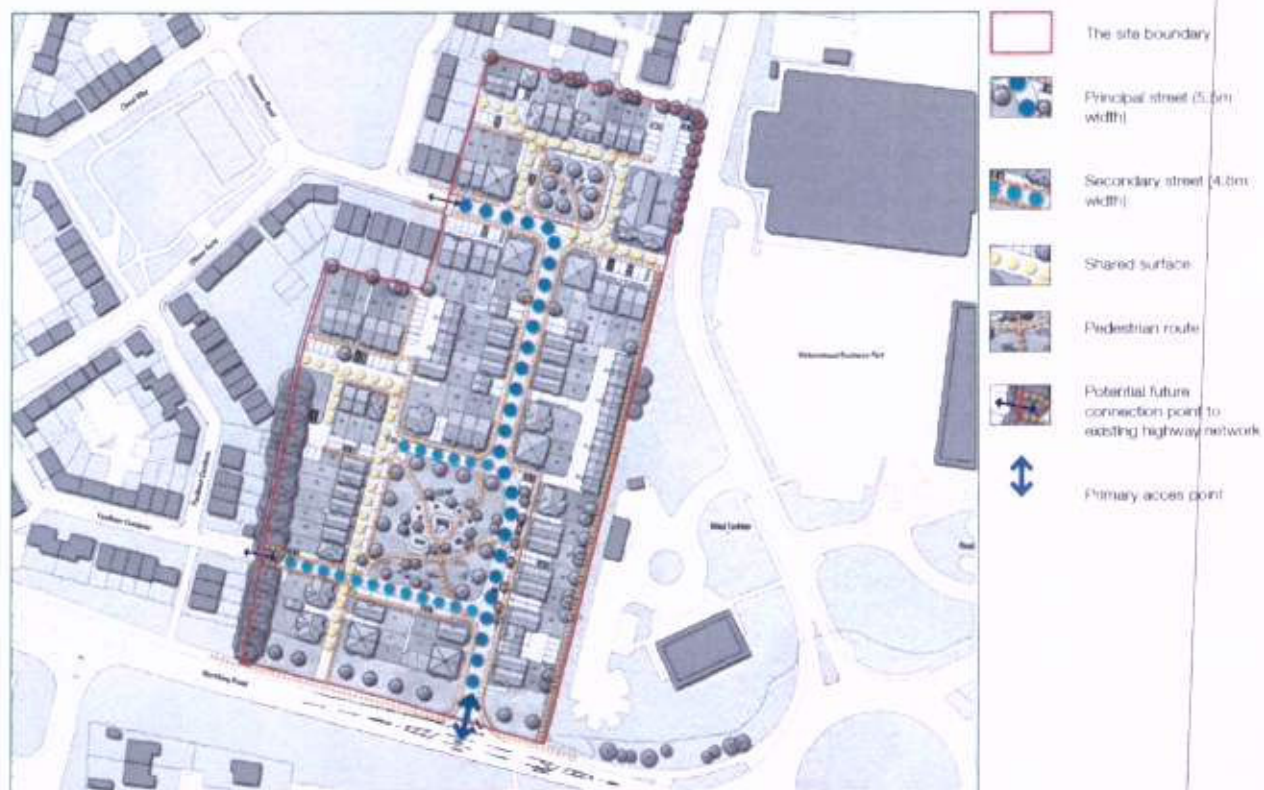
42. Illustrative views

6. Access

Vehicular access

As previously stated the site will be accessed via a new and improved access and junction off Worthing Road. The Primary route will be 5.5m in width and will run through the site stopping on the site boundary in line with Oliver Acre. Secondary streets will be 4.8m in width and will branch off the primary route and run across the site north and south of the central open space. There is potential in the future for the primary and secondary routes to connect into the existing highway network in the Elysian Fields development at Oliver Acre and Faulkner Gardens. All other vehicular routes will be shared surfaces enhancing the pedestrian environment and highlighting the home zone and family housing led approach.

Figure 43 defines the access points and the road hierarchy.



43. Movement and access rationale plan

Additional access

PEDESTRIANS & CYCLISTS

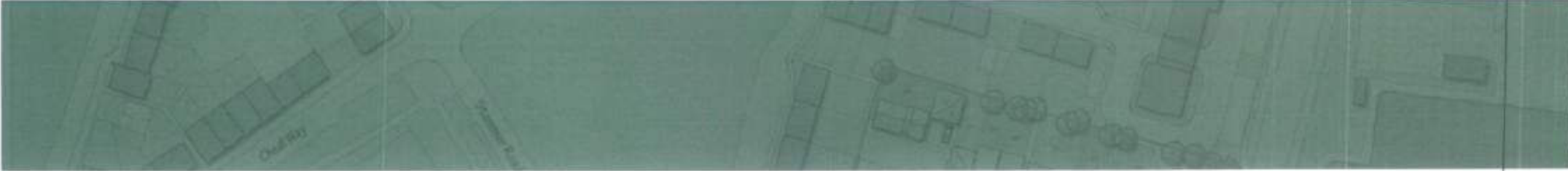
Figure 42 also illustrates the pedestrian and cycle network; the emphasis is on providing increased permeability across the site from Elysian Fields and Worthing Road. Each open space has diagonal routes suitable for pedestrians and cyclists providing a comprehensive pedestrian network.

BUS SERVICES

It is not envisaged that a bus route will be directed through the site in the short term as the nearest bus stop to the site is located at the top of Horsham Road approximately 200m from the entrance. However there is potential for bus access through the site and Elysian Fields in the future if deemed appropriate. This existing service provides regular bus services to Littlehampton, Arundel, Chichester, Southsea, Worthing and Brighton.

THE EXISTING RIGHT OF WAY

As previously discussed and illustrated there is an existing right of way running through the site. This route has been retained within the proposed indicative layout and should be retained in any subsequent reserved matter applications. The right of way must be 3m wide and provide uninterrupted access.



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Watermead Drive in Park

Wind Turbine