

3. Design Evolution

Pre-Application engagement with the Local Planning Authority

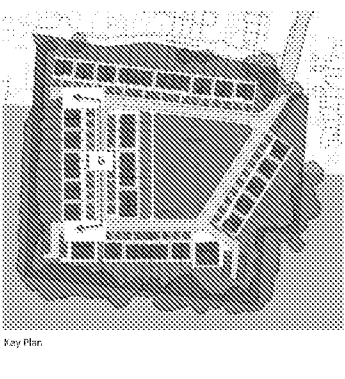
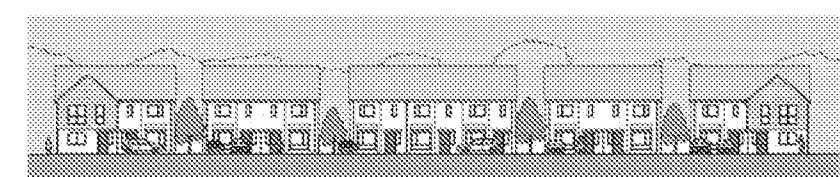
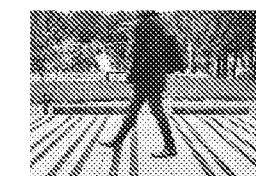
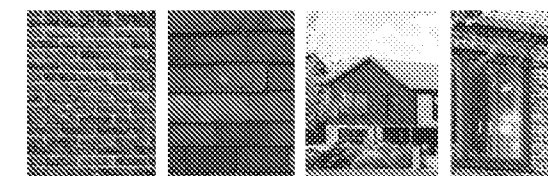
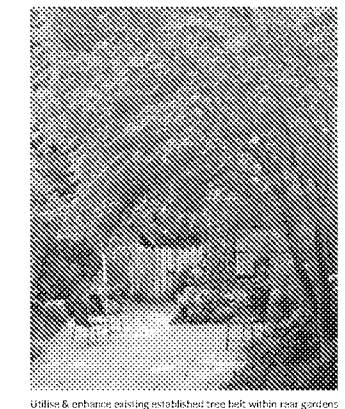
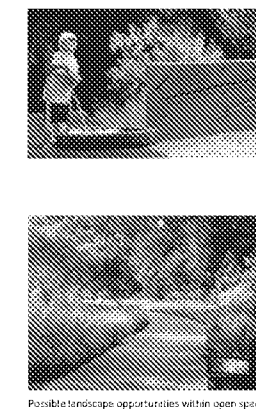
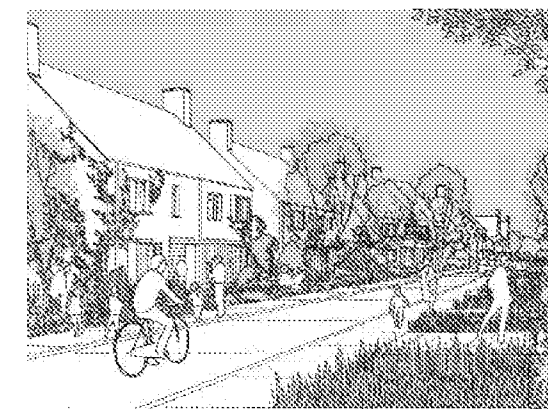
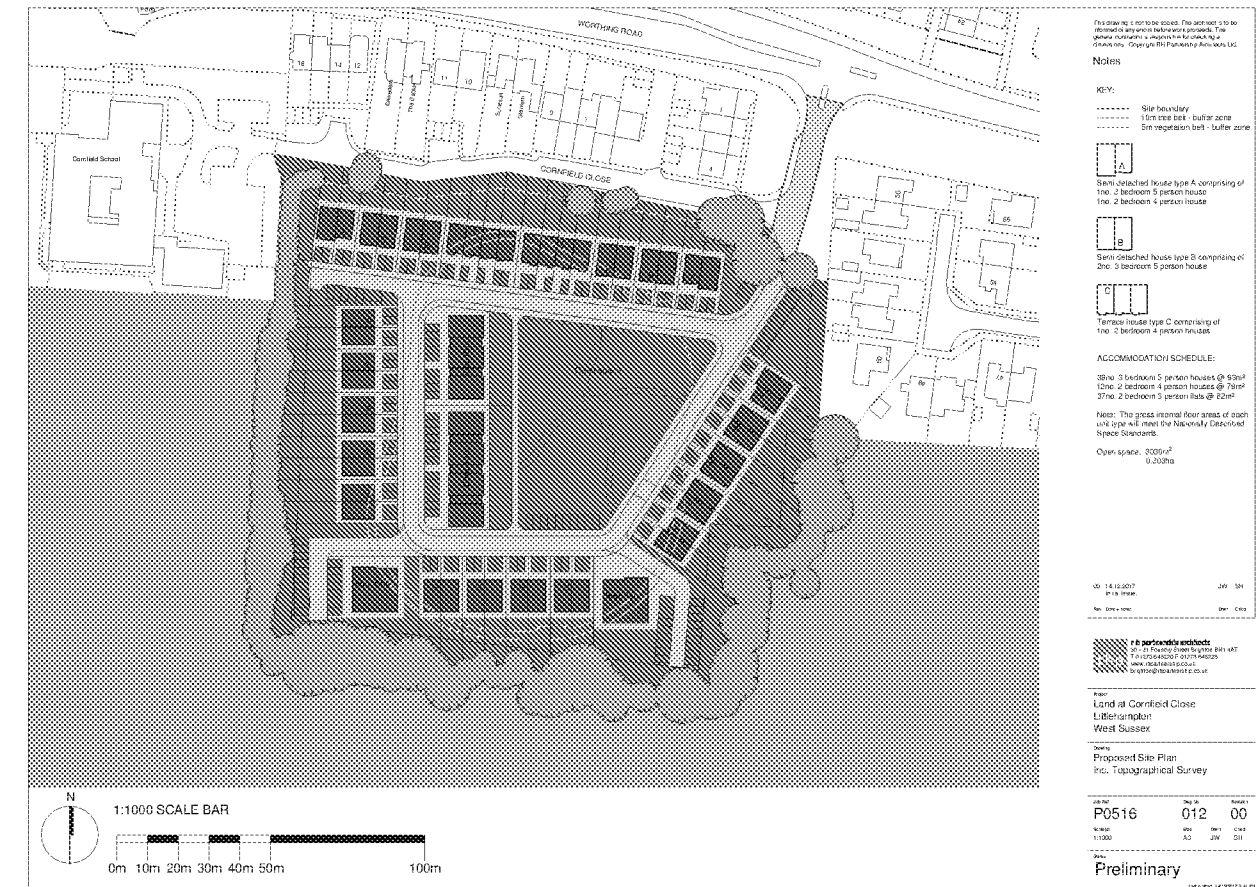
A Pre-Application meeting was held with officers to review the initial proposals for the site (see right) on Thursday 18th January 2018. At that meeting a layout was presented indicating a total of 85 units, incorporating a mixture of 2 & 3 bed units along with indicative associated parking and public amenity space.

Stated goals of the proposed development were;

- To retain as much of the existing tree belt as possible.
- Separation distances would be implemented between proposed residential development and properties on Cornfield Close, Oakfield Gardens and Cornfield School to minimise overlooking.
- Use the existing access from Cornfield Close and to serve development.
- There would be an increase in massing towards the southern area of the site.
- All units would meet the Nationally Described Space Standards (NDSS).

Comments received at the meeting can be summarised as;

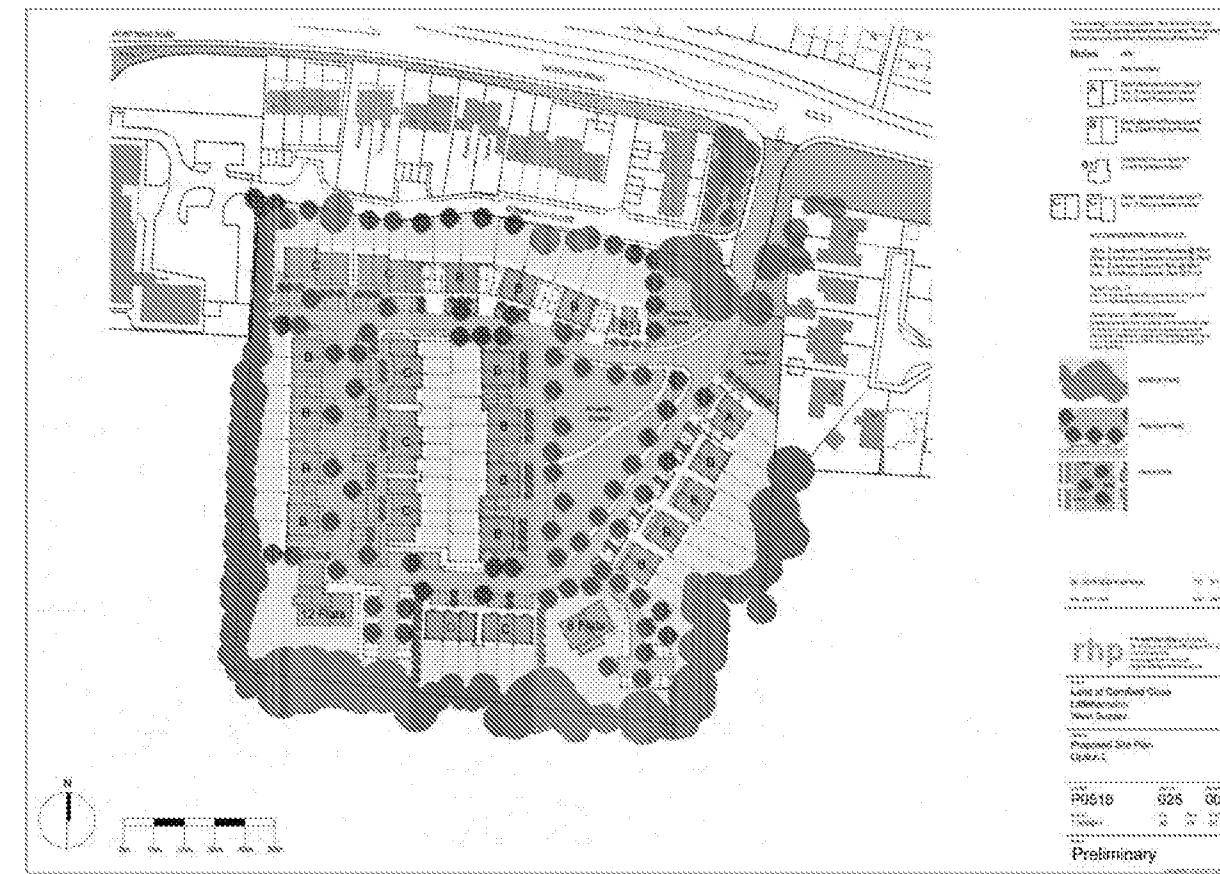
- The principle of residential development was considered acceptable and would make a significant contribution to the supply of housing in Arun District.
- The housing layout was considered to be too dense. Greater separation between houses would be preferred.
- It was confirmed that WSCC parking calculator should be utilised. The parking layout should be looked at in more detail to avoid frontage parking where possible, parking between houses could be considered. Acceptance of parking courts, however these need to be softened and spaces separated with planting.
- More of a feature could be made of the entrance to the site – preference for parking to be located away from entrance.
- Support for a large open space, however also supportive of further open space particularly at the main entrance if this provided an improvement to the current scheme.



Land Off Cornfield Close, Littlehampton

Taking on board these comments revised proposals (Option L as indicated in the image to the right) were developed to address the comments raised in the Pre-Application meeting. In particular the following adjustments were made;

- Car parking previously located at the front of the houses relocated to the sides of the houses.
- Parking spaces close to the site entrance removed.
- The main site entrance has been enhanced creating a landscaped zone which links the landscaped areas located adjacent to the access road off Worthing Road through and in to the site and also re-orientating the house to address the entrance.
- Private front gardens added to houses and indicative landscape added generally to layout to address concerns of the over dominance of the carparking.
- Spaces within parking courts have been divided by soft landscape and trees.
- Road layout and house plot orientation has been revised to be less regimented.
- The principle of units overlooking the open space maintained and enhanced by the introduction of a row of houses on the western side of the open space which also overlook the open space.
- Homezones proposed for the areas coloured light brown – shared surfaces, pedestrian priority over cars, natural surveillance and lighting.
- All gardens maintain, and in many locations exceed the minimum 10m depth requirement.
- Public open space has been amended to match the occupation numbers.
- Larger gardens have been introduced to the rear of the houses backing onto Cornfield Close and additional planting shown on the northern boundary.
- The detached houses marked as 'B1' provides the opportunity to design the elevations so they address the corner plot condition rather than offering just a flank walls against the road.
- The two rows of houses on the western side of the site to form part of the proposed homezone. They are also staggered so the majority do not directly overlook each other across the 'street'.
- The number of dwellings, as a result of the amendments, was reduced from 85 to 77.



The revised layout was issued to the Local Planning Authority and a formal pre-application response was received from Arun District Council on July 9th 2018. The main comments can be summarised as;

- The principle of residential development may be considered to be acceptable and would contribute to housing and supply in Arun District
- The site falls within the Fitzalan corridor and is therefore supported for residential development.
- The proposal is likely to be acceptable subject to minimising the impact on the boundary trees and hedges along the boundaries of the site. A landscaping strategy should be submitted with the application to ensure that the trees within the site and in particular the boundary vegetation is retained.
- It is recommended that if any communal bin provision is located near or adjacent to the highway, it will be suitably enclosed and landscaped so that the maximum pulling distances and vehicle access requirements are complied with.

4. The Design

4.1 Use

The proposed layout is based upon the following principals:

- The development has been designed to contribute positively towards the underlying character and quality of the local area. This is achieved through high quality design referencing strong positive local characteristics while establishing a new distinctive identity to the proposals.
- The development consists of detached, semi-detached and terraced houses as well as incorporating two apartment buildings.
- The size, shape and configuration of the houses have been designed to maximise the ease of access as well as private secure external space.
- The layout of houses, plots, the arrangement and form of buildings, the building lines and the spacing of the houses have been developed to respond to the local housing character.
- All dwellings have been designed to comply with Nationally Described Space Standards.
- Resident (all allocated) and visitor's parking has been provided within the site. All parking zones will be well lit, landscaped and overlooked by nearby dwellings.
- Existing trees and mature planting are to be retained where possible, with particular care taken with those on the boundary.
- Orientation of houses allows for good daylight and sunlight, clearly defined public and private space and ensures that boundaries to neighbouring properties are well screened.
- The layout will create a public realm and variation in street frontages which provide a sense of place and character providing a safe and attractive place for residents, pedestrians and cyclists.
- The improved landscaping will aid in protecting and enhancing natural habitats and their local surroundings.

4.2 Amount

A total of 77 dwellings are proposed. The overall mix amounts to: 59 two storey houses and 18 flats in three to four storey apartment buildings. All dwellings benefit from allocated parking with both front and rear private gardens or communal amenity space.

The proposed mix of houses is as follows:

27 no; 2 bed terraced houses
 1 no; 3 bed detached house
 31 no; 3 bed semi detached houses
 16 no; 2 bed apartments
 2 no; 1 Bed apartments

The number of car parking spaces has been calculated using the West Sussex County Council Parking Demand calculator (see appendix C). As a result of the calculations a total of 163 spaces have been provided including 21 unallocated and visitors spaces.

All dwellings are provided with a secure access to rear garden for cycle storage and the apartment buildings will have access to a secure communal cycle store accessed from the shared amenity spaces.

In accordance with the adopted policy OSR DM1, the quantity standards set out within the 'Arun District Council Open Space Study Standards paper September 2016' have been used to inform the open space provision within the proposal.

4.3 Layout

The layout has been informed by the opportunity to create a significant central green public amenity space which is well overlooked and easily accessible to the residents. The positioning of this green enriches the visual approach when entering the site. This space is overlooked by clusters of housing. A further significant area of soft landscaped amenity space is located at the entrance to the site which retains the existing large trees.

The open nature of the site allows for a clear progression of spaces from the entrance off Cornfield Close following the new circulation road. The new two way road within the site creates a loop from the access road entry point past the large public green at the heart of the proposal onward to a more enclosed street scenes to the boundaries, then returning to the entrance of the site. This road will be designed to Highways Adoptable standards with footpaths and crossing points from the access point off Cornfield Close with a turning head to the north east corner. The majority of new dwellings will all be served by this access road.

The north south areas of roads have been designed to act as 'homezones' placing the emphasis on the needs of pedestrians, cyclists, children and residents and where the speeds and dominance of the cars is reduced.

The roadways and parking have been positioned to avoid interference with the canopies of existing trees as well as allowing for the recommended space for the root protection zones.

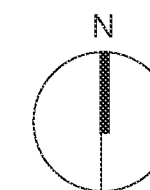


The layout of the dwellings has been designed where possible in response to the orientation of the site and the existing vegetation. As many houses as possible have been orientated so that they will have either south or west facing rear gardens or benefit from extended plots towards the boundaries. They have also been sited to ensure that they front the main access road, thus ensuring that they have well overlooked and active frontages. The dwellings have been positioned in such a way as to provide enhanced residential amenity for the residents and avoid possible overlooking to the existing properties on Cornfield Close to the north and Oakcroft Gardens to the east. The proposed dwellings have been set out to maximise the distance between properties to reduce the visual impact of the built form on site.

The layout has been developed to provide the opportunity to create a significant central green public amenity space which is well overlooked and contains the play area. This amenity space is crossed by pathways connecting to the site entrance off Cornfield Close creating good internal permeability. This space also connects with smaller green amenity spaces at the entrance to site which contains several large existing mature tree specimens which help frame the view in to site from Cornfield Close.

The layout creates for several locations where unobstructed views across the site are possible increasing the sense of openness. These locations have been visually enhanced using feature dwellings to create an architectural expression that will act as gateway frontages.

All dwellings are easily accessible from the access road and parking areas and there will be level access to external amenity areas.



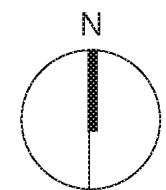
The western, southern and eastern boundaries to the site contain an extensive belt of existing trees and shrubs of mixed species and maturity providing good screening in to the site from neighbouring properties. There are also a number of smaller trees and collections of trees scattered throughout the site.

In developing the site layout it was felt important to allow the retention of as much as possible of the screening provided by the existing trees and planting to these boundaries. The buildings, roads and parking has been positioned to ensure that all higher category trees are retained as part of the proposals. However, a small number of low quality trees are to be removed (see diagram to the right). As good arboricultural practice trees in poor, or unstable condition are proposed for removal as part of good arboricultural practice.

In order to mitigate against the loss of some existing trees, an allowance has been made for the intergration of a variety of new trees and shrubs as part of the landscape proposals (please refer to the landscape strategy and the Arboricultural Impact Assessment & Method Statement and Tree Report which accompanies this submission).

Where necessary locally the boundary screening will be reinforced with new planting.

All dwellings have been positioned to avoid interference with the canopies of the existing trees and allow the recommended clearance for the root protection zones.



4.4 Public / Private Amenity Space

In terms of public open space, the revised layout is designed around areas of visual amenity and space for play and creates a sense of place for the prospective residents of the scheme. To achieve this, a new 'public green' is to be created to form a focal feature of the site. This public open space will be a major community benefit for residents.

In accordance with the adopted Policy OSR DM1, the proposals make provision amounting to 0.343 ha of public open space comprising landscaped areas offering opportunities for recreation and informal children's play (please refer to the diagram to the right).

The proposed development incorporates elements of hard and soft landscaping to the front of all of the proposed dwellings helping to define public and private demise, as well as communal landscaping areas, which can be overlooked and used by residents (please refer to Landscape Architect's information which accompanies this application). All private rear gardens are a minimum of 10m long. Ground floor flats also benefit from external private amenities space.

Generous defensible private and communal amenity spaces have also been provided to the apartment buildings with good natural surveyance.



4.5 Parking Provision

The proposed parking layout, in combination with the landscape proposals, has been developed to minimise the visual impact of parking to the street scene by providing a mixture of on plot, off road and courtyard parking.

The WSCC Parking Calculator has been used to calculate the required parking provision (refer to Appendix C). A total of 163 allocated, unallocated and visitor parking spaces have been provided, some in curtilage and some in parking zones. This equates to all houses having access to a minimum of 2 allocated car parking spaces with one space allocated for each of the apartments. Unallocated and visitor bays distributed around the site in convenient locations to meet the provision identified by the calculator. The number of bays should be sufficient to maintain all residential parking within the site and ensure there is no overspill onto Cornfield Close.

In order to reduce the visual impact of parking on the street scene many properties have on plot parking between the dwellings set back from the road. The visual impact of those bays adjacent to the road is softened by the introduction of planting zones and tree between bays as indicated on the site plan.

West Sussex County Council Guidance for Parking in New Residential Developments September 2010 provides details of the minimum cycle parking standards relevant to the proposed development which should be convenient, secure and covered. This identifies a minimum requirement of;

Houses Up to 4 rooms (1 & 2 bed); 1 space

Houses 5+rooms (3+bed); 2 spaces

Flats Up to 3 rooms (1 & 2 bed) 0.5 space (if communal storage)

Based on this document one space has been provided per two bedroom house and two bicycle spaces per three bedroom house contained in a secure enclosure within the rear gardens.

In addition secure cycle storage facilities have been provided within the communal landscaping areas for the apartment buildings Block A (3 bicycle spaces) and Block B (6 bicycle spaces).

The development will be designed as an inclusive environment and will meet the standards of disabled access identified in Part M4(1) of the Building Regulations and BS8300. Level access is achievable from the the parking areas and will be continued to the entrance to all dwellings.

Highways access will allow fire vehicles and emergency services vehicles to have immediate access to points of entry to the buildings in accordance with Building Regulations requirements.



4.6 Refuse and Recycling

The Local Authority have indicated Bin Storage requirements within the pre-app response:

'For all new residential development including flat conversions, the applicant must show bin storage/collection provision as follows:-

Each unit should be provided with the equivalent of 240 litres of residual waste storage/bins. For flats, the communal/bulk bins can be used on the basis of 240 litres of residual waste storage/bin per flat. Alternatively one 240 litre wheelie bin for each property can be provided. The same amount of storage space/bins for recyclable materials is required to be provided. Where bin stores are adjacent to the access road serving the development or across a parking area there will need to be a road up to full highway standards and an indemnity provided for the Council's contractors to pass across servicing. The access of this type provided must be accessible/passable for collection schedules i.e. no parking or other obstruction.

It is recommended that if any communal provision is located near or adjacent to the highway, it will be suitably enclosed and landscaped so that the maximum pulling distances and vehicle access requirements are complied with.'

The proposed strategy for refuse storage and collection includes:

- Refuse bin collection points to be within 25m of the refuse vehicle access (Building Regulations Part H).
- Refuse and re-cycling stores have been located to the rear of the houses with secure gates and pathways leading to convenient points adjacent to parking areas to allow for ease of collection.
- The two apartment buildings have enclosed communal refuse and recycling stores located within a maximum of 30m from the furthest dwelling and adjacent to the access road to allow for ease of collection.



5. Scale, Form and Appearance

The scale of the proposed development is domestic in character and comprises predominantly two storey pitched roof new build terraced and semi detached houses.

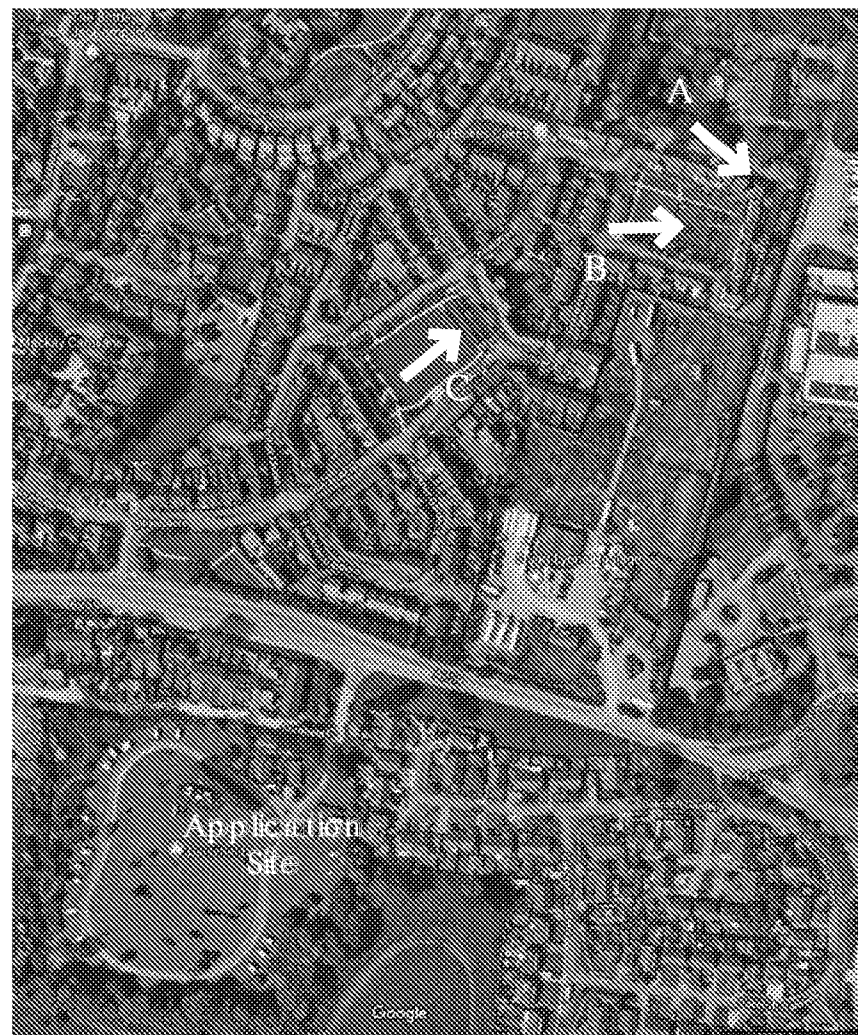
The house forms are derived from a similar architectural language articulated with pitched roofs and gables unified by using a common pitch angle. The direction of the pitches to the roofs to some plots has been varied to introduce variety in the form and scale of the houses.

There are two apartment buildings contained within the site. These are expressed as a three storey (Block A) and four storey (Block B) respectively. These buildings have been located to the south west and south east perimeter of the site at a distance from the entry road.

The careful massing of the roofs and facades to both blocks and separation from neighbouring two storey dwellings has been designed to provide a variation of scale bwithin the overall site.

This is similar to the relationship and scale of the new developments within the locale of the site at Gratwicke Drive and Stammer Road (refer to images on page 22).





Three and four storey flats at Gratwicke Drive (site to north of A259)



Four storey flats at Gratwicke Drive (site to north of A259)



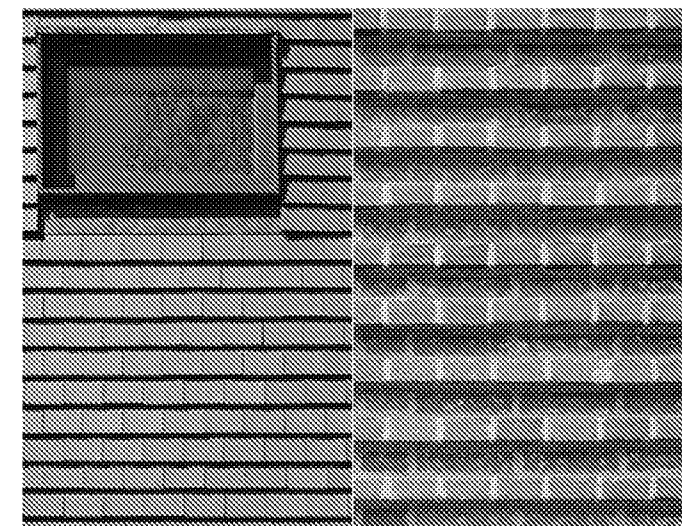
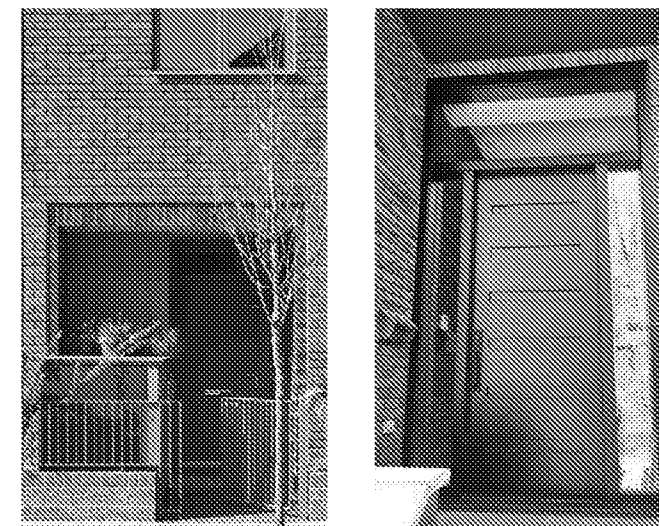
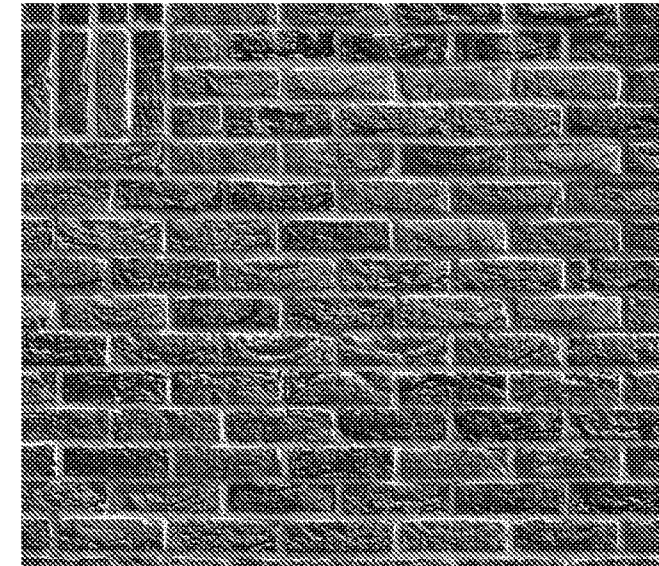
Combination of three and four storey flats and two storey houses at Stammer Road (site to north of A259)

6. Materials

The proposed development will have its own individual character influenced by the local aesthetic. It is considered important that the character and architectural language of the development sits comfortably with the existing context but also creates a distinct environment focusing on the central green space and 'homezones'. The architectural elements and features which have been incorporated into the design of the proposed dwellings include:

- For reasons of robustness, aesthetics and historical usage, and partly because it is a material which with low maintenance, brick is the intended as the predominant façade material. Variation in colour and texture has been introduced from terrace to terrace or house to house to promote visual diversity.
- Recessed front entry porches to the houses detailed with a contrasting colour brick to the primary facade.
- The brick facades will also contain details such as stringer and header courses to window openings as well as feature areas of protruding brick banding to the apartment buildings.
- Some buildings also have areas of vertical tile hanging to the upper floors which, along with the use of varying roof heights and gables, are deliberately positioned at focal points.
- The roof treatment will be a textured plain concrete tile with some variation in colour introduced from house to house in order to create some visual diversity.
- Pitched tiled roofs with overhanging eaves and gables.
- The fenestration and external doors will be practical and clean in appearance with window boards to openings in hung tiled facade sections. All components (window & door facings and frames), will be finished in a colour that is sympathetic to the brick type, commonly mid-grey.
- Entrance canopies to the apartment buildings will be finished to match the windows.
- Dark colour rainwater goods.

Please refer to the coloured elevations on pages 24 and 25 and larger versions of the drawings included within the documents accompanying this application.





street elevation to proposed apartment Block B and semidetached houses to Plots 16 - 23



street elevation to proposed terrace and semidetached houses to Plots 2 - 15



street elevation to proposed apartment Block A and semidetached houses to Plots 50 - 59



street elevation to proposed semidetached houses to Plots 36 - 43