



Land Phase 3, 4B & 4C Courtwick Lane, Littlehampton

DESIGN AND ACCESS STATEMENT

Prepared by
AAP Architecture Ltd

**ON BEHALF OF
BARRATT HOMES**

January 2014

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INTRODUCTION

This Design and Access Statement has been prepared by AAP Architecture Ltd on behalf of Barratt Homes Southern Counties. It accompanies a Reserved Matters planning application for residential development of land Phase 3, 4B & 4C, which sits within a wider site accessed via Courtwick Lane which benefits from an outline planning permission for development.

The application site extends to 5.21 hectares, (12.87 acres) in size. It forms a proportion of the wider site at Courtwick for which outline planning permission was granted subject to conditions and a S106 Legal Agreement on 23 March 2012 (application reference LU/355/10). The site is to be developed equally between Barratt Homes and Bellway Homes. The vision for all 33.6 hectares of the land is to create a sustainable new community on the north-western edge of the existing urban area of Littlehampton comprising:

- Up to 600 dwellings (equally shared between Barratt Homes and Bellway Homes), including 27% affordable homes (162 dwellings), at an average density of approximately 35 dwellings per hectare, with a focus on family housing;
- Up to 4,000 sq.ms of new employment floor space (Class B1/B2/B8);
- New local facilities (Class A1/A2/A3), open space and associated facilities.
- 14 hectares of new accessible public open space.

This application relates to the proposed construction of 185 homes (including 52 affordable dwellings) within the parts of the wider Courtwick site highlighted on Plan reference P802/BAR/PH3&4/06. The proposals for provision of the remaining dwellings and associated development will be dealt with by a separate planning application.

The purpose of this Design and Access Statement is to explain the basis for the current proposals and how they have evolved in light of the principles and parameters set out in the Illustrative Masterplan.

The statement has been written in accordance with the guidance published by CABI (2006), and summarises the approach to the use, amount, layout, scale, landscaping and appearance of the proposals. It also explains how the accessibility of the proposals has been considered from the outset.

The process of preparing this Reserved Matters application has followed the recommended approach within the Masterplan and later approved Design Code.

These proposals have been considered alongside and in light of on-going discussions with council officers and with the benefit of the recently approved schemes within Phase 1 which set the quality threshold for the development.



Figure 1: Site Location with Phase 3, 4B & 4C outlined in red



Figure 2: Aerial View with Phase 3, 4B & 4C outlined in red

2.0 SITE AND SURROUNDINGS

Description of the Site

The wider Courtwick site comprises 33.6 hectares of land on the north-western edge of the existing urban area of Littlehampton. It is bound by the A259 to the south, agricultural land to the west and north (beyond which is the railway line), and existing residential and industrial developments to the east. The site is within two kilometres of Littlehampton town centre and one kilometre of the existing local centre at Wick.

The site that is affected by this application is highlighted on Plan P802/BAR/PH3&4/01 and is part of the wider Courtwick site. The wider site boundaries are defined as follows:

- The south eastern boundary is formed by a redundant nursery (Norman's Nursery).
- Along the southern boundary, a post and rail fence and occasional clumps of scrub along the route of the A259, which forms a ring road around the north western fringe of Littlehampton, with residential and employment development to the south, fringed by planting belts.
- An overgrown hedgerow along the southern side of Courtwick Lane.
- The western edge of the site is defined by a hedgerow beyond which lies a series of small pasture fields within the floodplain that extend to the railway line south of Littlehampton railway junction.
- To the north of the application site is the remainder of the Courtwick site to which outline application reference LU/355/10 relates. Beyond this is Brook Barn Farm, an independently farmed agricultural unit. Further north is the West Coast way railway line and Littlehampton branch line and then countryside.
- Immediately to the east of the site is Court Wick Park and the adjoining Court Wick Park Stables (known locally as the Coach House), both of which are Grade II listed. Other buildings in this location include Nos 4 and 5 Courtwick Park Cottages, a pair of two storey semi-detached houses.

The site comprises open fields formerly used as arable farm land. There are no public rights of way across it. Within the site, along with the wider Courtwick area, there is a collection of farm buildings of no architectural or historical merit. These redundant agricultural barns / sheds are interspersed by hard standings and overgrown areas.

There is a pair of cottages to the north of the application site (6 and 7 Courtwick Park Cottages). These were specifically excluded from the application site for outline application reference LU/355/10. They are to be retained and integrated with the proposals for Courtwick.

Access to the site is via the newly constructed access road from the A259.

Tree groups covered by TPO (TPO/LU/1/99) are located at the junction of New Courtwick Lane / Courtwick Lane and along the southern side of Courtwick Lane west of this junction. Site observation suggests that some of these trees no longer exist, but in any event no trees are contained within the boundaries of the current application site or at its periphery and no trees are affected by the proposed development of this land Phase.

To the west of the site is an area of farmland beyond which is the railway and then the River Arun.

Relevant Planning History and the Extant Outline Permission for Land at Courtwick

The application site comprises a proportion of the wider Courtwick site for which outline planning permission was granted subject to conditions and a S106 Legal Agreement on 23 March 2012 (LPA application reference LU/355/10).

Overall, the development of land at Courtwick would create a sustainable new community at Littlehampton comprising:

- Up to 600 dwellings, including 27% affordable homes (162 dwellings), at an average density of approximately 35 dwellings per hectare, with a focus on family housing;
- Up to 4,000sq.ms of new employment floor space (Class B1/B2/B8);
- New local facilities which could include retail and food and drink uses (Class A1/A2/A3);
- 14 hectares of new publicly accessible open space including natural and semi-natural green space, sports pitches, allotments, sustainable urban drainage, children's play areas and a network of associated footpaths and cycle ways;
- Primary vehicular access via a new signalised junction on the A259 with bus only / pedestrian / cycle / emergency access via Courtwick Lane;
- Provision of new at grade pedestrian/cycle crossing facilities across the A259, together with a range of off-site pedestrian/cycle improvements to provide enhanced accessibility, for existing and new residents, to key destinations within Littlehampton; and
- Financial contributions to facilitate the provision of enhanced local bus services for both existing and new residents.

A Reserved Matters application (ref LU/248/13) for the first Phase of the access road was approved by Arun District Council on 15th January 2013.

A Reserved Matters application was submitted (ref LU/77/13) by Barratt Homes for 115 homes including 29 affordable dwellings on part of Phase 1A which was approved in November 2013.

A Reserved Matters application was submitted (ref LU/244/13) by Bellway Homes for 70 homes including 20 affordable dwellings on Phase 1B/2 which was also approved in November 2013.

This application relates to the construction of 185 homes (including 52 affordable dwellings). The provision of the remaining dwellings and associated development will be dealt with by a separate planning application.



Figure 3: Context Plan

3.0 KEY DESIGN PRINCIPLES

The Masterplanning principles for the site have been developed through a long design process that sought to respond fully to the key site constraints and opportunities. As set out in detail within the Design and Access Statement for the outline application for Courtwick, the design evolution process that informed the illustrative Masterplan spanned over 30 months. The scheme was influenced by site investigation, technical work and public consultation.

Three key design principles have been established:

First design principle: The site is capable of forming a successful urban extension to Littlehampton by reason of its location, geophysical characteristics and opportunities. In summary, Courtwick provides the most logical way for further housing and employment growth within the Littlehampton conurbation as:

1. It forms a natural edge to development
2. Its communications and access requirements can be satisfactorily met by linking to the A259
3. The site has characteristics which will ensure a scheme can be delivered with a strong sense of place.
4. The loss of isolation for Brook Barn Farm and Court Wick Park can be replaced by a natural assimilation into a village or hamlet-like neighbourhood
5. Receptor views can be maintained with limited impact from the proposed housing.

Second design principle: To develop a scheme which uses built form to respond to the location and topography in a series of Character Areas. A series of residential and commercial / employment zones have been proposed for the entire Courtwick area that uses density, built form, mass, height and character of layout to respond to the location and topography. These are termed character areas.

Third design principle: To develop a Masterplan was to mould a scheme to maximise the potential sense of place. This resulted in a series of linked semi-urban and semi-rural spaces that offer excellent legibility and permeability, with clearly defined boundaries.

These founding principles led to a set of parameters and principles which have been interpreted into an illustrative Masterplan. An integral part of this involved understanding the site topography and critical views into and from the site.

Following many iterations, the final illustrative Masterplan for the site that was submitted at the outline application stage demonstrated that the site could deliver a high quality mixed-use development that has responded to its context.

Condition 7 states that in respect of each phase or sub phase of the development hereby permitted, Reserved Matters applications shall include a Design Statement. Each Design Statement shall demonstrate how the objectives of the approved Design and Access Statement dated October 2010 and the supplementary Design and Access Statement dated March 2011, will be met. Each phase or sub phase of the development hereby permitted shall be carried out in accordance with the Approved Design Statement in respect of that phase or sub phase.

Following a pre-application discussion with Arun District Council in respect of Phase 1, it was suggested that a Design Code was prepared to define key elements of the scheme established in the Masterplan to help justify and advance the proposals to the detailed and design stage and ensure that the broad design principles are delivered within subsequent Reserved Matters applications.

A supplementary Design Code has been prepared and approved which sets out the quality threshold that will need to be achieved throughout the development.

COURTWICK

A PROPOSED URBAN EXTENSION TO LITTLEHAMPTON



DESIGN CODE

Rev A June 2013

April 2013

4.0 PROPOSALS

Figure 4 illustrates the proposed layout of the site showing the new buildings within the context of adjacent areas of development and open space.

Layout

The layout is straightforward and sets out a clear pedestrian and vehicular hierarchy and reflects the principles and parameter set out in the Masterplan and now subsequent Design Code.

There is also a spatial hierarchy which is made up of different Character Areas that have their own unique design characteristics.

The layout carefully avoids creating residual spaces that lack a clear purpose or ownership. This is achieved by simplifying the layout and placing buildings side by side to create conventional streets.

The layout adopts a traditional morphology with dwellings located near to the back of pavements. This has several benefits, including better surveillance of the Public Realm, good enclosure of the streets and enhanced levels of private outdoor space in rear gardens.

In order to avoid a car dominated development, the layout maintains near continuous building lines and utilises a range of on-street, on-plot and rear courtyard parking to ensure a flexible and responsible parking strategy.

Phase 3, 4B & 4C transverses of 4 Character Areas being the "Entry Frontage to the A259", "Formal Boulevard and Square", "Housing around Streets and Squares" and Rural Countryside Edge. Each of these areas providing its own unique identity as outlined in the Design Code.

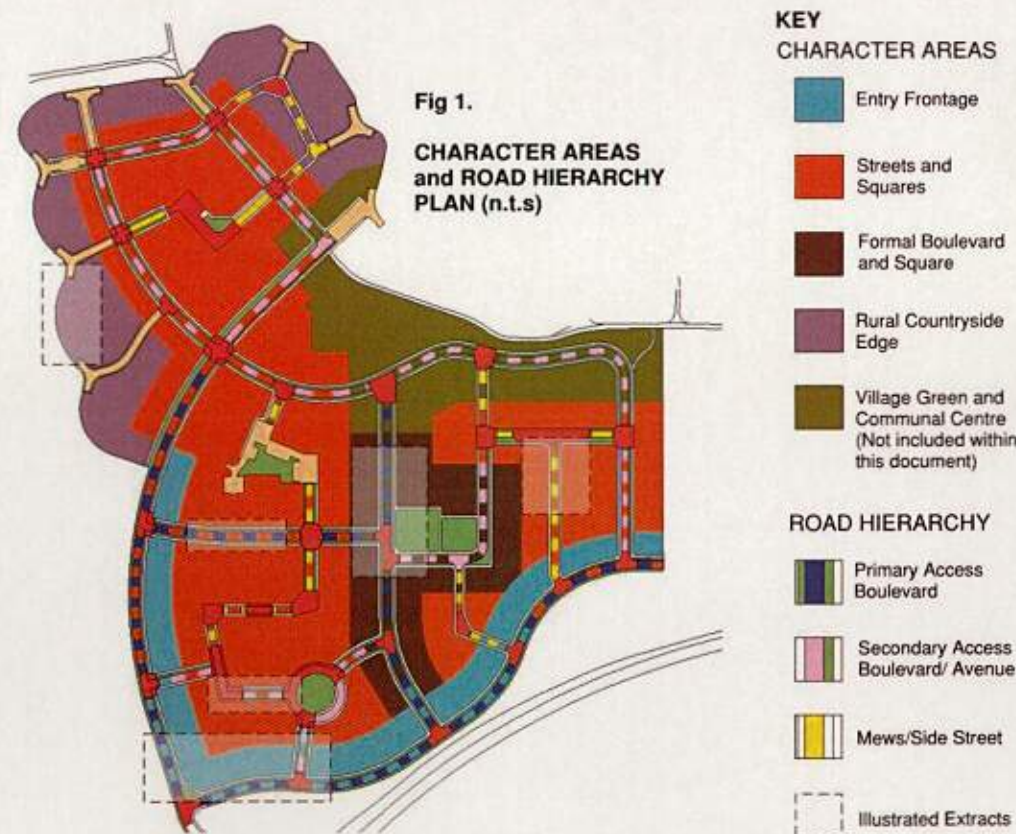


Figure 4: Character Areas



Figure 5: Site Layout

"THE ENTRY FRONTAGE TO THE A259"



This Character Area with dwellings fronting onto the primary access boulevard has the important role of creating a strong and positive first impression to anyone visiting the site.

A simple palette of materials and simple built form creates a continuous and homogeneous frontage.

White coloured boarding and white rendered elevations below plain tile roofs will reinforce this homogeneity whilst key/landmark buildings will be emphasised using coloured boarding/ render or knapped flint.

Design Fixes

- Wider roads with verges and trees planted on one side of the road
- 2 – 2.5 storeys
- Regular 2 – 4m building lines/setbacks
- Open plan front gardens
- Predominantly detached and semi-detached houses
- Architectural detail (porches, doors, bays and gables) used to create rhythm and/or emphasis at key points
- Restrained palette of materials
- Parking within curtilage

Phase 1 encompassed a large section of this Character Area and many of the design features have been carried through within these proposals.

FORMAL BOULEVARD AND SQUARE



Midway along the southern entry frontage is a key route linking to the centre of the site with a public square at it's heart.

The linear route into this space and its central position within the development allow a more formal, higher density approach.

Red brick elevations below slate style roofs will be the feature of this area whilst key/landmark buildings (highlighted in red) will be emphasised using white render or knapped flint.

Design Fixes

- Linear and regular layout with semi-detached terraced houses or flats grouped around the routes and spaces
- Minimum privacy strip front gardens 1.5 – 2.5m deep delineated with dwarf wall/railings in key areas
- Street trees in linear patterns
- 2 – 3 storeys with generally consistent eaves and ridge line to providing continuous frontage
- Symmetry employed to reinforce the formal appearance
- Gables used for visual emphases
- Gates to parking areas to preserve continuity of built form
- Architectural detail (porches, doors, bays and patterns of fenestration) used to reinforce formal character and to create rhythm
- Private parking in courtyards behind building with on-street visitor parking
- Limited palette of materials to reinforce the sense of place

Phase 1 encompassed a large section of this Character Area and many of the design features have been carried through within these proposals.

HOUSING AROUND STREETS AND SQUARES (Primary Access Boulevard)



These are the everyday streets and spaces within the development that link with the more special or prominent parts of the development.

This Character Area is the most extensive of all so therefore it can accommodate the greatest variation in typology and materials.

The approach to this area has to be by definition more versatile and flexible than in other areas and for this reason it is best to define the different aspects of this area from the nature of the access roads included within.

These access roads are as follows:

1. Primary Access Boulevard
2. Secondary Access Boulevard/Avenue
3. Mews/Side Street

Primary Access Boulevard

- Wider roads with verges and street trees
- Regular 2 – 3m building lines/setbacks
- Hedges to define front gardens
- Predominantly detached and semi-detached houses
- 2 – 2.5 storeys
- Parking within curtilage

Phase 1 encompassed a section of this Character Area and many of the design features have been carried through within these proposals.

HOUSING AROUND STREETS AND SQUARES (Secondary Access Boulevard/Avenue)



Secondary Access Boulevard/Avenue

These streets are less formal than the primary access boulevard and are less obviously consistent in their building line. Dwellings are grouped around informal squares to create a sense of place whilst buildings may be positioned at an angle to the road itself to create visual interest.

Design Fixes

- Lengths of road linking primary routes to share surfaces / mews / side streets
- Irregular building line/setbacks to a maximum of 3m
- Box hedges to front gardens
- Railings to shared surfaces/squares
- Predominantly detached and semi-detached houses with some terraced houses
- 2 – 2.5 storeys
- Parking on plot or in courtyards (visitor parking parallel to road)

HOUSING AROUND STREETS AND SQUARES (Mew/Side Street)



Mews/Side Street

Mews occur mainly behind and between main streets and are varied in their composition. They play an important role providing servicing and parking in areas which are not car dominant.

Design Fixes

- Shorter lengths of road linking shared spaces/home zones
- No fixed building line/setback
- Boundary treatments varied to reflect less ordered appearance
- Predominantly semi-detached and terraced houses
- Architectural detail (porches, doors, bays and gables) used to provide greater variety than in other areas
- Varied palette of materials
- Maximum 2 storeys
- Parking on plot or in courtyards (visitor parking parallel to road)

Phase 1 encompassed a section of this Character Area and many of the design features have been carried through within these proposals.

RURAL COUNTRYSIDE EDGE



The northern and eastern perimeter of the site comprises the Rural Countryside Edge.

It forms an important buffer between the higher density development within the site and the established natural countryside forming this part of the site.

Here, a loose knit series of pavilion buildings within a landscape and space dominated setting is proposed.

Design Fixes

- Lower density informal layout of buildings
- Minimum 2 – 4m building lines / setbacks with gaps and landscaping between them
- Open plan front garden, timber picket fence or ranch style fencing
- Native tree and shrub planting to define perimeter
- Predominantly large detached housetypes
- Maximum of 2 storeys
- Architectural detail (roof shape, porches, doors, bays, gables) and materials varied to reinforce informality and rural vernacular
- Parking within curtilage
- Adoptable highway narrowing to private drives
- Curvilinear geometry and paving used to define informality of driveways

Scale

The layout and building typologies within this phase respect principles for the Character Areas and parameter plans set out in the Masterplan and Design Code.

It is proposed that buildings will be 1 / 2 / 2 ½ and 3 storeys, sited to provide continuous built form along both the primary access road and residential street network. Maximum ridge and eave heights are shown below which are consistent with the Masterplan.



Figure 6: Scale of Massing

Use and Amount

Area 3, 4B & 4C measures 5.21 hectares (12.87 acres) and comprises of 185 dwellings. The Outline Approval requires 27% of the dwellings to be affordable to a prescribed mix of accommodation types. This current proposal includes 52 affordable housing dwellings which represent some 28%. The locations of the affordable dwellings are shown in Figure 7.

The outline approval also requires 10% of the affordable dwellings to be to Lifetime Homes standard and 4 of the 2 bedroom flats to be wheelchair accessible. All of the houses within this scheme have been certified to Lifetime Homes standards and plots 182 and 183 within Block C will meet wheelchair accessibility standards.

The mix of proposed dwellings is as follows:

		Private	Affordable	Total
1 bed dwellings	X	0	12	12
2 bed dwellings	X	8	25	33
3 bed dwellings	X	59	14	73
4 bed dwellings	X	66	1	67
		133	52	185

The average density suggested within the Masterplan across the development is 35 dwellings per hectare and our proposals are within this range.

KEY



PRIVATE UNITS



AFFORDABLE UNITS



Figure 7: Housing Mix Plan

Architectural Style Details and Materials

The design of the proposed development is of traditional form and appearance.

The dwellings themselves are traditionally proportioned with conventional fenestration and pitched roofs.

The choice of materials has been informed by the approved Design Code dependant on each unique Character Area.

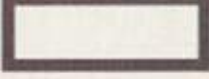
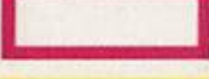
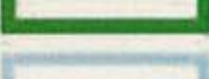
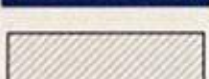
	Dark Red multi stock brick with blue contrasting brick
	Red multi stock brick with blue contrasting brick
	Knapped flint
	Monocouche through colour render in Cream
	Monocouche through colour render in white
	Hardieplank boarding in Sail Cloth
	Hardieplank boarding in Boothbay blue
	Tile hanging in Redland Rustic Red plain tiles
	Concrete interlocking slate in Redland Richmond Slate Grey
	Concrete interlocking plain tiles in Redland Duoplain Rustic Red



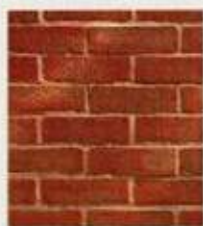
Figure 8: Materials Layout

"Entry Frontage to A259"

The dwellings in this Character area will be 2 – 2.5 storeys and traditionally elevated principally detached or semi-detached houses.

In accordance with the Design Code, the materials being appropriate are as follows:

- Dark red and multi stock facing brick
- Through colour pure white render or white weather boarding being a prominent treatment to this Character Area
- Knapped flint or coloured boarding/render to key areas or landmark buildings
- Predominantly dark red plain roof tiles with some limited slate style tiles in dark grey to provide variation and compliment the different typologies.



Red multi-stock brick



Dark red multi-stock brick



Plain red roof tile



Dark grey slate style roof tile



White render



White weather boarding



Knapped flint



Formal Boulevard and Squares

The dwellings in this Character Area will be a minimum of 2 storeys rising to 2.5 and 3 storeys, semi-detached, terrace houses and flats.

In accordance with the Design Code, the materials being appropriate are as follows:

- Predominantly dark red and multi stock brick facing material
- Knapped flint and/or through coloured white render to key areas or landmark buildings
- Predominantly slate style tiles in dark grey



Red multi-stock brick



Dark red multi-stock brick



Knapped flint



Dark grey slate style roof tile



White render

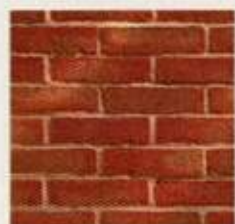


Housing around Streets and Squares

The dwellings in this Character Area will be 2 – 2.5 storeys detached, semi-detached, terrace houses and flats.

In accordance with the Design Code, the materials being appropriate are as follows:

- Dark red and multi stock facing brick
- Occasional use of tile hanging and/or through coloured cream render
- Coloured boarding/render to key areas or landmark buildings
- Predominantly dark red plain tiles with occasional use of slate style tiles in dark grey



Red multi-stock brick



Dark red multi-stock brick



Tile hanging



Cream render



Blue weather boarding



Plain red roof tile



Dark grey slate style roof tile



White render



White weather boarding

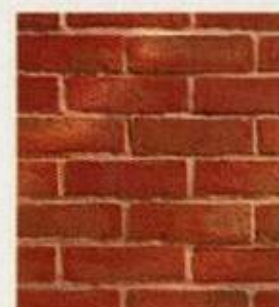


"Rural Countryside Edge"

The dwellings in this Character area will be 2 storeys maximum in height with dropped eaves to many elevations.

In accordance with the Design Code, the materials being appropriate are as follows:

- Dark red and multi stock facing brick
- Through colour pure white render
- Knapped flint or tile hanging
- Predominantly dark red plain roof tiles



Red multi-stock brick



Dark red multi-stock brick



Plain red roof tile



White render



Knapped flint



Tile hanging



Landscaping

The key landscape principles for the roads and streets within this development in relation to Phase 3, 4B & 4C are:

- To provide additional screening and softening of views from the west
- To create a sense of place

Given the degree of street enclosure provided by the position of dwellings close to the front of plots, individual front garden boundaries are to be in different ways as informed by the Design Code as follows:

"Entry Frontage to A259"

Housing around Streets and Squares

- No boundary treatment ownership defined by material change
- No boundary treatment ownership defined by material change
- Box hedgerow
- Railings
- Pier and railings

Formal Boulevard and Squares

- No boundary treatment ownership defined by material change
- Piers and railings around square

Rural Countryside Edge

- No boundary treatment ownership defined by material change
- Timber picket fence
- Ranch style fence

A 1.8 metre high brick wall will enclose any rear garden boundaries that directly front the Public Realm. Rear boundaries to parking courts and between gardens will be 1.8 metre close board fencing.

Tree planting will also be unique to each Character Area and Street Type as informed by the Design Code

Houses around Streets and Squares	"Entry Frontage to A259"	<i>Acer Pseudoplatanus Erectum</i> Large tree, erect branches when young, broadening with age. Large dark green leaves
	Primary Access Boulevard	<i>Alnus Cordata</i> (Italian Alder) Medium tree, bright glossy green leaves, narrowly pyramidal in shape.
	Secondary Access Boulevard	<i>Betula Pendula</i> (Silver Birch) Medium tree, white bark, high domed crown with pendulous branches
	Mew/Side Streets	<i>Sorbus Intermedia</i> (Swedish Whitebeam) Medium tree, rounded shape, green/grey leaves, red berries in autumn
	Formal Boulevard and Squares	<i>Liquidamber Styraciflua Lane Roberts</i> Large tree, maple-like foliage with good autumn colour. Broadly columnar in shape
	Rural Countryside Edge	<i>Acer Campestre</i> (Field Maple) Medium tree, bushy headed <i>Crateagus Mogna</i> (Common Hawthorn) Small tree, very rounded shape <i>Sorbus Aria</i> (Whitebeam) Medium tree, round headed when young, white/grey leaves

Full landscape details are shown on the accompanying plans.



Figure 9: Landscape Plan

Car Parking

Car parking has been provided and is shown on the Parking Plan, Figure 10.

The proposals incorporate a mixture of conventional driveways and garages. Parking is generally provided behind building lines to ensure that the quality of the street comes first.

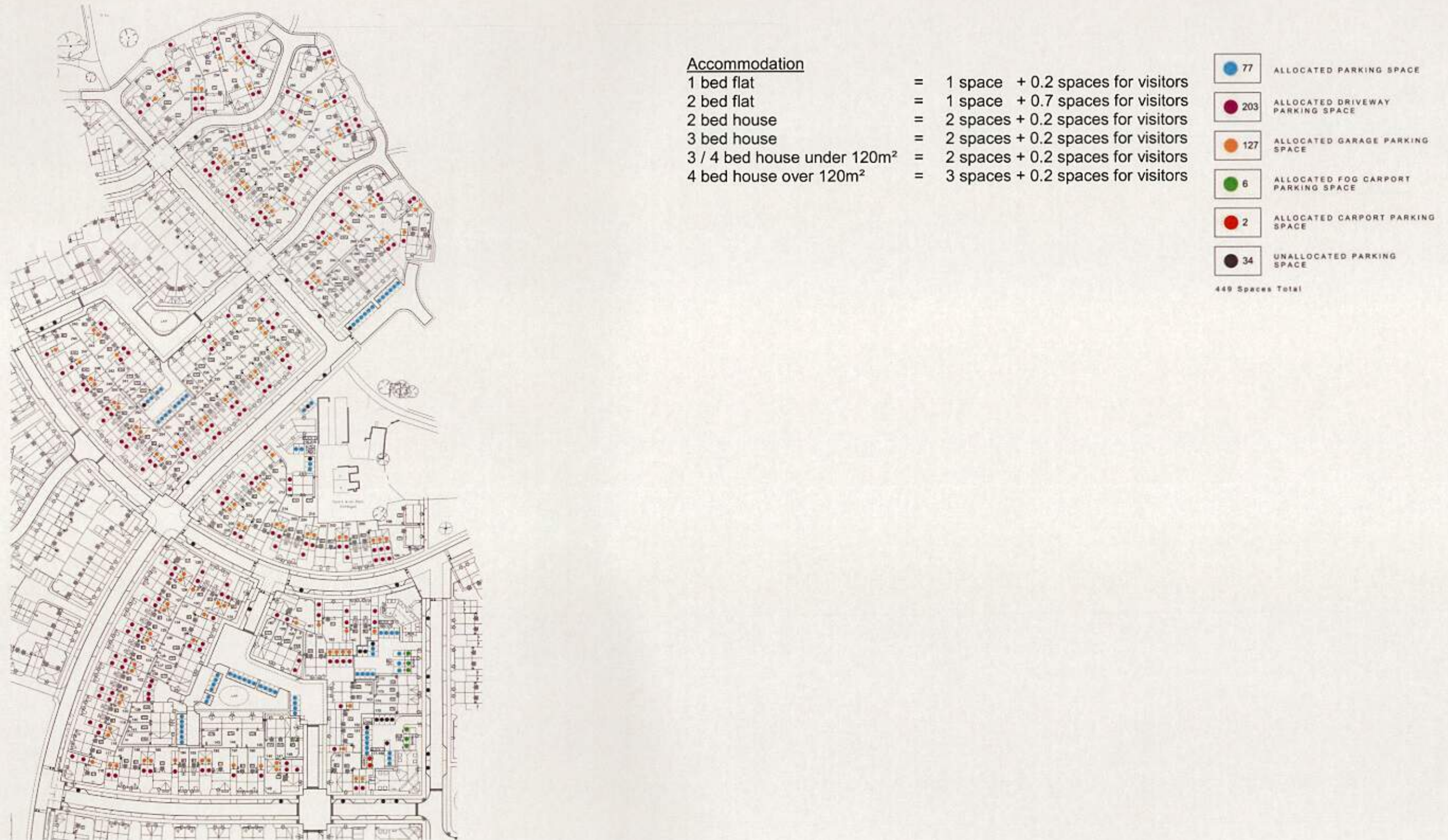


Figure 10: Parking Plan

Access and Movement

The site has been planned with the aim of creating a safe and accessible Public Realm that balances the needs of the vehicle and pedestrian.

The primary access route is 6m in width to include a proposed bus route with a 2m verge and 2m footpath. Direct frontage access is provided and parking is on curtilage or within small car courts.

The secondary residential streets will be 5.5m in width again offering direct frontage access. Parking is off carriageway so as not to obstruct refuse vehicle access.

Crime Prevention, Privacy and Security

The design of the layout has been driven by the desire to create a highly permeable scheme with open and visible routes that is conducive to walking and cycling. This creates environments that are safe and secure with good natural surveillance.

The following identify the principles that have been used in crime prevention:

- Active frontage to all streets and open space will reduce the likelihood of crime
- All properties enjoy a semi-private, defensible space between the pavement and building front
- Access to the rear of dwellings from public spaces is avoided by the perimeter block configuration
- Cars are generally parked within the curtilage of the dwelling and where on-street parking is provided they are well overlooked with natural surveillance
- All streets and junctions are well overlooked to create safe environments that will be well used
- Good levels of lighting that is appropriate to context
- Shared spaces that look and feel more private will act as a deterrent to nuisance
- All houses have secure private space in back gardens with secure 1.8m high fencing
- Robust defensible barriers (brick walls) will be provided to potentially vulnerable areas
- Plot boundaries are defined
- All public/communal areas, overlooked and supervised from nearby dwellings
- Dwellings positioned to face each other to allow neighbours to watch over each other
- Mix of dwellings (1-4 bed properties) enables greater potential for homes to be occupied throughout the day
- Those intent on mischief will feel uncomfortable due to the degree of separation from surrounding properties

Cycle Storage

Secured cycle storage is provided to all properties. This is either provided within a garage measuring at least 3m x 6m internally or within an appropriately sized lockable shed within the rear garden. The apartments will be accommodated with a purpose built secured and covered store.

Service Provision

Each of the dwellings will be provided with dedicated refuse storage points in the rear gardens, this will consist of a hard standing for refuse and recycle bins. The apartments will be accommodated within a purpose built secured and covered store.

Properties will be served via a roadside collection. Where a property does not have a direct access between the kerbside and refuse storage location, space has been retained to allow the temporary storage of bins on refuse collection days.

The streets have been designed to ensure that a refuse collection can be carried out efficiently and conveniently for both the resident and waste collection operative.

Inclusive Design

The principles of inclusive design are integral to the proposed development.

The design and layout of this development takes into account the needs of all members of society in the following key ways:

- Streets are safe and overlooked
- All pedestrian paths are level and wide enough to accommodate mobility aid and buggies
- Connections to good transport infrastructure
- Comprehensive and easy identifiable routes for residents connecting to public facilities (in separate phases) include P.O.S, employment, small local facilities which could include retail, food and drink uses (A1/A2/A3).

5.0 CONCLUSIONS

The Design and Access Statement has set out the basis for the proposals and sought to explain how they have evolved from an understanding of the local context as well as carrying through the principles and parameters set out in the Masterplan; consulting with Planning Officers in the preparation of the Design Code; and developing the design proposals in light of feed-back.

In conclusion, it is useful to summarise how the proposals will create a good place to live by referring to the criteria set out in the Building for Life (2012) standard. This assesses the quality of new development, and how successful it will be in creating attractive, functional and sustainable places. The assessment is based around twelve questions related to how well the development integrates into the neighbourhood; how the development will create a sense of place; and, how the streets and houses will be designed and function.

INTEGRATING INTO THE NEIGHBOURHOOD

1. Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries and the development site?

The development will bring forward a number of high quality pedestrian and transport facilities together with highway improvements to provide safe and direct links from the development to the key local facilities.

2. Facilities and Services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Yes, the site is situated in a very accessible location. All of the key retail, transport, employment and education opportunities are within 2km of the development. In addition, up to 4000m² of employment floor space and a small scale local facility which could include retail/food and drink uses are proposed on later phases of this development.

3. Public Transport

Does the scheme have good access to public transport to help reduce car dependency?

The site will connect to all principle pedestrian and vehicular routes through the development. A bus service is also proposed. The site is situated in a very accessible location with a good opportunity to reduce car dependency.

4. Meeting Local Housing Requirements

Does the development have a mix of housing types and tenures that suit local requirements?

The proposal includes a mix of private and affordable homes. The mix of homes includes one and two bedroom starter homes, along with larger three and four bedroom family homes.

CREATING A PLACE

5. Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

The proposals have been designed in accordance with the Masterplan in response to the considered appraisal of the local context and designed to blend into its surroundings. The supplementary Design Code provides the framework to inform the detailed design of the development to achieve distinctive and unique Character Areas.

6. Working with the Site and its Context

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

The site is generally level and previously used as arable farmland and devoid of any significant topographical feature. As part of the overall development there will be accessible open space and green space.

7. Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The overall strategy of this development is to promote the role of streets, it is not just vehicular conduits, but also as places for pedestrians, cyclists and setting of buildings. Active edges form a distinctive part of the layout and the public spaces are clearly defined by the built form that links along the highways edge. Particular care has been taken where opportunities arise to design dwellings that address the public realm.

8. Easy to find your way round

Is the development designed to make it easy to find your way around?

The legibility of the public realm has been fully considered and basic features such as ensuring doors and windows face the street and public and private space are clearly defined, all help reinforce a clear and legible public realm that is easy to understand and navigate.

STREET & HOME

9. Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Streets will be designed to be attractive and safe for all road users. Minor residential streets will be designed as shared surfaces where appropriate, providing a safe environment for pedestrian and cyclists. The small sized front gardens assist residents to have defensible space to the front of their properties, and importantly, be able to tend these gardens, which in turn will encourage the creation of a sociable and neighbourly environment.

Consistent building lines will create a strong sense of street enclosure. Care has been taken to ensure the public realm is well contained by the built form and in turn is of a human scale.

10. Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

The majority of parking spaces are provided on plot with driveways and garages recessed behind the building line to avoid cars dominating the streetscene. Visitor parking spaces are provided parallel to the street and within the secondary shared surface spaces or within rear parking courts.

11. Public and private spaces

Will the public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

The threshold between public and private spaces is clearly defined through the use of a range of boundary treatments, which separate the spaces.

Private courtyards areas are surveyed by properties looking onto them. Build overs are provided at the entrance in parking areas to provide an added sense of privacy.

Plants specified in private spaces which are viewable from public areas, such as front gardens, have been purposefully selected to be low maintenance, to help ensure the retention of a high quality public realm.

12. External storage and amenity spaces

Is there adequate external storage for bins and recycling as well as vehicles and cycles?

All properties have dedicated bin storage locations within their private curtilage or within a secured covered bin store for flats. Bicycle storage can be accommodated in the rear of garages (3 x 6 metres internally), or secure sheds / stores located in rear gardens.

In conclusion, the proposals for Phase 3, 4B & 4C have been carefully planned and designed in order to deliver a distinctive and attractive neighbourhood.

This short assessment demonstrates that the proposals will provide a high quality, sustainable and sensitively designed environment which positively contributes to the character of the local area, and a mix of new homes which will enhance the local community.