

SCALE

Most of the proposed house units are two storeys in height, with a mix of hipped and gabled roof designs. The major exceptions to this are the two apartment blocks in the central area of the development, along with a few other houses in detached or semi-detached form. These are all 2.5 storeys in height and help to give visual contrast and interest within the street scenes by the use of additional design features to their elevations and roofscapes.

All integrated and detached garages, as well as roofed carports are one storey in height. This overall modest scale is consistent with that of the existing housing in the locality, including those found along Burndell Road, Fordwater Gardens, Yapton Road and the new development adjacent to the eastern boundary.

Massing / building heights

-  Single Storey building height
-  Two Storey building height
-  Two and a half Storey building height
-  ***** Active Frontage to elevation



REFUSE AND SERVICING

Every dwelling will have its own dedicated on-plot refuse storage area designed to accommodate 3 standard wheelie bins. The bins can then be wheeled to bin collection points, or alternatively to the edge of the estate roads, to await collection by refuse vehicles on the specified day(s).

The flats are furnished with dedicated bin stores that located adjacent to the access roads for ease of collection.

The estate roads have been designed to the requisite specification to accommodate delivery, refuse and emergency services vehicles.



 Refuse / service route
 Individual Refuse Storage

ACCESS AND PARKING

Site access

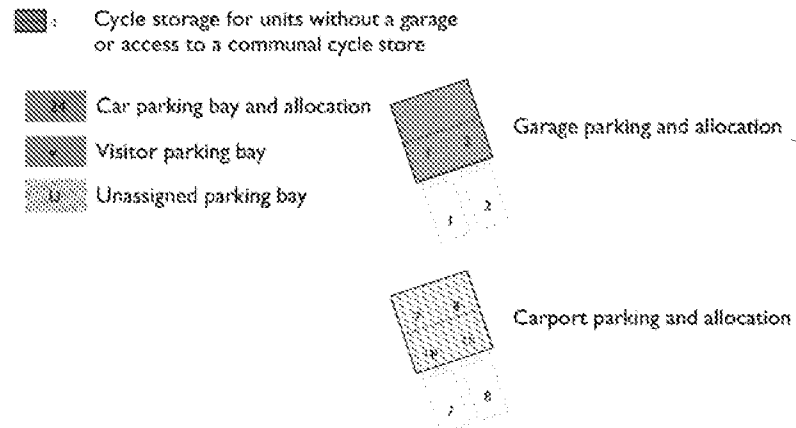
The details of the proposed site access and egress arrangements have already been approved as part of the outline planning permission. These approved details include construction of a new 'T' junction onto Burndell Road and improvements to the existing highway.

Parking

A total of 247 parking spaces are required for this development as shown by West Sussex County Council's parking calculator. This includes for 11 unallocated residential spaces and 22 visitor spaces.

248 have been provided within the layout as a mix of open, semi-enclosed and garage spaces.

A breakdown of the number of car parking spaces to be allocated to each plot is set out in the accommodation schedule.



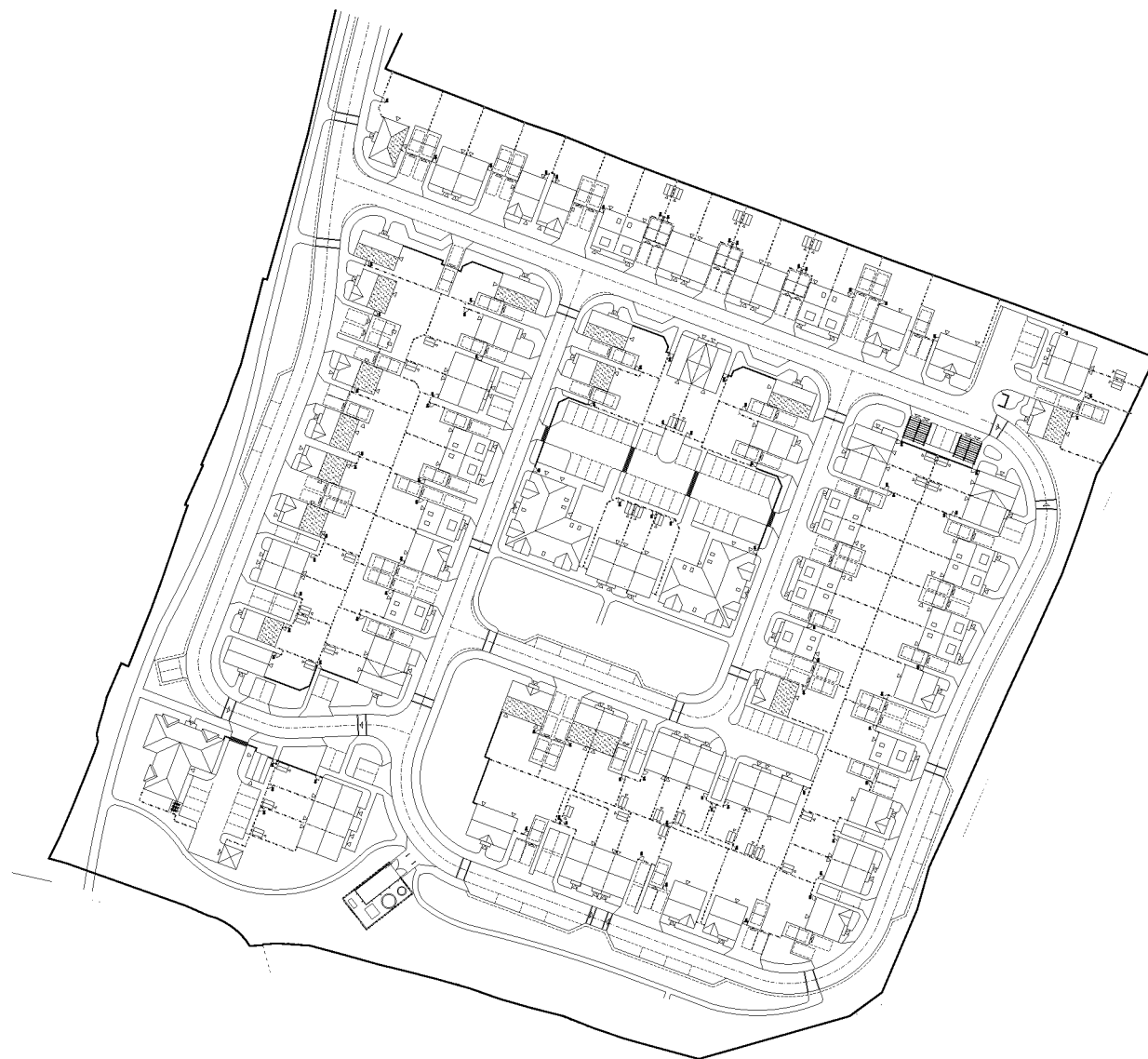
SUSTAINABLE CONSTRUCTION

Each of the proposed dwellings will be constructed in accordance with all Building Regulation requirements in relation to accessibility and will achieve the Government's prevailing (2015) guidance on maximum standards for sustainable construction (i.e. achieving standards equivalent to Code for energy and water).

10% renewable energy is provided to the site by way of Photovoltaic solar panels - these are located on the plan opposite in orange



PV Location on unit



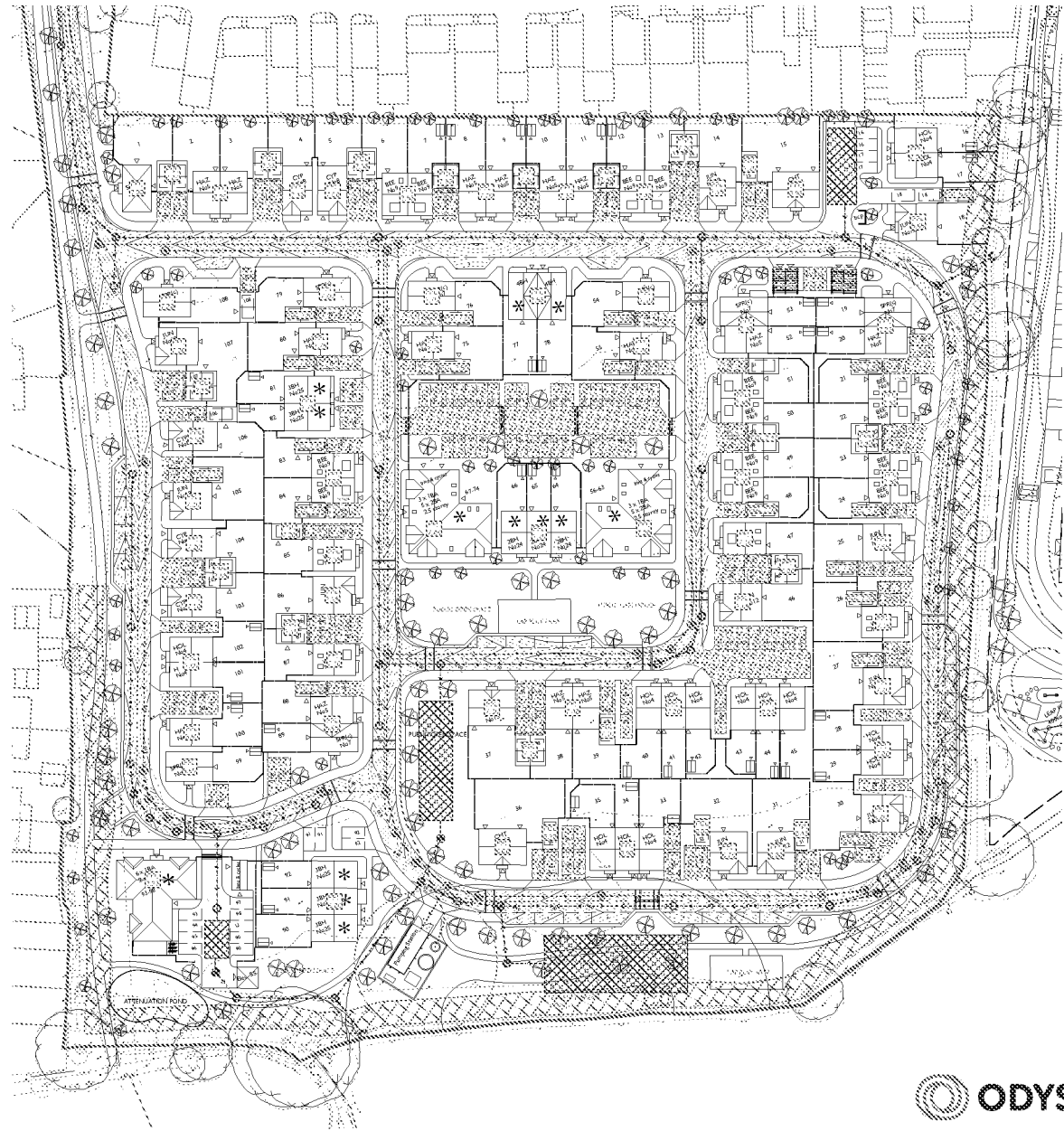
DRAINAGE STRATEGY

The drainage strategy for the site includes a flood attenuation and a pumping station. This has been prepared in consultation with all necessary statutory undertakers and drainage bodies and will effectively deal with both foul and surface water drainage.

New hard landscaping (e.g. roads and driveways) will be constructed with permeable materials, such as tarmac and paving.

Accessibility and Sustainable Construction

Each of the proposed dwellings will be constructed in accordance with all Building Regulation requirements in relation to accessibility and will achieve the Government's prevailing (2015) guidance on maximum standards for sustainable construction (i.e. achieving standards equivalent to Code for energy and water).



 ODYSSEY

urban pulse

design

LANDSCAPING

PUBLIC OPEN SPACE

The development includes the provision in excess of approximately 7400 sqm of public open space, which comprises LEAP, LAP and other amenity areas in the form of bounday landscape strips and other more substantive areas.

The original masterplan indicated a LEAP and 2 LAPs. These have been retained but repositioned as requested by the layout re-design and detail.

PRIVATE GARDENS

In addition to onsite open space provision, with the exception of the flats each dwelling has a private garden.

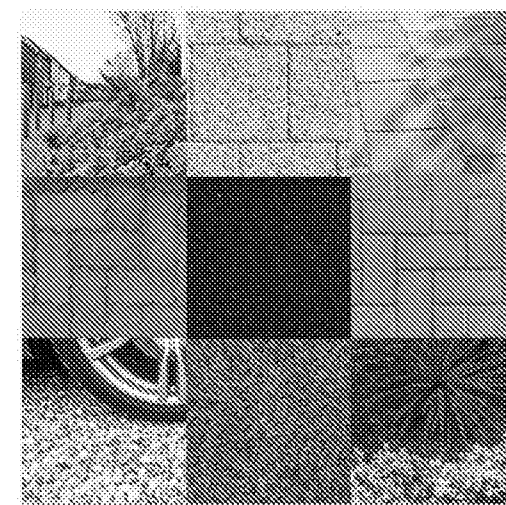
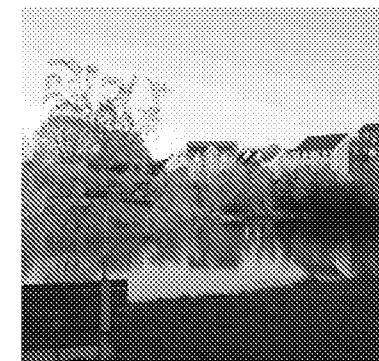
LAP IDSCAPING AND BOUNDARY TREATMENT

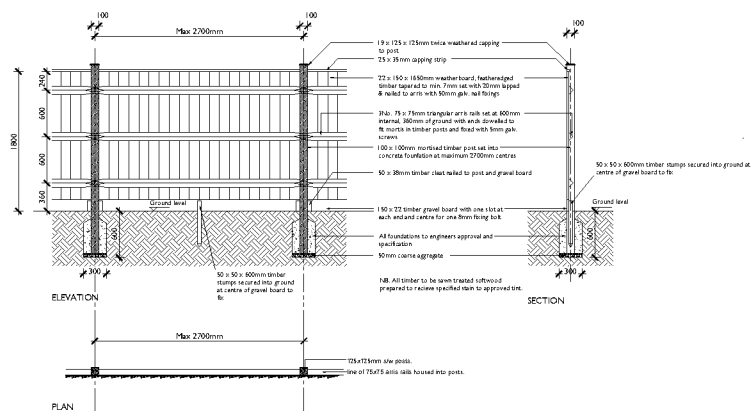
The dwellings will sit comfortably within the landscape, with effective screening provided by retaining and reinforcing existing mature boundary planting on the site's boundaries.

New tree and hedgerow planting will be introduced within the site - lining the estate roads and along plot boundaries. This will create an attractive environment for new residents, and will assist in softening the appearance of the principal dwelling frontages.

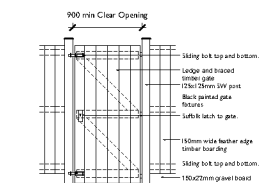
A variety of plot boundary treatments will be used to ensure privacy, security and an attractive residential environment.

For further information on this - see detailed provided by ACD Landscapes.

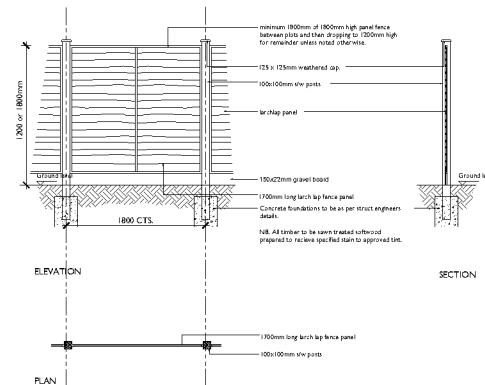




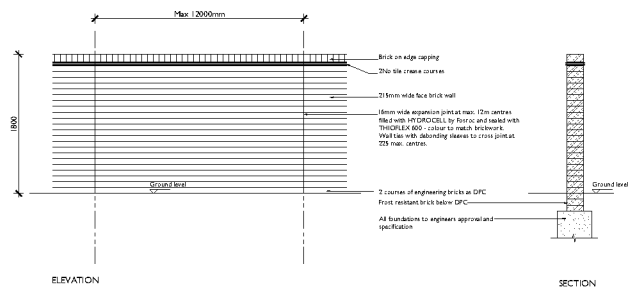
Typical Close Boarded Fence - 1800mm high



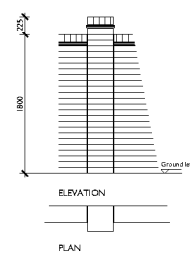
Typical Access Gate - 1800mm high



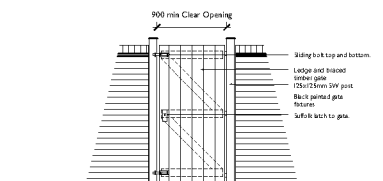
Typical Larch Lap Fence - 1200 or 1800mm high



Typical Brick Wall within development - 1800mm high



Typical Brick Pier - 2025mm high



Typical Access Gate - 1800mm high

CONCLUSIONS

This Design and Access Statement has been prepared by Urban Pulse Design on behalf of Bovis Homes Southern Region, to explain and support an application made to the Council for approval of the following on Land south of Burndell Road, Yapton:

'Reserved Matters (layout, scale, appearance, and landscaping) pursuant to Condition 1 of Outline Planning Permission for residential development comprising 108 dwellings'.

The principle of a housing development for up to 108 dwellings and the details of the means of vehicular access from Burndell Road have already been approved as part of the outline planning permission.

Great care has been taken in the detailed design of the proposed development to ensure that it responds positively to and is respectful of the prevailing character of the area, particularly in terms of density, landscaping and architectural detail and amenity.

In conclusion, the proposed development accords with the Development Plan and NPPF in all respects, and as such there is no reason why the reserved matters should not be approved without delay.

