Landform
Outline Planning Applications


The DMPO sets out the requirements for applications which seek permission of a proposed development in principle ("outline applications") and allows for specific details of the application to be reserved for subsequent approval by the Local Planning Authority at a later stage ("reserved matters").

The NPPG also sets out the purpose of a Design and Access Statement with the design principles and concepts that should be discussed, reflecting those set out in DMPO.

The Statement is required to:

- explain the design principles and concepts that have been applied to the development;
- demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- explain how any specific issues which might affect access to the development have been addressed.

This Design and Access Statement (DAS) forms an important part of the information that has been submitted in support of the Outline Planning Application (OPA) for New Barn Lane, North Bersted. The purpose of the statement is to provide stakeholders with the information they need to understand and to explain issues relating to design and access.

The application is submitted in outline and the only matter which is not reserved for subsequent approval is access from New Barn Lane.

The application does not seek approval at this stage for the detailed design or external appearance of any proposed building. This DAS sets out the context within which, if the OPA receives consent, design details will come forward as part of reserved matters applications to the Local Planning Authority.
Introduction
Purpose

This Design and Access Statement has been prepared on behalf of Landform Estates Limited.

Landform Estates is promoting 3.72 ha (9.18 acres) of land to the west of New Barn Lane, North Bersted, for a new housing development. The location and boundary of the application site is shown on the adjacent aerial photograph.

This document presents the vision for the site and shows how the proposals have evolved following technical assessments and a detailed analysis of the opportunities and constraints it presents.

Landform Estates propose that this site is suitable, available and deliverable within five years. The site is in single ownership, and has a good and marketable title that will allow delivery without impediment and within the proposed timescale (see page 73). This statement supports an Outline Planning Application (OPA) for the development of up to 90 homes.
**National Planning Policy Framework**

The principal planning policy guidance in the United Kingdom is contained within the National Planning Policy Framework (NPPF) 2012. Paragraph 14 states that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

The NPPF also states at paragraph 47 that local planning authorities must be able to demonstrate a five year supply of housing at all times.

**Local Planning Policy**

At local level, Arun District Council is required to have Development Plans which set out current guidance for the development and use of land in their area. The Development Plan for the Arun district includes:

- The ‘saved policies’ of the adopted Arun District Local Plan 2003
- The ‘saved policies’ of the adopted West Sussex Minerals Local Plan (July 2003)
- Any adopted Neighbourhood Plan

Note: The Development Plan for Arun district excludes the area of the South Downs National Park that falls within the Arun district boundary, this is controlled by the South Downs National Park Authority.

**Emerging Local Planning Policy**

Arun District Council is currently preparing a new Local Plan to run for 15 years from adoption. The plan has been subject to public consultation and was submitted to the Secretary of State for examination in January 2015. An exploratory meeting was held on 16 July 2015 and soon after the Planning Inspector advised that the plan should be suspended for 12 – 18 months to allow for additional work. The Inspector also advised that housing numbers need to be increased to address the current need.

A full review of planning policies is included in the accompanying Planning Statement prepared by Barton Willmore.
Introduction - 1.2 Planning Context

National Planning Policy Framework
Introduction - 1.3 Vision

Responds to the landscape

A place with identity

New Barn Lane
Vision

Landform Estates works in partnership with landowners, local authorities and other stakeholders to deliver land for housing. The company has a successful track record of gaining planning consent, including for highly complex sites.

The vision for land at New Barn Lane seeks to create:

- a development that responds to its wider and local landscape setting;
- a neighbourhood that complements existing neighbouring development;
- a new public open space;
- enhancement to the existing public footpath 134;
- an appropriate, viable and sustainable mix of tenures and house types;
- a place with its own identity, but one that complements its neighbours and edge of town location; and
- a development that is readily deliverable.
Assessment
Location Context

This chapter explains why the proposed application site at New Barn Lane is suitable for development and would represent a sustainable extension to North Bersted. The chapter begins with a region-wide context analysis focusing initially on the growth history of Bognor Regis over the years and its landscape and topographic setting. It then illustrates its connection to Bognor Regis and other neighbouring towns, and transport links to them.

A character study of the surrounding area demonstrates the existing patterns of development. The analysis goes on to look at the existing public amenities and their accessibility from the proposed development.

The chapter concludes with site-level analysis covering its edge conditions, local topography, views in and out of the site and the various technical surveys carried out to inform the design.

Location & Connections

North Bersted is a suburb of Bognor Regis - a seaside resort town, and civil parish in the Arun district of West Sussex on the south coast of England. Together with Shripney, North Bersted lies in the Bersted civil parish. At approximately 3km away, Bognor Regis is the closest town. Other nearby towns include Littlehampton (circa 15km) to the east, and Selsey (circa 18km) to the south-west. The closest city is Chichester (circa 9km) to the north-west connected via the A259.

Bognor Regis is the closest railway station with connections to Littlehampton, Chichester, further west to Portsmouth, Southampton and beyond; further east to Brighton; and further north into London.

Gatwick Airport is the nearest international airport, which is about an hour by car from North Bersted, and has a regular train service that runs from the airport to Bognor Regis.
Assessment - 2.1 Location Context

Up to 1879

Up to 1914

Up to 1940

Up to 1975

Up to 1990

Present

Application site
**Historic Growth**

Bognor is one of the oldest recorded Anglo-Saxon place names in Sussex. It was originally named just ‘Bognor’, being a fishing village until the 18th century, when it was converted into a seaside resort by Sir Richard Hotham. A factor underpinning the growth of the resort was its rail station opening in 1864 on what was a sandy, undeveloped coastline. Consequently, small numbers of wealthy Victorian figures established large homes in the area. The map from 1879 shows the railway but the town was still concentrated along the coastal edge.

By 1914, the town grew northwards around the railway station and further north along the railway. Besides the north, Bognor grew westwards along what is now named Aldwick Road. A small amount of development is seen eastwards along The Esplanade.

During World War II, the size of Bognor more than doubled in size. The town grew in a north-westerly direction up to Chalcraft Lane. Development continued westwards towards Aldwick. Small pockets of development along Chichester Road also occurred during this period.

Since the end of World War II the town has been subject to some piece-meal commercial redevelopment, notably in the early 1960s when a new shopping parade and road (called Queensway), a health centre and a block of flats were built on land just north-west of the High Street. In the three decades between 1950 and 1980, significant residential development took place to the west and north of the town extending west of Chichester Road up to the proposed site along New Barn Lane.

Since then, mostly in-fill development has taken place, predominantly redeveloping land on brownfield sites that had formerly been used for commercial businesses. The map of 1990 shows smaller in-fill development within the town and substantial development to the north along Rowan Way.

In the past 25 years, a substantial amount of residential development has occurred in the north of the town and some industrial uses to the north-east. Bognor Regis town centre has either been pedestrianised or made pedestrian-friendly. The town has several areas, and buildings that still firmly link it with its past. Good examples, and prominent local landmarks, are the Royal Norfolk Hotel and Hotham Park.
**Wider Landscape Setting**

**Topography**
In the wider context the land begins to ascend northwards from the application site towards Chichester and Westergate, and rises to above 30m Above Ordnance Datum (AOD) (see map of the wider topography on opposite page). Beyond the built up area of Bognor Regis the land descends below 5m AOD to the north east. The land remains flat to the south towards the coastal edge, which is characteristic of the landscape character area. To the west of the site, the land continues to descend before it reaches Pagham Harbour.

A series of small reservoirs lie to the west of the site, connected by a large network of streams which flow between Chichester and Pagham Harbour.

**Landscape Character**
The application site lies within the South Coast Plain National Character Area (NCA) 126 (see map showing National Character Areas on next page). Key characteristics of this character area include a landscape which slopes gently southwards towards the coast, with streams and rivers in places. There are stretches of farmed land between developed areas, often with large arable fields defined by low hedges or ditches. The coastal plain is exposed and open in which tree cover is limited to isolated wind-sculpted woodlands and shelterbelts.

In the regional context, the site is within the Chichester to Yapton Coastal Plain Landscape Character Area (refer to Local Landscape Character Types and Local Landscape Character Areas on the next page). The key characteristics include a low lying flat open landscape, with meandering rifes and straight drainage ditch systems, with associated unimproved grassland and edged by reed beds. There are few trees or hedgerows, partly as a result of Dutch Elm Disease, in the 1970s, and the Great Storm of 1987, although where they do exist, they form prominent features. Large-scale arable farming with extensive farms exist, with both traditional and modern farm buildings and silos. The relatively open character of much of the area allows for long views with village church towers being important landmarks within the views. There are also long views to Arundel, the Downs and the distinctive spire of Chichester Cathedral, although this can’t be seen from the site itself or within its immediate vicinity.

**The Arun Landscape Study 2006**
The Arun Landscape Study, Hankinson Duckett Associates 2006, includes a local landscape character assessment of the district. This characterised the area encompassing the site as Medium/small-scale Arable Landscape Character Type (L2). The key characteristics include an intensive arable farmland with open fields across a relatively flat or gently undulating landform. Field boundaries include ditches, fencing and hedges. There is a greater sense of enclosure compared with large-scale arable farmland (Adapted from Appendix B, page 1).

This local landscape character type is within a larger local landscape character area, and the study characterises the area encompassing the site as the North Bersted Matrix Landscape Character Area (8). The key characteristics include a patchwork of predominantly small scale arable fields with occasional large open arable fields, as well as having a high urban influence (Adapted from Appendix C, page 2).
Map of the wider topography
SC1: This long narrow Character Area extends between West Wittering and Shoreham and comprises the majority of the West Sussex coastline.

SC2: This character area lies in the south west of the country, to the south of Chichester, between the harbour of Chichester and Pagham.

SC4: This Character Area lies in the south west of the country to the south and south west of Chichester.

SC9: This Character Area extends from Chichester in the west to the edge of the Arun Valley in the east, and around Bognor Regis to the south.
Design & Access Statement      Land to the West of New Barn Lane, North Bersted

Assessment - 2.1 Location Context

Site boundary
Arun district boundary
Study area
Settlement
L1a Large-scale enclosed arable farmland
L14 Paddock
H1 Horticulture
B1 Churchyard/cemetry
M1 Mobile home/caravan park
u1 Utilities

5) FIVE FARMS COASTAL PLAIN
6) ROSE GREEN COASTAL PLAIN
7) SEFTER-BOTTOM-ELBRIDGE COASTAL PLAIN
8) NORTH BERSTED MATRIX
9) ALDINGBOURNE RIFE

LCA LANDSCAPE CAPACITY
Low/Medium
Medium/High
High
Local Connections

Road Network
Bognor Regis has a well established network of roads and with the A259 passing through the town provides connections to neighbouring towns and cities: in the north towards Chichester and east towards Littlehampton. Connections westwards to Portsmouth and Southampton are via Chichester. Further connections eastwards to Worthing and Brighton also exist (refer to diagram adjacent).

The A259 Chichester Road provides the main highway access from the site to Bognor Regis. To the north of the site and Bognor Regis, the A259 forms a roundabout junction with the new North Bersted Bypass and the new residential development accessed from Elbridge Avenue.

To the east of the site, the new North Bersted Bypass provides a link from the roundabout junction with the A259 to a new roundabout junction with Rowan Way. Rowan Way connects with the A29 Shripney Road to the east of Bognor Regis, which then provides vehicular links to the wider surroundings.

To the south of the site, the A259 Chichester Road provides a link to the town of Bognor Regis and the rail station lies approximately 3km from the site by road.

The site is located to the immediate west of the A259 Chichester Road connected via New Barn Lane. New Barn Lane is a residential road identified as being a Class D road.
Assessment - 2.1 Location Context

Rail Connections
The Bognor Regis rail station is approximately 3km from the application site, which is identified as being approximately 7 minutes by car, 15 minutes by bicycle, or 40 minutes by foot. Bus Route 700 provides a frequent service during the day to reach the station, which is identified as taking approximately 8 minutes from the stop(s) at North Bersted to the High Street, from where the rail station is easily accessible by foot. There are train services to London approximately every 30 minutes with a journey time of approximately 1 hour 45 minutes.

Services to Portsmouth/Southampton and Worthing/Brighton involve a change at Barnham.

Bus Connections
There are four local bus stops within 5 minutes’ walk (less than 400m away) of the site. Further bus stops are available within 800m of the site’s centre. The bus stops within 400m of the site centre are serviced by Route 141 (between Bognor Regis and the Bishop Luffa School in Chichester), Route 700 (between Littlehampton, Bognor Regis, and Chichester), Route 905 (between Bognor Regis and North Bersted), and Route U7 (between Bognor Regis and Chichester). The map adjacent shows the key bus routes in the vicinity of the site.
Cycling Connections
A SUSTRANS cycle route runs directly past the eastern frontage of the site. This route is identified as being a combination of On-Road and Traffic-Free routes that pass the site along New Barn Lane (refer to diagram on opposite page).

The application site is well placed to take advantage of the existing cycle route, and allows for easily accessible cycle links to major areas of employment, shopping and schools.

The main cycle route runs along the A29/Shripney Road. Currently, plans are being drawn up by the council for a cycle path to join this existing route to the path running along the A259 between Bognor Regis and Chichester along Rowan Way and through the new estates. It is also hoped that the existing A29 route can be extended as far as Shripney, with Shripney Lane being designated a cycleway to create the 'Bersted Loop'.

Pedestrian Network
The pedestrian network within the vicinity of the site is of good quality and walking forms a viable and well used option for travel within the surrounding area of North Bersted and Bognor Regis. As described on page 17, there is a local bus service operating along the A259 Chichester Road and four bus stops are located within less than 5 minutes' walk (less than 400m away) of the centre of the site.

Public Footpath 134 runs along New Barn Lane from the junction with the A259 Chichester Road, along the track that bounds the southern frontage of the site, and then continues towards the west for a further distance of approximately 2,200m where it is identified as ending at Butterlees Farm. The total length of Public Footpath 134 is identified as being approximately 2,600m. Public Footpaths 136 and 137 connect with Public Footpath 134 to the west of the site providing links to Chalcraft Lane. To the east of the site, additional Public Footpaths provide pedestrian links through the residential areas of North Bersted.
Assessment - 2.1 Location Context

- Application site
- SUSTRANS cycle route
- Public rights of way
Local Amenities

Nurseries & Schools
The closest nursery is Happytime Pre-School, which is an independent venture operating out of the old school on North Bersted Street. It takes children from the age of two until they are eligible to start at primary school. Little Acorns Pre-school is further south east of Happytime Pre-school. Bartons Primary School is the closest primary school, located between Bersted Park and North Bersted Street. Just outside the Parish boundary, Bersted Green Primary school has been enlarged to accept infants and become a full primary school as well. (Refer to map on opposite page.) Further south of the application site is the Southway Primary School and, slightly further afield, Nyewood, Rose Green, Edward Bryant and Aldingbourne Primary Schools. The Regis School is a secondary school and is located about a kilometre from the site. This was designed with spare capacity to absorb the expected pupil numbers arising from the Willows Edge and Bersted Park developments at Bersted. Alternative schools for local pupils include the Roman Catholic school, St Philip Howard (Barnham), the Church of England Bishop Luffa School (Chichester), Chichester High School for Boys/Girls, Felpham Community College and Ormiston Six Villages Academy (Westergate). There are also a number of independent schools slightly further afield.

Medical Services
The nearest major hospital, St Richards, is at Chichester but there is a minor hospital, the War Memorial, at Bognor Regis at the junction of the A259 and the A29. The War Memorial hospital has a minor injuries unit (open restricted hours), x-ray department, out-patients department serving consultant clinics, two long-stay rehabilitation wards and one rheumatology ward. The hospital provides services for physiotherapy, hydrotherapy, rheumatology, dialysis, dermatology, eye testing, blood testing and an out of hours GP service. The site can be served by the Bersted Green Surgery at Durlston Drive. The premises were recently expanded to provide more capacity. There was space allocated as part of the Willows Edge and Bersted Park developments for medical facilities, however, it was decided by the Primary Care Trust (PCT) to upgrade existing facilities rather than create new ones. There is a private dentist but no NHS dentist close to the site. NHS dentists are present in Bognor Regis.
Assessment - 2.1 Location Context

Map showing local amenities
Assessment - 2.1 Location Context

Shops, Services & Tourism
The application site is within walking distance of two main parades of shops. Durleston Drive has a limited selection of shops, but benefits from a post office within the convenience store. The other is The Royal Parade which is the main shopping area providing two convenience stores, one including a post office, a range of takeaway outlets, a bakery and a chemist. There are also a number of services including an estate agents, funeral directors, florist, betting shop, hairdressers and a restaurant.

None of the four major housing developments in recent times i.e. Rowan Way, Stroud Green, The Trees Estate and Willows Edge/Bersted Park, include shopping facilities. The average distance to shops and banks in the town centre of Bognor Regis is approximately 3km via Chichester Road or Aldwick Road.

There is a church, Holy Cross C of E at the junction of North Bersted Street and Chichester Road, which also has a hall used by the church and other groups. The nearest pub is the Royal Oak.

Other sites provide holiday accommodation along with a touring caravan park on the outskirts of Bersted parish.

Enterprise & Employment
The industrial and retail estates straddle the A29. They accommodate a variety of employment types including light engineering, process technology, electronics, builder’s merchants and a large storage depot for a major publishing company. Details of employment by sector based on 2011 census data shows that employment is mainly in retail, health and social work and construction. The out-of-town retail parks of Bognor Regis are within the Parish of Bersted, located on its eastern boundary (refer to map on previous page). The town’s two largest supermarkets are also located on the edge of Bersted on either side of the A29.

Play & Sports Provision
The closest sports provision to the application site is the Jubilee Recreation Ground alongside Bersted Parish Centre. Exercise equipment has been provided here which is popular with adults and children alike. Arena Sports Centre and pitches of Bognor Rugby Football Club are also in the area. Additionally, there are sports pitches at Bersted Green. As part of the Willows Edge and Bersted Park development, an area has been allocated for sports pitches and play areas located to the north of Rookery Farm. A community building has also been provided by the developer incorporating changing rooms adjacent to the new pitches. Further south is Hampshire Avenue Recreation Ground and Bognor Rugby and Football Club.
Assessment - 2.1 Location Context

Map showing green infrastructure

Legend:
- Application site
- Caravan park
- Park / Woodland
- Open Space
- Playing fields
- Allotments
- Train station
Existing Local Character

North Bersted can be described as an area predominantly suburban in character which has grown notably over the past few decades. The area is characterised by low rise residential development of varied typologies. The area also displays buildings of historical interest, notably along North Bersted Street and towards Shripney. A loose informality exists between the roads, landscape and boundary walling and forms an important aspect of the historical character of the area.

The character of the area surrounding the application site itself has a mix of residential typologies, comprising one and two storey family dwellings of varied age, design and character, often juxtaposed. The area features examples of 1950s and 1960s bungalows and semi-detached housing and more modern developments. Immediately adjacent to the site are one and two storey terraced and semi-detached residential properties in a straight building line fronting New Barn Lane. The front gardens of these properties offer a spacious setback from the Lane. Primarily open and unfenced, these gardens consist of low planting with no trees present.

Parking along New Barn Lane and Brazwick Avenue is both on street and off street. Off street parking is characterised by driveways and garages to the side of properties.

A transition of local character occurs when crossing Chichester Road. Bersted Park is a recent and ongoing residential development which consists of properties of varying tenure, size, types and profiles. Ranging from 2 to 3 storeys, this development offers a range of building patterns and open space typologies.

Some key examples of building and open space typologies present in North Bersted are summarised on the following pages. These examples have informed the layout and character of the proposed development as shown on the illustrative masterplan.
1. Development around an open space

2. Development forming a cluster
3. Development along existing water course

4. Development along a street
5. Development along settlement edges

Assessment - 2.2 Existing Local Character

Chalcraft Lane
Harold Close
North Bersted Street
Winston Crescent
Site Analysis

The application site is accessed via New Barn Lane which connects with Brazwick Avenue. The 700 bus route is within a short walking distance of the site and connects with Chichester and Bognor Regis.

Public footpath 134 runs from Chichester Road and along the site’s southern boundary. This footpath, which is to be retained, connects with a district wide network of footpaths and bridleways to the west, east and south east.

Facing the site are one and two storey residential properties located east of New Barn Lane. Residential development defines the eastern edge of the site as far as Chichester Road. The northern edge of the site is defined by the Orchard Caravan Park which is accessed from Chichester Road. The western and southern site edges abut open fields.

The site comprises a flat low-lying agricultural field at approximately 5m Above Ordnance Datum (AOD). The flat topography of the site is typical of the area.

A ditch runs along the south and western boundary. A ditch also runs along the northern end of the site and connects with the western drain. All of these ditches connect with a wider drainage network in the area.

Mature trees are present along the northern, western and southern edges of the site. Through openings in the planting, filtered views are offered towards the Orchard Caravan Park to the north. A telecommunications mast located in the neighbouring field is visible beyond the southern boundary.

A glimpsed view of the site’s eastern edge exist from Chichester Road along Brazwick Avenue. Open views of the site are available along New Barn Lane with some trees located on a grass verge outside the application site. There are no trees or vegetation present within the main body of the site.

Street lighting is located along the eastern edge on New Barn Lane.

Landscape Setting

Although the site is set on flat low-lying ground which is fairly open in its nature, a number of factors combine to reduce the potential landscape and visual impacts of development:

- The trees and hedgerows which form field boundaries in the wider context, and along the northern, southern and western site boundaries;
- Orchard Caravan Park partly encloses the site to the north; and
- Housing along New Barn Lane to the east which provides an appropriate setting for new built form.
Assessment - 2.3 The Site

**SITE AREA**

3.72 HECTARES
(9.18 ACRES)

- Application site
- Existing roads
- Existing buildings
- Open fields
- Public open space
- Private gardens
- Existing street lighting along application site
- Route 700 bus stop
- Existing site access
- Filtered views
- Site approach views
- Key frontages
- Public footpath 134
- Mature edge planting
- Existing cycle path
**Edge Conditions**

The northern boundary of the application site is defined by mature hedgerows and trees (see View 1). The Orchard Caravan Park is located beyond the vegetation through which openings offer filtered views of the caravans from the site and New Barn Lane.

The western boundary of the site is similar to that of the northern boundary with mature vegetation present along its entirety (see View 2).

The southern boundary of the site is defined by mature trees and some hedgerows. Public footpath 134 runs parallel to the southern boundary, starting at Chichester Road and running westwards. The existing site access off New Barn Lane is located at this point (View 3), on the northern side of the footpath (see View 4). This footpath connects with the wider landscape via a network of footpaths and bridleways to the west, north and south (View 5).

New Barn Lane follows the eastern boundary of the site from north to south. The road follows a bend as it approaches the site and carries on northwards to meet with Brazwick Avenue (View 6). The site is set back 2 or 3 metres from the western side of New Barn Lane by a tree lined grass verge (this is partly publicly maintained highway land and partly land in third party ownership). Opposite this on the eastern side of the Lane is a row of one storey residential properties which overlook the site (View 7).

The site sections on pages 32-33 illustrate the generally flat topography and vegetation.
Existing Site Sections

SITE SECTION AA

SITE SECTION BB

Public footpath 134
Assessment - 2.3 The Site

New Barn Lane

Orchard Caravan Park

Key to sections
Flood Risk Assessment (FRA)

The application site is shown on Environment Agency (EA) mapping to lie in Flood Zone 1, and is not therefore considered to be at risk of flooding from a Main River, or other sizeable watercourse. The latest EA surface water flood map which was released in December 2013 (adjacent map) shows that the watercourses on the edges of the site (on the northern and western boundaries and set back from the southern boundary by a few metres) will collect and convey flows from the higher land to the west of the site and direct them into the Southern Water surface water sewer network in the development to the east. The surface water flood maps show that flooding is limited to narrow bands which follow the line of the watercourses with the exception being an area of shallow flooding (less than 300 mm deep) in the north-east of the site during the low probability storm. Seasonally high groundwater levels (within less than 3.0 m of the surface) are also indicated in the area.
Ecology

There are no statutory or non-statutory designated sites of nature conservation interest within or immediately adjacent to the application site boundary. The nearest statutory designated site is The Brooks Local Nature Reserve (LNR), situated approximately 1.3km to the east, whilst the nearest European / internationally designated site is Pagham Harbour Special Protection Area (SPA) / Ramsar site, situated approximately 4.4km to the south-west at its closest point. With the provision of areas of on-site open space available for informal recreation, and also providing contributions towards off-site mitigation measures, the development proposals will not be likely to give rise to a significant effect on the SPA / Ramsar site.

The habitats present within the application site boundary are considered to be of limited ecological value, comprising semi-improved grassland with ruderal vegetation, scrub and hedgerows.

Archaeology

There are no Scheduled Monuments or other designated heritage assets on the application site. The site lies within a West Sussex County Council Red* Archaeological Notification Area.

No sub-surface archaeological assets are recorded on the application site and based on the available evidence from the surrounding area, the site is considered to have a generally moderate to good potential for late prehistoric and Roman evidence. Any archaeological evidence, if present, is likely to be of local significance.

Based on the available evidence, it can be anticipated that the planning authority's archaeological advisor is likely to seek further archaeological investigation. However based on the archaeological interest of the site, it is anticipated that fieldwork could be required as a condition of planning consent.

*A Red notification area means there is a presumption for Pre-Determination work. More archaeological information needs to be gathered from archaeological fieldwork prior to determination. It relates to a very sensitive area for Archaeology, with possibility of unacceptable significant adverse archaeological development impact. An archaeological advisor needs to be consulted for advice.
Issues & Opportunities

The diagram on the opposite page summarises the key issues and opportunities identified from assessment of the site.

The application site offers a number of opportunities to respond positively to the existing context, whilst also benefitting the immediate area.

The site lies on the western edge of North Bersted and provides an opportunity to develop new housing as part of a sensitive extension to the existing settlement. A narrow tree-lined grass verge which is outside of the site’s boundary exists between New Barn Lane and the site’s eastern boundary. In reflecting the existing properties overlooking the site, there is an opportunity to create a more defined frontage on both sides of the Lane.

An area of green space on-site along the Lane would facilitate a sensitive response to existing development. Besides providing a visual focal point from Brazwick Avenue it would enable the opportunity to create a local green space for the local community where people can meet and play. As part of the overall landscape strategy for the site, a drainage network will need to be provided.

Sustainable urban drainage requirements provide the opportunity to create attractive ponds within a landscape setting that will also benefit existing residents and set-back new development from New Barn Lane.

Public footpath 134 is an asset and is to be retained. By way of connecting with public footpath 134 the opportunity exists to improve connectivity and enhance permeability in the local area from within the site. It is envisaged that permeability on site will enable access for all.

Currently access to the site is via New Barn Lane at the south eastern corner of the site. It is proposed to utilise this existing access point with improvement measures to provide a safe transition from the Lane to the site itself. The opportunity exists to ensure that these improvement measures incorporate the footpath. The design of the access road to the site and its associated visibility splays will need to respond to the existing road, the residential building line along the Lane as well as the public footpath 134.

In summary, it is important that the proposed layout for the site responds to the existing site features, utilises important assets whilst respecting its context. Whilst the proposed development will extend the existing edge of North Bersted, it can also benefit to the local area by providing new housing, improving pedestrian access and movement, providing accessible green space and protecting the existing mature trees.
Assessment - 2.4 Issues & Opportunities

- Application boundary
- Existing road
- Existing public footpath 134 retained
- Proposed site access
- Proposed on site pathways
- Potential for on site open space
- Visual focal point
- Mature edge planting
- Existing building line frontages
- Grass verge outside of application
Design Process & Proposal
Design Process & Proposal - 3.1 Process

Land to the West of New Barn Lane

Landform has appointed architects and engineers to design a new housing development on the site.

The design team have undertaken a detailed analysis of the opportunities for the site.

Background

Landform has appointed architects and engineers to design a new housing development.

The design team have undertaken a detailed analysis of the opportunities for the site.

Process

August 2015 publicity

September 2015 Exhibition Display
Design & Access Statement  Land to the West of New Barn Lane, North Bersted

**Design Process & Proposal - 3.1 Process**

**Process**

**Public Notification**
In August 2015, leaflets (see opposite page) were distributed to more than 4000 homes in the communities surrounding the site to inform the community about the intention to submit a planning application for Land at New Barn Lane and giving the planning background.

**Stakeholder Consultation**
The following consultation has been planned or carried out:

- A formal pre-application consultation discussion on the 3rd July with the Local Planning Authority.
- A meeting with the West Sussex County Highways on the 25th June to discuss the access road. Written advice was received on the 29th July.
- Distribution of door-to-door flyers introducing the site and the development proposal.

**Public Engagement**
Following the meeting with North Bersted Parish Council, Landform arranged to hold a public exhibition (see exhibition boards below) and question & answer session about the proposed development on 1 September 2015. The event was publicised by the Parish Council. Around 60 people attended the event, to view the exhibition of the proposals, including boards illustrating site analysis, design principles and the illustrative proposals.

Landform design team members were on hand to answer questions about the proposals and there were comment sheets available. For those unable to attend the event, the exhibition was made available online to view and download on JTP’s dedicated webpage: http://jtp.co.uk/community-planning-projects/north-bersted/

Following the time allocated for the exhibition, a facilitated question & answer session was held which lasted around an hour. Questions were taken individually from the floor and answered by the Landform team. A written summary of key questions, with written responses compiled by the Landform team, will be issued to North Bersted Parish Council in September 2015.
Following the assessment in section 2, we set out below key design principles that have shaped the proposals for a new neighbourhood at New Barn Lane.

1. Creating a public amenity for new and existing residents

At present, the houses facing over the application site benefit from views of the farmed land bordered with dense mature hedgerows and trees. Clearly development of the site will change this, and as part of this change in use and character the proposed framework seeks to establish a well-proportioned area of newly-accessible open space on the site’s eastern boundary. This will be overlooked by both new and existing housing, and will be available for use by new and existing residents. Clearly visible from New Barn Lane and Brazwick Avenue, this space will strongly inform the perceived character of the development, providing a landscaped area for relaxation, recreation and play.

2. Establishing new public open space as the heart to the new neighbourhood

The arrangement of proposed new housing creates clear definition of the area defined as new public open space, with dwellings facing across it from the north, west and south ensuring natural surveillance that encourages its use by the community. The open space will serve as the focal point of the new neighbourhood, encouraging community interaction in an area that is currently inaccessible to the public. Routes will lead past this space into the rest of the development, such that it functions as a point of focus and orientation.
3. Defining development parcels that respond to the characteristics of the site and the neighbouring development

The form and proportions of the proposed housing areas are such that the development will create a legible and permeable environment of a scale and urban grain that is wholly appropriate to its neighbouring context of North Bersted. The new housing will be suitably set back from the New Barn Lane to allow a swathe of green space running north and south from the new public open space at the centre, faced by single storey housing as highlighted on the diagram below. This space could accommodate surface water conveyance and attenuation measures as well as new planting.

4. Establishing connections, physical and visual

The proposed neighbourhood will ‘knit into’ its context particularly through new connections to the existing public footpath to the south, alongside the new entrance to the site providing access for vehicles, cyclists and pedestrians. As approached along Brazwick Avenue the new public open space will be clearly views, and the envisaged permeability of the layout will also facilitate views along streets and over spaces through to the dense vegetation and trees at the site’s northern, western and southern edges – giving a clear impression of the scale of the neighbourhood and its relationship to established field boundaries.
The proposed development for which planning permission is being sought is defined by a series of Parameter Plans. The Parameter Plans fix key overarching principles for the development, including the location and extent of land uses, the position of vehicular access into the site, the maximum height of buildings and the location of the open spaces.

The Parameter Plans that form a part of this application comprise:

- Land Use & Access (Drawing No: 01084_PP_01, on this page);
- Building Heights (Drawing No: 01084_PP_02, on page opposite); and
- Green Infrastructure (Drawing No: 01084_PP_03, on page opposite)

The set of drawings are submitted alongside this Design & Access Statement, each at 1:2000 scale. These drawings are reproduced (not to scale) and briefly explained here.

### Land Uses & Access

The adjacent Parameter Plan sets out the proposed distribution of uses across the application site along with the primary access point. Uses are grouped in two categories covering residential and open space. Open space includes retained vegetation and new public open space. Two points have been indicated for pedestrian access connecting to the existing public footpath 134.

### Building heights

This Parameter Plan sets upper limits to the height of proposed buildings across the site. Buildings of up to two storeys are proposed across most of the site and around the proposed public open space. Elements of single storey development are proposed facing the existing bungalows along New Barn Lane.

### Green Infrastructure

The Green Infrastructure Parameter Plan sets out the outdoor space and planted areas that make up the proposed green infrastructure across the scheme. This comprises public open space (accessible open space to include children’s play areas and informal play); and other open space (buffers and existing hedgerows, natural and semi-natural areas, surface water drainage measures, and amenity green space).
Design & Access Statement  
Land to the West of New Barn Lane, North Bersted

Design Process & Proposal - 3.3 Development Parameters

**Building Heights**
- Application site 3.72 ha
- Up to 1 storey (5m max. ridge height)
- Up to 2 storey (10m max. ridge height)
- Primary access
- Indicative location of pedestrian and cycle access
- Indicative location of pedestrian access
- Public footpath 134 retained

**Green Infrastructure**
- Application site 3.72 ha
- Public open space 0.76ha (includes children's play areas, recreational space, primary access, and surface water attenuation measures)
- Other open space 0.24 ha (includes retained vegetation)
- Residential development
- Primary access
- Indicative location of pedestrian and cycle access
- Indicative location of pedestrian access
- Public footpath 134 retained
This outline application is supported by an illustrative masterplan demonstrating how the development could be set out in accordance with the principles of the submitted Parameter Plans which form part of the application. The illustrative masterplan also reflects the design principles set out on pages 42 and 43 of this document, and as drawn indicates a scheme of 90 dwellings. Approval is not being sought for the details shown on the illustrative masterplan, although it is consistent with the proposals for Access to the site, details of which are submitted for approval as part of the application.

Access to the site is achieved from New Barn Lane to the south-east of the site. The existing public footpath, 134, will be retained and enhanced to provide safe, continuous, and segregated pedestrian and vehicular access.

The illustrative layout sets new housing back from New Barn Lane through provision of a newly landscaped swathe running north and south from a new area of public open space located centrally along the site's eastern boundary. The open space is seen as a public amenity to include children's play areas and informal open space to the benefit of both the existing and the new communities. The space between built form and the site's eastern boundary could accommodate sustainable drainage features which link to the existing drainage network in the area. A pedestrian footpath connects the new public open space to public footpath 134 and to New Barn Lane beyond.

Existing, established vegetation and healthy trees along the site boundaries will be retained. The layout has been designed such that houses face the western boundary vegetation and are accessed by shared drives/tertiary routes between the two. Along the northern boundary, houses back on to the existing dense vegetation and on to the Orchard Caravan Park beyond. This arrangement delivers a substantial back-to-back distance from the caravans and a development set back from the existing ditch along the northern boundary. Along the southern boundary the illustrative layout shows private rear gardens backing onto the dense vegetation that runs along the site boundary and public footpath. Along the eastern boundary, two smaller parcels on either side of the public open space accommodate bungalows fronting on to New Barn Lane, reflecting the scale of existing bungalows across the street in creation of an appropriate streetscape.
Design & Access Statement

Land to the West of New Barn Lane, North Bersted

Design Process & Proposal - 3.4 Proposed Illustrative Masterplan

Pedestrian and vehicular access

Spine road fronting on to public open space

Children’s play areas

Informal public open space with sustainable drainage features

Pedestrian footpath connecting public footpath 134 to public open space and the proposed development

Footpath and cycle link to existing public footpath 134

Secondary route through the development arranged along an avenue of trees

Shared surface courtyard at the northern end of the spine road

Shared open space within development cluster

Tertiary route along eastern edge of the site faced by bungalows

Tertiary route adjacent to retained vegetation and overlooked by houses

Existing public footpath 134 retained
The illustrative masterplan has been laid out to create a sequence of overlooked spaces and arrival points to create legibility and identity within the development. From houses that line the main route into the site to intimate groups of houses around a courtyard, the layout indicates a variety of housetypes with a range of solutions to the provision of car parking.

The route into the site is defined by the arrival square at one end and a shared courtyard space at the other end. The arrival square is faced by large houses and a pond feature as part of the sustainable drainage strategy for the site. Along the way, the route develops into a minor access street with development on one side and the proposed public open space on the other, thus providing open views of New Barn Lane and the houses beyond. Large detached houses front on to this open space allowing active frontages. The shared courtyard on the northern end of the minor access street creates a more intimate environment where the cluster of houses experience a sense of identity and belonging to a smaller group within the wider neighbourhood.

An avenue of trees with a shared surface accommodating planting and parking and leads to the west of the development where houses front on to the existing mature vegetation. To the north-west, a cluster of houses front on to a small public square forming an active loop in what is the furthest point of the site from the access.

The page opposite highlights key groupings shown on the illustrative masterplan. These could be achieved by:

a. Arranging homes around shared open space;
b. Arranging homes clustered around courts;
c. Creating tree-lined streets with houses facing on to them; and

d. Arranging homes to create a sense of arrival into the new development.
A Houses arranged around an open space

B Houses arranged in a cluster

C Houses along a tree-lined street

D Arrival square
Active Frontages

The illustrative layout has been designed to ensure a safe and pleasant residential environment with routes and spaces addressed by active frontages that provide natural surveillance from habitable rooms in properties. 'Left over' spaces or ill-defined routes faced by blank gable walls or rear boundaries to properties are avoided and permeability, particularly for pedestrians, is promoted as a result. This diagram highlights the principal building frontages orientated to address routes and spaces through and within the illustrative masterplan.

Due to the dense mature trees along the southern boundary and public footpath 134, proposed development backs on to this boundary to retain its character. Additionally, development along the northern boundary backs on to The Orchard Caravan Park to ensure a suitable back to back distance and set-back from the ditch.
Focal Points

Street scenes and landscaped open spaces are clearly defined by built form with key buildings framing views. The adjacent diagram demonstrates this approach, highlighting how attractive views of focal points could be created. These provide medium and short range vistas whilst aiding visual permeability through the site.
Proposed Site Sections

SITE SECTION AA

SITE SECTION BB

Public footpath 134 and site access

Proposed public open space
Proposed public open space
New Barn Lane
Existing properties

Orchard Caravan Park

Key to sections
A cluster of houses arranged around public open space creates an active loop at the far corner of the site.

Tree-lined avenue connects the west of the site to public open space in the east.

Existing hedgerows/vegetation retained.

Sustainable drainage links to existing drainage network.

Bungalows along New Barn Lane in response to bungalows across the road.

Equipped areas of children's play.

Public open space along New Barn Lane.

Bungalows along New Barn Lane reflecting bungalows across the road.

Existing trees along New Barn Lane retained.

Vehicular access road from New Barn Lane.

Arrival point with active frontage and attenuation pond as an entrance feature.

New pedestrian and cycle connection to public footpath 134.

Existing public footpath retained.

Enhanced public footpath 134.

Flats set in a two-storey building.

Proposed development facing retained hedgerows.

Large detached houses facing public open space.

Existing hedgerows/vegetation retained.
1 Artist's impression of the access to the development from New Barn Lane
Design Process & Proposal - 3.7 Proposed Character

Artist’s impression of the proposed development looking north along New Barn Lane

Design & Access Statement  Land to the West of New Barn Lane, North Bersted
Design Process & Proposal - 3.7 Proposed Character

Artist's impression of the proposed public open space looking south-west from New Barn Lane
Landscape Strategy

The layout has been carefully considered and designed to be visually assimilated into the local landscape character of ditches, hedgerows and fields. Existing vegetation will be largely retained, and new trees and hedgerows will be strengthened in order to reinforce the strong visual containment of the application site. The existing rectilinear pattern of drainage channels will be used to provide a landscape design structure for the new layout, and a new pond, which forms part of the site’s sustainable drainage, is suggested at the entrance to create visual delight. Views into the site from the existing residential area will be softened by new tree planting and the location of an attractive and vibrant open space.

The existing footpath and cycleway will be improved as part of a management plan, and a pedestrian priority character provided for the entrance area.

Any new planting at the site will be completed using locally indigenous species which are appropriate for the locality. A landscape and ecological management plan will be prepared and agreed with the local authority.
Illustrative Landscape Strategy

1. Retention and enhancement of the existing hedgerow to the north-western boundary filters views towards the caravan park to the north
2. Shared green space within the development
3. Shared surface along secondary route
4. Existing public footpath enhanced with upgraded surfacing
5. Entrance area with tree planting, along with a small pond to provide visual focus and a place to pause
6. Central green space with children's play facilities and SuDS basins, planted with groups of trees. Shrub and meadow planting encloses smaller scale spaces. The varied topography creates opportunities for informal play
7. Open space located to provide an open aspect to existing properties along New Barn Lane, as well as a green focus for views from Brazwick Avenue
8. Drainage channel provides a soft edge to the development, planted with groups of riparian tree species
9. Proposed trees within existing hedgerow to be a focal point
10. Proposed flowering tree species alongside the footpath link

Proposed public open space
Access & Connections
In terms of access and connections, Policy Gen 7 of Arun District Council’s Local Plan (2003) saved policies suggests that development will be permitted provided it 
• allows for safe movement of pedestrians and vehicles, giving priority to pedestrians; and
• and provides for vehicle parking in accordance with Policy GEN 12.

Site access has been designed in accordance with normal Highway Authority guidance for housing estate roads. A swept path analysis has been carried out to ensure ease of access for refuse vehicles and the normal minimum 4.8m width has been increased to 5.5m. The 2m wide footway on the south side of the access connects to the existing footways along New Barn Lane and also accommodates Public Footpath 134. For more detail, please refer to the Transport Assessment submitted as part of this application.

The sketch adjacent illustrates how the access to the development would work in a landscape context.
**Hierarchy of Streets**

A hierarchy of streets is proposed throughout the masterplan. This provides a movement structure with a network of permeable streets. With reference to the street hierarchy plan (see adjacent), there are three categories of streets in the hierarchy, these being:

- Local access street
- Minor access streets
- Tertiary/shared surface streets

These are described in more detail overleaf, with indicative street sections to describe their main characteristics.

Local access street is the proposed site access as illustrated on previous page. Along with the existing public footpath 134, the Access to the site is via New Barn Lane at the south eastern corner of the application site. It utilises the existing farm access point with improvement measures to provide a safe transition from the Lane to the site itself. The design of the access road to the site and its associated visibility splays (refer to drawing on previous page and to the Transport Assessment submitted as part of this application for more detail) respond to the existing road, the residential building line along New Barn Lane as well as the public footpath 134. Improvement measures to the footpath will ensure safe and segregated pedestrian access.

A Minor access street provides access from the local access street to the rest of the site. It runs north-south and incorporates pavements on both sides and houses fronting on to it. The street predominantly has one-sided frontage with the proposed public open space on the other.

Tertiary streets further connect the minor access streets to homes. These streets incorporate shared surfaces, home zones and shared drives.
Pedestrian & Cycle Connections

Together with vehicular access, the site accommodates pedestrian links to and from footpath 134: one to the south-east at the site access and the other at the south-west. These provide links to the new proposed public open space and the development. A cycle connection has been also proposed at the south-west of the site connecting to footpath 134.

Access for People with Disabilities

Inclusivity will be considered in all aspects of the public realm design, enabling people with disabilities to use the streets and spaces easily.

Throughout the development, pedestrian paths will have dropped kerbs with tactile paving at appropriate crossing points. Many of the streets within the development will be designated as shared surfaces with pedestrian priority and level surfacing aiding access.

Detailed design of the public realm will take the following into account:

- Disability Discrimination Act (DDA) regulations regarding level access, ramp gradients, dropped kerbs etc.;
- Current best practice guidance on shared surfaces from ‘guide dogs for the blind’ regarding detailing features to aid navigation of the spaces for blind and partially sighted people;
- Designing a ‘clutter-free’ streetscape, with a clear zone within the footway;
- Parking to be accessible to the house; and
- Building entrances level with the outside.

Access to Buildings

The development will be designed and built in full accordance with the building regulations, which set out the technical standards for the quality/ performance of the buildings. Part M of the building regulations concerns ‘access’, and ensures that the design of the buildings will not preclude access for people with disabilities. In order to comply with part M, all houses will incorporate measures such as ramped/level access with suitable handrails and guarding, where appropriate, compliant stair design, lighting and texture of materials.

The specifications to be used for detailed design will be included in later detailed planning applications. New homes must also include accessible WCs at ground floor levels.
Access & Connections - 4.2 Illustrative Street Sections

SECTION AA

Local access street

SECTION BB

Minor access street

SECTION CC

Shared surface

SECTION DD

Courtyard
Access & Connections - 4.2 Illustrative Street Sections

SECTION EE

Tertiary street facing eastern boundary

SECTION FF

Tertiary street facing western

Key to sections:
- Front Garden
- Pedestrian Walkway
- Shared Surface
- Driveway
- Parking
- Sustainable drainage measures
- Other Landscape
Technical Aspects - 5.1 Surface Water Management

Design & Access Statement  Land to the West of New Barn Lane, North Bersted

Technical Aspects - 5.1 Surface Water Management

Design & Access Statement  Land to the West of New Barn Lane, North Bersted

Technical Aspects - 5.1 Surface Water Management

Design & Access Statement  Land to the West of New Barn Lane, North Bersted

Technical Aspects - 5.1 Surface Water Management

Design & Access Statement  Land to the West of New Barn Lane, North Bersted
The drainage system has been designed to meet the 1 in 100 year flood event plus 30% to allow for climate change in line with current EA requirements. Water run-off rates from the application site into the downstream drainage system will be reduced and this will offer betterment over the current position.

It is proposed to drain surface water from the site to the surface water sewer network in New Barn Lane. Surface water runoff from the site currently enters the network by two apparent routes (at the south-east and north-east corners of the site). Given the known drainage capacity constraints in the local area, it is proposed to restrict the discharge from the site to the greenfield runoff rate for the annual probability storm.

On-site storage will be provided in order to restrict larger storms (up to the 1 in 100 plus 30% storm) to the proposed rate.

**Surface Water Management**

Infiltration tests at the site discovered low, but usable soakage rates with no groundwater encountered in either of the 2.0 m deep test pits. It is therefore proposed to manage surface water runoff from the development via a combined ditch and basin infiltration feature running along the eastern site boundary, linked to two shallower basins within the public open space. The facility will range from 1.0 to 0.5 m deep with the deeper element of the facility along the site frontage filling first and then overtopping into the shallower areas in the public open space. The infiltration facility will be sized to manage the 1 in 100 annual probability storm including the requisite 30% allowance for climate change.
Bin Storage & Parking

Paragraph 6.8.5 of Manual for Streets (MfS) notes that Policy for local and regional waste planning bodies (in this case Arun District Council), is set out in Planning Policy Statement 10: Planning for Sustainable Waste Management and its companion guide. PPS10 refers to the design and layout of developments being able to help secure opportunities for sustainable waste management. Planning Authorities should ensure that for new developments, there is sufficient provision for the appropriate collection of waste without an adverse impact on the street scene.

Further consideration of MfS identifies at paragraph 6.8.9 that the maximum distance that a resident should have to carry their waste is no more than 30m and waste vehicles should be able to get within 25m of a refuse storage point, equating to a maximum distance of approximately 55m from a residential property to an appropriate location that a refuse vehicle can stop within. It should also be noted that whilst the maximum reversing distance of a refuse vehicle is approximately 12m (paragraph 6.8.8), if the road is straight and clear of obstacles or visual obstructions, this distance can be extended.

The drawing opposite identifies the potential location of bin collection points on the illustrative masterplan.

The illustrative masterplan demonstrates the following parking provision:
- 57 allocated spaces; and
- 30 unallocated spaces.

In addition to the proposed on-site parking provision, as part of the highway works to form the proposed site access junction, it is proposed to provide up to 5 unallocated on-street parking spaces in the existing turning head arrangement opposite No 15 New Barn Lane. These spaces have been designed at 2.5m x 5.0m.

Ecological Measures

With the retention and enhancement of existing hedgerows and treelines, and the provision of species-rich wildflower grassland and seasonally wet habitats in the form of swales as part of the informal open space, it is considered that losses which are required to facilitate the development proposals will be more than mitigated, resulting in an overall enhancement in terms of the ecological value of the application site.

Furthermore, the retention and enhancement of existing treelines and hedgerows, and the provision of species-rich grassland habitats, along with the adoption of an appropriate lighting strategy to retain dark corridors, will ensure that opportunities for bats and birds are enhanced post development. A number of bat and bird boxes will also be provided as part of the development proposals.
**Indicative Schedule of Accommodation**

It is intended to include a range of dwelling types and sizes within the development to meet both market and affordable housing requirements. Whilst the precise housing mix will depend upon market conditions and Arun District Council’s priorities in terms of affordable housing provision, an indicative housing mix is set out in the table below. On the basis that this application is for up to 90 dwellings, the schedule below demonstrates an indicative mix at 70% (63) private market housing and up to 30% (27) as affordable housing.

<table>
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<th>House Type</th>
<th>Private 70%</th>
<th>Affordable 30%</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Bed Flats</td>
<td>0</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>2 Bed Semi-Det Bungalow</td>
<td>2</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>2 Bed Terraced</td>
<td>10</td>
<td>2</td>
<td>12</td>
</tr>
<tr>
<td>3 Bed Det Bungalow</td>
<td>3</td>
<td>0</td>
<td>3</td>
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<tr>
<td>3 Bed Terraced</td>
<td>6</td>
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<td>3 Bed Semi-Det</td>
<td>10</td>
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<td></td>
<td>63</td>
<td>27</td>
<td>90</td>
</tr>
</tbody>
</table>

**Timeline**

In respect of the development profile, it is anticipated that the site will not be phased and will be delivered by a single developer plus Southern Housing (Affordable Housing Provider). The diagram below illustrates the next steps and timeline envisaged.

1. **Outline Planning Application (Sept 2015)**
2. **Reserved Matters Application (end 2015/early 2016)**
3. **Work on site commences (summer 2016)**
4. **Occupation of homes (early 2018)**
Connecting to a Network of Connections & Movement

The site is well placed and close to a range of transport routes including road, rail, bus, cycle and pedestrian footpaths. Its position means it has the potential to provide improved connections and movement opportunities, applicable to improved sustainability.

The proposals for the site will encourage improved connections and enable greater mobility choice to existing and new residents and link with surrounding services and facilities through a variety of transport modes.
Connecting to a Network of Amenities & Services

The site is well placed and close to a range of amenities and facilities including play and sport, schools, medical, retail and employment and enterprise. The suitability of the site for development is supported by its proximity to these services on a day-to-day basis.

The provision of a publicly accessible amenity space, set within a landscaped development will enhance the recreational offering to existing and new residents. Connecting with the local and wider landscape via the existing public footpath adjoining the site will also encourage a healthier environment for all.

Social Sustainability: Community Benefits

At New Barn Lane a number of measures are proposed which aim to benefit the local community.

- The site enables the opportunity for interaction between new and existing residents;
- A new area of public amenity along the eastern boundary of the site will activate land currently unused;
- The new amenity area will have a walking route that connects with the public footpath 134 along with play areas for new and existing residents to use;
- Strong visual connections will be maintained along Brazwick Avenue;
- A range of housing types to suit a range of potential residents, young and old, is proposed; and
- Existing mature planting on site will be retained and enhanced with new on-site landscape provisions.

Sustainable Housing

The strategy for delivering sustainable homes is based on the following principles:

Performance
- Achieve substantial reductions in CO2 emissions in accordance with Local Authority requirements;
- Reducing energy consumption at source by way of providing significant building fabric improvements;
- Ensure homes have good levels of internal day lighting and have appropriate private outdoor space.

Mixed Tenures
- An appropriate and diverse mix of dwelling types and tenures will be provided with up to 30% affordable housing.
Summary

Our assessment and evaluation of the application site has been summarised in section 2. From this evaluation a set of design principles were established on which the design proposals have been based. These principles have directly informed the layout as shown in the illustrative masterplan and the proposed landscape strategy.

In summary, the illustrative proposals for Land to the west of New Barn Lane have been designed to create:

- a development that responds to its wider and local landscape setting;
- a neighbourhood that integrates with the existing neighbouring development;
- a new public open space;
- an enhancement to the existing public footpath 134;
- an appropriate, viable and sustainable mix of tenures and house types;
- a place with its own identity, but one that complements its neighbours and edge of town location; and
- a development that is readily deliverable.

This application proposes up to 90 dwellings on 3.72 ha of land to the west of New Barn Lane. This equates to a development of approximately 30 dwellings per hectare, excluding the proposed area of 0.76 hectares of proposed public open space from the calculation. The illustrative masterplan shows a mix of detached, semi-detached, and terraced houses, and some flats in two storey buildings. Overall, approximately 1 hectare (27%) of the site will comprise open space and planting, including the new public open space and in addition to gardens provided to new properties.

The proposed development of Land at New Barn Lane would represent a natural and sustainable extension of North Bersted: one that would connect to and integrate with the existing neighbourhood. In turn, the development would positively contribute to the area through the provision of new housing, a new area of actively fronted accessible public open space, enhancement of the existing public footpath 134, and through the provision of infrastructure benefits both on and beyond the application site through S106 contributions.

The site is available to deliver, within a single ownership and there are no known land use or other constraints that would prevent the site from being fully developed. On this basis the development of the land for housing would represent a valuable contribution towards the existing and future housing land requirement in the District.
Landform works in partnership with landowners, local authorities and other stakeholders to deliver land for housing. The company has a successful track record of gaining planning consent, even for the most complex sites.

This success comes from always putting a high priority on meeting local needs and taking the impact of new development into account. In this way value is increased for everyone, not just the developers.