

West Durrington

*Design and Access Statement &
Design Codes*

March 2011



West Durrington

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1. INTRODUCTION



1.1 Introduction

1.1.1 This document is submitted in support of the outline planning application for the development of a new neighbourhood in West Durrington, Worthing. This 2011 application is described as:

“Outline application for development of land north of Fulbeck Avenue, West Durrington, for residential development (up to 700 units), recreation, community and education purposes; ground stabilisation; and speed management measures on Titnore Lane. Principal vehicular access and bus routing via Fulbeck Avenue, with Tasman Way providing vehicular access limited to the community facilities and bus routing, and Cherwell Road providing emergency vehicular access only”.

1.1.2 The purpose of this document is to set out the means by which the land at West Durrington can be developed to create a high quality, sustainable mixed-use urban extension, and to identify those factors which have influenced the development strategy for the Application Site. Importantly, this document will therefore provide a framework for the Reserved Matters applications.

1.1.3 The document also provides a series of design and quality codes for the new community at West Durrington. These codes are intended to inform the detailed design and layout of the development and set the quality threshold that will need to be achieved throughout.

1.1.4 The Application Site, which extends to some 31.16 ha, is all under the long term control of the West Durrington Consortium (the Consortium) which comprises Heron Land Developments Ltd, Persimmon Homes Ltd and Taylor Wimpey UK Ltd. The Consortium has had an interest in the Application Site for a number of years.

1.1.5 The Application Site is allocated for residential development in the extant Local Plan and emerging Local Development Framework (LDF). Two previous applications, which covered the Application Site and adjoining land to the west, have been unsuccessful, not withstanding the fact that they both

had an Officer’s recommendation for approval.

1.1.6 The current application covers a smaller area than the previous applications and avoids the more sensitive land to the west.

1.1.7 Land to the north of the Application Site has been identified in the emerging LDF as an area for potential long term growth. This area is referred to as ‘Second Phase’ and is shown on Figure 1.3.

1.1.8 The scheme will deliver on-site the following elements:

- *Up to 700 homes of various sizes and styles, including approximately 30% affordable housing units, principally for rent;*
- *A school site including playing fields;*
- *A site for a community building;*
- *A site for a potential doctor’s surgery;*
- *Allotments (some with disabled access);*
- *A sports pitch;*
- *An all weather multi-use games area (MUGA);*
- *Informal recreational and open space areas;*
- *Children’s play areas (LEAP & NEAP);*
- *Landscaping and nature conservation areas;*

- *Footpaths/cycleways and a trim trail.*

1.1.9 As the application is in outline, the document is not intended to prescribe each and every detail that should appear throughout the development, as this will continue to evolve through dialogue with the local community, officers of the council and other interested parties; rather, it provides a framework for the development of the Application Site and will inform the design team and act as a quality standard for the planning officers assessing the reserved matters applications.

1.1.10 This document is presented in the following manner:

- Section 1 - as outlined above, this provides an introduction to the document;
- Section 2 - describes the context of the development;
- Section 3 - sets out the opportunities and constraints presented by the Application Site and its surroundings;
- Section 4 - describes the development proposals;
- Section 5 - sets the design codes and standards for each character area within the new neighbourhood;
- Section 6 - gives a summary on the sustainability of the development; and

The Application Site is allocated for a minimum of 800 dwellings in the extant Local Plan and approximately 700 dwellings in the Core Strategy.



View looking east, showing the north eastern part of the Application Site



View looking east across the Application Site toward the existing residential area



View looking south across the eastern part of the Application Site, showing the neighbouring houses and allotments

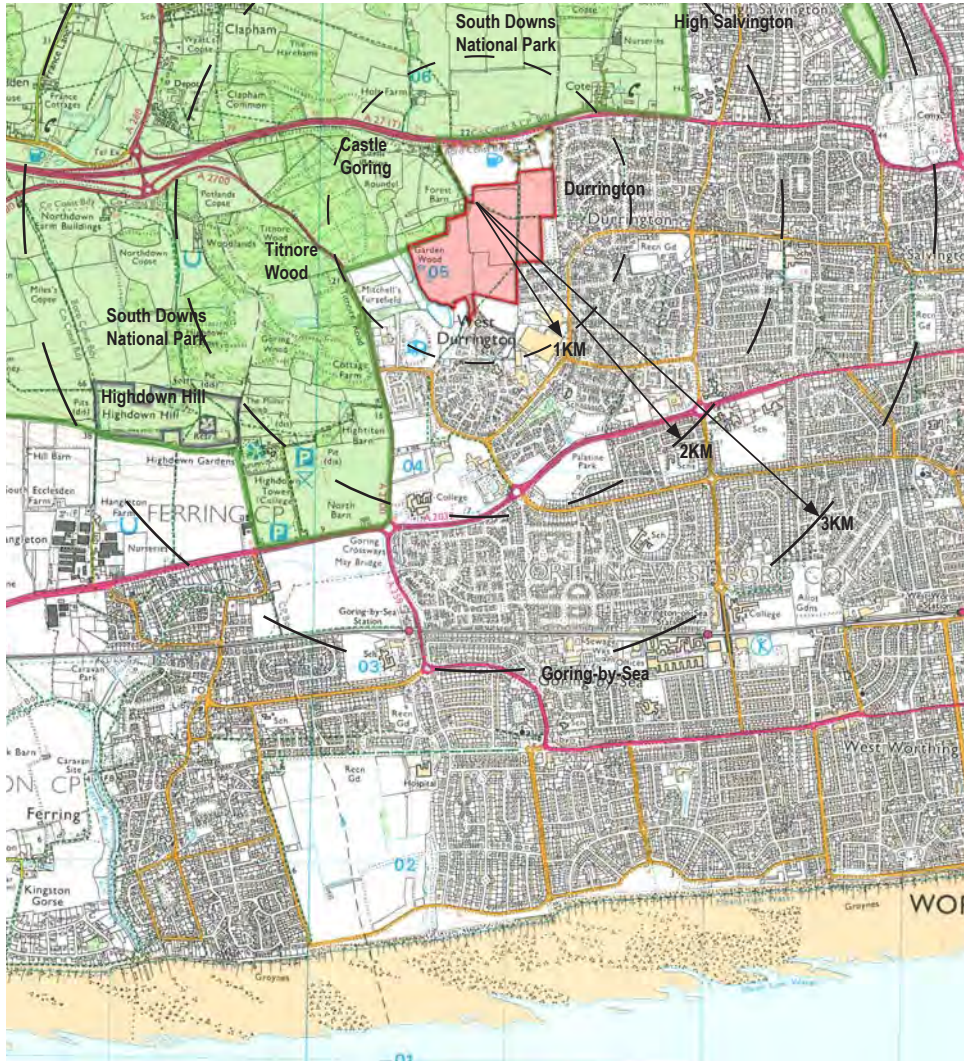


Figure 1.1: Site location and context plan

- Section 7 - provides a summary and conclusion.

1.2 Site Location

1.2.1 The Application Site is located in West Durrington, approximately 7km (4 miles) from the centre of Worthing. The Application Site has housing to the east; housing, retail facilities, and open land to the south; woodland and agricultural land to the west with Titnore Lane beyond; and agricultural land and wooded areas to the north. Castle Goring, with its walled garden and related buildings lies to the north west of the Application Site, and a barn complex on the northern boundary has recently been redeveloped for residential use (Forest

Farm). A public house and other sporadic dwellings lie just to the north of the Application Site, along the A27 dual carrieway.

1.2.2 To the south of the Application Site lies a recently redeveloped Tesco superstore which includes a number of small retail units and mall area, which together form the commercial core of West Durrington. A new community centre is currently being built as part of the Tesco redevelopment. To the south west of the Application Site there is a tennis club, a caravan site and a lake; the latter abuts the Application Site.

1.3 The West Durrington Development Process

Identification of the Site

1.3.1 The long-term potential of West Durrington was recognised back in the 1970's and 1980's and was identified in 1982's West Durrington Informal Plan, which set out:

'if a local need arises or if further development is required after 1991, then this area should be considered for development in the long term, primarily for residential purposes but with some further provision for education'.

1.3.2 However, the approach to its development was only formalised with the publication of a Local Plan consultation document in 1995. During the preparation of the Local Plan, other sites were considered for accommodating an urban extension of Worthing, but the preliminary assessment concluded that the other sites had significant environmental constraints, which resulted in West Durrington emerging as the preferred option.

1.3.3 The Application Site was allocated in the adopted Local Plan 2003 for residential development and a range of infrastructure, leisure, social and community facilities. In September 2007 Policy H4 of the Local Plan was subsequently 'saved' in order that it continued to form part of the development plan and provide a basis to assess any planning proposals against. A development brief for the Application Site was adopted, which set out the infrastructure requirements for the development.

Previous Outline Planning Application

1.3.4 In December 2003 an outline planning application (LPA ref. WB/04/00040/OUT) accompanied by an Environmental Statement (ES) was made by the Consortium for up to 875 dwellings. That application included the Application Site and additional land to the east of Titnore Lane (see figure 1.3). In June 2005, after extensive consultation with the public and relevant statutory and non-statutory bodies (which had been initiated by both Worthing Borough Council and the Consortium) the Council resolved to grant permission subject to conditions and legal agreement.

1.3.5 In light of changed guidance in respect of the need for significant highway improvements the Council served a Regulation 19 Notice on the Consortium requesting further information to review the required extent of off-site highway works. Further transport work was therefore undertaken, along with updated environmental assessments, leading to revisions to the application and the ES being submitted in December 2008. These details demonstrated the Consortium's continued commitment to delivering this important site.

1.3.6 However, despite the Officer's recommendation to grant planning permission, in March 2010 the Development Control Committee resolved to refuse the updated planning application for the following reasons:

- *Environmental Impact of the development, particularly in relation to the western land parcels;*
- *Access to Titnore Lane not justified;*
- *Unnecessary loss of ancient woodland and trees; and*
- *Adverse impact on protected species.*

1.3.7 Due to these reasons, the Committee considered that the need for and benefits of the development would not outweigh the adverse environmental impacts and consequently refused the application.

The Core Strategy

1.3.8 The Application Site is identified in the Submission Core Strategy as endorsed by the published Core Strategy Inspector's Report. In light of the decision to refuse the previous outline application, and to reflect the need to protect the sensitive woodland to the west of the Application Site, the Submission Core Strategy considers that approximately 700 dwellings is likely to be the appropriate capacity. In comparison to the Local Plan allocation, the extent of the Submission Core Strategy allocation is reduced, with the northernmost part of the Local Plan allocation now recognised as having potential for future development of 375 dwellings. The proposals for the current application consider and facilitate the release of that land should it come forward in the future.

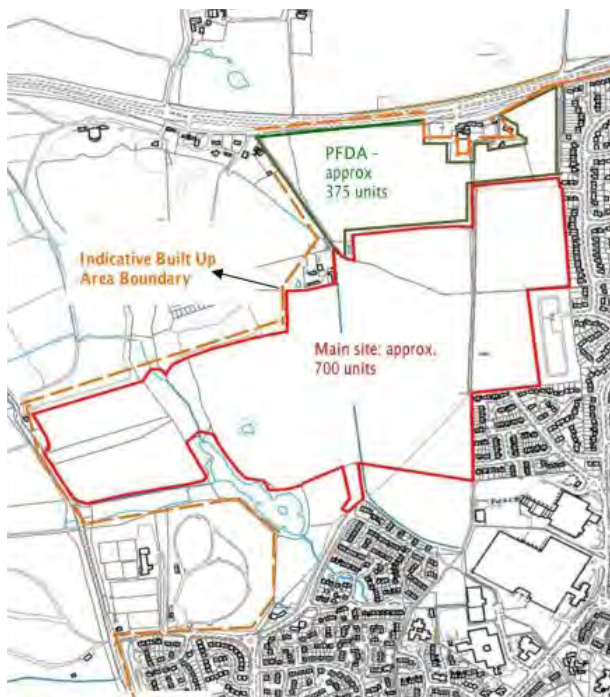


Figure 1.2: Extract from the Submission Core Strategy, as endorsed by the Core Strategy Inspector



Figure 1.3: The new planning application boundary

1.4 *The Way Forward*

1.4.1 The Consortium are now making a new outline planning application as identified in Figure 1.3 for up to 700 dwellings, along with supporting community and landscape infrastructure. The new application reflects the area identified in the Core Strategy and excludes the land to the west which was included in the previous application.

1.4.2 The aerial photograph above shows the extent of the area of the new application and the land to the west that formed part of the refused application. In addition, the aerial photograph also shows the extent of the Second Phase. The new application will be planned in such a way as to facilitate the Second Phase, should it come forward at some future date.



2. CONTEXT



2.1 Local Planning Policy and Design Guidance

The Adopted Worthing Local Plan 2003

2.1.1 The basis of the Application Site's allocation is 'saved' policy H4 of the Adopted Worthing Local Plan 2003.

2.1.2 Policy H4 sets out that development will be permitted on the Application Site for housing and a range of infrastructure, leisure, social and community facilities. The planning policy identifies a number of measures that the development should include, such as landscape buffers, wildlife corridors and direct pedestrian and cycle routes. Policy H4 was specifically 'saved' in order to ensure it continued to form part of the Development Plan and provide a context for considering any planning applications for the site. There are a number of other relevant saved Local Plan Policies that should be considered in relation to the masterplanning of the Application Site:

- *BE1 (Design Quality)*
- *H18 (Amenity of Residents)*
- *LR8 (Provision of Play Space/ Outdoor Recreation in Housing)*
- *RES7 (Control of Polluting Development)*
- *TR9 Policy (Requirement for Development)*

West Durrington Development Brief (November 2003)

2.1.3 The 2003 West Durrington Development Brief was prepared in support of Policy H4. The brief states that its overarching objective is to 'achieve a high quality development creating a sense of identity for the new area whilst ensuring that development takes the most sustainable form, integrating where possible with the existing town'. It relates to all the land covered by Policy H4.

The Emerging Local Development Framework and Submission Core Strategy

2.1.4 In bringing forward the Submission Core Strategy, the allocation of the Application Site has been reviewed by Worthing Borough Council in the context of its detailed planning history. In light of the Development Control Committee's decision in March 2010 to refuse the revised outline application, and to reflect the need to protect the sensitive woodland to the west of the Application Site, Policy 1 of the Submission Core Strategy, as endorsed by the Core Strategy Inspector, considers that approximately 700 dwellings is likely to be the appropriate capacity. Consequently, the boundaries of the 2003 allocation plan have been revised in the Submission Core Strategy, by omitting the northern part of the Application Site adjacent to the A27. On the West Durrington inset map, the Submission Core Strategy refers to this revised site area as the 'main site'.

2.1.5 Policy 1 of the Submission Core Strategy reflects the planning framework previously established by the 'saved' Policy H4. In addition, it sets out a high standard of design and layout should be achieved and that sustainable construction methods should be adopted, including the implementation of renewable energy opportunities.

2.1.6 The Submission Core Strategy recognises the ability of the excluded northern parcel of land to deliver further residential development, referring to it as a 'potential future development area' (PFDA), with a capacity to accommodate an additional 375 dwellings.

2.1.7 The Submission Core Strategy identifies that the Northbrook Ward, which the Application Site is located within, is in the 20% most disadvantaged areas in England. Consequently, it recognises the important role that the Application Site will play in the social regeneration of this relatively deprived area.

2.1.8 The Submission Core Strategy contains a number of planning policies that should be considered in the preparation of the masterplanning proposals:

- *Policy 7 (Meeting Housing Need)*
- *Policy 8 (Right Mix of Homes)*
- *Policy 10 (Affordable Housing)*
- *Policy 12 (New Infrastructure)*
- *Policy 16 (Built Environment and Design)*
- *Policy 17 (Sustainable Construction)*
- *Policy 19 (Sustainable Travel)*

2.1.9 The Council formally submitted the Core Strategy to the Secretary of State on 9th July 2010. The Core Strategy Inspector endorsed the allocation of the Application Site for 700 dwellings in the Inspector's Report on 1 March 2011.

2.1.10 It is important to note that the delivery of the Application Site is not dependent on the delivery of the PFDA (Second Phase land).

The West Sussex Design Commission

2.1.11 The West Sussex Design Commission, an independent body funded by the County Council, published its Design Principles document in March 2007. This document was prepared on behalf of all the planning authorities in West Sussex (and the South Downs Joint Committee) to encourage well-designed new development that will enhance existing urban and rural areas. One of the expectations of the West Sussex Design Commission is that the Design Principles document will be of assistance in the preparation of Design and Access Statements. However, it is important to note that the document is not adopted as policy guidance by any of the planning authorities (or the Joint Committee).

2.1.12 Even so, the Design Principles document provides a very useful framework for achieving high quality design. The document puts forward 15 principles encompassing the main areas that good design should address. An important part of this Design and Access Statement will be an assessment of how the planning application addresses the Design Commission's 15 design principles. The 15 principles are:

Quality and Design

1. The Delivery of Maximum Quality
2. Setting and Context
3. Public Realm
4. Innovation and Stimulation
5. Landform, Slope and Gradient

Whole Life and Wider Considerations

6. Construction and Location
7. Density, Use of Space and Undergrounding
8. Longevity and Flexibility
9. Climate Change, Weather and Microclimate
10. After-use, Demolition and Waste

More than just a building

11. Development is for People
12. Community Pride
13. Mobility and Accessibility
14. Safety, Security and Health
15. The Economy

2.1.13 In Appendix A, the Masterplan is assessed against the 15 criteria in the West Sussex Design Commission document.

2.2 Site Context

2.2.1 The Application Site is located on arable fields to the west of Durrington's existing urban edge. The Application Site is bounded to the north by a hedgerow with further arable fields to the north, leading up to the A27 and the South Downs National Park beyond. To the west the Application Site is bounded by the grounds of Castle Goring and the woodland areas of The Lag and Titnore and Goring Wood.

2.2.2 To the south west of the Application Site is Titnore Lake (an artificial lake created in the 1970's) with the Northbrook Farm Caravan Site beyond. Directly to the south of the Application Site is a triangular strip of land which is being proposed for use as a site for a restaurant. To the south of this is the recently developed West Durrington District Centre, which includes a large Tesco store and several smaller retail units. The Application Site is bounded to the east by residential properties and the Humber Avenue allotments.

2.2.3 The land use of the surrounding area has evolved since the 1960's. The A27 dual carriageway to the north of the Application Site was constructed during the 1960's. The housing to the south of the Application Site at Barley Fields and Titnore Nurseries is more recent, and six dwellings have also been created at Forest Barn Mews, immediately to the north west.

2.2.4 The South Downs National Park extends south to the A27 in the north and bounds the Application Site to the northwest. 1km to the south west is Highdown Hill, an Iron Age fortified settlement, providing a wide panorama over the surrounding area.

2.2.5 The Titnore and Goring Wood complex to the west of the Application Site is designated as a Site of Nature Conservation Importance, and predominantly consists of oak and ash trees, many of which are protected by Tree Preservation Orders (TPO).

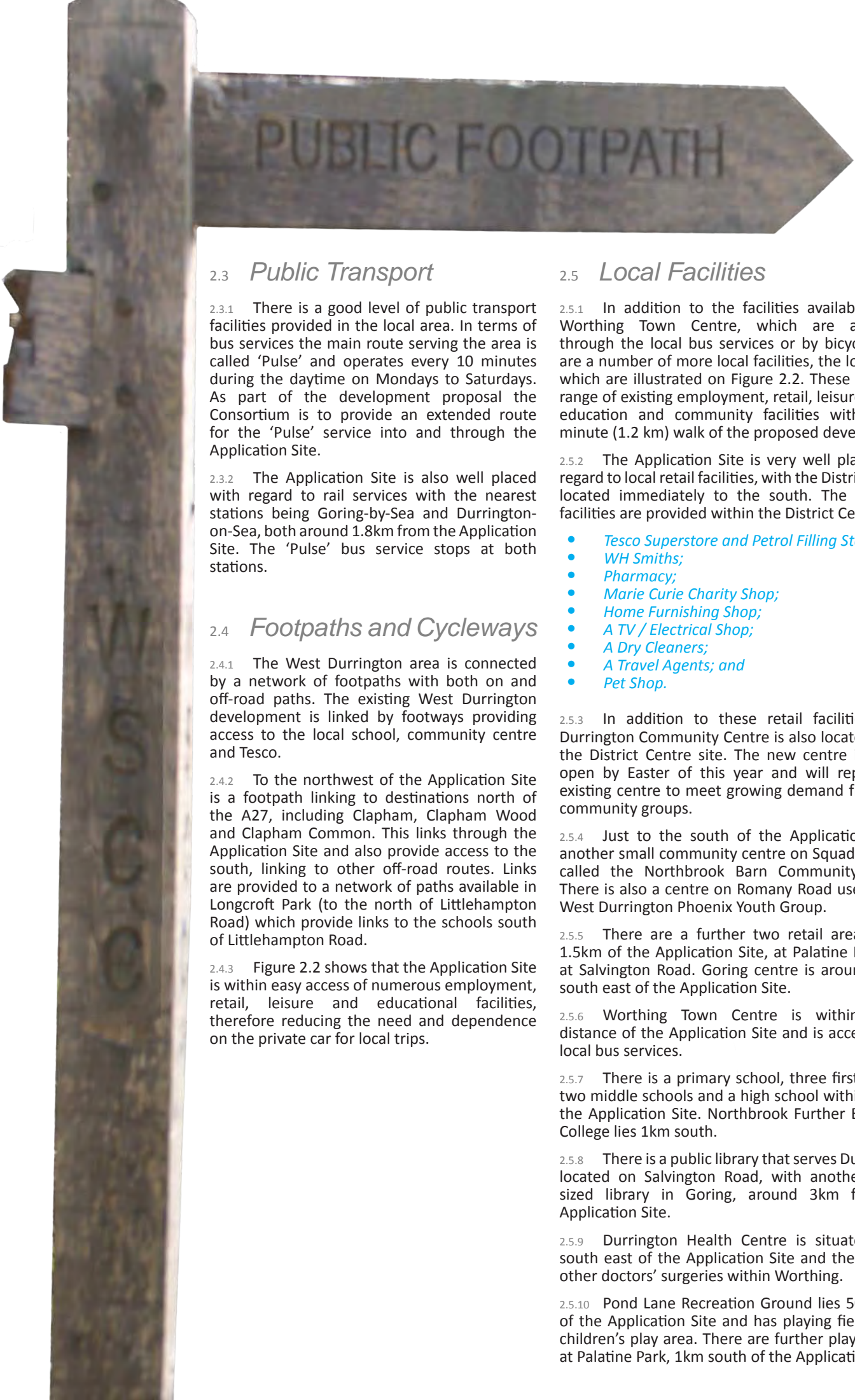
2.2.6 Castle Goring (Grade I listed) and its grounds are located to the north west of the Application Site, and consist of pasture and wood-pasture with sheep and horse paddocks. There is a 19th century walled garden within these grounds, which is Grade II listed and visible from within the Application Site.

2.2.7 There are a further group of buildings to the north of the Application Site along the A27, including the Grade II listed Stanhope Lodge and the Coach and Horses Public House.

2.2.8 The Application Site itself is in arable use and has a network of hedgerows defining most of the fields. The Application Site is also crossed by two public footpaths.



Figure 2.1: The Application Site within its surrounding context



PUBLIC FOOTPATH

2.3 *Public Transport*

2.3.1 There is a good level of public transport facilities provided in the local area. In terms of bus services the main route serving the area is called 'Pulse' and operates every 10 minutes during the daytime on Mondays to Saturdays. As part of the development proposal the Consortium is to provide an extended route for the 'Pulse' service into and through the Application Site.

2.3.2 The Application Site is also well placed with regard to rail services with the nearest stations being Goring-by-Sea and Durrington-on-Sea, both around 1.8km from the Application Site. The 'Pulse' bus service stops at both stations.

2.4 *Footpaths and Cycleways*

2.4.1 The West Durrington area is connected by a network of footpaths with both on and off-road paths. The existing West Durrington development is linked by footways providing access to the local school, community centre and Tesco.

2.4.2 To the northwest of the Application Site is a footpath linking to destinations north of the A27, including Clapham, Clapham Wood and Clapham Common. This links through the Application Site and also provide access to the south, linking to other off-road routes. Links are provided to a network of paths available in Longcroft Park (to the north of Littlehampton Road) which provide links to the schools south of Littlehampton Road.

2.4.3 Figure 2.2 shows that the Application Site is within easy access of numerous employment, retail, leisure and educational facilities, therefore reducing the need and dependence on the private car for local trips.

2.5 *Local Facilities*

2.5.1 In addition to the facilities available within Worthing Town Centre, which are accessible through the local bus services or by bicycle, there are a number of more local facilities, the location of which are illustrated on Figure 2.2. These include a range of existing employment, retail, leisure, health, education and community facilities within a 15 minute (1.2 km) walk of the proposed development.

2.5.2 The Application Site is very well placed with regard to local retail facilities, with the District Centre located immediately to the south. The following facilities are provided within the District Centre:

- *Tesco Superstore and Petrol Filling Station;*
- *WH Smiths;*
- *Pharmacy;*
- *Marie Curie Charity Shop;*
- *Home Furnishing Shop;*
- *A TV / Electrical Shop;*
- *A Dry Cleaners;*
- *A Travel Agents; and*
- *Pet Shop.*

2.5.3 In addition to these retail facilities, West Durrington Community Centre is also located within the District Centre site. The new centre is due to open by Easter of this year and will replace the existing centre to meet growing demand from local community groups.

2.5.4 Just to the south of the Application Site is another small community centre on Squadron Drive called the Northbrook Barn Community Centre. There is also a centre on Romany Road used by the West Durrington Phoenix Youth Group.

2.5.5 There are a further two retail areas within 1.5km of the Application Site, at Palatine Road and at Salvington Road. Goring centre is around 2.5km south east of the Application Site.

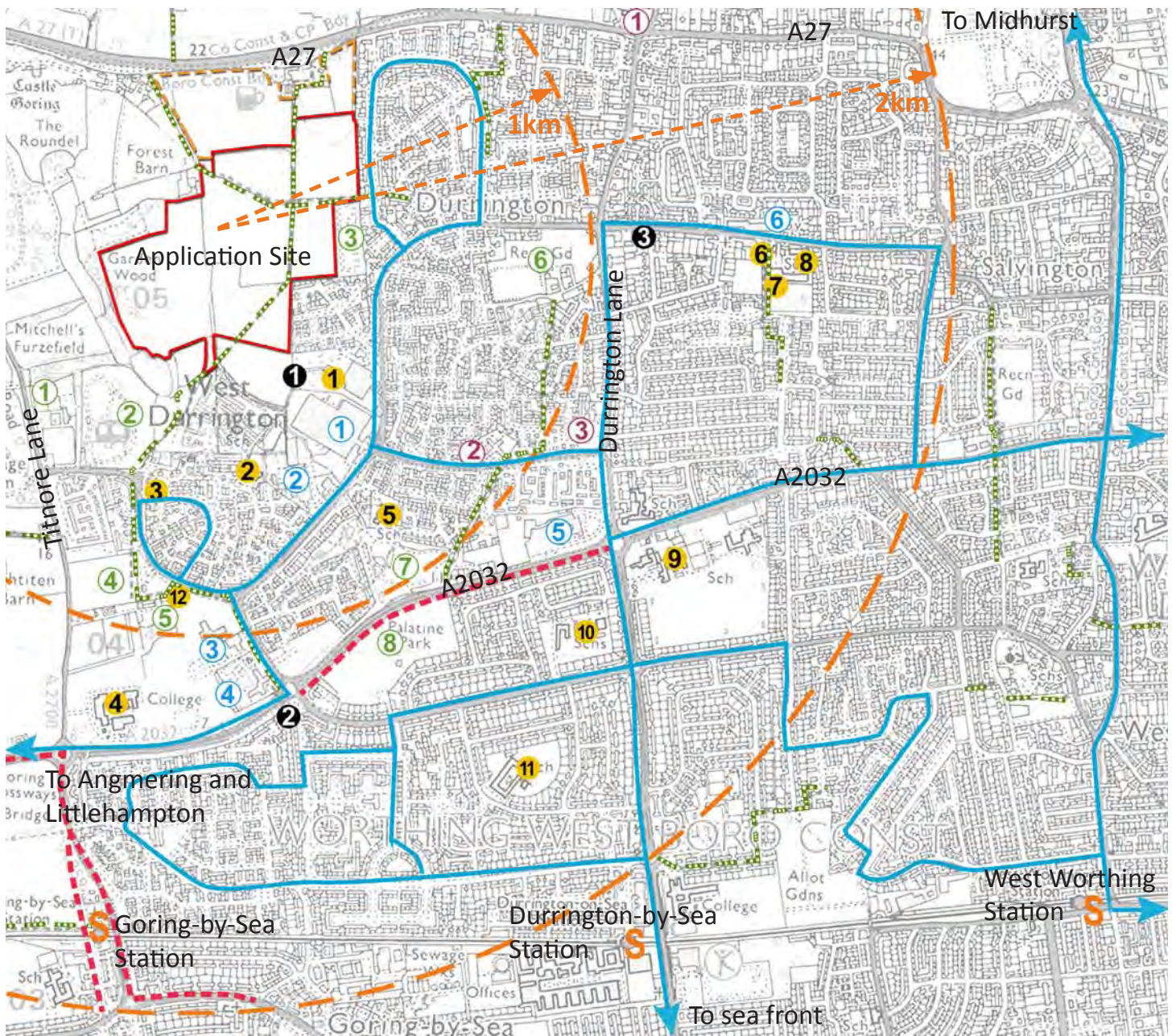
2.5.6 Worthing Town Centre is within cycling distance of the Application Site and is accessible by local bus services.

2.5.7 There is a primary school, three first schools, two middle schools and a high school within 2km of the Application Site. Northbrook Further Education College lies 1km south.

2.5.8 There is a public library that serves Durrington, located on Salvington Road, with another similar sized library in Goring, around 3km from the Application Site.

2.5.9 Durrington Health Centre is situated 850m south east of the Application Site and there are 11 other doctors' surgeries within Worthing.

2.5.10 Pond Lane Recreation Ground lies 500m east of the Application Site and has playing fields and a children's play area. There are further playing fields at Palatine Park, 1km south of the Application Site.



 Existing bus routes

 Existing cycle paths

 Existing public rights of way

1 HEALTH

1. Salvington Lodge Hospital
2. St. Barnabas Hospice
3. Durrington Health Centre

1 RETAIL

1. District Centre incl. Tesco
2. Local Shops/Post Office
3. Local Shops/Post Office

1 LEISURE

1. West Worthing Tennis Club
2. Caravan Park
3. Allotments
4. Playing Field
5. David Lloyd Gym
6. Pond Lane Recreation Ground
7. Longcroft Park
8. Palatine Park

1 EMPLOYMENT

1. Columbia House - Warehouse
2. Southern House - Offices
3. Gateway House - Offices
4. Telephone Exchange - Offices
5. Faraday Business Park
6. Southern Way Business Park

1 EDUCATION/COMMUNITY

1. West Durrington Community Centre
2. Laurels First School
3. Northbrook Barn Community Centre
4. Northbrook College
5. Hawthorns First School
6. Durrington First School
7. Durrington Middle School
8. Library
9. Durrington High School and The Rosie
10. English Martyrs Catholic Primary
11. Orchards Middle School and Field Place First School
12. West Durrington Phoenix Youth Group

Figure 2.2: There is a wide range of facilities available within Durrington and the surrounding area.

2.6 Social Context

2.6.1 According to the English Indices of Deprivation 2007, Worthing ranks 172 out of 354 local authorities, but there are significant disparities within different areas of the town. Three wards, including Northbrook (where the Application Site is located) fall within the lowest 20% disadvantaged areas for social and economic reasons.

2.6.2 Over 15% of people in Worthing have been unemployed for over a year, and many who are employed are in low skilled occupations. Educational standards are however higher than the national average and crime within the county is decreasing.

2.6.3 The area has a larger than average elderly population, and life expectancy is on the increase within the area. Incapacity benefit rates are high in the County.

2.6.4 The Regional Economic Strategy recognises the need to improve economic performance and raise earnings. The overall aim is to secure sustainable economic regeneration and substantially reduce the social and economic disparities with the rest of the region. It will also particularly help to develop a more rounded housing offer across the Borough and redress the imbalance in the housing mix, with an emphasis placed on new family homes.

2.6.5 The new Tesco store at the West Durrington District Centre is an important employer for the local area. Since it was expanded it now provides around 550 full and part-time jobs.

2.6.6 As part of the Local Area Agreement in West Sussex a number of the most disadvantaged areas in the County were identified for targeted action to improve the quality of life for those living in what have been defined as 'Local Neighbourhood Improvement Areas' (LNIAs). Six wards in Worthing fall within a LNIA, these include Northbrook and Durrington.



The West Durrington District Centre is focused around a new Tesco store, and also contains several small retail units.



The West Durrington District Centre as viewed from the Application Site. The centre is prevalent in many views southwards across the Application Site.

2.7 Local Architectural Context

2.7.1 There is evidence dating the hamlet of Worthing back to the 13th century, but the town only started to expand rapidly after 1800. The layout of the new streets were influenced by the direction of strips in the open fields that were there before, and ran both east-west and north-south.

2.7.2 Most of the surviving early 19th Century houses in Worthing are plain, showing none of the lavishness of its contemporary, Brighton.

2.7.3 The town expanded to the north and west in a scattered manner due to the fragmented ownership of the land. During the late 19th Century many large detached and semi-detached houses were built, in either a classical stuccoed style or in the more vernacular red brick and tiles.

2.7.4 The hamlets of Durrington and Salvington were dominated by market gardens, with only a few houses until the end of WWII, when haphazard streets and housing areas began to appear.

2.7.5 Between the 1950's and 1970's the area was rapidly developed with a large number of council houses as well as large recreation grounds and tall office blocks.

2.7.6 As the following pages illustrate, individual character areas combine to form the urban environment of Durrington and Goring-by-Sea (also referred to as 'Goring'). Key features that positively contribute to the character of the area have been highlighted, so that they can help inform the successful place-making of the West Durrington development.

2.7.7 The character areas are not intended to be copied; good places are individual and are made up of much more than the application of a rule book. It is also important to note that Durrington and Goring have developed over a long period of time, reflecting the economic and social circumstances, town planning and architectural styles of the time. It is therefore not appropriate to replicate a particular area, but rather to understand the key elements that create its character, and where appropriate, utilise these in the development of West Durrington.

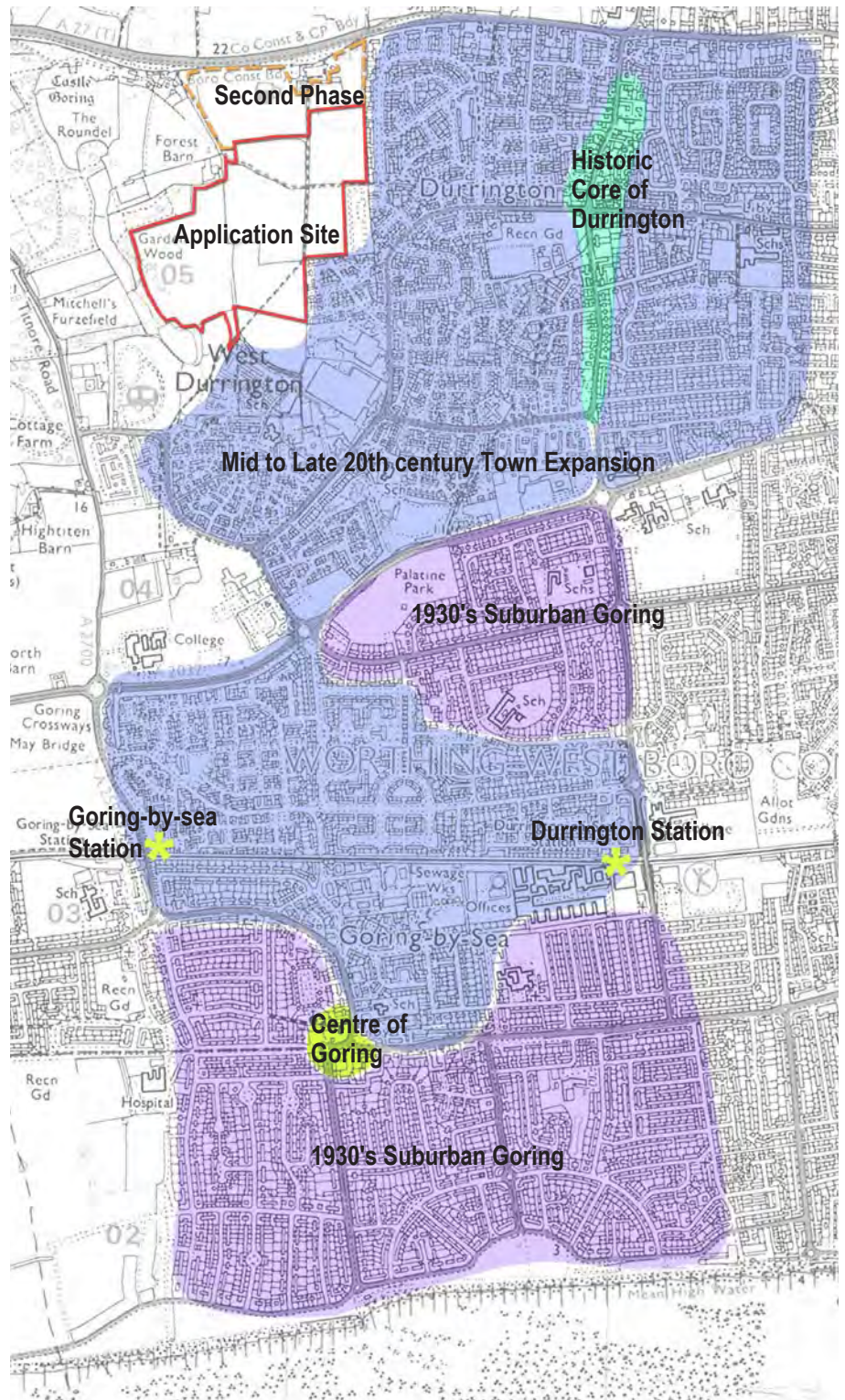


Figure 2.3: Worthing's architectural character can be broadly classified in 4 categories. The main characteristics of each area is discussed on the following pages.

Key Characteristics:

- Present day centre of Goring is a product of Worthing's suburban growth in the 1930's.
- Old village core was significantly re-modelled to create new neighbourhood centre, resulting in loss of many original buildings.
- Parts of original village still evident, including St. Mary's Church.
- Original properties include Victorian artisan cottages and larger detached houses.
- Use of flint walls along edge of Jeffries Lane to create a very enclosed street space framed by trees and vegetation in adjacent gardens.
- Traditional use of facing and roof materials include flint, red brick, white painted render and slate roofs.



Goring Road

Interest to a simple building frontage created by brick banding and patterns around door and window openings, picked out using a slightly different brick shade. Dropped eaves allow use of gables, which add interest to roofscape along with low chimney stacks.



Goring Road

The 3 storey buildings emphasise the centre's important community function in Goring.



Goring Road

The neighbourhood centre is located along a principal route, where passing trade and bus routes successfully support a variety of uses.

Goring's neighbourhood centre shows how raised building heights can be used to reflect a location's function as a community focal point. The three storey buildings clearly distinguish the centre from the predominantly one and two storey residential areas around it. The variety of uses in the centre create a community focus for the surrounding residential areas.



Ashurst Drive

The area successfully combines a simple, yet effective palette of materials, that extends to the boundary treatments of front gardens.



Ilex Avenue

The retained trees along Ilex Avenue continue to provide an impressive landscaped backdrop, contributing positively to the strong character of Goring.



Arlington Avenue

Many of the streets are punctuated by small landscaped spaces that provide interest and variety to the street scene.



Sea Lane

Sea Lane is one of the principal routes in Goring. Its importance is emphasised by its width and high level of street-tree planting.

Key Characteristics:

- Fairly rectilinear street pattern.
- Principal avenues are wide with grass verges and street trees.
- Secondary streets connect to principal avenue. Marked by narrower carriageway widths and a higher degrees of building enclosure.
- Area characterised by detached and semi-detached houses and bungalows.
- Double-hipped roofs, with red-brown and grey plain tiles.
- Red and brown brickwork, white and cream painted roughcast render. Some use of tile hanging, often as feature panels to bay windows.
- Bay windows defining characteristic of both bungalows and houses.
- Decorative features include timber-framing effect, frequently painted black and white.
- Some properties retain 'Art Deco' influences of the 1920's.
- Porch details tend to be discrete, often marked by a simple flat canopy.

Goring expanded rapidly during the 1930's into the former market garden areas, as well as the grounds of Goring Hall. Many of the estate's trees were retained and today they still create a verdant backdrop, highlighting the importance of working with the existing landscape features. The area was laid out on a permeable pattern of development blocks, providing a choice of routes, which are convenient for pedestrians and cyclists. The street pattern is easy to understand, with the wide avenues marking the principal movement routes and smaller-scale streets reinforcing their less important function in the movement hierarchy.



Durrington Hill

The more open, verdant feel of Durrington Hill provides an interesting contrast to the more built-up character of Salvington Road, aiding legibility.



Salvington Road

These Edwardian terraced houses use bay windows, gables and brick detailing, features that were reflected in the 1930's architecture of the area.



Durrington Hill

This short terrace on Durrington Hill highlights a number of simple, yet interesting design elements, including the brick detailing around the doors and windows, the vertical alignment of window openings to maintain a cohesive character and the use of a low front garden wall, which provides a secondary degree of enclosure to the street.

Key Characteristics:

- Former village which was surrounded by new residential areas of Worthing's expansion in second half of 20th Century.
- Original village still evident, both in terms of the physical relationship of a clustered group of buildings and the mix of uses: Manor House, cottages, church, public houses and forge.
- Important characteristics include flint walling, red brick dressing, red clay tile, slate and stone roofs.
- Attractive, well-vegetated character in places, especially towards Durrington Hill.
- Close knit character of the old village contrasts with the vista up Durrington Hill.

Durrington is dominated by the post-1950's housing of Worthing's westerly suburban expansion. However, the original village of Durrington is still evident and remains a focus for the area with its shops and community uses. Historically, the village's non-residential uses created a variety in the built form adding to its distinctive character. Many of the original buildings remain, displaying the traditional use of materials and building techniques.

2.7.11 Mid to Late 20th Century Town Expansion

Key Characteristics:

- Architectural style generally uninfluenced by local materials and building traditions. Use of standard house types creates character that is standard across most of the country.
- Curvilinear, tree-like road hierarchy with many cul-de-sacs, generating disorientating layouts.
- Mix of detached and semi-detached bungalows, chalet bungalows and 2 storey houses. Some short terraces and 3 storey blocks of flats. 3 storey buildings punctuate an otherwise uniform roofscape.
- Little variation in street scenes as similar house types tend to be grouped together.
- White painted timber boarded fascias and panels a feature on 1960-70's examples.
- Brown-stained timber window and door joinery effect more typical of 1980's properties.



Adur Avenue

Houses built during the Mid to Late 20th Century often create uniform street scenes



Essenhigh Drive

The use of a standardised form and a palette of materials uninfluenced by the local vernacular fails to draw upon the traditional local character.



Adur Avenue

A road dominated environment in many places is typified by sweeping bends that fail to control traffic speeds.

These extensive areas of housing development in both Goring and Durrington tend to be rather uniform and of relatively low density. They largely fail to successfully relate built form with the structure of the area. This has created a lack of spatial enclosure, road dominated environments and uniform street scenes. Another common feature are poorly designed open spaces, which have little amenity or recreational value, effectively forming SLOAP (Space Left Over After Planning). The layout of the housing areas tend to block views out to the countryside and present an unattractive view of closeboarded fences to the urban edge. The planning of these areas failed to mix private and affordable tenures, instead clustering different ownership patterns into separate areas, a factor which has contributed some social exclusion within parts of the Northbrook Ward.

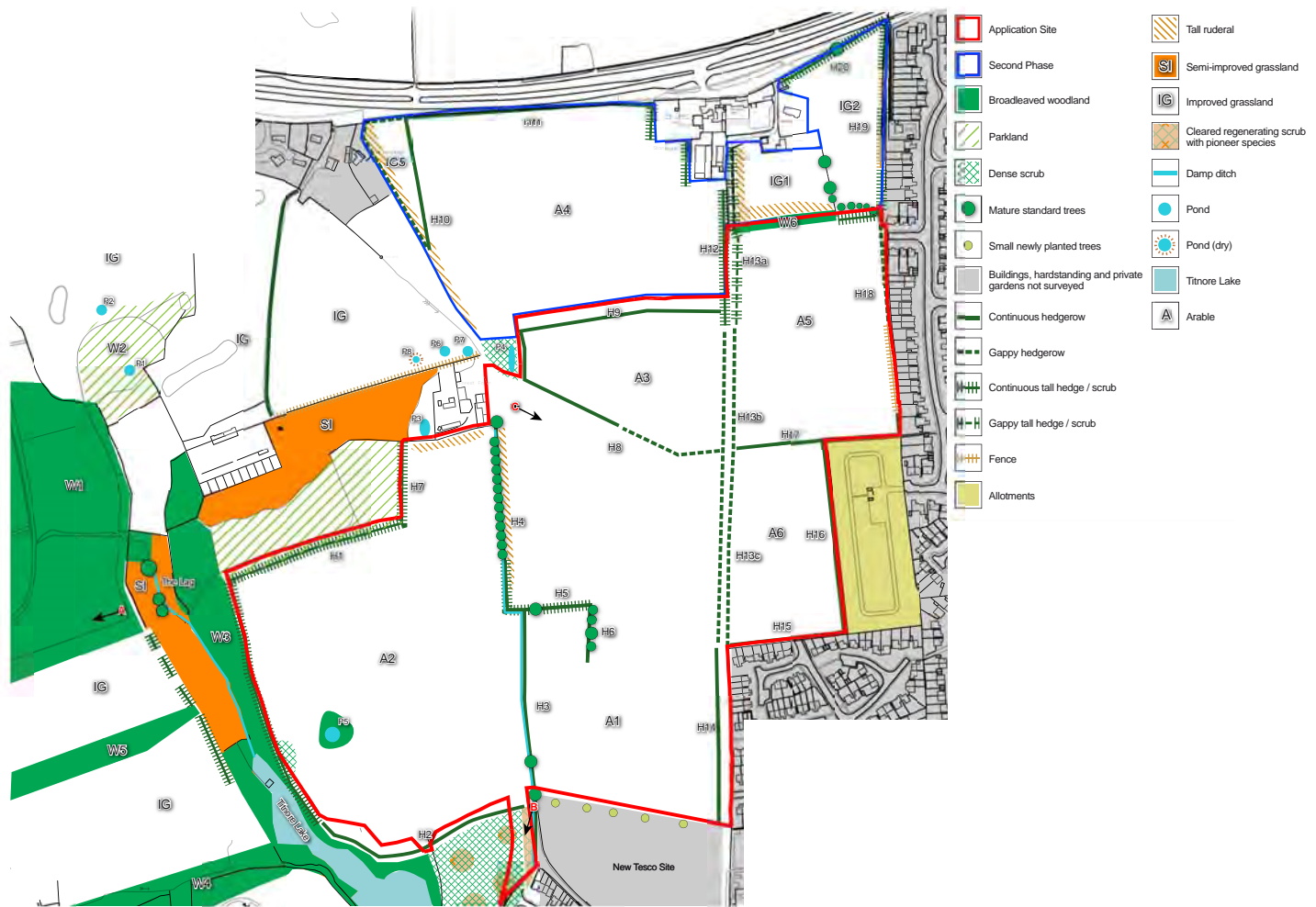


Figure 2.4: Habitats Plan

2.8 Ecology

2.8.1 The Application Site has been assessed to ascertain its ecological value and to ensure that it can be developed without unacceptable ecological impacts.

2.8.2 There are no statutory or non-statutory designations of nature conservation interest on the development area, although the Application Site is bounded by important woodland habitats.

2.8.3 The Application Site is largely characterised by intensively managed agricultural land, which is considered of negligible ecological value. There are pockets of rough grassland and several mature trees which are considered valuable. There are however a number of hedgerows across the Application Site, and some are considered important as per the Hedgerow Regulations 1997.

2.8.4 The Application Site's surroundings support a number of valuable species such as notable birds, great crested newts, bats and dormice. Mitigation measures have been designed into the Masterplan to ensure the retention and protection of habitats and species, and opportunities to enhance the habitats have also been included within the design.

2.8.5 Figure 2.4 shows the habitats and character of the Application Site and its surroundings. The ecological assessment had concluded that the Application Site can be developed without unacceptable ecological impacts.

2.9 Trees and Woodland

2.9.1 The tree stock on and adjacent to the Application Site provides landscape and visual value to the proposed development area. The Application Site is mostly comprised of arable fields subdivided by native hedgerows, some containing trees. There is also a discrete copse on the Application Site, and much of the western area is bounded by woodland belts.

2.9.2 Species found on-site include oak, ash, sycamore, horse chestnut, lime, scots pine, beech, willow, silver birch and alder. The majority of trees on-site are native species.

2.9.3 Many of the trees are protected by Tree Preservation Orders, and the adjacent woodland is designated as Sites of Nature Conservation Importance (SNCI). An Arboricultural Survey has been undertaken to ascertain the value and condition of the trees and woodland on the Application Site, and the findings of this have been taken into account in the masterplanning of the development.

2.9.4 The desire to retain important trees and woodland belts has been taken into consideration in developing the Masterplan, and the majority of trees and hedgerows on the Application Site will be protected and retained. Substantial new tree and shrub planting is also proposed across the Application Site. Native species will be used, and landscape buffers will be incorporated into the Application Site's boundaries to help screen the development from view and to protect the adjacent woodland.

2.10 Agricultural Land Quality

2.10.1 The Application Site forms part of the Castle Goring Estate, which is farmed by the Castle Goring Farm Partnership. The farming activities are centred at Holt Farm, north of the A27. Both arable and sheep enterprises are operated on the estate. The Application Site is severed from the main farm by the A27; it cannot be used for sheep grazing.

2.10.2 The quality of the agricultural land on the Application Site is classified as Grade 3a and 3b: good to moderate. Much of the surrounding estate is Grade 1 or 2 classifications and therefore more valuable in terms of agriculture.

2.11 Landscape

2.11.1 There are no designations for landscape character or quality covering the Application Site although the land to the north and west falls within the South Downs National Park.

2.11.2 The Application Site falls within the Upper Coastal Plain Landscape character area as classified in 'A strategy for West Sussex Landscape', and key characteristics include gently undulating farmland enclosed by woods with frequent hedgerows, and a pattern of small to medium sized pastures and arable fields. This area also includes many historic landscape features such as historic parklands and ancient woodlands.

2.11.3 A detailed landscape and visual assessment has been carried out to determine the extent and sensitivity of views, the character of the Application Site and the value of existing landscape features.

2.11.4 The findings of the assessment have informed the Masterplan and can be summarised as follows:

- *There are several mature trees on the Application Site that are covered Tree Preservation Orders (TPO's) and these should be retained.*
- *The Application Site's western boundaries should be reinforced with landscape buffers to protect the existing woodland and their setting.*
- *The northern boundary of the Application Site needs strengthening to create an appropriate boundary.*
- *Highdown Hill and the South Downs National Park are prominent features of the local landscape and views should be created towards these.*
- *Existing hedgerows should be retained where practical.*
- *The setting of the South Downs National Park should be respected.*
- *The existing public footpaths that cross the Application Site should be accommodated within a network of green open spaces and links.*



2.12 Topography

2.12.1 The Application Site undulates very gently on the west side, while the east remains generally flat. At its south western corner the Application Site lies 11.16m Above Ordnance Datum (AOD), rising to 26.15m above AOD at the Application Site's north eastern corner.

2.12.2 To the north of Tasman Way the land currently dips noticeably and is related to a weakness in the underlying chalk strata. This area will be stabilised and regulated in level and will largely be retained as open space.

2.12.3 The principal topographic feature in the area is Highdown Hill to the southwest of the Application Site and the South Downs to the north.

2.13 Archaeology

2.13.1 A programme of desk-based studies, a fieldwalking survey and trial trenching show that the Application Site has generally low archeological potential, although restricted areas of locally important sub-surface remains were identified in the south west and south east corners. It was considered therefore that the proposed development would only have a minor adverse impact upon any remains on the Application Site.

2.13.2 The impacts will be offset through implementation of a four-phase mitigation strategy. The first two phases have already been satisfactorily completed and approved.

2.13.3 Pre-Roman period sites in the area include the hillfort at Highdown Hill and the Villa at the Northbrook College site.

2.13.4 Castle Goring and the walled garden to the north of the Application Site date from the late 1700's and are listed as Grade I and II respectively. Nearby Castle Goring cottages, the Coach and Horse public house and Stanhope Lodge are all Grade II listed.

2.13.5 The setting of Castle Goring and other listed buildings will need to be respected by the new development. Development close to these visually sensitive areas should have a very high standard of design.



Figure 2.5: The Application Site slopes gently from the north east corner down to the southern boundary.

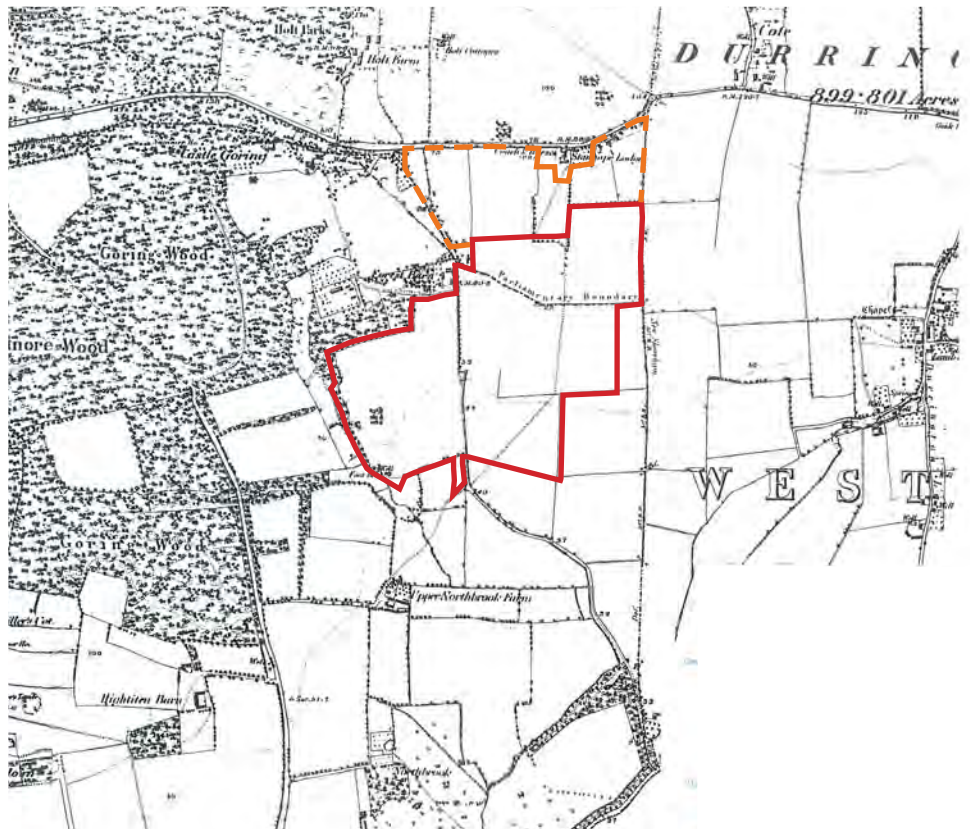


Figure 2.6: Historical map of the area from 1879.

2.14 Drainage

2.14.1 The Application Site lies within Flood Zone 1 according to the Environment Agency and has a less than 1 in 1000 annual probability of flooding by river or sea.

2.14.2 The Application Site lies within the Ferring Rife catchment and one of its tributaries just crosses the western part of the Application Site within the north-south ditch. The majority of the Application Site will drain into this watercourse, which runs into a culvert to the north of the Barleyfields residential development.

2.14.3 There is an additional shallow watercourse on the south western boundary of the Application Site and joins the drainage system to the south of Titnore Lake. Landscape buffers will be provided to these watercourses to provide for ecological conservation.

2.15 Utilities

2.15.1 Subject to some local reinforcement, there is adequate capacity in the local utilities network to serve the development.

2.15.2 Water supply to the area will require the extension of underground mains from either Fulbeck Avenue and/or Tasman Way.

2.15.3 No new overhead electricity lines will be needed, and the existing high voltage network in the surrounding areas will be extended into the Application Site with underground high voltage mains.

2.15.4 The mains gas supply will be extended from the existing distribution networks in the adjacent neighbourhood.

2.15.5 The existing adopted foul sewer network downstream in Varey Road was laid with the specific intention of making provision for the Application Site and the potential Section Phase. Therefore capacity was built in to accommodate the additional flows from the new development, and as a consequence discussions are now in progress with Southern Water regarding the use of that capacity in conjunction with the proposed scheme design.

2.15.6 Adequate capacity at sewage treatment works is always available to new developments as a result of the Water Act 1989. Under the Act all new developments have to pay an Infrastructure Charge to the local Water Company to enable them to plan improvements they deem necessary to their infrastructure.

2.16 Summary

2.16.1 This section has considered West Durrington's physical, social and economic context.

2.16.2 West Durrington is a strategically important location for development. The Submission Core Strategy, as endorsed by the Core Strategy Inspector, considers the Application Site to be an appropriate location for a residential-led expansion of Worthing. Supported by new community facilities, the Submission Core Strategy recognises the important role the development can play in the social regeneration of the Northbrook Ward.

2.16.3 The area's architectural context has been investigated in order to gain an appreciation of how west Worthing has developed over time and to identify positive urban design and architectural elements that could be reflected in the design of West Durrington development.

2.16.4 The analysis of the Application Site's physical context has provided a good understanding of the constraints and opportunities that should be considered in shaping the form of development. The following section sets out these constraints and opportunities in order to demonstrate how the proposals for West Durrington have been shaped by the Application Site's physical features and wider strategic objectives.



3. OPPORTUNITIES AND CONSTRAINTS



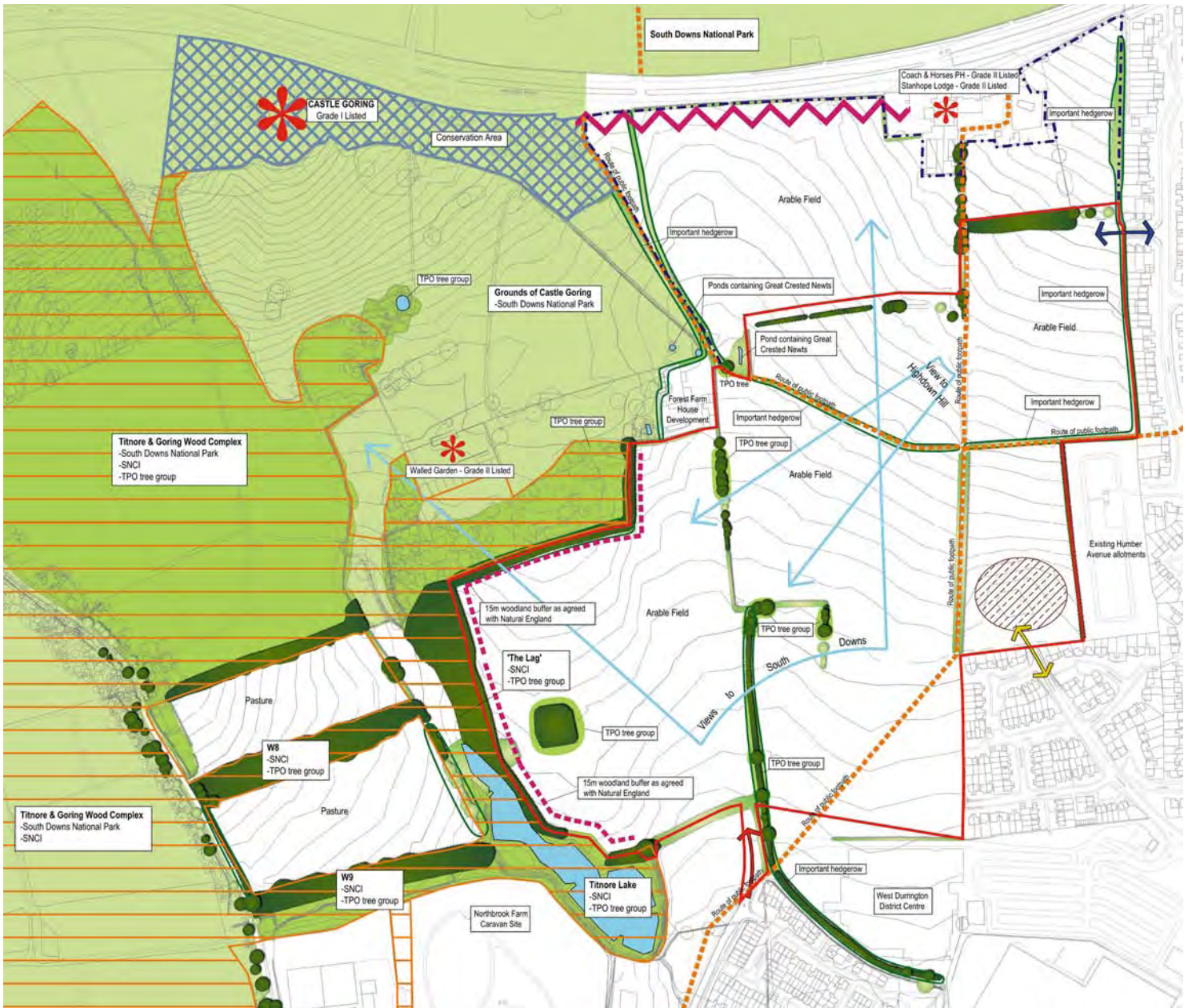


Figure 3.1: Opportunities and Constraints Plan

3.1 Design Influences

3.1.1 The previous section provides a comprehensive appraisal of the Application Site's physical, social and economic context. This section summarises these findings to identify how they should shape the development of West Durrington and highlight how the development can help to secure wider benefits for this part of Worthing.

3.2 Constraints

The key constraints include:

- The need to protect the setting of the South Downs National Park
- The need to protect the setting of Castle Goring
- The effects of development on the neighbouring SNCI
- Respecting the network of hedgerows and protected trees within the Application Site
- Accommodating the public footpaths that cross the Application Site
- Respecting the amenity of neighbouring properties
- Addressing the area of weak chalk in the eastern part of the Application Site
- Accommodating surface water runoff
- Consideration for European Protected Species

3.3 Opportunities

The main opportunities are:

- Creation of a development with a distinct sense of place
- The ability to complement neighbouring development
- To create a balanced community with a range and choice of dwellings
- To minimise the effects of the development on climate change
- To create a sustainable form of development
- To maximise habitat creation and to establish a surface water drainage strategy that complements the landscape and ecological objectives of the development
- To provide a range of recreational facilities
- To promote walking and cycling



3.4 Addressing the strategic challenges

3.4.1 As highlighted in the previous section, the Application Site has a key role to play in the social regeneration of the area. The provision of a new school site, accessible community and leisure facilities and a wide choice of housing, means the West Durrington development can help this by spreading the benefits of sustainable new development and infrastructure as widely as possible across the new and existing communities. Enhancements to sustainable transport modes have the opportunity to secure much needed improvements for existing residents, as well as West Durrington's new population.

3.4.2 Finding a home to live in which is affordable is a key challenge for many residents in Worthing. The town has an imbalance in its housing offer, with a relatively low stock of family homes available on the open market. The West Durrington development provides the opportunity to deliver much needed family homes for the town. Importantly, the development also presents the opportunity to provide new affordable housing.

3.5 Responding to the Site's constraints

3.5.1 The West Durrington development will need to have regard to Castle Goring's cultural heritage, particularly in the design of the development and the need to enhance existing hedgerows and landscape buffers.

3.5.2 The character of the Application Site changes from open fields in the east, alongside the urban edge, to the more verdant backdrop to the west created by Titnore and Goring Woods. The development should therefore not have an adverse impact on the woodland and their habitat of protected species. Similarly, existing landscape features within the Application Site should be retained wherever possible, with important wildlife corridors helping to shape the layout of West Durrington development.

3.5.3 The Application Site benefits from views to the South Downs National Park to the north and the prehistoric Hillfort of Highdown Hill to the south west. These views should be respected in the design of West Durrington providing important visual links that aid legibility and help to create a distinct sense of place.

3.5.4 The Constraints and Opportunities Plan opposite highlights a number of other constraints that the Application Site possesses and that the design of West Durrington should therefore respond to. These include accommodating the existing public footpaths, respecting the amenity of neighbouring properties and addressing localised geological issues.

3.6 Local Identity

3.6.1 The previous section set out our findings in relation to the various characteristics that combine to define the existing built environment of Durrington and Goring. The area was subject to significant growth in the 20th Century. During the later half of the Century, national building trends have prevailed, diluting local character.

3.6.2 The development of West Durrington therefore offers the opportunity to reflect the local characteristics that contribute to good design. These characteristics include a permeable network of routes, a carefully considered hierarchy of public spaces, and materials that reflect the local vernacular.



The character of the development shall reflect the positive elements found within the local area.







4. DEVELOPMENT PROPOSALS

4.1 Design Development

4.1.1 Since the 2008 outline application was refused, the process of revising the design and layout of West Durrington has been undertaken, drawing upon the significant environmental and technical work prepared as part of the previous and current applications. Additionally, the revised masterplanning has had to take into account the policy framework contained in the Submission Core Strategy as endorsed by the Core Strategy Inspector and the reasons for refusal of the previous application.

Initial Masterplanning

4.1.2 The three illustrative Masterplans opposite illustrate how the design evolved. An initial Masterplan (Figure 4.1) provided public open space on the southern part of the Application Site just to the north of West Durrington District Centre. However, it was felt that this created a development form detached from the existing local community. Furthermore, it was felt that a development of 700 dwellings needed a recognisable community focal point located in the heart of the Application Site.

4.1.3 Consequently, the public open space was relocated northwards to sit adjacent to and compliment the existing allotments. This approach also helped to create a 'unifying factor' between the existing homes to the east and the proposed new dwellings on the Application Site. With the location of the school site immediately to the northwest (see Figure 4.2), a comprehensive community heart was created in the centre of the new development.

4.1.4 Following dialogue with Worthing Borough Council, the Masterplan was amended to create a central green space and to bring the school site and community uses further south (see Figure 4.3). This created a more inclusive and cohesive community heart to the Application Site, which is conveniently sited and connected to the development's residential areas by safe and direct routes.

4.1.5 From this focal point vistas were created from the central space to exploit views to the South Downs, Highdown Hill and the existing copse of trees, which helped to form the basis of the development's structure and the surrounding new residential areas.

4.1.6 These initial Masterplans also created the basis for creating green links along existing hedgerows to create a series of connected green corridors.

4.1.7 The principal street through the Application Site leads from Fulbeck Avenue in the south to Cherwell Road (and Adur Avenue) in the north east. During the initial Masterplanning stages an additional link was shown off Tasman Way serving 100 dwellings.

4.1.8 The siting of the open space in this location also has the benefit of being located over the area of the Application Site subject to ground stabilisation.

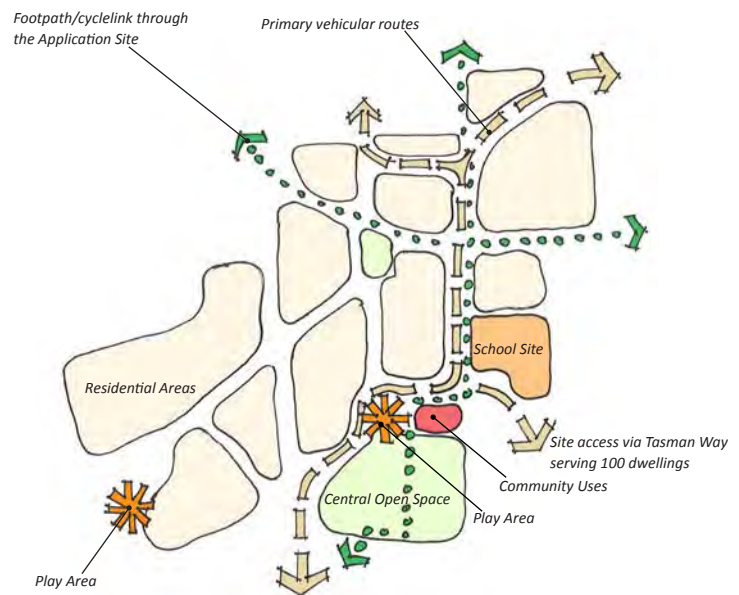


Figure 4.1: This initial Masterplan located the public open space in the southern part of the Application Site. However, it was considered that this approach lacked a cohesive community focal point.

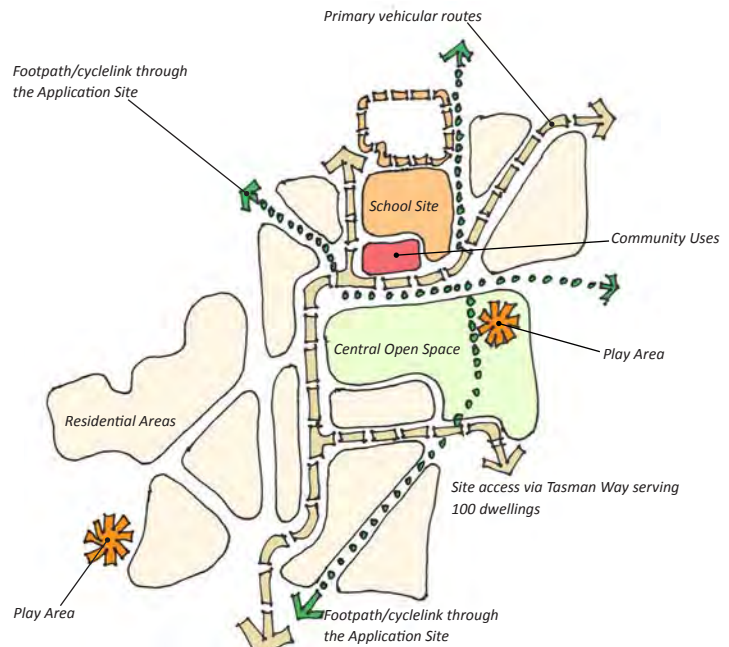


Figure 4.2: This public open space was subsequently moved to the north to create a stronger mix of uses in the heart of the development.

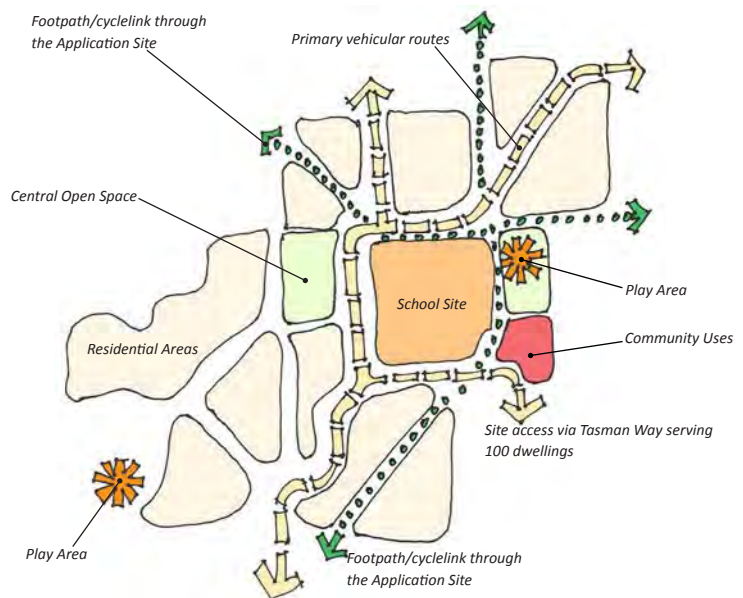


Figure 4.3: Further changes to the initial Masterplans relocated the school site in the centre of the Application Site to create a stronger community heart.

Development Structure Concept Plan

4.1.9 Following feedback received during the initial masterplanning phase, the 'Development Structure Concept Plan' (see opposite) was prepared in September 2010 to evolve the design in more detail, highlighting key building frontages and a more considered network of principal roads.

4.1.10 The Concept Plan shows a deeper landscape buffer (minimum of 15 metres) around the western part of the Application Site and a revised location for the school site and community uses. The school site occupies a more central location in the development, to better relate to the principal route through the Application Site. A central green is located immediately to the west of the school site and together they form the focal point to West Durrington. The parcel of land to the east of the school site comprises a more considered mix of community uses including sports pitches, play space and allotments.

4.1.11 The vehicular link via Tasman Way no longer serves 100 dwellings, proposing instead a bus gate for buses and emergency vehicles only. Since the Concept Plan was prepared the access arrangements have been amended further with the Cherwell Road link restricted to emergency vehicles only.



Figure 4.4: The Development Structure Concept Plan evolved the initial masterplanning proposals for the Application Site in more detail, highlighting key building frontages and a more considered network of principal roads.

Public Feedback

4.1.12 A public exhibition was held on Saturday 22 January 2011 at the Northbrook Barn Community Centre to present the emerging proposals for the Application Site. Key representatives of the development team comprising representatives from the Consortium and the consultant team were on hand to discuss the proposals with the exhibition attendees.

4.1.13 The exhibition was attended by 150 people, including the constituency MP, Sir Peter Bottomley and five local Councillors, who took the opportunity to view the proposals and discuss them with members of the development team. A key benefit of the exhibition was that the local community was given the opportunity to view the proposals, comment on them, ask questions and meet with members of the development team before submission of the planning application.

4.1.14 Comments forms were available for attendees to complete, of which 96 were completed, including 8 forms with dual signatories. Whilst there was some opposition to the proposals,

the general consensus was that they marked a significant improvement on the previous proposals for the Application Site. It was considered that the reduced development area was more sensitive to the existing woodland and its habitats. Of particular note was the strong support and keen interest from several local groups in the potential to use the community centre site for their activities and events.

4.1.15 In addition to the manned public exhibition, the exhibited information was also displayed on a dedicated website during the consultation period and at the West Durrington District Centre between 28 January and 4 February 2011.

4.1.16 Issues raised by respondents related to a variety of issues, with the perceived access and traffic implication of the proposals receiving the largest number of comments. At the exhibition the development team were able to demonstrate that the existing road network would be able to support the new development.



The public exhibition was held at the Northbrook Barn Community Centre.



The exhibited information was also displayed at the West Durrington District Centre

4.2 Illustrative Masterplan

4.2.1 The design of the West Durrington development is centred upon a core of community facilities and a new central green. This core is fronted by housing providing overlooking and attractive aspects. A new bus route will run between Fulbeck Avenue and Tasman Way through the Application Site, ensuring that the new community facilities benefit existing communities as well as West Durrington's new residents.


4.2.2 The greater housing densities will be located at the centre of the Application Site, graduating outwards with the lowest density thresholds adjacent to existing residential areas and the surrounding countryside.

4.2.3 West Durrington will be served by a clear hierarchy of routes and spaces, connected by an integrated street pattern. This is achieved by the application of a perimeter blocks, which give a clear definition between the public realm and private defensible space.

4.2.4 The layout of West Durrington's streets and spaces provide a series of vistas to the countryside beyond. From the neighbourhood green, a vista runs south westwards along a new street provides views to the on-site existing copse and Highdown Hill beyond. A number of vistas also provide views to the South Downs to the north and north west. Together these vistas will combine to provide a series of memorable routes through the development aiding legibility and creating visual interest.

4.2.5 The relationship of West Durrington with both Goring and Titnore Woods has been a key consideration of the Masterplan. Therefore, a 15 metre landscape buffer around the western part of the Application Site will help to protect and enhance the woodland.

DEVELOPMENT AREAS

-  Application Site Boundary
-  Second Phase
-  Residential
-  Children's Play Space
-  Outdoor Sports Provision
-  Allotments
-  Informal Open Space
-  Existing structural vegetation & new buffer planting
-  Sustainable Drainage Systems (SuDS)
-  School Site
-  Expansion area for school
-  Site for potential doctor's surgery
-  Community Building Site
-  Residual Land

4.3 Use

4.3.1 The land use mix proposed by the Illustrative Masterplan has been driven by the longstanding vision for West Durrington to be a residential-led development that can also deliver benefits for the wider area in terms of new education provision and additional community facilities.

4.3.2 The majority of West Durrington comprises residential development. However, emphasising the wider benefits of the development, several new community facilities will be provided, consisting of:

- *Central green*
- *School site*
- *Community building site*
- *Site for potential medical centre*
- *Senior sports pitch*
- *Multi-use games area (MUGA)*
- *A large children's play area (combined LEAP/NEAP)*
- *A LEAP*
- *New allotments*
- *Contribution to an off-site skate park*

4.3.3 The mix of uses in West Durrington is a key element in creating a successful new neighbourhood for Worthing. Importantly, the central location of the new community uses means they will form a physical and social focus to the development. Their convenient location is connected to the new residential areas by direct routes, including the retained footpaths, which also link to the nearby existing residential areas.

4.3.4 Other benefits of the mix of uses at West Durrington include:

- *Convenient access to facilities*
- *Architectural interest created by non-residential buildings, whose status and function will create new local landmarks*
- *Opportunity for innovative sustainable building technologies to be used in the community building*
- *Greater opportunity for social interaction due to greater pedestrian activity*
- *A greater feeling of safety, with 'eyes on streets'*

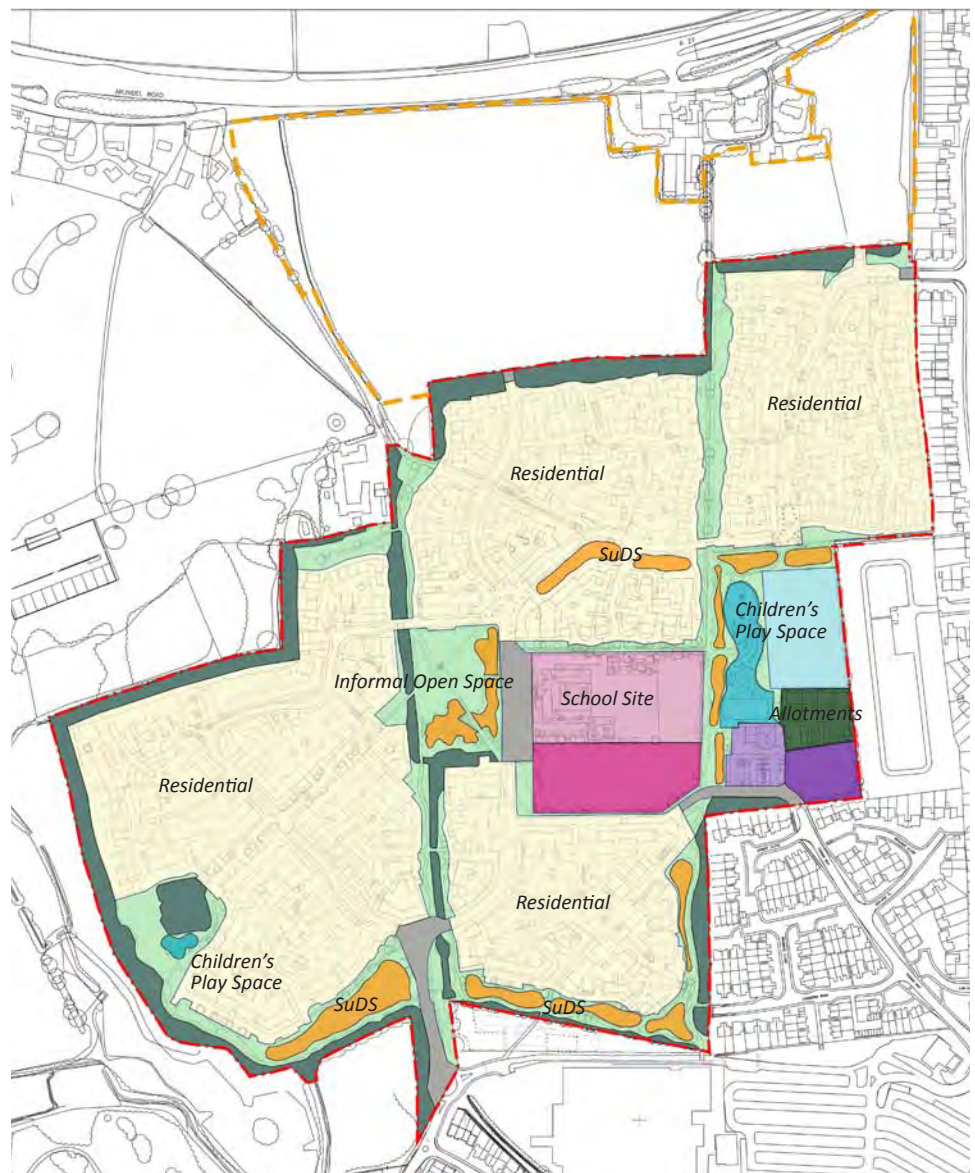


Figure 4.5: Development Areas

4.4 Amount

4.4.1 The Illustrative Masterplan proposes a design and development framework for the following amount of development:

	AREA	PROVISION	COMMENTS
HOUSING			
Residential	19.06 ha	Up to 700 private sale and affordable dwellings at an average net density of 37 dwellings per hectare (as per PPS3 definition). Gross density (Application Site area less the school site) of 24 dph.	Focused on the need for family housing. 30% on-site affordable housing provision, which equates to over 200 affordable dwellings.
OPEN SPACE			
Children's Play Space	0.4 ha	Includes 1 x MUGA, 1 x Combined NEAP/LEAP and 1x LEAP	MUGA=Multi Use Games Area NEAP=Neighbourhood Equipped Area for Play, LEAP=Local Equipped Area for Play
Outdoor Sports Provision	0.66 ha	1 x senior sports pitch	In agreement with Worthing Borough Council contribution for off-site provision for all-weather pitch at Palatine Park
Allotments	0.29 ha		Extension of existing allotments (some with disabled access)
Informal open space	3.43 ha		Includes central green and leisure footpaths/cycleways
SuDS	1.08 ha		SuDS = Sustainable Drainage Systems
Existing structural vegetation and new buffer planting	3.06 ha		Includes 15 metre woodland buffer to Titnore and Goring Wood complex
PITCH FACILITIES			
Changing Rooms	-		For match officials, within the community building
Parking	-	50 spaces (shared with community building spaces)	Provision in accordance with LPA's Parking Standards and Transport Contributions SPG.
COMMUNITY FACILITIES			
School Site	1.9 ha		Masterplan provides school site of 1.1ha and allocates a potential expansion area of 0.8ha to accommodate additional flexibility.
Site for potential doctor's surgery	0.28 ha		As per LPA's draft Infrastructure Delivery Plan, need for medical centre to be confirmed by NHS West Sussex or alternative successor body to the PCT.
Community Building Site	0.25 ha	300 sq.m building (gross internal floor area)	
RESIDUAL LAND			
The remainder of the Application Site	0.75 ha		Highway not directly related to any dwellings, Cherwell Road emergency vehicular access and Tasman Way bus and emergency vehicle link.

4.5 Layout and Circulation

Layout Principles

4.5.1 The design of West Durrington's layout has been influenced by good local examples, existing landscape features and general principles of good urban design.

Permeability

4.5.2 The layout of West Durrington is based upon an irregular grid of perimeter blocks to create a permeable development. This permeability reflects one of the positive urban design aspects of 1930's Goring.

4.5.3 West Durrington's street layout will encourage walking and cycling, as it is well-connected and offers a choice of routes to the community uses in the heart of the development. This is a key element in encouraging more sustainable movement patterns for local trips. As the Masterplan opposite illustrates, a number of key connections will be established to maximise east-to-west pedestrian and cyclist movement through the Application Site.

4.5.4 To support this permeability, the detailed design of the new streets will cater for the needs of pedestrians and cyclists, rather than those of just car drivers. Safety will not be compromised and road speeds will be controlled by horizontal measures incorporated into the design scheme.

Key Linkages

4.5.5 West Durrington's main access point is via a new roundabout off Fulbeck Avenue. A connection to Tasman Way is provided for public transport and pedestrians/cyclists, and will be controlled by a bus gate. Cherwell Road will provide access to emergency vehicles and pedestrians/cyclists only.

4.5.6 The existing public footpaths which bisect the Application Site are incorporated in the layout and therefore will continue to provide important and direct links with the surrounding countryside and residential areas. A new direct, footpath link is proposed to the West Durrington District Centre to the south.

Legibility

4.5.7 The layout has been designed with a clear hierarchy of places and streets, so that it will be clear for residents and visitors alike to know where the principal routes are and how to get to the development's important community uses such as the school site and the sports pitch. This approach reflects another of the positive characteristics of 1930's Goring, where the scale and character of the streets reflects their function in the area's movement framework.

4.5.8 West Durrington's layout is based upon a main street that runs through the heart of the development. The importance of this principal route will be marked by higher densities and a distinctive character created by a series of different spaces and building forms. For instance, three nodes located at key junctions will provide a series of designed spaces that will aid legibility. More detail on the Main Street's character is illustrated in the following Character Areas section.

4.5.9 The wider street system radiates from the main street, with direct radial routes linking to West Durrington's lower density peripheral areas. These peripheral areas are characterised by winding minor routes reflecting their lower traffic volumes. Emphasis is placed on passively controlling traffic speeds, in order to create a safe public realm. These relationships of 'core to periphery' are fundamental to creating different character areas throughout the development in order to aid legibility and create visual interest.

Character Areas

4.5.10 These character areas range from the more formal, higher density character of the main street, through to the more informal areas adjacent to the western boundary with the impressive wooded backdrop created by Titnore and Goring Woods. The following Character Areas section sets out in more detail how the different character areas will be achieved by varying the types of spaces, building forms and landscaping treatments.

Development Edges

4.5.11 The relationship of the West Durrington development with the adjacent residential areas and the surrounding countryside has been a key consideration in the layout design. In the north eastern part of the development, the new homes will back onto the existing residential properties with a 3 metre landscape buffer between the new and existing properties. In the south eastern part of the Application Site, new landscaping will soften the existing urban edge with the new houses beyond overlooking the footpath link to the West Durrington District Centre. A 15 metre deep landscape buffer will protect the setting of the adjacent woodland to the west. The areas of open space along the Application Site's southern boundary will be fronted by housing to create attractive aspects and provide overlooking.

Car Parking

4.5.12 The car parking provision at West Durrington has been designed so that vehicles do not dominate the street scene or cause inconvenience to pedestrians and cyclists. At the detailed design stage, due consideration will be given to the proximity of parking to the property it is intended to serve. It is recognised that if parking is inconvenient it will be poorly used. The principal means of parking include on-street parking, integral garage parking, shared courtyard car parks and detached garages within the curtilage of dwellings.

4.5.13 The following typical parking standards will apply to the new dwellings:

- **1 bedroom:** 1 - 1.5 spaces
- **2 bedrooms:** 1.5 - 2 spaces
- **3 bedrooms:** 1.5 - 2 spaces
- **4+ bedrooms:** 2 - 3 spaces

4.5.14 The proposed car parking provision slightly exceeds the maximum standards expressed in Worthing Borough Council's "Parking Standards & Transport Contributions" SPG published in 2005. Taking into account the subsequent publication of PPS3 and the recent revisions to PPG13, it is considered appropriate to provide a slightly increased level of parking provision in order to ensure resident's parked cars do not 'spill over' onto the street or into spaces provided for visitors. This will help ensure that resident's parked cars do not dominate the street scene.

4.5.15 On-street car parking will principally be used for visitor parking in parallel bays by widening roads at appropriate locations.

4.5.16 Communal parking courts will not be excessively large in scale. They will be overlooked by at least one adjacent dwelling in order to discourage car-related crime. Wherever practical, they will also be provided with suitable lighting and will only be served by one entrance / exit point.

4.5.17 The community building site will include 50 car parking spaces, a proportion of which will be allocated for disabled parking in accordance with Worthing Borough Council's requirements.

4.5.18 The exact car parking provision for the school site is to be determined by West Sussex County Council. However, the Masterplan makes provision for parking in compliance with the requirements of the SPG on parking, which requires as a starting point for negotiation 1 space per member of staff.

4.5.19 The Masterplan provides drop-off spaces to the front of the school site, which will also provide parking for the central green.

4.5.20 Play Areas And Recreation

4.5.21 The location of the play areas ensures that all of West Durrington's new homes are located within either 600 metres of the combined LEAP/NEAP or 240 metres of the LEAP. Both the play areas are located so that they are well-overlooked by adjacent houses.

4.5.22 The combined LEAP/NEAP is located in the same part of the Application Site as the MUGA and senior sports pitch to create a recreational focus for West Durrington. This focus is further complimented by the trim trail, which runs in a north/south direction in the southern half of the Application Site. The location of this recreational focus at the intersection of the two existing public footpath means that it will be highly accessible for both West Durrington's new residents and the existing communities of Durrington and Goring.



KEY:

- Site boundary
- Second Phase

Access and Movement

- Access points to second phase land
- Bus route - (Fulbeck Avenue - Tasman Way)
- Bus stop
- Existing public footpath - up to Application Site boundary
- On-site footpaths and/or cycleways
- ① Main vehicular access point
- ② Bus gate - access for buses and emergency vehicles only
- ③ Emergency vehicle access

Uses

- Proposed dwellings
- Trim Trail
- ④ School site
- ⑤ Potential expansion area for school
- ⑥ Community centre site
- ⑦ Site for potential doctor's surgery
- ⑧ Expansion of existing allotments
- ⑨ Disabled access allotments
- ⑩ Senior sports pitch
- ⑪ Multi-Use Games Area (MUGA)
- ⑫ Combined Neighbourhood Equipped Area for Play (NEAP) and Local Equipped Area for Play (LEAP)
- ⑬ Local Equipped Area for Play
- ⑭ Central green
- ⑮ Indicative skate park

Landscaping

- Existing ditch
- Existing vegetation
- New tree and hedgerow planting
- ⑬ Wildlife pond
- ⑭ 15m woodland buffer
- ⑮ 3m landscape buffer to rear of existing dwellings

Sustainable Drainage Systems (SuDS)

- Balancing pond
- Swale
- Piped links between swales

Figure 4.6: Illustrative Masterplan

4.6 Scale and Massing

Building Heights

4.6.1 West Durrington's buildings will generally be two and two and a half storeys in height. The building heights will graduate to predominantly two storeys towards the peripheral areas of the Application Site to respect both the countryside edge to the west and the existing residential properties to the east.

4.6.2 The general mix of two and two and a half storey heights will create the basis for a varied and interesting roofscape. Two and a half storey houses will be used to achieve a number of different townscape functions, including:

- To create key groupings overlooking important areas of open space
- To emphasise the importance of key routes, such as the main street
- To enclose important residential spaces
- To terminate vistas
- To punctuate the street scene

4.6.3 Three storey buildings will be used in key locations to terminate key vistas and reinforce spatial identity.

4.6.4 The plan opposite illustrates the broad design framework for storey heights in West Durrington. The description of the character areas in Section 5 provides a more detailed description on how storey heights will be varied to reinforce the identity of the different character areas.

Density

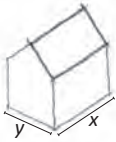
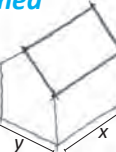
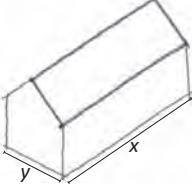
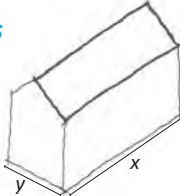

4.6.5 West Durrington will be developed at an average net density (as per PPS definition) of 37 dph. This equates to a gross density (total site area less the school site) of 24 dph. Within this overall density framework a range of densities will be established through the Application Site. When combined with landscape and building form this will assist in providing the different areas of recognisable character. The following density principles have been established by the Illustrative Masterplan:

- Higher density development along the main street and important areas of public open space, such as the central green. The higher densities will assist in enclosing and framing spaces and reinforce the setting of the principal movement route
- Medium density development will surround the higher density areas helping to create a gradation of densities towards West Durrington's peripheral areas
- Lower density development adjacent to the Application Site's countryside edge where buildings will sit within a landscape setting
- Lower density forms where the Application Site abuts existing residential properties

Building Footprints

4.6.6 In addition to the building height principles, an indicative minimum and maximum width and length for buildings (including terraces) has been established, as illustrated in the table below. This range applies to the residential buildings in the Application Site and has informed the Illustrative Masterplan.

4.6.7 The exact footprint of the non-residential buildings will be established at the detailed application stage. However, the footprints indicated on the Illustrative Masterplan show their indicative extent in plan form.

Detached	Width (X)		Depth (Y)	
	<i>min</i>	<i>max</i>	<i>min</i>	<i>max</i>
	5	11	5	11
Semi-Detached	Width (X)		Depth (Y)	
	<i>min</i>	<i>max</i>	<i>min</i>	<i>max</i>
	8.5	19	5	11
Terraced	Width (X)		Depth (Y)	
	<i>min</i>	<i>max</i>	<i>min</i>	<i>max</i>
	13	45	5	11
Apartments	Width (X)		Depth (Y)	
	<i>min</i>	<i>max</i>	<i>min</i>	<i>max</i>
	10	45	6	11
Garage	Width (X)		Depth (Y)	
	<i>min</i>	<i>max</i>	<i>min</i>	<i>max</i>
	3	12.5	6	8

Garage	Height	
	<i>min</i>	<i>max</i>
	3.5	5.75
2 Storey	Height	
	<i>min</i>	<i>max</i>
	7.8	9.6
2½ Storey	Height	
	<i>min</i>	<i>max</i>
<i>Definition: A dwelling which accommodates living space in the loft space, typically a bedroom and an en-suite.</i>	9.5	11.5
3 Storey	Height	
	<i>min</i>	<i>max</i>
	10.5	12.2

Figure 4.7: Indicative building scale parameters for new dwellings (in metres)



- 2 Storeys
- 2 to 2½ Storeys
- 2½ to 3 Storeys

Figure 4.8: The Illustrative Masterplan provides a framework for preferred building heights in West Durrington

4.7 Access and Movement

Site Access

4.7.1 The only access for private vehicles (e.g. residents) will be from the new roundabout off Fulbeck Avenue adjacent to the Application Site's southern boundary. This access point leads into the development's main street, one of the principal structural elements of the West Durrington development marked by higher densities and near continuous building lines. Links to Tasman Way will be controlled by a bus gate and provide access for buses and emergency vehicles, whilst Cherwell Road will provide for emergency vehicles only.

4.7.2 The Tasman Way access point will also provide access to the community building site's eastern car park for general traffic. The design of the car park, together with the location of the bus gate, will ensure that access cannot be gained to the rest of the proposed development in order to minimise additional traffic along Tasman Way. The community building site's western car park will provide access from within the development and similarly will be designed to prevent through access to Tasman Way.

Pedestrian And Cycle Access

4.7.3 Pedestrians and cyclists will be able to access West Durrington via Fulbeck Avenue, Tasman Way, Cherwell Road and possibly Canberra Road. Additionally, the two existing footpaths that run through the Application Site will be retained. There will be direct and safe routes between the new homes, the new community facilities and areas surrounding the Application Site, including the West Durrington District Centre. As part of this application a Proposed Circulation Plan has been submitted that illustrates the hierarchy of the proposed roads, footpaths and cycleways.

Existing Public Footpaths

4.7.4 The two existing public footpaths have been retained and incorporated in the layout design of West Durrington. The footpath that runs through the Application Site in a north-south direction has been retained, running through a green corridor for most of its length through the Application Site. The footpath will provide an important traffic-free route passing between the new school site and medical centre site and linking to the recreational uses. Additionally, it will provide an important link for the new residents of

West Durrington to the existing hamlet and the Coach and Horses public house to the north, and to the existing public footpath network to the south of the Application Site.

4.7.5 The east-west footpath will continue to provide an important link to the existing residential area immediately to the east of the Application Site.

4.7.6 The footpaths will continue to be enjoyed by the existing community, and both of the existing public footpaths will be fronted by the new homes in order to provide overlooking and attractive aspects.

Main Street

4.7.7 There will be no direct frontage vehicular access to individual dwellings off the main street. The parking requirements of houses along the main street will generally be served by car parking courts serving groups of dwellings. This will ensure that cars exiting the parking areas onto the main street will be in a forward gear.

Public Transport

4.7.8 A bus route will run through the Application Site from Fulbeck Avenue to Tasman Way. The public transport link will encourage more sustainable movement patterns by West Durrington's new residents providing a link to Lancing via Goring, West Worthing, Worthing town centre, East Worthing and Sompting. A key function of the bus route will be to provide West Durrington's residents with a sustainable link to Durrington-on-sea railway station.

4.7.9 A bus stop will be located just to the south of the school site, close to the main street. The location of the new bus stop, along with the existing stop just off Cherwell Road, will ensure that all the new homes are within 400 metres of a bus stop.

Emergency Vehicles

4.7.10 The restricted vehicular access points off Cherwell Road and Tasman Way will also be designed to provide access for emergency vehicles. The detailed design of the layout will be designed in accordance with Part B of the Building

Regulations (2010), 'Access and Facilities for the Fire Service' to ensure sufficient carriageway widths and appropriate access for fire appliances can be achieved.

Service Vehicles

4.7.11 The design of West Durrington's roads has been carefully considered to ensure they can accommodate service vehicles without allowing their requirements to dominate the layout, a principle which will be carried through to the more detailed reserved matters application layout designs. The detailed layout design of West Durrington will accord with Schedule 1, Part H of the Building Regulations (2010) to ensure appropriate waste collection vehicle access and bin carry distance standards are achieved.

Inclusive Access - Residential

4.7.12 West Durrington's new homes will be served by level entrances to meet disabled access requirements. Driveways and pathways will be constructed in a slip-resistant surface. The car parking provision for the new homes will be provided in accordance with the Council's 'Parking Standards and Transport Contributions 2005' SPG.

School and non-residential uses

4.7.13 Vehicular and pedestrian access will be designed to provide clearly separated paths for pedestrians that avoid cross overs from vehicles and the car parks wherever possible. Therefore, the drop-off point serving the school site will be located on the school side of the carriageway. The need for clear signage for both vehicles and pedestrians will be an important consideration. Ramped access points will be provided throughout to provide a level threshold into the buildings.

4.7.14 The design of the roads that abut the school site's western and southern boundaries, and in particular adjacent to the entrance to the school site, will be designed to incorporate appropriate traffic-calming and traffic-management measures.

4.7.15 The new allotments will include some disabled access plots.



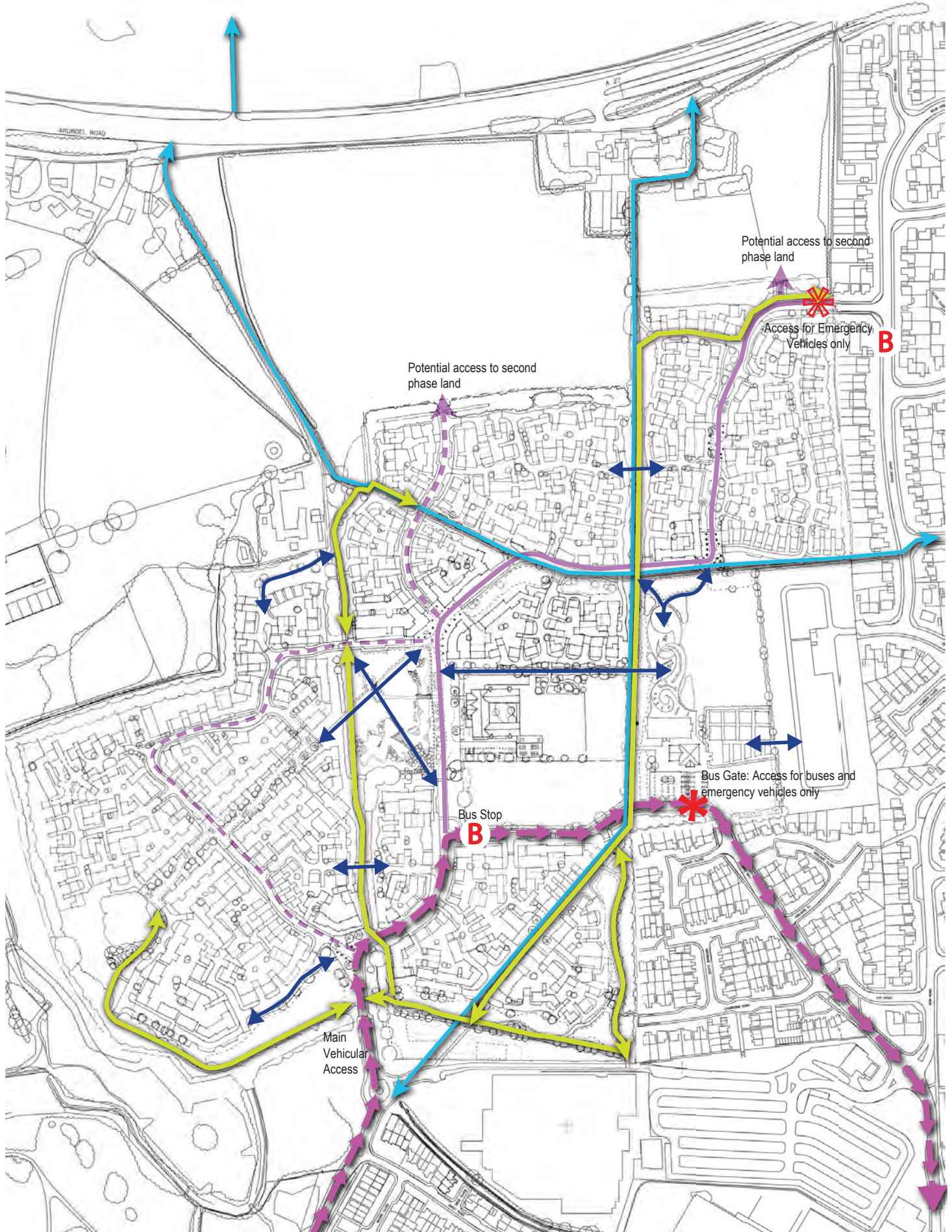
A bus gate will control access to Tasman Way.



Clear, safe cycle routes will encourage cycling.



Horizontal traffic calming measures will be incorporated.



SECTION 4










- | | | |
|---|---|--|
|  Bus Route |  Footpath / Cycleway |  Bus Gate: Access for buses and emergency vehicles only |
|  Main Street |  Existing Public Rights of Way |  Emergency Access only |
|  Secondary Streets |  Recreational Footpaths |  Bus Stops |

Figure 4.9: The neighbourhood will have a permeable layout with good public transport and cycle links.

4.8 External Appearance

4.8.1 The external appearance of West Durrington's new houses will draw upon the more traditional characteristics of west Worthing. Therefore the development will be enlivened by the quality and considered choice of materials. Our analysis of Goring and Durrington helped to identify the following general principles that the design of the new buildings will reflect:

- **Simple built form:** buildings will be designed with a simple form in a manner that compliments the local vernacular
- **Unity:** new homes will convey an impression of unity relieved by minor points of detail, materials and grouping, producing variety with a harmonious identity
- **Key buildings:** key buildings using special details, raised building heights and/or increased massing will be used in key locations
- **Building groups:** groups of buildings will be the principal visual elements that characterise the development. With the exception of key buildings, individual dwellings will be subservient to the building group
- **Corners:** houses on corners should have dual-frontages and use features such as bay windows to emphasise their pivotal position

Environmental Performance Of Materials And Components

4.8.2 The environmental performance of the materials and building components (i.e. windows and external doors) used at West Durrington will be an important consideration. Notwithstanding the objective of responding to the more traditional characteristics of west Worthing, the choice of materials will also be selected to enhance the life cycle in addition to thermal performance.

4.8.3 The development will also maximise the use of recycled materials to divert waste from landfill.

Roofscape

4.8.4 Hipped and half-hipped roofs are an important characteristic of the area, especially in the 1930's areas of Goring. West Durrington will therefore reflect this characteristic on some its new buildings. For instance, hipped roofs could be used to mark key buildings and important groupings/character areas. They could also be used in sensitive locations to reduce the scale and massing of the roofscape.

4.8.5 In general terms West Durrington will have a varied roofscape, comprising of a mix of simple gabled, half-hipped and hipped roofs. The roofs will be appropriately scaled and proportioned.

4.8.6 Dormer windows will be used to add variety, interest and rhythm to the roofscape. They will be used to suit the scale of the roof they sit in. They will be predominantly have pitched roofs.

4.8.7 The treatment of the eaves will be carefully considered at the detailed design stage. The depth of fascia boards will be kept to a minimum, with closed or narrow eaves. Verges will be clipped with limited use of bargeboards.

4.8.8 Varied roof pitches, forms and detailing will be used to break up the massing of the non-residential buildings. The opportunity may arise for a more contemporary roof design on the non-residential buildings, where for instance renewable energy technologies may be incorporated into the roof design or to maximise the benefits of passive solar gain and natural ventilation.

4.8.9 Rainwater goods will generally be black PVCu and shall generally have a 'roundline' section.

Chimneys

4.8.10 Chimneys will be used to add further interest to West Durrington's roofscape. They will be used at important locations such as on key buildings or to articulate a key grouping. The chimneys shall be constructed in brick (to match main facing brick) and will be appropriately proportioned and detailed.

Windows

4.8.11 Windows will be PVCu or timber. The window openings will relate to the overall building proportion and be set in reveals of at least 50mm.

4.8.12 The use of bay windows in particular will reflect a commonly used building detail in 1930's Goring to add interest and articulation to building frontages. They will be used at important locations such as where houses turn corners or to add emphasis to a building that terminates a key view.

4.8.13 The non-residential buildings offer the opportunity for different window types to be used, such as powder coated aluminium windows. Full height windows could be used on the school for example to maximise passive solar gain and natural daylighting.

External Doors And Porches

4.8.14 The design of doors and porches will reflect locally used styles, such as four and six panelled doors or more simple single window cottage doors. The door styles will reflect the character of the house or grouping.

4.8.15 Traditionally in Goring and Durrington external doors are marked by a simple flat canopy, lean-to or pitched roof canopy. West Durrington's houses will reflect these traditional features to add articulation to their frontages, with the more elaborate styles of lean-to and pitched roof canopies used on key buildings for example. The roofing finishes will reflect the main roof material.

4.8.16 Columns, posts, piers and brackets will incorporate traditional moulding styles.

Utilities

4.8.17 Accommodating meters within a residential building is always a design challenge, particularly within terraces. Wherever possible utility boxes will be sited on buildings where they will be least visible from within the public realm. Integration within house entrances or behind gates on gable walls will be considered. The exact locations of meter boxes will be agreed at the reserved matters stage.



Hipped roofs and chimneys should be used to add variety to the roofscape.



A variety of canopy styles will add interest to frontages.



Palette Of Materials

4.8.18 A restrained palette of materials is to be used, although there will be subtle changes in the composition of materials to strengthen the identity of individual areas. The choice of materials will reflect the more traditional characteristics of West Worthing.

4.8.19 Residential buildings:

- **Facing brickwork:** *Mainly red and brown bricks from a limited range of 4 to 5 types. Some use of subtly different shades to pick out details such as bands and window headers. Limited use of flint*
- **Render:** *Selective use of render. Predominantly white, cream and light pink shades*
- **Vertical tile hanging:** *Restrained use of dark red tiles*
- **Weatherboarding:** *Proprietary weatherboarding systems considered in lieu of timber*
- **Roof finish:** *A palette of plain tiles, pantiles and high quality artificial slate tiles with thin profile. Plain tiles to be dark brown shades. Pantiles to be red or light brown*

4.8.20 Non-residential buildings:

- **Innovative use of new materials:** *The opportunity exists for non-residential building to use alternative, contemporary materials, reflecting their functions as landmarks*
- **Facing brickwork:** *Mainly red and brown bricks, with different shades to pick out detailing*
- **Render:** *White or cream shades to pick out details and features*
- **Roof finish:** *High quality artificial slate tiles with thin profile. Other contemporary roofing finishes may be used to suit style of the building*



Arched brick headers and flat stone or brick headers are common in the area. Bay windows could be used on key buildings.

Boundary Treatments

4.8.21 The treatment of plot boundaries will form an important part of West Durrington's appearance. The chosen boundary treatments will compliment both the character of the buildings and the spaces they will frame to help create harmonious streetscapes. Additionally, they are an important element in creating a safe and secure environment for residents. The exact details of the boundary treatments will be agreed at the detailed design stage. However, the following principles have been established to illustrate the approach to West Durrington's boundary treatments.

4.8.22 Front Gardens

Front garden treatments will vary with the character area and street type. The following section sets out in more detail how the front garden boundary treatments will strengthen the identity of these different areas. However, the following principles will apply:

- *Low brick walls and vertical metal railings within the higher density and more formal areas of West Durrington.*
- *Metal estate fencing or picket fencing within the lower density areas and where houses overlook areas of open space and woodland. In certain instances hedge planting may be appropriate behind the fencing.*
- *Block paving marking privacy margins at key areas and mews where dwellings create the character of sitting on the back edge of the pavement/public realm.*



Picket fences and estate railings could be used in low density areas.



Timber bollards prevent vehicles from entering the open spaces. Brick walls should be used where rear gardens are adjacent to the public space.

4.8.23 Rear Gardens

The exact treatment of the means of enclosure to the rear gardens will depend upon the aspect, but the following principles will apply:

- *Brick walls to rear gardens on all main frontages within the public realm*
- *Timber panelled fencing or close board fencing where there is no public aspect*

4.8.24 Side Boundaries

On corner plots or where the rear garden meets the street, the boundary must be a 2 metre high brick wall. The wall will only extend along the length of the back garden and not the side of the house. The side boundary will have the same treatment as the main facing brick.

4.8.25 Woodland Boundaries

Where the garden boundaries adjoin onto Titnore and Goring Woods, the fence will be 1.8 metres high, close boarded, with a 200mm trellis affixed to the top to a total height of 2.0 metres. This is for both security reasons and to discourage the dumping of garden waste. No access gates will be provided from the property to the woodland area.

Surfacing Materials

4.8.26 A Proposed Circulation Plan has been submitted as part of this planning application, which also indicates the possible surfacing treatments of the development's proposed footpaths and cycleways. Consideration will be given to tarmac finishes, bonded aggregate finished in more formal areas and bound aggregate finishes in more informal landscape areas.

4.8.27 As identified in the following Character Areas and Design Codes section, key spaces such as the entrance to the development and the square between the school site and the central green will be surfaced with block paving to reinforce their townscape function and shared surface character.

4.8.28 Throughout the rest of the development the pavements will match the surfacing material of the adjacent carriageway.



Block paving could be used to front gardens in key locations.

4.9 Landscaping

4.9.1 A variety of landscape types will be created to compliment the buildings, screen views and provide habitat for fauna.

4.9.2 A 15 metre wide landscape buffer will be created between the houses and the SNCI and woodland on the west of the Application Site. Tree and shrub species will be planted, and thorny shrubs will be used to deter access into the woodland. Where rear gardens back onto this buffer, a 1.8m timber fence plus a 200mm trellis will be used to separate the gardens from the woodland buffer. A 3 metre landscape buffer with native planting will also be created at the end of the rear gardens of the new houses, where they back onto the existing houses on the eastern boundary.

4.9.3 The existing ditch and hedgerows will be retained where possible, and a linear green space will be created along them. Long grass margins will be maintained adjacent to the hedges to provide habitat for wildlife. The scrubby hedgerow that runs along the public footpath will be reinforced, and trees added to the hedgerow. The footpath will be accommodated in a 3m wide shared footpath and cycleway.

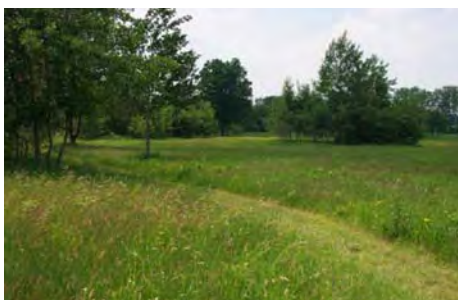
4.9.4 New trees will be planted in green spaces along the streets as well as in tree grilles within the block paved spaces along the routes.

4.10 Sustainable Drainage System (SuDS)

4.10.1 The objective of West Durrington's Sustainable Drainage Systems (SuDS) strategy is to better the run-off rate from the development to the pre-development Greenfield run-off rate. This will be achieved by attenuating the source of the flow using swales and balancing ponds, before discharging at a controlled rate into the existing watercourses.

4.10.2 The surface water drainage system of the western part of the Application Site will discharge into a large balancing pond. In the eastern part of the Application Site the discharge will be taken through a combined swale and balancing pond system. Surface water run-off from impermeable areas will be collected via gullies, drains and sewers before discharging into the attenuation features.

4.10.3 The swales and balancing ponds form a key part of West Durrington's green infrastructure by linking habitats both within and outside the Application Site and creating interest and variety within the development. The 'SuDS Strategy and Design Principles' document should be read in conjunction with this section.



4.9.5 The central green will form a public park, with the pond as a main feature. A decked area will be provided to allow a close view of the pond, and marginal planting and shrubs will soften the edges of the pond and create habitat for wildlife. A footbridge will lead over the swales, to a central block paved space within the green. This space will be a relaxing seating area with benches and opportunities for public art. New tree planting within the central green will add height, structure and shade to the space. The footpaths within the area will provide direct links through the green.

4.9.6 The recreation area in the east of the Application Site will contain a senior football pitch as well as a combined LEAP/NEAP and MUGA. These play zones will be set within a landscaped park. New allotments will be provided adjacent to the existing allotments. The allotment site will be bounded by a new native hedgerow. Raised allotments on hard paved areas will also be provided for use by disabled persons.

4.9.7 The balancing pond within the open space in the south of the Application Site will be graded to provide a variety of habitats in and around the pond. The

sides and shelves within the pond will be allowed to colonise naturally with marginal vegetation, with wet meadow grass sown along the edges. Some shrub and tree planting will be included to soften the sides of the pond and to add visual interest within the space.

4.9.8 An area of rough grassland, with some shrub planting and scrub, will be created in the north of the Application Site to provide habitat for great crested newts. A new wildlife pond suitable for newts will also be created within this area. Hibernacula will be placed within this zone to provide hibernation sites for newts and also reptiles.

4.9.9 An area within the existing woodland to the west of the Application Site will be fenced off, and woodland plants will be planted within the area to create improved habitat connections between the existing woodland blocks for hazel dormouse. Woodland blocks W3 and W5 will be improved through bulb planting, and dormouse boxes will be erected in W1 (see Figure 4.10). A 2 metre high chain link fence will run along the western edge of the development from Fulbeck Avenue to Forest Barn Mews. There will be no public access beyond the boundary, to protect the woodland.

Balancing Ponds

4.10.4 Two balancing ponds will be provided on the development; one in the centre of the Application Site in the southern part of the central green, the other in the southwest part of the development (there will be no connection to Titnore Lake).

4.10.5 The pond in the central green has the potential to serve as an educational resource for the school site and as a wetland amenity feature for the open space. It provides an opportunity to create an important landscape feature and the lower banks of the central ponds will therefore be planted with a range of emergent, marginal and wetland species, to create a rich tapestry of planting with a range of seasonal interest.

4.10.6 The southern pond will be designed to maximise its wildlife value as it forms an important buffer to Titnore Lake and provides a link in the chain of open space that runs around the perimeter of the Application Site. The banks will be left to colonise naturally. Each pond will be designed to maintain a permanent body of water.

Swales

4.10.7 The proposed network of swales will store and then carry stormwater to the balancing ponds. They have been designed to compliment the urban form of the development and provide the opportunity to enhance wildlife connectivity by aligning the swales alongside existing hedgerows and public rights of way.

4.10.8 The swales will be dry most of the time, meaning their treatment, design and maintenance will be different to the balancing ponds.

4.10.9 The swales will vary in size from approximately 40 metres to 150 metres in length and 6 metres to 15 metres in width. Their size will vary according to hydraulic and topographical requirements. It is anticipated that no more than 10% of the base of the swales will be planted, with the remainder of the base being left to colonise naturally. The remaining area of the swale and its banks will be sown with a wildflower seed mix containing 80% grasses.



A variety of landscapes will be created to provide recreation space as well as habitats for wildlife.



- | | | | | |
|--------------------------------------|---------------------------------------|--|--------------------------|------------------------------|
| Existing woodland and trees retained | Proposed woodland without understorey | Ponds and Swales planted | Proposed feathered trees | Equipped Play Areas |
| Existing hedgerows retained | Proposed native hedgerows | Ponds and Swales left to colonise naturally | - | Timber Deck |
| Existing vegetation to be removed | Proposed shrub planting | On-site footpaths and/or cycleways | Hibernacula | Block paved landscaped areas |
| Proposed woodland buffer | Amenity lawn | Proposed extra heavy standard trees in grilles | Existing ditch | |
| Proposed woodland with understorey | Wildflower meadows / Long grass | Proposed extra heavy standard trees | Chain link fence | |

Figure 4.10: The Landscape Strategy will ensure that the landscaping of the development enhances the surrounding area.





5. CHARACTER AREAS
AND DESIGN CODES

5.1 Character Areas and Design Codes

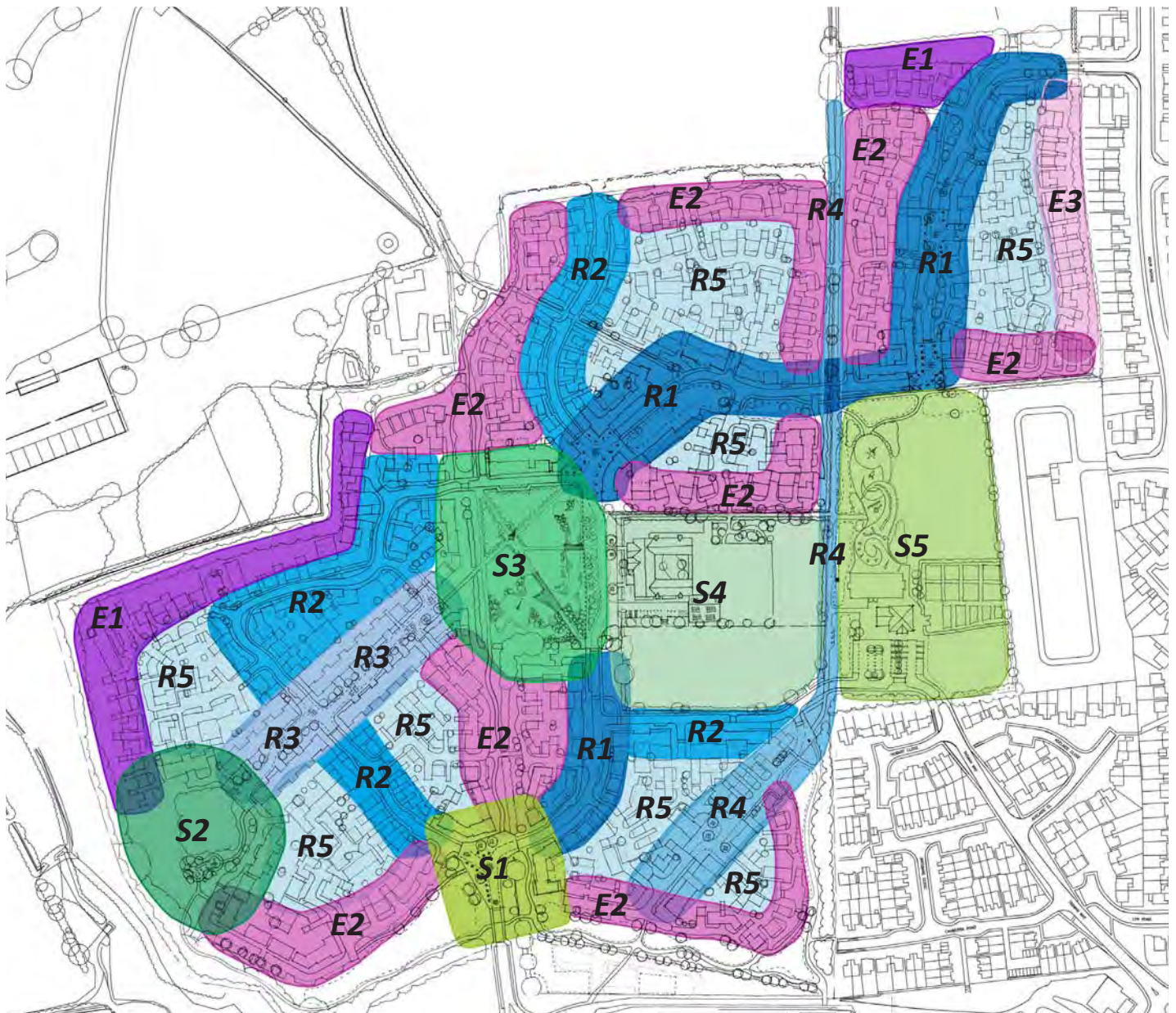
5.1.1 The following section provides a framework for implementing the design philosophy outlined in the previous section. The Application Site has been divided into a number of different character areas, which when taken together will form a series of designed spaces to create a strong sense of place. This approach will provide legibility for new residents and visitors alike. The character areas are arranged into three groups:

5.1.2 **Residential Areas:** The principal residential areas of West Durrington, where the relationship of the new buildings and the street spaces will be critical in creating a strong sense of place.

5.1.3 **Spaces:** A series of important physical and community focal points, which together will aid legibility, provide recreational activities and socialising opportunities.

5.1.4 **Edges:** These are particularly important parts of West Durrington as they define the critical relationships between the new housing with the adjacent countryside and neighbouring properties.

5.1.5 Each of the character areas provide guidance on a range of elements, including building scale, car parking, treatment of external areas and landscaping. Where required, guidance is also given on ecological objectives.



RESIDENTIAL AREAS

R1 - Main Street
R2 - Secondary Streets
R3 - Copse View
R4 - Pedestrian and Cycle Link
R5 - Neighbourhood Housing

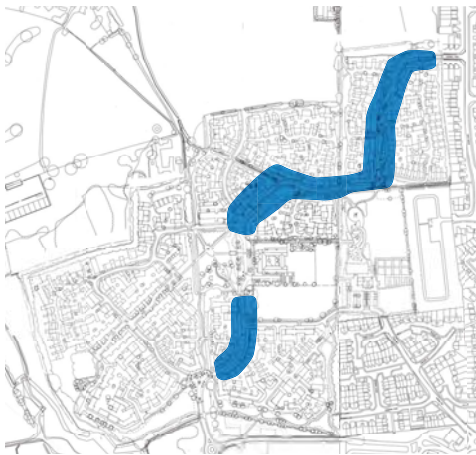
SPACES

S1 - Gateway
S2 - Copse
S3 - Central Green
S4 - School
S5 - Community Space

EDGES

E1 - Woodland Edge
E2 - Green Edge
E3 - Residential Edge

Figure 5.1: Character Areas Plan



5.2.1 The Main Street will form the main vehicular and bus link through the Application Site, and should be clearly defined and legible.

5.2.2 The buildings will face onto the Main Street and will create fairly continuous frontages along the route. The route will be punctuated at important points with nodes and spaces of hard and soft landscaped areas.

5.2.3 The character of the Main Street will gradually change from the south to the north of the Application Site, from a very formal space to a less regimented space with more variety. This will also reflect the traffic volumes along the route.

5.2.4 Design Objectives

- Terraces, semi-detached and detached units: Near continuous building line.
- Generally 2 to 2½ storeys, with 3 storeys at key locations and groupings to aid legibility.
- Similar sized units grouped together to create a formal rhythm.
- Shallow front gardens: 1-3m set-backs, often block paved, with a mix of low walls and railings to distinguish private and public space.
- Carriageway and pavements will be bitmac, with a change of surface material at key points for traffic calming or at footpath crossings.
- Residents' parking will generally be courtyard parking, with parking spaces located behind the main building line.
- Where there are swales between the road and the housing, rear courtyard parking should be used, and crossings of the swales should be kept to a minimum.
- Visitors' parking will be provided in groups of 2 to 3, in dedicated areas off the main carriageway. These spaces should have a different surface material to clearly distinguish the bays.
- Street trees should be used where space allows, and similar species should be grouped together to create a distinctive character within a specific area. The trees should not create a strong avenue, but rather be grouped and located to emphasise and frame specific views and areas.



Indicative layout of Main Street



Indicative street scene along the Main Street

5.3 R2 - Secondary Streets

5.3.1 The Secondary Streets will have a less formal character than the Main Street, with built form that is clearly subservient to the Main Street.

5.3.2 Frontages will face onto the street, but the building line will be more varied and less dense and formal.

5.3.3 The route should still be clear and easy to follow.



5.3.4 Design Objectives

- More varied building line with short terraces, semi-detached and detached units.
- Mostly 2 storeys, with 2½ storeys at key points and groupings.
- Short front gardens: generally 1-3m set-backs, with few block paved front gardens. Railings or hedges should be used to border front gardens, with low walls and railings employed at key nodes.
- Bitmac streets and pavements, with a change of surface material for traffic calming and at footpath crossings.
- Street trees should be used where space allows, and similar species should be grouped together to create a distinctive character within a specific space. The trees should not create a strong avenue, but rather be grouped and located to emphasise and frame specific views and areas.
- Residents' parking will be a mix of on-plot and courtyard parking, with parking spaces located behind the main building line.
- Visitors' parking will be provided in groups of 2 to 3, in dedicated areas within the verge space.



Indicative street scene along the Secondary Street



5.4 R3 - Copse View



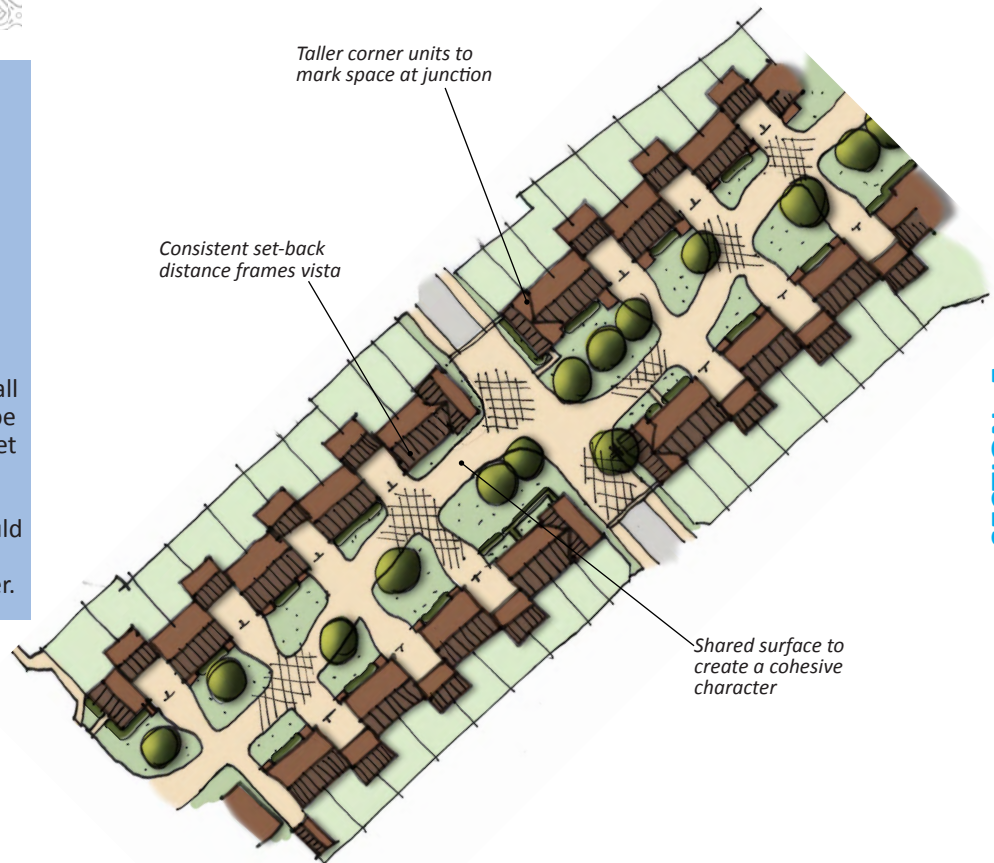
5.4.1 Copse View will strengthen and emphasise views to and from Highdown Hill and the existing copse on the Application Site. The intention is to create a linear shared space along the vista, with housing fronting onto it to frame and direct views to and from Highdown Hill and the copse. The space will have a strong building line with a straight, formal character.

5.4.2 Housing will front onto both sides of this linear space, with only small step-backs in the building line on limited occasions at intersections to add variety and interest to the streetscape. Building heights will be taller along this vista to emphasise this space, and a fairly continuous building line will be created to define the space.

5.4.3 There will be a continuity of external materials and street furniture along this vista to emphasise its specific character.

5.4.4 Design Objectives

- Frame views to Highdown Hill and the existing on-site copse with a strong, continuous frontage.
- Mostly 2½ storeys to frame the vista. Some 3 storey on corners could be used to provide variation to the roofscape.
- Clipped hedges along front garden boundaries.
- A limited palette of plants and small trees or specimen shrubs should be used to ensure a harmonious street scene.
- Parking will be on-plot.
- A block paved shared surface should be used along the length of the vista to create a cohesive character.



Indicative layout of Copse View

SECTION 5



Indicative street scene along Copse View

5.5 R4 - Pedestrian and Cycle Link

5.5.1 The existing Public Right of Way will largely be retained in its current alignment. This will facilitate footpath and cycle links between the recreation areas on the Application Site and the district centre and existing residential areas to the south of the neighbourhood.

5.5.2 The Public Right of Way will be contained within a shared footpath and cycle way, which will be 3m wide. This footpath route should be combined with the vehicular access route in the southern part of the Application Site, in the form of a shared surface. Housing should face onto this route to provide passive surveillance and ensure a safe pedestrian link.

5.5.3 The route should be clearly visible and sensitively signposted, and a clear and clutter-free route for pedestrians and cyclists should be maintained. The route should be surfaced in a manner that ensures it is easily navigable to all people including wheelchair users and people with children's pushchairs.

5.5.4 The route should be lit, taking care not to create light pollution. Benches may be placed alongside the route and should be accompanied by litter bins.

5.5.5 See Character Area E2 'Green Edge' for a description of housing facing onto the footpath in the northern part of the Site.

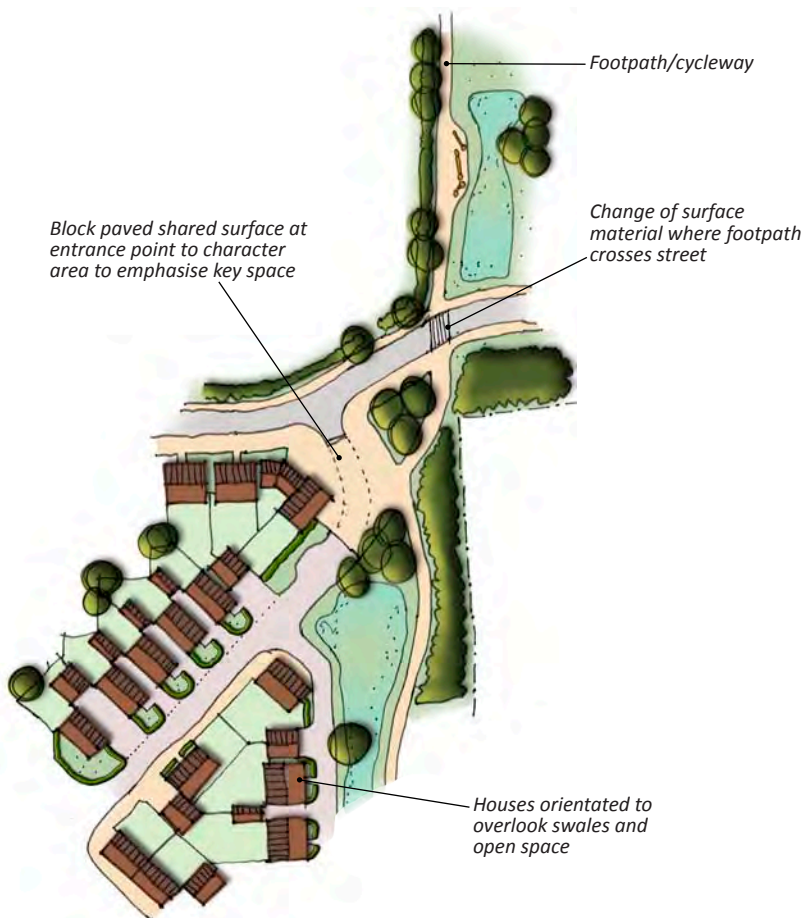


5.5.6 Design Objectives

- Create a well-defined, clearly signposted pedestrian and cycle link through the Application Site.
- Ensure the footpath is overlooked by fronting the housing onto it.
- Footpath should be surfaced in a material suitable to all users. Where the path crosses the streets, a different surface to the main street surface should be used.
- The route should be sensitively lit.

Southern Section (where route passes between houses)

- Housing should face onto the route to create a high density built form.
- The building line should step out to create small squares along the route and to create intermittent focal points
- Short terraces, semi-detached and detached units, with limited gaps between buildings. 2 to 2½ storeys.
- Front gardens will be up to 4m in depth, with varied set-backs in the building line.
- Railings and hedges should be used to delineate the private and public spaces. Block paved front gardens may be used at key points to emphasise the space.
- Residents' parking should be behind the building line and well clear of the foot/cycle way.



Indicative layout of Pedestrian and Cycle Link





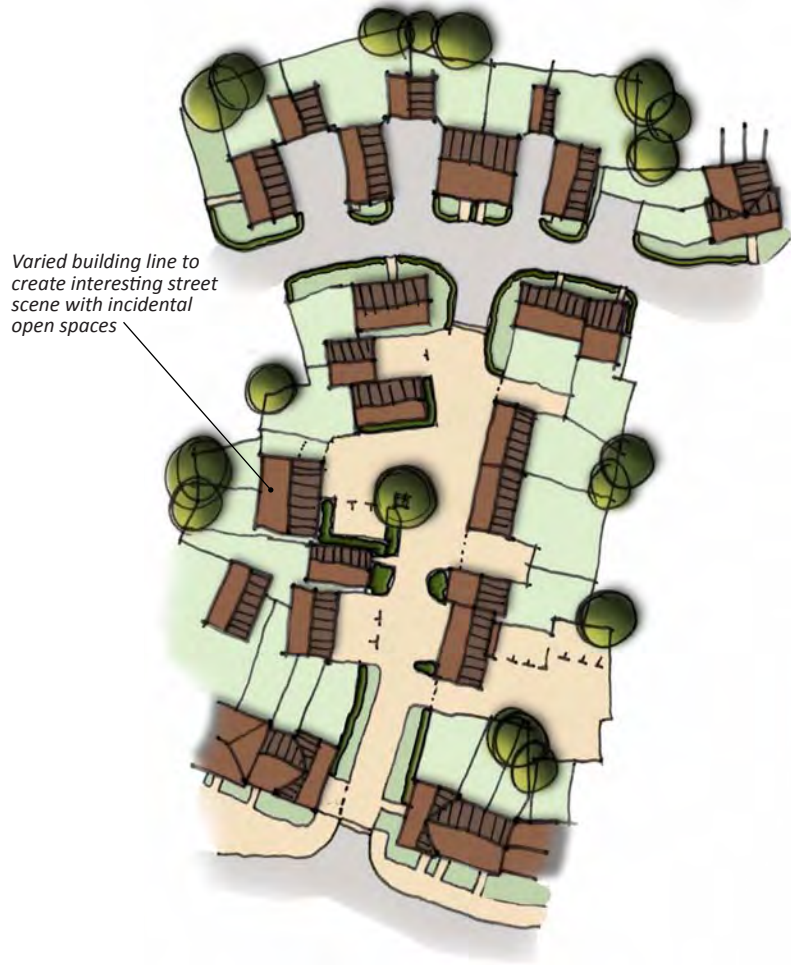
5.6.1 The Neighbourhood Housing areas form transition zones between the high density areas of the Main Street and the lower densities around the softer edges of the Application Site. They will have a medium density and be semi-urban in nature.

5.6.2 The Neighbourhood Housing will have a higher level of variation and interest than other areas, with a greater mix and variety of building lines, materials and roof lines to create a more informal, organic shape. The densities will also vary, with higher density areas created at key spaces and within mews and courtyards.

5.6.3 A permeable and well-connected street network should be created, with a mixture of small-scale streets and shared surface mews, reflecting the high priority given to pedestrians and cyclists. Dedicated footways may not be necessary where shared surfaces are used.

5.6.4 **Design Objectives**

- Mix of building types with terraces, semi-detached and detached units. 2 to 2½ storeys.
- Varied and interesting building lines, with incidental hard and soft spaces created within the street scene.
- On smaller scale streets a variety of set-backs and front garden depths should be created. Max. 4m front garden depth, with a mix of hard and soft front gardens.
- Mews will be characterised by minimal building setbacks and will often have no or short front gardens in block paved materials.
- Different surfacing materials will be used to create distinct areas, and a mix of railings, hedges and low walls may be used to front gardens. Front gardens may also be left without boundary treatments within this area.
- Planting and trees in grilles may be used in block paved areas as well as in incidental open spaces to soften the street scene.
- Parking will be provided in a variety of areas. Dedicated on-street parking, softened by planting, as well as courtyards and on-plot parking areas should be used. Incidental spaces should be created for visitors and short-term parking.



Indicative layout of a typical mews within the Neighbourhood Housing area



Indicative street scene within a Neighbourhood Housing area

5.7 S1 - Gateway

5.7.1 The access off Fulbeck Avenue will form the main vehicular entry point into the new neighbourhood. The grouping of buildings at this entrance node will form an entrance feature and create a sense of arrival for visitors and residents alike. As such the space will be marked by high quality buildings and an attractive landscaped space.

5.7.2 The junction of the Main Street and Secondary Streets serving the west of the Application Site adds to the importance of the node. This space is further characterised by the interface of the hard building edge with the green spaces to the east and west of the road.

5.7.3 The main vehicular route through this entrance area should be easily legible. The Main Street should be clearly defined and differentiated from the Secondary Streets into and out of the space.

5.7.4 The Gateway will have a high density character and key buildings and frontages should make a clear and strong architectural statement.



5.7.5 Design Objectives

- A high density character with strong building line. Town houses and terraces should frame the space.
- A key building should be created as a focal point at the termination of the vista from the entrance road off Fulbeck Avenue.
- 3 storeys are appropriate in this node.
- Buildings on the east side of the node should create a pinch point to mark the route of the Main Street through the node.
- In order to maintain a continuous building line, there should be no vehicular access to the fronts of properties here. All vehicular access should be via rear courtyards, but the properties should have pedestrian access to the nodal space.
- A raised street surface should be used to mark the node.
- Within the parkland and green space along the entrance road, the existing trees and hedgerows will be retained. The green space to the west of the road will have a parkland character, with short grass and meadows leading down to the balancing pond.





5.7.6 The Copse Crescent forms the termination space along the route of Copse View. Buildings here will frame a well-overlooked green space, focused around the retained copse.

5.7.7 A fairly continuous building line should be created to frame this important open space, with frontages facing onto the copse to provide a high degree of overlooking for the play area within the space.

5.7.8 The buildings and street here should have a similar character to Copse View to visually link the spaces.

5.7.9 Design Objectives

- Terraced or semi-detached units with minimal breaks in the building line.
- 2½ storeys to frame the space.
- Lanes in front of the houses to access the properties. Block paved to create a slow traffic environment and a shared surface.
- Parking may be on-street in groups of 3 to 4 spaces, or on-plot behind the building line.
- Max. 4m setbacks off the street, with soft landscaped front gardens.
- Front garden boundaries can be left open or have hedges or estate fencing to distinguish the space.



Indicative layout of the Copse character area



5.9 S3 - Central Green

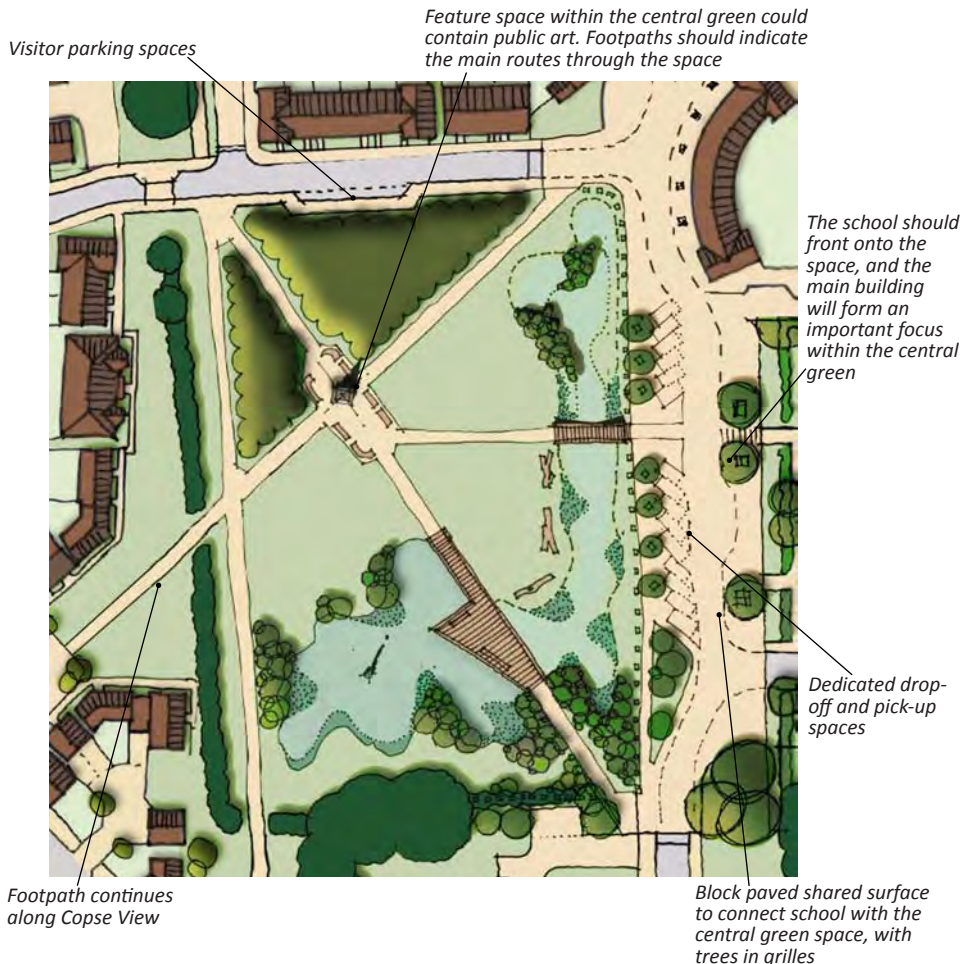
5.9.1 The central green will form the main focus of the new neighbourhood, sited at the junction of the Main Street and Copse View. The green space is intended to be framed by the school as well as houses, with the main school entrance running off the central green, thereby creating an important community space.

5.9.2 Copse View is to be emphasised and represented as a footpath through the green, extended from the termination of the road that runs along the vista. This footpath will be crossed by an additional diagonal footpath, connecting the 4 corners of the green. A punctuating building further along the Main Street, will create a focal point at the end of the vista from Copse View as well as the vista along the Main Street.

5.9.3 The main school building would form the eastern edge of the space, while the southern edge will be defined by continuously fronted buildings, with the possibility of non-residential use on the ground floor. The western and northern edges will be formed by strong, continuous buildings lines. Buildings will be 3 storeys around the central green, to create and emphasise the enclosed space.

5.9.4 The green will be designed to have a park-like character, with the existing trees and hedges retained. A balancing pond and swale features will create a soft focus to the green itself.

5.9.5 Traffic calming measures such as shared surfaces will be introduced along the Main Street to create a safe link between the school and the green space. Dedicated drop-off spaces will be created for the school.



Footpath continues along Copse View

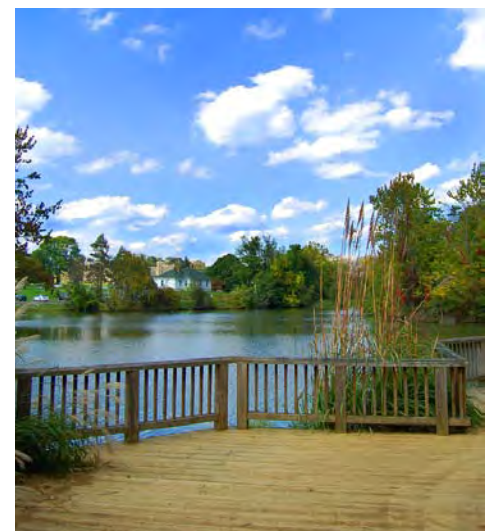
Block paved shared surface to connect school with the central green space, with trees in grilles



Indicative view towards housing along the north of the central green

5.9.6 Design Objectives

- Buildings to frame and define the space. Strong, regular building line.
- 3 Storeys, terraced and linked buildings. Focal point created to terminate the Copse View vista.
- The building lines should be close to the edge of the street and green, to enclose the space. Front gardens may be open to the green, or have railings or low walls with railings to designate the boundary.
- Vehicle speeds controlled by creating a shared surface with a change of surface material to identify the space.
- Some public parking to be provided within the space, but residential parking to be provided behind the buildings in courtyards.
- Good pedestrian links across the green space. Paths could be finished in bonded gravel in this more formal area.
- Balancing pond to form a feature within the green along with the retained trees and hedges.





5.10.1 The location of the school site in the centre of the Application Site provides the opportunity for an important community feature defining the character of the adjacent square and the village green beyond. The form of the square is being envisaged to be defined by the built form of the school and to create an important linking element with the village green.

5.10.2 The square would be enhanced by the school building being close enough to define the space and act as a focal point and visual stop from the dwellings and spaces to the west.

5.10.3 A strong, formal boundary treatment of railings should help to define the square along the western boundary of both parts of the school site, with tree planting to reinforce space definition. The other boundaries of this area should be defined by a more informal treatment of hedgerows and trees.

5.10.4 Design Objectives

- Distinctive architectural design to create a formal character and act as a focal point of views from the village green and areas to the west.
- School building design should include distinctive design elements to reflect its key landmark function.
- Strong, formal boundary treatment to complete street scene of square.
- Parking area to be screened with appropriate planting.
- Space for a lay-by should be provided within the square to provide a drop-off facility.

School should be designed to create a focal point to terminate views from the village green

Pedestrian/cyclist access point

Footpath/cycleway



Strong, formal boundary treatment to complete street scene of square

Indicative site layout of the school site



5.11 S5 - Community Space

5.11.1 The community space will contain a senior football pitch, a Multi-Use Games Area (MUGA), a Neighbourhood Equipped Area for Play (NEAP) and new allotments, as well as a community building site and a site designated for a potential doctors' surgery.

5.11.2 The **community centre** will be maximum 2 storeys high, and positioned at the southern entrance of the community space. Parking will be provided for the centre as well as for the allotment users. The parking should be planned in such a way as to prevent vehicles from cutting through the parking area from one side of the bus gate to the other. A paved surface should be provided around the community centre to create a multi-functional outside space for markets and fetes, etc.

5.11.3 The **allotments** will be an extension of the existing allotment site, and footpath connections should be provided linking the two. Some raised allotment beds with paved surfaces underneath should be provided for disabled users. A native hedgerow should be planted along the boundary of the allotment site to enclose the space.

5.11.4 The **football pitch** will be a sports turfed pitch. Ball-stop fencing should be provided along the pitch where it adjoins the allotments.

5.11.5 The combined **NEAP/LEAP** should provide a range of play opportunities for children and teenagers. It should have a low boundary fence and clearly marked entrance gates, to clearly define the space.

5.11.6 The **MUGA** should be fenced to contain ball, as well as to control and direct access into the space.

5.11.7 A **trim trail** will be created adjacent to the footpath/cycle link through the Site. Exercise stations should be positioned in dedicated spaces along the path.

5.11.8 Landscaping such as trees and thickets should be planted within the space to define the various spaces and uses. The space will also contain several swales which form part of the SuDS. The various functions, spaces, landscaping and swales within the area should be well planned and integrated to create a community space, as opposed to various isolated uses.



5.11.9 Design Objectives

- Buildings around the area should face onto and frame the space, to provide passive surveillance. The buildings should be tall and have strong frontages.
- A network of footpaths should link the various uses within the Application Site.
- There should be connections between the community building site and the allotments to allow for shared use of the facilities and car parking.





5.12.1 Landscape buffers will be created between the housing and the existing woodland to protect the sensitive ecological environments in the woodland areas.

5.12.2 Housing will back onto the new landscape buffers to deter access to the woodland from these areas. The back gardens will also create an additional protective buffering space to separate the new development from the woodland.

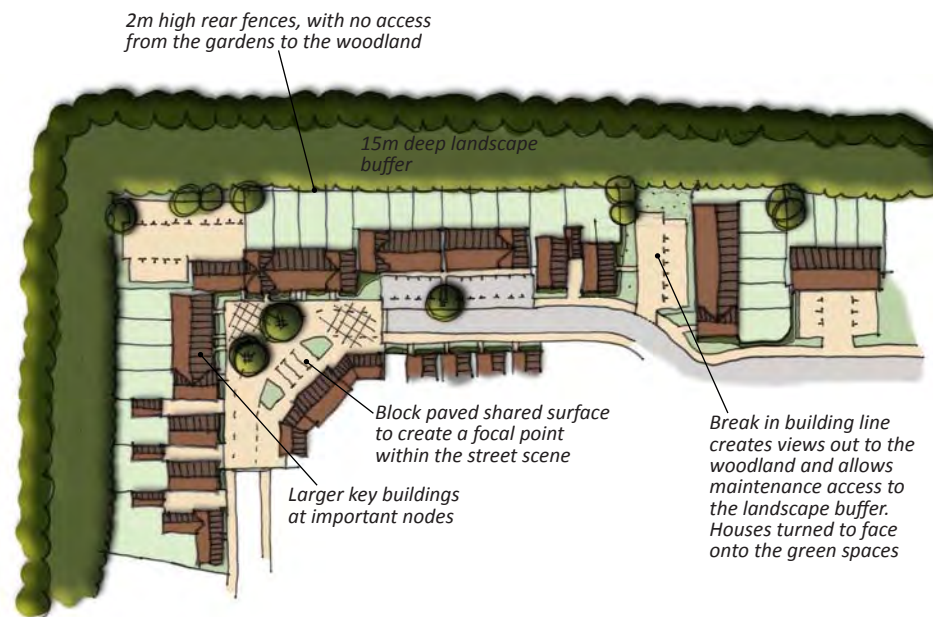
5.12.3 The aim however, is not to hide the woodland from view completely, but rather to create specific green spaces at the interface of the woodland and the housing, allowing views out to the woodland in places. Houses should be turned to face onto these green spaces and create a visual link between the woodland and the development.

5.12.4 A green space will also be created immediately south and east of Forest Barn Mews to soften and respect the boundary between the two developments.

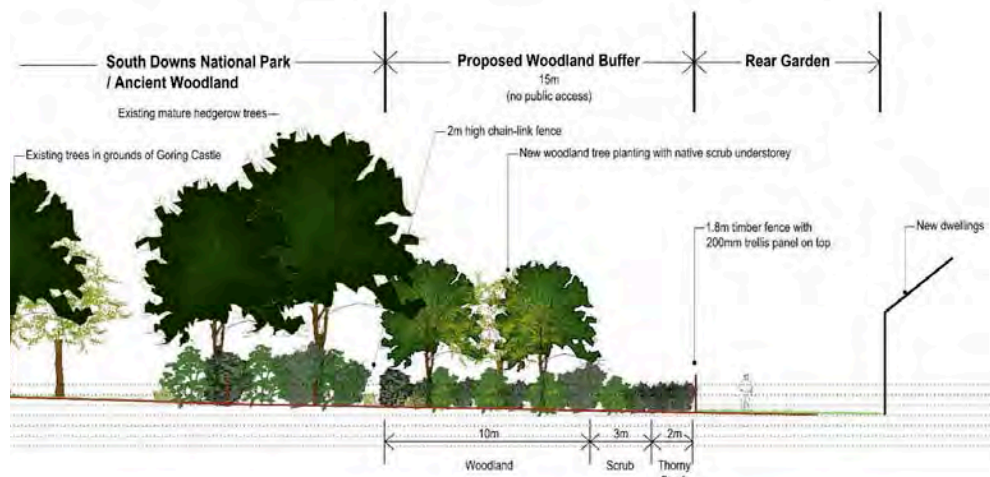
5.12.5 Housing along these edges will be of a lower density and height to create a more gradual transition between the natural woodland and built environment.

5.12.6 Design Objectives

- Min. 15m deep landscape buffer planting.
- Back gardens must have high fences with additional trellis panels on top, and there should be no access from the gardens into the woodland.
- Mix of detached and semi-detached up to 2 storeys high, but terraces may be used at key corners or to terminate views.
- West of the character area defined by small scale streets with more detached houses and a less formal building line.
- Set-backs can be up to 5m in depth to provide opportunity for landscaping to the front gardens.
- Boundary treatments to front gardens may be estate fencing or hedges, or gardens may be left open.
- Parking will be on-plot or in dedicated on-street spaces in groups of 3 to 4, softened with planting.
- The frontages along the eastern side of the Woodland Edge should be treated the same as frontages along R2 - Secondary Streets.



Indicative layout of the 15m deep landscape buffer in the western part of the Application Site

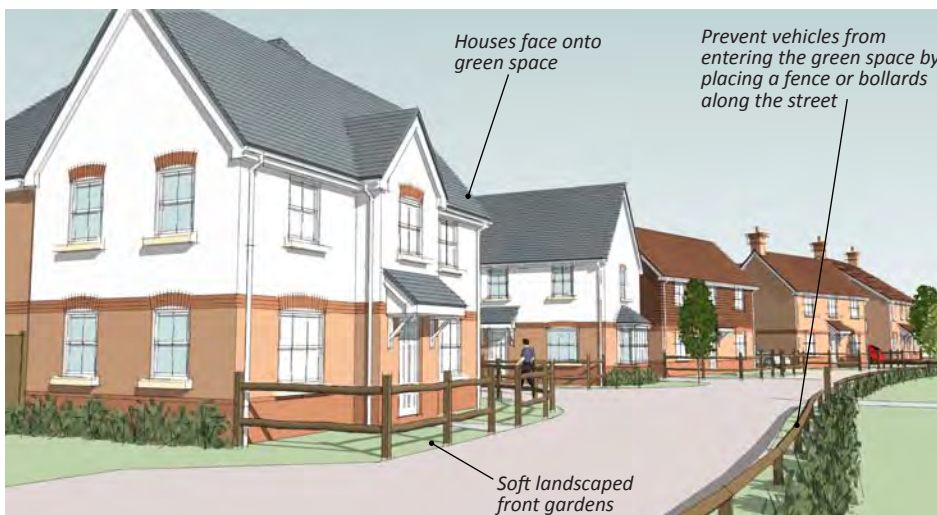


5.13 E2 - Green Edge

5.13.1 Housing should be orientated to overlook the green spaces that surround the built development, as well as the linear green spaces created along the existing hedgerows as well as the public footpaths and swales.

5.13.2 Housing will be orientated to face these spaces to provide an attractive aspect as well as provide passive surveillance.

5.13.3 Small scale lanes terminating in private drives may be used to the front of the houses to provide vehicular access. Pedestrian links should be created through the green spaces to create a well-connected, permeable layout. The private drives should be block paved and informal in character.



5.13.4 Design Objectives

- Mostly semi-detached or detached units with larger breaks between buildings to create a softer building line.
- Terraces should be used in key locations such as on corners or fronting play areas, to create to aid legibility.
- Mostly 2 storeys, with 2½ storeys at key points.
- The building line can be varied with varying set-back depths up to 5m, with open front gardens, hedges, estate fencing or picket fencing to front boundaries.
- Front gardens will be soft landscaped to reflect the character of the adjacent green spaces.
- The roofscape should be varied and include architectural features such as dormers to create variety to the roofline, thereby creating a softer edge to the development.
- Planting in these areas should frame and filter views of the dwellings rather than screen them completely. Similarly, vistas are to be created out from the character area towards the open space. Hedgerows should be used to screen carparks.
- Parking can be on-plot or in courtyards. Incidental parking spaces can be provided on the road for visitors and short term parking.
- Fencing or boundaries such as timber knee rails or bollards should be placed within the green spaces adjacent to the lanes, to prevent vehicles entering the green spaces.





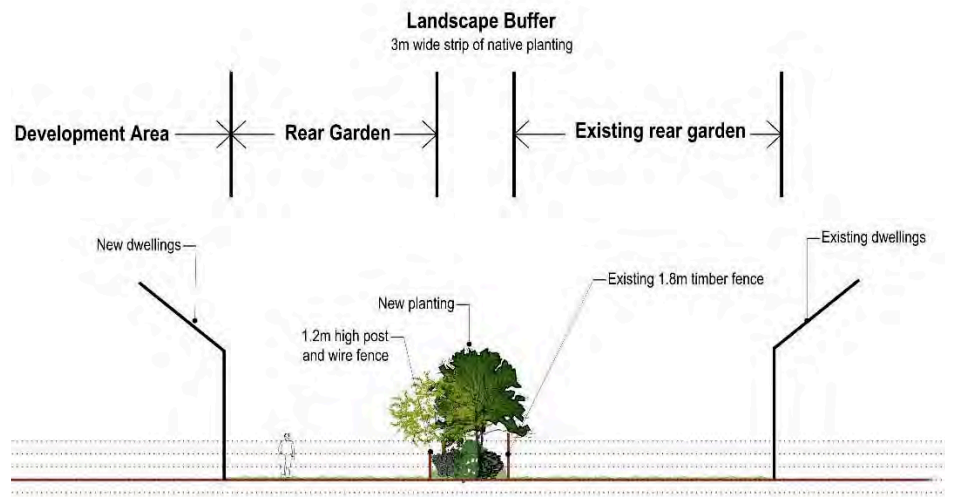
5.14.1 Where the proposed dwellings back onto the exiting residential area, care should be taken to protect the privacy of the existing homes.

5.14.2 The building line and street should have a flowing line, and a completely straight street frontage must be avoided.

5.14.3 A 3m wide landscape buffer of new native planting will be created at the end of the proposed rear gardens, to provide an additional level of separation between the existing and new houses.

5.14.4 Design Objectives

- Mostly detached units up to 2 storeys high.
- Hipped roofs may be used to reduce the massing of the houses.
- Looser building line with larger breaks between buildings.
- Set backs of up to 4m, with soft landscaped front gardens.
- Front gardens may be left without boundary treatments. Railings should be used at key frontages to prominent buildings.
- The small scale street should be blocked paved to create a low-speed traffic environment and create a shared surface area.
- Parking will be on-plot, set back behind the main building line.
- A minimum 3m deep landscape buffer should be planted at the end of the rear gardens between the new and existing houses.
- Trees and landscaping should be used where front gardens depths allow, and in incidental open spaces along the street.





6. SUSTAINABILITY



6.1 Sustainability

The Illustrative Masterplan

6.1.1 From the outset, this new Masterplan for West Durrington has sought to create a sustainable urban extension. In location and land use terms this has been achieved by:

- *The development's close proximity to the West Durrington District Centre.*
- *Extension of a well-established existing bus route running through the development.*
- *The mix of residential uses supported by new community facilities.*
- *The permeable street layout maximises access to the bus route and community uses and encourages walking and cycling for local trips.*
- *Safeguarding existing ecology and improving habitats.*
- *The use of Sustainable Drainage Systems which will manage excess surface water run-off during periods of heavy or persistent rain in order to prevent flooding.*

Detailed Design

6.1.2 A key measure to the success of West Durrington will be the environmental sustainability of its new buildings. The design and construction of the community building should be designed and constructed to meet as a minimum the Building Research Establishment's Environmental Assessment Method (BREEAM) rating of very good. The other non-residential buildings will be constructed to meet the relevant requirements at the time of their detailed design and construction.

6.1.3 All the new homes should be designed to achieve Code 3 Level of the Code for Sustainable Homes (CfSH), which is achieved through meeting Building Regulations 2010. Additionally, the Consortium proposes a range of other measures to ensure that West Durrington will achieve high sustainability credentials. In summary these include:

- **Renewable & Low Carbon Technologies:** *More than 10% of total energy demand from renewable energy generation or low carbon technologies.*
- **Water Conservation:** *Low water use sanitary features to meet a target for internal potable water consumption of less than 105 litres per person per day. Every house with a garden will be offered a waterbutt.*
- **Ecology:** *Extensive ecological and nature conservation proposals and enhancement measures to increase the biodiversity of the Application Site.*
- **Walking & Cycling:** *Provide a network of integrated pedestrian and cycle paths across the Application Site that facilitate linkage with existing surrounding networks.*
- **Bus Route:** *Create a bus route that links into the existing surrounding service.*
- **Travel Pack:** *Develop a Travel Pack covering all properties that includes cycle maps, public transport information, discounts on bicycles and equipment and links/contacts for other sustainable travel websites.*
- **Cycle Storage:** *Provide secure cycle storage for each dwelling in accordance with the CfSH.*
- **Waste:** *Site Waste Management Plan to include procedures for the minimisation of waste production and the diversion away from landfill.*



The existing Pulse bus service will be extended to run through the Application Site.



A Sustainable Drainage System will be incorporated into the development.

- **Construction:** Promoting a Considerate Constructors Scheme **Building Envelope:** Consider the use of 'A' or 'A+' rated element for the building in accordance with the BRE Green Guide.

Social Sustainability and Regeneration

6.1.4 The development of West Durrington will help in the social regeneration of the Northbrook Ward, which currently is in the 20% most disadvantaged areas in England, by spreading the benefits of sustainable new development and infrastructure. West Durrington will provide new community and recreational facilities, as well as provide a wide choice of housing.

6.1.5 The development at West Durrington will deliver a number of new benefits for both its new residents and the surrounding communities in the Northbrook Ward and west Worthing. These include:

- **Community focus:** The provision of a community building site and play facilities together with the potential new school site will help to reduce deprivation and social exclusion by providing much needed community facilities.
- **Public transport:** The routing of a new bus route through the Application Site will provide a sustainable transport link to the new community facilities from the surrounding areas of west Worthing.
- **Affordable housing:** New affordable housing will provide new housing opportunities for existing residents in the area. The development will comprise 30% affordable housing, which equates to over 200 dwellings.
- **Housing types and tenures:** The new affordable housing will be mixed with private housing tenures to promote social diversity.
- **Secured by Design:** Practical consideration to the Secured by Design principles will be applied throughout the detailed design of the development to help promote a low-crime environment.



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Sustainable means of travel such as walking and cycling will be encouraged.



7. CONCLUSION



7.1.1 The vision for the Application Site is to create a sustainable and integrated development for this key strategic allocation. The Masterplan proposes a high quality residential environment set within an attractive landscaped setting. The new homes will be supported by a range of new infrastructure, community and recreational facilities.

7.1.2 West Durrington will deliver up to 700 new homes to meet the local needs of Worthing. 30% of the new homes will be affordable providing important new housing opportunities for existing residents in the area.

7.1.3 In addition to the new homes, West Durrington will provide new community and recreational uses, which will help spread the benefits of the new development as widely as possible across the new and existing communities in the area. These include:

- Central green
- School site
- Community building site
- Site for potential medical centre
- Senior sports pitch
- Multi-use games area (MUGA)
- A large children's play area (combined LEAP/NEAP)
- A LEAP
- New allotments
- Contributions to an off-site skate park

7.1.4 The submitted Masterplan draws upon the significant environmental and technical work prepared as part of the previous and current applications. Additionally, it takes into account the emerging policy framework contained in the Submission Core Strategy as endorsed by the Core Strategy Inspector.

7.1.5 Initial Masterplans were prepared for the Application Site and following feedback received during this early period of design, a consensus was reached on how the new development should be structured. Consequently, the design of the Application Site was centred upon a recognisable community heart comprising a village green, school site, community building site, children's play areas, a sports pitch and allotments. The location of this community focal point has helped to create a 'unifying factor' between the existing homes to the east and the proposed new dwellings on the Application Site.

7.1.6 At 700 dwellings, an average net density of 37 dph is proposed. Within this overall density framework a range of densities will be established through the Application Site. This means for instance that lower density development is located adjacent to existing dwellings in order to respect the amenity of the existing properties.

7.1.7 The development has been designed to maximise the retention of existing landscape features. New green corridors incorporate existing vegetation and landscaping. They will permit the movement of wildlife through the Application Site and create a linked network of green spaces that provide traffic-free routes to the development's larger green spaces.

7.1.8 Sustainable Drainage Systems (SuDS) form another key element of the green strategy. New balancing ponds and swales will not only manage excess surface water run-off, but also enhance the Application Site's ecological value and create attractive landscaped features.



7.1.9 West Durrington's new streets are based upon an irregular grid of perimeter blocks, creating a permeable development that encourages walking and cycling and therefore more sustainable movement patterns for local trips.

7.1.10 The main access point serving the Application Site is via a new roundabout off Fulbeck Avenue. A connection to Tasman Way is provided for public transport and pedestrians and cyclists, whilst a connection via Cherwell Road will provide access for emergency vehicles and pedestrians and cyclists. The new bus route between Fulbeck Avenue and Tasman Way will provide an extended route for the 'Pulse' service into and through the Application Site.

7.1.11 The external appearance of West Durrington's new houses will draw upon the more traditional characteristics of west Worthing. For instance, red and brown bricks will form the prevalent facing materials with the limited use of flint and the selective use of render to provide variation and help define key buildings.

7.1.12 The development's new buildings will be designed with a simple form in a manner that compliments the local vernacular. The new homes will convey an impression of unity relieved by minor points of details, materials and grouping, producing variety with a harmonious identity. Key buildings will be used to terminate vistas, highlight key nodes and emphasise areas of public open space.

7.1.13 Sustainable design forms a central component of the proposals for West Durrington. Renewable and low carbon technologies will be used to meet more than 10% of the predicted total energy demand. Ecological enhancement, encouraging walking and cycling and enhancing the existing landscape have been central to the masterplanning process.

7.1.14 An important function of this document is to provide a framework for implementing the Reserved Matters applications. Therefore, the Character Areas and Design Codes section details how the Reserved Matters applications should address the document's design philosophy. The Application Site has been divided into a number of different character areas, which when taken together will form a series of designed spaces and create a strong sense of place. Each of the character areas provide guidance on a range of elements, including building scale, car parking, treatment of external areas and landscaping.

7.1.15 These character areas range from the more formal, higher density character of the Main Street, through to the more informal Woodland Edge area, characterised by the impressive wooded backdrop created by Titnore and Goring Woods. This document also establishes the design principles for the Central Green, the School and the Community Space.

7.1.16 The following appendices provide a further summary of the proposals for West Durrington by demonstrating how this document accords with government guidance on Design and Access Statements and how the development meets the aims of the West Sussex Design Commission.







APPENDICES

Appendix A: West Sussex Design Commission

As set out earlier in this document, The West Sussex Design Commission provide 15 principles of good design in their Design Principles guidance document. The following table outlines how the outline application addresses the Commission's design principles:

Quality and Design	
1. The Delivery of Maximum Quality	West Durrington has been designed to create a high quality urban extension of Worthing. It will create a successful new community, which protects key landscape features that are positively incorporated into the layout. The development will play an important role in the social regeneration of the Northbrook Ward.
2. Setting and Context	The analysis of the Application Site and its context has formed an important element of the development proposals. Existing landscape features are retained and will form an important part of the West Durrington's character. The scale of the new dwelling's respects the Application Site's context. The surrounding area's architectural context has been appraised in order to inform the design of the development's new buildings.
3. Public Realm	West Durrington's public realm has been designed to promote social interaction in an attractive, secure environment. A new sports pitch, trim trail and playgrounds, coupled with areas of open space including a central green will promote play and relaxation. Landscaping and the treatment of the public realm have been considered in combination to create an attractive public realm.
4. Innovation and Stimulation	Construction materials will be of high quality, sustainable and durable. Materials will reflect local character and contribute positively to the aesthetic appearance of West Durrington.
5. Landform, Slope and Gradient	The topography of the Application Site and its surroundings have been used to advantage in West Durrington's layout. View corridors to Highdown Hill and the nearby South Downs have been created to provide attractive vistas out of the Application Site, aid legibility and create a strong sense of place.
Whole Life and Wider Considerations	
6. Construction and Location	West Durrington's new homes will adopt sustainable principles and practices, including the CfSH and the use of renewable or low carbon technologies. New footpaths and cycleways, along with the new bus route, will encourage more sustainable movement patterns, especially for local trips.
7. Density, Use of Space and Undergrounding	With the capacity of the Application Site at up to 700 dwellings, the density of development reflects the Submission Core Strategy's identified capacity for the Application Site. A range of densities will be developed through the Application Site, which when combined with landscape and building form will provide different areas of recognisable character.
8. Longevity and Flexibility	The detailed design of West Durrington's buildings will meet current Building Regulations on achieving designs that are accessible and adaptable. Consideration will be given to adopting the Lifetime Homes principles on some of the dwellings.
9. Climate Change, Weather and Microclimate	West Durrington's dwellings will be designed to achieve Code 3 Level of the Code for Sustainable Homes in order to minimise their environmental impact. SuDS will be used to control surface water run-off from the Application Site and has been designed for a 1 in 100 year event.
10. After-use, Demolition and Waste	Waste minimisation principles will be adopted both during construction and in the lifespan of the development through promotion of recycling/composting measures
More than just a building	
11. Development is for People	Community involvement has been encouraged with the carrying out of a public exhibition at the Northbrook Barn Community Centre. The local community was given the opportunity to view the proposals, comment on them, ask questions and meet with members of the development team before submission of the planning application. Strong support and keen interest was received from several local groups in the potential use of the community centre site.
12. Community Pride	The provision of high quality new homes and community facilities, attractive open spaces and landscaping, and sustainable building technologies will help to create a strong spirit of community. New affordable housing will provide new housing opportunities for local people and promote better social diversity.
13. Mobility and Accessibility	Wherever possible pedestrians and cyclists have been given priority over the private motor vehicle. A comprehensive network of leisure footpaths and cycleways provide direct and traffic-free routes linking the housing areas with West Durrington's new community facilities. The design of the roads and the siting of the buildings will help to control vehicle speeds and encourage safe driving.
14. Safety, Security and Health	The practical consideration to the Secured by Design principles will be applied throughout the detailed design of West Durrington to help create a low-crime environment. The new facilities such as the sports pitch, trim trail and playgrounds will help promote good health.
15. The Economy	West Durrington will provide a number of benefits to the wider area. The provision of new community facilities will help to reduce deprivation and social exclusion in the area. The construction of around 700 new homes, site for a community building and related site infrastructure will help to support and boost the local construction industry and local economy.

Appendix B: Design and Access Statement Validation Requirements

In light of the Communities and Local Government's (CLG) publication, 'Guidance on information requirements and validation' published in March 2010. The following table summarises the proposals for West Durrington using the five sub-components of amount, layout, scale, landscaping and appearance, along with climate change mitigation and access.

	<i>Summary</i>	<i>Relevant Sections</i>
Amount	The application comprises a mixed-use proposal of up to 700 private sale and affordable dwellings (average density of 37 dph), site for a new primary school, community centre site, site for potential doctor's surgery, allotments, play areas and senior sports pitch.	Section 4: p 30-31
Layout	West Durrington is based upon a permeable development form. The well-connected layout will encourage walking and cycling, offering a choice of routes to the community uses in the heart of the development. The layout contains a clear hierarchy of spaces with squares, greens and linear open spaces linked by a variety of streets and lanes.	Section 4: p 32-33
Scale	West Durrington's buildings will generally be two and two and a half storeys in height. Building heights will generally graduate to two storeys to the peripheral areas of the Application Site. This general mix of storey heights creates the basis for a varied and interesting roofscape. The careful use of three storey buildings will terminate key vistas and reinforce spatial identity.	Section 4: p 34-35
Landscaping	A variety of landscape types will be created to compliment the buildings, screen views and provide habitats for fauna. Planting will be used within the context of streets and lanes to give a 'sense of place' and reinforce the setting of principal streets. New buffer planting will help to reinforce the setting of Titnore and Goring wood and new planting will link with existing vegetation within the Application Site.	Section 4: p 40-41
Appearance	The external appearance of West Durrington's new houses will draw upon the more traditional characteristics of the area. A simple built form will compliment the local vernacular, with special details, raised building heights and/or increased massing being used to define key buildings. A sensitive palette of materials will strengthen local identity.	Section 4: p 38-39
Climate change mitigation	Climate change considerations have been integral to the masterplanning of West Durrington. The layout has been designed to promote walking and cycling for local trips and it accommodates a new bus route. The new homes will be designed to achieve Level 3 of the CfsH and 10% of the development's energy demand will be from renewable and low carbon technologies.	Section 6: p 60-61
Access	The principal access point will be from Fulbeck Avenue. The bus route through the Application Site will run between Fulbeck Avenue and Tasman Way. Tasman Way and Cherwell Road will provide access for emergency vehicles. Access arrangements will ensure that all users have equal and convenient access to buildings, spaces and the bus route.	Section 4: p 36-37

