



Land North West of Goring Station

Design & Access Statement - August 2020

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INTRODUCTION

This Design and Access Statement has been prepared in support of an outline planning application with all matters of detail reserved for subsequent determination at Reserved Matters stage for:

“Mixed use development comprising up to 475 dwellings along with associated access, internal roads and footpaths, car parking, public open space, landscaping, local centre (uses including A1, A2, A3, A4, A5, D1, D2, as proposed to be amended to use classes E, F and Sui Generis) with associated car parking, car parking for the adjacent railway station, undergrounding of overhead HV cables and other supporting infrastructure and utilities.”

This document provides information relating to the site and its context, before an assessment of the constraints and opportunities associated with the site and surrounding area.

The following sections outline the design approach, providing additional detail on the vision for the site and key principles that underpin the proposals. Additional information is provided on the landscape strategy for the site and the architectural character of proposed buildings.

SUMMARY OF PROPOSAL

Site Area

- 19.96 Ha

Nature

- Large areas of open space in the form of parkland including green corridors with new planting
- A considered Sustainable Drainage Strategy (SuDS)
- A sensitive approach to existing ecological and biodiversity assets to ensure that they are protected and enhanced throughout to create a biodiversity net gain

Amount and Use

- Up to 475 residential units including 30% affordable housing
- New mixed use local centre in the vicinity of the train station
- Extension to train station car park

Access

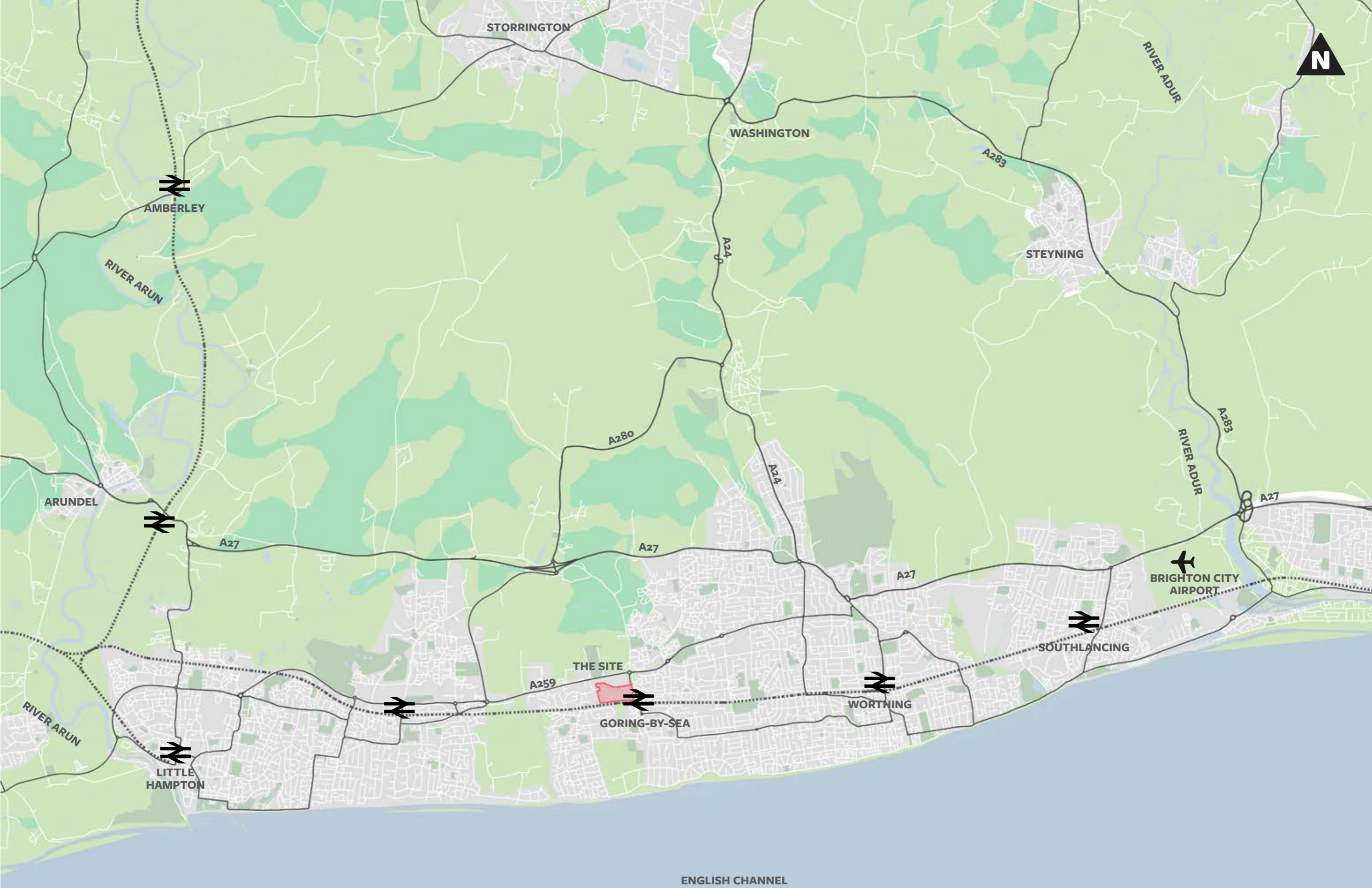
- An attractive and well landscaped new roundabout access into the site providing simple vehicle movements and allowing traffic to flow unhindered.
- Additional secondary access point for emergency and service vehicles.
- Extension to the existing railway car park to provide additional parking opportunities.

Scale

- Buildings heights vary from 1.5 storey in the western and northern part of the site to 3 storey. Potential for 4 storey height buildings near the train station to provide greater enclosure and a building hierarchy.

Appearance and Materials

- Buildings will be predominantly traditional in form, with contemporary detailing, forms and appearance near the train station.
- Traditional West Sussex vernacular and materials include brick, render and flint with elements of flint walls and slate effect and plain tiles for roofs



CONCEPTUAL LOCATION PLAN

PLANNING POLICY CONTEXT

This section provides a brief summary of the Planning Policy context for the site. Please refer to the Planning Statement for a fuller explanation.

The Worthing Core Strategy (WCS)

The Worthing Core Strategy (WCS) was adopted in April 2011. From the Proposals Map, it can be seen that the application site is identified as Land Outside of Built-Up Area Boundary. Notwithstanding this, it is important to note that the site is not located within or immediately adjacent to any landscape, ecology, or heritage designation. It is also important to note that the site is not identified as a Strategic Gap or as Local Green Space.

The WCS acknowledges the borough is constrained with limited opportunities for expansion, given the South Downs to the north and the sea to the south. However, it recognises that there is still a need to provide more housing. The spatial strategy of the WCS is for development to take place within the existing built up area boundary of the town, being the most suitable location by virtue of the existing access to services, facilities and transport links. It also sought to deliver an edge of town strategic allocation at West Durrington. Outside of the identified development areas the emphasis is on protecting and enhancing the built and natural environment.

However the WCS is based on an out of date housing requirement for 4,000 net additional dwellings in the period 2006-26 (200 dwellings per annum). The need for housing is now much greater (880 dwellings per annum) and it will be necessary to release land beyond the Built-Up Boundary if these needs are to be met.

Housing Land Supply

LPAs are required to maintain at least a five year supply of housing land. Without any interrogation of the LPA's evidence on housing supply it is only able to demonstrate (at most) a 1.03 year land supply.

Accordingly, NPPF Footnote 7 applies, meaning that the most important policies for determining residential planning applications are out-of-date and the "tilted balance" is engaged for decision making purposes. Planning applications should therefore be approved unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits [NPPF paragraph 11d].

The emerging Worthing Local Plan (eLP)

The emerging Local Plan is still at an early stage in the plan making process and therefore can only be afforded limited weight. Even if the plan was at a more advanced stage, it still remains the case that the LPA cannot demonstrate a 5YRHLS and the tilted balance is engaged.

The eLP does not propose to allocate the application site for housing. However, the eLP proposes that only 33% of the identified need can be accommodated within Worthing and that only a very small (unspecified) proportion of the unmet need might be accommodated elsewhere within the wider sub-region. It is evident that the LPA needs to release significantly more land for housing if the plan is to have any chance of being found sound. The absence of an allocation means very little when it is viewed in this context.

The eLP proposes to designate the site as Local Green Gap (Policy SP5) and Local Green Space (Policy SP6) but these should be approached with great caution. The plan is at an early stage and has yet to be tested at Examination. More fundamentally, the site simply does not meet the criteria for designation and the LPA has been unable to identify any other land to meet its substantial housing land supply shortfalls.

The site is an excellent location for housing. It would be in general accordance with the overall strategy, being located immediately adjacent to the built-up area, in a sustainable and accessible location and surrounded by existing development on three sides.

THE SITE

The site occupies a single, almost flat arable field which is contained on three sides by the existing urban fabric at the edge of the built-up suburbs of Goring-by-Sea and Ferring. The northern edge of the Site is defined by the route of the Ferring Rife, a significant drainage channel which crosses the farmland in an east-west direction.

To the north, an area of arable farmland separates the site from the A259/ Littlehampton Road. High voltage, overhead electricity cables and lattice pylons cross the site following the route of the Ferring Rife in part, before dog-legging southwards to cross the railway line.

The eastern boundary is delineated by Goring Street and partially by the A259. The southern boundary with the railway line, at level grade, is demarcated by a chain-link fence and occasional thicket plants. Immediately south is a recent development of 3 storey apartments.

Immediately to the north of the A259 is a mixed area, part of which is the nearest fringe of the South Downs National Park. There are horticultural installations, football pitches and an area of arable farmland.

The A259/ Littlehampton Road creates a split character locally – on the south flank is mainly the urban area of Ferring whilst the land to the north of the road is influenced by the presence of plant nurseries, a vineyard, pockets of commercial development and by extensive areas of paddocks associated with an Equestrian Centre.



SITE PHOTOS

1



APARTMENTS TO THE SOUTH OF RAILWAY LINE

2



GORING STREET LOOKING NORTH

3



VIEW OF THE SITE FROM THE SOUTH WEST

SITE PHOTOS



VIEW OF THE SITE FROM THE SOUTH-EASTERN CORNER



VIEW OF THE SITE TOWARDS THE SOUTH-EASTERN CORNER

LOCAL CONTEXT - GORING STREET



LOCATION PLAN - FERRING LANE & GORING STREET



GORING STREET PHOTO LOCATIONS PLAN

An assessment of the local architectural character has been undertaken to understand the local and wider context around the Goring Station site. This provides a brief snapshot of the existing area and its elements such as; boundary treatments, frontages, massing, materials and architectural elements.

Within the immediate context of the site there is a mixture of buildings which vary from a dense area around Goring Street which typically include 3 storey apartment blocks and terraced houses. Southwards, this is replaced by post-war, estate housing within the built-up area of Worthing. To the south-east, is the Church of Jesus Christ and the Latter-Day saints, beyond which and very close to the site is Goring-by-Sea Rail Station.

To the west of the site is a mixed development along Ferring Lane, comprising bungalows and houses at varied style and age with a generally lower density where there are more detached and semi-detached units within discreet plots. The main materials are bricks and render with some use of flint and tile hanging.



LOCAL CONTEXT - FERRING LANE



LOCATION PLAN - FERRING LANE & GORING STREET



FERRING LANE PHOTO LOCATIONS PLAN



WIDER CONTEXT ARCHITECTURAL STUDY

The wider area is mainly residential with some elements of mixed use along Ferring Street and other surrounding streets. There are medium size detached properties mixed with smaller semi-detached and terraced houses. Brick and render are the main materials. The use of flint walls alternated by bricks for window surrounds and quoins are also common features in the area.



LOCATION PLAN - FERRING STREET, CHURCH LANE AND FERRINGHAM LANE

Ferring Street (upper)



Ferring Street (lower)



Church Lane



Ferringham Lane



LANDSCAPE AND VISUAL CHARACTER

A Landscape and Visual Impact Assessment (LVIA) has been prepared as part of the technical information which has informed this planning application. The site is not covered by any statutory, or non-statutory designations for landscape character or quality. The boundary to the South Downs National Park is located to the north of Littlehampton Road (A259).

It is located within the Littlehampton and Worthing Fringes LCA as described in the Landscape Character Assessment of West Sussex. This character area encompasses the site and the rising ground on the lower slopes of Highdown Hill immediately to the north. The site's character is influenced by its proximity to the surrounding urban areas, which effectively enclose the site on three sides, to the coastal railway line, and by Littlehampton Road which lies a short distance to the north. However, in the vicinity of the A259, the prevailing character has been defined as Urban Fringe. It forms part of the extensive urban area which extends along the low lying coastal plain, between the English Channel and the South Downs National Park.

The visual appraisal identified that due to the relatively open nature of the site, there are some opportunities for views from adjoining dwellings and public highways. Middle and long distance views from the south, east and west of the site are prevented by intervening development, however there are opportunities for views from the rising ground within the South Downs National Park to the north, including the view point at Highdown Hill. In views from the National Park, the site is visible beyond Littlehampton Road (A259) and the retained farmland to the north, and seen in the context of a wide ranging panorama which includes significant urban development along the coastal plain.

The landscape and visual assessment work has been a fundamental consideration in developing the proposals. By adopting the recommendations set out in the report, development can be assimilated in a way which respects the character and setting of the local landscape / townscape, the setting and views from the National Park, and retains a significant spatial break in built form along the frontage with Littlehampton Road.



VIEWPOINT 01



VIEWPOINT 11



CONSTRAINTS AND OPPORTUNITIES






































OPPORTUNITIES

- The site offers the opportunity to provide a sustainable urban extension, providing much needed housing in an accessible and well connected location, where it can assimilate with the existing resident community
- The site is relatively unconstrained in planning policy terms with no adopted local or national designations (e.g. landscape, ecology or heritage) directly affecting the site
- The site is flat agricultural land
- It is well related to the built-up area being largely enclosed by existing built development to the south east and west, with the A259 beyond the agricultural land to the north
- The site is accessible to existing shops and services which are within walking and cycling distance. The site is also within walking distance of local schools
- Bus services also operate from nearby bus stops
- It lies adjacent to the Goring Railway station offering opportunities for people to use existing train services to travel further afield rather than use their cars
- The proximity of the site to the train station creates a realistic opportunity to be able to provide additional car parking for the railway station and relive existing parking problems in the area
- Locating a local centre in the south eastern part of the site would further reinforce the railway station as a destination node in the area and provide opportunities for linked trips
- There are opportunities for direct vehicular accesses into the site are available along Goring Street to the east
- A street hierarchy could be developed within the site with a green spine creating a loop that connects the site east-west. Secondary streets fanning from the green spine could connect into lower order streets and private drives
- 3 to 4 storey apartments along the southern edge of the site give a precedent for taller buildings in the south eastern corner
- The site currently has limited public access. As part of a comprehensive green infrastructure strategy there is scope to provide publicly accessible parkland adjacent to the Ferring Rife providing opportunities for recreation and greater east-west pedestrian permeability across the wider area
- The proposed parkland area in conjunction with the retained agricultural land to the north can maintain an area of open undeveloped land alongside the A259 between Goring and Ferring
- Green corridors can also be incorporated into the scheme to retain green links on a north-south axis connecting the new planting to the south with areas of open space in the northern part of the site
- There would be opportunities for new native planting and biodiversity enhancements throughout the site as part of the green infrastructure strategy. This would include improved management of the Ferring Rife
- New Sustainable Urban Drainage Systems (SuDS) could be located within the green corridors where the site levels are lower
- There is an opportunity to remove the HV Power Cables which traverse the site and detract from the visual amenities of the area

CONSTRAINTS

- There are some listed buildings located nearby, and other heritage assets that are located further away which require attention to respect their settings
- Land to the north, beyond the A259 forms part of the South Downs National Park
- There is a corridor of land alongside the Ferring Rife which is at risk of surface water flooding. This area of land would not be suitable for new built development but could be used for other purposes
- There is potential for land in the southern part of the site to be affected by noise and vibration from the railway line that runs along the southern boundary
- The HV cables that cross the site could affect the location of new housing. They would require 6m easement along the southern and eastern boundary if undergrounded
- Buffers to the Ferring Rife will be required to allow for maintenance and to protect and enhance it as a biodiversity resource
- Contours across the site would suggest that attenuation basins are best located within the central part of the site along the potential POS to the south of Ferring Rife

KEY

	Site Boundary		Overhead Power line (OHP)
	Retained Open Space/Farmland		6m Easement for Underground Route of OHP
	Registered Parks & Gardens Conservation Area		Urban Edge
	Recreation Ground		Noise from Railway Line
	South Downs National Park		Existing Agricultural Access
	Existing Vegetation		Potential Primary Vehicular Access to Site
	0.5m Contours		Potential Secondary Vehicular Access to Site
	Existing District Council Boundary		Potential Green Spine
	Views from the South Downs National Park		Potential Secondary Street
	Littlemore Road - A259		Goring-By-Sea Train Station
	Existing Rail Line		Distance from Train Station (400m and 800m radius)
	Existing Bus Stop		Extension to Existing Car Park and Pedestrian Link
	Nearby Listed Buildings		New Local Centre
	Nearby Notable Buildings		Potential Location for Mixed Use / Landmark Building
	3 Storey Buildings in the Vicinity of the Site		New Planting along Southern Boundary
	4 Storey Buildings in the Vicinity of the Site		Green Corridors North-South
	Existing Public Footpath		Potential Location for SuDS
	Existing Water Features		Potential POS to the South of Ferring Rife
	Extent of Surface Water Flooding		

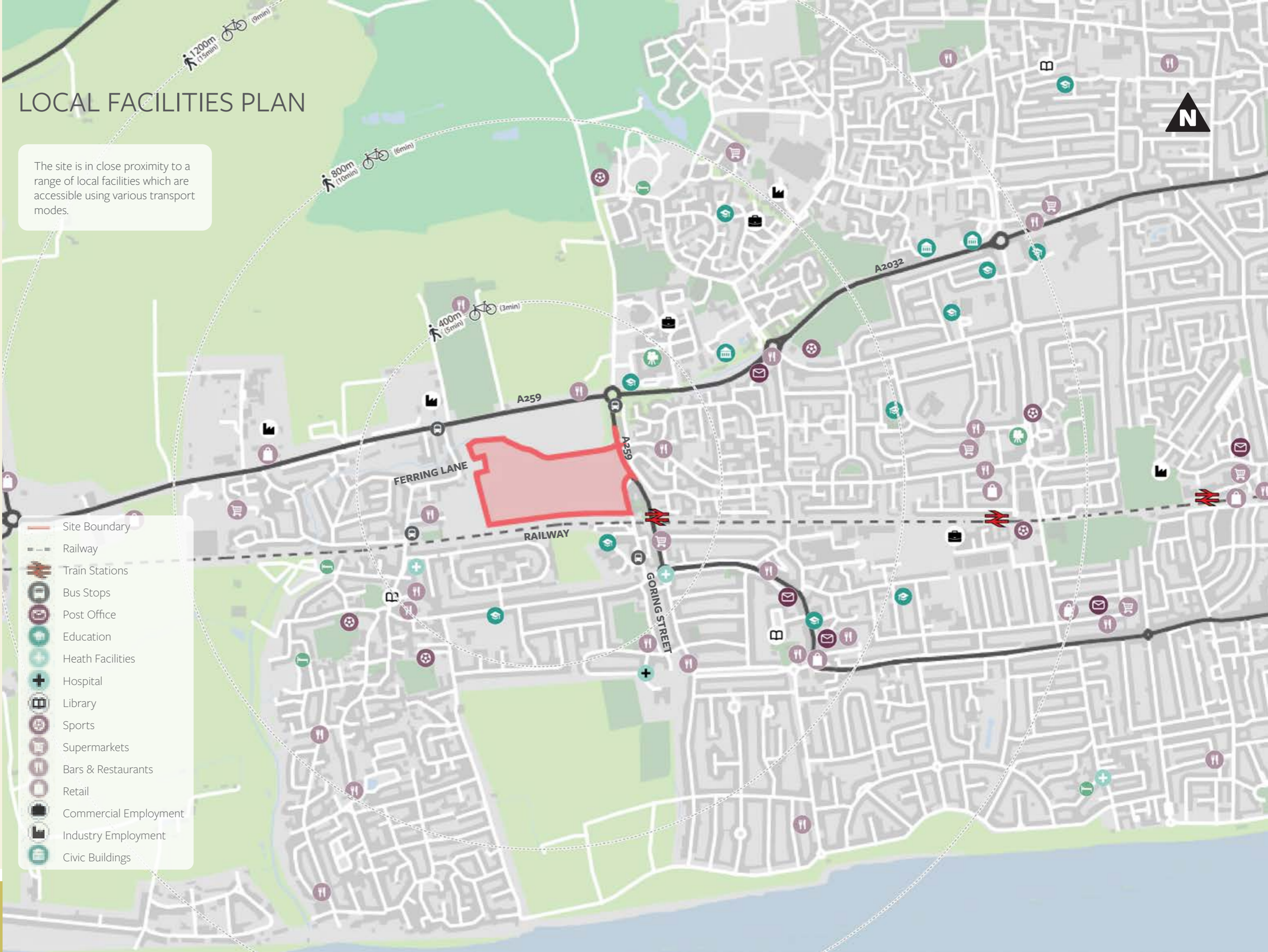


CONSTRAINS AND OPPORTUNITIES PLAN

LOCAL FACILITIES PLAN

The site is in close proximity to a range of local facilities which are accessible using various transport modes.

- Site Boundary
- Railway
- Train Stations
- Bus Stops
- Post Office
- Education
- Health Facilities
- Hospital
- Library
- Sports
- Supermarkets
- Bars & Restaurants
- Retail
- Commercial Employment
- Industry Employment
- Civic Buildings



PUBLIC EXHIBITION

The Applicant has undertaken pre-application consultation with the local community and other interested parties as encouraged by Government policy, contained within the NPPF and the PPG, and the Council's Statement of Community Involvement.

The public consultation exercise has allowed local residents and other stakeholders to consider the proposals before the planning application has been finalised and to offer suggestions and recommendations to help shape new development in the area, which have been taken into account by the Applicant.

It is acknowledged that pre-application consultation will not always change the views of those who wish to object to a development proposal, but it ensures that there is an opportunity to openly review and discuss the proposals with the developers and their consultant team and to help shape new development.

The concerns raised above have been noted and considered and where appropriate addressed through the application and supporting documentation.

Some of the comments have related to off-site matters and as such it has not been necessary to make any direct changes to the proposals as a result of the consultation.

Following the event, the Feedback was reported to the technical consultants to ensure the pertinent issues had been addressed in their supporting documents and tested through modelling where appropriate.

Amendments to the emerging masterplan included:

- The access arrangements for the site now include a roundabout and a secondary access.
- The green infrastructure has been strengthened with wider north south green corridors and greater detail on the proposed parkland adjacent to the Ferring Rife.
- Additional planting is also proposed to help filter views of new built development.
- More work has been undertaken to demonstrate net biodiversity enhancements.
- Some of the drainage ponds have been relocated
- The land within Arun District has been removed.

The exhibition boards are titled 'CHATSMORE FARM PUBLIC CONSULTATION' and cover the following topics:

- 01 INTRODUCTION:** Welcome to this Persimmon Homes public exhibition where the proposals would be displayed. It includes photos of various house types and text about the site's location and planning context.
- 02 PROPOSALS:** Details the proposed development, including the number of homes (420), affordable housing (70% rented, 25% shared ownership), and the layout of the site.
- 03 LANDSCAPE AND VISUAL IMPACT:** Discusses the landscape and visual impact of the development, including the proposed landscaping and the impact on the surrounding area.
- 04 ACCESS:** Details the proposed access arrangements, including the roundabout and secondary access, and the impact on the surrounding road network.
- 05 ECOLOGY:** Details the proposed ecological measures, including the creation of new habitats and the protection of existing features.
- 06 CONCLUSION:** Summarizes the key points of the proposal and the benefits of the development.

Each board also features the website WWW.CHATSMOREFARM.CO.UK and the Persimmon Homes logo.

EXHIBITION BOARDS

VISION

The adjacent vision sketch builds upon the identified Opportunities & Constraints and defines the design objectives and principles. Key elements of the plan are described in additional detail below:

- 1** Create a key node/local centre in the south-eastern corner near the existing train station
- 2** Clear street hierarchy based on a primary green spine, secondary streets, mews and private drives to reach remote areas of the site and connecting visually the inner areas to the surrounding green spaces
- 3** Attractive new vehicular accesses along Goring Street including the re-design of a section of the road to allow the construction of a new roundabout
- 4** Strong Green Infrastructure including green corridors and new planting to break up massing of new development and create corridors for wildlife and new habitats
- 5** New landscaping along southern edge to act as screening corridor and soften noise from railway
- 6** Area of publicly accessible open space to the south of Ferring Rife with retained and enhanced landscaping
- 7** Retained farmland to the north of Ferring Rife



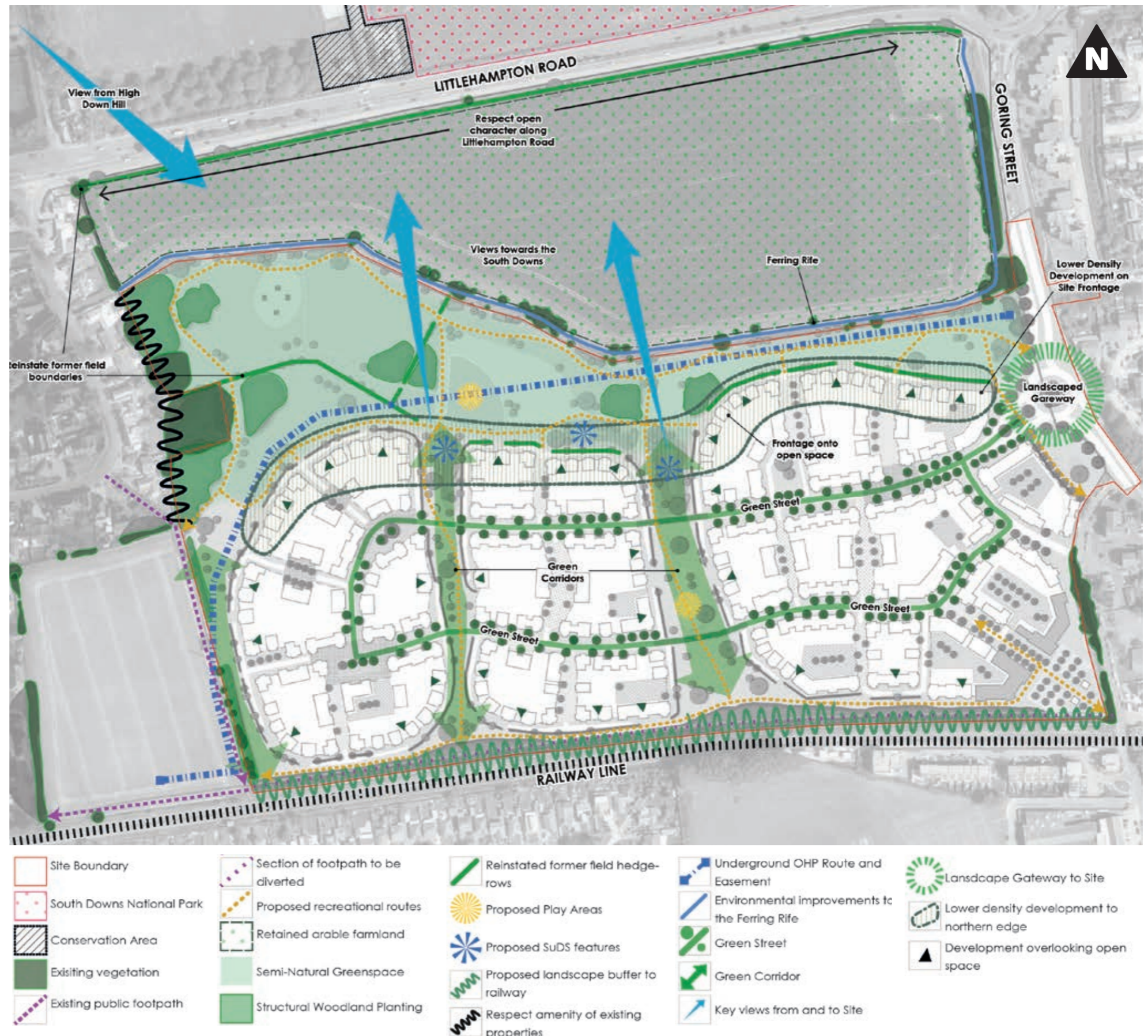
VISION SKETCH

LANDSCAPE PRINCIPLES

The Illustrative site layout and landscape strategy has been designed to respond to the site's location where it would round off the existing settlement and its proximity to the South Downs National Park. The proposals have been informed by a detailed analysis of the site and its surrounding context and provide a generous allowance of open space and green infrastructure, which equates to significant proportion of the overall site area.

The following key layout and landscape principles which have informed the proposed development are shown on the adjacent plan, and described below:

- Respect the character of Littlehampton Road and views from Highdown Hill, by setting development back to the south of Ferring Rife and an area of new publicly accessible parkland. The agricultural field to the north to remain in productive arable use
- Existing HV lattice pylons which cross the site to be removed and cables re-routed underground
- Structural landscape planting to break up / filter views of the new homes from the north
- Lower density development located at the northern edge of the site, with higher density development alongside the railway line and adjacent to the station
- Appropriate outward facing development which positively addresses areas of open space and adjoining highways
- Green corridors to break-up development parcels, provide wildlife and recreational linkages across the site, and provide viewing corridors from the development to the edge of the South Downs
- Proposals to respect the amenity of existing properties
- New play areas will be incorporated in the open space areas
- Landscape sustainable drainage features to form an integral part of the open space network
- Development to be set back from the site frontage to provide an attractive landscaped gateway into the development
- Landscaping and tree planting to provide a green street extending through the development parcels
- New native buffer planting alongside the railway corridor to the south
- These initiatives will provide both an enhanced landscape structure and habitat opportunities; and residents living within the new housing will enjoy considerable and well-connected recreational open space
- Respect the settings of the nearby Listed Buildings and other heritage assets



PROPOSED LAYOUT / MASTERPLAN

Whilst layout is a reserved matter, an Illustrative Masterplan has been prepared to demonstrate how the scale and form of development can be accommodated within the site and assimilated into the surrounding built-up area. The Illustrative Masterplan has evolved through the key principles outlined within the vision sketch and through detailed dialogue with the landscape team. The masterplan illustrates how the site could be developed to deliver the following:

1. Up to 475 residential units including 30% affordable housing
 2. Local centre in the vicinity of the train station
 3. Extension to train station car park which will alleviate on-street parking.
 4. New vehicular access including the re-design of some sections of Goring Street to allow for a new roundabout
 5. Pedestrian and cycle links to the existing public right of way and the train station
 6. Provision of an area of publicly accessible open space to the south of Ferring Rife
 7. A green spine looping around the site with formal planting to create boulevards connecting various parcels within the site
 8. Green corridors connect the site north-south intertwined with soft clusters of housing which overlooks new planting
- The scheme emphasises green space permeability particular areas of access such as the key node, Goring Train Station
 - Public open space framed by larger residential properties informally arranged to the south and the enhanced Ferring Rife to the north
 - Sustainable Drainage Systems located in lower part of the site and included within wider green corridors, with the opportunity for an aesthetic landscape enhancement within the layout
 - A green and blue infrastructure provides opportunities to enhance existing biodiversity such as the area around the Ferring Rife and create new habitats



MASTERPLAN EXTRACT SHOWING PROPOSED LOCAL CENTRE

National Design Guidance

This document, prepared by the Government and released in October 2019 is based on national planning policy, practice guidance and objectives for good design, as outlined in the NPPF.

It seeks to outline and illustrate the government's priorities for well designed places through the creation of 10 characteristics:

1. Context – enhances the surroundings.
2. Identity – attractive and distinctive.
3. Built form – a coherent pattern of development.
4. Movement – accessible and easy to move around.
5. Nature – enhanced and optimised.
6. Public spaces – safe, social and inclusive.
7. Uses – mixed and integrated.
8. Homes and buildings – functional, healthy and sustainable.
9. Resources – efficient and resilient.
10. Lifespan – made to last.



The proposed layout has been designed to accommodate the ten characteristics as follows:

Context - The scheme is an opportunity to complete the existing developments surrounding the site whilst maximising its proximity to the train station. The surrounding context will be enhanced by providing a strong Green Infrastructure which helps in reducing the visual and noise effects of the railway line, and provides areas of public open space for existing and future residents. A new car park is proposed to provide additional capacity for people using the railway station.

Identity - The combination of well considered landscaping and the architectural appearance of proposed buildings ensures the scheme is distinctive and creates its own identity whilst reflecting the existing architectural vernacular.

Built Form - Perimeter blocks have been used to ensure the scheme has a coherent pattern of development. Formal and informally defined spaces are created throughout the scheme to provide interest.

Movement - Routes within the scheme have been carefully considered to ensure they are legible and logical. The block structure is permeable to facilitate easy movement for pedestrians and cyclists. How these new routes link in to existing connections has also been carefully considered.

Nature - Studies have been carried out to appropriately assess the existing ecological assets within the site. Proposals ensure that these assets are protected and enhanced throughout to create a biodiversity net gain.

Public spaces - Public spaces within the scheme have been carefully positioned and located to enhance public access with the new parkland and provide interest within the street scene. The proposals to put the existing powerline underground releases space and views from unsightly pylons. Spaces are overlooked and well enclosed to benefit from passive surveillance to ensure they are safe, welcoming spaces.

Uses - A mixed use area is proposed in the south east corner. This is well located adjacent to the railway station to create an integrated selection of services and amenities to residents and visitors to the town.

Homes and Buildings - Proposed buildings will benefit from sustainable construction methods and be designed to accord with accepted national guidance on space standards.

Resources - Buildings will be designed to conserve and re-use energy and waste products where possible. The layout ensures they benefit from passive solar gain and will adopt solar harvesting for heating and energy production where possible.

Lifespan - The client has a reputation for building high quality homes that are designed to last and public open spaces with long term management plans. The internal arrangements of the houses also ensure that they are adaptable if required.



A2032

A259

A259

FERRING RIFE

FERRING LANE

200m WALKING DISTANCE

PLAY AREA

Car Park Entrance

Cycle Motorcycle Stores

Station Green

GORING TRAIN STATION

Ground Floor Mixed Uses/Retail Commercial Nursery Creche

RAILWAY

SINGLETON CRESCENT

GORING STREET

A259

PROPOSED LAYOUT

LANDSCAPE & GREEN INFRASTRUCTURE

The proposed landscape and green infrastructure strategy is shown on the adjacent plan. Key elements include:

1. **Public park alongside Ferring Rife**
2. **Green corridors**
3. **Landscaped gateway and public realm**
4. **Informal and formal opportunities for children's play**
5. **Wildlife and biodiversity enhancements**

	Application Boundary
	Land in applicant's control
Existing	
	Existing trees / vegetation
	Trees / vegetation removed
	Existing public footpath
	Existing pylons (overhead cables to be grounded through the site)
Proposed	
	Structural Tree Planting Mix
	Thicket Mix
	Proposed Avenue Trees
	Proposed Street / Ornamental Trees
	Proposed Native Trees
	Multi-stem tree
	Native hedge planting
	Amenity grass
	Wildflower meadow
	Bulb Planting
	SuOS features
	Recreational footways
	Mown paths
	Section of public footpath to be diverted
	Natural Play Area
	Formal Play Area
	Informal seating (benches, picnic tables etc.)

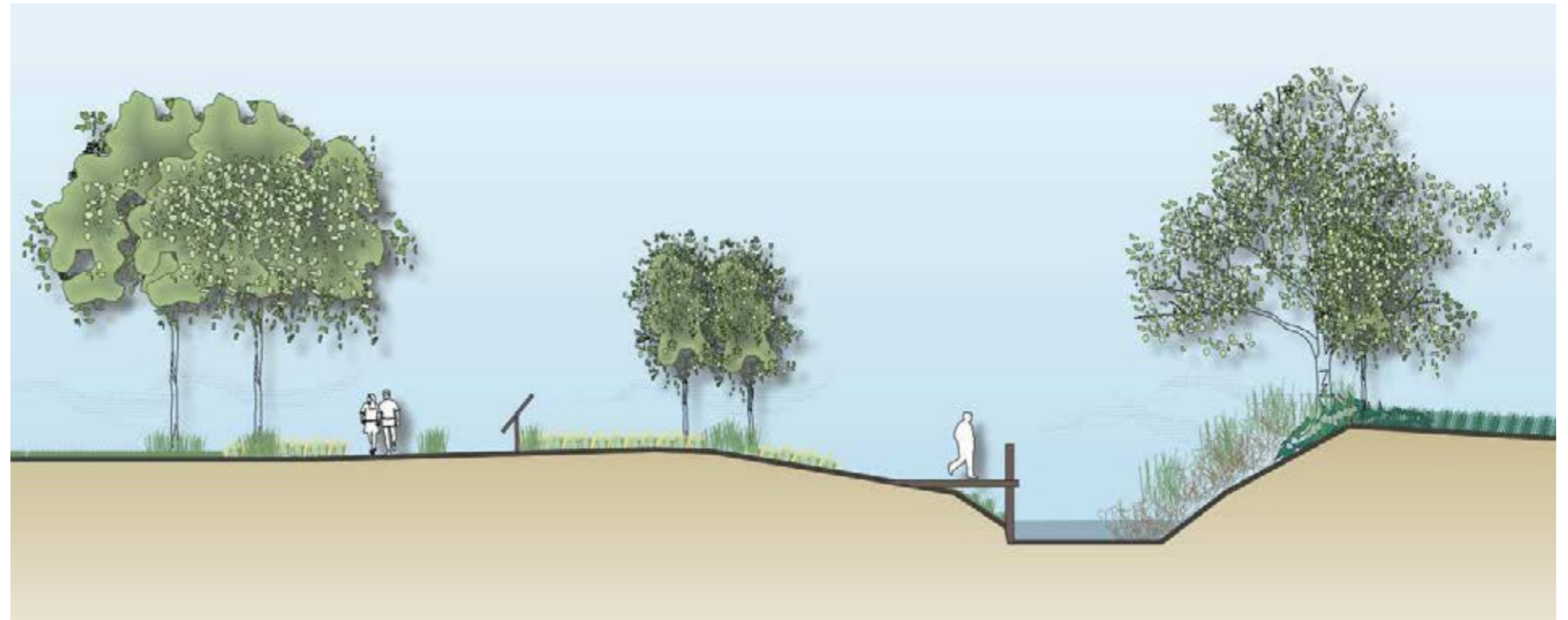


LANDSCAPE & GREEN INFRASTRUCTURE STRATEGY

1. Ferring Rife and Public Open Space

The wide drainage ditch, Ferring Rife, provides the focus for the proposed public park which extends alongside the watercourse. The existing overhead pylons will be undergrounded. The open space will have a semi-natural character, with extensive areas of species rich grassland creation, new tree and shrub planting, and landscape and bio-diversity enhancements along the route of the water course.

There is also an opportunity to restore / recreate sections of historic field boundaries. The proposals will allow public access to the water course, and there will be opportunities for passive and active recreation within the new open spaces.



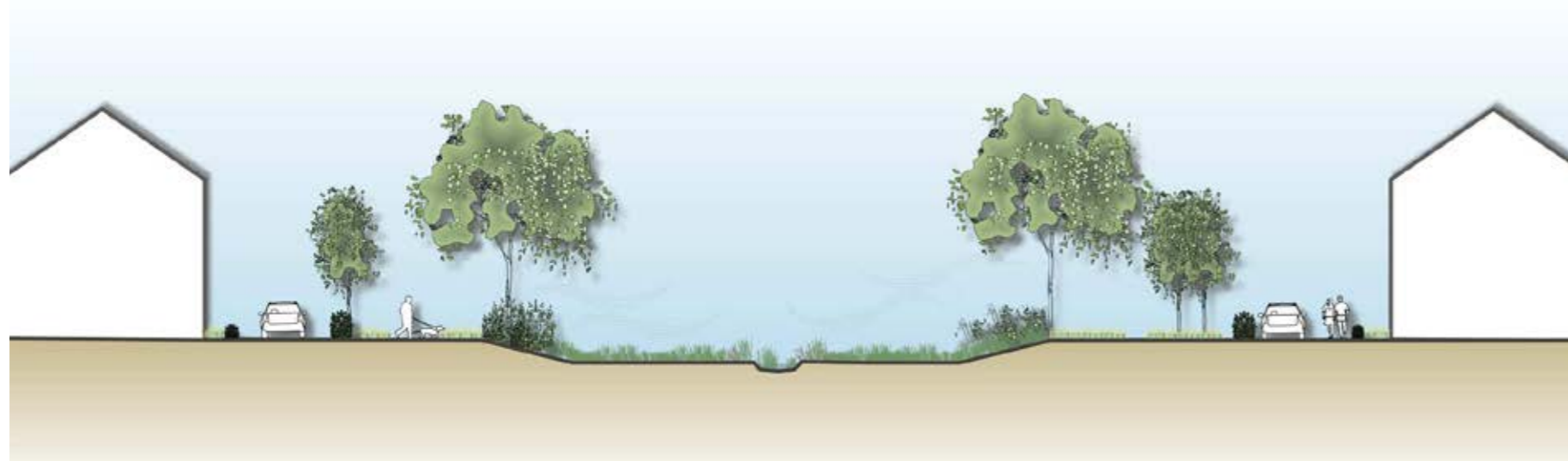
ILLUSTRATIVE LANDSCAPE SECTION THROUGH FERRING RIFE CORRIDOR



LANDSCAPE & GREEN INFRASTRUCTURE STRATEGY

2. Green Corridors and Public Access

The proposed development parcels will be broken up by a series of green corridors. These will provide recreational and wildlife links across the site, linking the new open spaces to the existing public rights of way network; and surrounding facilities. New tree planting and soft landscaping will soften views of the built development, and will provide an attractive outlook for the new homes.



ILLUSTRATIVE LANDSCAPE SECTION THROUGH GREEN CORRIDOR & SUDS BASIN



3. Play Strategy

New play areas will be provided within the open spaces, catering for both informal and formal play. A new play area will be provided within the open space alongside Ferring Rife. This will be designed to have a more 'natural' character, with timber and natural play elements. It will be designed to serve a range of age groups. A more formal play area will be provided within the green corridor between the development parcels. This will be designed primarily for younger children (up to 8 years).



LANDSCAPE & GREEN INFRASTRUCTURE STRATEGY

4. Access, Green Streets and Public Realm

The proposed development will be set back from the new access off Goring Street, with space to provide an attractive landscaped gateway at the entrance to the site. The new buildings will frame the open space and access road, with new avenue tree planting and hard and soft landscaping providing an attractive frontage to the adjacent highway.

The principal distributor road forms a loop within the development. This street will be characterised by a largely continuous built frontage, set back with roadside verges



providing opportunities for regular tree planting. Planting will have a more formal character, with avenue and street trees and clipped hedgerows. At the edges of the development, housing will have a lower density and the proposed landscaping will be more informal in character. Native hedging will be used to define private driveways adjacent to open spaces, particularly at the periphery of the development. Tree planting will incorporate native species and native cultivars, and shrub species will be selected which have known wildlife benefits.



5. Wildlife and Bio-diversity

The proposals include significant opportunities to enhance existing habitats, and to create areas of new habitat for the benefit of local wildlife. A minimum 10m buffer zone will be provided along the Ferring Rife corridor, which provides habitat for water voles and is an important corridor for foraging and commuting bats. The vast majority of existing trees will be retained, particularly where these offer opportunities for roosting bats. In addition, a number of bat and bird boxes will be included within the fabric of new homes, to provide additional roosting / nesting opportunities for these species.



Existing hedgerows will be retained and enhanced with new native fruit / seed / nut / nectar bearing species of local provenance. Buffers of longer, tussocky grassland will be maintained alongside these features. Former field hedgerows will also be recreated, providing new wildlife corridors which connect habitats across the Site. Hibernacula for reptiles and amphibians will be provided within these margins.

Significant areas of species rich grassland will be created within the open spaces alongside Ferring Rife, which will add to species diversity and provide a rich source of habitat for invertebrates. New marginal and wetland habitat will be created within the sustainable drainage basins.



STRATEGY PLANS

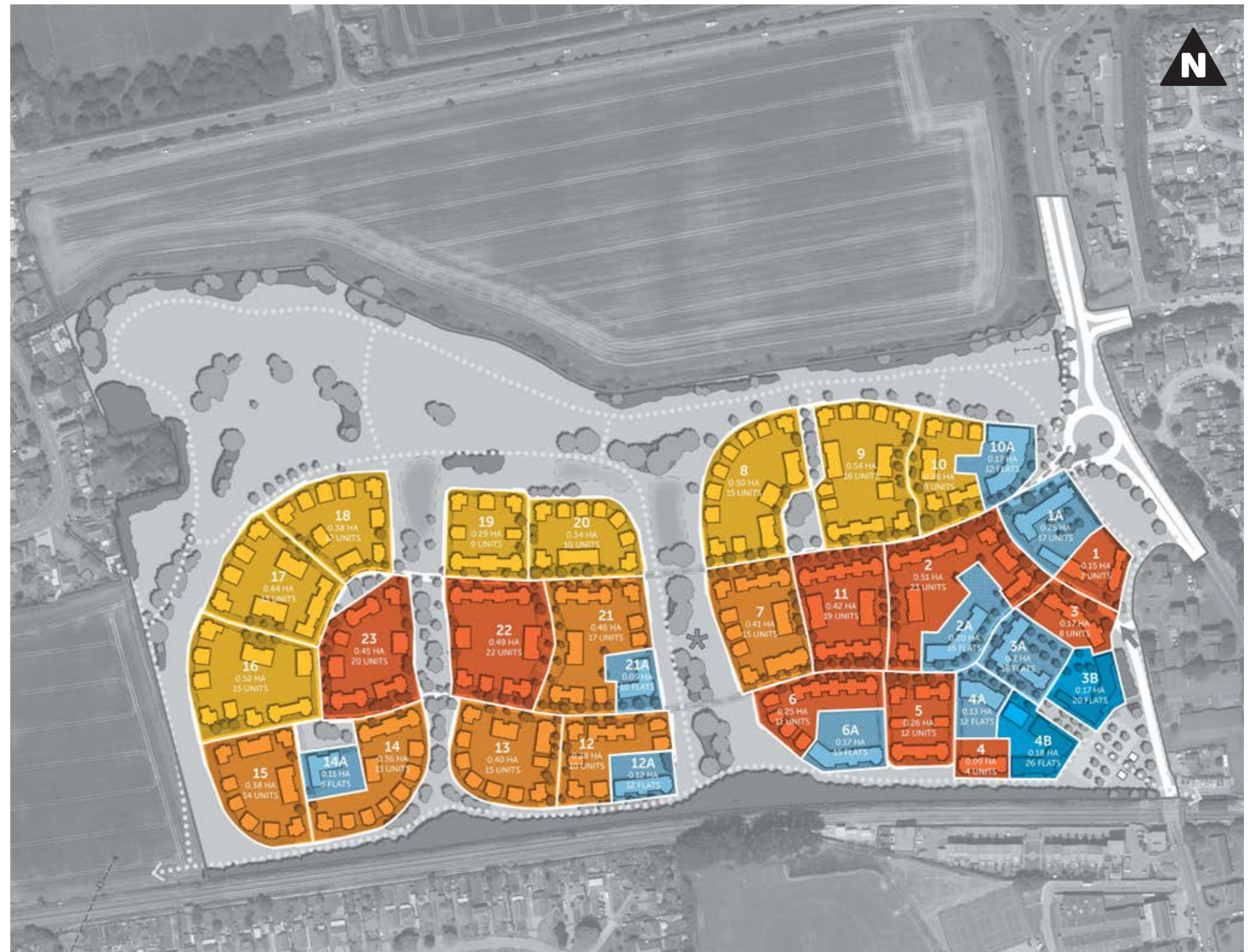
LAND BUDGET PLAN

The land budget plan and below table show the variation in densities across the site and potential yield of each parcel.

Although illustrative, this arrangement delivers a total of c.475 residential units including 30% for affordable housing.

Due to the site being in close proximity to Goring-By-Sea train station in a built up area, this infill development has a higher concentration towards the southern part of the site which includes apartments.

PARCEL	USE	AREA (HA)	DENSITY	DPH	UNITS
PARCEL 1	RESIDENTIAL	0.15	HIGH	45	7
PARCEL 1A	RESIDENTIAL	0.25			17
PARCEL 2	RESIDENTIAL	0.51	HIGH	45	23
PARCEL 2A	RESIDENTIAL	0.20			16
PARCEL 3	RESIDENTIAL	0.17	HIGH	45	8
PARCEL 3A	RESIDENTIAL	0.20			18
PARCEL 3B	OTHER	0.17			20
PARCEL 4	RESIDENTIAL	0.09	HIGH	45	4
PARCEL 4A	RESIDENTIAL	0.13			12
PARCEL 4B	OTHER	0.18			26
PARCEL 5	RESIDENTIAL	0.26	HIGH	45	12
PARCEL 6	RESIDENTIAL	0.25	HIGH	45	11
PARCEL 6A	RESIDENTIAL	0.17			15
PARCEL 7	RESIDENTIAL	0.41	MID	37	15
PARCEL 8	RESIDENTIAL	0.50	LOW	30	15
PARCEL 9	RESIDENTIAL	0.54	LOW	30	16
PARCEL 10	RESIDENTIAL	0.28	LOW	30	8
PARCEL 10A	RESIDENTIAL	0.17			12
PARCEL 11	RESIDENTIAL	0.42	HIGH	45	19
PARCEL 12	RESIDENTIAL	0.28	MID	37	10
PARCEL 12A	RESIDENTIAL	0.12			12
PARCEL 13	RESIDENTIAL	0.40	MID	37	15
PARCEL 14	RESIDENTIAL	0.36	MID	37	13
PARCEL 14A	RESIDENTIAL	0.11			8
PARCEL 15	RESIDENTIAL	0.38	MID	37	14
PARCEL 16	RESIDENTIAL	0.52	LOW	30	15
PARCEL 17	RESIDENTIAL	0.44	LOW	30	13
PARCEL 18	RESIDENTIAL	0.38	LOW	30	12
PARCEL 19	RESIDENTIAL	0.29	LOW	30	9
PARCEL 20	RESIDENTIAL	0.34	LOW	30	10
PARCEL 21	RESIDENTIAL	0.46	MID	37	17
PARCEL 21A	RESIDENTIAL	0.12			10
PARCEL 22	RESIDENTIAL	0.49	HIGH	45	22
PARCEL 23	RESIDENTIAL	0.45	HIGH	45	20
TOTALS		10.2			475

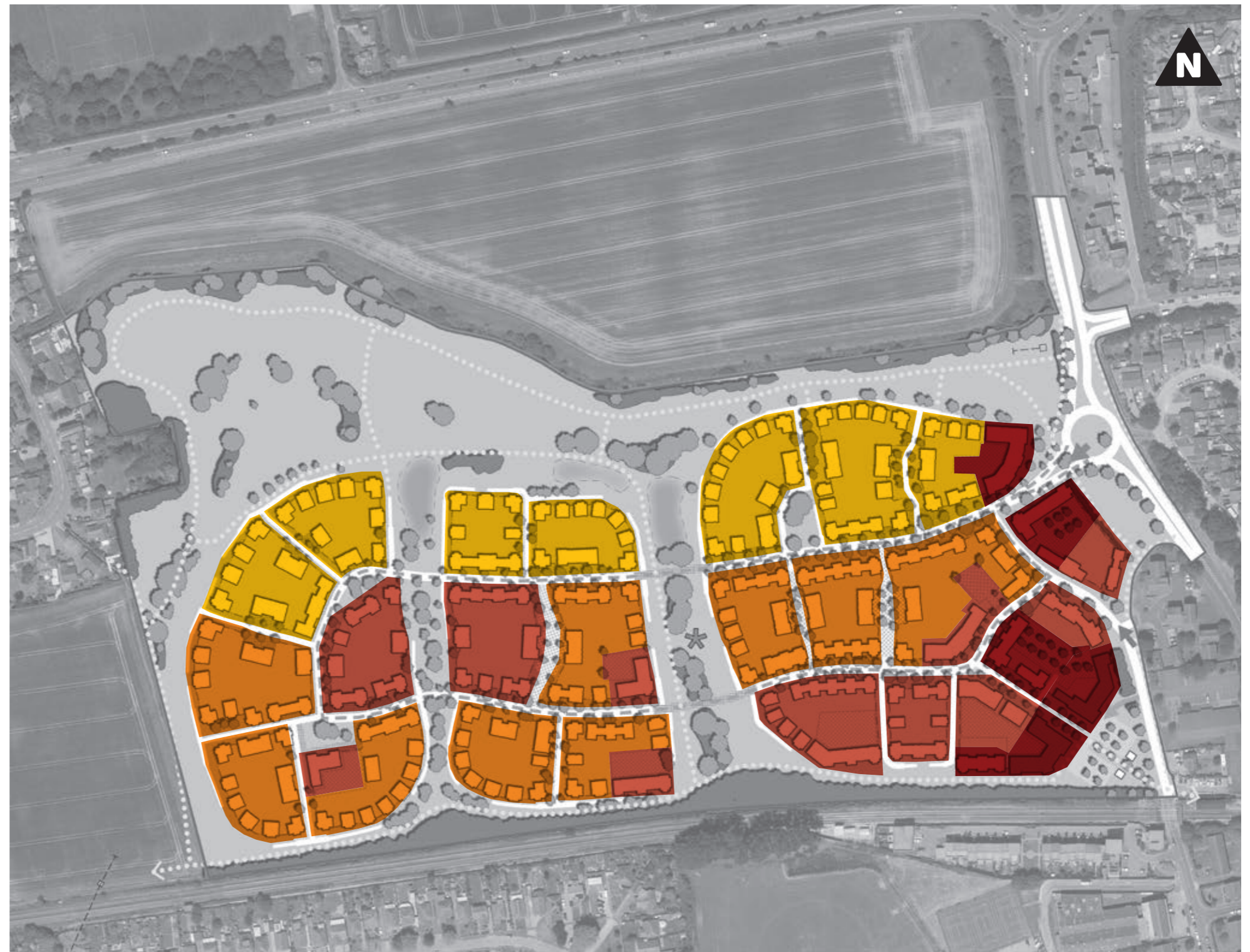


LAND BUDGET PLAN

SCALE

The building heights suggest taller buildings are located towards the south-east corner of the development, in close proximity to the train station, with heights ranging between 3-4 stories.

The majority of dwellings within the scheme are between 2 and 2.5 stories, with the taller units enclosing and defining the central green streets.



BUILDING HEIGHTS PLAN




STRATEGY PLANS

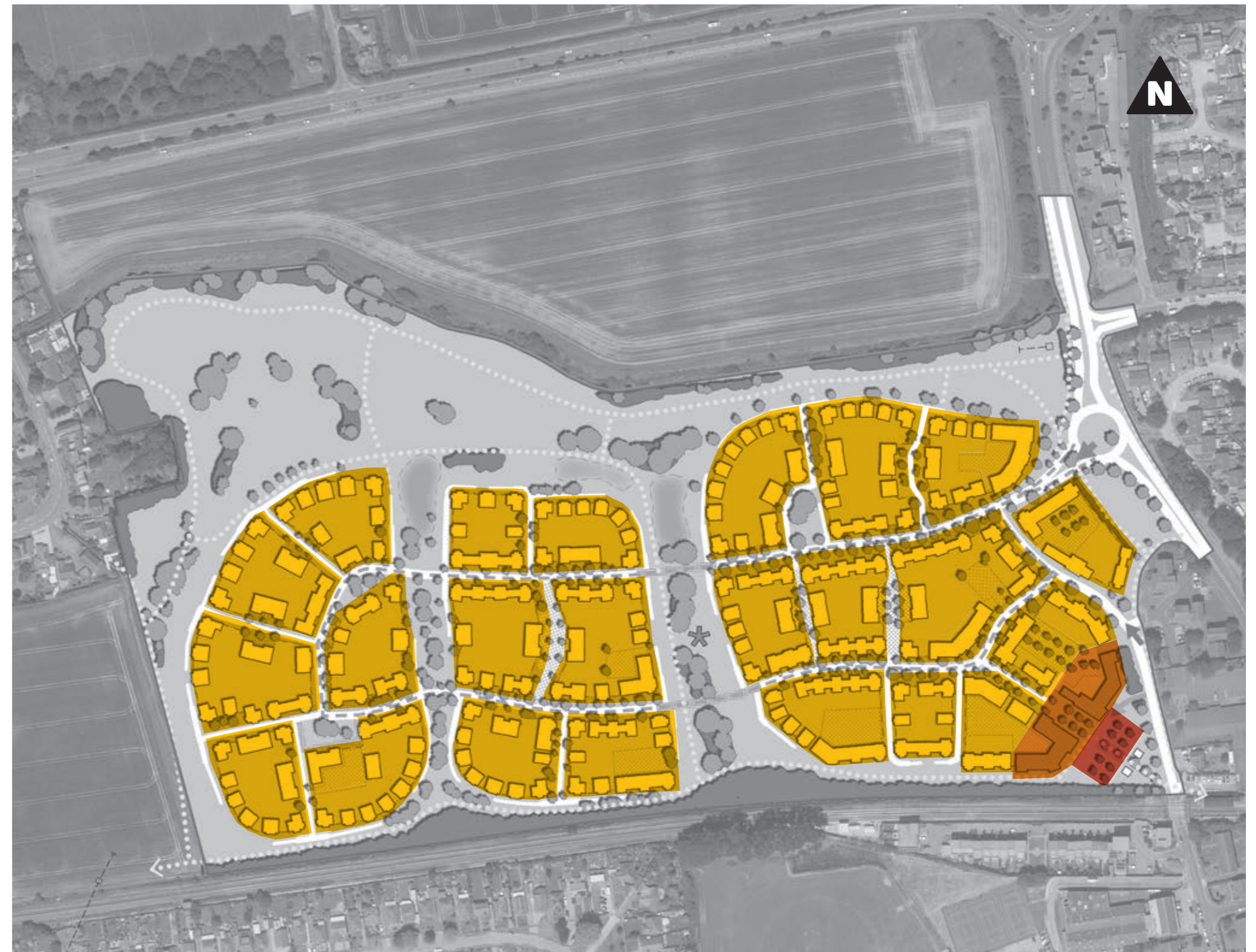
LAND USE

The site is predominantly residential with a range of 1, 2, 3 & 4 bedroom homes

The site also has mixed use buildings in the south-eastern corner with potential for commercial use at ground floor which could include community uses, shops and cafes with residential units above.

The site also proposes an extension to the parking provision for the train station.

-  Residential
-  Mixed Use
-  Car park








LAND USE PLAN

SERVICE VEHICLE PLAN

The site is serviceable through two access points, both from the eastern boundary of the site.

The service vehicle route loops around the central part of the site, with secondary streets with turning heads providing access to the outer units of the development.

-  Primary Access Point
-  Secondary Access Point
-  Service Vehicle Route
-  Turning Heads
-  Bin Collection Points



SERVICE VEHICLE PLAN

STRATEGY PLANS










ACCESS & MOVEMENT

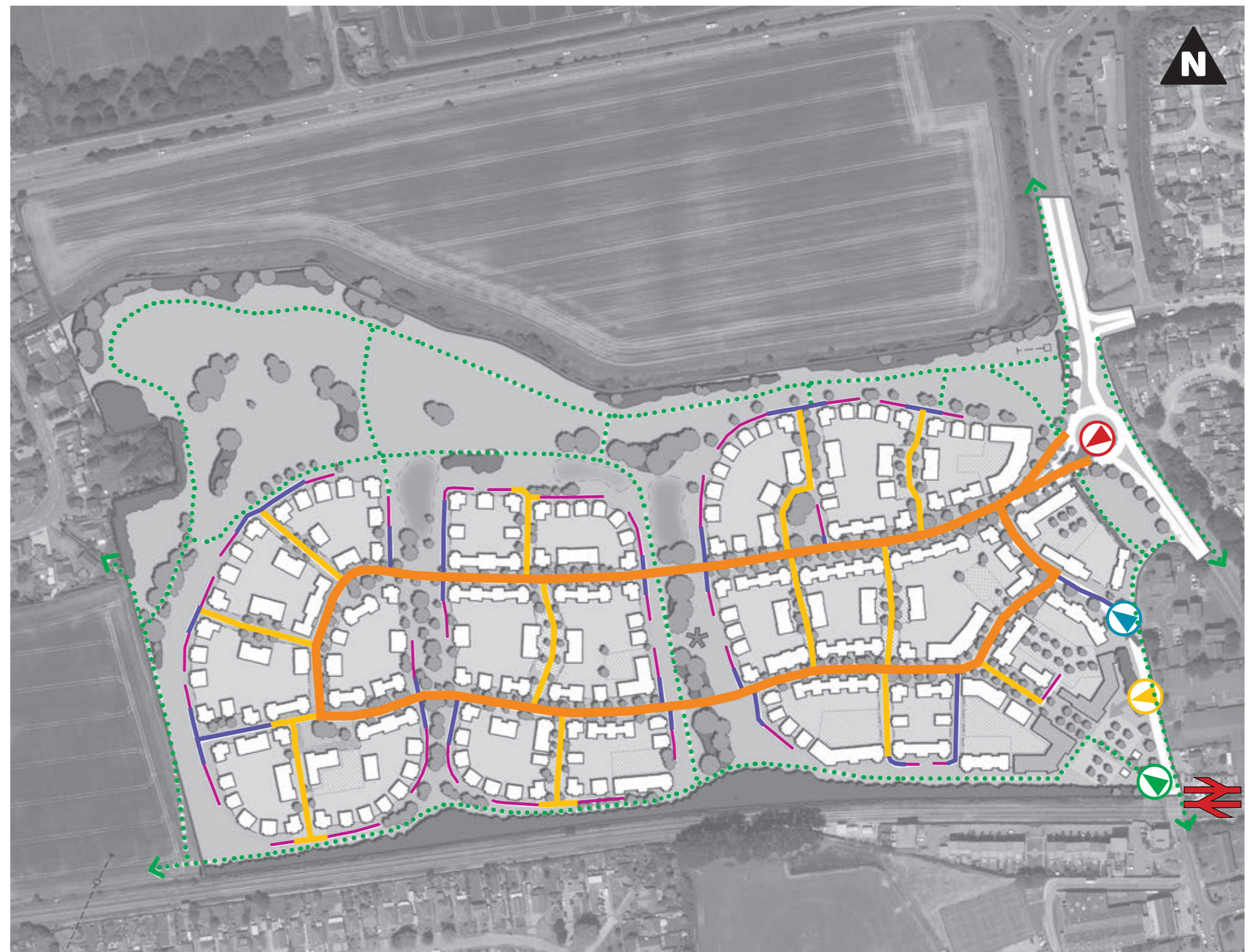
The Illustrative Masterplan shows how the site could be accessed by two points along the eastern boundary. A third access point could provide pedestrian and cycle access from Goring-By-Sea train station, directly into the site. A new access point would ensure vehicular access to the railway car park only.

The access routes are based around a central spine road that connects development parcels. This will have the appearance of a tree-lined avenue with strong enclosure to the streets.

Mews streets with shared surfaces and secondary streets connect the inner streets to those dwellings on the periphery of the site.

The masterplan emphasises permeability and connectivity. New pedestrian and cycle routes provide access to green open space across the development and link into existing footway and cycle networks in the local area.

-  Primary vehicular access point
-  Secondary vehicular access point
-  Station car park access
-  Pedestrian / cyclist access point
-  Pedestrian / cyclist route
-  Spine road
-  Shared surface mews
-  Secondary streets
-  Private Drives



ACCESS AND MOVEMENT PLAN

APPEARANCE

CHARACTER AREAS

The proposals for the site include 4 character areas which have been identified depending on their position within the site and the function and type of open space they overlook. The buildings within each character area will have common features with regards to scale, materials and details.



1 Local Centre

This area is located in the vicinity of the train station and Goring Street. Density and heights of buildings are higher than other parts of the site and could have a contemporary appearance to reflect the surrounding area.

2 Green Spine

This street loops around the site and have continuous frontages. Building heights to be mainly 2 to 2.5 storey. Key buildings are located in significant corners or at the end of important views.

3 Mews Street

Shared surface streets designed to enhance sense of intimacy and reducing speed for cars. Buildings have very narrow front gardens and are mainly 2 storey in height.

4 Green Edge

Density in this area is lower than the rest of the site to reflect the openness of the surrounding green spaces. Buildings are mainly detached and informally placed along narrow private drives.

APPEARANCE - LOCAL CENTRE



This key area creates a strong link to the train station in the south eastern corner. A new frontage comprising 3 to 4 storey buildings set back from the site boundary to allow space for a landscaped car parking area. Pedestrian and cycle links connect the new development to the station and Goring Street. This provides an opportunity for higher landmark buildings which define this movement corridor and important route.

Buildings could have a contemporary stamp to complement the apartment blocks to the south and highlight this local transport node. Buildings could have large windows and balconies overlooking the space they are fronting making the most of the southern orientation.

The material palette will comprise bricks in different variations of colour intertwined with render, boarding or metal cladding to highlight certain elements.



PRECEDENTS OF CONTEMPORARY APARTMENT BLOCKS



ILLUSTRATIVE ELEVATION OF PEDESTRIAN AND CYCLE ENTRANCE TO NEW LOCAL CENTRE



ILLUSTRATIVE VIEW OF PEDESTRIAN AND CYCLE ENTRANCE TO NEW LOCAL CENTRE FROM EXISTING TRAIN STATION



OPPORTUNITY FOR PUBLIC ART



LOCAL PRECEDENTS

APPEARANCE - GREEN STREET



This is a linear character area which loops around the site. Buildings are mostly 2-2.5 storey in height with 3 storey buildings to define vistas and corners. A continuous frontage will be defined where possible to create a formal 'avenue'. This is emphasised by regular street planting within green verges which could be on both or one side of the street. As the green street intersects with other character areas and the green corridors, the character of buildings will adapt, e.g; introducing corner buildings or widening the street section where appropriate.

Materials are brick and render with the use of flint in key buildings. Slate effect and plain tiles for roofs.



TYPICAL STREET SECTION WITH STREET TREES IN GREEN VERGES



LOCAL PRECEDENTS



ILLUSTRATIVE STREET SCENE OF THE PROPOSED GREEN STREET



POTENTIAL CROSSING OF GREEN STREET WITH GREEN CORRIDOR



LOCATION PLAN



AXONOMETRIC VIEW OF POTENTIAL WIDER SECTION OF GREEN STREET

APPEARANCE - MEWS STREET



Mews streets connect the green street to the edges of the development linking visually different areas. Buildings are arranged along a shared surface where green verges, street parking and different materials are used to slow traffic down.

Buildings are mainly 2 storey in height with narrow front gardens which could include a simple strip of green verges with low planting.

Facades reflect the more intimate nature of the mews streets with small to medium size windows, simple porches and details.

Main materials are brick and render with plain tiles.



TYPICAL ILLUSTRATIVE ELEVATION



TYPICAL STREET SECTION



MEWS STREET AND PRIVATE DRIVES PRECEDENTS

APPEARANCE - GREEN EDGE



The character of this area reflects the suburban nature of the edge of development overlooking large areas of open space.

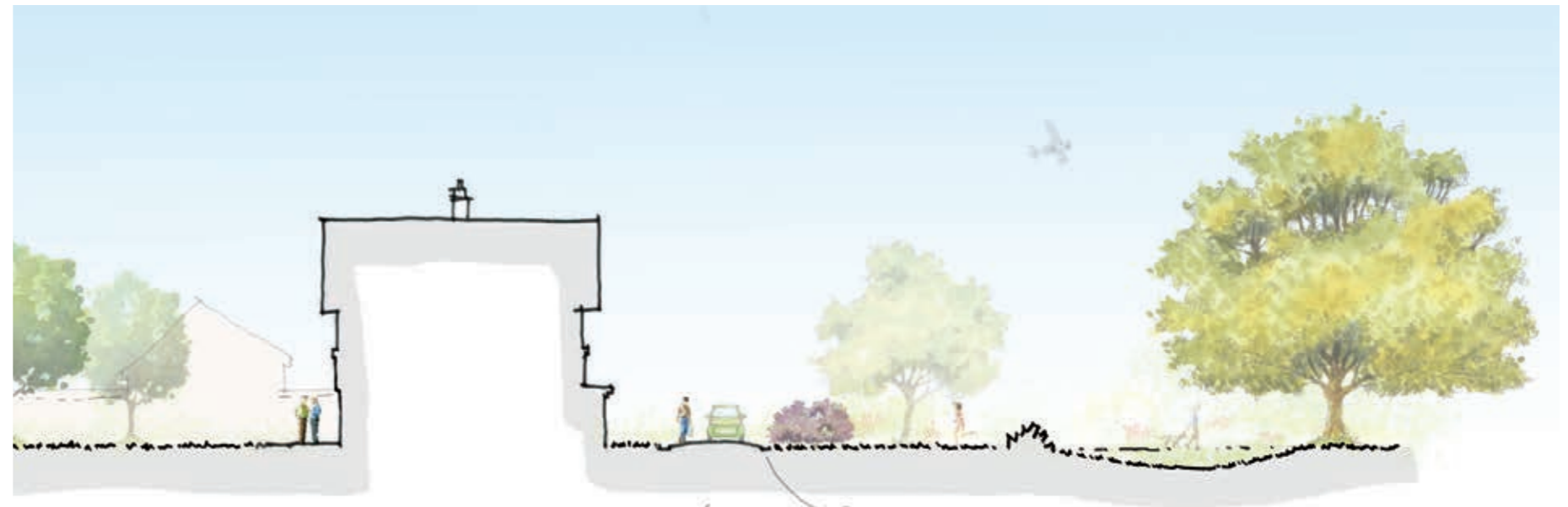
Buildings are informally placed along winding and narrow private drives. Properties are placed in larger plots with on plot parking and softened by surrounding landscape and new planting.

Predominant height for buildings is 2 storey but 1.5 storey buildings are introduced to break roof lines and soften development towards the edges.

Large windows overlooking the open space with some bay windows and wooden porches.



ILLUSTRATIVE DRAWING OF TYPICAL STREETScape



ILLUSTRATIVE SECTION



TYPICAL ILLUSTRATIVE ELEVATIONS

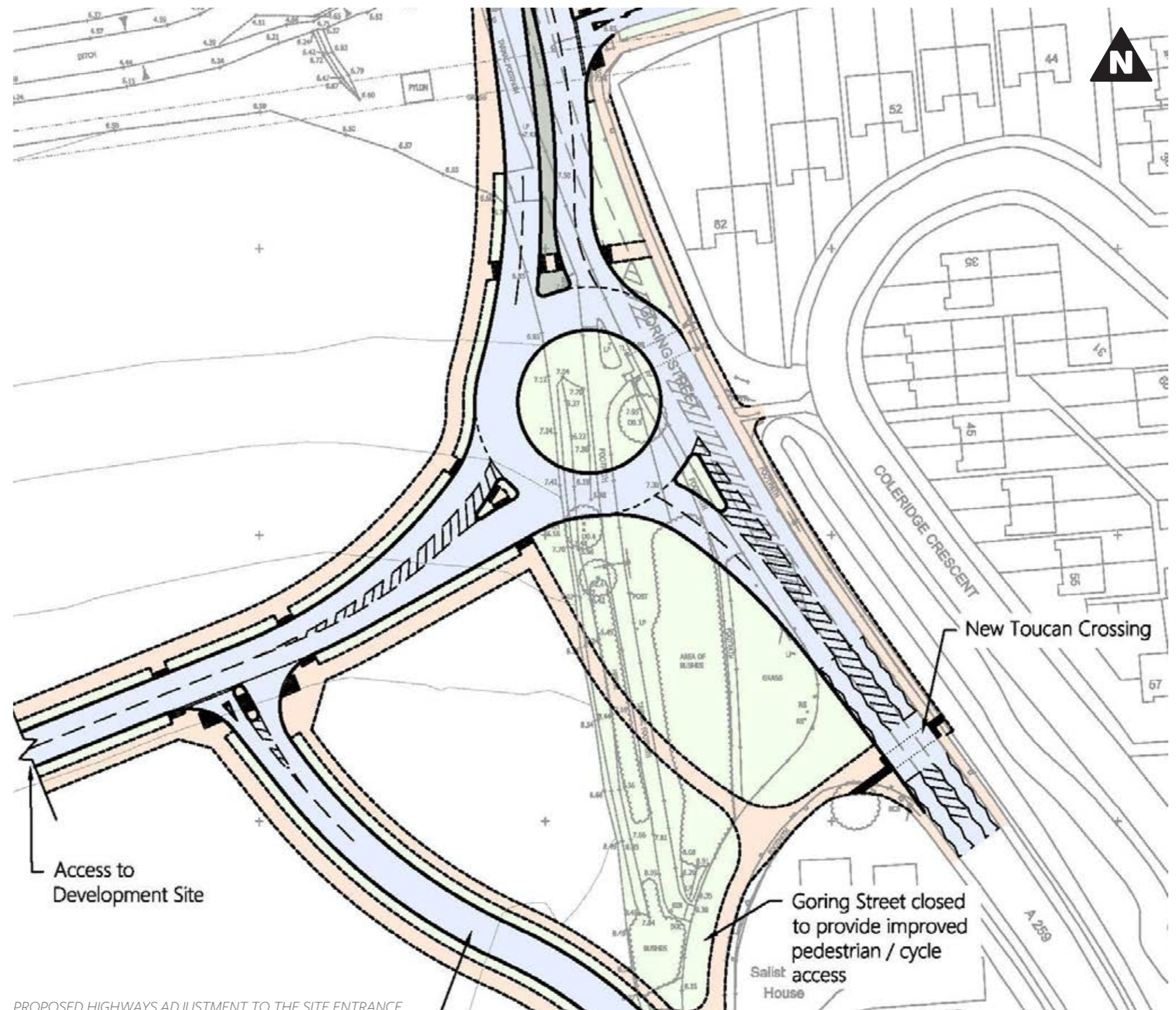


LOCAL PRECEDENTS

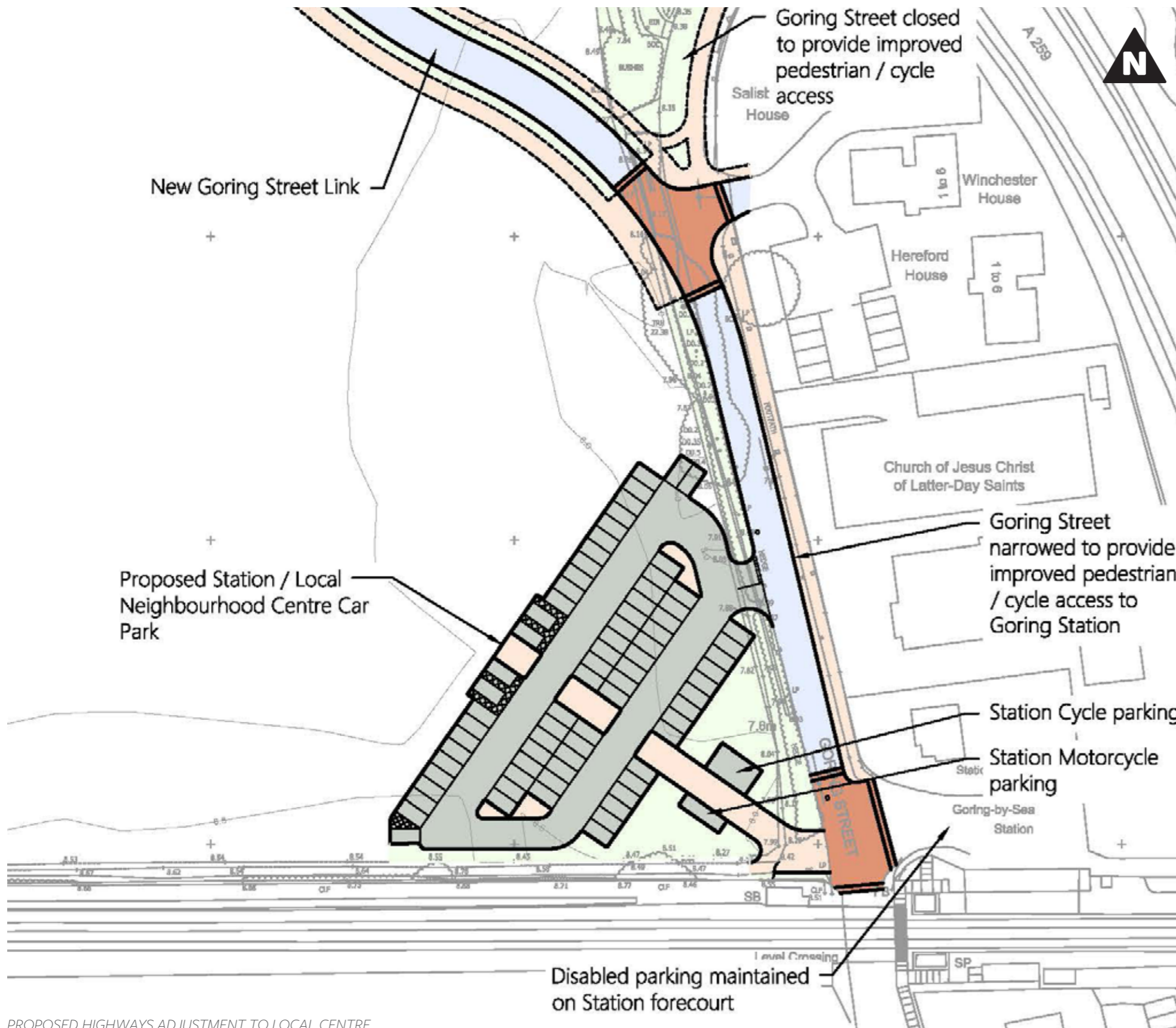
ACCESS STRATEGY

The details of the access strategy are not part of this application but will be addressed in full at reserved matters stage. Despite this, an access strategy has been developed to inform the Illustrative Masterplan and includes the following key elements:

- Two main vehicular points along the eastern boundary
- A third access point could provide pedestrian and cycle access from Goring-By-Sea train station as well as vehicular access to the proposed car park
- Internal access routes are based around a central spine road that connects development parcels
- Pedestrian and cycle routes provide access to green open space across the development and link into existing footway and cycle networks in the local area



PROPOSED HIGHWAYS ADJUSTMENT TO THE SITE ENTRANCE..



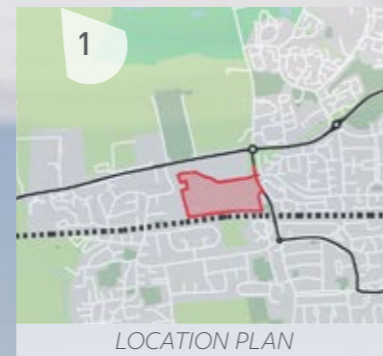
PROPOSED HIGHWAYS ADJUSTMENT TO LOCAL CENTRE



VISUALISATION

A number of visualisations have been prepared to illustrate the effect of development on viewpoints to the north of the Site, including the viewpoint on Highdown Hill and from the edge of Highdown Conservation Area.

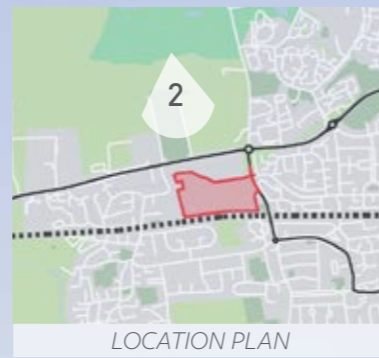
In views from the elevated viewpoint at Highdown Hill (Visualisation 1), the new homes would be visible in the context of the surrounding urban area, and development would be seen against the backdrop of existing built development that surrounds the site to the south, east and west and which forms part of the wider developed coastal plain. The development parcels will be broken up by structural landscaping within the open spaces, and the green corridors. The new homes will be closely associated to the surrounding built environment and will not be intrusive. In addition, the development will not extend above the existing built skyline, and will not interrupt views towards the sea. New landscaping and the removal of the existing pylons will also have a beneficial effect on these views.



LOCATION PLAN

VISUALISATION 1

A similar, albeit slightly lower view is available from the access road (public footpath 1239) leading to Goring Conservation Area (Visualisation 2). Again, the development proposals would be set well back from Littlehampton Road, and new planting within the Green Corridors and open space will filter and soften the new homes, as this matures.



VISUALISATION 2

DRAINAGE STRATEGY

The proposed development will be located fully within Flood Zone 1, avoiding the areas of the site designated as Flood Zone 2 and 3 within the immediate vicinity of Ferring Rife.

The anticipated impacts of climate change have been considered to ensure that the development is 'safe' for its lifetime. Independent, site specific modelling works have been undertaken in order to fully assess the impacts of Ferring Rife and climate change scenarios on the development. The extents identified as posing a potential risk of flooding have been avoided.

Surface water will be managed on site through sustainable means, whilst adhering to the principles and priorities as detailed within the drainage hierarchy which favours infiltration methods and techniques in the first instance. Shallow infiltration will be promoted – where viable, following on-site testing and investigation. Permeable paving will be introduced as part of a wider drainage strategy to ensure that run-off is managed at source, whilst also offering increased treatment to improve water quality.

Winter groundwater monitoring will be undertaken to assess the impacts of such in relation to the proposed surface water drainage strategy.

The surface water drainage strategy will be designed to accommodate a 1-in-100-year storm event, inclusive of an allowance of 40% where climate change is concerned. 'Urban Creep' will also be considered, given the potential for an increase in the impermeable area associated with the development across its lifetime which would result in an increase in run-off being generated. Given the proposed density of the development, an allowance of 10% has been provided in line with West Sussex County Council policy.

Flows will discharge to Ferring Rife, at a controlled rate as so to provide betterment when compared with pre-development 'greenfield' run-off rates, with approval required from the Environment Agency in view of Ferring Rife's designation as a 'Main River'.

Attenuated storage will be required on site to support the development, and will be provided through the introduction of a number of above ground features, including ponds and swales, adding to the aesthetic appeal of the development.

Foul water waste associated with the development will discharge to the Southern Water public sewer network, subject to approval from Southern Water.



- Existing Public Foul Sewer
- Ferring Rife (Main River)
- Suggested Public Foul Sewer Connection Points
- Indicative Pond Location(s)

Design Criteria

The on-site surface water drainage system will be designed to accommodate a 1-in-100 year storm event, with an allowance of 40% for climate change.

Attenuation Ponds

Ponds to provide storage on site, before flows are discharged to Ferring Rife, at a restricted rate, as so not to exceed existing 'Greenfield' pre-development run-off rates.

Location(s) and appearance to be confirmed.

Outfall arrangement(s) to Ferring Rife subject to approval from Lead Local Flood Authority and/or Environment Agency.

Foul Sewer Connection

S185 Sewer Diversion may be required.

Connection(s) to the Public Foul Water Sewer network subject to approval from Southern Water (S106).

100m WALKING DISTANCE

GORING TR
STATION

Permeable Paving

It is proposed that sections of road, shared parking areas and/or private drives will be constructed of permeable paving, which will provide high-level storage and treatment of surface water run-off – improving water quality.

Flood Zones

The site is confirmed as being located in Flood Zones 1, 2 and 3 (Flood Zone 1, presenting the lowest risk of flooding).

Development is to avoid Flood Zones 2 and 3, whilst consideration will be given to the areas designated as being susceptible to surface water flooding, with sufficient mitigation provided.

Flood modelling works have been undertaken to determine flood extents. Areas at risk of flooding to be avoided.

Foul Sewer Connection

Connection(s) to the Public Foul Water Sewer network subject to approval from Southern Water (S106).

SUSTAINABLE DESIGN & CONSTRUCTION

Sustainable Transport

The Site offers a highly sustainable approach, being well located to public transport nodes and within walking and cycling distance of local facilities, but also in terms of its design and construction methods.

The layout promotes a sustainable transport network to ensure people can move around the site and get to and from community facilities close to the site, by a range of transport options including walking, cycling and by public transport. The layout creates a physical fabric within which new residents can pursue a variety of healthy lifestyle choices available to them.

Immediately bordering the site is Goring-By-Sea train station and there are a wide range of local facilities within walking distance

Sustainable Construction

The development will promote energy efficient construction and use of resources. Such features include:

- Water conservation (low flush WC's and flow restricted taps and showers)
- Energy efficient construction to meet Building Regulations Part L
- Use of locally sourced, sustainable materials
- Site Waste management to minimise construction waste
- Provision of recycling facilities
- Energy efficient white goods
- Energy efficient lighting
- Orientation and sizing of window/door openings to optimise lighting and solar gain
- CEMP



SECURITY

The reduction in opportunities for crime is a key element in creating a secure environment. The layout is designed to create natural surveillance and sense of ownership of private areas by using a defined perimeter block structure.

The scheme design ensures that every part of the scheme is easily identified as either public or private space. The development has been designed to address key principles highlighted within 'Secured by Design' as follows:

- Defensible Space
- All houses have a private garden
- Appropriate Permeability
- No rat runs
- Natural Surveillance
- Houses turned to face onto the public realm where levels permit
- Car Parking
- On plot garages or dedicated surface spaces are provided
- Lighting
- Adoptable standard to the roads and wall or bollard lighting to courtyards and lanes

Well designed, attractive, clearly defined and well maintained environments are likely to be a source of pride for residents. This results in a sense of ownership and responsibility which discourages crime. The development will provide an environment where all public areas are well managed.

Creating a Secure Environment

The proposals respond to Secured by Design criteria, including the creation of active frontages as follows:

- Houses are to be arranged to address the street or individual spaces to give positive enclosure to these areas so they are overlooked and create a sense of ownership
- Both vehicular and pedestrian entrances are 'policed' by gateway buildings, some with bay windows which overlook these spaces
- Various pedestrian routes have been created within the design, encouraging pedestrian movement around the site and natural 'community surveillance'
- Care has been taken to ensure activity to the frontages at corners with overlooking windows to gable ends
- The scheme provides a clear definition between public and private areas that are secure and well defined
- Parking is predominantly on plot where there is good surveillance. Where private parking courtyards are used they are limited in size to around 15 spaces, and are visually broken up and well overlooked



SUMMARY

- A sustainable urban extension, providing much needed housing in an accessible and well connected location, where it can assimilate with the existing resident community
- A development well related to the built-up area being largely enclosed by existing built areas to the south east and west, with the A259 beyond the agricultural land to the north
- A sustainable location for development being within walking distance to a railway station and numerous local facilities
- Publicly accessible parkland adjacent to the Ferring Rife providing opportunities for recreation and greater east-west pedestrian permeability across the wider area
- Up to 475 residential units with 30% affordable housing
- A range of 1, 2, 3 & 4 bedroom houses from apartment blocks to 1.5 storey detached houses
- An attractive new entrance along Goring Street introducing a new roundabout and improvements to off site highways
- 3 to 4 storey apartments along the southern edge of the site give a precedent for taller buildings in the south eastern corner
- A new local centre and extension to existing train station car park
- Clearly defined character areas and hierarchy of spaces and buildings
- Strong green infrastructure and green space permeability connecting different areas of the site through a network of pedestrian and cycle links and good links to the existing footpath network
- Many of the architectural design cues including materials and detailing will be taken from the surrounding area
- Materials and details appropriate to the surrounding context.
- Focal buildings will be placed in key locations and a traditional West Sussex vernacular is proposed.
- Opportunities for Sustainable Drainage Systems
- Good distribution of open space and landscaping with new planting across green corridors and open space
- Retention and enhancement of existing habitats and creation of new ones and opportunity for bio diversity enhancement along the Rife
- Enhanced public access to the open space
- Improvements to the visual amenities of the area by removing the HV powerline which traverse the site
- For those living within the new housing development, they will enjoy considerable and well connected recreational open space.





200m WALKING DISTANCE

Car Park Entrance
Cycle Motorcycle Stores
Station Green

Ground Floor Mixed Uses/Retail/Commercial Nursery Creche

GORING TRAIN STATION

PLAY AREA

SuDS

SuDS

SuDS



thrive.
architects

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