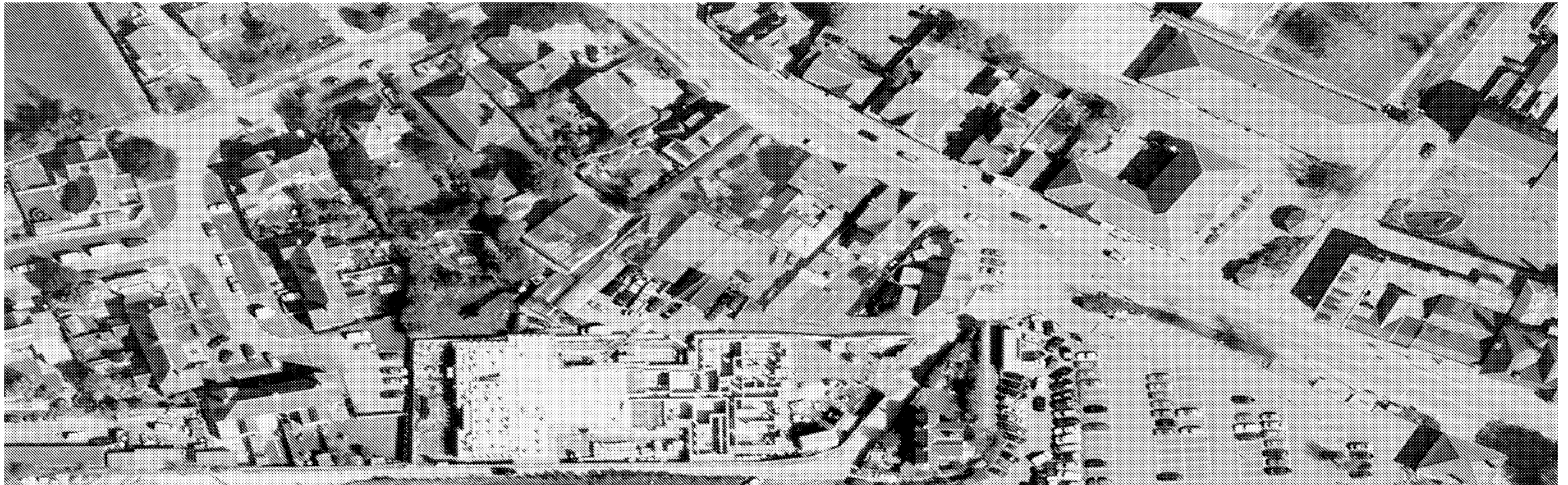


DESIGN AND ACCESS STATEMENT

Rear of 43 & 45, and 47 Barnham Road, Barnham, July 2012



harrington design + bloomfield
ARCHITECTS



View of site looking West.

CONTENT

- 1.0 - Introduction
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Appendix I – Drainage and SUDS Assessment prepared by
Rushby Brewster, Consulting Engineers.

Appendix II – Noise Survey and Report prepared by
Ian Sharland Ltd.

Appendix III – West Sussex CC Parking Demand Calculator.

1.0 - Introduction

The proposal is to demolish the existing collection of single storey buildings to the rear of 43 and 45 Barnham Road and comprehensively redevelop the site to include No.47 Barnham Road for Residential Use, comprising 11 no. 1 and 2 Bedroom flats and a shop unit, and associated external works.

The overall development proposal will consist of:-

BLOCK A			AREA
2 PERSON	FLAT 01	1 BEDROOM APARTMENT	47.60M ²
3 PERSON	MAISONETTE 02	2 BEDROOM MAISONETTE	81.40M ²
3 PERSON	FLAT 03	2 BEDROOM APARTMENT	60.70M ²
2 PERSON	FLAT 04	1 BEDROOM APARTMENT	47.49M ²
BLOCK B			
2 PERSON	FLAT 01	1 BEDROOM APARTMENT	53.57M ²
3 PERSON	FLAT 02	2 BEDROOM APARTMENT	60.05M ²
2 PERSON	FLAT 03	2 BEDROOM APARTMENT	58.35M ²
3 PERSON	MAISONETTE 04	2 BEDROOM MAISONETTE	76.54M ²
3 PERSON	FLAT 05	2 BEDROOM APARTMENT	60.05M ²
2 PERSON	FLAT 06	2 BEDROOM APARTMENT	58.35M ²
2 PERSON	FLAT 07	1 BEDROOM APARTMENT	59.50M ²
TOTAL AREAS			663.60M ²
TOTAL UNITS			11
PARKING SPACES			12
SITE AREA			0.14ha
SITE DENSITY			78 UNITS / ha



View from Barnham road.



View of the Eastern entrance.

2.0 - Existing Site



Not to scale

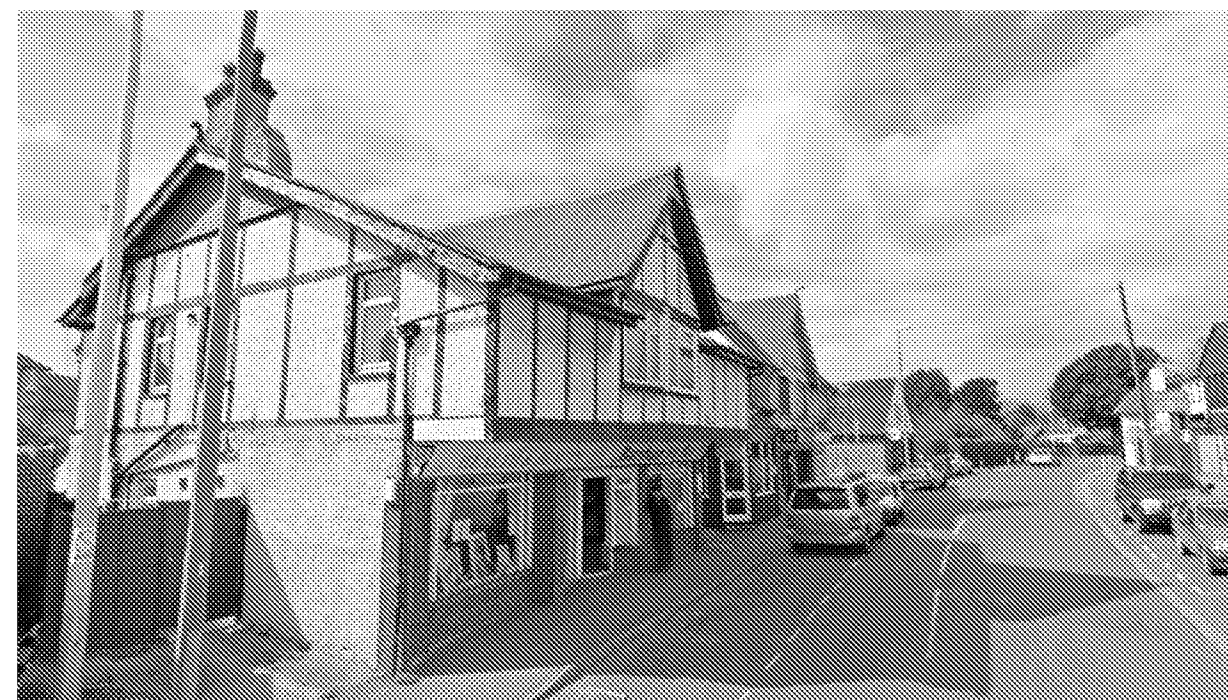
Existing Footprint: 306.4 m²
Proposed Foot print: 368.4 m²

3.0 – Site Opportunities

The current site, although serving a limited commercial use, presents an unneighbourly presence in this central location. The proposal offers the opportunity of redeveloping the site to provide well designed dwellings in this highly sustainable location to meet much needed housing requirements.



View of Windmill Court.



North West View Up Barnham Road.

4.0 – Planning Context

The proposal relates to the following policies.

Arun District Local Plan	GEN7	The form of New Development
	GEN12	Parking in New Development
	GEN32	Noise Pollution
	GEN2	Built-Up Area Boundary
South East Plan	SEPH5	Housing Design and Density
	SEPH6	Making Better Use of the Existing Stock
Planning Policy Guidance	PPS1	Delivering Sustainable Development
	PPS3	Housing
	PPG13	Transport
	PPS23	Planning and Pollution Control

The site lies within the built up area boundary and development is acceptable in principle.

5.0 – Planning Consultation

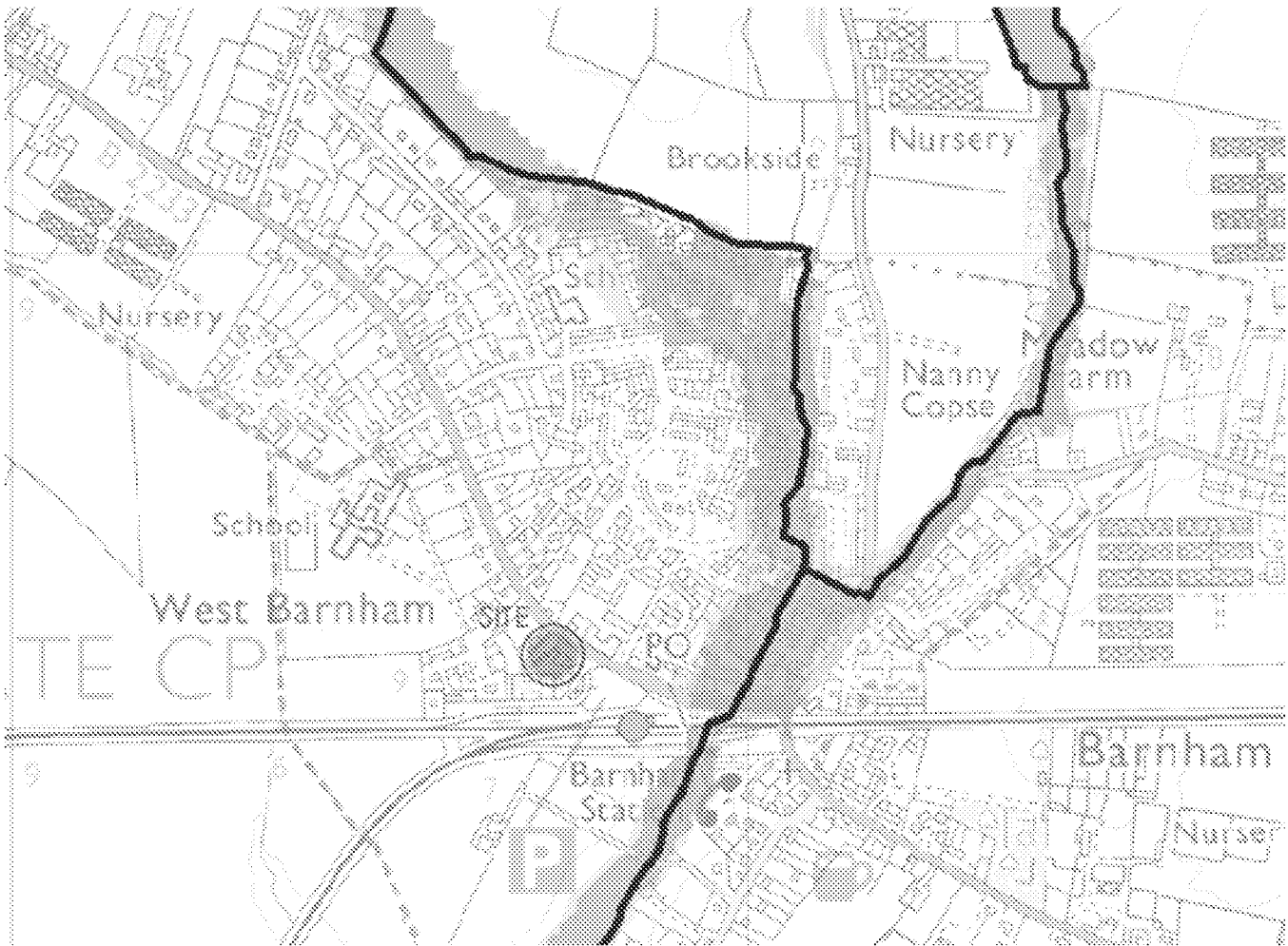
The applicant has been in discussion with Arun District Council on numerous occasions:

- The first pre-application advice submission on 18th December 2009
- Addition of No.47 Barnham Road to proposal site and renewed pre-application advice submission on 4th February 2011.
- Pre-Application advice received from Arun District Council 25th May 2011.
- Amended and Resubmitted proposal submitted 30th September 2011 to address issues raised.
- Arun District Council favourable response received 13th November 2011.

The last response from Arun District Council indicates that most of the issues raised had been addressed in the last submission which forms the basis of the current application. Further sections below describe in more detail specific matters.

6.0 - Flood Risk Assessment

The site is not within a flood risk area shown on the Environment Agency flood map. However, pre-application discussions expressed concern regarding disposal of surface water from the site. Please find attached Annexe I Drainage and SUDS Assessment prepared by Rushby Brewster Engineers which proposes a method to dispose of surface water, following site investigations and percolation tests. It should be noted that the existing site contains virtually no porous surfaces but the proposal introduces a substantial area of open amenity space/gardens which will drain naturally mitigating the requirement of the surface water drainage system.



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Location plan – Site highlighted in RED

7.0 - Drainage

The existing foul drainage system on site was installed to serve an existing retail property (No.47) and the current mechanical workshops to the rear of 43, 45 and 47 Barnham Road. It is intended to use the existing connections to the Public Sewers in Barnham Road. Find attached in Appendix I preliminary proposals for these connections prepared by Rushby Brewster, Consulting Engineers.

8.0 - Housing Need

The proposal has a mixed tenure with 4 No. 1 bedroom flats and 7 No. 2 bedroom 3 and 4 person units. The developer intends to rent the units and is prepared to negotiate a proportion and enter into Legal Agreement with a preferred Social Registered Landlord to provide the affordable housing quota required under the Local Plan.

Proposed Site Layout



Existing Footprint: 306.4 m² . Proposed Footprint: 368.4 m²

Proposed Elevations



Not to Scale.

9.0 – Energy Statement

The dwellings will be designed generally to comply with the energy requirements set out in the Code for Sustainable Housing, Level 3 and comply with the requirements of the Building Regulations.

10.0 – Sustainable Location

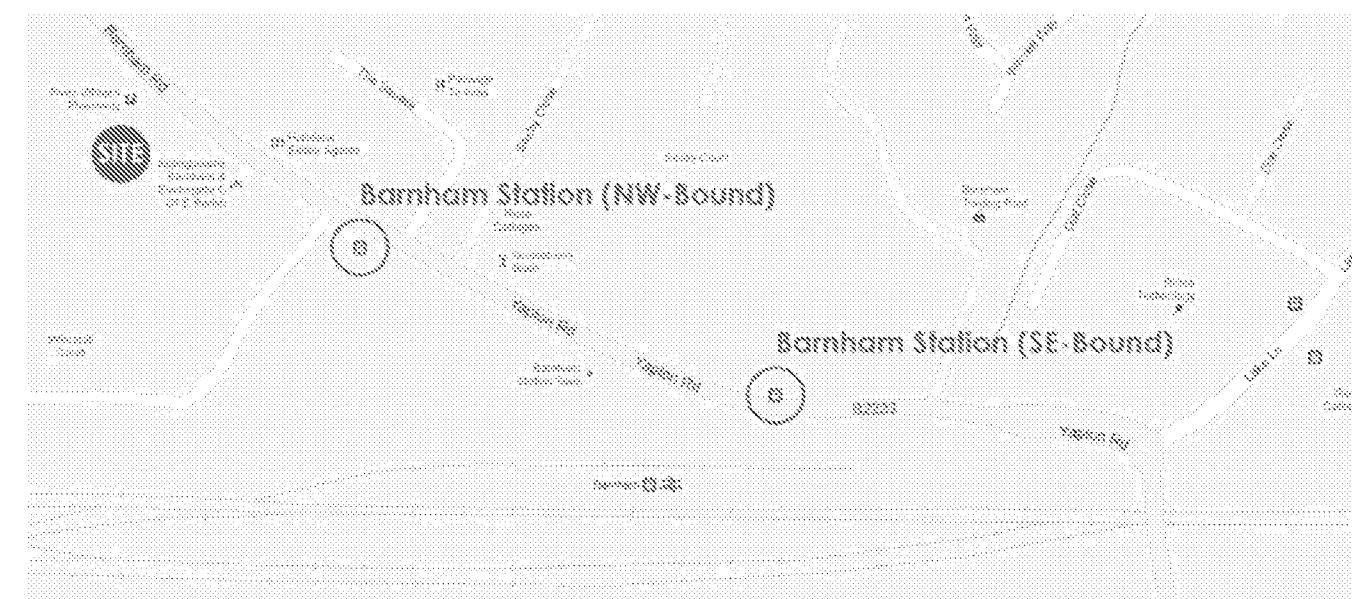
The site lies approximately 2 miles south of the A27, approximately $\frac{3}{4}$ of the way along the B2333 known as Barnham Road. It is predominantly retail and commercial at ground floor level in this part of the road. The site is on the edge of the commercial centre, with pharmacy, take-away, cafe, offices and bank very close.

The nearest schools are 'St Philip Howard Catholic High School', and 'Barnham Primary'. The nearest Surgery is on Barnham Road. All are within 0.5 miles from the proposed development.



Diagram showing nearest Schools, Post Office, and Surgery.

The Post Office and railway station are less than a 5 minute walk from the site and there are frequent trains travelling to Chichester and Portsmouth to the west, Arundel and London to the north and Worthing and Brighton to the east. Bognor and Littlehampton are about 10 miles away to the south. There are regular bus services from 'Compass Travel' and 'Stage Coach' at the nearest bus stops, indicated on the diagram below.



Nearest Bust Stops.

Bus services available North West Bound:

D – School, 66A – High Street, 85 – Market, 602 – Philip Howard School, 66 – High Street, 665 – High School.

Bus services available South East Bound:

T1 – Tesco, D – Sainsbury, 85 – Jengers Mead, 602 – Mill Lane, 66 – High Street, 665 Wick Street, 66A – High Street.

The proposal seeks to promote alternative modes of transport e.g. secure bicycle storage provision proposed for all units.

11.0 - Access and Parking

The site can currently be accessed from two directions. It is proposed that the access way to the north between 47 and 49 be restricted to a shared surface allowing right of way vehicles access across it and pedestrian access to the new units. This would be via secure gates to prevent a public through route being established and reduce the opportunity for crime or vandalism.

The shop unit will be accessed directly from Barnham Road. The existing pedestrian and vehicular access to the south will be delineated more clearly with existing right of ways to the adjacent workshops being clearly marked and separated from the proposed new parking area and refuse collection point.

The site in its central position enjoys the benefit of additional parking in the station car park 80m away and public car park off The Square 150m away, both within 5 minutes walk.

All residential units are provided with a central secure store, highly visible and conveniently located.

The development proposal is for 12 car parking spaces, this would allow each unit plus the shop to be provided with one allocated space.

Attached is a copy of West Sussex County Council Car Ownership Tool print out indicating a total estimated requirement of:

	WSCC	Provided
Residential	16	11
Shop Unit	2	1
	<u>18</u>	<u>12</u>

Residential shortfall 5 less 2.2 visitor allocation = 2.8 residents shortfall.

The proposal site is situated in a highly sustainable location where alternative travel modes and essential amenities are readily available. It is proposed that the two large car parks nearby will easily meet the estimated parking shortfall of 6 with only half this being the residents shortfall.

12.0 - Landscaping Appraisal

There is no landscaping on the current site. The proposal seeks to form a landscape structure to the proposed residential development by providing trees and hedges designed to define boundaries and spaces.

The site plan indicates where hedging is proposed to reinforce and soften boundaries between semi-public and private areas. Open landscaped amenity space is provided centrally, behind No. 43 and 45 Barnham Road for communal use. The landscaping will be subject to a maintenance service contract.

13.0 – Noise and Contamination

The primary frequent noise source for the site is the south coast railway line to the south. A noise survey was undertaken and the report and recommendations are attached in Appendix II prepared by Ian Sharland Ltd. The report states that 'the internal environment within the building is well within normal design standards for such residential use'.

The current site use may generate some contaminants which at present would remain on the hard surfaced areas and therefore can be readily dealt with.

14.0 – Design, Form and Materials

The proposed site divides itself into two distinct areas, i.e. No.47 which forms an integral part of the retail street frontage in Barnham Road and the rear of Nos. 43, 45 and 47 Barnham Road, a more hidden site.

DESIGN OF NO. 47

The proposal completes the street frontage between 45 and 49 maintaining a retail unit at ground level and 4 units of residential accommodation above and behind. The neighbouring rendered gabled roof frontage has been perpetuated in the proposal. A similar roof pitch and ridge height are also maintained. This building also forms a frontage with the access way leading to the rear next to No.49 and in this respect also is designed to have the residential entrances on this elevation. This active frontage adds visual interest when viewed from Barnham Road. The building reduces slightly in scale towards the rear.

No.49 has no windows facing the proposed building therefore overlooking or privacy is not an issue.

REAR OF 43, 45 AND 47

A three storey building is proposed with 7 flats. The building has two directions of access. A pedestrian only access is provided to the north side linking in with No.47 and to the south where the car parking spaces, bicycle store and refuse bins are provided.

The footprint of three units is served by a central hall and stairwell. The third floor being accommodated within the roof space. The building uses a traditional roof configuration and materials with living space orientated to gain evening, midday, or morning sunshine. All units have an outlook on landscaped features and have access to the communal garden.

FLAT LAYOUTS

The units are designed to National Housing Federation Standards.

SECURED BY DESIGN

The layout is designed to SBD principles and will be submitted for compliance.

MATERIALS

The existing buildings surrounding the site have a very mixed range of facing materials. This proposal presents an ideal opportunity to unify this area by using a palette of materials that will sit comfortably with the more traditional materials for the area.

Materials schedule:

BLOCK A ~ FRONT	
ROOF	PLAIN TILES TO MATCH ADJOINING BUILDINGS
WALLS	STOCK FACING BRICKS
	RECONSTITUTED STONE SILLS, ARCHES
	ETERNIT WEATHERBOARD
WINDOWS	PVCu, WHITE
BAY WINDOWS	TRESPAR: LEAD GREY RIVEN
BLOCK A ~ REAR	
ROOF	REDLAND, RICHMOND SLATES
WALLS	STOCK FACING BRICKS
	RECONSTITUTED STONE SILLS, ARCHES
	ETERNIT WEATHERBOARD
WINDOWS	PVCu, WHITE
BAY WINDOWS	TRESPAR: LEAD GREY RIVEN

VIEWS OF PROPOSED DEVELOPMENT



View of the North West Corner & Barnham Road Frontage.



View towards the rear of the Development looking North West.



View towards the rear of the Development looking South West.



View of the North West Frontage.

Note: Not all adjacent buildings are fully articulated.