

DESIGN + ACCESS STATEMENT

YAPTON ROAD, BARNHAM.

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YAPTON ROAD (B2233)

FIG 111 AERIAL PHOTOGRAPH OF SITE + LOCAL AREA.

CONTENTS

1.0_INTRODUCTION:

1.1_Site Address:

Former Lillies Caravan Park
Yapton Road
Barnham
Bognor Regis
West Sussex
PO22 0AY

1.2_Outline:

David Plant Architecture Ltd have been appointed by Sammi Developments Ltd to complete the following Design and Access Statement relating to an application for a residential development scheme comprising of 38no dwellings at the former Lillies Caravan Park, Yapton Road, Barnham.

This statement is to be submitted as part of an outline planning application and is to be read in conjunction with all architectural drawings and associated planning documents.

In summary, the application is for the demolition of the existing buildings and erection of 38no. residential dwellings, including associated access, car parking, bin and cycle storage, landscaping and servicing. Further details of the proposal are set out within the following sections making up this document.

This Design and Access Statement meets the requirements set out in The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 providing specific information through:

- Explaining the design principles and concepts that have been applied to the development;
- Demonstrating the steps taken to appraise the context of the development and how design of the development takes into account the site's context;
- Explaining the policy adopted towards access and how policies relating to access in the relevant development documents have been taken into consideration;
- Describing the consultation that has been undertaken on issues relating to access to the development and what account has been taken of the outcome of such consultation; and
- Explaining how issues of the access to the development for all have been addressed.



YAPTON ROAD (B2233)



FIG 11.1. EXISTING SITE LOCATION PLAN.

2.0_ASSESSMENT:

2.1_Existing Site Use + Character:

The 1.19 hectare site lies to the east of Barnham village centre and lies to the south of Yapton Road. The site is currently vacant and has formerly been used as a caravan park.

The site has since been cleared of the mobile homes and all that remains is a toilet facility and concrete foundations for the previous park homes.

The site's main frontage onto Yapton Road consists of dense hedgerow with a small unmaintained gravel access road, (as shown in *Fig. 2.1.5.*)

A number of trees and hedges screen the site along the south and eastern boundaries from the neighbouring fields which are typically used for Market Gardening.



FIG 2.1.1. KEY PLAN.



FIG 2.1.2. VIEW SOUTH WEST FROM YAPTON ROAD.



FIG 2.1.5. VIEW SOUTH FROM YAPTON ROAD.



FIG 2.1.3. VIEW SOUTH WEST FROM YAPTON ROAD.



FIG 2.1.6. VIEW EAST FROM YAPTON ROAD.



FIG 2.1.4. VIEW SOUTH WEST FROM YAPTON ROAD.



FIG 2.1.7. VIEW EAST FROM YAPTON ROAD.

2.0_ASSESSMENT:





2.0_ASSESSMENT:

2.2_Surrounding Character:

Yapton Road, which lies directly adjacent to the site serves as the main access roads between Yapton and Eastergate.

The immediate environment around the development site comprises a mix 2 and 2.5 storey residential dwellings. The architectural style within the area is varied which, over the years gives Barnham its unique character.

Some of the newly built developments have been designed to blend within the surrounding village by the use of architectural features and selection of materials (as shown in *Fig 2.2.7*).

Typical materials include:

- Light Coloured Render
- Red & Yellow Coloured Brickwork
- Hanging Clay Tiles
- Flint



FIG 2.2.1. NEIGHBOURING PROPERTY ALONG YAPTON ROAD.



FIG 2.2.2. NEIGHBOURING PROPERTY ALONG YAPTON ROAD.



FIG 2.2.3. THE MURRELL ARMS.



FIG 2.2.4. PROPERTY IN BARNHAM VILLAGE.



FIG 2.2.5. PROPERTY IN BARNHAM VILLAGE.



FIG 2.2.6. PROPERTY IN BARNHAM VILLAGE.



FIG 2.2.7. NEWLY BUILT PROPERTY WITHIN SURROUNDING AREA.



FIG 2.2.8. PROPERTIES IN BARNHAM VILLAGE.



FIG 2.2.9. PROPERTIES IN BARNHAM VILLAGE.



FIG 2.2.10. PROPERTIES IN BARNHAM VILLAGE.



FIG 2.2.11. PROPERTIES IN BARNHAM VILLAGE.



FIG 2.2.12. RESIDENCE ADJACENT TO SITE.

2.0_ASSESSMENT:

2.3_Local Context + Facilities:

Barnham is a semi-rural village and civil parish situated approximately 5 miles north of the seaside resort of Bognor Regis. The village has an estimated 1,400 residents.

Barnham is well known in the 20th Century for its market gardens. There are many large, industrial sized greenhouses in the area, although not many en-crouch within the parish boundary.

The village itself provides a local retail parade with a range of shops and other uses including convenience stores, a post office, hair dressers, takeaways, a coffee shop, public house, chemists and a dry cleaners.

There are two schools within Barnham, St Philip Howard Catholic High School and Barnham Primary School that are both within a mile of the site.

Approximately 5 miles south of the site is civil parish of Bognor Regis. The seaside town features a long promenade of shops, restaurants and bars as well a clean and tidy beach.



FIG 2.3.1. BARNHAM VILLAGE.



FIG 2.3.3. BARNHAM PRIMARY SCHOOL.



FIG 2.3.2. BOGNOR REGIS TOWN CENTRE.



FIG 2.3.3. BOGNOR REGIS SEAFRONT.

2.0_ASSESSMENT:

2.4_Movement Network:

This movement appraisal has been carried out to ensure a clear understanding of existing and possible future movement patterns. The movement appraisal will inform the preparation of a movement framework for the development and should include the following elements for each mode of transport:

- How the site relates to existing routes
- How the connections to these routes can be made
- What improvements need to be made to these routes

The application site is located within a sustainable location, within very close proximity to local amenities, schools and within easy walking distance to local transport links making the site easily accessible by various modes of transport both public and private.

The site is well served by bus service enabling quick and convenient access to the village and the surrounding area, from the bus stops located within close proximity to the site.

The bus stop opposite the site provides a regular bus service through the town centre onto further public transport links such as Barnham Railway Station, which provide rail links to London Victoria Station.

Access and parking for cars, cycles and service vehicles is an integral part of the proposed development. The proposal incorporates a well-designed and accessible innovative solution to car parking and servicing within the development, whereby adequate parking has been provided within designated parking courts.



FIG 2.4.1. BARNHAM RAILWAY STATION



FIG 2.4.2. CLOSEST BUS STOP ALONG YAPTON ROAD.



FIG 2.4.3. BARNHAM VILLAGE CENTRE BUS STOP.

Key:

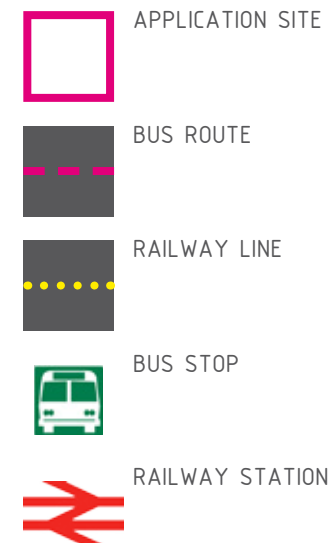




FIG 2.3.4. MOVEMENT NETWORK.

3.0_INVOLVEMENT:

3.1_Land Use Principles:

The thrust of national and local planning policy encourages efficient use of previously developed land within sustainable locations, such as this.

This site provides an opportunity to provide a high quality residential development forming a direct response to the site, in-keeping with the surrounding area.

3.2_Planning History:

A review of the Council's Public Access website shows there has been previous applications relating to the site;

OUTL (ref: BN/6/10) - Refused

Outline application with some matters reserved for 36no. houses.

This application was refused for numerous reasons including that proposal did not comply with current planning policy.

The feedback from previous schemes have all been thoughtfully taken into consideration, whereby any detailed design concerns with the previous redevelopment proposals have been resolved during the design process leading up to this current application.

Throughout this document there are sections providing detailed explanations on how these and any other possible issues have been resolved. We consider that this current proposal therefore should be deemed acceptable.

3.2_Relevant Planning Policy:

The Barnham & Eastergate Neighbourhood Plan 2014 is a new type of planning document that aims to give local people more to say about what goes on in their area.

The plan provides a vision for the future of the two villages, and sets out clear policies and objectives to realise this vision.

Relevant policies that have been identified during the design stages which have influenced the proposal.

A fundamental element is set out in policy ES5 stating that, "New development should be designed to respond to the specific character of the site and its local surroundings and to create a sense of place".

Policy GA4 addresses the need for additional parking both within a residential development and within the town centres of Barnham and Eastergate. Parking standards must be as recommended by the Arun district councils current stander for Parking.

3.4_National Planning Policy Framework (NPPF):

Relevant national planning policy is set out in the National Planning Policy Framework (NPPF), which was published in March 2012, and replaced the former system of Planning Policy Guidance Notes and Statements. In respects of design it stresses in its opening paragraphs that the purpose of the planning system is to contribute to the achievement of sustainable development, with emphasis on three key roles including a social role which states that supporting strong, vibrant and healthy communities means in part creating a high quality built environment.

A key element is set within Paragraph 14, which states that “At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.”

Paragraph 15 continues stating; “policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay.”

The NPPF takes a broad interpretation of sustainable development setting out three dimensions of economic, social and environmental. In terms of the social role, paragraph 7 states that the planning system should support strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being.

Paragraph 9 states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including replacing poor design with better design.

Paragraph 17 identifies 12 core land use principles. One of these principles is to encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.

Paragraph 22 suggests that land allocations should be regularly reviewed and refers to factors that should be examined in the event of applications for alternative uses of employment land and buildings.

Paragraph 51 sets out that Local Planning Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use class) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.

Section 7 of the NPPF deals solely with requiring good design. Paragraph 56 further states that the Government attaches great importance to the design of the built environment, and that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 57 states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces.

Paragraph 58 emphasises that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

4.0_EVALUATION:

4.1_Key Objectives:

The aim of the proposal is to provide the most appropriate form of development to maximise the site's development potential whilst remaining in-keeping amongst the neighbouring properties and surrounding area.

We believe the site represents an opportunity to provide a quality residential scheme forming a direct response to the site, more suitable for this area.

The overall design of the current proposal has been developed from the feedback gained via the pre-application consultation.

4.2_Opportunities + Constraints:

In this section the site's opportunities and constraints have been clearly identified. The following aspects demonstrate that the principle of development within the site has many positives which can be used to develop the scheme. However there are also site constraints that will require mitigation or specific design solutions. Ultimately, the response to these points will determine the principles of the proposed development:

Opportunities:

- Very close proximity to Barnham Village.
- Opportunity for a new street with mixture of residential dwellings.
- Existing vehicular site access from Yapton Road
- Potential to achieve similar storey heights fronting Yapton Road
- Pedestrian route adjacent to site.
- Opportunity to improve the Street-Scene
- Neighbouring redevelopments, similar to proposal.

Constraints:

- Existing noise from traffic flow on Hill Lane.
- Existing mains sewer crossing the site.
- Existing build lines along Hill Lane.
- Existing trees and root protection areas.

Key:

	APPLICATION SITE
	CURRENTLY BEING DEVELOPED (INDUSTRIAL TO RESIDENTIAL)
	EXISTING HARDSTANDING
	EXISTING SITE ACCESS
	NEIGHBOURING BUILD LINES (TO BE CONSIDERED DURING DESIGN)
	ROAD NOISE
	BUILDING STOREY'S
	EXISTING TREE / VEGETATION
	ESTIMATED LOCATION OF MAINS SEWER
	ESTIMATED LOCATION OF MAINS SEWER 3M EASEMENT

409 DESIGN + ACCESS STATEMENT

YAPTON ROAD, BARNHAM

MIXED-USE DEVELOPMENT
DESIGN + ACCESS STATEMENT
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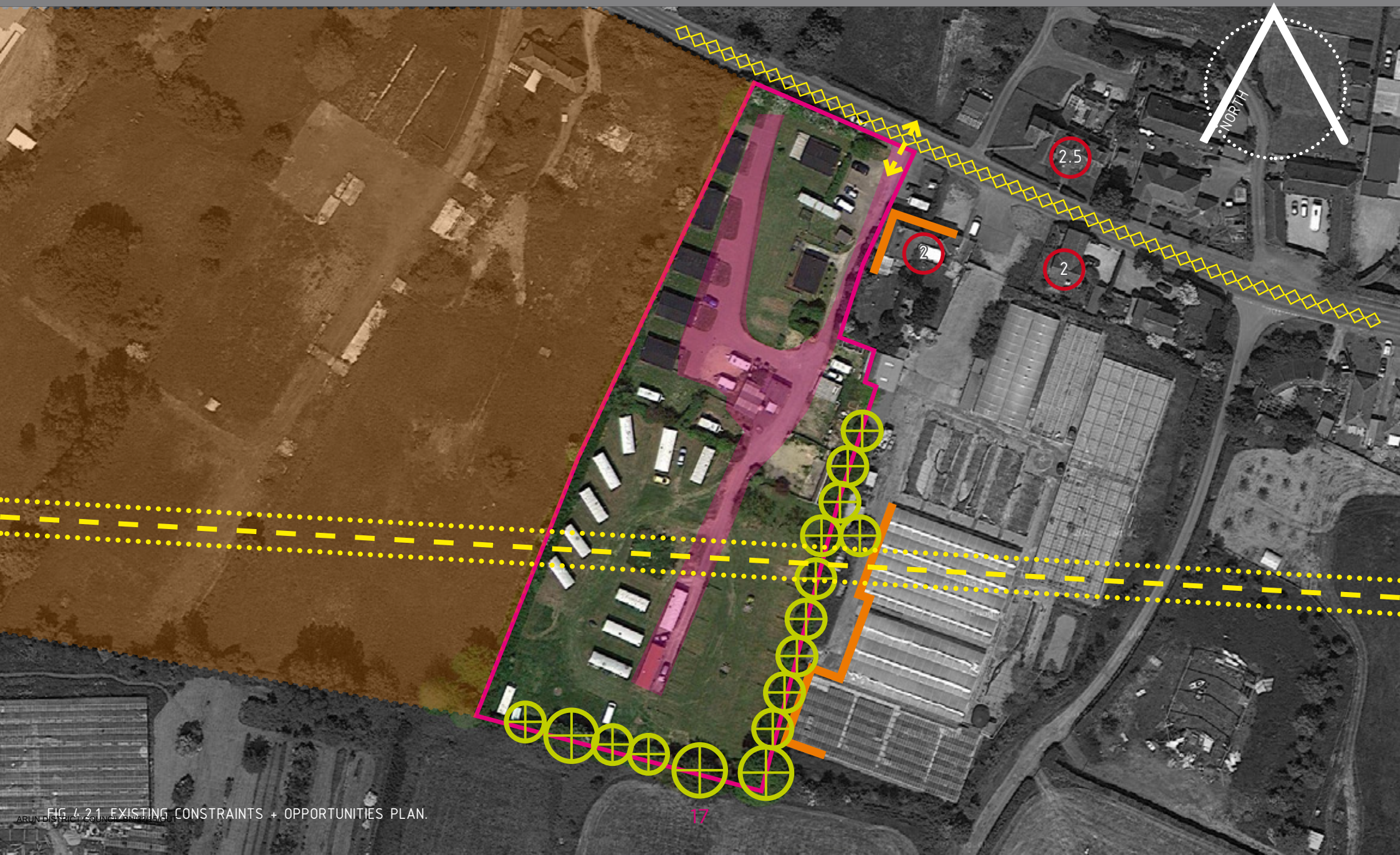


FIG 4.21 EXISTING CONSTRAINTS + OPPORTUNITIES PLAN.

5.0_DESIGN APPROACH:

5.1_Pre-application Consultation:

This current planning application has been the subject of positive pre-application consultation with Arun District Council following a pre-application meeting that was held with Neil Crowther, Strategic Development Planner, on 16th January 2015 under ref: PAA/6/15/.

The initial proposal consisted of 37no. residential dwellings with an associated pumping station and open space.

5.2_Officers Recommendations:

Mr. N Crowther had positive views towards the proposal with only a few concerns that could be overcome by some minor amendments to the layout making it acceptable.

The following points were raised during the meeting:

- Gardens for some plots were insufficient. Rear gardens should be a minimum of 10m in depth.
- Plots 8 & 10 appear too close to the boundary, which would overlook private amenity of neighbouring properties.
- Car Parking for plots 27-32 could be relocated slightly to the west to create a larger amenity area.
- Plots 22-24 would work better facing north so that they front onto the open space.

5.3_Design Development:

Since the pre-application consultation meeting, the initial comments have been analysed to ensure any possible issues raised have now been resolved.

The initial layout that was presented has undergone a reconfiguration to ensure that the proposal meets the recommendations suggested by the Strategic Development Planner at the pre-application meeting. The following changes have been made as part of the design process:

- All dwellings have been located away from the boundary of the site to prevent any overlooking issues that could have been created in the initial scheme.
- Private amenity gardens have been adjusted so that each dwelling provides adequate space as recommended.
- The location of the open amenity space has been relocated to the west of the site, linking to the adjacent amenity space provided by development currently being developed.
- Where possible, properties have been positioned to face onto the open space. This includes the residential apartments which will overlook the area.



FIG 5.11 PRE-APPLICATION SKETCH ILLUSTRATION.

ARUN DISTRICT COUNCIL BN/2215/OUT

6.0_PROPOSAL:

6.1_Amount:

The application site has an area of 1.119ha. The proposal consists of and 38no. residential dwellings with the following mix:

- 6no. Two bed / Four person apartment
- 7no. Two bed / Four person house
- 18no. Three bed / Five person house
- 7no. Four bed / Six person house

This density accords with the guidelines contained within the Council's planning guidance for sites located within a very sustainable location such as this.

A total of 11no. dwellings have been allocated as affordable housing to comply with Local Planning policy that requires a 30% affordable housing policy for developments of over 15 dwellings.

With good design, the site provides a great opportunity for a small residential development with increased visual interest. This has been achieved by responding sensitively to the scale, form and massing of the surrounding context.

The proposal meets all planning requirements, such as; amenity, privacy and parking. It is therefore considered that the density of this scheme is appropriate.

As previously mentioned, the site is located within close proximity to local amenities and easily accessible by local transport links, therefore this level of parking seems more than adequate for this type of development in respect of local and national guidance.

6.2_Layout:

The proposed layout has evolved through good design practice in order to make best use of the site whilst causing minimal impact on the surrounding context.

The development takes the form of a centralised access road leading through the site, where is branches to the southern side. The dwellings have been positioned in various locations across the site to create an interesting street-scape.

The addition of both 2 and 3 bedroom dwellings have been located to the northern end of the site facing Yapton Road. This allows for the continuation of the street-scene between no. 47 Yapton Road and the new development to the west of the site which is currently under construction.

The mains sewer which crosses the site was assessed initially as a constraint which, has influenced the urban design. This has been overcome by splitting the road creating an area for which the sewer can pass without causing an impact on the buildings proposed on the site.

Following recommendations received at the pre-application stage of the application, the layout has been revised ensuring that there is sufficient space between dwellings and the boundary whilst at the same time preventing properties from overlooking neighbouring amenity.

Open Space:

A centralised open space amenity has been provided on the site which has been designed as an extension to the amenity area of the neighbouring development, linking the two communities.

Apartments:

The apartments have been situated on the southern side of the development on a corner, facing the shared open space area which is intended for residents to use as amenity area.

Car Parking:

The parking scheme has been designed in accordance to local planning guidance. In addition to providing the required parking allocation a further 8 visitor spaces have been provided.

Parking areas have been located in convenient location for each residential dwelling. Where possible parking spaces have been located directly adjacent to the associated dwelling. In the interest of visual amenity some parking courts have been located within private parking courts within close proximity to the dwellings.



FIG 6.21 PROPOSED SITE PLAN

6.0_PROPOSAL:

6.3_Appearance:

The traditional appearance of the proposed development has been thoughtfully designed in relation to its character enriched location, and is aimed to compliment its immediate surroundings and local context.

Building style contributes to the identity of an area. The style adopted should create an small village type street-scape and space for residents to enjoy. A building form can, at the same time as responding to its local context, allow for individual expression and variety in architectural style.

The proposed development has been designed to reflect local, historic building characteristics that are frequent throughout Barnham and surrounding areas. The subtle changes in materials reflect the history in the area, particularly the use of flint that dates back to Roman times.

Architectural features such as brick detailing, open eaves and hanging tiles have been introduced within various house types providing the development with its own sense of unique identity.

6.4_Material Palette:

The chosen material pallet has been carefully selected of high quality and aimed to compliment the neighbouring buildings and surrounding context.

The carefully selected material palette consists of;

- Flint
- Hanging Tiles
- Cream/White Render
- Red & Yellow Brickwork
- Brown/Red/Grey Clay Roof Tiles

The investigation into a suitable material palette was an important part of the design process, whereby samples of different types of brick and cladding finishes were ordered to ensure the chosen materials complement the local area.



FIG 6.3.1. FLINT.



FIG 6.3.2. RED CLAY HANGING TILES.



FIG 6.3.3. RED BRICK.



FIG 6.3.1. PROPOSED HOUSE TYPE 1.



FIG 6.3.1. PROPOSED HOUSE TYPE 4.

6.0_PROPOSAL:

6.5_Scale:

The proposal aims to compliment the scale of the surrounding developments, which are of similar height and mass, in order to create a stronger building vernacular along the street-scene without causing any adverse effect.

The proposed development has been designed to be 2 storeys in height across the site to coincide with the immediate surroundings and village. The overall development has been proportionately designed by creating a mixture of detached, semi-detached and terrace dwellings.

The taller element (being the apartments) have been concentrated towards the south east of the site to maximise the view across the shared open space whilst creating an interesting street-scape.

The proposal compliments it's surroundings taking colour and material reference from surrounding buildings. The proposed detailed design encourages cohesion with the existing built environment.



FIG 6.6.2 APARTMENT BUILDINGS



FIG 6.6.1 PROPOSED SITE-SECTIONS.

ARUN DISTRICT COUNCIL BN21 9QU

7.0_ACCESS:

7.1_Vehicular Access:

The application site is served by Yapton Road (B2233) which links the villages of Eastergate and Yapton to Barnham.

The site is considered to be well located in relation to the local facilities and amenities of Barnham village.

Barnham has a good pedestrian and cycle network that the proposed development could benefit from. Local bus services provide excellent connection between neighbouring villages and Bognor Regis. The rail station is within walking distance of the site and offers regular connections to London, Bognor Regis and places in-between.

The proposed site access is situated at the northern boundary along Yapton Road. The access has been designed, ensuring that the junction achieves the minimum visibility splays required for vehicles entering and leaving the site.

Towards the southern section of the site the road divides into three small cul-de-sac's. To ensure that all of these areas are accessible for both residents and visitors turning heads have been located at the end of each of them.

7.2_Speed Restriction Devices:

To prevent drivers from entering the site and reaching high speeds, some speed reducing features have been introduced into the scheme. From the immediate access (from Yapton Road) the road narrows which is an effective way to reduce vehicle speeds.

The use of uneven surface textures generally encourage lower vehicle speeds and can be useful to supplement other features. Approximately half way south of the site it is proposed that the road texture change which should assist in reducing the speed of vehicles entering or leaving the site.

7.3_Highways & Parking Allocation:

Access and parking for cars is an integral part of the proposed development, whereby adequate parking has been provided within private driveways and parking courts.

The car parking strategy has been designed in accordance with the supplementary planning guidance provided by Arun Council. Across the site the following spaces have been provided for residential dwellings:

- 2:1 - 2 & 3 Bedroom Dwellings
- 3:1 - 4 Bedroom Dwellings

In addition to the above ratio's a further 8 visitor parking spaces have been provided which is above the recommendation suggested by the council.

Parking areas, where possible, have been located directly adjacent to properties for easy access however in the interest of amenity and visual impact of the street scene, private parking courts have also been provided within close proximity to the dwellings.

INDICATIVE IMAGE



FIG 7.1.1. PROPOSED SITE ACCESS.

7.0_ACCESS:

7.4_HQI (Housing Quality Indicators):

All of the units on the site have been carefully designed and all adhere to HQI standards. Housing Quality Indicators (HQIs) measure the quality of housing schemes funded by the HCA (Homes and Communities Agency.)

The HQI system is a measurement and assessment tool to evaluate housing schemes on the basis of quality rather than just cost. They incorporate the design standards required of affordable housing providers receiving funding through the National Affordable Housing Programme (NAHP) and Affordable Homes Programme (AHP).

7.5_Lifetime Homes Criteria:

On 11th November 2010, Communities and Local Government published changes to the Code for Sustainable Homes Technical Guidance, incorporating recent revisions to the Lifetime Homes Standard. It is hoped that the revisions to the Lifetime Homes Standard and the Code for Sustainable Homes will facilitate the adoption of Lifetime Homes design in meeting housing demand in the UK.

The Lifetime Homes Standard seeks to enable 'general needs' housing to provide, either from the outset or through simple and cost-effective adaptation, design solutions that meet the existing and changing needs of diverse households. This offers the occupants more choice over where they live and which visitors they can accommodate for any given time scale. It is therefore an expression of Inclusive Design.

Housing that is designed to the Lifetime Homes Standard will be convenient for most occupants, including some (but not all) wheelchair users and disabled visitors, without the necessity for substantial alterations.

Criteria A: Entrances

All entrances are to be illuminated and;

- a) Have level access over the threshold; and
 - b) Have effective clear opening widths and nibs
- In addition, main entrances should also:
- c) Have adequate weather protection
 - d) Have a level external landing

Criteria 5a: Communal Stairs

Communal stairs providing a principle route to a dwelling regardless of whether or not a lift is provided are easy going with:

- Uniform rise not exceeding 170mm
- Uniform going not less than 250mm
- Handrails that extend 300mm beyond the top and bottom
- Handrails height 900mm from each nosing
- Step nosings distinguishable through contrasting brightness
- Risers which are not open

Criteria 5b: Communal Lifts

All dwellings are accessible via passenger lifts, the lift must be fully accessible in accordance with the specification below;

- Has a minimum internal dimension of 1100mm x1400mm
- Has a clear landing adjacent the lift entrance of 1500mm x1500mm

Criteria 6: Internal Doorways + Hallways

Internal doorways and halls are designed to enable movement to be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects.

Criteria 7: Circulation Space

There is space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchair users elsewhere.

Criteria 8: Entrance Level Living Space

A living room / living space is provided on the entrance level of every dwelling.

Criteria 9: Potential for Entrance Bed-Space

In dwellings with two or more storeys, with no permanent bedroom on the entrance level, the internal layout allows for a space on the entrance level that could be used as a convenient temporary bed-space.

Criteria 10: Entrance Level WC and Shower

An accessible WC and potential showering space is provided at entry level.

Criteria 11: WC and Bathroom Walls

Walls in all bathrooms and WC compartments will be designed to be capable of firm fixing and support for adaptations such as grab rails.

Criteria 12: Stairs + Potential Through-Floor Lift

Where a dwelling of two or more storeys does not provide a living room, main bedroom and accessible bathroom on the entrance level, it incorporates both:

- a) Potential for stair lift installation; and
- b) A suitable identified space for a through the floor lift from the entrance level to a storey containing a main bedroom and a bathroom satisfying Criterion 14.

Criteria 13: Potential for Future Fitting of Hoists

Structure above a main bedroom and bathroom ceiling is designed to be capable of supporting ceiling hoists and the design should provide a reasonable route between this bedroom and the bathroom.

Criteria 14: Bathrooms

An accessible bathroom, providing ease of access is provided in every dwelling on the same storey as a main bedroom.

Criteria 15: Glazing + Window Handle Heights

Windows in the principle living space (typically the living room,) allows people to see out when seated. In addition, at least one opening light in each habitable room will be approachable and usable by a wide range of people, including those with restricted movement and reach.

Criteria 16: Location of Service Controls

Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.

Key:

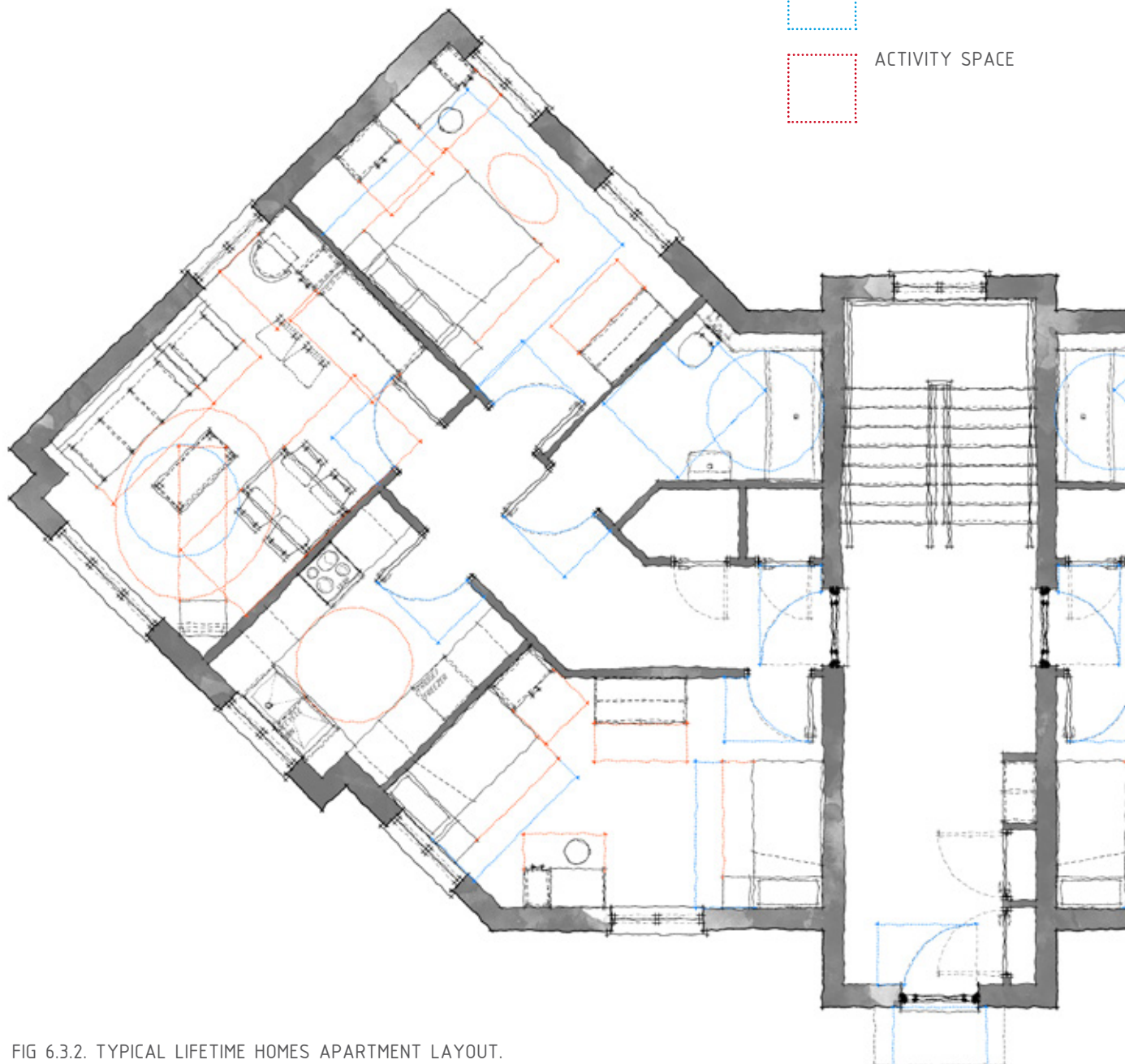
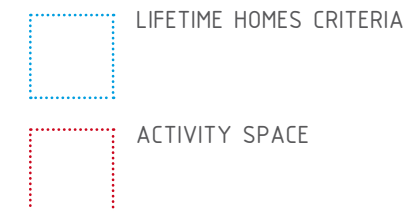


FIG 6.3.2. TYPICAL LIFETIME HOMES APARTMENT LAYOUT.

8.0_CONCLUSION:

The proposed residential development has been designed to make optimum use of this brownfield site and would therefore contribute towards delivering much needed housing in a sustainable location, without causing major visual impact upon neighbouring properties.

The comprehensive high quality design appears in-keeping with the scale and massing of the immediate surrounding context, whilst providing an opportunity to enhance the street frontage and aesthetical quality of the site and the overall character of the area, by using a carefully selected material palette complementary to its environment.

The proposal has been designed to comply with local policy, government and development plan guidance as has been outlined within this document to support a residential scheme, following pre-application consultation with the Council whereby they have identified the site suitable for residential development.

The development will contribute to meeting the Council's shortfall in the supply of housing land, and in accordance the NPPF.

The proposed has allocated 30% of the site as affordable housing which is recommended in the Draft Local Plan (2013-2028) by Arun District Council.

As previously mentioned, the site is located within an exceptionally sustainable location within a very close proximity to local amenities, recreation grounds, schools and also easily accessible by various modes of public transport.

For the reasons set out above, the application proposals do not conflict with the statutory development plan and the proposals are acceptable taking into account all other material considerations. Having regard to the above, the Council is respectfully requested to approve this application for the development proposed.

The high quality design is in-keeping with the scale and massing of other properties within Yapton Road and village of Barnham, whilst providing an opportunity to enhance the area with the aesthetical quality of the site and the overall character of the area.

Following all points outlined during this document and those highlighted previously, it is believed the scheme provides a high quality development appropriate to the site and it's context without creating a detrimental impact upon its immediate surroundings. Therefore it is hoped that the local authority will be able to support this application.

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