Sustainability Statement
Outline Planning Application for Residential Development on Land at Lake Lane, Barnham.

Date 12/10/15
(3 pages)

Building for Life criteria has been considered in arriving at the proposals and a summary sheet is included at the end of this statement.

1.0 Environment & Community:

A ‘Transport Assessment’ has been carried out and should be read in parallel as it demonstrates that the proposed dwellings are close to existing community facilities such as school’s, play areas, shops and public houses and shows that the site has easy access to public transport links.

The proposed 5 new dwellings comprising 1 x three bedroom bungalow, 2 x three bedroom houses and 2 x four bedroom houses will provide for ‘single level living’, suiting to the more elderly in the bungalow to varying size families in the balance of two storey houses, this will meet a local demand and fulfill the aspirations of the Barnham village community.

Consideration has been given to the positioning of the dwellings in order to facilitate an opportunity for ‘passive solar gain’ and future ‘solar collection’ in order to reduce the heating demands and CO2 emissions.

2.0 Character:

The ‘design’ proposals are specific to this site and a reaction to the local area. The massing and variety of form reflects the local character, being predominantly detached dwellings in individual plots. The layout acknowledges the proximity of neighbouring buildings aiming to protect their amenity and react positively to the route of the public footpath that runs through this predominately level site.

The proposals make efficient use of the site whilst retaining and protecting the existing mature landscape features which provide screening to the site and provide a valuable natural wildlife habitat. The existing landscape features will be reinforced with new native planting to further reduce the impact of the development in the wider context.

An ‘Arboricultural Impact Assessment’ has been carried out and is submitted as part of the planning application.

The layout will provide a pleasant environment for the residents with adequate private amenity for each dwelling, a pleasant outlook and natural surveillance over the public spaces and public footpath that runs across the site. The development will create a ’close knit’ community.

3.0 Streets & Parking:

The existing vehicle access is to be slightly widened to meet the safety audit but will still form a discrete entrance off Lake Road being a ‘shared surface’ private drive with minimal kerbs allowing pedestrians to have control over this area and reduce the dominance of the car.
The juxtaposition of the dwellings will reduce the impact of vehicles with the driveways being separated and fronting different areas of the site. Adequate car parking is provided for each dwelling within curtilage and being integrated to reduce the visual intrusion of parked cars on the street scene.
The obvious shared surface drive and low vehicle movements will ensure safety for pedestrians and cyclists alike.

4.0 Design and Construction:

A ‘Residents Management Company’ is proposed to look after the open spaces and this will ensure the maintenance of the public footpath and access.

Each of the dwellings is to be of an individual design which will feature a variety of materials from facing brick to stained weatherboarding, slate to plain roof tiles to give character, durability in use and provide a visual link to the existing properties in Lake Lane and wider Barnham village. The houses will have local vernacular details and features and give an individual feel and sense of identity. Internally the layout design will allow for flexibility in use and the possibility of a small extension to the rear if so desired in the future.

The dwellings will have high levels of thermal insulation and air tightness with highly efficient gas boilers/heat exchange equipment with the intention of exceeding the current Building Regulation requirements.

Energy supplied to the completed houses will where possible be from providers supplying energy from renewable recourses.

Careful planning and good management will be employed throughout the construction phase to reduce waste, utilize local labour and materials and reduce water and energy use.

Materials will be selected from the BRE green guide, they will also be chosen for their durability, low maintenance, beauty and future recycling potential thereby taking into account the broader ‘whole life cost’.

Rainwater butts will be provided on the dwellings in order to provide a supply of water for secondary use.

Low water ‘white goods’ will be specified together with dual flush WC’s and aerated spray taps to conserve water aiming to reduce usage below 110 litres/person/day.

Areas of hard landscaping will be designed to be ‘water permeable’ and there is a detailed drainage proposal for the discharge of surface water designed as part of a sustainable drainage strategy.

Native species of trees and plants will be used in a comprehensive landscaping scheme to provide a healthy and stimulating outdoor environment. Composting facilities will be encouraged and recycling storage integrated into the design.

Convenient cycle storage in sheds within each rear garden will be provided to promote a sustainable form of transport.

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Building for Life Applicant Checklist

Environment and community		Location of evidence in D&A Statement
01.	Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafes?	See Transport Assessment
02.	Is there an accommodation mix that reflects the needs and aspirations of the local community?	See 1.0
03.	Is there a tenure mix that reflects the needs of the local community?	See 1.0
04.	Does the development have easy access to public transport?	See Transport Assessment
05.	Does the development have any features that reduce its environmental impact?	See 1.0
Character		
06.	Is the design specific to the scheme?	See 2.0
07.	Does the scheme exploit existing buildings, landscape or topography?	See 2.0
08.	Does the scheme feel like a place with distinctive character?	See 2.0
09.	Do the buildings and layout make it easy to find your way around?	See 2.0
10.	Are streets defined by a well-structured building layout?	See 2.0
Streets, parking and pedestrianisation		
11.	Does the building layout take priority over the streets and car parking, so that the highways do not dominate?	See 3.0
12.	Is the car parking well integrated and situated so it supports the street scene?	See 3.0
13.	Are the streets pedestrian, cycle and vehicle friendly?	See 3.0
14.	Does the scheme integrate with existing streets, paths and surrounding development?	See 3.0
15.	Are public spaces and pedestrian routes overlooked and do they feel safe?	See 3.0
Design and construction		
16.	Is public space well designed and does it have suitable management arrangements in place?	See 4.0
17.	Do the buildings exhibit architectural quality?	See 4.0
18.	Do internal spaces and layout allow for adaptation, conversion or extension?	See 4.0
19.	Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?	See 4.0
20.	Do buildings or spaces outperform statutory minima, such as building regulations?	See 4.0