

• **Social/economic context and planning context.**

If the scheme were to be permitted it would lift the areas character and ensure that this site was retrained in residential use for many years to come and can only have a positive effect on adjacent land values.

The scheme will also increase the housing accommodation on the site and thus provide some much needed low income housing in the area.

We have reviewed the Governmental, District and County Council advise and believe our scheme accords with this.

Some of the Guidance we have followed is listed below

- New developments should be given priority that make use of previously developed land within urban areas.
- Developments should seek to provide access to public transport , jobs, education, health facilities, shopping, leisure and local services
- Developments should make more efficient use of existing land
- Developments should seek to reduce car dependency
- Developments should promote good design, should improve the area of the development and create attractive high quality living environments
- Developments should seek to create mixed and inclusive environments
- Developments should seek to provide a mix of dwelling sizes, types and affordability.
- The government is committed to promoting mixed use developments that maximise the reuse of previously developed land
- Local authorities and developers should provide good facilities for pedestrians and cyclists as well as access to appropriate bus services
- Local housing authorities should allow housing developments with limited or no off street car parking in areas with good transport access and recognising that car ownership varies with income, age, household type and location
- Applications that seek greater than 50 dwellings per hectare should be allowed in places with good public transport accessibility and town centres

"Preliminary Enquiry" procedure.

We issued an earlier scheme to Arun D C. Mr Jonathan Parsons kindly rang back with some comments regarding the need to remove the flat roof section and that the rear gardens appeared small. We have tried to resolve the issues in the attached but this is the first time Arun D C have seen this scheme in its present format.

• **Evaluation.**

Having reviewed the sites context and the potential of the site we decided on a domestic scaled development of residential flats and houses as illustrated in the scheme drawings.

The aesthetic, materials and massing follow the establish street pattern of this cluster of building on the road.

- **Design Principles**

As discussed above the scheme is a residential development. This will fit in with ADC Local plan and the context of the site which too is residential.

- **Amount of development**

The scheme illustrates 4no. Residential units. 2 houses and 2 flats.

- **Layout**

The proposed layout and siting has been chosen since this continues the pattern of development already established on the Road. It also adheres to the spaces and buildings adjacent to the site and thus is in scale with its context.

We have placed the bin and cycle store to the front of the site for easy access and use.

- **Scale**

As mentioned above the heights of the buildings relate well to the site's context. The articulation between the front large mass and the rear section also helps break down the bulk of the building.

- **Landscaping**

Landscaping is a reserved matter in this application.

- **Appearance**

The architectural style/ aesthetic is in sympathy with the surroundings and follows the established pattern of development.

The palette of materials around the site is quite varied and contains, brick, render, clay tile and white windows [both UPVC and timber]

- **Access**

Access to the dwellings is all level. The external hard landscaped surfaces allow the easy passage of a wheelchair. Car Park spaces can be used by disabled persons.

We have followed the advise and guidance contained in Approved Document M [2004]. Disabled/ wheelchair uses can use the ground floor accommodation; each has a level threshold, a WC that can facilitate a wheelchair. The entrance and internal doors are also wide enough for a wheelchair to pass. On the upper floor accommodation we have also followed the guidance and have a WC and door widths complying with Part M of the building regulations.