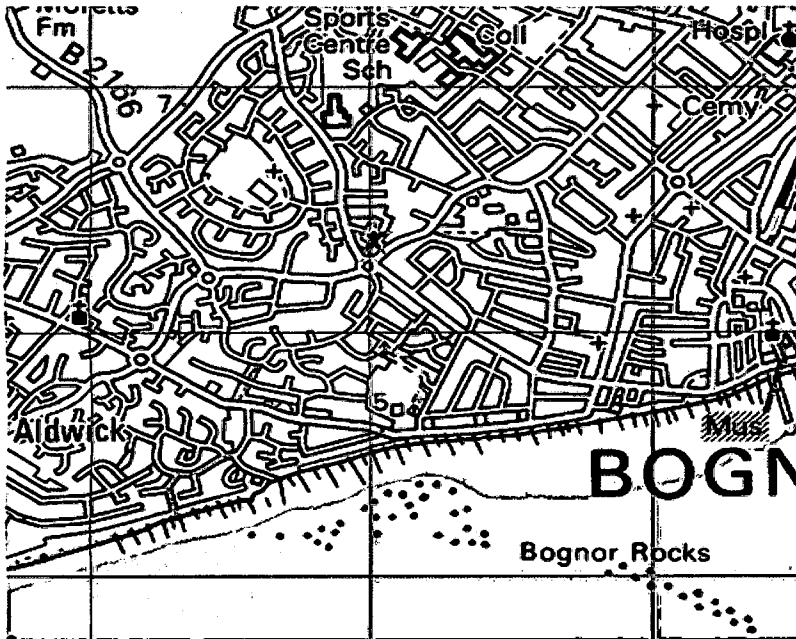


Design & Access Statement

**Proposed Development
at
No. 262 Hawthorn Road
Aldwick, Bognor Regis
for
McCarthy & Stone (Developments) Ltd**

**PROPOSED DEVELOPMENT TO FORM SHELTERED
APARTMENTS FOR THE ELDERLY
PLUS COMMUNAL FACILITIES
CATEGORY II TYPE ACCOMODATION**



1. The Wider Context

1. GENERAL SITE CONTEXT

1.1 Aldwick is a predominately residential area lying approximately $\frac{3}{4}$ mile to the west of the centre of Bognor Regis. The site is located alongside a roundabout on the B2166 Aldwick Road, which provides a route from Bognor Regis town centre towards Aldwick and thence northwest to Runcton, at a point where distributor roads serving the northern part of Bognor Regis link to it. (Fig. 1)

1.2 The site itself has boundaries to both Hawthorn Drive and West Meads Drive, and on to the roundabout referred to above. The immediate surroundings are principally in residential usage.

1.3 To the north-west the site is bounded by the rear gardens of properties in Newhall Close, and on the north-east by the entire plot of no.252 Hawthorn Road.

1.4 The site extends to 0.5 hectares (1.24 acres) and is trapezoid in shape. (Fig. 2) The site comprises a large detached house together with its paddock. The boundary to Hawthorn Road is 94 metres in length, while that to West Meads Drive is approximately 36 metres. The site widens towards its north eastern end such that the boundary with no.252 Hawthorn Road is approximately 79 metres long. The site has trees located along its boundaries and is generally flat lying.

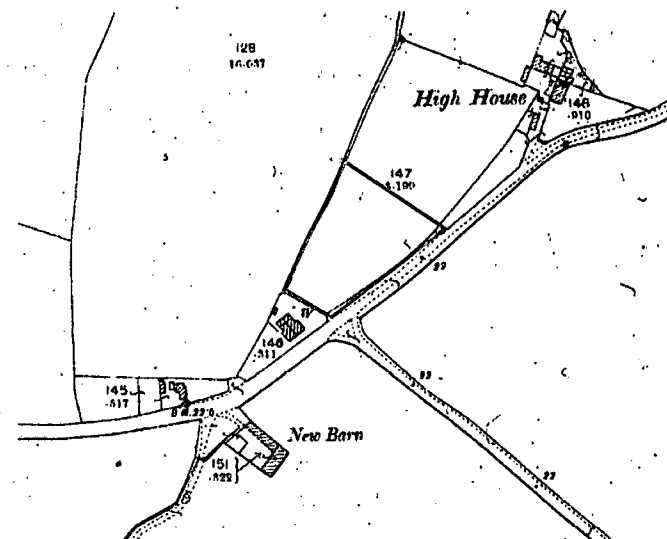


2. The Immediate Area

2 TOWNSCAPE AND CHARACTER OF THE WIDER AREA

2.1 In broad terms, the townscape and character of the wider area within which the appeal site is situated has been influenced by the way in which the western part of Bognor Regis has grown up around its transport corridors. In the late 19th Century, only Aldwick Road and Hawthorn Road existed in the vicinity of the appeal site,^(Fig3) the area being generally undeveloped, while further east on Aldwick Road development was spreading out from Bognor Regis itself. By the end of the 19th Century development had reached the junction with what is now Silverstone Avenue, and this is displayed in the character of that part of Aldwick Road,^(Fig. 4) which is typical of its period, with residential property exhibiting design details of the late Victorian and Edwardian eras. Property is set out to a consistent building line with only shallow set-backs behind the street, on tightly spaced plots such that the semi-detached properties and short terraces coalesce in most street views to appear as continuous built form.

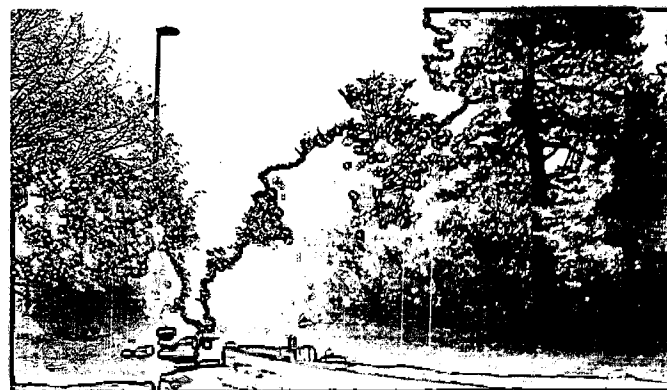
2.2 This character changes to the west of Silverstone Avenue^(Fig4) with the Aldwick Road becoming more landscape dominated where properties, generally in the form of detached houses, are set well back from the road and in spacious plots. Indeed in many instances, particularly on the south side of the road it is the rear gardens that front onto Aldwick Road, and thus the buildings do not address the street, the enclosure being formed by continuous stretches of high boundary fences and hedges, as far west as the roundabout adjacent the site.^(Fig. 5)



3. Aldwick in 1898



4. Aldwick Road east of Silverstone Avenue



5. View east along Aldwick Road towards Silverstone Ave 2



6. North side of Aldwick Road



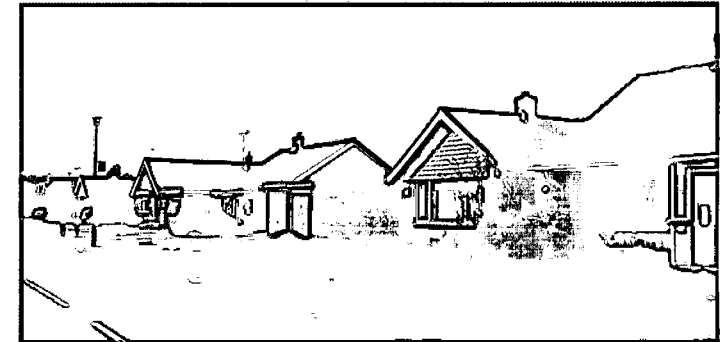
7. Aldwick Road south-west of appeal site



8. Aldwick Fields

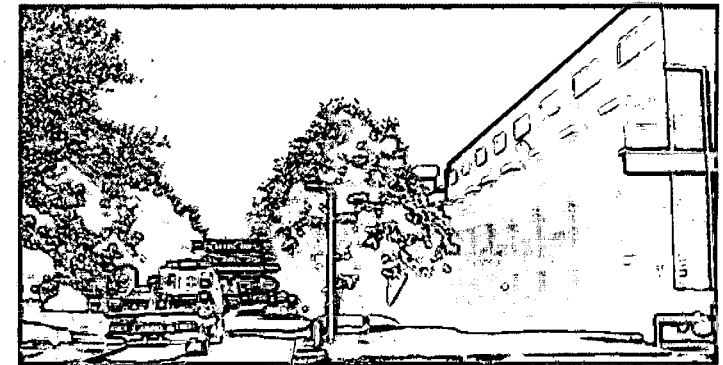
- 2.3 These latter properties are the product of the last third of the 20th Century, while those on the north side of Aldwick Road, which do front the street, appear to have been constructed in the first half of the 20th Century.. (Fig. 6)
- 2.4 Even by the 1960's much of the area was still undeveloped with the buildings that did exist generally being located on Aldwick Road or Hawthorn Road.
- 2.5 The section of Aldwick Road south-west of the appeal site is characterised by its open character, whereby many of the residential properties are served from their own service roads running alongside Aldwick Road itself, and separated from it by a wide grass verge with occasional mature trees. (Fig. 7) Property is principally in the form of bungalows or dormer bungalows, although there are short terraces of properties, and while the plots are not large, their occupation by bungalows increases the perception of spaciousness.
- 2.6 Aldwick Fields to the south of the appeal site appears to have been developed a little later, in the 1960's and 1970's, and displays the characteristics typical of housing estate development of the time, being laid out in the form of culs-de-sac of detached properties set out either side of a spine road. (Fig. 8) As a consequence, built form does not, in general, dominate the streetscape of Aldwick Fields itself, its enclosure being in the form of tall boundary fences, walls and hedges.

2.7 Development either side of West Meads Drive is amongst the later development in the area, probably dating from principally the late 1960's and 1970's. To the west of West Meads Drive, Trinity Way gives access to a large area given over to development in the form of bungalows.^(Fig. 9) Again the layout is spacious, this perception being encouraged by the generally open plan nature of the development, where front gardens are principally laid to lawn with little in the way of shrub planting. Again the form of estate development, with many short culs-de-sac, results in a lack of presence on West Meads Drive itself, which is characterised by the rear boundary hedges and fences of these properties, that form the enclosure to wide grassed highway verges with occasional mature trees.



9. Trinity Way

2.8 Development on the east side of West Meads Drive is rather more interesting, being of much higher density and in the form of 4-storey, flat roofed balcony access flats^(Fig. 10) and maisonettes, together with flat roofed terrace properties fronting onto parking and garage courts in the "Radburn" layout, typical of much municipal housing of the period.



10. Hastings Close

2.9 Despite the high density of this development, which is matched by the later 1980's housing along Amberley Drive, in a similar way to much of the rest of the area, the built form does not have a significant presence on the main road of West Meads Drive,^(Fig. 11) where only the flank elevations of some of the 4-storey blocks are visible, together with the college building in its campus setting slightly to the north.



11. West Meads Drive



12. North end of Amberley Drive



13. Monterey Gardens



14. Maywood Health Centre and Greenways Residential Home

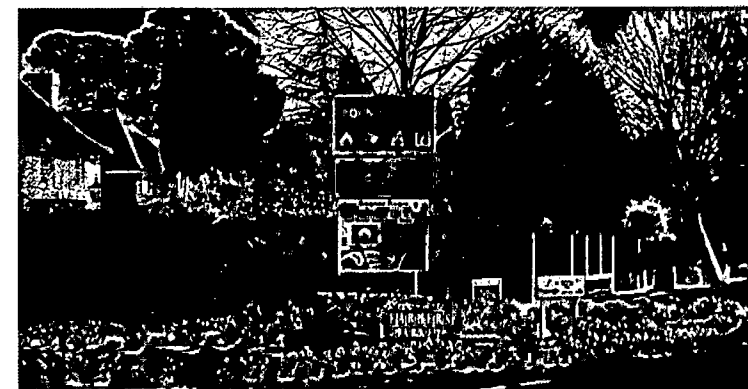
- 2.10 The higher density forms of housing to be found in Hastings Close^(Fig.10) and the western end of Amberley Drive are also repeated at the eastern end of Amberley Drive^(Fig. 12) where it joins Hawthorn Road. Here there are further developments of 2½ and 3-storey town houses and flatted blocks, including the recently completed Monterey Gardens,^(Fig. 13) in buildings of substantial mass, simply articulated.
- 2.11 In this area there are further mixed uses in the form of the Maywood Health Care Centre and Greenways Residential Home which share a common site.^(Fig. 14) The buildings are arranged around a large car park area and are thus set well back from the road, but being of 2, 2½ and 3-storeys and of substantial footprint and mass create a certain dominance, and enclosure to the streetscene.
- 2.12 Further to the south and east of the site, closer to the seafront, flatted development at increased height becomes more prevalent.
- 2.13 Thus the wider area, although predominantly in residential use, displays substantial diversity in its form, in terms of its disposition to the street, building line, massing and height, each development being clearly representative of its era of construction and often having little regard to its surrounding context. Each development being of its own time also results in significant variety in architectural treatment, design detailing and materials.

3 TOWNSCAPE AND CHARACTER OF THE IMMEDIATE AREA

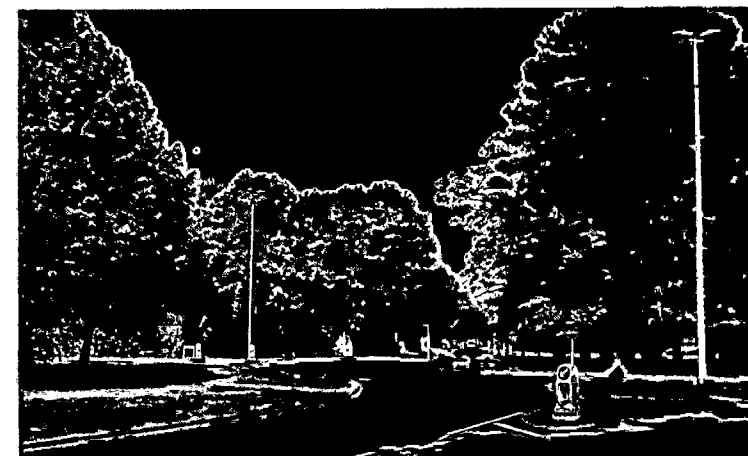
3.1 The appeal site's immediate context is relatively confined and to a large degree relates to the way that it is visually perceived from the area immediately surrounding the adjacent roundabout, and from the roads leading onto that roundabout, particularly that of Hawthorn Road onto which its main frontage lies. It is in close proximity to other adjacent residential development, and in this respect its relationship with bungalows in Newhall Close is also relevant. (Fig. 2)

3.2 The roundabout forms an important road junction in this western part of Bognor Regis. Indeed it may be considered an entry point into the town, evidenced by the fact that a large sign welcoming all to Bognor Regis is located on the junction of Hawthorn Road with the stretch of Aldwick Road into the town. (Fig. 15)

3.3 While the roundabout, and highway verges to the surrounding roads, are spaciouly laid out there is a sense of enclosure formed both by mature landscaping and buildings. (Fig. 16) The roundabout itself is occupied by a dense coppice of mature trees some of which extend to significant height, enclosing the vista in views when approaching the roundabout along the various roads. This sense of enclosure is particularly apparent when travelling west on Aldwick Road towards the roundabout, since this part of Aldwick Road is also enclosed by tall, mature trees and landscaping. (Fig. 5) While the townscape opens up further west on Aldwick Road and West Meads Drive, (Fig. 11) additional enclosure to the outer edges of the roundabout is provided by further mature trees on the wide highway verges to the south of the roundabout, and by further trees within and adjacent to the residential plots on the north side of Aldwick Road immediately east of the roundabout. Those trees on the appeal site also form a more or less continuous enclosure to the West Meads Drive /Hawthorn Road part of the junction.



15. 'Welcome To Bognor Regis'



16. View across roundabout towards the site



17. The Martlets public house



18. Junction of Aldwick Road with Hawthorn Road



19. East side of Hawthorn Road

- 3.4 Existing buildings also play some part in contributing to the sense of enclosure, where they are visible in the gaps between the tree screen. For instance The Martlets public house, whilst well set back from the roundabout behind its own car park, which in some views makes little contribution to townscape, in other views particularly from the end of Hawthorn Road, gives some sense of enclosure to the route into West Meads Drive. (Fig. 17)
- 3.5 Similarly, although hidden to a substantial degree by the tree screen, the Rowland Rank Centre on the corner of Aldwick Fields, and no.262 Hawthorn Road on the appeal site itself, close off the views between trees intensifying the sense of enclosure.
- 3.6 Due to fact that they generally fill their plot widths, the properties on the northern side of Aldwick Road to the east of the roundabout, although well set back behind the street, give a further sense of continuous enclosure. (Fig. 18)
- 3.7 Development on the site has been the subject of a Public Inquiry, and the Inspector deciding that appeal read the situation somewhat differently, considering that existing development around the roundabout, including that on the appeal site itself was *'....set back sufficiently well from it as not to intrude substantially on its open landscaped setting'*, which he saw as being *'.....a key townscape characteristic of the area in the vicinity of the site'*
- 3.8 Within Hawthorn Road the context changes from one where landscape and built form are more or less in balance, to one where built form dominates, particularly on the south east side (Fig. 19)
- 3.9 Here the properties, built during the inter-war era, are typical of their period being reasonably well set back from the road, built to a consistent building line and generally filling their plot width, such that a substantial degree of enclosure to the street is formed,

particularly when seen in the narrow angle views normally obtained when moving up and down the street, giving a perception of continuous built form.

- 3.10 On the north-west side of Hawthorn Road opposite these inter-war detached houses are a number of bungalows dating from a similar period.^(Fig. 20) While these also fill much of their plot width, the sense of enclosure from built form is not so readily apparent, as the properties are set well back from the road, and to a less consistent building line. Their single storey nature also fails to contribute to the streetscene in any significant way, and the function of enclosure is predominantly performed by the well landscaped front gardens, which unlike those on the opposite side of the street are clothed with mature trees, tall hedges and shrubs.



20. West side of Hawthorn road

- 3.11 To the west of the appeal site, accessed off West Meads Drive, lies Newhall Close a development of dormer bungalows dating from the 1960's – 1970's.^(Fig. 21) While set well back from West Meads Drive such that they are not particularly visible in many views from that road, they have a direct relationship with the appeal site due to their very short rear gardens, which back on to the site. Within the cul-de-sac of Newhall Close itself the dwellings, although of bungalow format are given additional presence by the use of steeply pitched roofs predominantly end on to the road.



21. Newhall Close

4.0 KEY AIMS OF THE DESIGN

4.1 TOWNSCAPE^(Fig. 21)

- 4.1.1 The appeal site lies on the cusp of a change in character where the more open aspects of the roads to the west of the Aldwick Road roundabout start to change to a more building dominated townscape to the east and north east, and where mature landscaping plays an important part in that sense of enclosure.
- 4.1.2 It is appropriate therefore to build upon the sense of enclosure that already exists, by providing built form that will follow a similar function to that of other surrounding development, that is of providing back drop enclosure behind the site's existing tree screen. In so doing there is a need to maintain an appropriate balance between buildings and landscape as well as providing an overall sense of enclosure. In the Appeal Inspector's opinion the existing house on the site *'....is set sufficiently well back from the roundabout as not to intrude substantially on its open landscaping setting.....'* The Inspector considered that setting built form *'.....considerably further forward towards the roundabout would be uncharacteristically intrusive and detract from the character and appearance of the immediately surrounding area.'*
- 4.1.3 Therefore new development should be set well back behind the existing tree screen and its height should not be dominant of the roundabout and its landscaping. In view of the proximity of the appeal scheme to surrounding trees in general, the area has been resurveyed to ensure that the correct canopy sizes are shown on the plans, and greater separation distances from the trees should be provided. This will also have the effect of moving the building back from the road frontages so reducing its perceived size.
- 4.1.4 The Appeal Inspector found that the presence of 3 storey elements, in itself, would not be harmful. This was, he opined, because *'.....the bulk of the proposed development would be successfully broken up by the use of varied ridge heights, the provision of 3-storey*

elements within the roof space and the use of three projecting elements on the main frontage forward of a recessive central core. A similar approach has therefore been followed in the present application.

- 4.1.5 The height of development should reduce towards the north-east gradually to provide transition to the bungalows to the north-east of the site, and to respond to the 2-storey context of the detached houses opposite. Massing will also need to form a transition between an element fronting the roundabout and the reduced massing of the detached houses and bungalows within Hawthorn Road. This can be achieved by articulating the design in such a way that elements of the composition are thrown into relief by set-backs between them, the component parts being of smaller mass and height as one moves further north-east on Hawthorn Road.
- 4.1.6 The site is subject to an area wide Tree Preservation Order made in 1958, affecting trees extant at that time. In addition there are a number of other trees on the site. Unfortunately many are in a poor state of health. The trees facing the roundabout are clearly particularly important, but in addition those along the boundaries to West Mead Drive and Hawthorn Road have a role to play in the character of the area. It is therefore intended to retain those trees along the boundaries where these are in good condition or do not impact significantly on the ability to develop the site in a rational manner. In addition it is proposed to set the development back behind the tree screen to a greater extent than was the case with the appeal proposal, to ensure that there will be no future impacts.
- 4.1.7 While there is significant diversity in the design, detailing and materials used within the area, it will be appropriate if the detailing and materials respond to that of the detached houses on the opposite side of Hawthorn Road, whilst the component addressing the roundabout can take its cues from the wider area.

4.2 MEETING SPECIALIST HOUSING NEEDS

The Applicant, McCarthy and Stone (Developments) Ltd was formed in 1963. During the past 35 years the company has specialised in the design, construction and management of sheltered housing for the elderly, offered for sale in the private market. With this wealth of experience, McCarthy and Stone are considered the market leaders in this sector of private housing. Exhaustive research both pre and post occupation has been carried out by the company which has led to the development of this form of housing.

4.2.1 The Appellant company's interest in the site is specifically to construct a sheltered housing development, the design of which is informed by several functional requirements that are an important and integral part of the design as a whole. Having due regard to these requirements is supported by the CABE document, "Design at Appeal" (Appendix C6) which states *"Design is about how places work, fit together, and the quality of life they support. Proposals must show that the development will function well in addition to being attractive and responding to the existing character of the area."*

4.2.2 For the form of housing proposed, these functional requirements include the following:

- The building will comprise a number of self-contained apartments specifically designed to be occupied by elderly people.
- The apartments should be linked by heated corridors and at a constant level.
- Each floor will be served by a lift.
- The residents will benefit from a communal meeting area, guest room and service facilities such as the laundry and refuse room.
- The development should be permanently protected by an emergency call system in operation 24 hours each day and 365 days each year, together with a House Manager permanently employed by the management company.
- The development should provide sufficient levels of car parking and external amenity space to meet the needs of the intended elderly occupants.
- The development should be within easy reach of a good range of shops, local services and public transport connections.

4.2.3 For security and operational reasons the development is usually in the form of a single building rather than a series of blocks. However in this instance the Appeal Inspector in respect of the earlier scheme, specifically commented upon the use of a raised archway to provide access through a large single building to car parking areas at the rear, and found that its height would be *'.....out of keeping with the domestic scale of the building and surrounding housing.'* In early discussions with officers of the Council regarding this present application it became clear that the extent of built form along Hawthorn Road would also be of concern (although not commented upon by the Appeal Inspector). As a result it is proposed that the development be in the form of two distinct, separate buildings, an approach that will respond to both these concerns.

4.2.4 Ideally apartments should benefit from an element of direct sunlight at sometime during the day, although this is not always achievable. The site shape and orientation results in built form alignments northeast - southwest and, northwest - southeast and thus, whilst most apartments will receive sunlight for much of the day some apartments inevitably have a northerly aspect. This will not be detrimental to those apartments, since many elderly people actively seek positions which avoid exposure to the sun.

4.2.5 While there is a slight fall across the site, levels can be manipulated in order to achieve the consistent floor levels necessary for sheltered housing without impacting upon the relationship of the development with the surrounding properties.

4.3 ACCESS AND CAR PARKING

4.3.1 The parking provision required for sheltered housing is very much lower than that for general market housing, such that sufficient parking can be provided in a position tucked towards the rear of the site, where views of it from Hawthorn Road will be limited.

4.3.2 The main entrance to the development is conveniently located immediately adjacent the car park in the rear of the site. Such a location for the entrance will avoid the temptation for visitors to park on Hawthorn Road, and allows easy accessibility by those whose movement is impaired.

4.3.3 A sheltered housing development will provide an ideal opportunity for a land use with a low level of car ownership and traffic generation. Furthermore traffic movements generated by residents of these developments are spread throughout the day, not being concentrated during normal commuting times. Therefore traffic from this site will not noticeably add to the traffic movements of Hawthorn Road or the wider locality.

4.4 NEIGHBOUR AMENITY

4.4.1 The residential amenities of neighbouring occupiers must of course be adequately protected. The wings of the proposed development extending back into the site, and on West Meads Drive should be sited a sufficient distance away from the rear elevations of properties in Newhall Close and, where elements of the proposed building come closer to their facades, building height should be reduced, with separation distances provided sufficient for overlooking not to be an issue.

4.4.2 Similarly the building will be set away from the flank boundary to no.252 Hawthorn Road and the separation distance, together with boundary treatments and vegetation will thus ensure that privacy to the rear garden of no.252 is not harmed.

4.4.3 The impact of development on neighbouring properties was a matter also examined by the Appeal Inspector. He found that generally *'Given the distance of much of the proposed development from site boundaries, and the extent to which obscure glazed windows would be used, the development would in the most part cause no harm through unacceptable loss of privacy.'* It is therefore proposed to follow a similar approach with the present application.

4.4.4 However the inspector did raise concern with the relationship between development and No. 252 Hawthorn Road, due to the number of first floor windows in close proximity to the boundary, overlooking the rear garden of No. 252, particularly as these would include kitchen and living room windows. He also found the relationship of development with an oak tree on the boundary to be of concern, with the potential for lopping to be needed.

4.4.5 As a result, the oak tree has been resurveyed to update its size, and with the present application it is proposed to set the building a further 3m away from the boundary, so that there is now a 5m separation from the tree canopy. This will ensure its retention without any lopping being necessary. In addition the apparent mass of this wing of the development has been reduced and the number of kitchen windows has been reduced where this is practical. With a flatted development it is of course not possible to avoid living room and bedroom windows at first floor level.

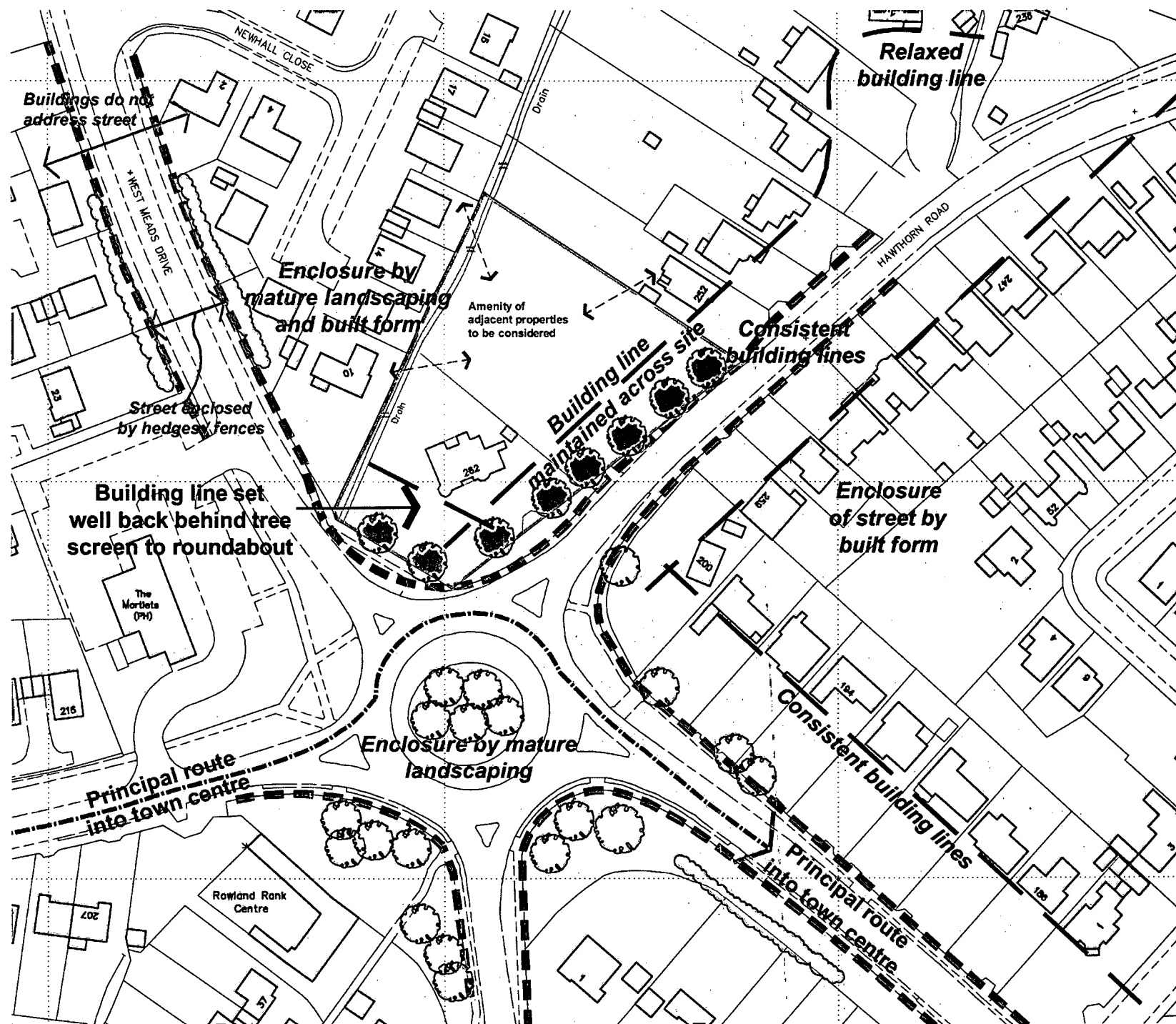
4.5 CRIME PREVENTION MEASURES

4.5.1 In order to foster a safe and accessible environment, a key objective outlined in PPS 1 and the ODPM/Home Office publication, 'Safer Places - the Planning System and Crime Prevention', the design seeks to achieve 'Secure By Design' recognition. To this end, the following measures are designed into the scheme.

4.5.2 The entrances are controlled by an entry phone system with video camera facility linked to each residents television set, through a dedicated channel. The entrances are also controlled by an electronic door lock release.

4.5.3 A manager's office is located adjacent to the main entrance allowing additional supervision of arrival and departure to the development. Apartment entrances are equipped with door chains and door viewers and the letter plate is more than 400mm from the door lock.

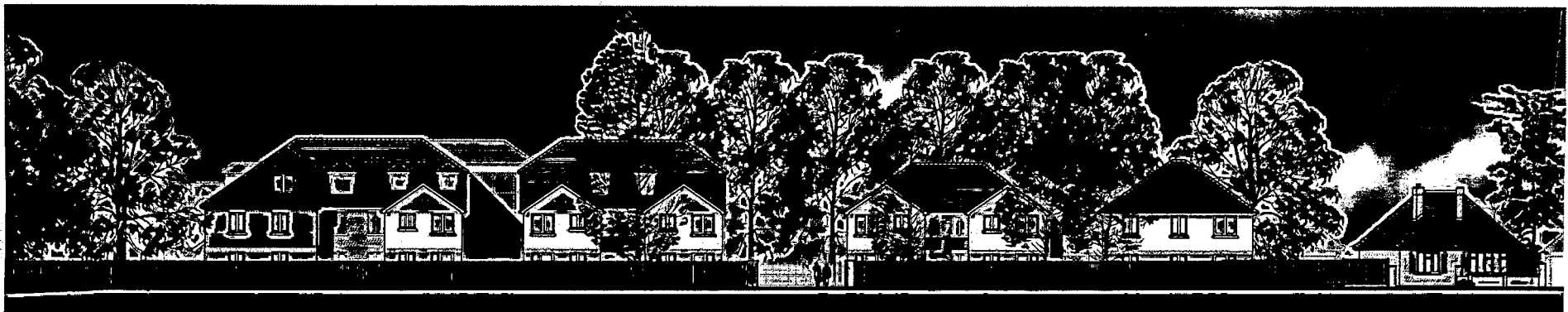
- 4.5.4 All areas throughout the development are fitted with 'Careline', a 24 hour system designed to alert the house manager or emergency services when activated. Additionally, all ground floor patio doors and windows are fitted with an intruder alarm mechanism also linked to 'Careline'.
- 4.5.5 Externally, the development has 'dusk-to-dawn' lighting illuminating walkways, car parking areas and entrances. It is also found that the nature of this type of development can act as a 'neighbourhood watch' community for itself and also for the immediate neighbourhood it is sited in.



5 DESIGN SOLUTION

5.1 AMOUNT, LAYOUT & SCALE

- 5.1.1 In accord with officer expectations the development has been divided into two separate buildings. As this has an impact on the functioning of the development, communal facilities have been provided in both buildings so that each can generally maintain the required level of security for residents. Unfortunately it is only possible to employ one House Manager, therefore residents in the smaller building will need to visit the larger block to visit the office.
- 5.1.2 The development has been laid out with an L-shape building that turns the corner to address both West Meads Drive and Hawthorn Road, but which is set sufficiently far back behind the existing tree screen that in combination with the restricted building height it will not intrude substantially on the landscape setting of the adjacent roundabout. The building lines set up will be consistent with those existing on both West Meads Drive and Hawthorn Road.
- 5.1.3 In contrast with the appeal scheme the present proposal shows a significant reduction in height and massing adjacent the roundabout.. The emphasised and expressed 3 storey element of the appeal scheme has been replaced by an element that is not only of reduced height and mass but is also visually recessive, being subsumed into the general massing of the building. (Fig 23)



23. Hawthorn Road street scene



24. West Meads Drive street scene

5.1.4 From the corner point the building height reduces in both north and westward directions, stepping down in height to provide an appropriate transition to the height of adjacent property, with elements on the Hawthorn Road frontage at 2½-storeys and 2-storeys. On the West Meads Drive frontage the change is immediate and to 2-storeys. (Fig 24)

5.1.5 Vehicular access to the development has been provided at a point on Hawthorn Road point where it will not conflict with the safety of traffic leaving the adjacent roundabout, and allows a substantial portion of the existing tree screen to be retained. This location is also approximately half way along the Hawthorn Road frontage, so allowing sufficient space for a street frontage to the second building.

5.1.6 This second building (Fig 23) is entirely of two storeys in height as its immediately surrounding context is that of the houses and bungalows of Hawthorn Road without the additional townscape imperatives that allow slightly higher development closer to the roundabout. While the main, if short, frontage is to Hawthorn Road, a further wing is provided alongside the northern boundary to the site, enclosing the car parking area and parts of the amenity space, creating a courtyard atmosphere that increases the sense of community for residents and creates a defined space that is not just 'part of the grounds'.

- 5.1.7 In both buildings the apartments are proposed to be laid out either side of a central corridor. The apartments along the street frontages are laid out in a manner which reinforces the existing townscape while further apartments are provided facing into the site, without compromising the amenities of either the development itself or surrounding property. Such an arrangement with the central corridor being set beneath a flat roof allows pitched roofs to be created over the apartments either side of the corridor, such that roof heights and proportions are consistent with the residential context.



25: East side of Hawthorn Road

- 5.1.8 The Hawthorn Road frontage has been articulated into distinct, separate elements by the use of deep recesses between these elements, thus throwing them into relief. This technique allows the building's mass to be easily assimilated into its context. The recesses extend back to the line of the main corridor and that corridor face has been fully glazed so as to make the main elements of the composition stand out even more as separate entities. In doing so the rhythm of detached properties as found along Hawthorn Road is repeated. (Fig 25)

- 5.1.9 The massing elements produced by this approach have then been articulated in a way that renders them compatible with housing in the general vicinity of the site with the massing elements increasing in size closer to the roundabout.

5.2 APPEARANCE

- 5.2.1 The design of properties in the locality display scale, proportions, detailing and the use of materials as a response to their own particular function and period of construction. The particular design adopted for the proposal results from a combination of the building's function and a considered response to its setting. The appearance of the proposal was developed so that it would integrate successfully with its surroundings.

- 5.2.2 The design and detailing of the proposal draws influence from features commonly found in the area, particularly those of properties on the east side of Hawthorn Road. Local

distinctiveness is further reinforced by using materials consistent with those to be commonly found within the Aldwick and Bognor Regis area, including the use of red and buff brickwork and extensive areas of render.

5.2.3 The provision of gabled bays throughout the development responds to the articulation of many properties in the vicinity, including the full height bays on the detached houses immediately opposite the site on Hawthorn Road,^(Fig 26) and this reference is further accentuated by the use of tile hanging within the gables, which is a particular character of those houses opposite.

5.2.4 The use of dormers on the development allows efficient use of the roof voids and allows a structured transition in height towards adjacent properties. They also reflect one element of design in the area so contributing to local distinctiveness.^(Fig 27)

5.3 HARD & SOFT LANDSCAPING

5.3.1 Advantage is taken of the increasing depth of the site towards this northern end to locate the car parking area for the development between the proposed building and the western boundary. In this location the parking area is enclosed by built form, and solid boundaries which can be well clothed with both the existing and reinforced landscape and will therefore be less visible from surrounding properties.

5.3.2 Existing mature trees on the site have been retained where possible, including those that are the subject of Tree Preservation Order. On the western boundary with Newhall Close there are a number of Cypress trees, which are unfortunately in poor visual condition, having been badly lopped in the past. The opportunity is taken to remove these and replace them with more appropriate trees that will provide an improved visual foil between the site and properties in Newhall Close.



26. Gabled bays



27. Gables and dormers – Newhall Close

- 5.3.3 By the retention of many of the trees along the Hawthorn Road frontage, together with the planting of replacements, the balance between landscape and built form is maintained. The enclosure of the site by greenscape will be increased, in much the same way as the appeal scheme, by planting evergreen hedging along the Hawthorn Road street boundary. This will be returned along the boundary with No.252 and planted along the boundary to the rear gardens of properties in Newhall Close in order to provide increased privacy.

6 ACCESS

6.1 USER

- 6.1.1 The development will be occupied by elderly people. While the minimum age for occupation is usually 60 years (with a spouse of 55 years) the typical new resident is a widow aged 74-76. The average on a 'mature' development is around 80 years. As a result, McCarthy and Stone have their own strict criteria ensuring the suitability of the location of any development with regard to public transport, shops and services and within the development to ensure that all areas are accessible to residents.

6.2 LOCATION OF SHOPS & SERVICES

- 6.2.1
- | | |
|------------------|--------------|
| Supermarket | - 550 metres |
| Post Office | - 750 metres |
| Pharmacy | - 200 metres |
| Medical Practice | - 200 metres |
| Churches | - 800 metres |
| General shops | - 550 metres |
- 6.2.2 A green transport plan will be prepared for the development once completed, which will identify shops which will make home deliveries of food and welfare service providers such as hairdressers and chiropodists who will make home visits.

6.3 PUBLIC TRANSPORT

- 6.3.1 Within 100 metres of the site are bus stops for Stagecoach Route 60, which links Bognor Regis with Chichester and Midhurst at a half hourly frequency Monday to Saturday and hourly on Sunday. The route connects with Bognor Regis Railway Station from where trains depart for London Victoria. By changing at Barnham connections are available to a number of south coast routes.

- 6.3.2 There are also Dial-A-Ride type community transport services operated by both local government and charities..

6.4 ACCESS & CAR PARKING

- 6.4.1 Site access is via a private driveway from Hawthorn Road into the central courtyard of the development. The parking spaces are located in close proximity to the entrances of both buildings. All the parking spaces are located on level ground so pose no difficulties in being negotiated by the elderly and those whose movement is impaired.
- 6.4.2 In recent years the use of mobility scooters by the elderly has significantly increased. In view of this a parking area for these has been provided in a sheltered location close to the building entrances. This will accommodate approx 6no. Scooters and is roofed to increase shelter from the elements. Charging points and hasps for security chains will be provided.
- 6.4.3 Pedestrian access is shared with vehicular access. Parking bays will be delineated by clear markings and so pedestrians will be aware of vehicular movement. Also, as car ownership levels amongst the elderly are relatively low and the number of trips generated by those car owners is similarly low, it is anticipated that there will not be any conflict between pedestrians and vehicles using the access drive. Of the 750+ developments carried out by McCarthy and Stone over the past twenty-five years or so, the vast majority have been built with shared access drives similar to that proposed here and there has been no evidence of detriment to the safety of pedestrian users of the shared surface.
- 6.4.4 The vehicular access to the development, hard standing and manoeuvring space has been designed to facilitate easy access for both service and emergency vehicles. Design of the access has also taken into account the need for a straightforward and efficient approach to the building. A 'stay-put' policy with regard to the rescue of residents will be in operation.

6.5 ACCESS INTO & WITHIN THE BUILDING

- 6.5.1 It is an essential feature of sheltered housing that access into the building should be as level as possible, without steps, and convenient to positions at which transfer to a vehicle can take place. With this in mind the primary entrance to the scheme has been located to the rear where access from the immediately adjacent driveway can be utilised.
- 6.5.2 Similarly, it is also an essential feature that access within the building should be achievable without the need for steps. Access is provided to all floors by way of lift and therefore there is no need for any resident or visitor to use the staircases, these being provided principally for fire escape purposes. Nevertheless, they are designed to suit the ambulant disabled and in accordance with current building regulations.
- 6.5.3 The entire development is 'wheel chair friendly' allowing free access to development amenities both internally and externally. The apartments themselves provide door openings sufficiently wide to allow wheel chair passage.

