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LPA's ref:
Architect's ref: 06/12B

BOROUGH OF WORTHING
DEPOSITED 1/8/08
TP REF. No.
WB/ 08/ 0814/FUL

Design & Access Statement in support of the Planning Application for demolition of houses numbered 37 & 39 Chesswood Road, Worthing, and construction of 9 flats with access , parking and landscaping for the resident owner Simon Gamble

This application comprises the following documents and drawings:

A4 Documents:
Planning Application Form
plus Certificate A & Agricultural Holdings Certificate - Signed by the applicant.

Design & Access Statement - 8 x A4 pages
with supporting documents - A3 reduced scale drawings Sk11 to Sk15
WSCC Highways & Transport - dated 21.05.2008
Environment Agency - dated 03.06.2008
Water & Fire Management - dated 24.06.2008
Appeal Decision Letter of 18 January 2007 & part drawing
E-mail 23/07/2007 WBC to DS

Drawings:

2006/12B/01	Location Plan, Block Plan & Site Photographs	A1	1:1250 /1:500
2006/12B/02	Existing & Proposed Site Plans	A1	1:200
2006/12B/03	Existing Plans & Elevations of no. 37 - 39 Chesswood Road	A1	1:100
2006/12B/04	Proposed Plans & Elevations for no. 37 - 39 Chesswood Road	A1	1:100
2006/12B/05	Car Port, Cycle & Bin Stores - Proposed Elevations	A1	1:100

Summary:
Chesswood Road is in a pleasant Victorian and Edwardian district of Worthing quite close to the town centre, shops and the railway station. The site contains two moderately sized, two storey, houses in large gardens. National planning policy encourages the efficient use of previously developed land, particularly in 'sustainable' locations, providing reuse or additional use of the site does not cause harm to matters of acknowledged importance. In today's town planning jargon this site is classed as *highly sustainable* which means that people living there do not need to travel far to get to services they need, and if they do need to travel there are alternatives to the private car. The land is capable of more efficient use. At a Planning Appeal for a somewhat larger proposal on this site, the Planning Inspector considered that there should be no bar to redevelopment, that 12 new flats would have been acceptable if evidence had been provided to show how they might be laid out attractively, and that development on three floors was also acceptable. In view of these facts there can be no dispute about the principle of the present proposals.

The replacement building would have a similar footprint and scale to an approved conversion permission granted in 2007, its impact on the street scene and its immediate neighbours would be much the same as that approval. The relationship between these can be seen in the attached drawings Sk11 to Sk15. Technical consultees are happy with the proposals. Financial contributions required need to be communicated to the applicant in good time.

The internal facilities within the site should be attractive: additional landscaping would soften the whole and improve screening of the neighbours; the layout of the small garden area and access through it from the garaging would make for a pleasant and practical place to be; the carport building is a relatively unusual and pleasant way of dividing up the site providing screening and shelter; the arrangements for refuse, recycling and bicycle storage are practical.

Policy favours provision of smaller dwellings and for the most part these are just that. Half the flats face south and would enjoy a sunny aspect; those to the north get either east or west sun, the ground floor flats get a small garden, the first floor ones a view to the Downs. The top flat would be special having a sunny study and bedrooms, and the living rooms, built around the sun space would feel light and airy and have a magnificent view to the Downs. Unlike most flats the access corridors would feel open having access from both the front door and the garden with views out in both directions via glass doors; the staircase would have natural light albeit diminishing towards the ground floor.

In view of these facts it is argued that the proposals are consistent with policy, would maintain the pleasant appearance of the locality, would not harm the two immediate neighbours, and would provide an agreeable place for its residents to live. The LPA is asked to grant Planning Permission.

A. Design

1. The Process.

The Locality and the Site

The site is located in a mainly Victorian residential part of central Worthing. It is 1 km north of the town centre and coast, some 600m to each of two separate supermarkets, and 800m east of Worthing Central railway station. Worthing hospital is just to the south. Being so close to everything makes this a very convenient place to live.

To the south, Homefield Park and the junction of Chesswood Road with Homefield Road are opposite the site. To the west, there is a row of semi-detached Victorian houses. These are taller and deeper than no. 37 & 39. Next door, to the west, no. 35 Chesswood Road has an Osteopath Clinic on the ground floor with residential use above; there is a car park serving the clinic which adjoins the mutual boundary with no. 37 Chesswood Road. To the north of the site is the railway raised on a low embankment which allows passengers to overlook the site. To the east, there are two pairs of inter war semi-detached houses, one used residentially and the other as a Nursery School. Further east, there are two pairs of Victorian houses, one used as a Care Home and the other residentially. Beyond these is Chesswood Middle School.

Mature forest trees line both sides of Chesswood Road. The substantial Victorian houses on the north side of the road have a pleasant feel, and the ambience of the area is much influenced by Homefield Park opposite and softened by the presence of the tree-lined road. It is not a designated Conservation Area or an Area of Special Character, but it is an attractive locality and residents probably find it a pleasant place to live.

The layout of the houses on the north side of Chesswood Road from No.1 to No. 51 can be seen on the Ordnance Survey map (drawing No.2006/12B/01). On close inspection Nos 37 and 39 are unique in having by far the largest area of land - deep and wide - which allows development in a way that most of the others would not. In fact, it appears unlikely that any other of those houses would be able to make a proposal similar to this one unless a number of them were to act in concert. Therefore this proposal is unlikely to provide a precedent for similar proposals.

The entire site measures approximately 25m wide by 80m deep and has an area of approximately 1980 sq.m. It is relatively level, sloping slightly down from the houses to Chesswood Road. An average level across the site is about 5.00m OD. The topographical land survey provided did not give a level for the railway lines, but by inspection they are at about 6.2m OD.

The Existing Buildings on the Site

The existing buildings comprise two semi-detached two-storey Victorian houses. No. 37 is a single bay fronted property which has been extended to the west to include a conservatory at ground level and protruding square bay window at first floor level. No. 37 is currently in multiple occupation and has forecourt parking for 4 vehicles. No. 39 is a double bay fronted property having been extended to the east and the north. No. 39 is used as a single dwelling by the applicant. It has forecourt parking for 3 vehicles. In the garden to the rear are various sheds / summer houses and a swimming pool. The site is within the Worthing Controlled Parking Zone. Both properties have retained most of the original external features on the front elevations including the slate hipped roofs, cornices, soldier courses, dressed window arches, sash windows and pitched roof entrance porches.

The houses are set back from the street with separate vehicular entrances, and the forecourt parking is screened by a brick and flint panel wall with mature planting. The rear garden of no. 39 extends around the garden to no. 37 and both are arranged predominantly as lawns. Both gardens are bounded by substantial planting, fencing and walls.

Previously Approved Redevelopment

Planning Permission for the conversion & extension of nos. 37 - 39 Chesswood Road to form 7 flats with 4 new houses to the rear and parking - ref: WB/06/1418/Full.

The proposal for the existing houses boils down to what is shown on drawing 2006/12/04A: six 2 bedroom flats and one 1 bedroom maisonette; no use is made of the roof space.

The proposal for the rear of the site is for four 'mews-style' terraced houses. These are one and a half storeys high with bedrooms partially in the roof space. The purpose is to keep the scale small and subservient to the principal houses in Chesswood Road.

The Planning History of the Site

There are five unimplemented permissions for this site:

1. Planning permission for the construction of a terrace of 4 new dwellings at the rear of nos. 37 - 39 Chesswood Road with access & parking - ref: WB/08/0107/Full - expires 6/04/2011.

2. Planning Permission for the conversion & extension of nos. 37 - 39 Chesswood Road to form 7 apartments with 4 new houses to the rear and parking - ref: WB/06/1418/Full - expires 18/03/2010.

3. Planning Permission for the erection of a four bedroom detached bungalow with two bedrooms in the roof (& rooflights) on garden land to the rear of the existing properties and a new garage to serve no. 39 Chesswood Road - ref: WB/03/00380/Full - this may have expired, if not it will later this year.

4. Planning Permission for an extension and garage to the west of no. 37 Chesswood Road - ref: WB/03/00145/Full - expired 18/03/2008.

5. Outline Permission for the erection of a detached bungalow and garage - ref: WB/02/00355/out - expired 20/05/2005.

There have been three previous applications by other agents which have been refused. These were:

1. An outline application for the redevelopment of the site with 12 no. x 2 bedroom flats and garaging, Ref: WB/01/00533/OUT.

2. An outline application for the redevelopment of the site with 10 no. x 2 bedroom flats with covered parking and storage and other associated site works Ref: WB/02/00538/OUT .

3. An outline application for the redevelopment of the site with 12 no. x 2 bedroom flats with parking and cycle storage Ref: WB/05/1215/OUT. This latter was dismissed on Appeal referenced APP/M3835/A/06/2020273/NWF. The Inspector's letter dated 18th January 2007 is attached.

   The grounds for dismissal were that the Inspector was not
   (1) able to ascertain with certainty that 12 flats could be achieved with a satisfactory *design* and
   (2) that there was no provision made of financial contributions

   However, he considered acceptable
   (a) the principle of redevelopment
   (b) the effect upon the character and appearance of the area
   (c) the effect upon the living conditions of adjoining occupiers

Detailed issues from the Inspector's Decision Letter - (and see part plan attached)

The Inspector made the following points - using his paragraph numbers:

Principle of redevelopment

5. *There is no reason why a suitably designed replacement building would not complement the character of the area.*

6. *.....I have no evidence to indicate that there is a need to retain such [larger family] properties.*

7. *Overall, I conclude that there is no objection to the principle of redevelopment of the site for flats and that redevelopment is supported by policy.*

Character and appearance

8. *... need to be satisfied that 12 flats can be accommodated without harm to the character and appearance of the area.*

9. This paragraph needs to be read in its entirety together with paragraph 8.
   .....I see no objection in principle to a building 3 storeys high.
   ..... illustrative elevation ..... height would lie between the taller Victorian villas to the west and the more conventional houses to the east. ..... this would be an acceptable relationship.
   ..... doubts about whether such a height [3 full storeys and and roof] *across the frontage would produce an acceptable overall design.*

10. *Incorporation of part of a 2nd floor accommodation within the roof space may be necessary to achieve an acceptable solution.*

Living conditions of adjoining residents

11. Overlooking of garden No. 41 from 2nd floor east windows a concern.
...satisfied that a rear wing of the projection shown would not be overbearing in the outlook from the garden of No.41.

12. No problem with intervisibility of windows with No. 35.

13. The paragraph needs to be read in its entirety. Overlooking of no. 41 from the 2nd floor east window was a concern.

Infrastructure

14 - 18 Detailed comments .... some contributions would be required.

Conclusions drawn from the foregoing planning history

Towards the end of 2006 it was clear from reading the planning history and from discussions with the planning officers that retention of the existing Victorian houses was an important issue for the LPA - the LPA was obviously keen to maintain the character of the area. Other concerns were the impact of any new buildings on the street scene and neighbouring properties, particularly the patio area of the rear garden of No. 41. Others included the proposed design, scale, massing, layout and footprint of any new buildings. The conclusions made in relation to the foregoing were taken into consideration in the development of the application WB/06/1418/Full which was approved on 19th March 2007. Whilst that application was under consideration by the LPA, the conclusions of the Planning Inspector for the appeal mentioned above became known.

The driving force behind this present application

After the permission WB/06/1418/Full was granted (4 new dwellings on land to the north and conversion of the two houses into 7 flats) the applicant got costings for carrying out the work and after several months came to the conclusion that it was feasible to build the 4 new houses but uneconomic to convert and extend the houses into flats - the works would be very costly, the flats would be a design compromise constrained by the existing fabric, it would be impossible to achieve good energy efficiency, and as a result the flats would not be worth the effort of doing the conversion work. As a result we were asked to seek a permission for the four houses alone (WB/08/0107/Full) and the applicant would retain the two existing houses as they are.

Upon further reflection it was obvious from the conclusions of the Planning Inspector that there is no impediment to redevelopment, which is what the applicant originally had wanted. So we were asked to reconsider it. We came to the conclusion that the site lends itself to redevelopment with good quality flats on two floors and with one rather super flat in the roof space. This can be done within much the same footprint as the scheme approved for conversion, hence this application.

Aims for this proposal

1. *Inspector's points 3(a) and 3(b):* to reproduce a building with a similar appearance to the existing Victorian houses having similar materials, proportions, detailing, eaves and ridge heights. This would retain the street scene in Chesswood Road unharmed and relatively unchanged, maintaining the quality and attractiveness of the residential area - a worthwhile desire of the LPA and probably local residents.

2. *Inspector's points 3(a) and 3(b):* to ensure the scale would be appropriate for the character and appearance of the area.

3. *Inspector's points 3(c):* to design the new flats to ensure the living conditions of the neighbours would not be adversely affected.

4. *Inspector's detailed points:*
A three storey building would be acceptable, its height somewhere between No.35 and 41; overlooking of the garden of No. 41 to be avoided from east windows of a 2nd storey. Infrastructure costs.

5. To make an efficient use of the land as recommended by Government policy

6. To provide 9 high quality new flats, being mostly smaller dwellings.

7. To encourage the reduction in use of private cars, which is made possible due to the proximity of the town's many local facilities. The nearby railway station and buses can all be reached on foot. (Dwellings at this location would be attractive to hospital workers, other key workers and commuters alike, as well as anyone who wants to be close to the town centre.)

8. To provide on-site parking in sufficient numbers to ensure that the existing on-street parking arrangements are not unduly affected by the development.

Preliminary Enquiries For This Application

Detailed pre-application discussions have been undertaken with the Environment Agency and with WSCC's Highways Department and their Water & Fire management department. Copies of their letters are attached. All three are happy with the proposals. This proposal incorporates all the issues and requirements agreed for the approved application WB/06/1418/Full. In particular the Environment Agency agreed the proposed new building should have a finished ground floor level of 5.25m OD; this is exactly as agreed previously for the approved 4 new houses, and WSCC have agreed the new access road, parking at the rate of one per dwelling, service vehicle turning arrangements - these are as previously approved for the 4 new houses and for the conversion of the existing houses to 7 flats.

Early pre-application discussions with the LPA did not take place as most matters had been thoroughly investigated earlier and the Appeal gave guidance on other issues. A meeting took place on the 22nd July 2008 with the planning officer Peter Devonport and his comments are recorded in the e-mail dated 24/7 attached. Our thoughts are as follows:

> We doubted Council's architect, Mr Small, could have offered much useful comment on a scheme he had not seen. To our mind the scale, form and composition are very much as approved and in sympathy with the existing street scene: the overall impression from the street is very similar to that which exists and that approved; it has a ridge height exactly the same as the two existing houses - lower than the neighbours to the west and a little higher than those to the east. The new proposal would create only a very minor additional impact on no. 41 from the approved scheme. Although we agree that the existing buildings sit happily in the street scene, they have been much altered and extended in the past and are no longer symmetrical in a way that many others nearby are. To our mind that is neither a merit nor a failing - that is how they are. But in this case we are proposing a new building which is what the Planning Inspector decided might be done. We have aimed to create a similar overall impression to that which exists with a view to maintaining the attractiveness of the residential area. Using our skills and experience it is evident to us that the street scene would be spoiled by subdivision into two separate buildings; that an access road through the middle of it would negate any chance of making attractive spaces within the site; that the western part would have to be next to the boundary thus crowding No.35; and that the whole would be out of keeping with the rhythm of the street's 19th century pattern and layout. We argue that a complete rethink of layout would be appropriate if we were considering the land made available from the potential demolition of say half a dozen houses (such as 29 to 39) for then there would be space where courtyards, for instance, might work; moreover that amount of change might well call for a complete rethink of the street scene. As it is we are proposing the removal of just two houses and their replacement with a more logical plan form to allow flats to be built in lieu of two large family houses.
>
> The proposal before the LPA is what it is being asked to consider.

Financial contributions

It is likely that financial contributions will be required, and the applicant is keen to ascertain as soon as possible what these are so that a S106 Unilateral Obligation may be drawn up and provided to the LPA before the application is ready to be decided. Ideally this would be in the LPA's hands by say the 5th week after the application was registered. If this deadline is to be achieved Worthing Borough and the County Council will need to assist by proposing the sums involved early enough for the applicant to have them verified and for his lawyers to process the paperwork.

Planning Policies

National and Local policies support the efficient use of urban land, indeed PPS3 (November 2006) encourages it, providing development is of high quality and does not cause harm to other matters of acknowledged importance. In particular, land which has good access to local facilities such as shops and transport links should be well used, for this lessens the need for use by private cars. This site provides such sustainable development.

It is not proposed to cite all the relevant policies, the foregoing says it all, and combined with normal development control policies, no more is required.

2. Use.

This site is situated in a predominantly residential area and both the existing properties are residential. No. 37 is currently in multiple occupation and no. 39 is used as a single dwelling. The best possible use of the site is for it to remain in residential use at an increased density.

3. Amount.
The proposal is for a new building containing nine new flats. Based on a site area of 0.2 ha. the nine new flats with the previously approved 4 new terraced houses at the rear would result in a density of 75 dwellings per hectare. For a town centre development this is not an intensive use of the land, neither does it look it when seen on the site plan.

4. Layout.
The aim of this proposal is to make more efficient use of the extremely large rear gardens on this site, whilst providing an attractive and sensitive development. The layout has been designed to provide easy access for residents and visitors, and ensure an integrated and attractive relationship between the new flats, the approved new houses, the gardens, the access and the parking area.

The Site Layout
For the existing and proposed site plans, please refer to drawing no. 2006/12B/02. The layout proposals within the site are discussed under other headings within this statement.

The Adjacent Properties
The adjacent houses nos. 35 & 41 Chesswood Road have rear gardens whose privacy needs to be respected. With regard to the overlooking of those neighbours' gardens, there is already some mature planting along both boundaries which gives screening, and space for this to be expanded is provided. No. 35 has within its curtilage substantial mature planting along its eastern boundary.

The potential for intrusive overlooking is analysed as follows:

The ground floors are ignored as there is no overlooking now, nor could there be from the proposal.

First floors windows on the east, west and north elevations are essentially the same as for the approved conversion WB/06/1418/Full. The existing house has two east and two west windows; the approved conversion has two on the east side and three on the west; the proposal has two on each side and they are in much the same location as those existing and approved. The more northerly east window is 1.5m further north than that which exists, and to that extent has potentially a little more ability to annoy, but views from it are nonetheless restricted by the presence of the neighbour's garage. If the neighbour feels this to be objectionable, it would be possible to glaze the lower half of the sash with obscure glass which would leave the occupant of the bedroom with a view of the sky but no possible view of the adjoining garden. It is not proposed as we do not feel the variation from what exists is significant enough to warrant it, but if the neighbour feels it to be an issue we can do something about it.

The flat in the roof space has no windows facing east or west other than roof lights whose sills are a minimum 1.6m off the floor so preventing any overlooking - they provide daylight, sunlight and ventilation. The windows on the north elevation allow superb views northwards towards the Downs and rather less ability to look east and west then those below.

With the exception of the bedroom on the east side mentioned, the provision for privacy of the neighbours is considered to be unaltered from the approved conversion to 7 apartments, and as such acceptable.

Sunspace for top floor flat
The roof of it is designed to be fitted with external sun blinds on both sides for this is by far the best way of moderating unwanted heat gain in summer. To be effective the blinds needs to cover the whole of the glazing, hence the form of its roof - with a ridge running north / south and gable to the north - as opposed to a hipped arrangement. Moreover, this simple form allows for opening lights for ventilation and cleaning, and would ensure that any cleaning can be done from within the building. These practical and safety matters are important. If it were not for these issues we would probably have made the glass roof hipped for that might look more natural on the north elevation, but in reality that part of the roof is largely invisible except when seen from afar - from houses to the north of the railway in King Edward Avenue.

The Railway
The railway lies just to the north of the boundary on a low embankment about 1.2m high and this results in intermittent noise. Trains move relatively slowly here as they are either just approaching or just leaving Worthing Central Station, so the intermittent noise levels are not great.

Railway Noise Prevention Measures The proposed siting and footprint of the new building is similar to the approved conversion of the existing buildings. In addition to this, the 4 new approved houses along the northern boundary would act as a barrier to screen the railway noise. With a new building there is the ability to install modern windows with good thermal and acoustic properties.

Environment Agency Issues
As explained, correspondence took place with the Agency and copies are attached. The Agency advised that this development would not exacerbate the risk of flooding. They have agreed a level of 5.25 OD for the proposed finished ground floor levels as previously agreed for the 4 new approved houses.

Surface water drainage from the roofs would be drained to soakaways assuming that percolation tests show this to be feasible and as the Environment Agency state that the locality is an aquifer whose purity needs to be protected, it is suggested that the surface water from the new roadway be drained to the public surface water sewer. However, if this is no longer acceptable and a SUDS approach is required then suitable interceptor gullies will need to be installed and the driveway be drained to soakaways, again assuming that percolation tests show that this would be effective.

Energy Conservation
The new houses would be constructed in accordance with Part L of the Building Regulations and the Code for Sustainable Homes, (Code 3 as a minimum; Code 4 as an aspiration), all of which would result in hugely improved insulation and energy efficiency compared with what would be possible with the approved conversion.

5. Scale.

The proposed new building is to replicate the existing semi-detached buildings in terms of eaves heights, ridge heights and general proportions. The relationship between these and what has been approved can be seen in the attached drawings Sk11 to Sk15.

6. Landscaping.

For the landscaping proposals and tree survey please refer to drawing no. 2006/12B/02. This application does not require the removal of any of the existing trees on the site.

To the rear of the new building, new gardens would be created to provide private space for flats no. 3 & 4, and an open communal space for the remaining flats in the conversion. Worthing Borough Council (WBC) do not specify requirements for the sizes of amenity spaces and Homefield Park is just across the road. To the north of the communal space, a new parking carport is to be included to create a sense of enclosure and a visual break from the parking area and new houses beyond it. As for the previously approved scheme, the existing mature oak tree in the centre of the site is to be retained and would be a feature of the site, creating a sense of arrival to the parking area. The proposed surface of the parking areas is to be decided. Around the existing oak tree, there would be a gravel finish which would act as a pervious layer allowing water to get through to the roots. All footpaths are to have level surfaces constructed using non-slip materials. The landscaping proposals are to provide an attractive environment, using easily maintainable planting and materials. (The 4 new approved houses are to be located to the rear of the existing gardens and north of the proposed parking area, with their own private rear spaces to the north and larger private south facing front gardens. All as shown on drawing no 2006/12B/02.)

7. Appearance.

The new building should fit in well with the locality - ditto Sk11 to Sk15.

B. Access.

Vehicular & Transport Links
The site is 1km north of the town centre and within easy access of the town's many local facilities. The nearby railway station and buses can all be reached on foot. This proposal can be expected to encourage the reduction in use of private car due to the availability of the existing excellent vehicular and transport links.

This proposal adheres to the previously agreed requirements as set out by WSCC and approved under LPA ref: WB/08/0107. Following pre-application consultations WSCC has confirmed that it has no objection to these proposals - see attached letter.

1. A car parking provision of 9 spaces is proposed, comprising of 1 space per dwelling. This would be in addition to the 4 spaces to be provided for the 4 new approved houses at the rear of the site.
2. The existing vehicular access to no. 39 Chesswood Road is to be retained with parking for 2 cars as existing; parking for 2 cars is to be provided to the south of no. 37 Chesswood Road, located in the front garden area; a new carport is to be included for 5 cars to the north of the new communal garden.

3. The existing access to no. 37 Chesswood Road is to be widened to 4.1m as previously approved. Pedestrian intervisibility splays of 2m x 2m are to be provided as shown on drawing No. 2006/12B/02. Highway visibility splays 2.4m back from the kerb line are 70m to the west and 40m to the east as shown on drawing no. 2006/12B/01; a 2.4 x 70m splay to the east is achievable if the effective edge of highway is taken to be the outer side of the on-street parking zone. (It should be noted that the Highway Authority did not object to the previous three outline applications one of which was considered on appeal and for which the Inspector made no adverse comment.)

4. The vehicular access proposal is for an extension of the existing dropped crossover, fully reconstructed to WSCC Heavy Duty specification to allow for the additional surface wear resulting from the increased traffic movements.

5. Within the site, the access width of 4.1m would be continued onto the site for at least 10m from the back edge of the footpath fronting Chesswood Road.

6. Access for fire appliances is provided in accord with the Building Regulations. Service vehicle turning, large enough to allow for a refuse vehicle, will also be provided within the site.

   The Highway Authority have made it a requirement that the access be a substantial small cul-de-sac with the possibility to turn large service vehicles. The latter somewhat compromised the initial concept with regard to new house no. 1 by biting into its garden. Subsequent to the previous approval, we have received confirmation from WSCC (please refer to attached letter dated 12.02.07) stating *"that provided the area to the front of house no. 8 (renumbered as no. 1 for this application) is reserved as an "emergency turning area" and has a suitably solid surface to withstand the weight of a fire appliance, access routes for a fire appliance will be satisfactory. This area can be reserved as a front garden screened by gates or removable fence for the occupiers of the property, provided no permanent structures are placed on the area".*

7. Secure and covered cycle parking and motorcycle parking spaces are to be provided in accordance with the approved parking standards, designed to compliment the new houses.

8. Bin storage facilities are to be provided as illustrated on the drawings.

Inclusive Access

The site is predominantly flat and the proposed layout has been designed to provide easy access for residents and visitors. Access to the new houses will be provided for wheel chair users in accordance with Part M of the Building Regulations.

Access to rubbish bins and bicycle stores have been laid out for the maximum convenience of each new flat. Parking is located adjacent to the new dwellings.

Summary and conclusions: these are provided on page 1

Derek Scoble RIBA,
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Steyning
31st. July 2008