

PROPOSED RETIREMENT LIVING DEVELOPMENT AT  
68 & 70 KEYMER ROAD, HAS SOCKS, WEST SUSSEX, BN6 8QP

DESIGN AND ACCESS STATEMENT



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DATE: DEC'23

Churchill  
Retirement Living 

planningissues  
TOWN PLANNING AND ARCHITECTURE

# 0 INTRODUCTION

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# 1 INTRODUCTION

## 1.1 Scope and Purpose

*“The underlying purpose for design quality and the quality of new development at all scales is to create well-designed and well-built places that benefit people and communities. This includes people who use a place for various purposes .....(and).....also includes people at different stages of life and with different abilities – children, young people, adults, families and older people, both able-bodied and disabled.”*

National Design Guide, P.3, Paragraph 8.

This Design and Access Statement has been prepared by Churchill Retirement Living to support the detailed planning application for the comprehensive redevelopment the land at 68 & 70 Keymer Road, Hassocks, West Sussex, BN6 8QP. The site's location and proximity to local amenities make the site ideal for a retirement living scheme. Our vision for the site is to provide Retirement Living homes; a development of 41 one and two bedroom apartments, together with associated communal facilities, vehicular access, parking and landscaping.

This statement concentrates solely on the rationale for the proposed design. The purpose of this document is to explain the context, character and identity of the site and its surroundings; factors that have influenced the design evolution; key of the development proposals and how they relate to design aspects of both national and local planning policy frameworks.

The vision is to create a high quality development that responds to the specific site conditions – physical context, surrounding character, constraints and opportunities – with a design which responds to the local vernacular, embraces sustainable design and delivers much needed specialised housing for local older people in a safe and enjoyable environment.

*‘The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.’*

National Planning Policy Framework Paragraph 126



Churchill development @ Chichester



Churchill development @ Haywards Heath

# 1 INTRODUCTION

## 1.2 Requirements of an Ageing Population

The fact that we are all living longer should be a cause for celebration, as more people are able to enjoy a long and fulfilling retirement. Current average life expectancy in the UK is 83 for women and 79 for men. In 1901 it was 49 and 45 respectively<sup>1</sup>. The number of UK citizens expected to be 65 or over is projected to rise to 15 million by 2030<sup>2</sup>.

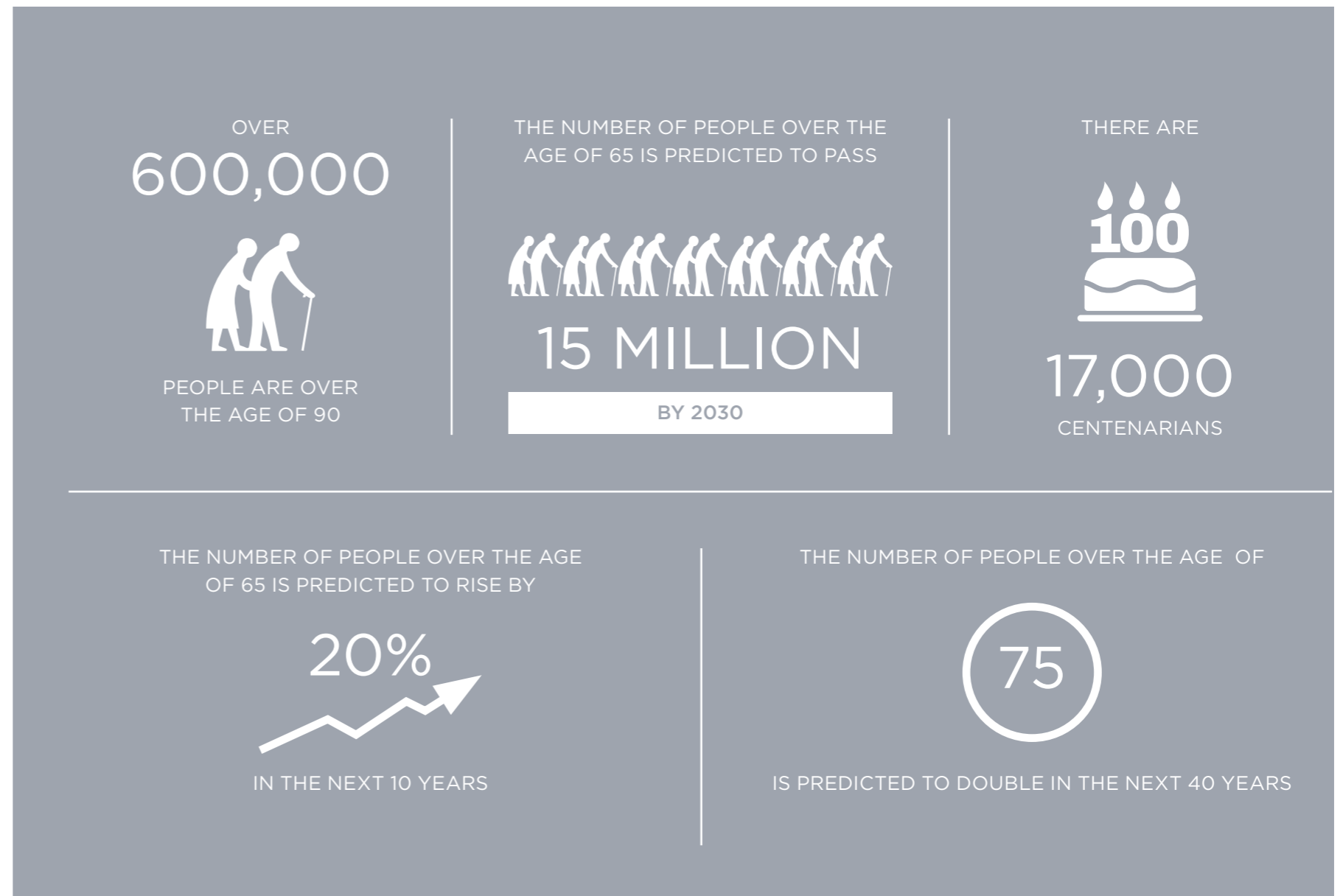
We would all wish to live well as we live longer. We want to remain active, useful members of a community and retain as much control over our lives as possible.

However the vast majority of our housing stock is not built with the needs of older people in mind. There are still far too few suitable new homes being delivered, and many older people are living in homes which are unable to meet their changing needs.

**It is estimated that there will be a shortfall of 400,000 purpose-built homes for older people by 2035<sup>3</sup>.**

With insufficient supply and choice most people remain in their existing unsuitable homes for too long, often struggling with maintenance, upkeep and loneliness. Building more specialist homes to meet their needs works better for them but also frees housing stock for younger people; building more retirement homes benefits all age groups.

For far too many people the decision to move home in later life is precipitated by a crisis in their existing home. This is the case despite strong evidence that those who are able to think pro-actively about the type of home that will meet their changing needs, and who move before they are too frail to play an active part in their new community, have better outcomes than those who move later.



1 The King's Fund, 'Demography: Future Trends', part of the Time to Think Differently programme, 2018

2 Age UK, Older People as Volunteers Evidence Review, 2011

3 Ian Copeman and Jeremy Porteus, Housing Our Ageing Population: Learning from councils meeting the needs of our Ageing Population Local Government Association, 2017

# 1 INTRODUCTION

## 1.3 Owner Occupied Retirement Living Typology

*'Well-designed places include a variety of homes to meet the needs of older people, including retirement villages, care homes, extra-care housing, sheltered housing, independent living and age-restricted general market housing. They are integrated into new settlements with good access to public transport and local facilities.'* National Design Guide Paragraph 117

'Homes for Retirement Living', means specially designed housing suitable for older people who want to maintain the independence and privacy that comes with having a home of their own but no longer want or need a family sized house.

This proposal is for age-restricted one and two bedroom

apartments designed to help people remain independent, safe, secure and sociable for as long as possible. In planning terms these are C3 (Dwellings) developments and not care homes, nursing homes, extra-care or other needs based accommodation. Owner's homes are their own and they can furnish and decorate as they wish.

*Key differences to mainstream housing are:*

- The provision of extensive communal areas where neighbours can socialise, host visitors and be part of a friendly, like-minded community. This is centred on the 'Owner's Lounge' which is the heart of the community and where owners often organise social events. There is usually a coffee or tea bar associated with the Owner's Lounge.
- The presence of a Lodge Manager to look out for people's welfare, be a point of call if help is needed, make sure the communal areas are well maintained and to be a reassuring, friendly presence. Lodge Managers also create the community; organising events and trips.

- A limited number of entrances, usually one, that is close to the Lodge Manager. This keeps the community secure and allows passive surveillance of the entrance area.
- A lift to all floors with level access throughout
- Each apartment with its own front door giving privacy whenever desired.
- A guest room which can be booked by residents for visitors
- A digital 'Careline' support system in all apartments for emergency support 24 hours a day, 365 days a year.
- Communal grounds with well landscaped external space available to all.
- Communal upkeep and maintenance including the exterior of the building landscaping.
- Reduced reliance on cars due to sustainable locations close to amenities.
- Buggy store
- Communal areas amount to circa 25% of the internal area.



1 Homes for Retirement Living, *Healthier and Happier*, September 2019



# 1 INTRODUCTION

## 1.4 Benefits of Homes for Retirement Living

*‘Well-designed places include a variety of homes to meet the needs of older people, including retirement villages, care homes, extra-care housing, sheltered housing, independent living and age-restricted general market housing. They are integrated into new settlements with good access to public transport and local facilities.’*

National Design Guide Paragraph 117

Older peoples housing produces a large number of significant Social, Economic and Environmental benefits.

### Social

Retirement housing gives rise to many social benefits:

- Churchill Lodges offer significant opportunities to enable residents to be as independent as possible in a safe and warm environment.
- Retirement housing helps to reduce anxieties and worries experienced by many older people living in housing which does not best suit their needs by providing safety, security and reducing management and maintenance concerns.
- The Housing for Retirement Living Report (2019) shows that on a selection of wellbeing criteria such as happiness and life satisfaction, an average person aged 80 feels as good as someone 10 years younger after moving from mainstream housing into housing specifically designed for Retirement Living.

### Economic

Retirement housing gives rise to many economic benefits:

- Each person living in a home for Retirement Living enjoys a reduced risk of health challenges, contributing fiscal savings to the NHS and social care services of approximately £3,500 per year (Homes for Retirement Living September 2019).
- With 41 units proposed, at a ratio of 1.3 people per apartment, there will be around 54 occupants. At a saving of £3,500 each per year, this equates to a saving of £189,000 per year in local NHS and social care costs, in comparison to mainstream housing. This is a significant economic benefit.
- A recent report entitled Silver Saviours for the High Street (February 2021) found that retirement properties create more local economic value and more local jobs than any other type of residential development. For an average 45 unit retirement scheme, the residents generate £550,000 of spending a year, £347,000 of which is spent on the high street, directly contributing to keeping local shops open.
- An average retirement scheme will support the following new jobs:
  - 59 construction jobs
  - 66 Supply chain jobs
  - 5 Direct jobs (new commercial/community uses) and
  - 11 supported jobs (by increased expenditure in local area)

### Environmental

The proposal provides a number of key environmental benefits by:

- Making more efficient use of land thereby reducing the need to use limited land resources for housing.
- Providing housing in close proximity to services and shops which can be easily accessed on foot thereby reducing the need for travel by means which consume energy and create emissions.

- Providing shared facilities for a large number of residents in a single building which makes more efficient use of material and energy resources.
- The proposal includes renewable technology through the use of solar panels to assist in the reduction of CO2 emissions.
- All areas of the building will be lit using low energy lighting and where applicable utilise daylight and movement sensor controls.



**Our schemes free up family housing by older people looking to downsize - a typical 41 unit retirement development generates approx 92 moves in the chain**



**A development that maximises the use of previously developed land reducing pressure on greenfield sites**



**£3,500 P/A**

**Our developments bring health and social care savings - each person living in a Home for Later Life saves the NHS & Social Services approx £3,500 per year**



**Economic and social benefits of older people using local shops, services and facilities. Our Owners shop locally, supporting businesses and communities**



**Due to its sustainable location, retirement living housing reduces the need to own a car. Owners often shop locally on foot or by public transport**



**Our developments allow for independent, secure living and provide companionship which helps to reduce isolation and loneliness**

# 1 INTRODUCTION

## 1.5 The Applicant - Who are Churchill Retirement Living Ltd?

Churchill Retirement Living (CRL) is a privately-owned British Company, highly trusted and respected within the housing industry. CRL prides itself on building beautiful purpose-built one and two bedroom retirement apartments in desirable locations across the UK, for those looking for an active independent, safe and secure lifestyle. Our developments can be found in 23 counties throughout the UK.

The company has undertaken over 170 developments and sold over 6,000 units. Through a group company, Millstream Management Services Limited, CRL retain the operation, management, care and responsibility of every apartment of their completed developments.

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“Our commitment to developing excellence and quality on every occasion rests in our continuing to provide the lifetime needs and communal services requirements of each of our 10,000+ resident home owners.”

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CRL is an award winning business having recently won a number of prestigious industry and wider business awards including;

- **The WhatHouse Awards. The only retirement housebuilder ever to have been awarded ‘Housebuilder of the Year’ and in 2019 were again named ‘Best Medium Housebuilder’**
- **The HBF Customer Satisfaction Survey. Churchill retain the top ‘5 star’ status having been recommended by more than 90% of our customers**
- **The Sunday Times 100 Best Companies to Work For. In 2019 Churchill achieved 2nd place in this prestigious business award and in 2020 we achieved 3rd place**
- **Best Retirement house builder WhatHouse? Awards 2023**

# 1 INTRODUCTION

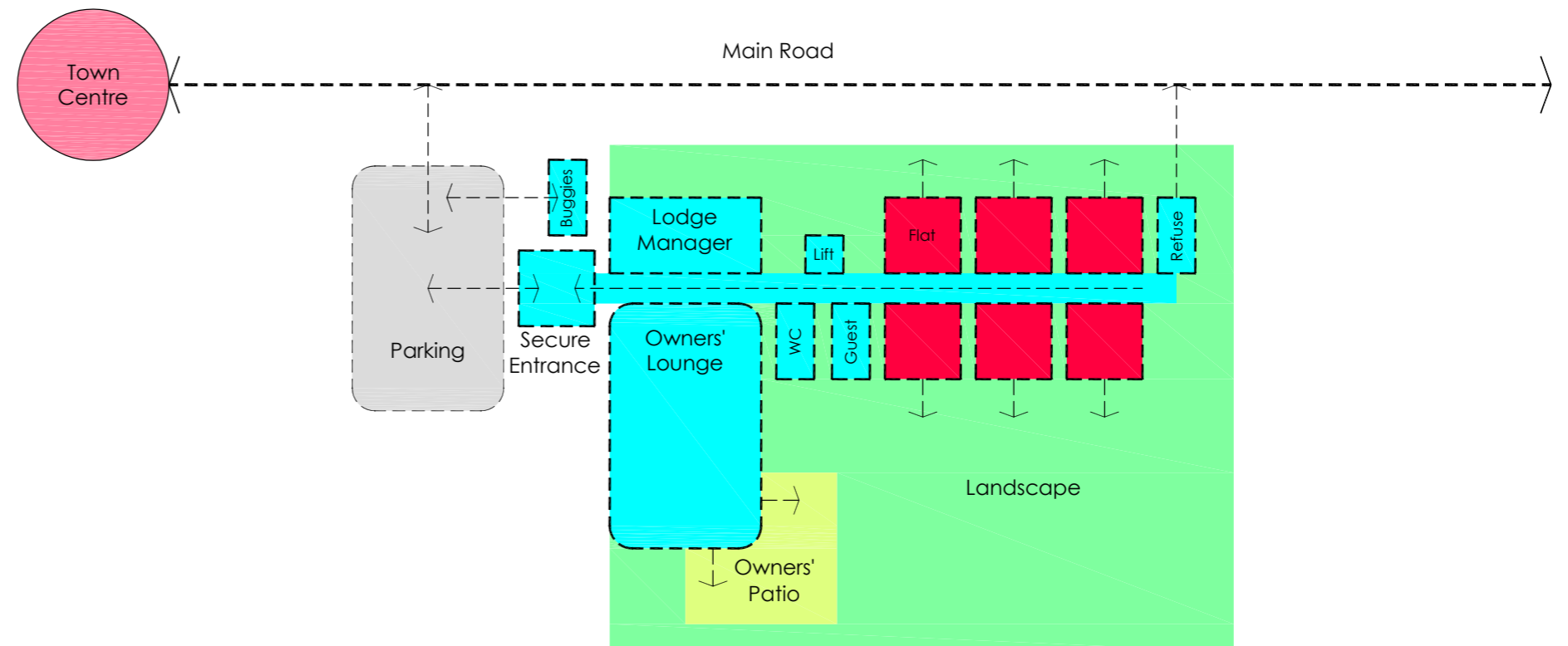
## 1.6 Applicant Brief

Site selection close to amenities and in an area with identified need is key in the first instance. In designing the development the subject of this planning application, Planning Issues have had a clear brief on the specific requirements of Churchill Retirement Living in order for the design to be successful.

Key client requirements for the architectural design are:

- A **single building**, allowing secure access to all communal facilities;
- **Apartment numbers** - a minimum of 25 apartments so that the shared service charge for future owners remains affordable;
- Internal **level access** throughout;
- Single **secure entrance** from the car park area to maintain passive security from the Lodge Manager over the parking area and ease of entrance for residents. There needs to be 'progressive privacy' from the public realm to one's apartment. A video link from the entrance intercom to owner's apartments allows owners to see who is requesting entry, responding to the particular need for safety and security for this demographic;
- Concierge **reception** (staffed by a Lodge Manager with their own office);
- **Owners' Lounge** (communal), coffee bar;
- Accessible toilet;
- **Guest suite** (for use by friends and family);
- A central **lift** serving all floors;
- Apartments, double **aspect** where possible but single aspect typically due to the requirement for double loaded corridors necessitated by the need to optimise the development potential of sites and to ensure efficiencies in design and build costs. Churchill's experience shows that there is a wide variety of preferences from customers in terms of aspect, with some preferring sunny aspects and others shaded positions, some busy streets and others more private locations. Therefore a range of choice of aspect for apartments is desirable;

- Apartments with external doors to living spaces, with balconies where possible and external access at ground floor, typically providing a very '**active frontage**';
- Landscaped communal **gardens** where visual amenity and biodiversity are more important than usable area. Large flat areas for recreational use are not required;
- **Waste** management store appropriately sized and located based on previous experience of operating these type of developments;
- **Parking** with an appropriate ratio of 1 space per 3 apartments, based on extensive experience of operating these type of developments, research and appeal decisions, as well as how accessible the site specific location is. This is because the sustainable location and average age of purchasers at 79 years old means a lower average car ownership requirement than mainstream housing ;
- Provision for **mobility scooters** within a 'Buggy Store' at a ratio of 1 per 7 to 8 apartments;
- Low maintenance, long lasting **materials** and detailing which respond to the local context.





# 1 INTRODUCTION

## 1.7 Former Developments In Sensitive Locations

### STANLEY LODGE, GREAT TATTENHAMS, KT18 5SF ►

34 apartments

Stanley Lodge is an attractive development of one and two bedroom retirement apartments in the suburbs of Tattenham Corner, boasting a secluded courtyard garden offering a tranquil retreat along with ample free car parking. The design response breaks the building into smaller components to assimilate and nestle into the surrounding vernacular.



### CHICHESTER, WEST SUSSEX, PO19 7BX ►

35 apartments

Harrington Lodge is a beautiful development of 35 one and two bedroom retirement apartments in Chichester. The development is centrally located for the heart of the city which combines a modern shopping centre with traditional art galleries, a twice-weekly market, tempting cafés, bistros and restaurants.



# 1 INTRODUCTION

## SUTTON ROAD, SEAFORD, RH19 1FU ▶▶

36 apartments

The scheme presents a traditional development using varying steps, breaks, projections and materials to assimilate the existing dwellings along this main distributor road a short walk from the town centre. A professionally designed landscape strategy for the site will help establish a comprehensive & verdant character along this section of street which it is currently lacking.



## CHURCH LANE, OXTED, RH8 9LB ▶▶

25 apartments

Situated in the leafy and rural suburbs of Oxted, the development replaces two large existing dwellings and has been carefully designed to give the appearance of two individual 'arts and craft' style villas. The two villas are joined by a subservient and contemporary link which houses the entrance and communal facilities.



# 1 INTRODUCTION

## STAPLEHURST SERVICE STATION, HIGH STREET, STAPLEHURST, TN12 0BN

26 retirement apartments (under construction)

The development comprises of 18 x 1beds + 8 x 2beds plus 2 retirement cottages. The flatted development has been designed as a single 'L' shape block of 2.5 storeys including 3 storey feature gables to the frontage.

Detailing and materials draw reference from local vernacular such as feature gables, weatherboarding, red multi bricks and red roof tiles.



## MANNS DEPARTMENT STORE, VICTORIA ROAD, CRANLEIGH, GU6 8AY

38 apartments (under construction)

The development follows the linear shape of the site. A 2-storey southern elevation fronts the Conservation Area to the south, stepping up to 2.5 storeys (full dormer) along the east and west elevations. The proposal is then sub divided by a 1.5 storey recessed link that responds to the views along Victoria Road, before stepping up to a 2.5 storey (half dormer) block in the northern most area of the site.

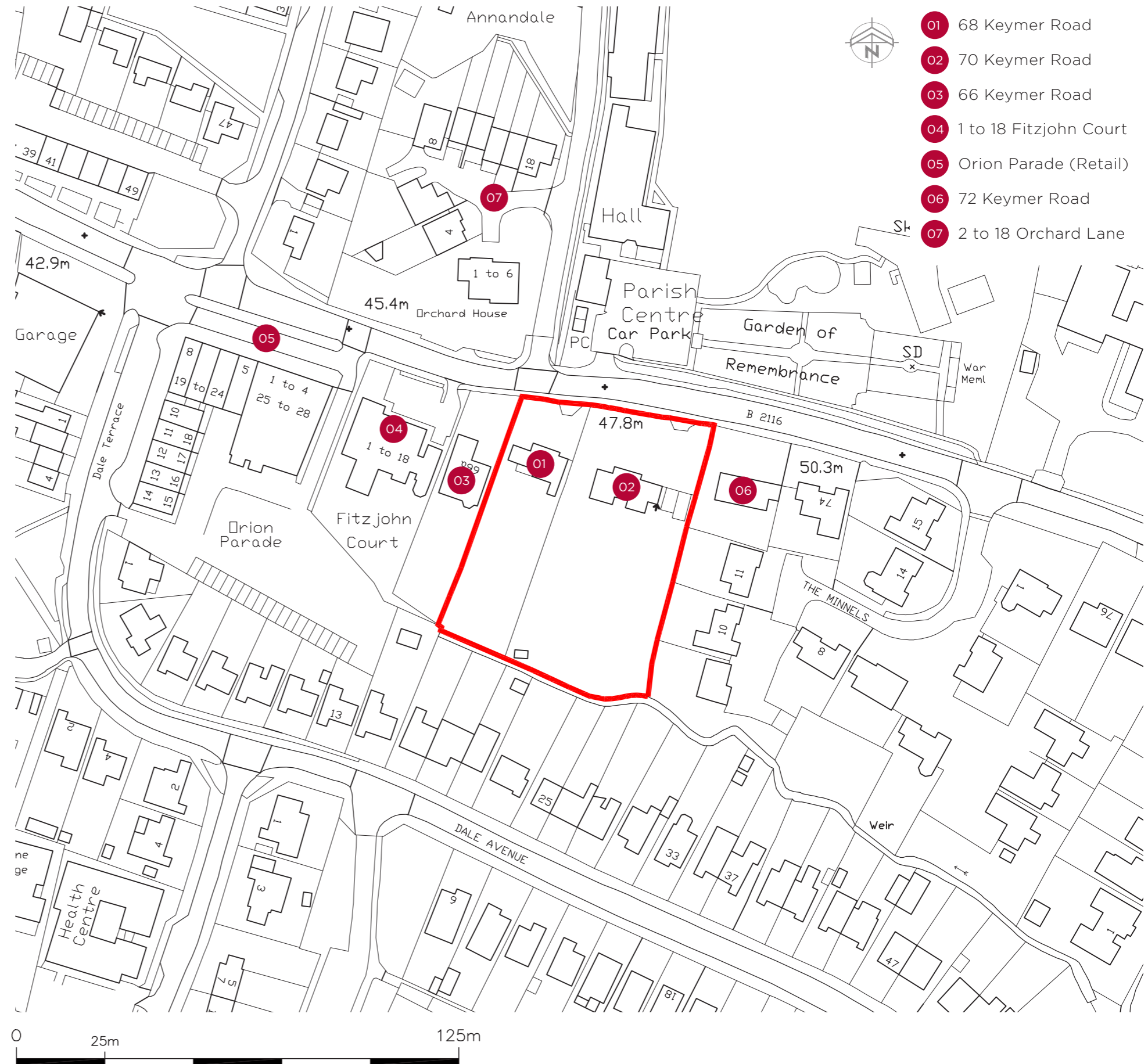
Detailing and materials draw reference from better quality buildings found in the area.



## 2 ASSESSMENT

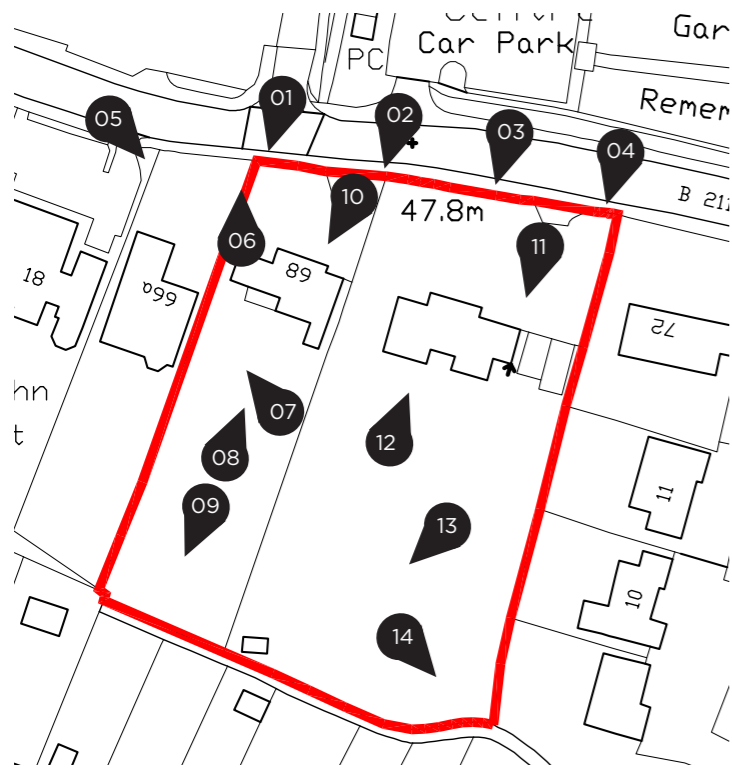
### 2.1 The Site

- The site is located along Keymer Road, situated between Keymer and Hassocks villages. Keymer Road borders the northern site boundary, while houses and their private gardens border the site to the east and west. To the south, a brook borders the site, and beyond this there are more residential properties and associated private gardens.
- The site is roughly rectangular in shape with an area of approximately 0.45 ha.
- The site slopes down to the south west, with a fall of approximately 4m across the site down to the brook located on the southern boundary. There is also a steady incline along Keymer road, with buildings gradually stepping up from west to east to suit the raised ground line. The ridge of no. 72 Keymer Road is approximately 4.5m above the ridge of no. 66 Keymer Road.
- The site is currently occupied by two large houses (nos. 68 & 70) and their associated gardens. Both residential plots have one-and-a-half to two storey properties with garages to the side and extensive front gardens including lawns and mature trees and driveways. The remainder of the site comprises the large back gardens off these houses.
- Both properties have an area of hard surfacing adjacent to the houses and large lawn areas with mature trees present along the site boundaries.
- Existing vehicular and pedestrian access to each of the properties on site is via Keymer road, with hard landscaped driveways sloping down into the site.
- Views of the two properties from Keymer Road are heavily screened by mature landscaping to the frontage, with passing opportunities to glimpse the existing builds provided at the two access points.
- The historic core of Hassocks is located over 400m to the south east and the townscape surrounding the Site is characterised predominately by residential buildings. Opposite the Site on the northern side of Keymer Road is Hassocks Parish Centre and a Garden of Remembrance. Beyond this lies Adastral Park, a recreational ground.



## 2 ASSESSMENT

The images below highlight the site as seen from Keymer Road and associated private amenity to the rear (see key plan below).



## 2 ASSESSMENT

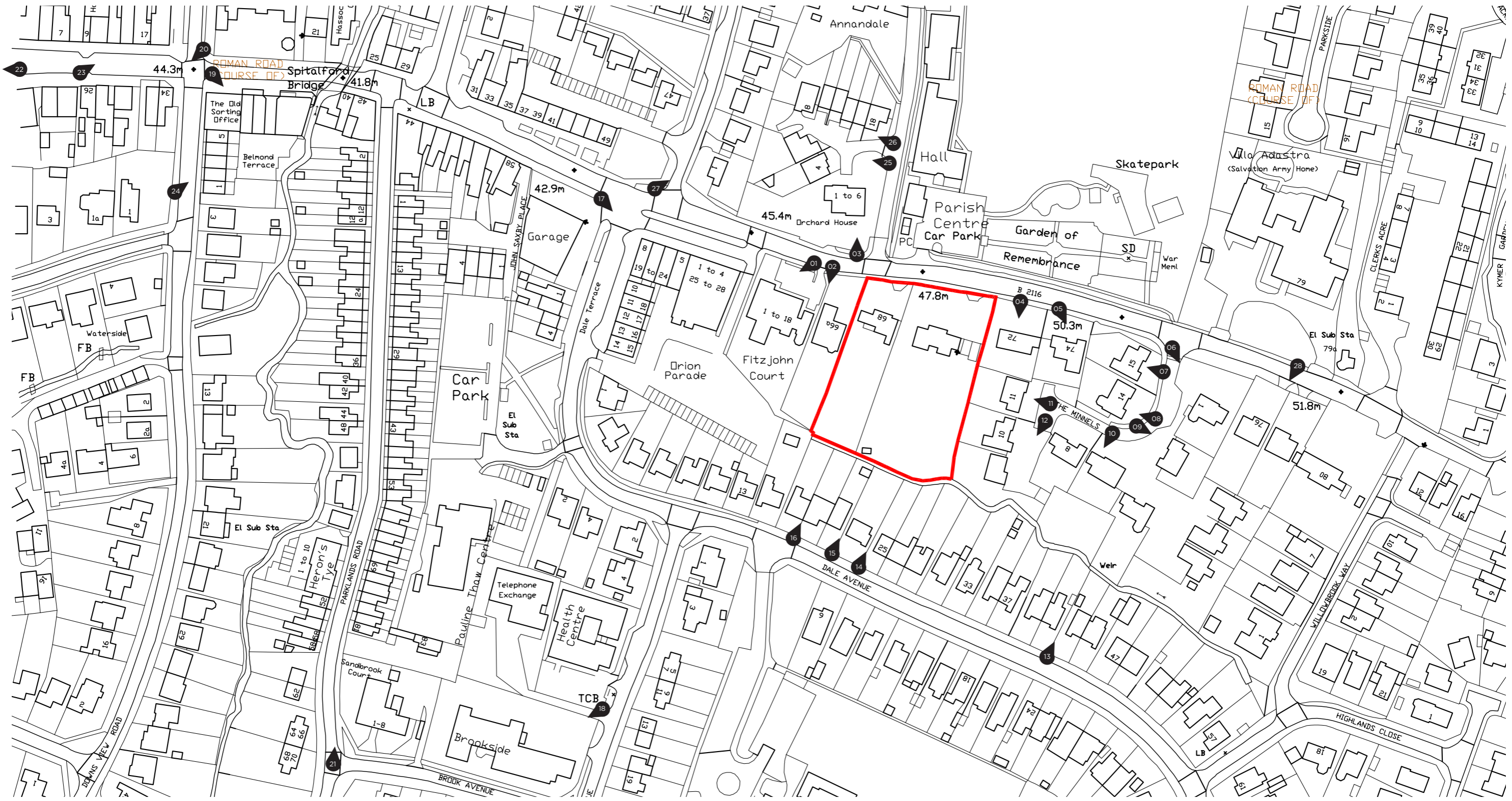
### 2.2 Context

- Hassocks character and appearance is defined by post-medieval, twentieth and twenty-first century development; the construction of the railway typified Victorian terraced houses, semi-detached houses and larger detached villas in the area and large modern housing development is located on the peripheries of the settlement area
- The site is located within character area 10 Adastra identified in the Hassocks Townscape Appraisal. This area is characterised as a former area of large Victorian mansions and villas, surrounded by their grounds, which has been subject to redevelopment and twentieth century infill comprising small secluded housing developments and individual detached houses. Spatial qualities vary between the housing developments, and general materials comprise flint, tile, stucco and brick with tiled roofs.
- The site is situated in a residential area comprising detached buildings, of varied architectural design and material.
- The character along Keymer Road is typically defined by two to three storey dwellings and a mix of detached, semi detached dwellings and terrace properties of traditional appearance.
- There is no clear building line along the south side of Keymer Road although all buildings are set back behind areas of hardstanding and/or amenity grass.
- There is an incline along Keymer Road from west to east, across the width of the site this change in level is approximately 1.4m.
- Parking and private driveways generally situated to the front of the properties, however the context has a verdant quality.
- There is little to no street planting and the verdant setting is primarily provided by dense foliage / mature trees within private ownership.
- Front boundaries vary with a mix of picket fencing, metal railings, low walls of brick and flint, and open hedgerows.
- The palette of built materials is vast, however typically consists of red/buff brick and white render / white painted brick with limited and sparing use of red vertical hanging tiles and weatherboarding.
- Windows tend to be white UPVC casements.
- There is a mix of white / black fascias and soffits finished in timber or UPVC, while rainwater goods tend to be black UPVC.
- Roofs are a mix of hips and gables finished with concrete tiles in varying hues of red / brown with bonnet tiles to hips and half round ridge tiles of matching colour to the main roof.
- Barn hips, dormers (pitched and flat topped) and roof lights are present in the street scene.

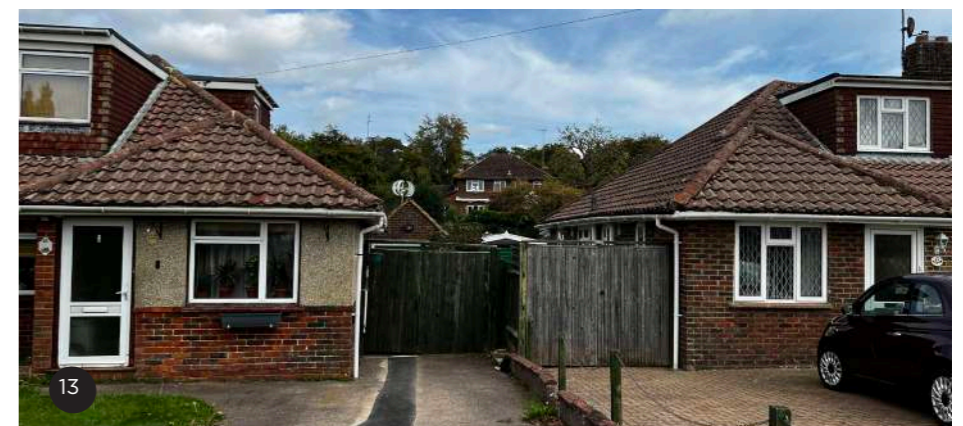


(see key plan - context\_02)

# 2 ASSESSMENT



## 2 ASSESSMENT





## 2 ASSESSMENT



## 2 ASSESSMENT

### 2.3 Movement

#### Local Road Network

- The proposed development site is situated to the south of Keymer Road/B2116 which is a single carriageway road subject to a 30mph speed limit measuring approximately 5.5m wide. Keymer Road is the main east-west route through Hassocks and meets a 3-arm roundabout approximately 380m west of the site, continuing for another 660m before meeting the A273 at a signalised crossroads. To the east, Keymer Road leads through Keymer and then Ditchling.
- Parking restrictions are in place on either side of the carriageway along Keymer Road with single yellow lines directly adjacent to the site on the southern side restricting waiting Monday-Saturday 08:00-18:00. Double yellow lines begin on the northern side of Keymer Road opposite 70 Keymer Road and extend westwards.
- In the vicinity of the site, Keymer Road meets a private residential road known as Orchard Lane. Access to Adastral Hall is located opposite the site, approximately 20m east.

#### Pedestrian Infrastructure

- The pedestrian infrastructure within the vicinity of the site presents a good opportunity to encourage sustainable travel. There are pedestrian footways that measure between 1.5m-2.5m flanking both sides of the carriageway along Keymer Road towards amenities. There are also dropped kerbs and tactile paving present. In addition, there is a signalised pedestrian crossing point approximately 120m west of the site, with dropped kerbs and tactile paving.
- There are a number of Public Rights of Way situated near to the site. The closest PRoW to the site is 22K, running along Orchard Lane and connecting to other PRoWs.
- Although the nature of the development means that residents are unlikely to cycle, Hassocks benefits from designated cycleways and shared cycle paths.

#### Public Transport

- The closest bus stops to the site are located west of the site along Keymer Road, approximately 50m from the site (1-minute walk), entitled 'Orion Parade'. The Village Rider 167 runs from Keymer to Lewes and Burgess Hill. The service runs three times a day Monday-Friday. The Village Rider 168 also runs from Keymer to Burgess via Plumpton with one service per day Monday-Friday. The 33-bus service runs from the bus stop at 'Orion Parade' to Burgess Hill and Haywards Heath with services running hourly Monday-Saturday.
- In addition to bus services, Hassocks train station is located approximately 640m west of the site (8-minute walk). The station benefits from 154 cycle spaces, 152 car parking spaces, step free access, Wi-Fi and refreshment facilities. The station is served by National Rail providing direct services to London Victoria, Bedford, Brighton, and Littlehampton.
- The multiple public transport options available to future site occupants are such that it is feasible to live in the area without requiring use of a car.

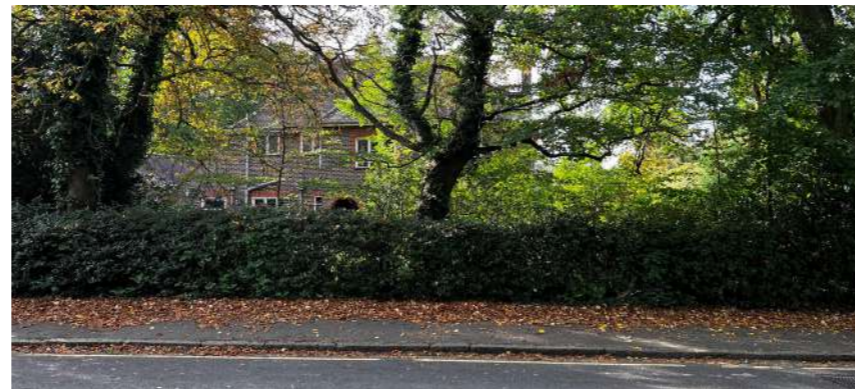
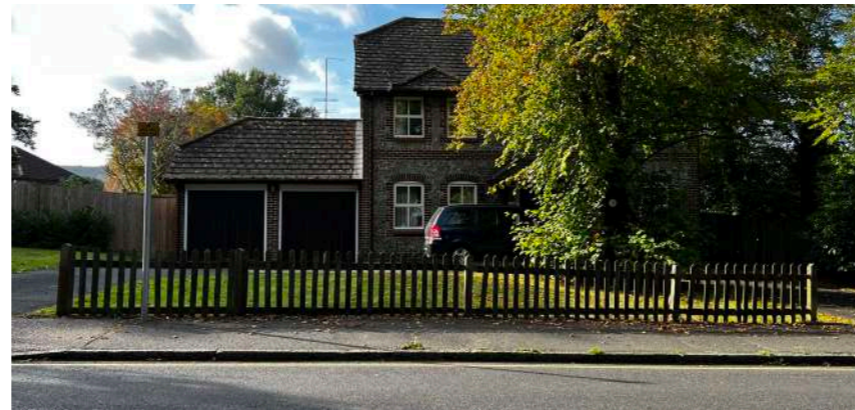
#### Accessibility to Local Amenities

- The CIHT document 'Planning for Walking' (April 2015) references 'Building Sustainable Transport into New Developments' (DfT, 2008) stating that 'Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)'.  
  
• Furthermore, the CIHT document 'Planning for Walking' (April 2015) identifies that whilst the number of pedestrian journeys is decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles from 1985 to 2007' (page 6). This equates to an average length of pedestrian journeys of 1,386m. The average duration also increased from 15 minutes to 17 minutes.
- The location of the site in proximity to the local amenities provides an excellent opportunity to create a sustainable development. Given the wide range of amenities and facilities to meet daily needs within walking distance of the site, it is considered that the site is in a sustainable location.

## 2 ASSESSMENT

### 2.4 Nature

- A large stretch of Keymer Road is characterised by mature trees and landscaping, generally housed within the street fronting amenity areas of private dwellings.
- Large trees boarder both edges of the highway, with their branches overhanging a variety of low level boundary treatments, including timber picket fencing, post and rail fencing, low level flint walls, brick walls and railings.
- Dense shrubbery also provides a natural boundary, screening residential properties that are set back from the highway.
- As Keymer Road approaches the retail / commercial area, the mature landscaping is generally restricted to the northern edge, with planters providing a break from hard landscaping where possible along the southern edge.
- The site itself is heavily screened by mature trees and planting, with a of low level brick wall at each street fronting corner. The boundary is then in-filled with a long run of post and rail fencing, concealed by a dense bush that has grown behind.



## 2 ASSESSMENT

### 2.5 Built form

Building Heights Map



# 2 ASSESSMENT

## 2.5 Built form

Building Typologies Map

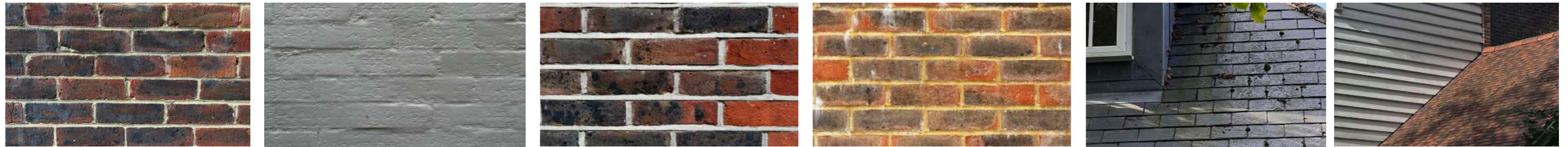


## 2 ASSESSMENT

### 2.6 Identity

The photos on this page represent the typology and characteristics of local vernacular within the context of the site. Key building features and attributes of note are:

Façades of various hues of red brick, painted brick (white), flat brick headers (either to match or contrast with main brick), brick cills and banding, gabled ends, various types of weatherboarding, tile hanging, white windows, white fascias / soffits, black rainwater goods, dormer windows, Juliette & full balconies.



*Sample of mix of various hues of red brick & roof finishes*



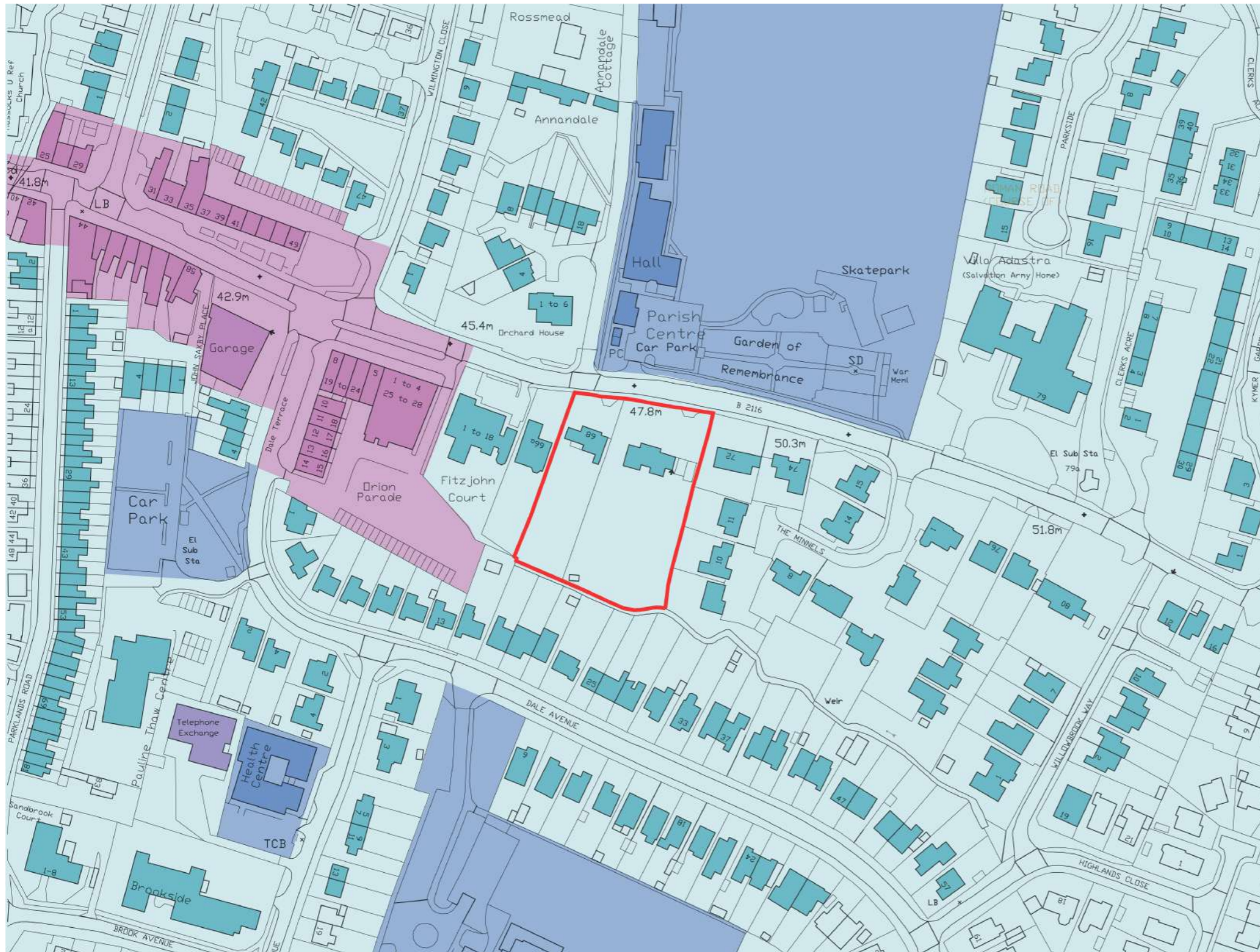
*Sample of mix of window styles and header and cill*



*Sample of details*

## 2 ASSESSMENT

### 2.7 Uses



- Residential
- Communal
- Commercial

- The site lies within an area characterised by residential use.
- The buildings leading up to the Train Station create a hub of commercial use that spans from the station car park to Fitzjohn Court (west of the site).
- The residential appearance of Fitzjohn Court identifies the divide between the commercial and residential zones.
- This transition from commercial to residential is softened by the mature landscaping allowed to develop within the street fronting amenity of residential dwellings.
- Opposite the site lies a large area of communal use, including the Village Hall, Keymer and Hassocks Sports and Social Club, Keymer and Hassocks Cricket Club, a skate park, and recreation grounds.

## 3 INVOLVEMENT

### 3.1 Community Engagement

Churchill Retirement Living always look to carry out public consultations with the local community as part of their design process and to present their proposals to the local public.

An online public consultation was held between 24th November to the 3rd December 2023 on a dedicated website, where plans were available to view, together with an interactive feedback form. A copy of the information boards is appended to the Statement of Community Involvement.

Letters were issued on 22nd November 2023 to circa. 213 residential and commercial addresses bordering and within close proximity to the site.

In addition, a press release was issued on 24th November 2023, and was published by the Sussex World on the same day.

The project website received 976 views from 340 people from during the event. Of those people who visited the website, only 17.6% of visitors left feedback.

Ten feedback forms were received during the public consultation. Feedback acknowledged that the proposed development would provide significant benefits to the local economy and reduce pressures on NHS services.

The need for older persons housing was also recognised during the consultation by a number of respondents, as well as one response identifying the development of older persons housing would be a great opportunity in returning to Hassocks to live.

Overall, the feedback was generally positive, with any queries raised throughout being responded to within the SCI.

### 3.2 Policy

#### National Planning Policy Framework (NPPF)

The revised NPPF was updated on the 5th September 2023 and sets out the government's planning policies for England and how these are expected to be applied.

The Government's policy, as set out in the NPPF, is to boost significantly the supply of housing. Paragraph 60 reads:

**“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”**

In June 2019, the PPG was updated to include a section on Housing for Older and Disabled People, recognising its importance. Paragraph 001 states:

**“The need to provide housing for older people is critical. People are living longer lives and the proportion of older people in the population is increasing. In mid-2016 there were 1.6 million people aged 85 and over; by mid-2041 this is projected to double to 3.2 million. Offering older people, a better choice of accommodation to suit their changing needs can help them live independently for longer, feel more connected to their communities and help reduce costs to the social care and health systems. Therefore, an understanding of how the ageing population affects housing needs is something to be considered from the early stages of plan-making through to decision-taking”.**

Paragraph 003 recognises that **“the health and lifestyles of older people will differ greatly, as will their housing needs, which can range from accessible and adaptable general needs housing to specialist housing with high levels of care and support.”** Thus, a range of provision needs to be planned for.

#### Planning Practice Guidance (PPG)

The planning practice Guidance (PPG) is a material consideration when taking decisions on planning applications. The PPG provides guidance on how policies in the NPPF should be implemented.

In June 2019 the PPG was updated to include a section on Housing for Older and Disabled People, recognising its importance, Paragraph 001 states:

**“The need to provide housing for older people is critical.** People are living longer lives and the proportion of older people in the population is increasing. **In mid-2016 there were 1.6 million people aged 85 and over; by mid-2041 this is projected to double to 3.2 million.** Offering older people a better choice of accommodation to suit their changing needs can help them live independently for longer, feel more connected to their communities and help reduce costs to the social care and health systems. **Therefore, an understanding of how the ageing population affects housing needs is something to be considered from the early stages of plan-making through to decision-taking” (emphasis added).**

Additionally, Paragraph 003 recognises that “the health and lifestyles of older people will differ greatly, as will their housing needs, which can range from accessible and adaptable general needs housing to specialist housing with high levels of care and support.” Thus, a range of provision needs to be planned for.



## 3 INVOLVEMENT

### 3.2 Policy

#### Local Planning Policy Framework

The policies guiding the future of development in Hassocks can be found in the Mid-Sussex District Plan 2014-2031 (adopted March 2018), the Hassocks Neighbourhood Plan (adopted July 2020) and the Site Allocation Development Plan Document (adopted June 2022). There is also an emerging District Review which is currently at regulation 19 stage, which was published in November 2023. Formal adoption of this plan is expected in 2024, and as such limited weight can be awarded to the policies.

#### Mid-Sussex District Plan 2014-2031 (2018)

The relevant policies within the District Plan in relation to the redevelopment to older persons housing are listed below:

- DP4 (Housing)
- DP6 (Settlement Hierarchy)
- DP26 (Character and Design)
- DP27 (Dwelling Space Standards)
- DP28 (Accessibility)
- DP30 (Housing Mix)
- DP31 (Affordable Housing)
- DP37 (Trees, Woodland, Hedgerow)
- DP38 (Biodiversity)
- DP39 (Sustainable Design and Construction)
- DP41 (Flood Risk and Drainage)

#### Hassocks Neighbourhood Plan (2020)

The relevant policies within the Hassocks Neighbourhood Plan in relation to the redevelopment to older persons housing are listed below:

- Policy 4 (Managing Surface Water)
- Policy 5 (Enabling Carbon Zero)
- Policy 9 (Character and Design)
- Policy 14 (Residential Development Within and Adjoining the Built-Up Area Boundary of Hassocks)
- Aim 4 (Housing Mix)
- Policy 17 (Affordable Housing).

#### Site Allocations Development Plan Document (2022)

The relevant policies within the Site Allocations DPD in relation to the redevelopment to older persons housing are listed below:

- SA39 (Specialist Accommodation for Older People and Care Homes)

#### Supplementary Planning Documents (SPG)

- The proposal will also give due consideration to the following Supplementary Planning Documents:
- Affordable Housing SPD (2018)
- Mid-Sussex Design Guide SPD (2020)
- Development Infrastructure and Contributions SPD (2018)

### 3.3 Housing need

#### A National Need

It has been widely acknowledged that the UK has a housing crisis and that not enough homes are being built to meet the need of the population. As a response, The House of Lords Built Environment Committee Report (January 2022) requires new homes to be built that reflect our ageing population, particularly as there will be an increase in older people living alone.

Further to the above, it is well documented that the UK faces an ageing population. Life expectancy is greater than it used to be and by 2032 the number of people in the UK aged over 80 is set to increase from 3.2 million to five million (ONS mid 2018 population estimates).

The Homes for Later Living Report (September 2019) notes the need to deliver 30,000 retirement and extra care houses a year in the UK to keep pace with demand. Currently in the UK, we build around 8,000 retirement properties a year. This is despite the PPG setting out that the need to provide housing for older people is 'critical'. This is distinctly below the level of need and demand.

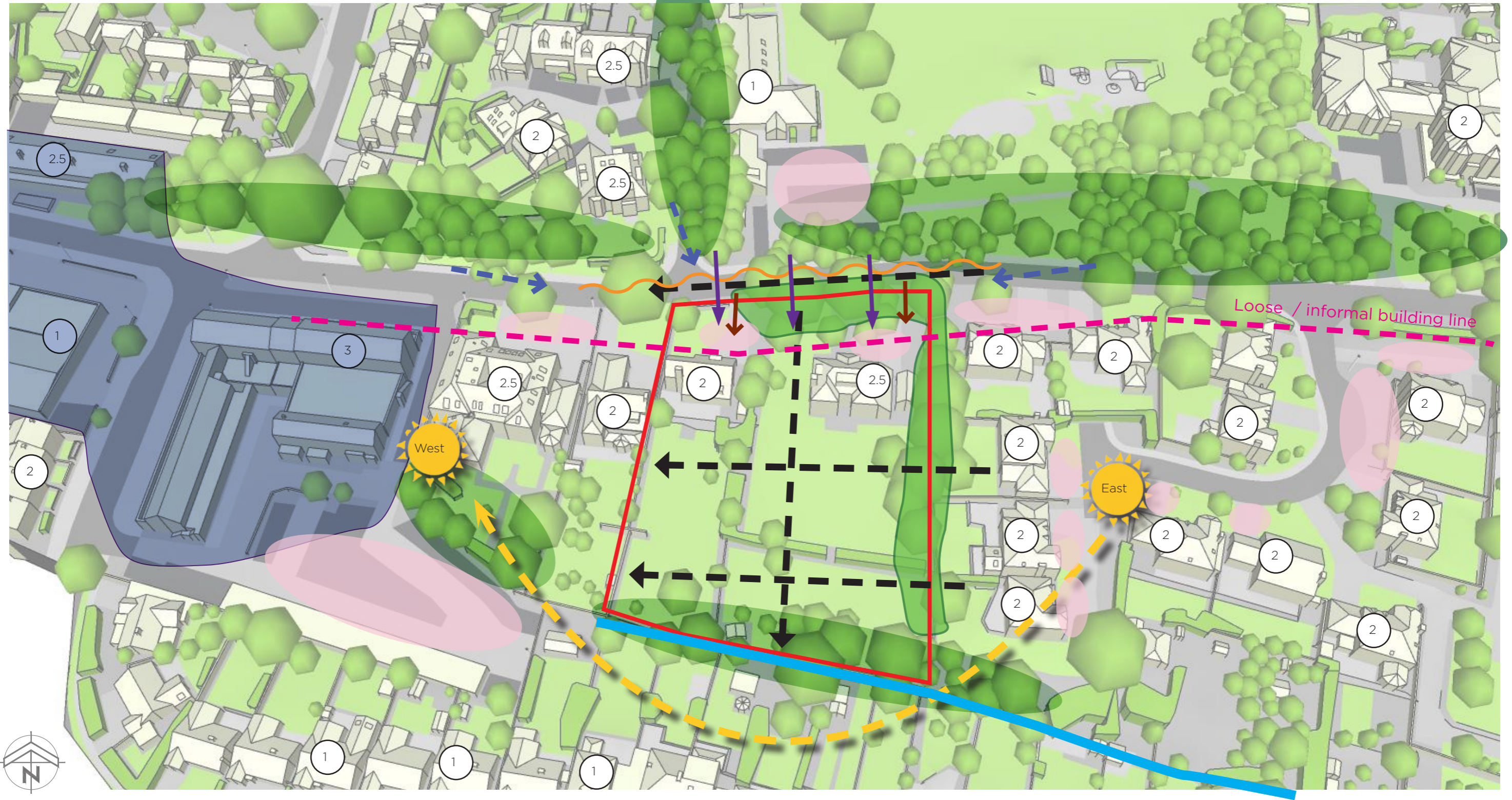
#### A Local Need

The need for older persons housing is also prevalent in the Mid-Sussex district. The 2018, sub-national household projections show that there has been increase in persons aged 65 years and over. In 2018, there were 30,496 persons aged 65 and over which is estimated to increase to 45,023 by 2043. This shows an increase of 67.7% of people over the age of 65 between 2018 and 2043.

Moreover, in October 2021 Mid Sussex District Council published a Strategic Housing Market Assessment. The SHMA identifies that over the next 17-years up to 2038, there is expected to be an overall population growth of 33,000 people; with 14,000 of this being people over the age of 65 years. This equates to the population of people aged 65 and over, accounting for 42.5% of the total projected population change.

# 4 EVALUATION

## 4.1 Constraints



- |                                                                      |                                      |                                    |                                     |
|----------------------------------------------------------------------|--------------------------------------|------------------------------------|-------------------------------------|
| Existing vehicular / pedestrian access                               | Frontage with public realm           | Site boundary                      | Stream / flood zone adjacent        |
| Glimpses towards site restricted by street trees & boundary planting | Noise / traffic pollution            | Mature trees / screening           | Storey heights                      |
| Area of hardstanding / Parking                                       | Existing group of TPO / mature trees | Start of High Street / Retail zone | Land topography / direction of fall |

# 4 EVALUATION

## 4.2 Opportunities



- Existing dense / robust screening limiting between properties and limiting views towards site
  - Zones of amenity / landscaping around the proposal
  - 🌳 Gaps in existing boundary planting filled to provide complete landscape buffer
- ↔ Excellent separation distances between active frontages and neighbouring boundaries / amenities
  - Proposal parking screened by existing and supplementary planting
  - ➔ Existing access adapted to form segregated vehicle / pedestrian access
- ⋮  
⋮  
⋮  
⋮  
⋮  
🚶 Short level walk for pedestrians and owners to the local amenities
  - ✗ Flank elevations (secondary windows and windows to non-habitable rooms only)

# 4 EVALUATION

## 4.3 Design evolution & Concept



- Linear block set back from highway to allow for a parking area to the frontage while avoiding RPAs of TPO trees.
- Both existing access points utilised.
- Whilst the large set back allows for street fronting parking, the built form rejects the building line of existing dwellings on-site.
- Overbearing no.66.
- Under-developed site.

- 'L' shaped proposal exploring access and parking along the west boundary, pushing the building east to avoid overbearing of No.66.
- Existing building line reinstated.
- Provide more even distribution of amenity around the building.
- Rear leg introduced to maximise development potential.
- Views towards the eastern boundary and beyond are heavily screened by mature trees / landscaping.
- Proximity to western boundary introduces overlooking concerns relative to the amenity of no.66.

- 'T' shaped proposal explored, placing the rear leg centrally within the site to avoid any overlooking concerns to the west and east boundaries.
- With the rear leg recessed along both edges, the frontage conceals any rear development behind so that it would only be visible from a small section of the highway.
- 3 Storey proposal with lack of articulation.

- Various reductions in storey height to help articulate the design / proposal.
- Further articulation added via the introduction of bays and recesses on plan.
- Narrow corner units introduced to reduce overall footprint and aid articulation.
- Steps introduced to flank ends to reduce perceived depth.

# 4 EVALUATION

## 4.3 Design evolution & Concept

- Initial 3 Storey massing divided into 2 separate blocks by a central link.
- With the footprint set back from the highway, the proposed ground level takes into account the slope across the site from north to south, with the building set at a lower level than the highway. At this level, a 3 storey ridge height is relative to that of No.72.
- Eave / ridge height at odds with no.66a.



- Reduction to 2.5 storey (half dormer).
- Central link lowered to 2.5 storey (full dormer) and highlighted by change of material.



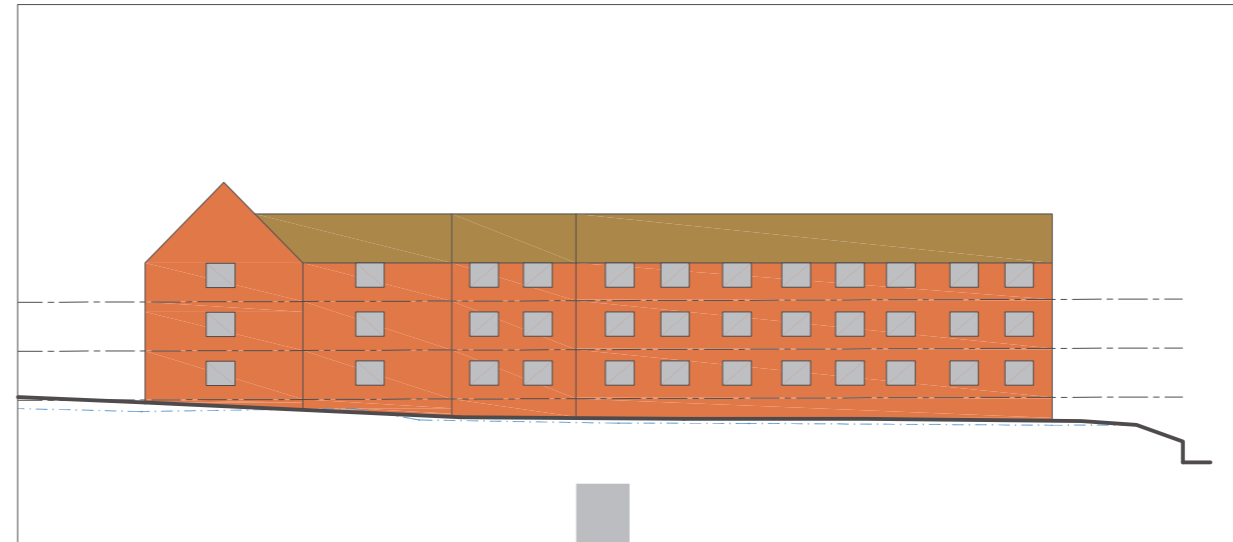
- Development of materials and features to further divide the frontage into two clear elements.
- Gable features introduced to subdivide each element.
- Proposal lowered to 2.5 storey (full dormer) adjacent to no.66a to reduce eave and ridge height.
- Proposed eave heights steps up to match the incline of the highway and suit neighbouring eave heights.
- Hipped roofs introduces to soften transitions in scale across the street scene.



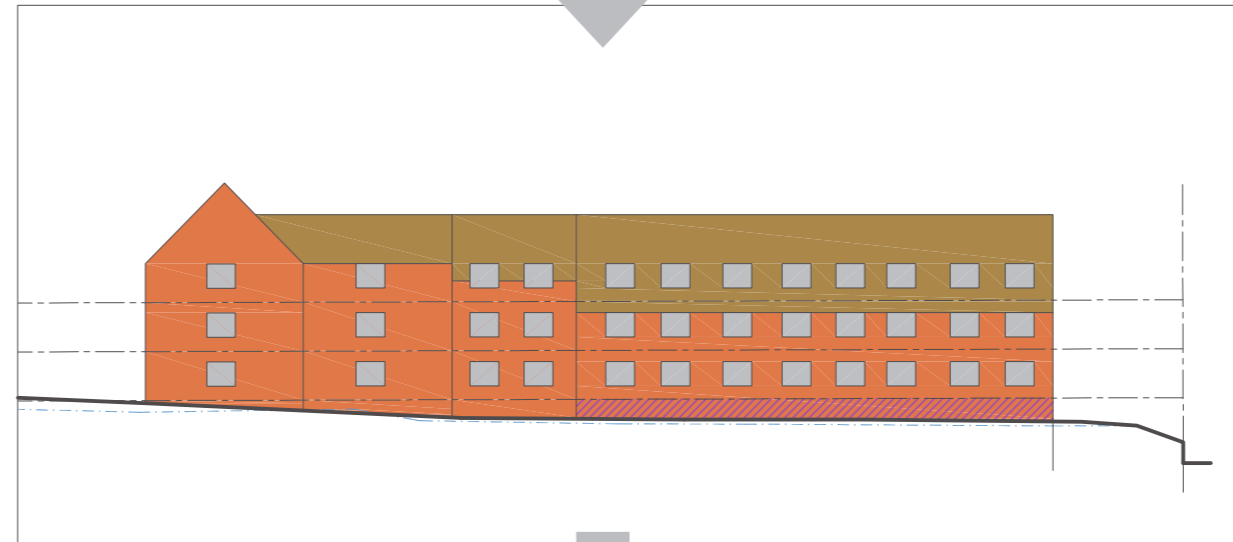
# 4 EVALUATION

## 4.3 Design evolution & Concept

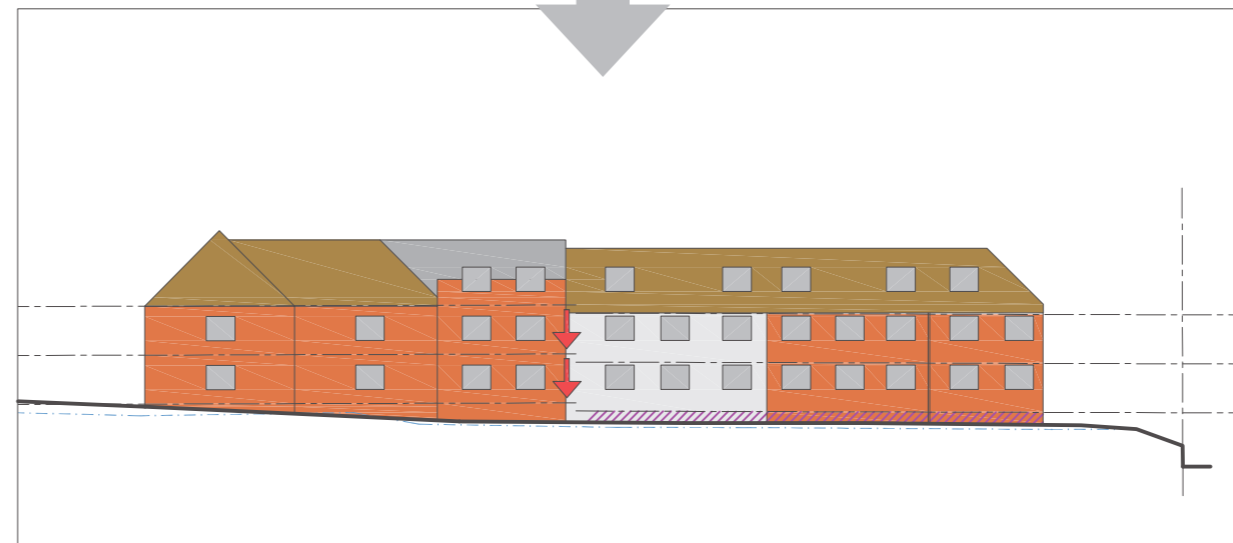
- Initial 3 Storey massing of rear leg indicating the proposed ground level relative to the existing.
- Underbuild required to rear leg due to existing slope from north to south across the site.



- Introduction of 2.5 storey (half dormer) corner units that fall to 2.5 storey (full dormer) units, creating steps in proposed eave heights that fall with the ground level.



- Reduction in scale across the frontage and adjacent to no.66 continues to the rear, which has lowered from 3 to 2.5 storey (full dormer).
- Narrow corner units at 2.5 storey (half dormer) remain at street fronting level.
- 2.5 storey (full dormer) units have been lowered to reduce the level of underbuild required via an internal ramp. This brings a large section of the rear proposal down to a ground level that can be accessed without steps or ramps from the proposed car park, while introducing a step in the ridge to help divide the rear into separate elements.
- Changes in material and conscious placement of downpipes helps to further divide the elevation.



# 5 DESIGN

## 5.1 Planning Policy Compliance

### The National Design Guide

The proposed development seeks to exemplify excellent design while meticulously addressing all ten essential attributes outlined in the National Design Guide. By doing so, we are committed to ensuring that our project is not only efficient, well-suited, and sustainable but also contributes significantly to the enhancement of the local area.

The National Planning Policy Framework underscores the fundamental importance of creating high-quality buildings and environments within the planning and development process. The National Design Guide serves as a practical showcase of how well-designed, aesthetically pleasing, enduring, and successful places can be achieved. It is an integral component of the government’s repository of planning practice guidelines and should be consulted in conjunction with separate guidelines related to design processes and tools.



- 1. Context** - The proposed scheme developed through a detailed assessment of its context, taking into account the built environment, local culture, and history to ensure it integrates seamlessly with its surroundings.
- 2. Identity** - The scheme will create a distinct and attractive identity which draws reference from its surroundings through the appropriate use of scale & massing, appearance, materials and landscaping (see sections 5.3, 5.4, 5.5 & 5.6). The building will help enhance local culture and character while contributing positively to the broader community.
- 3. Built Form** - The architectural design focuses on the built form, with careful attention to aesthetics, scale, and spatial arrangement, creating a harmonious and functional environment. Section 5 of this document summarises how the design responds to and mitigates any impact on its surroundings.
- 4. Movement** - The site was selected for its highly sustainable location in walking distance from local amenities. Due to the nature of the development it has been carefully designed to ensure it is inclusive to users of all abilities and ages. The proposed access has been designed to have minimal impact on existing infrastructure and will enable future pedestrian and cycle route improvements and provide better connectivity between parts of the city. (see section 1.6, 2.3, 5.7)
- 5. Nature** -The proposal incorporates green spaces and natural elements, including street trees, boundary planting, gardens, and sustainable landscaping to enhance the connection between residents & nature. (see section 2.4, 5.5,5.6,5.9 and 5.10)

- 6. Public Spaces** - The proposal provides safe, social and inclusive spaces for future residents. The location of the site is within walking distance of the high street which has a wide range of local amenities. Churchill residents tend to be basket shoppers and will contribute on a daily basis to the local economy and adding to an improved sense of community (see section 1.4 & 1.6)
- 7. Uses** - The development offers 41 retirement living apartments which meet the current and projected housing needs. The proposal and its inhabitants will contribute greatly to the sense of the community and promote a vibrant atmosphere (See sections: 1.4, 3.3, and 5.1)
- 8. Homes & Buildings** - For more than 29 years, Churchill Retirement has been offering functional, health-conscious, and environmentally sustainable retirement housing which is managed in perpetuity by Churchills sister company Churchill Estates. These plans incorporate conventional apartment that conform to national space standards and are fully M4(2) compliant. The Churchill product has proven its effectiveness in various developments nationwide and the business model continues to adapt to emerging environmental and sustainability agendas.(see section 1, 3.3, 5.8)
- 9. Resources** - Sustainability is at the core of Churchill Retirement product, with resource-efficient building practices, renewable energy sources, and water management strategies to minimize resource consumption and carbon emissions. The Churchill product continually undergoes a rigorous internal review process to ensure the built fabric and building performance typically exceeds building regulations to provide an efficient and resilient end product (see section 5.8 & 5.9)
- 10. Lifespan** - The scheme has been designed for long-term sustainability, using durable materials, employing renewable technologies, and maintenance plans to ensure it remains an enduring asset for generations to come. (see section 5.8 & 5.9)

## 5 DESIGN

### 5.2 Use & amount

- The site is currently occupied by two residential detached dwellings.
- Churchill Retirement Living have a strict criteria regarding the sustainability and a location of any development with regard to public transport, shops and services to ensure it is accessible to all residents.
- The proposal is for the clearance of the site and the erection of a 41 unit retirement living apartment block for the over 60's with associated communal facilities, associated parking etc. It will consist of a mix of one (70%) and two (30%) bed units.
- The site is situated in an area of very high amenity well suited to Churchill's market demographic who are typically basket shoppers and who give up their car to live in a community such as proposed.
- The site measures at 0.456Ha which will equate to a land density of approx 90 dwellings per Hectare.
- The proposal is compatible with the existing residential uses in the surrounding area.
- The development will be 2.5 storey throughout, maximising the sites development potential while allowing for a clean and uncomplicated design approach that will seamlessly sit within the surrounding residential context.
- The development has communal facilities including Owners' Lounges, Coffee Bar, and landscaped gardens. Some Churchill Retirement developments have Wellbeing Suites and Fitness Suites, fitted out with facilities for beauty therapies, hairdressing and exercise.
- A lodge manager will be on duty to provide any help with minor day to day problems and to provide peace of mind for the owners.
- A guest suite is included within the development and lift access is provided to all floors. The location of this site provides a level walk to nearby shopping, health / other social facilities and is well served by local transport services.

#### Examples of the residents communal facilities



Owners' Lounge



Coffee Bar



# 5 DESIGN

## 5.3 Layout

“Well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well to and enhances the existing character and context.”

National Design Guide, Para 65

- The proposed development is ‘T’ shaped in footprint, responding to the existing loose building line along the southern edge of Keymer Road while making efficient use of the full depth of site and maintaining good separation with neighbouring properties and all site boundaries.
- The positioning of a rear leg is slightly off-centre relative to the site width, allowing for greater separation from the residential private amenity to the rear of No. 66a Keymer Road. This in turn allows for the formation of communal amenity spaces, with a landscaped communal garden and seating area to the east and communal patio area located adjacent to the Owner’s Lounge to the west.
- Parking has been deliberately positioned between the proposed building and the eastern boundary, increasing the distance between the built development and the amenity of no.66a to avoid any overlooking concerns. There is approximately 22m between the proposed building and the west boundary, and approximately 18m between the proposed building and the east boundary. Although slightly closer to the east, this boundary benefits from raised ground levels and an abundance of mature trees and dense vegetation, screening views to and from neighbouring properties beyond.
- Separation to all boundaries allows for additional planting and landscaping to surround the proposal, enhancing a green buffer and screening views both from and towards the proposal.
- Boundaries to the north, east and south benefit from existing mature trees and dense vegetation. The eastern boundary consists of an existing stone wall approximately 2m high providing a solid screen between the proposed site and no.66a Keymer Road.
- Careful consideration has been given to mitigate primary windows to habitable spaces in any flank elevation to avoid overlooking - windows in these elevations will be secondary or obscure.
- Habitable rooms have been distributed evenly across all elevations. This in turn increases the natural surveillance to the area.
- Both proposed pedestrian and vehicular approaches into the site utilise existing access points. Segregated accesses have been used for both pedestrian and vehicular traffic.
- A clearly legible approach has been designed from the access; to the car park; to the main entrance; the communal facilities (i.e. reception, owners lounge, coffee bar, refuse etc) and garden spaces.
- The proposed provides a clear demarcation between public and private spaces.
- A lift has been provided centrally to the building and in close proximity to the owners lounge / main entrance to minimise the walking distance for residents.
- Private landscaped areas are provided around the site, as well as the communal planted garden area with seating and communal Owner’s Lounge patio area. Flats are typically single aspect, sited along a central axis corridor. Where possible, dual aspect units have been proposed.



## 5 DESIGN

### 5.4 Scale & massing

‘Planning policies and decisions should ensure that developments: are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);’

NPPF page 39 para 130+



- The parameters by which the bulk, scale and mass of the proposed have been set out in section 2 - Assessment of this report.
- The frontage of the property has been sympathetically split into two components to break the overall mass into comparative widths with others in the surroundings.
- Although the proposed form of the building is a singular footprint, the overall mass will not be perceived from any singular view point.
- Buildings with the immediate context are residential, and tend to be detached / semi-detached dwellings with small breaks between. The proposed scale and massing to the frontage would therefore be in keeping with the urban grain of this part of Keymer Road.
- The frontage of the building is typically 2.5 storeys (half dormer), with a fall to 2.5 storey (full dormer) adjacent to the neighbouring property at no.66a Keymer Road, responding to the gradual incline of the highway (west to east) and existing ridge / eave heights. The rear leg is 2.5 storeys, with half dormer windows transitioning to full dormer windows, reducing the proposed scale towards the southern site boundary.
- The proposed ridge heights to the frontage step up in line with the incline of the highway, creating a smooth transition from the eave and ridge height of no.66a to that of no.72 Keymer Road.
- The proposal has been carefully designed so the mass to the rear is not overbearing relative to neighbouring context or the public domain (see site distances & levels plan). This, in part, has been achieved via the introduction of an internal slope, reducing the ridge & eave height of the rear leg as well as the amount of underbuild required.
- Each of the main masses on the frontage provide variation through the introduction of secondary features (gables of varying position, size & appearance) and utilise a palette of materials found locally. This helps to assimilate and continue the varied pattern of development along Keymer Road.
- Tertiary features such as full height patio doors with canopies over, and feature canopies over the main entrance and escape stair doors, have been added to further give the development a domestic scale and mimic individual dwellings.
- The 2 proposed street fronting 'dwellings' have been split by a recessed 2 storey subservient link, designed to sit behind the main building line by 3.1 to 7.5m. The link has been designed to visually contrast with the main masses to strengthen the break and give the opportunity to provide deeper more verdant pockets of landscape to the frontage.
- The link is approx 3.75m wide to suit other existing gaps between properties along Keymer Road.

# DESIGN

## 5.4 Scale & massing

- Each component has been designed to look visually different through varied projections, bay widths, eaves/ridge heights and varying aperture sizes (dependant on the spaces they serve), similar to the existing buildings on site and throughout the local context.
- There is a good mix of hipped (including half hipped roofs) and gabled ends to buildings distributed throughout the immediate context. The proposal responds by maintaining the existing mix of roof forms, sensitively reducing the scale adjacent to no.66a via a hipped roof.
- Any second floor accommodation has been designed to be partially if not solely in the roof and light into spaces provided via dormer windows, a feature not uncommon to the area.
- Steps in the building footprint have been introduced to all flank ends, helping to minimise the perceived depth of the scheme, providing a break between the frontage and the rear development.
- Similar to the frontage, all other elevations have been divided into smaller components of comparable width to other dwellings. This has been achieved through the use of materials, projections / recesses, and the considered placement of downwater goods.
- The rear of the building has been designed at 2.5 storeys with a crowned roof, providing a hierarchy and subservience between the rear and street fronting ridge heights. This change in ridge height is also aided by an internal ramp.
- Separation from the active faces of the rear leg and the boundary on both sides is good, with the distance between the face on the building and the boundary to the east and west in excess of 18m. Due to these good separation distances, Juliette balconies have been applied to first floor flats to provide visual interest and additional amenity space.
- The building is 2.5 storeys with comparable heights to existing buildings in its context. Transitions in scale to buildings on either side of the development will be gradual and not dissimilar to other relationships within the immediate context.
- The introduction of tile hanging and brick banding above first floor windows helps to reduce the perceived mass and height of the proposal.
- The proposal is sited within a spacious setting with surrounding residential development set back from the pavement edge. Given the proposed distances to all boundaries and neighbouring buildings, it is considered the site area is able to accommodate a building of the proposed scale without detriment to the character of the street scene.



ELEVATION A-A

A mix of window types reflect the fenestration patterns and hierarchy within the local context.

Changes in materials help to divide the elevation while highlighting the main entrance, aiding the customer journey from the highway access / car park.



ELEVATION B-B



Secondary sub-division through the strategic placing of downpipes



ELEVATION C-C



Strategic planting introduced to enhance amenity areas and soften each elevation.



Subservient / contrasting top floor



ELEVATION D-D

Tile hanging and brick banding above first floor windows reduce the perceived scale of half dormer elements.

## 5 DESIGN

### 5.4 Scale & massing

INDICATIVE PERSPECTIVE - View from Keymer Road



## 5 DESIGN

### 5.5 Appearance

*'The materials used for a building or landscape affect how well it functions and lasts over time. They also influence how it relates to what is around it and how it is experienced. The scale, form and appearance of a building influence what materials may be appropriate for its construction. Materials should be practical, durable, affordable and attractive. Choosing the right materials can greatly help new development to fit harmoniously with its surroundings.'* National Design Guide, Para 30



- The 2 main masses of the frontage maintain differing character through the use of varied materials, feature bays of varying size, gables, mixed aperture sizes & proportions.
- The frontage has been specifically designed to respond to the character and features of the area (see section 2.6 Assessment - Identity) and conforms to the identity section of the 10 characteristics of a well designed place as set out in the National Design Guide.
- The palette of materials and detailing is deliberately limited to ensure a element of consistency across the elevation. Materials have taken reference from the local vernacular as well as the existing buildings on site.
- The introduction of canopies above the main entrance and selected lounges to ground floor flats assimilate the appearance of individual front doors to separate dwellings.
- Carefully planned steps in the building footprint provide the articulation needed to break the overall mass overall development and to create interesting plays with shadow across the face of the building.

- Mixed patterns of brick and painted brick have been used to provide the appearance of smaller domestic dwellings.
- A subtle but contrasting brick will be used for corbel banding, headers, cills, and underbuild.
- A slate grey render has been applied to the link to contrast with the main materials.
- With flats to the rear leg and returns benefiting from sufficient separation with the neighbours, Juliette balconies have been provided at first floor to maximise enjoyment of the professionally designed landscape gardens.
- Tried and tested materials will be used on the proposed development to ensure the highest standards and quality are maintained. Where possible bricks will be selected from local factories.
- Windows will be UPVC casements with horizontal glazing bars.



Entrance Canopy  
(painted white)



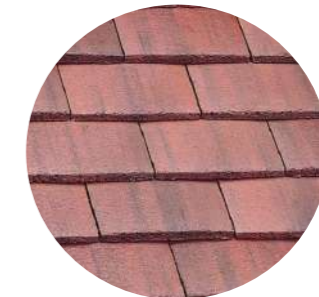
Main brick



Contrasting brick for banding,  
headers and cills etc.



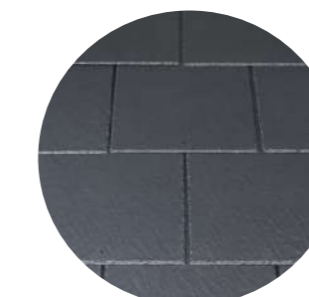
Finials to feature gables



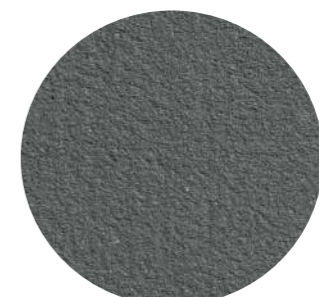
Red tile roof  
/ vertical hanging tile



White painted brick



Grey roof tiles



Slate Grey Render



Feature Canopy

## 5 DESIGN

### 5.6 Landscape

‘Well-designed developments include site-specific enhancements to achieve biodiversity net gains at neighbourhood, street and household level.’

National Design Guide, Para 98

Retirement living developments are located within or very close to town and local centres. Where due to the size of the site it is not always possible to provide extensive external amenity space. Minimal amenity space is a feature of many town or city centre developments, and it should also be borne in mind that conventional housing is unlikely to have the communal facilities inside the building which are a feature of Retirement Living housing. The extent of amenity space provision on site derives from the need to provide adequate and attractive external space for residents but also to provide a building with an appropriate townscape response.

There is no specific government guidance as to the appropriate level of amenity space to be provided within a Retirement Living development. Notwithstanding this, Local Planning Authority design policies should be aimed at promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes, rather than applying strict space area standards.

Access to amenity space is a matter to consider when assessing the overall design quality of a proposed development. Churchill Retirement Living is well experienced in providing for the recreational needs of the elderly owners within its developments. The Company employs a qualified Landscape Architect to design every development and prides itself on the quality of its landscaped treatment.

The most important amenity space for the older owners is not in fact found to be outside the building but is the Owners’ Lounge. In developments where there are large garden areas, the residents tend to use the area immediately outside their patio door if they live on the ground floor or outside the Owners’ Lounge. Even on hot summer days, when people might be expected to sit out enjoying the sun, one finds the occupants rarely taking advantage of an extended communal garden. Active use of external amenity space tends to be relatively limited and mainly involves sitting out for those few owners who occasionally choose to do so.

The proposed design includes sufficient space around the building for residents to sit outside at ground floor level. Should owners seek other space for sitting out, they are likely to make use of the patio areas adjacent to the Owners’ Lounge, and this is the location which the residents of upper floors are most likely to utilise. There is, of course, nothing to prevent owners of upper floors making use of any area of amenity space, all areas of garden being in communal control.

As owners tend to spend relatively more time in their homes than traditional houses, it is appropriate that wherever possible, lively and interesting views should be available from the principal habitable rooms. Owners prefer an apartment to enjoy an interesting view rather than to set aside large open areas for active recreation and it is those apartments with views that often sell first. The most favoured apartments are often those on the busiest road frontages or those facing the main entrance and car parking area serving the development. It is the experience of CRL that, to a great extent, this is the way that amenity space in Retirement Living developments is utilised – that is, in a passive manner, with the landscaped area providing some degree of privacy but at the same time allowing substantial opportunity to view daily life in the surrounding area. It is therefore of primary importance when designing schemes that amenity space

provides residents with attractive views. The quality of amenity space provided is an important factor for residents when considering whether to purchase an apartment.

Neither the quantity nor quality of amenity space provided is a matter which residents who have purchased a CRL apartment have concerns about. There is no evidence that prospective purchasers are dissuaded from buying an apartment for this reason, and when residents are asked if there is a need for more amenity space, the most common response is no.

‘Well-designed buildings are carefully integrated with their surrounding external space. All private and shared external spaces including parking are high quality, convenient and function well. Amenity spaces have a reasonable degree of privacy.’

National Design Guide, para 129

# 5 DESIGN

## 5.6 Landscape

The Application is accompanied by a full landscaping strategy prepared by James Blake Associates.

### Design Parameters

The site is to be cleared with existing buildings demolished and existing vegetation on the boundaries retained and protected. The site will be redeveloped into retirement living and open market apartments. The site level follows the surrounding ground level with a raised section in the north of the site, falling in gradient towards the southern boundary where it meets the watercourse.

Access will be created off Keymer Road to the north of the development and off street parking for the development provided. The main access road will lead to an off road parking courtyard and the main entrance to the building. Pedestrian access will be shared on the vehicular entrance and a separate pedestrian only access.

A proposed landscape ecological corridor of wild turf, native trees and sub canopy/native buffer planting will enhance the natural screening between the proposed and existing developments as well as the watercourse line to the south.

The Owners' lounge and associated patio is on the western amenity space of the proposed main building. Outdoor seating areas with outdoor garden timber benches will be provided. Constraints including existing service easements and engineering features will need to be considered.

Overall, the proposed landscape design is at a domestic scale, creating homely spaces which allow for small social gatherings and quieter contemplative resting places. The inclusion of gardenesque ornamental trees will add visual appeal to the garden areas and link the scale from the buildings to the garden shrub planting. Elements of herbaceous planting will be proposed throughout the scheme for seasonal interest. Bat and Bird boxes could be integrated in to the building. Hard landscape treatments will compliment the built form with buff paving.



- KEY**
- Red line boundary
- HARD LANDSCAPE**
- Parking court. Tarmac.
  - Pedestrian route in car park
  - Pedestrian access from Keymer Road
  - Patios. 450mm x 450mm flag or similar and approved or similar & approved.
  - Secondary Seating Area and Timber Patio furniture
  - Mobility Scooters
  - Timber lattice trellis with Ivy screening the substation
- SOFT LANDSCAPE**
- Proposed Native tree
  - Proposed streetwise/narrow canopy tree
  - Proposed Evergreen tree
  - Proposed ornamental tree
  - Proposed multistem ornamental garden tree
  - Specimen shrub
  - Ornamental shrub and herbaceous planting
  - Low maintenance ground cover planting
  - Formal low clipped evergreen hedging - *Ilex crenata*/ *Euonymus 'Jean Hughes'* to match topiary
  - Amenity grass areas
  - Drift of spring flowering bulbs.
  - Native shrub buffer planting to southern boundary
  - Species Rich Native hedge on boundaries
  - Native hedge on northern boundary infill
  - Wildflower meadow along native hedge boundaries
  - 1.2m proposed ornamental evergreen hedging to owner lounge
  - Existing Trees to be retained
  - Enhanced native canopy/ sub canopy buffer planting corridor
  - Woodland canopy edge wildflower meadow in amenity area

# 5 DESIGN

## 5.6 Landscape

### PLANTING PALETTE - PLANTING PHILOSOPHY

On the site boundaries facing the existing development to the north, small compact canopy native trees such as *Carpinus betulus* and *Acer campestre* 'Streetwise', which are under planted with an evergreen/native hedge and semi-evergreen, ornamental and native flowering shrubs.

The proposed and existing trees on the boundaries reduces the visual impact of the proposed buildings elevation. The planting style for the amenity spaces will be more formal with seasonal interest and a strong year round evergreen presence. Use of ornamental hedging and topiary specimens will offer instant impact and cohesive structure to the planting beds. Large specimen shrubs chosen for their tone and texture will give an established appearance upon implementation. Flowering shrubs including fragrant perpetually flowering shrubs, grasses and topiary planting provides a visual aid toward the access and egress points to the building.

Proposed planting on the northern elevation of the building will be chosen for their shade tolerance. Geometrical and organic shaped planting beds filled with topiary, semi evergreen and herbaceous plants with seasonal interest to provide an attractive garden experience. Smaller local variety and sourced urban environment tolerant trees provide focal points at a small domestic scale whilst boundary tree planting provides screening and enclosure for the residents. Native Bulbs and herbaceous planting within the sub canopy of existing vegetation and native hedgerows will provide seasonal interest to the site including bee friendly flowering species. Climbers including ivy, clematis and honeysuckle will be proposed on trellis treatments to screen the proposed substation. Native shrubs, sub canopy native planting on the boundaries will provide an ecological corridor and refuge for local fauna. Proposed native hedges on the eastern and western boundaries of the site further provides connectivity and biodiversity across the site.

A diverse selection of proposed plant species will provide an overall enhancement to biodiversity with the site having the potential to attract a greater range of invertebrates and therefore providing foraging/nesting habitat for notable urban species. The plant species chosen for this site will be carefully selected to ensure their tolerance for the local climate and micro-climate. The shrub and tree species tolerances must include the ability to tolerate an shaded environment from the existing trees.



### TREE PLANTING STRATEGY

**Street Trees** are planted in the urban setting of the car park to ensure suitable compact canopy trees are proposed in close proximity of hardstanding and car parking.



**Ornamental and Gardenesque trees** within the amenity areas will add seasonal interest to the several shrub beds throughout the development.



**Native trees** will provide additional screening mitigation and support local biodiversity





# 5 DESIGN

## 5.6 Landscape

### Past examples



## 5 DESIGN

### 5.7 Access

*'In well-designed places, people should not need to rely on the car for everyday journeys including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment.'* National Design Guide, para 83

#### Site Access

The site is currently accessed via two private driveways for the existing residential dwellings (68 & 70 Keymer Road). Both existing accesses will be stopped up as part of the development, with a new access to be created along Keymer Road towards the western end of the site frontage. The new access will be in the form of a crossover, measuring 4.8m in width.

Vehicle swept path analysis at the access has been undertaken that demonstrates the proposed access is suitable for two cars to pass simultaneously without conflict.

Pedestrian access will be taken via a 1.5m footway adjacent to the vehicle access, connecting to the existing infrastructure on Keymer Road. Internal footways facilitate access through the parking court to the site entrance. A separate pedestrian access is also provided at the eastern end of the site frontage.

Keymer Road is subject to a 30mph speed limit, therefore visibility splays have been drawn to 2.4m x 43m in both directions in line with Manual for Streets guidance. These are shown to be achievable.

Refuse collection will be undertaken on-street via Keymer Road as per the existing arrangement for other properties on the road. A bin collection point is located within the north of the site adjacent to the access and a refuse vehicle can get within 10m of the store to facilitate expedient collection.

A fire tender can get within 18m of a dry riser to reach all parts of the building from utilising the turning head within the south of the parking court.

#### Parking Provision

Car parking space dimensions will measure 2.5m x 5.0m with a 6m aisle width in accordance with Manual for Streets guidance. Vehicle tracking has been completed and shows vehicles can safely manoeuvre into the spaces provided.

West Sussex County Council do not provide any parking standards for age restricted C3 use. In some respects, travel patterns are generally closer to C2 residential care use, and WSCC's standard (Parking at New Developments Sep 2020) for this suggests a site specific assessment is required.

The proposed parking provision has been informed by research that Churchill Retirement Living (CRL) commissioned into their existing retirement living developments to better understand resident needs, operational requirements and inform the design of future developments.

Parking surveys undertaken at 20 existing CRL sites in 2023 identifies an average car parking demand of 0.29 spaces per apartment. Applying this to the 41 units indicates that an average demand for 12 spaces could be expected. On this basis, 15 parking spaces are proposed for the development, and this would therefore be sufficient to accommodate the anticipated demand, especially considering the highly sustainable nature of the site.

In the unlikely event this is insufficient, the Orion public car park provides 47 parking spaces. Furthermore, parking restrictions in the local area prevent unsafe parking from occurring on Keymer Road.

#### Building Access

The proposal is accessible and easy to move around. The entrance has been designed in a way that provides a highly legible & safe approach for both vehicles and pedestrians.

The building itself has internal layouts, specifications and construction details that will allow a safe and convenient use by owners and visitors and will fully meet the requirements of Part M of the current Building Regulations.

Communal access includes:

- Step free access to the apartments, communal spaces and parking and garden areas;
- Step free access to communal WC on ground floor;
- Step free access to external outdoor space from the entrance;
- Lift access to all floors - 8 person with a minimum 800 wide door opening and a lift car that is 1100 wide by 1400 long thus providing suitable space for most access needs;
- All communal corridors are a min of 1.5m wide to make them easily traversable by a wheelchair user.

## 5 DESIGN

### 5.8 Home & Buildings

*“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”*

National Design Guide, Para 120

#### Typical Apartments

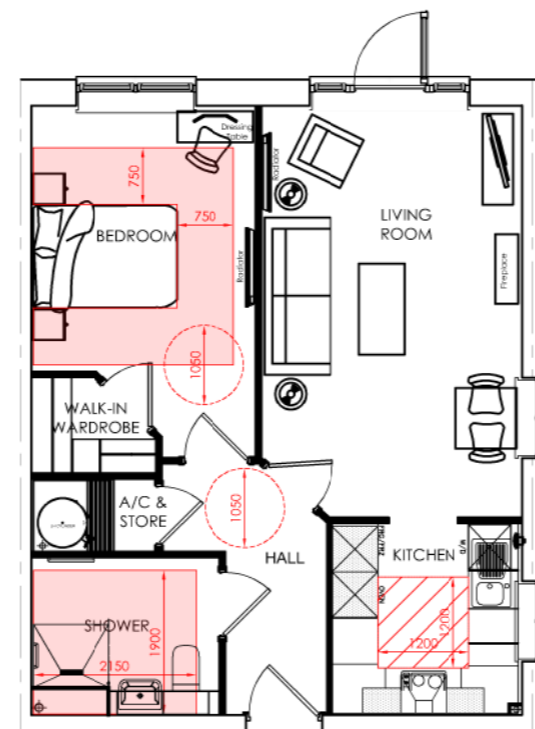
Apartments have been designed to meet the ‘**Technical Housing Standards - Nationally described space standards**’ and the space requirements of part ‘**M4(2) - Accessible and adaptable dwellings**’ of the building regulations. This provides features that accommodate a wide range of people, including older and disabled people. The internal apartment layouts have been designed to meet residents’ specific needs. CRL’s internal design team continually receives feedback from residents and managers at other CRL developments; thus allowing for periodic review as required. The use of tried and tested standardised apartment designs ensures the needs of owners are met.

The apartment designs include:

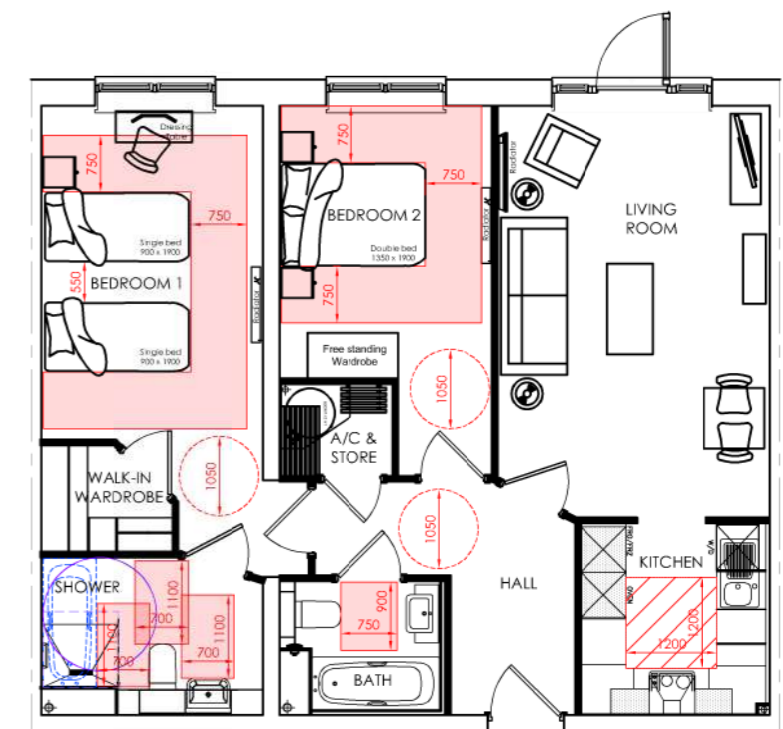
- Entrance door is at least 850mm clear width;
- Entrance Hallway with sufficient turning space;
- All hallways are a minimum of 900mm wide and any localised obstruction, such as a radiator, is located where possible to not occur opposite a doorway or at a change of direction;
- All internal doors to habitable rooms have a minimum clear opening of 775mm;
- The master bedroom allows 750mm around the bed;
- All switches, sockets and other controls are set at easily accessible heights and light switches are illuminated;

- Window handles at an accessible height between 450mm and 1200mm above floor level. All windows have safety restrictors;
- Storage space that is easily accessible;
- All habitable spaces have been designed to have good size windows ensuring a good amount of natural light;
- WCs and showers are designed to be easily accessible and with emergency call points to each space. All have easy turn mixer taps. Shower trays are low level for easy access;

- Waist height oven within the kitchen;
- Slip resistant flooring in kitchen and bathroom;
- Energy efficient, low carbon, economical heating.



Typical apartment - One bed



Typical apartment - Two bed

# 5 DESIGN

## 5.8 Home & Buildings

*‘Well-designed places include a clear attention to detail. This considers how buildings operate in practice and how people access and use them on a day-to-day basis, both now and in future.’* National Design Guide, Para 124

### Fire

Churchill representatives have undergone a preliminary enquiry with the NHBC and the county fire department to ensure support for the fire strategy. A fire tender is able to get to the extremities of all the proposed apartments in accordance with Manual for Streets requirements. Dry riser access has been located adjacent to the highway and the proposed access / parking area, thus ensuring the appliance can get to within 18m of the dry riser inlets which serve the development. See the supporting transport statement for details.

### Refuse

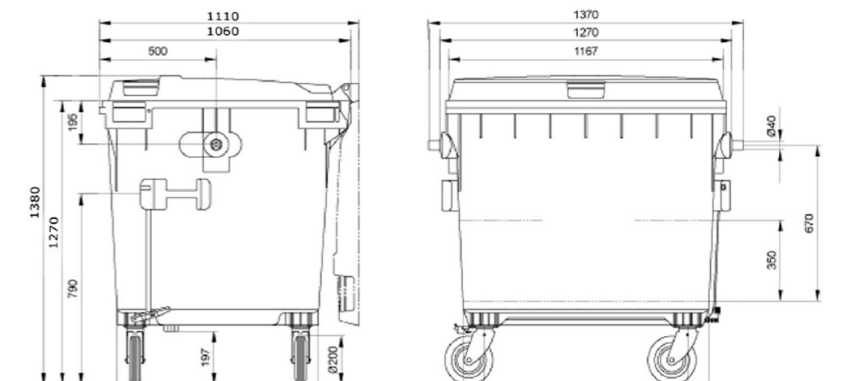
Refuse collection for the development is proposed to be collected from road-side, with the appropriately sized vehicle able to access refuse from Keymer Road. As the distance from the refuse to the highway is beyond 10m, a temporary bin collection point has been provided.

The proposed building, like all Churchill Retirement Living developments, will have a communal refuse store. This is located internally to the building due to the fragile nature of some of the residents.

Within the refuse store, small bags of household waste and recycling material from each individual flat can be decanted into larger shared wheeled bins, clearly designated for specific storage. The Lodge Manager will be responsible for monitoring the refuse area and overseeing collection.

It is worth noting that in Churchill Retirement schemes and in retirement housing schemes in general the occupancy rates are typically 50% lower than open market housing (i.e. a one bed will generally be occupied by 1 person compared with up to 2 in open market and a two bed will only ever be occupied by a maximum of 2 people compared to 4 in open market housing).

Churchill Retirement have developed a detailed understanding of the typical waste requirements attributed to their schemes based on research carried out from operational Churchill lodges across country.



# 5 DESIGN

## 5.8 Home & Buildings

### Refuse (cont...)

Research and studies into typical waste requirements at operational Churchill Lodges have indicated that the average usage for waste and recycling is 130L / apartment.

Elderly residents typically have smaller appetites due to the lower metabolic rate associated with reduced physical activity. The living and shopping patterns of elderly residents is also a factor; they are typically basket shoppers with low carbon footprints purchasing little and often which in turn generates less waste, as produce purchased is likely to be consumed on the day before perishing.

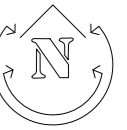
Table below showing refuse provision across other CRL developments:

	OPERATIONAL CHURCHILL LODGES					
	Bramble	Gifford	Middlemarch	Hampton	Lord Rosebury	Beaufort
No of apartments	43	29	42	39	31	46
No of 1100L bins (waste & recycling)	3 + 3 6 total	3 + 2 5 total	3 + 0 3 total	3 + 3 6 total	2 + 1 3 total	2 + 2 4 total
Collection frequency	Waste weekly and recycling fortnightly	Weekly	Weekly	Waste weekly and recycling fortnightly	Waste weekly and recycling fortnightly	Alternative weeks

Provision for 130L combined waste / apartment:

130L x 56apartments = 5330L waste + recycling combined.

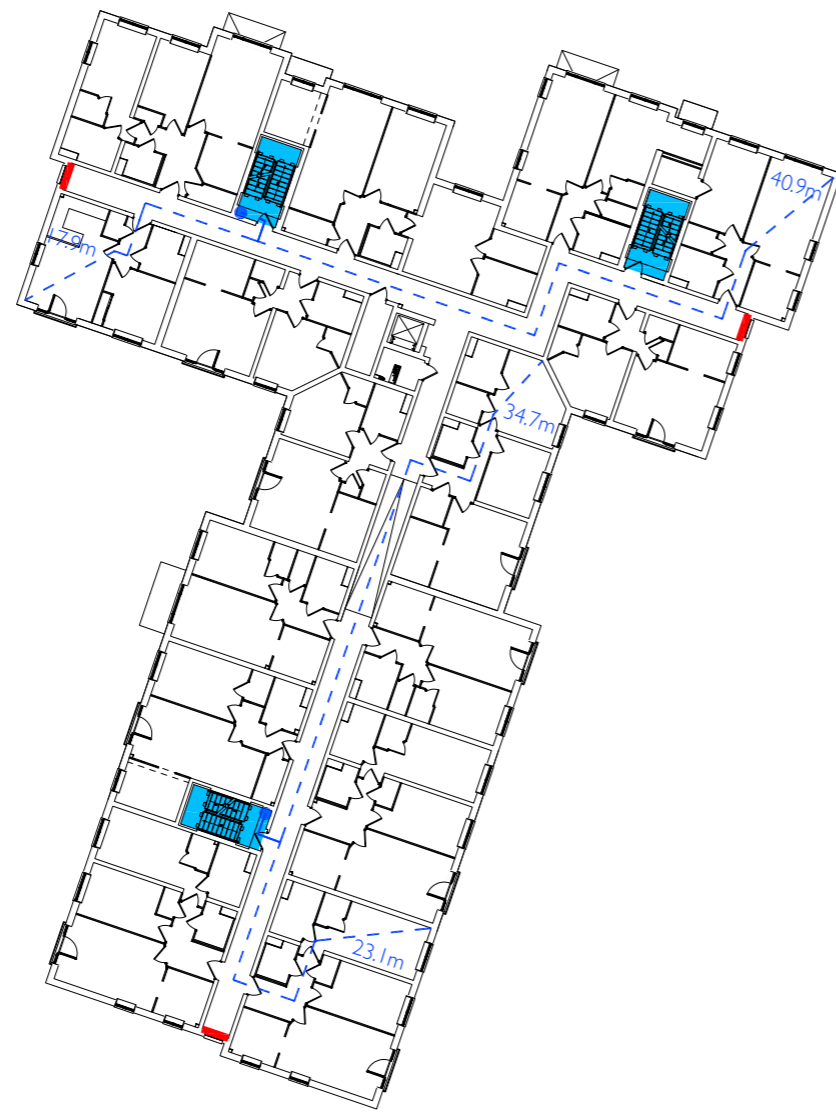
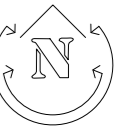
5330L / 1100L Euro bin = 4.8 = 5 bins required for this development



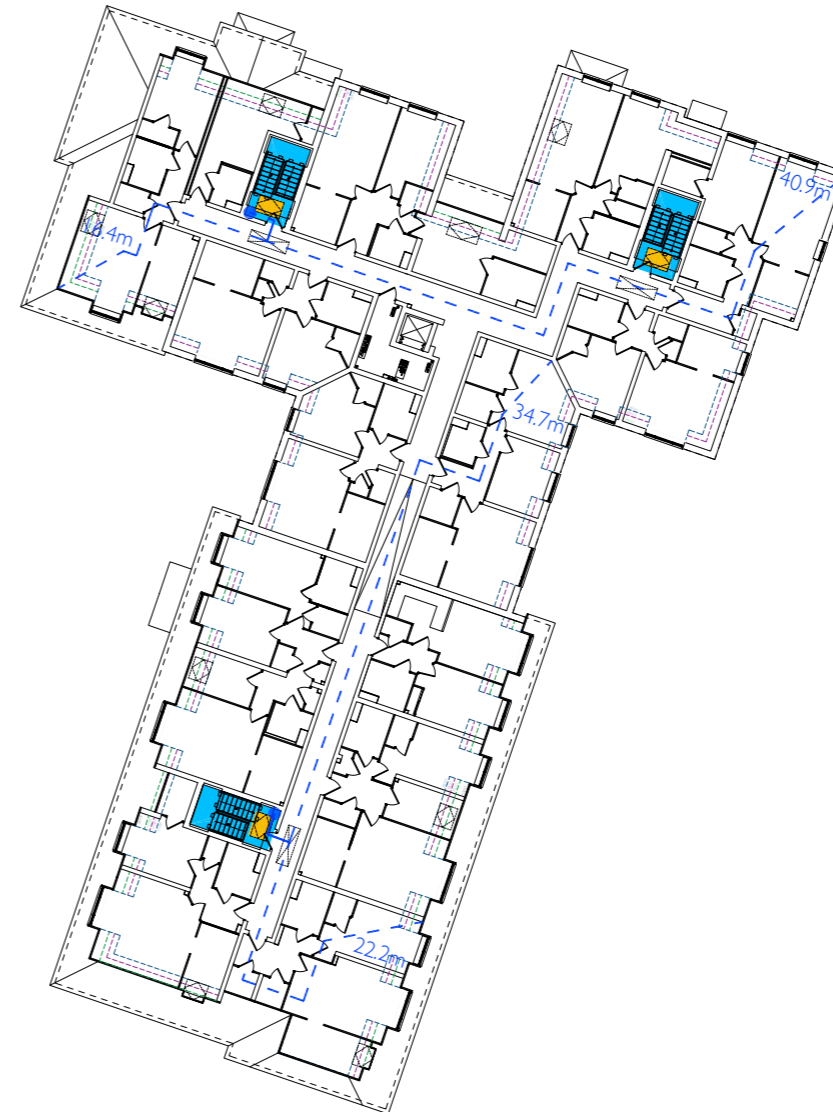
Fire strategy Plan (Ground Floor) - nts

# 5 DESIGN

## 5.8 Home & Buildings



FIRST FLOOR PLAN



SECOND (TOP) FLOOR PLAN

- DRY RISER INLET (18m max from back of appliance to inlet)
- REMOTE DRY RISER OULET (max 45m to furthest point in flat)
- - - TRAVEL DISTANCE (either from back of fire appliance or dry riser)
- - - ROUTE OF RISER PIPE (between inlet and outlet under floor slab)
- VERTICAL ESCAPE STAIRS (max 7.5m to entrance to end of corridor flat)
- SMOKE VENT - STAIR
- | FINAL EXIT / OV TO CORRIDOR END

Fire strategy Plan (nts)

# 5 DESIGN

## 5.8 Home & Buildings

### Safety and Security

*‘Good design promotes quality of life for the occupants and users of buildings. This includes function – buildings should be easy to use. It also includes comfort, safety, security, amenity, privacy, accessibility and adaptability.’*

National Design Guide Paragraph 124

Safety and Security is paramount for the occupant demographic. People are usually living alone and are often vulnerable. The presence of a Lodge Manager provides reassurance and support as well as monitoring visitors and residents.

### Development Security

Developments are secured at the boundary with the use of fencing and railings as well as defensible landscaping making clear the public realm beyond and private space that is part of the apartments.

Adequate external security lighting will be provided to illuminate the external doors, car park, driveway and paths and will be controlled by time switches or photo electric cells as appropriate.

Windows from apartments are located on all sides of the proposed development and these will provide passive surveillance from the occupants, many of whom are home for the majority of the day.

The main access into the lodge is kept to a single point where possible and this is usually from the car park. The access door is adjacent to the Lodge Manager’s office and the reception allowing passive monitoring of the entrance.

### Apartment Security

All apartments will have a careline support system. This is connected to 24-hour support so, in the event of an emergency, residents have direct contact with either the Lodge Manager or a member of a call-centre team 24 hours a day, 365 days a year.

The system provides video door entry with a standard TV, allowing owners to view any visitors on the apartment TV before choosing to let them into the main entrance. An intruder alarm is fitted protecting the front door of the apartments, while ground floor apartments have additional sensors fitted, giving that extra level of security and peace of mind.

### Doors and Windows

All windows and doors will comply with Part Q and the Disability Discrimination Act requirements.

The main doors are power assisted sliding opening. Access will normally be from a keypad, or opened from within the building.

All ground floor apartments, and any others that might be easily accessible by external means will be fitted with PIR sensors connected to a master intruder alarm panel. Patio and French doors are provided with an external handle, but, to prevent residents from using these as main doors to the apartments, no external means of locking is provided.

Flat entrance doors will be of a solid construction to an enhanced security standard and comply with a 30-minute fire rating. Doors will have intruder alarm contacts, and can be fitted with a security device for visual checking prior to opening.

### Safety

In addition to the 24 hour careline system, and the Lodge Manager’s presence, fire and smoke detectors are fitted in communal areas and within all apartments for residents safety.



# 5 DESIGN

## 5.8 Home & Buildings

### Home for healthy Life Assessment

As part of the design process Churchill undergoes a robust review of the product and the design against the Building for a Healthy Life Assessment. It is considered the proposed development meets the applicable parts of the guide outlined below:

<p><b>14</b> INTEGRATED NEIGHBOURHOODS</p>	<p>Edge to edge connectivity / Respond to pedestrian and cyclist desire lines / Continuous streets (with public access) along the edges of a development. Private drives can frustrate pedestrian and cycle movement along the edges of a development / Connecting existing and new habitats; safeguarding existing or creating new movement corridors for nature / Cycle friendly streets (see Local Transport Note 1/20) with pedestrian and cycle priority / Nudge people away from the car / Start or contribute to the delivery of a Local Cycle and Walking Strategy Infrastructure Plan / Concentrate new development around existing or new transport hubs / Short and direct walking and cycling connections that make public transport an easy choice to make / Protected cycle ways along busy streets / Intensifying development in locations that benefit from good public transport accessibility, in particularly around public transport hubs such as train stations and bus interchanges / Active frontages / Apartment buildings might separate tenure by core but each core must look exactly the same / A range of housing typologies supported by local housing needs and policies to help create a broad-based community / Homes with the flexibility to meet changing needs / Consider providing apartments and maisonettes with some private outdoor amenity space such as semi-private garden spaces for ground floor homes</p>
<p><b>38</b> DISTINCTIVE PLACES</p>	<p>Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as features / Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character / Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other / Remember the 'four pillars'12 of sustainable drainage systems / Protecting and enhancing existing habitats; creating new habitats / To find the right solution a number of different ideas and options might need to be explored / Drawing inspiration from local architectural and/or landscape character / Reflecting character in either a traditional or contemporary style / Structural landscaping as a way to create places with a memorable character / Memorable spaces and building groupings / Streets with active frontages / Well defined streets and spaces, using buildings, landscaping and/or water to enclose and define spaces / Cohesive building compositions and building lines / Front doors that face streets and public spaces / Apartments that offer frequent front doors to the street / Dual aspect homes on street corners with windows serving habitable rooms / Well resolved internal vistas / Building typologies that are designed to straddle narrow depth blocks / Designing for legibility when creating a concept plan for a place / Using streets as the main way to help people find their way around a place. For instance, principal streets can be made different to more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies and boundary treatments / Navigable features for those with visual, mobility or other limitations / Create new legible elements or features on larger developments - further reinforce legible features where necessary through the landscape strategy, building and layout design, hard landscaping and boundaries</p>
<p><b>62</b> STREETS FOR ALL</p>	<p>Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place / Pavements and cycleways that continue across side streets / Anticipating and responding to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between) / Landscape layers that add sensory richness to a place - visual, scent and sound / At least storage for one cycle where it is as easy to access as the car / Landscaping to help settle parked cars into the street / Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so / A range of parking solutions / Staying up to date with rapidly advancing electric car technology / Biodiversity net gain through features such as species rich grasslands / Create a habitat network providing residents with opportunities to interact with nature on a day to day basis. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown grass / Provide natural surveillance opportunities / Well considered management arrangements whether public or privately managed / Defensible space and strong boundary treatments / Boundary treatments that add ecological value and/or reinforce distinctive local characteristics / Well integrated waste storage and utility boxes / Front garden spaces that create opportunities for social interaction / Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas / No left over spaces with no clear public or private function</p>



# 5 DESIGN

## 5.9 Resources & Lifespan

### Sustainability

*“A compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and well-being. It uses land efficiently so helps adaptation by increasing the ability for CO2 absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution.”*

National Design Guide, Para 136

In terms of planning, addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking. It recognises that planning plays a key role in minimising vulnerability, providing resilience and managing the risks associated with climate change.

In addition to the benefits identified in section 1.5, an effective approach to reducing greenhouse gas emissions from new development is the use of efficient designs and insulation products to achieve high levels of thermal efficiency - the 'fabric

first' approach. New homes and buildings that benefit from the latest heating systems, very high levels of thermal insulation of walls, floors, ceilings, windows and doors can achieve a substantial reduction of CO2 emissions.

The focus of the design will limit the energy consumption and CO2 emissions through optimising the building performance together with energy efficiency measures following the steps of the energy hierarchy, as set out below. It will meet the requirements of Part L1A and 2A of UK Building Regulations by:

- Using less energy / demand reduction;
- Supplying energy efficiently; and,
- Using renewable energy.

The scheme has been designed to exceed Building Regulation Part L 2013 requirements with respect to the thermal properties of building fabric. The efficiency of the building fabric is the second consideration in the Energy Hierarchy. Materials will be specified to target an A or A+ rating under the Green Guide to Specification, where possible.

The building itself has sized windows to provide good daylight and natural ventilation whilst minimising overheating from excessive glazing.

Finally appropriate building services design, efficiencies and controls and the incorporation of renewable and low carbon technologies are proposed. These include:

- Solar photovoltaic systems (PV's) will be installed on the roof. Electricity produced by solar cells is clean and silent and solar energy is the most appropriate locally available renewable resource;
- Energy efficient appliances, fixtures and fittings will be installed to reduce the life cycle energy impact of the building;
- Thermostatic heating controls;
- All areas of the building internally and externally will be lit using low energy lighting and where appropriate will utilise appropriate daylight and movement sensor controls;
- Efficient electric heaters ;

Other sustainable characteristics proposed are:

- All apartments are fitted with water flow restrictors, aerated taps and dual flush WCs to reduce potable water usage;
- On-site communal recycling facilities are provided;
- Sustainable means of travel are promoted, including a mobility scooter store with electric charging points, cycle store & reduced level of car parking provision compared with open market housing;
- 'Home Shopping' scheme, which allows residents to order their food shopping collectively and have it delivered, reduces the carbon footprint of the residents by combining deliveries and cutting down on individual shopping trips.



Reduction of carbon footprint



Thermally efficient flats



Reduction of water wastage



PV's



Reduction of energy use



Recycling



Mobility scooters parking



Home shopping scheme



Photo-voltaic driven garden lights

## 5 DESIGN

### 5.9 Resources & Lifespan

*“Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050.”*

National Design Guide Paragraph 135

#### Well Managed and Maintained

Unlike other mainstream house builders, Churchill Retirement Living maintains an interest in the long term success of projects through its sister company, Churchill Estates. Ensuring developments are fit for purpose and built for longevity is therefore in the applicant’s interest. Both buildings and landscape are designed from the outset to minimise future maintenance requirements and continue to look good and work well in the long term. As and when maintenance is required this is promptly carried out by the management company.

#### Materials

Materials are selected for their value and appropriateness. By value we mean a balance between their longevity, periods of maintenance, initial cost and aesthetic qualities. Typically construction is traditional load bearing cavity wall with concrete slabs which have proven to be tried and tested robust forms of construction. Bricks are usually selected to be appropriate for the local area.

At the end of their life most developments materials will be able to be reused or recycled.

#### A Sense of Ownership

Developments are owner-occupied. Owners contribute towards an annual service charge which ensures communal areas, the building fabric and the landscape are all well maintained. By contributing to the communal upkeep both apartment owners and the freeholder have an interest in maintaining the development to as a high a standard as possible.

### 5.10 Biodiversity

The application is supported by a Preliminary Ecological appraisal, Bat Survey Report and BNG undertaken by TetraTech Please refer to consultants report for more information.

