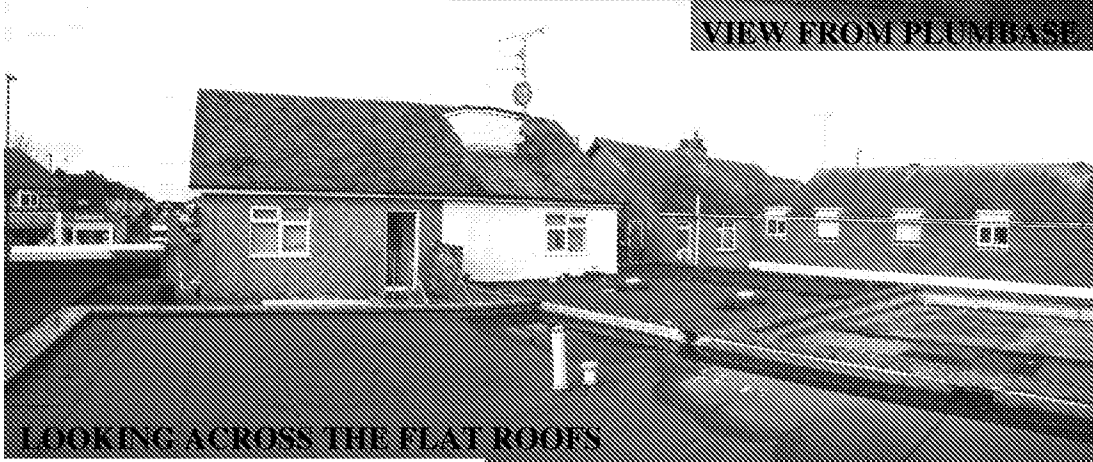
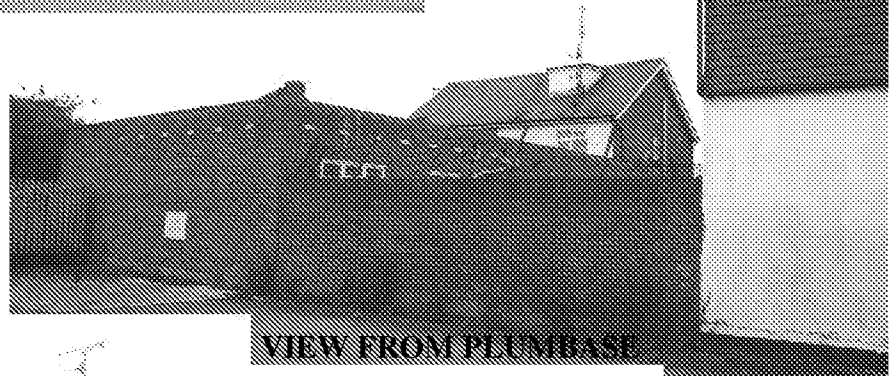
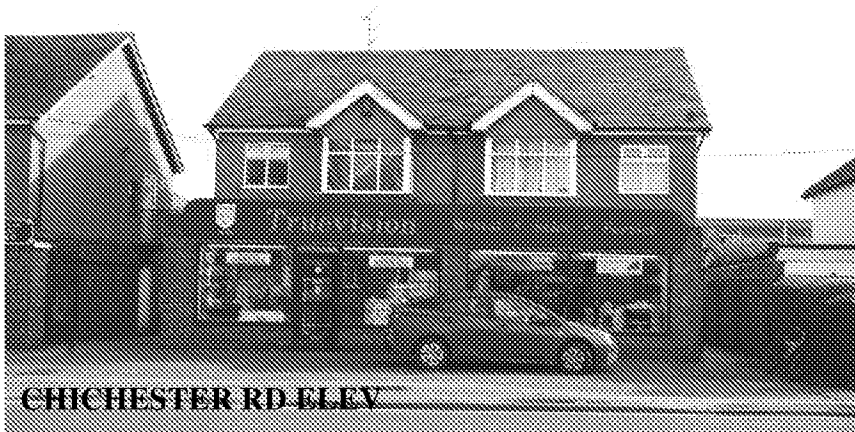


DESIGN & ACCESS STATEMENT (PAA/89/19)

1no. 2-BED and 2no. 1-BED FLATS ABOVE SHOP PREMISES TO REAR OF TRUEVISION 240 -242 CHICHESTER ROAD, BOGNOR PO21 5BA



ASSESSMENT OF PHYSICAL CONTEXT

The locality is built-up, typically two storey terrace and semi-detached housing with mixed uses including a shopping parade, within which Truevision sits, with commercial enterprises at ground floor and residential above, and light industry (Plumbase) to the rear (east).

Situated on the eastern side of Chichester Road, Truevision comprises of a semi-detached two storey property with a large shop area at ground floor and two, one-bedroom flats above accessed via a passage along the south of building which terminates in a yard area with stair. The premises extend to the rear (towards Plumbase) to provide additional repair, storage and office space at ground floor with an expansive flat roof above. To the north side is a narrow vehicular entrance (approx. 2.5m at its narrowest) between Truevision and no. 244, beyond which is a parking area belonging to Truevision.

Abutting the north wall of Truevision, where the parking is accessed, is a stair rising to a steel bridge giving access to the first floor above no. 244. The parking area itself is overlooked by four windows of one first floor flat and the bathroom window to a second first floor flat, built above number 246, these flats also face onto Fairlands road. As noted above, to the east is Plumbase with its yard abutting the Truevision site, this includes an electrical substation adjacent the boundary wall.

The site is flat and the existing buildings are typically built up to the boundaries, with boundary walls otherwise.

The building materials are typically a mix of facing brick, pebble-dash (painted and unpainted) with plain tile roofs. Windows are generally upvc, the opening surrounds being plain rendered, or brick, or with brick dressings in rendered walls.

SOCIAL/ECONOMIC CONTEXT AND PLANNING CONTEXT

Truevision has a number of outlets locally and the Bersted branch has been established since 1961. Like any established retail business it plays a useful role in the local economy particularly so for the older generation who don't want to, or cannot get to, the larger national chains but still seek a wide range of products, comparable pricing and local servicing, plus Truevision offers a repair service much overlooked in this throw-away age.

The need for reasonably priced flat accommodation is also a recognised housing requirement today and other branches of Truevision have similar flat accommodation linked to them. From the pre-application advice it is noted that the 'principle of the development is acceptable'.

Also, from the pre-application advice we can see that the national, district, local and neighbourhood planning policy requirements have been largely met by the pre-app documentation and where they fell short, we believe have been addressed by these current proposals as evidenced by the drawings or as noted within this DAS.

INVOLVEMENT OF LOCAL INTERESTS

Informal discussions of the proposals have taken place with local shop owners, flat-dwellers and neighbours and have been received without adverse comment. Perhaps the view is best expressed by the comment "what took you so long".

EVALUATION

The site is constrained by the existing building footprint, its relationship to its boundaries, the implications of the windows of the flats overlooking the car park, and any implications of the light industrial enterprise of Plumbase.

Reference to the 'Layout and Scale' section below will elucidate on how these constraints have been dealt with in the design. Here though it might be noted that Plumbase is a relatively benign neighbour in that the enterprise does not make undue noise, deliveries are modest, reasonably infrequent on a weekly basis, and mainly in the mornings.

One opportunity that does arise is the removal of a large area of flat roof which, despite best efforts, wilfully continues to leak and architecturally can only be described as bleak.

DESIGN PRINCIPLES

The development will provide one 2-bed flat and two 1-bed flats which are both an appropriate use of the available footprint and fit in well with the neighbourhood. The flats will also fulfil a national and local need for accommodation.

AMOUNT OF DEVELOPMENT

The amount of the development, its floor space, is of course a given if we are to use the flat roof available. The total amount is approximately 180m².

LAYOUT AND SCALE

The internal layout is governed by the supporting walls of the existing building upon which it is proposed to build. This neatly divides the available space into three areas which, using the guidance provided by the former DOE Spaces in the Home Design Bulletins and those of the current Nationally Described Space Standards, take the form of one 2-bed flat and two 1-bed flats.

To the north we have projected and canted the windows in order to avoid direct overlooking of the flats opposite and to engage with the far views to the north-east.

Facing Plumbase there is a gable with one non-opening window whilst flat no.3's roof slopes away from a parapet wall allowing roof windows to provide light and outlook set back from the boundary with Plumbase. Both these built elements, the gable and the parapet, all but eliminate any need to access Plumbase land for maintenance.

To the south the gable wall rises with but one small, obscure-glazed bathroom window in it (the pre-app design showed a hipped roof with normal eaves but upon further reflection this would mean we would be overhanging the neighbour's land and require access for maintenance so was redesigned to be a gable).

The roof pitches adopted are the same as those of the original building facing Chichester Road and the resulting ridge lines are virtually the same too. Thus the scale of the proposals is totally in keeping with what one would expect and what would be appropriate – with the addition of unusual cant oriel windows imparting interest.

LANDSCAPING

It was suggested in the pre-app process that there should be soft landscaping introduced within the parking area. Although the parking area is difficult to manoeuvre within, an area of planting along the boundary wall with Plumbase has been introduced. It is envisaged that pyracanthus would be a suitable shrub that would give height, being thorny would discourage illegal entry to the area from that side, and provide nourishment for bees and insects in spring and blackbirds and others in autumn and winter, and of course, bring a degree of the joy associated with nature.

APPEARANCE

As noted above the principle materials of the existing buildings are faced brickwork, pebble-dash render, painted and unpainted, windows dressed in brick or plain – essentially the new building draws from this palette and takes its lead from the existing walling upon which it is built.

The obvious variation is the treatment of the cant oriel windows and these have been shown as clad in a coloured, textured render. This marks a change from the pre-app drawings where it was suggested that tile hanging might be appropriate. However, upon further consideration, tile hanging although reflecting the flats opposite (in truth, an elevation not entirely successful or to be emulated) would be difficult to make work well with so many small faces and cuts – at best it would look laboured.

Whereas, a coloured (white or a light colour), textured render will tightly cover the various surfaces and acknowledge architecturally that it is a modern construction.

ACCESS INCLUDING BYCYCLE STORAGE AND WASTE TREATMENT

Public transport and car parking, etc.

The Truevision shop is on a bus route and is close to bus stops facilitating access to Bognor Regis town and railway station; alternatively a walk or cycle of around 2km.

In letting the existing flats there is a gentle preference for non-car owners. In truth, however, most tenants probably do own a car but over the 20 years that the existing flats have been in operation they have never used the car park – it is suspected that they make use of ample parking available in nearby, quiet side streets. However, four parking spaces have been provided for tenants as requested in the pre-app response plus it should be noted that the opportunity has been taken to widen the access by cutting back a corner of the building. Within this context it is worth noting that the Truevision delivery and repair van is taken home by its driver at night. Traditionally, shoppers park immediately outside of the front of Truevision on the wide pavement where there is room for two cars.

Stair access.

A reconfigured stair and landing rises from the same yard to provide access to both new and existing flats.

Bicycle storage.

Covered bicycle storage will be under the access stair landing as indicated on drawing no. 1742/2. It is envisaged that it will be secure vertical storage and ample space is available.

It is worth noting that over the 20 years the flats have been in existence the owners have no recollection of any bicycle being stored there.

Waste collection.

Regarding recycled waste, this will be dealt with in the current manner by the addition of three new 140 litre recycled waste wheelie bins.

Currently the household waste is left outside in black bin bags in the stair courtyard where it frequently receives the unwanted attention of seagulls who spread the waste everywhere. On waste collection day the bags are brought to the pavement to await collection where they again are subject to the attention of seagulls. Black bags are understood to be a requirement of the local waste authority – there use is clearly unsatisfactory.

We propose to provide an 1100 litre trolley for household waste in black bags. The trolley can then be run out to the front pavement area ready for collection by the refuse collectors either by lifting the bags out of the trolley or tipping the trolley into the vehicle – this assumes that the local waste authority will accept these proposals. Such a proposal will, of course, obviate the seagull nuisance.