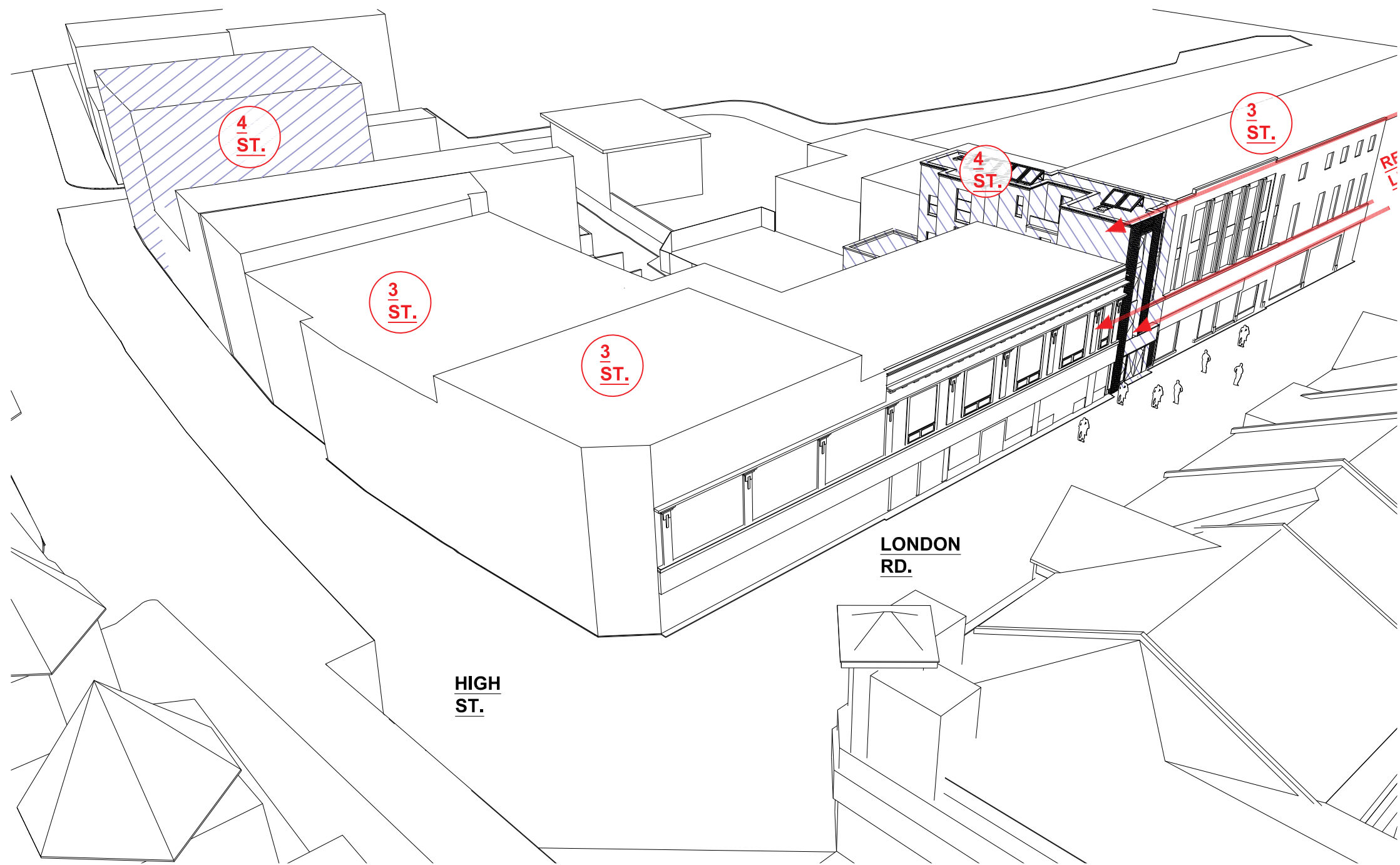


SCALE & MASSING



COMMERCIAL UNIT WITH RESIDENTIAL
DEVELOPMENT OF THREE FLATS.
LAND BETWEEN 2b & 4 LONDON ROAD ,
BOGNOR REGIS, WEST SUSSEX PO21 1QU

DESIGN APPERANCE

Policy DM D2 also requires developments to use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting.

In terms of architectural detailing, careful consideration has been given to the design and proportions, along with the detailing.

Overall, the proposal would result in a high-quality development which complies with all the relevant design criteria set out in policy DM D2 of the Adopted Sites and Policies Plan.

SUSTAINABLE DESIGN AND CONSTRUCTION

The applicant is committed to ensuring that a high standard of sustainability will be achieved within the development. This will include minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water. As per Core Strategy policy, the scheme will seek to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption not exceeding 115 litres/person/day.



COMMERCIAL UNIT WITH RESIDENTIAL DEVELOPMENT OF THREE FLATS.
LAND BETWEEN 2b & 4 LONDON ROAD ,
BOGNOR REGIS, WEST SUSSEX PO21 1QU

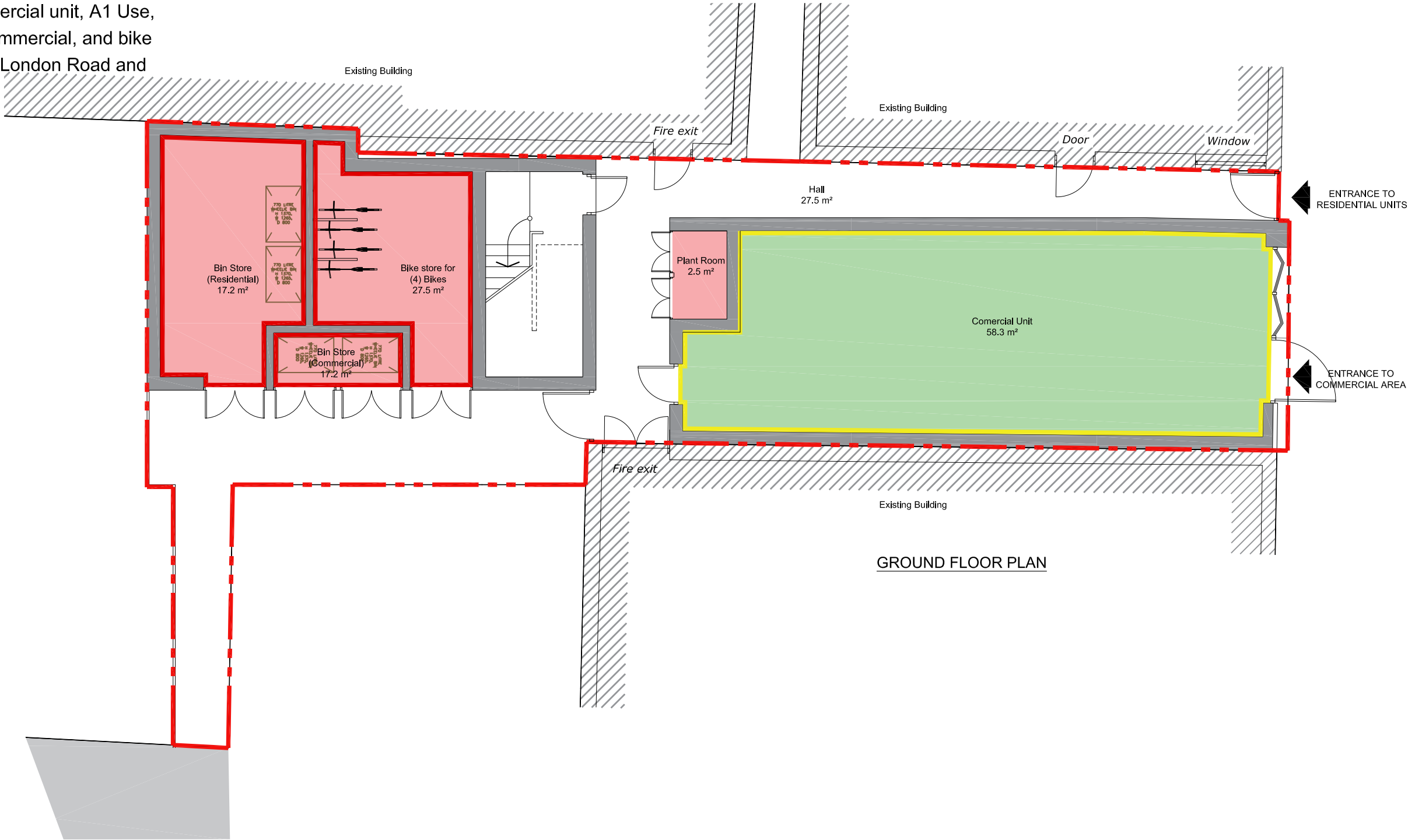
COMMERCIAL A1-UNIT

The Ground Floor accommodates a commercial unit, A1 Use, plant room, bin store for residential and commercial, and bike store . Residential units have access from London Road and John Street. Refuse collection is accessed from John street.

ACCOMMODATION SCHEDULE

- GROUND FLOOR
COMERCIAL UNIT - 58,3 m²
BIN STORE (RESIDENTIAL) - 17,2 m²
BIN SORE (COMERCIAL) - 17,3 m²
BIKE STORE - 27,5 m²

- KEY
BIN & BIKE STORE
COMMERCIAL UNIT



COMMERCIAL UNIT WITH RESIDENTIAL
DEVELOPMENT OF THREE FLATS.
LAND BETWEEN 2b & 4 LONDON ROAD ,
BOGNOR REGIS, WEST SUSSEX PO21 1QU

HOUSING MIX

New development will provide an appropriate mix of housing sizes and types based on the needs of the local area.

The scheme will provide an appropriate mix of 1 and 2 bedroom properties.

Quality of Accommodation

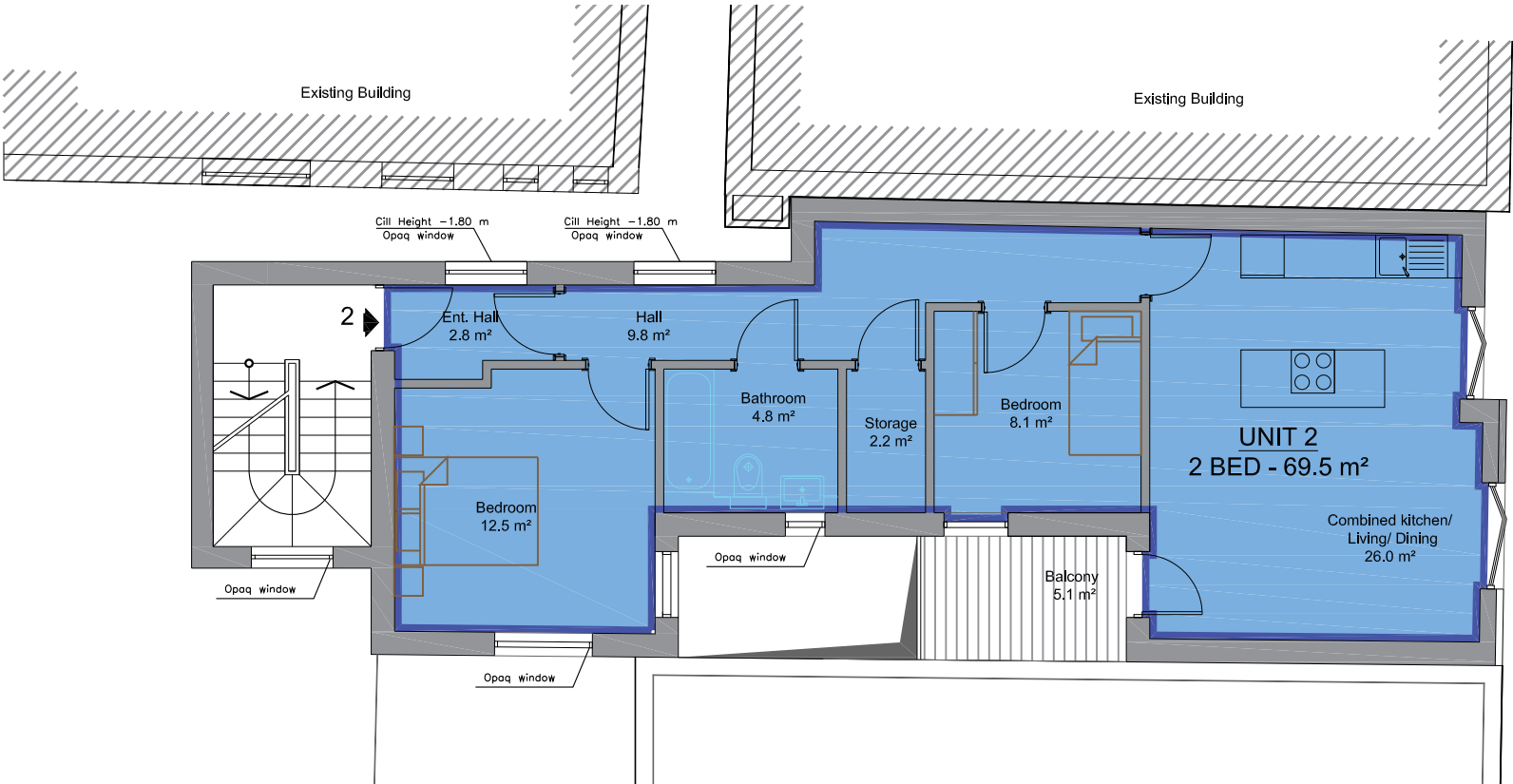
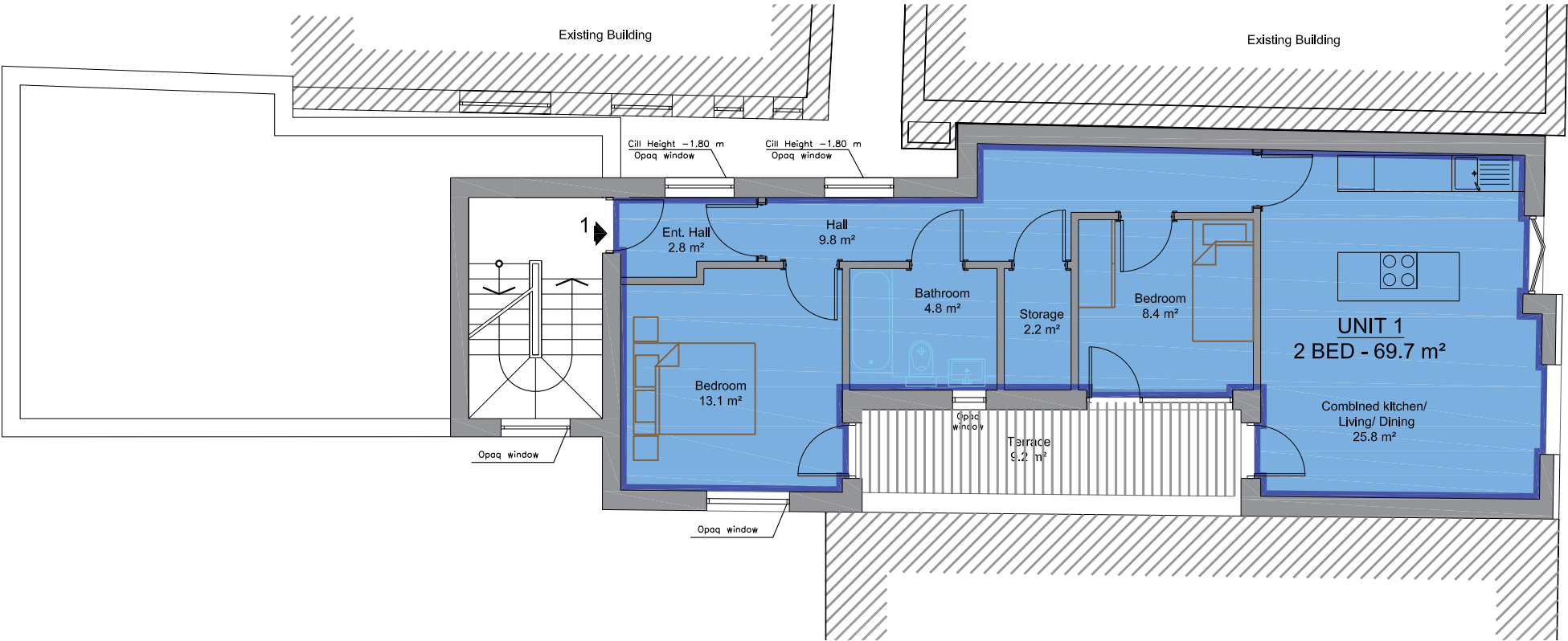
The proposed development exceeds the minimum space standards for new dwellings.

The scheme has also been designed to comply with other requirements set out, including generous floor to ceiling heights to all rooms, large window openings. As such the proposed units would benefit from good levels of good daylight/sunlight

Amenity space Provision

All development to provide appropriate outdoor amenity space and states that for flatted developments. This requires a minimum standards of private outdoor space for 2-3 person dwellings.

Each of the proposed units would be provided with private and useable outdoor amenity space, in the form of a balcony/terrace.



KEY
■ 2 BED UNIT

HOUSING MIX

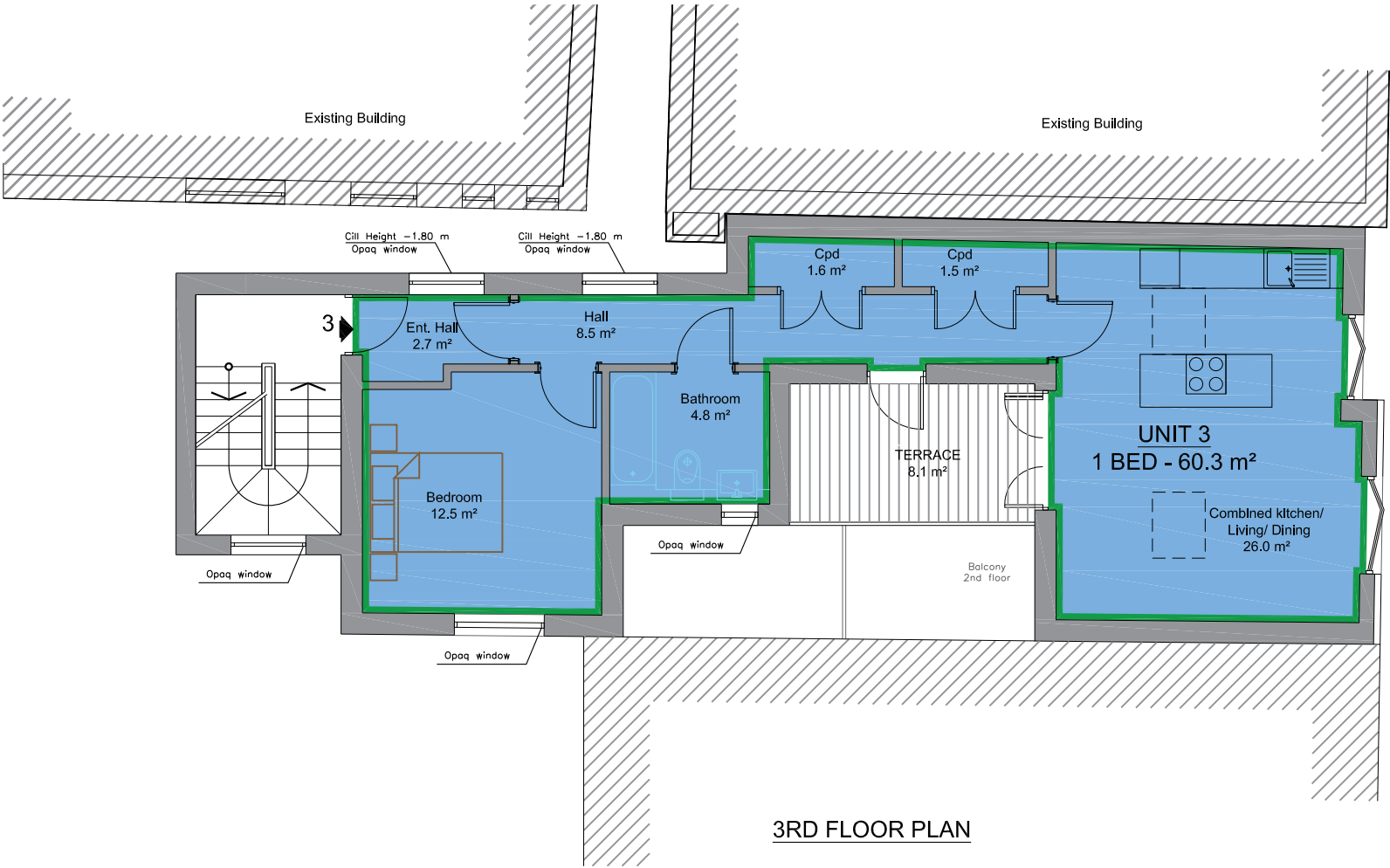
Noise Pollution

Paragraph 180 of the NPPF requires new developments are appropriate for their location, avoiding noise giving rise to significant adverse impacts on health and the quality of life.

The proposed location of the development comprises a town centre location with active adjacent uses in close proximity. The building will be designed to mitigate adverse noise for the residents with the introduction of acoustic improvements to windows and wall construction.

Housing Supply

The proposals would comprise delivery of new housing on previously developed land within a built up area boundary. The Council's Annual Monitoring Report (2017-2018) anticipates the delivery of 76 dwellings per annum throughout the 5 Year HLS period of 2003 - 2017. Development of this nature on this site would contribute to the Council's delivery of windfall sites



KEY
■ 1 BED UNIT

IMPACT ON NEIGHBOURING RESIDENTIAL AMENITY

The Sites and Policies Plan seeks to ensure that the living conditions of neighbouring occupiers are not unduly diminished by proposed developments.

The scheme has carefully been designed to minimise the impact on neighbouring properties.

Overall, the proposal would not have a detrimental impact on neighbouring residential amenity.

TRANSPORT

Whilst the site has a PTAL rating of 3, this belies its true accessibility being within easy walking distance of Tooting Train Centre and Tooting Town Centre with all of its services and facilities. Furthermore it falls within Control Parking Zone (GC) which contains a number of residential streets to the east of London Road/Mitcham Road.

Policy CS20 of the Core Strategy seeks to implement effective traffic management within the Borough, by requiring, amongst other things, that new development does not have an adverse effect on-street parking and traffic management. The policy supports permit free developments in CPZs such as this where there is good access to public transport services and other local facilities.

Whilst the application provides no on-site car parking, there will be a total of 4 cycle parking spaces in a convenient and secure store at the rear of the building in line with Arun DC standards. The applicant is willing to sign a S106 Agreement to ensure that the three residential units are designated 'Permit Free.' As such the proposal would not have an adverse impact on street parking on the surrounding residential streets.

CONCLUSION

The proposed development provides the opportunity to optimise the development on the site in a manner which is much more compatible to the surrounding context than the existing empty space, which is somewhat of an anomaly in the street scene.

The proposal would provide a good mix of one and two bedroom, high quality new homes, thereby providing a valuable contribution towards Arun DC Housing targets in a manner which would preserve neighbouring residential amenity.

The scheme follows a design led approach, taking into consideration the sites constraints and opportunities. The design reflects ideas of its time whilst respecting the existing neighbouring buildings.

Great care has been taken in detailing and material choice providing a cohesive relationship between the existing and new.

The development is in a sustainable location benefiting from the amenities and transport links in close proximity and will provide much needed 1 and 2 bedroom residential accommodation.

Based on the design rationale and philosophy explained on previous pages, we believe that the proposal will enhance the character of the area and provide high standard living for a broad range of people.