

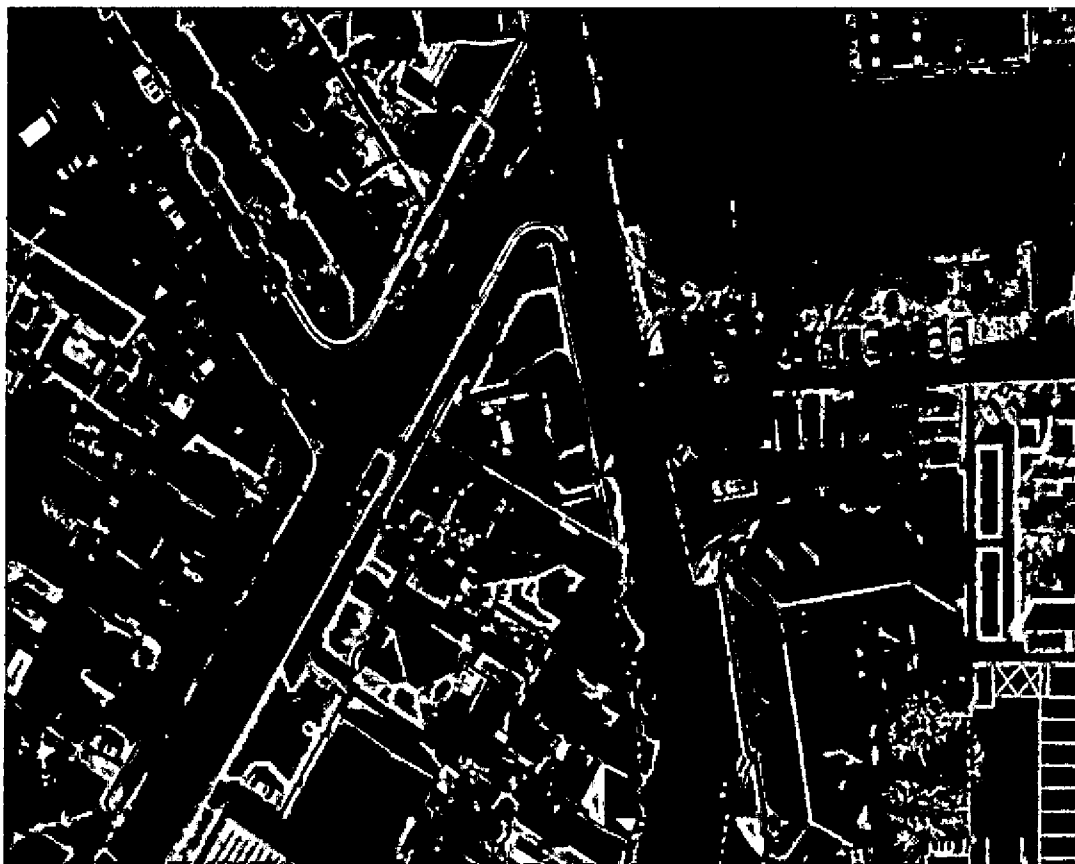
Design & Access Statement for

Mayfield Kitchen Site, 168 London Road, Bognor Regis, West Sussex

Assessment of Physical Context – the proposed site is circa 255sq.m in area, is triangular and flat, and sits in a prominent position at the junction of Spencer Street and London Road. The site sits within 500m of Bognor's main shopping streets and main line railway station

The site is currently occupied by 2no retail units, a kitchen supplier and fitter and record shop occupying single storey elements, and 1no 2 storey house.

The site boundaries are the building themselves and brick walls of varying heights. The buildings sit directly on to the back edge of the public footpaths.



The surrounding buildings are predominantly 2 + 3 storey residential buildings with some nearby higher buildings i.e. the Police Station and Library. The adjacent property, no.164 London Road is unusual in being single storey. Further along Spencer Street and London Road there are some more 3 storey apartment blocks. Architecturally, Spencer Street and London Road has a variety of styles. There are the traditional brick houses, but there are also properties that are rendered with slate roofs and rendered or brick with slate mansard roofs.



Social/economic context + planning context – the site as it stands currently, is a little run down, which is in contrast to the surrounding area and along both Spencer Street and London Road, which has been gradually redeveloped and refurbished. The proposed development on a site, so prominent, will enhance the setting and amenities of the area.



Policy GEN2 Build-up Area Boundary – states development or redevelopment will be permitted within the built-up area boundaries...

The proposal is for the redevelopment of a brown field site close to the centre of Bognor, and therefore the proposal does not contradict this policy.

Policy GEN4 – Location + Travel Demand – states that when considering proposals for new development, consideration will be given to the effect the proposal will have on demand for transport. Planning permission will be granted provided that:- the property minimises the demand for travel, does not immediately add to existing road congestion etc.

The site is within 500m of Bognor's main shopping streets and main line railway station. Provision has also be made on site for the storage of bicycles.

We therefore feel that the proposal does not contradict this policy.

Policy GEN5 – Provision of new residential development – The plan makes provision for 8,700 new dwellings to be built within the district during the period 1996-2011 to meet the demand of the district. The provision of 5 new apartments and 1 retail unit does not contradict this policy.

Policy GEN7 – the form of new development – development will be permitted provided it makes efficient use of land, responds positively to the characteristics and resources of the site and surrounding area and does not have an unacceptable adversely impact on the adjoining properties and surrounding area.

The proposal pays reference to the characteristics of the surrounding buildings in terms of its appearance and layout. For these reasons & together with its proximity to public transport and shopping, we feel that the proposal does not contradict this policy.

Policy GEN8 – Development and the provision of infrastructure – states that development will not be permitted unless the infrastructure or facilities made necessary by the development are available or will be provided at the appropriate time.

The proposal is within easy walking distance of shops, library, public transport, public open space (Hotham Park), Schools and library etc. We therefore contend that the proposal does not contradict this policy.

Policy GEN11 – Inland Flooding – the site is outside the Environment Agency's Flood Risk area and therefore the proposal does not contravene this policy.

Policy GEN12 – Parking in New Developments – states that the Local Authority will look at each development and consider the amount of parking required in relation to its location and access to public transport and the issues regarding environment + highway safety.

The sites position makes on-site parking a Highways issue and being near an under used public car park, we feel that not providing on-site parking does not contravene this policy. As stated before the central Bognor position and its proximity to public transport also means the proposal does not contravene this policy.

Policy GEN14 /16– Public Transport- Cycling and Walking – for reasons stated previously, proximity to public transport etc, we feel our proposal does not contradict this policy

Policy GEN18 – Crime Prevention – the scheme has been designed to meet Secured by Design requirements where possible & measures as far as practical will be taken to reduce the risk of crime, therefore the proposal does not contravene this policy.

Policy GEN24 – Energy + Water Conservation – The Council will expect all new developments to facilitate energy and water efficiency – the proposal will comply with all current Building Regulations and all up-dates therefore the proposal will not contravene this policy.

Policy GEN31 – Contaminated Land - the site itself and the surrounding area are not contaminated and therefore do not contravene this policy.

Policy GEN32-34 - Noise, Light + air pollution – The scheme has been designed to minimise the impact of the above on the surrounding area.

Involvement of local interests – We have not had any consultations with any interested local parties, apart from the local planning authority.

Evaluation –

1. After discussions between our client and ourselves and, Arun DC planning dept and ourselves, it was decided a more traditional looking building, with a mansard roof and brick/render walls would be appropriate. We therefore designed a building, with a single storey element with a mansard roof adjacent to 164 London Road, which integrates the proposal into the street scene. The proposal then increases to 2 storeys and then 3 storey with a mansard roof and tower element at the junction of London Road + Spencer Street.
2. Conclusion. – The proposed development has been designed in conjunction with the client and in consultation with Arun DC planners and has been designed to be sympathetic and to enhance its surroundings. The buildings scale and impact has been designed to be kept to a minimum.
3. The site is within the built-up area of Bognor adjacent to mainly residential properties, with a police station, railway station, shops and schools in the near locale. Although the site is near Bognor's main shopping area and the site currently has 2 retail units it was felt that as the site was on the fringe of this area, a residential scheme was more appropriate, however, after discussions with our client and Arun DC a retail unit has been included within the scheme.

Design Principles – the development is for 1 no. retail unit and 5 no. 1 + 2 bed apartments on 1-3 storeys. Apartments were chosen as the site is away from the main shopping area and is adjacent to a mainly residential area, but as stated above, a single retail unit was added. The site is also on the prominent junction of Spencer Street and London Road. The proposal was arrived at after discussions with Arun District Council Planning Department.

Amount of Development – the development is for 1 no retail unit and 5 no. 1 + 2 bed apartments on 3 storeys. The apartments range in size from circa 41sq.m for a 1bed / 2 person unit to circa 78sq.m for a 4 bed / 3 person unit. The number of units was reduced from 7 to 5 after discussions with Arun District Council. See Appendix B.

Layout – the siting of the development is determined by the shape of the site and the density required for new developments.

The proposed layout has been arranged to take account of the connection between the existing buildings and public domain which sat on the back edge of the public footpath. The proposal has been designed to replicate this. As the site is so prominent

the proposal has been designed to enhance this route into Bognor and enhance the residential area.

Scale – the buildings on the site at present are single storey and flat roofed, and 2 storey with pitched roof. The buildings surrounding the proposal are generally 2 storey, but there are 3 storey apartment blocks in both Spencer Street and London Road, as well as the Police Station being 3 storey. The only anomaly in the vicinity is no.164 London Road which is single storey.

The proposed building is for 1 no. retail units and 5 no. apartments over 2/3 storey with a mansard roof. The mansard roof is designed to minimise its impact by reducing the overall height of the building, again after discussion with Arun District Council.

Landscaping – As the proposal covers the majority of the site, space has been left for small outdoor areas for the apartments at the junction of Spencer Street and London Road, either with a small patio at ground floor or balconies at first and second. Some form of landscaping will be encouraged in these areas with planting in pots etc.

Appearance – The buildings on site currently are of varied appearance – rendered with a mansard roof, facing brick with a pitched slate roof and brick and render with a flat roof.





The surrounding properties are traditional type of dwelling, being rendered or brickwork with pitched slate roofs, rendered with a flat roof and either rendered with a slate mansard roof or face brick with a slate mansard roof.





After discussions between our client and ourselves and, Arun DC planning dept and ourselves, it was decided a more traditional looking building, with a mansard roof and brick/render walls would be appropriate. We therefore designed a building, with a single storey element with a mansard roof adjacent to 164 London Road, which integrates the proposal into the street scene. The proposal then increases to 2 storeys and then 3 storey with a mansard roof and tower element at the junction of London Road + Spencer Street

Access – Although no specific consultation has taken place concerning access to the proposal, it will be designed to comply with all current regulations including Part M of the current Building Regulations.

Conclusion – The proposed development has been designed in conjunction with the client and in consultation, following several meetings, with Arun DC planners and has been designed to be sympathetic and to enhance its surroundings. The buildings scale and impact has been designed to be kept to a minimum.

Bin Statement:-

1 no. retail unit + 5 no. apartments residual waste = $6 \times 240L = 1440L$

1 no. retail unit + 5 no. apartments recyclable waste = $6 \times 240L = 1440L$

Total Waste = 2880L

Total Bin Provision = $2 \times 1100L + 2 \times 600L$ bins = 3400L Total

Bin Pulling Distance = 6.4m from London Road

Sustainability - Sustainable design is a vital tool in addressing the sustainability and climate change agenda. It will help to reduce the impact of new developments on the environment for us and for future generations by ensuring that the design of buildings takes into account the efficient use of resources, both during the construction of the building and in the future.

The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations.

Benefits to the environment from sustainable design include:

- Reduced greenhouse gas emissions
- Better adaptation to climate change
- Reduced impact on the environment

This energy statement provides a brief overview of how the developer will make the design of the proposed dwellings achieve a CSH level 3 rating and included within this statement are the following topics –

1. Location, layout and wellbeing
2. Energy efficiency and renewable energy
3. Use of Water
4. Sustainable construction and materials
5. Pollution and waste management
6. Summary

1 - LOCATION, LAYOUT AND WELLBEING

Careful consideration has been given to the proposed layout of the development. The design takes into account the specific characteristics of the site and develops places that create pleasant living conditions.

Specifically the development takes into consideration the following –

- The development is close to essential services and facilities, including public transport.
- Minimising over-shading from trees and buildings. The existing site has no trees or bushes which may have affected the natural daylight into the dwellings.
- The design uses a compact design which is more efficient than sprawling layouts.
- Minimising hard surfaces to help drainage.
- Use of large glazed areas which will provide high levels of natural daylight

2 - ENERGY EFFICIENCY AND RENEWABLE ENERGY

The development will benefit from the use of a renewable energy source which will result in a saving of around 20% of the electricity used in each dwelling and thus cut the cost of fuel bills for the eventual occupier.

Specifically the development will provide the following –

- A renewable energy source to be used most likely to be either photo voltaic, solar thermal panels or air source heat pumps, to provide a portion of the hot water and heating throughout each of the new dwellings.
- Excellent insulation for the roof, walls and floor of the buildings as well as ensuring that good draft exclusion is provided for doors and windows.
- Incorporating systems that regulate the use of heat, light and hot water.
- Including measures that enable the control of ventilation.
- Energy efficient heating system for the new dwellings.
- Low energy lighting.
- Use of energy efficient white goods to the ratings set out within the Code for Sustainable Homes.

3 - USE OF WATER

To achieve Code for Sustainability level 3 each property within the new developments will use no more than 105L/person /day

Measures to limit the use and demand for water on this development will include

- Providing water saving taps.
- Flow restrictors for showers.
- Dual flush WCs.
- Standard sized baths but restricted to around 150L.

4 - SUSTAINABLE CONSTRUCTION AND MATERIALS

The sustainability of the materials that are used in any building depends upon the energy required to manufacture the materials, the lifespan of the chosen materials, the potential to recycle the materials, the environmental impact of transporting the materials and the costs of disposal.

Taking all these factors into account the materials used in the construction of the new development will encompass and integrate into the development the following: performance

- Materials to be found locally. Locally sourced materials are sustainable because transport costs are lower and they also contribute more to the character of the local area.
- Minimise the production of waste and encouraging recycling as an integral part of the construction and design of the development. Sustainable construction practices will be adopted and consideration will be given to how materials will be recycled at the end of a building's lifespan.
- Reuse and recycle construction and demolition waste on site where possible.
- Maximise the use of recycled materials in construction where possible.
- Sustainable site management to be used during and after construction and an example of this includes:
 - Adopting a best practice approach to site management during construction (ie CIB Considerate Contractors Scheme)
 - Producing a Home User Guide that provides non-technical information about the environmental of a home and its technology

5 - POLLUTION AND WASTE MANAGEMENT

The new development will seek to minimise the impact of pollution. Measures to be incorporated within the design include:

- Careful consideration has been given to the layout to disperse pollution entering or leaving the site.
- The party walls will be designed to a high standard to avoid noise transmission between dwellings.
- External lights will be located to avoid light pollution into the dwellings.
- Minimise the production of waste and encouraging recycling as an integral part of the design of this new development by providing space for the storage of waste.

This will be incorporated into the new design by:

- Ensuring that recycling and waste storage facilities are screened to reduce the visual impact upon the landscape.
- Provide recycling and waste storage facilities in a way that makes the waste accessible to collection crews.

6 - SUMMARY

It is anticipated that the development will incorporate into the design the items above and thus achieve Code for Sustainable Housing level 3.

Below is a bullet point list of some of the items included within the design and noted above:

- Orientation of the buildings promotes natural sunlight / daylight into the dwellings
- A renewable energy source to be used most likely to be either photo voltaic, solar thermal panels or air source heat pumps, to provide a portion of the hot water and heating throughout each of the new dwellings.
- Excellent insulation for the roof, walls and floor of the buildings as well as ensuring that good draft exclusion is provided for doors and windows
- Incorporating systems that regulate the use of heat, light and hot water
- Including measures that enable the control of ventilation
- Energy efficient heating system for the new dwellings
- Low energy lighting
- Use of energy efficient white goods all to be CSH compliant.
- Providing water saving taps, flow restrictors for showers , dual flush WCs and standard sized baths but restricted to around 150L
- Materials to be found locally.
- Minimise the production of waste and encouraging reuse and recycle construction and demolition waste on site where possible
- Maximise the use of recycled materials in construction where possible
- Producing a Home User Guide that provides non-technical information about the environmental performance of the home and its technology
- The party walls will be designed to a high standard to avoid noise transmission between dwellings.
- External lights will be located to avoid light pollution into the dwellings
- Minimise the production of waste and encouraging recycling as an integral part of the design
- Providing bird and bat boxes