

33 Chichester Road Bognor Regis PO21 2XH

Design & Access Statement in support of a Change of Use to include A1 (Food Retail Convenience Store)

Issue Status:

Revision	Date	Description
-	2 Oct 13	Issued for initial comment
A	3 Oct 13	Issued in support of Detailed Planning Application



Aerial view of Site

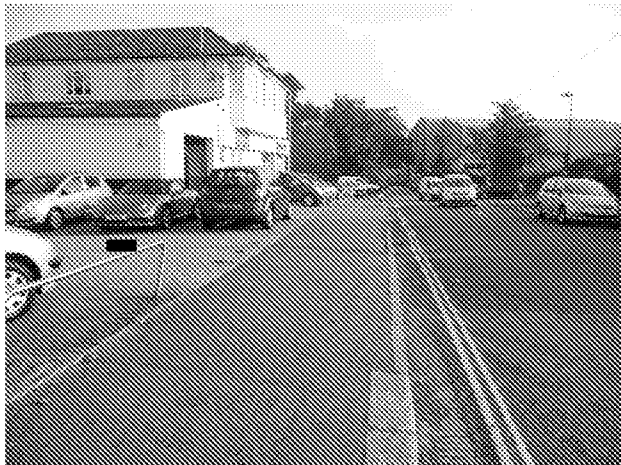
Introduction:

An application is to be made to Arun District Council for a change of use of the ground floor at the existing Nye Timber Motor Vehicle Sales and Servicing/ Repair Centre at 33 Chichester Road, Bognor Regis for A1 (Retail), in addition to the Sui Generis class of Motor Vehicle Sales and Servicing/ Repair.

Context of the Site:



The site, is currently occupied by Nyetimber a retail car sales centre with onsite servicing and repair workshops located between Town Cross Avenue and Hillsboro Road with the main frontage on Chichester Road. The building consists of a two storey detached masonry constructed building under a pitched tiled roof with a glazed frontage to Chichester Road (North East), a mono lean too structure to the rear (South West), a single storey flat roof glazed fronted workshop to the side (North West) and an external steel staircase that provides access to the first



floor residential flat. To the rear of the site is a large hard surfaced and walled vehicle parking area, which is accessed off Hillsboro Road via an existing drop kerb. The site also has drops kerbs for vehicular access on Town Cross Avenue and on Chichester Road and a demountable railing barrier facing Chichester Road. The site is within the Built up Boundary Area 6 on Inset Map B and therefore would comply with Policy GEN2 for potential development and change of use.



The site occupies an overall area of 890m^2 (0.0890 hectares) measured from Hampshire Land Survey and has a topographical range between 5.15 – 6.0 AOD. The existing main entrance doors have a ramped access on the South East Elevation to an internal floor level of 5.77m.

The buildings external footprint within the site occupies 333m^2 and the internal floor area of 309m^2

A regular bus service operates between 15-20minutes in both directions with Bus stops outside Chichester Road Ambulance Station and just to the west of the site when travelling westwards towards Chichester. The site has pedestrian pavements which also provide safe access for foot traffic.

Consultations:

No consultations have been undertaken at this time.

Design Opportunities, Solution:



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Block Plan

The applicant sees an opportunity for a Convenience Store Retail Outlet with the usual ancillary services associated with this type of Local Convenience Store. No confirmed internal dilation at this stage is available. The site is ideally located within the established residential catchment area of South Bersted and close to the Bognor Regis War Memorial Hospital in Shripney Road (opposite) and also within easy reach of the University of Chichester (Bognor Regis Campus).

The project is aiming to provide a Local Convenience Store to the ground floor area only as highlighted on the application drawings with parking to the rear of the site and pedestrian access to the front, plus customer cycle parking to the front. Openings hours would be from 7.00am – 11.00pm (23.00hrs) 7 days a week.

The application is for an additional change of use (without works) A1 Convenience Store Retail on the Ground Floor. The site currently has the benefit of a Sui Generis class use for Motor Retailing.

At this current time details on any external alterations and additional structures are unknown and as such the application is submitted on a “**without works**” basis. It is anticipated that the majority of the ground floor glazing is to be maintained and the principle access to the retail unit will be from the Hillsboro (South East) part of the site.

Customer parking is to be confined to the existing car park accessed via a long and existing drop kerb within Hillsboro Road. The car park can currently accommodate a total of 18 vehicles within a typical 2.4 x 4.8 space with a access and turn area width of 5.6m wide. The car park overall footprint is 15.34m wide x 23.1m in depth and has a circa 2.0m high masonry wall separating it from the neighbouring residential property. The car park area will also act as a delivery area for the store.



Surrounding roads currently have highway parking restrictions in place through the use of double yellow lines, which are enforceable within the normal highways traffic regulation act and should be seen as sufficient deterrent to stop customers from parking either on Chichester Road or at the ends of both Town Cross Avenue and Hillsboro Road.

It is anticipated that general waste and recycle facilities will be provided to the rear of the site off the existing car parking area and visitor cycle hoops provided along Chichester road area of the site. Visitor cycle hoops can be provided within the site to further encourage customers to use an alternative modes of transport along space for buggie parking close to the main front door.

National Planning Policy Framework (NPPF)

One of the principal documents for gauging acceptability of developments is the NPPF issued in March 2012 and this is all in favour for achieving a sustainable development under 3 main headings “an economic role” “a social role” and “an environmental role”. Under the heading *Core planning principles* there are 12 principles, 10 are listed below, all of which can be associated with this proposal.

- *be genuinely plan-led, empowering local people to shape their surroundings*
- *not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;*
- *proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.*
- *always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;*
- *take account of the different roles and character of different areas, promoting the vitality of our main urban areas,*
- *encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;*
- *promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas*
- *conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;*
- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and*
- *take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.*

NPPF Para 14 states “At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.” And this is reinforced under a section headed “Delivering sustainable development”, which goes on to state various commitments from Government which will proactively support development that is sustainable and secures economic growth and creates jobs and prosperity.

Para 30 give support to “Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.”

Section 8 goes into “promoting healthy communities” and several paragraphs discuss items such as delivery of facilities and services that plan positively for the provision and use of shared space such as local shops.

The location minimizes / negates the need to use motor car to travel to it and as such contributes to reducing congestion on the roads, decrease air pollution and increasing a healthier mode of transport. The site has very convenient access to public transport in both directions on the Chichester Road and It is therefore concluded

that the site accords with the principals set out in the NPPF. The site is also conveniently located in a residential area and close to several major organisations that would require the use of the facility and again this would accord with the key principles within the NPPF.

Within the Adopted West Sussex Structure Plan 2001-2016: LOC1 (a) The change of use of the existing built stock to a Convenience Store Retail is in line with this policy as it fulfils requirement (2) and reuses existing buildings without extensive alteration or reconstruction to achieve the change of use.

Arun's District Council Local and West Sussex County Council policies also look to promote sustainability through non reliant on the private motor car and the use of existing building stock, as well as generating jobs for local people, all of which this application provides.

Materials:

Materially the building would remain as seen, but any alterations would be applied for independently of this change of use

Transport Statement:

The application drawing 13-943-PL1001 shows the location of the existing 18 space car park that is used in relation to the current car sales and service centre. The access to the car park is to be retained and unaltered for the proposed change of use. It is anticipated that the current car park is more than adequate to serve the proposal of a food retail convenience store, especially as the building is located within a built up residential area and an area where a number of employers are located. Current double yellow parking restrictions would be sufficient to enable enforcement of parking adjacent to the proposal.

The surrounding roads have ample off street parking for the staff, should they decide to drive to work. Hillsboro Road is located East of the White Horse and runs parallel with Town Cross Road. It runs in a South westerly direction from the junction with Chichester Road and is a two way road within a residential area, with unallocated parking available on both sides of the road. The first 56m from Chichester Road was restricted to no parking with a solid white line and double yellow lines on boths sides of the carriage way. A short length for 4 cars was available on the Eastern side after a shorter 16m length of double yellow lines. The properties in Hillsboro Road are larger than those in Town Cross Ave and each property had a drop kerb. Due to the size and spacing of the properties unallocated spaces on the highway were available.

Delivery vehicles can access the car park whilst unloading goods for the store.

Crime prevention:

Crime prevention initiatives that could easily be incorporated around the site

- Low powered wall lighting is distributed around the site to provide a background safe access lighting without creating excessive light pollution
- Secure locks to any hidden or exposed access door

- Security bollards to car park entrance for when the store is closed to eliminate antisocial use of the car park by vehicular use.
- CCTV surveillance of areas that do not have a natural level of surveillance

Access Solution

With regards to modes of travel for both staff and customers the site offers the full range from the private vehicle, to walking, cycling and use of public transport making the location highly sustainable in terms of transports modes. At this stage a green travel plan has not been prepared and as the retail unit is less than 800m2 a Transport Assessment would not be required

Cycles for staff and visitors:

The site has sufficient space to accommodate external Sheffield hoop cycle storage spaces for both customers and staff in highly visible locations. A secure storage facility could be provided for staff on the site in place of 1 car parking space

Ecology:

An Ecological Survey & Assessment has not been carried out on the building or the site as it is felt that none of the proposed works would interfere or cause harm to any wildlife. A Protected Species Survey Checklist has also been completed and submitted with the application.

The proposal falls outside the Schedule 1 and Schedule 2 projects as defined by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations) 1999, therefore not requiring an EIA.

Landscaping:

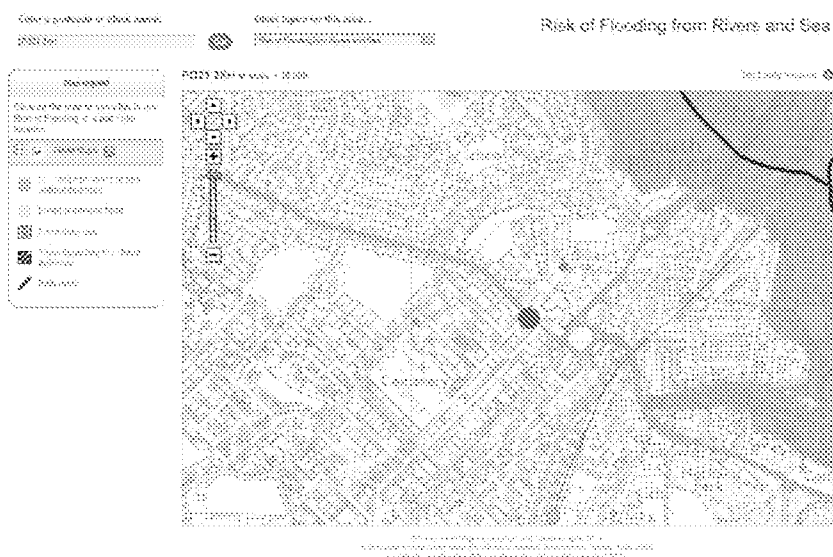
No landscaping is proposed for the site

Flood Risk:

The proposed site is within Flood Zone 1 as defined by the Environment Agency Flood Zone map and as such does not have any significant flood risk issues. Existing storm drainage is to remain as is.

The site is indicated by a red dot. ●

Extract from Environment Agency Website – What's in your backyard



Recycle & Waste Storage:

The site has sufficient hard standing and space to accommodate both recycle and general waste from the proposed use.

Site Waste Management

As with all developments site waste is an important issue, not only in the waste generated from new construction materials, but also from site excavated material and demolition materials. As such any contractor will be expected to complete a Site Waste Management Plan containing data sheets on the amount of material either re-used on & off site, recycled for use on or off the site or disposed to a licensed tip, by authorised and certified companies. Separate skips should be utilised to allow segregation of various materials (timber, plaster, brick, glass, plastics etc)

Contractors Working hours.

This would be determined following a review of any alterations and construction that would be required

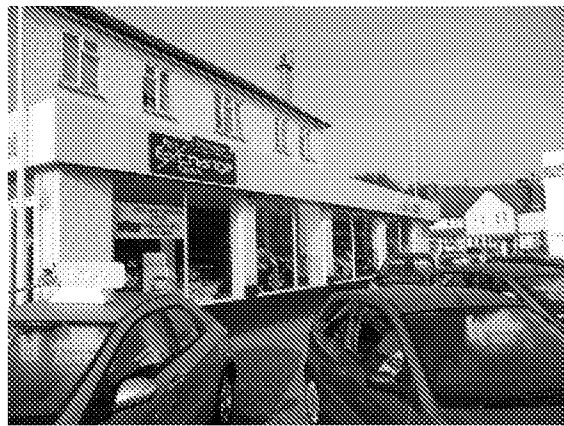
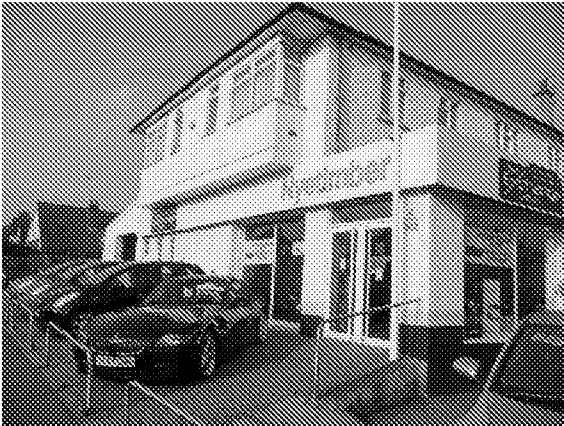
Conclusion

The proposed change of use provides a A1 Convenience Store which is a great benefit to a residential community and local employment centres, as it is enabling locals to obtain daily provisions without the necessity of travelling in a private motor vehicle, along with providing local employment and a sense of local community. It also ensures that the existing building, in this prominent position is maintained in use and brought into a new and more sustainable use.

Having reviewed the **Arun District Local Plan** policies, the **Adopted West Sussex Structure Plan 2001-2016**, & **NPPF** against the proposed scheme, it can be seen from the documentation within the application package that compliance of these policies has been achieved, and that the proposal best utilises the existing building. The different sustainable modes of transport offers locals a range of options for safe travel, which is balanced with sustainability and convenience, resulting in a very accessible and sustainable facility.

It is felt that no elements of the proposal will have any detrimental effects on the neighbours or local community with regard to loss of facilities, overlooking or un-neighbourly type of development, and will not harm any wildlife or wildlife habitats.

Additional Site Photos



View at corner of Chichester Road & Hillsboro Road



Looking North West from Hills Boro Road



View of rear car Park