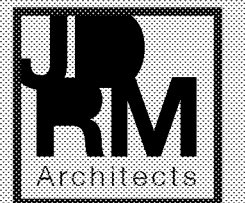


DESIGN + ACCESS STATEMENT

NEW BUILD RESIDENTIAL DEVELOPMENT

Land of Former Westside Supplies Unit
Durban Road / Ash Grove
Bognor Regis

November 2021



CONTENTS

- Introduction
- Site History
- Site Context
- Planning History
- Planning Policy
- Technical Considerations
- Site Constraints + Opportunities
- Review of Arun Design Guide
- Consultation
- Pre-App Feedback
- Design Development
- Design Proposal
- Submissions Drawings
- Landscaping
- Crime Prevention
- Fire Strategy
- Inclusive Design
- Access + Movement
- Waste Strategy

INTRODUCTION

This Design & Access Statement is created in support of the proposed scheme for the development of a prominent corner site on the junction of Durban Road/Ash Grove, Bognor Regis.

The site is located on the eastern corner of the corner of Durban Road and Ash Grove in the North of the town. The site sits between an existing residential area and a number of commercial units to the East. An existing planning permission exists for a development of 14 flats which was approved on the 9 April 2019.



1 - view looking north east



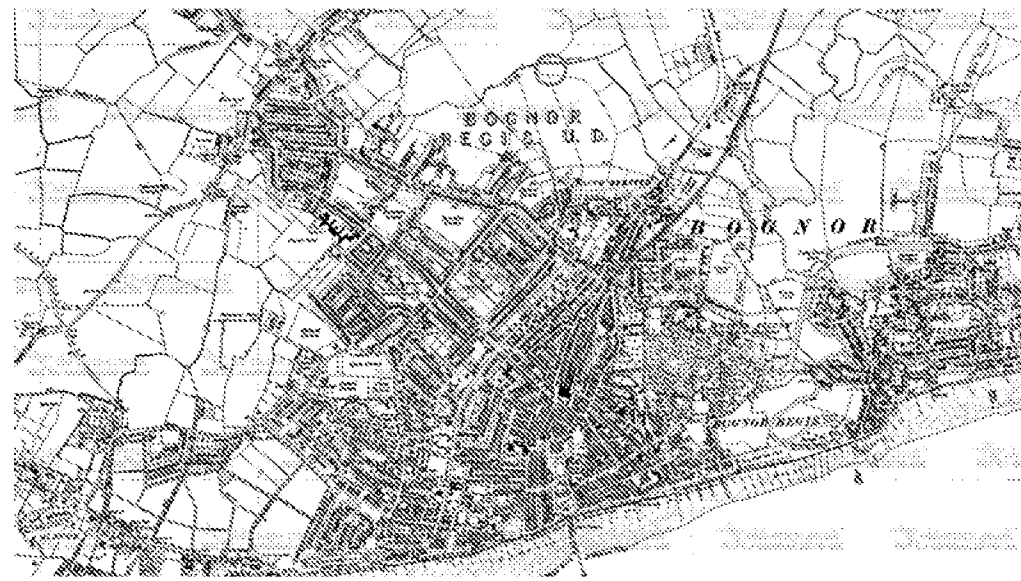
2 - view looking south east



3. view looking north west

SITE HISTORY

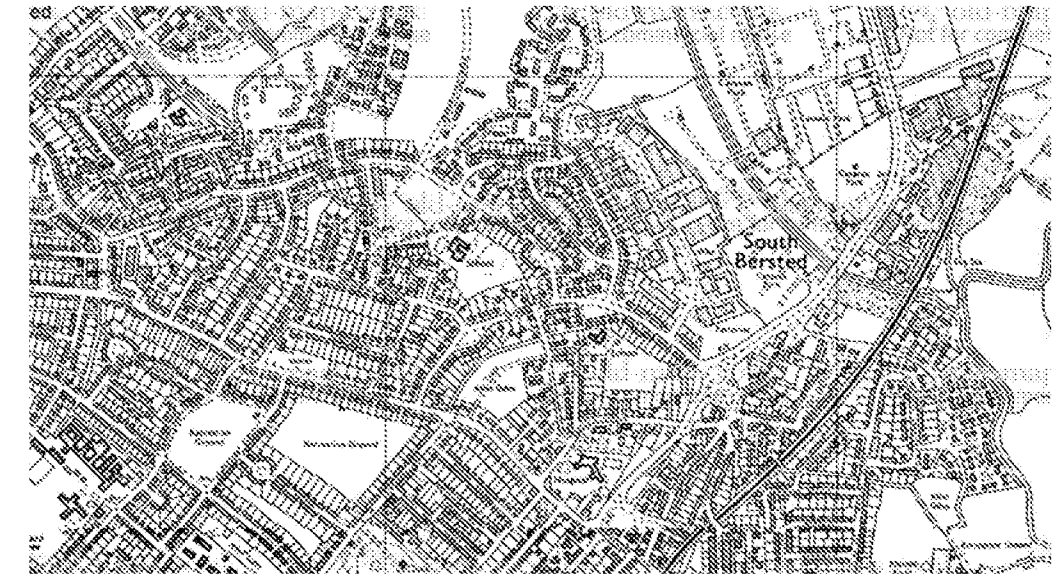
The site is within an area of Bognor Regis that was first developed in the 1960s and 70s. The terrace houses to the South of the site are understood to have been built in the early 60s, with the buildings immediately surrounding the site including the industrial buildings to the East and the housing on the opposite side of Ash Grove added in the 70s. The site itself was not developed until the 1980s when a two storey commercial building was added. This building was substantially inset from the sites boundaries. This building has since been demolished but the ground floor slab remains visible on the site.



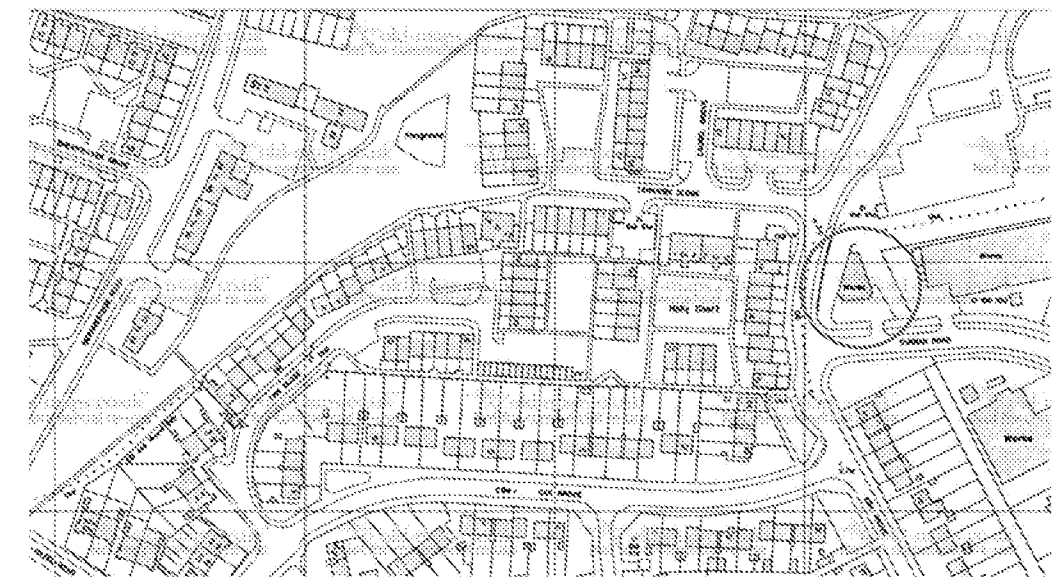
OS Map Circa 1950: Showing area around the site is yet to be developed



OS Map Circa 1963: Residential area to south has been built.



OS Map Circa 1979: The adjacent industrial area and housing to the west and north have been developed, however the site remains vacant.



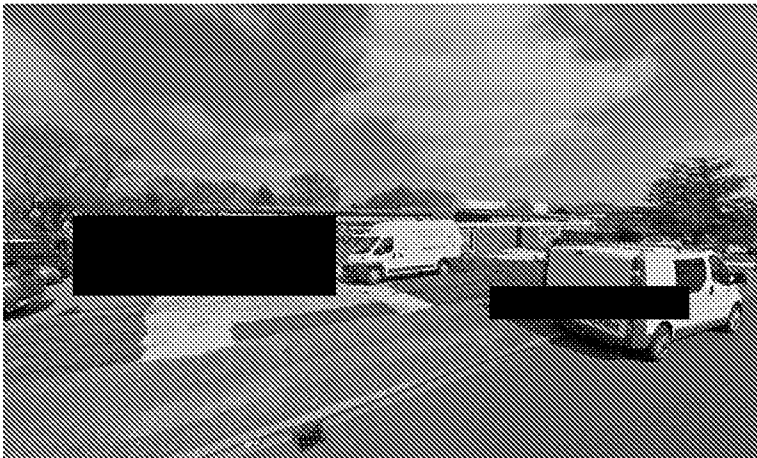
OS Map Circa 1987: A small commercial building has now been built on the site.



Original building built in the early 1980s and since demolished. This is understood to be the only development to have ever occupied the site.

SITE CONTEXT

The area immediately around the site comprises a mix of 1, 2 and 3 storey buildings. Immediately to the East of the site is a small commercial estate with single storey industrial units (1.). To the South East on the other side of Durban Road there is a recent 3 storey residential development of flats (3.) To the South and West there are rows of 2 storey terrace houses (4. & 5.) and to the North there are a number of 3 storey houses with garages at the ground floor facing the site (2.). These buildings are also representative of the wider area.



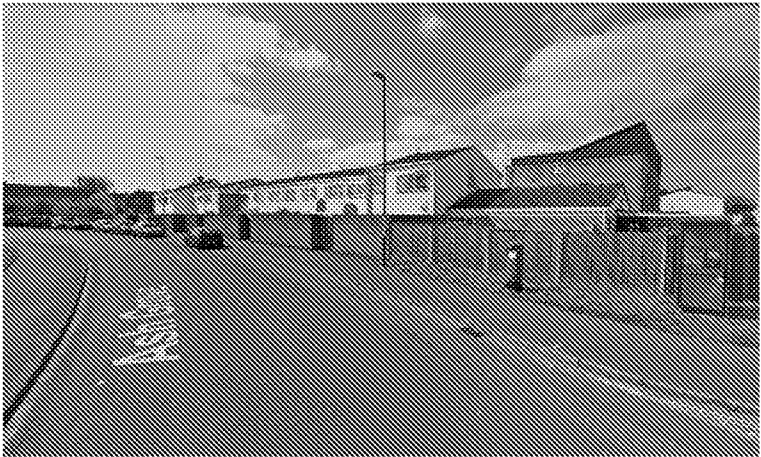
1. Single storey industrial units.



2. Three storey block of flats.



3. Three storey block of flats.



4. Two storey houses.

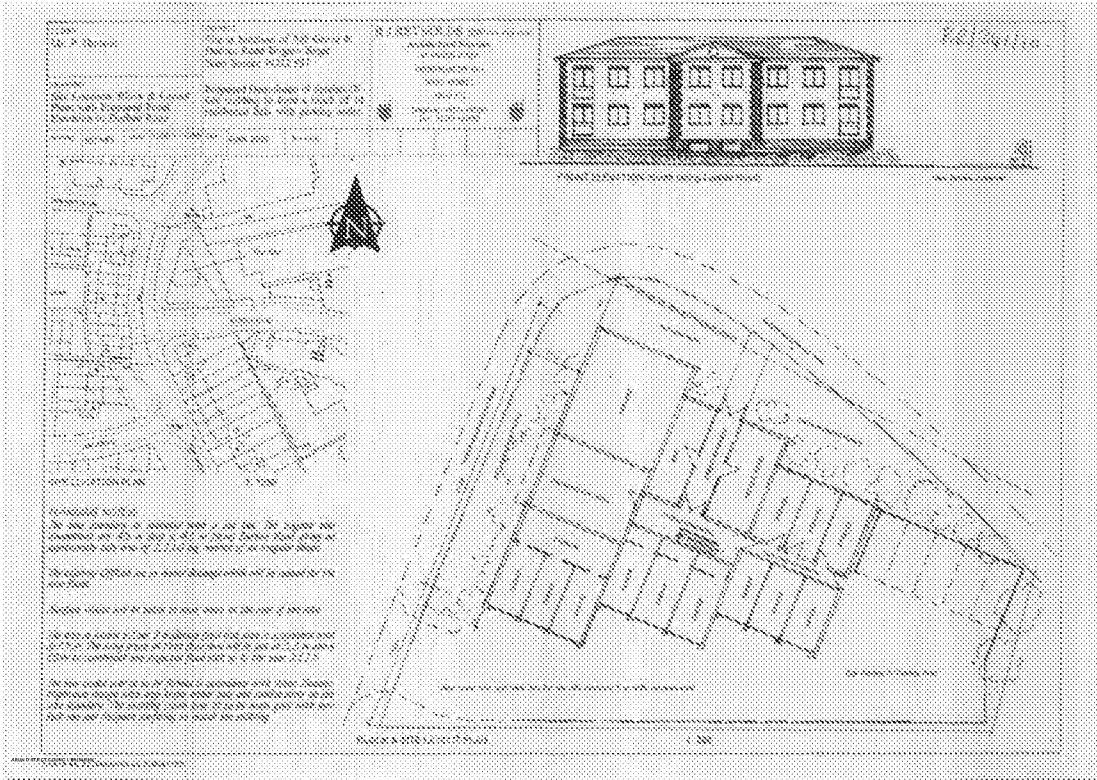


5. Two storey houses.

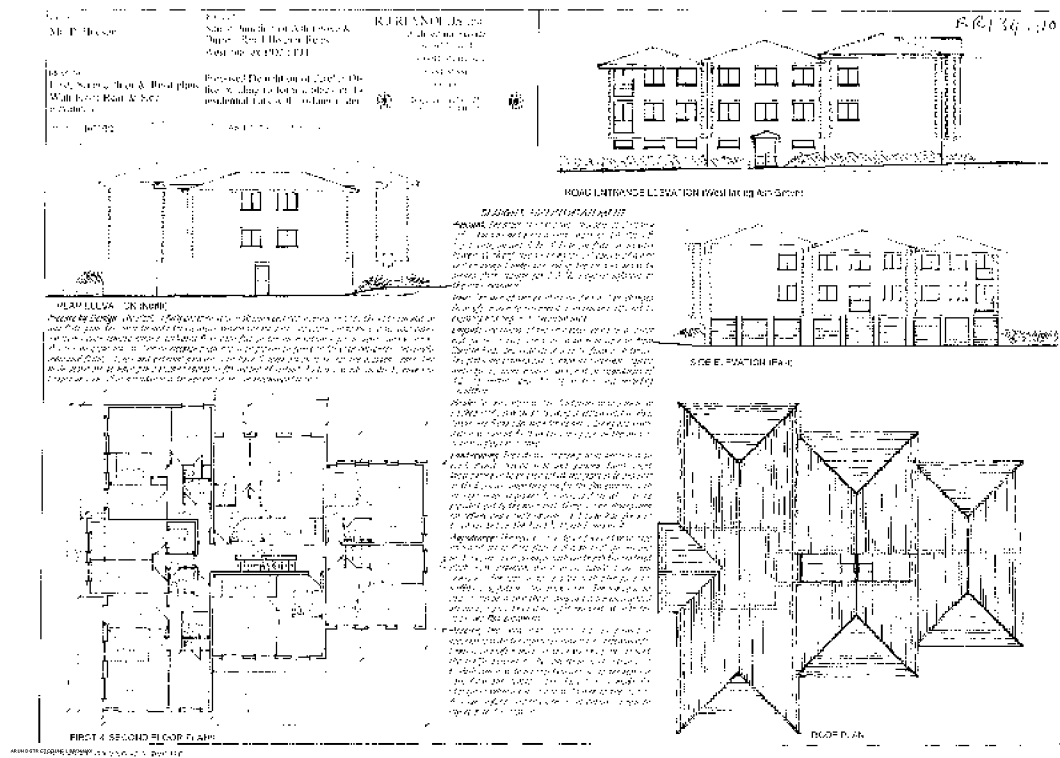
PLANNING HISTORY

There have been a number of planning applications for residential development of the site as set out in the below table. All but the oldest of these applications have been for developments of 14 residential units with a mix of 1 and 2 bedroom properties. Many of these applications have been similar in their design, appearance and scale with a notable exception being application BR/341/10 which proposed a larger building footprint fronting Ash Grove with all accomodation at first and second floor.

Reference	Proposal	Decision	Reasons for Refusal
BR/90/18/PL	Demolition of two storey building & erection of three storey block of 8 No. one bedroom flats & 6 No. two bedroom flats with access from Durban Road (resubmission following BR/87/16/PL).	Approved subject to conditions	
BR/87/16/PL	Demolition of two storey building & erection of three storey block of 8 No. one bedroom flats & 6 No. two bedroom flats with access from Durban Road.	Refused	No contribution towards affordable housing
BR/156/15/DOC	Application for approval of matters reserved by condition imposed under BR/198/11 relating to conditions 4, 12 & 13 - Scheme to deal with risks of contamination (4), Cycle & Bin storage (12) & scheme for provision of foul & surface water drainage (13)	Refused	Lack of information provided regarding drainage and contamination / bin & bike store design not adequate for proposals.
BR/198/11/	Outline Application with some matters reserved for demolition of derelict two-storey building and erection of three-storey block of eight one-bedroom flats and six two-bedroom flats with access from Durban Road. Re-Submission following BR/341/10. This application also falls within the parish of Bersted.	Approved subject to conditions	
BR/341/10/	Outline application with some matters reserved for the demolition of derelict 2 storey office building & erection of 8 no. 2 bed flats & 6 no. 1 bed flats with ground floor parking, bin & cycle storage & childrens play area	Refused (Appeal dismissed)	Loss of employment space (reason dismissed at appeal) / Lack of amenity space (reason upheld at appeal)
BR/381/07/	Outline application for demolition of existing building and erection of three storey block of 8 1-bedroom and 6 2-bedroom flats, with access from Durban Road (Re-submission following BR/156/07/)	Refused (Appeal dismissed)	Loss of employment space / Lack of local sewage system capacity / No contribution to local infrastructure (Appeal documents not available on planning register)
BR/156/07/	Outline application for demolition of existing building and erection of three storey block of 17 one bedroom flats, with associated car parking and access from Durban Road	Refused	Loss of employment space / Lack of local sewage system capacity / No flood risk assessment submitted / No contribution to local infrastructure / No affordable housing provided / No transport assessment provided / No noise assessment provided.



BR/341/10 Proposed Drawings 1 (NTS).



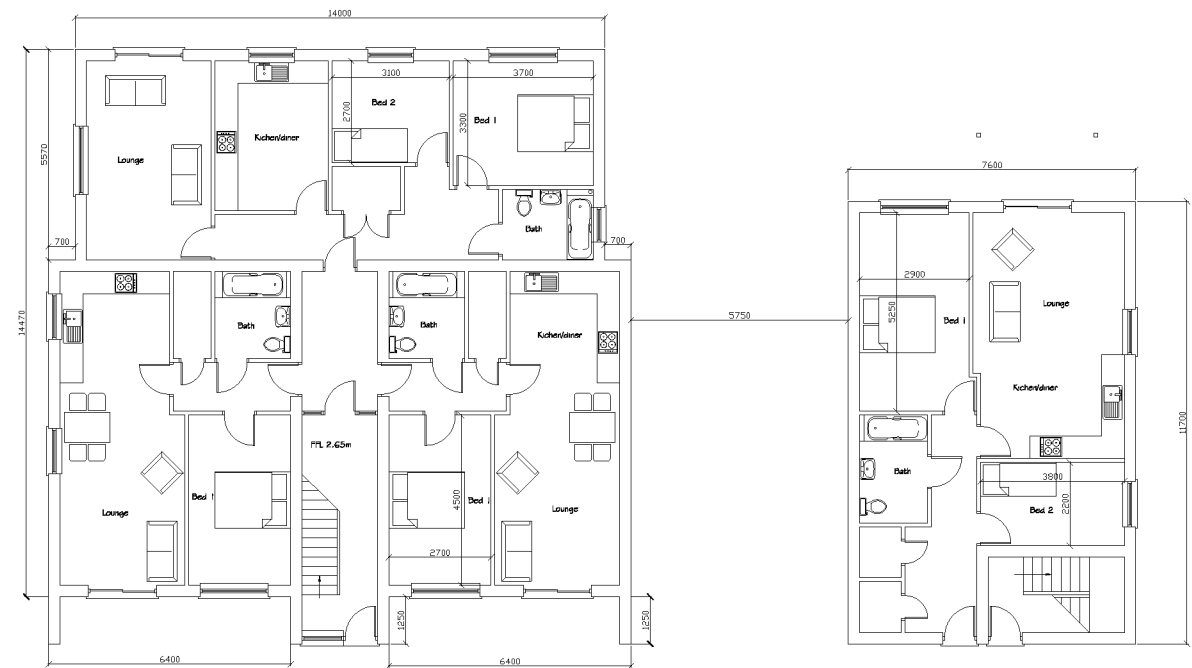
BR/341/10 Proposed Drawings 2 (NTS).

PLANNING HISTORY

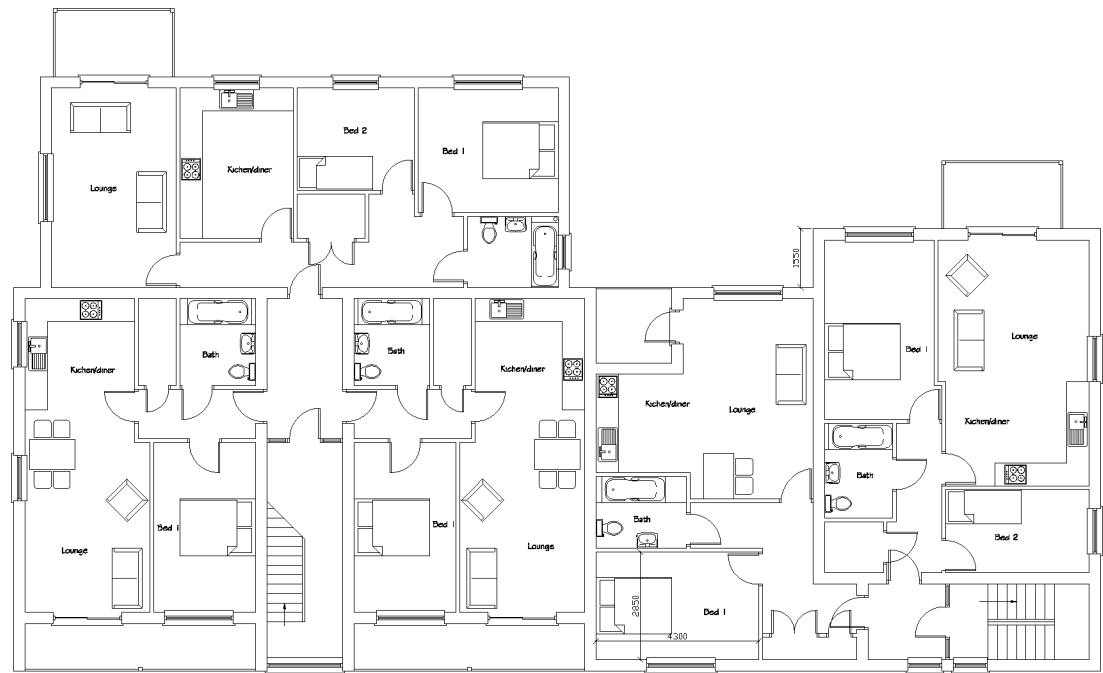
Application BR/90/18/PL is the most recently approved proposal for the site. This scheme is for 8no. one bedroom flats and 6no. two bedroom flats. The proposal is for a single block with two seperate staircores occupying the southern area of the site with an undercroft vehicluar access to the rear parking area. A small green space has been provided along Ash Grove and the flats all have access to private amenity space in the form of balconies.



BR/90/18/PL Proposed Site Plan (NTS).



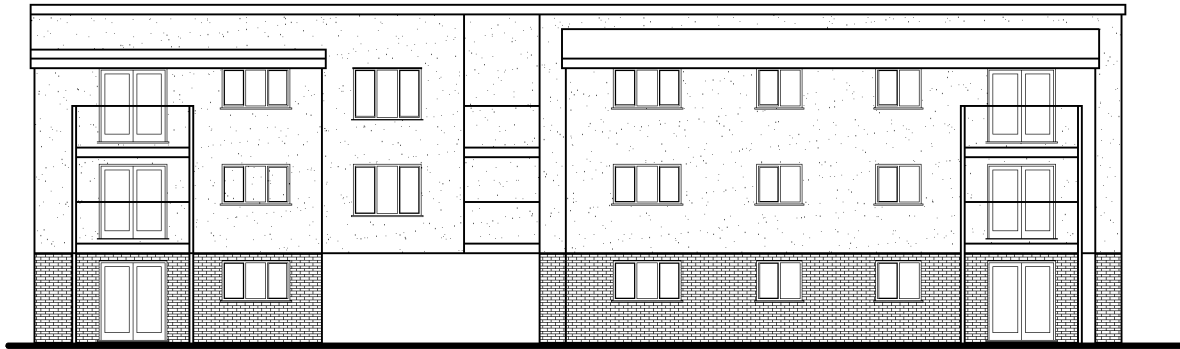
BR/90/18/PL Proposed Ground Floor Plan (NTS).



BR/90/18/PL Proposed First & Second Floor Plan (NTS).



BR/90/18/PL Front Elevation (NTS).



BR/90/18/PL Rear Elevation (NTS).

PLANNING POLICY

Any future application for development of the site will be considered against policies set out in the following documents:

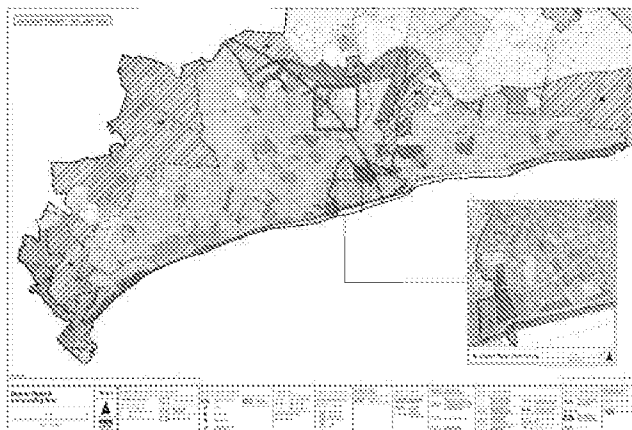
- The National Planning Policy Framework
- The Arun Local Plan
- The Bognor Regis Neighbourhood Development Plan

Below are extracts from each document which will be relevant to the development of the Durban Road site.

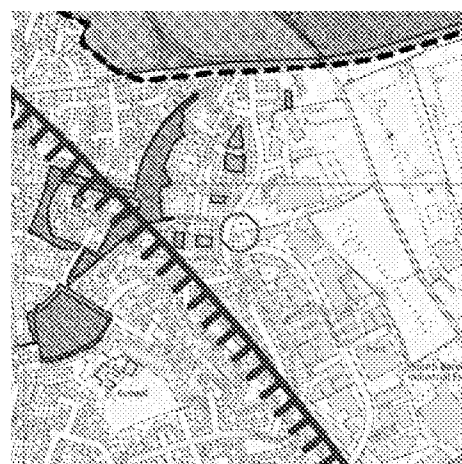
The Arun Local Plan

Policy Map

The Local Plan also refers to a policy map which confirms which areas have special designations or where site specific policies apply. This map confirms that no special designations or policies apply to the site as part the local plan.



Arun Local Plan Policy Map 3 (Extract Highlighted)



Enlarged policy map extract showing site area.

Policy D DM1 - Aspects of form and design quality

When considering any application for development the Council will have regard to the following aspects:

1. Character

Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features.

2. Appearance/attractiveness

Demonstrate a high standard of architectural principles, use of building materials, craftsmanship and hard and soft landscaping to reflect the local area.

3. Impact

Have minimal impact to users and occupiers of nearby property and land. For example, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance.

4. Innovation

Raise standards of design by embracing appropriate innovative design, new technologies and construction techniques, where a development proposal has the potential to do so.

5. Adaptability

Acknowledge diversity and difference. Buildings and places should be flexible to future adaptation, including the changing needs of occupants (for example ageing users, family circumstances), changes in wider work and social trends, and be able to accommodate potential differing uses of public space.

6. Crime prevention

Provide security measures that make places feel safer. This shall be achieved through natural surveillance and human presence by locating buildings and play areas along public routes and spaces, and making a clear division between private and public land to foster a mutual protection through territorial belonging. With respect to crime prevention, regard shall be had in particular to the document 'Secured by Design' and the 'Safer Places - The Planning System and Crime Prevention'.

7. Trees and woodland

All new development will be expected to incorporate existing and new tree planting as an integral part of development proposals.

8. Solar gain

Within the constraints of the site and local context development proposals should, maximise sunlight and passive solar energy. Ideally development should be positioned (within a 15-20 degree margin) broadly south, with streets having an east-west pattern.

9. Public realm

Provide or enhance layouts, streets and public spaces so that they are attractive, socially inclusive, safe and secure, adaptable, with appropriate provision for planting, street furniture, and facilities for

bicycle storage to create a place with attractive and successful outdoor areas.

10. Layout - movement

Utilise existing networks or improve access via delivery of a variety of integrated networks, to and from residential areas, commercial zones, open spaces, facilities and public transport. Development schemes should carefully consider walking and cycling as an integral part of the overall design concept.

11. Layout - legibility

Deliver or contribute to the ease of navigation within a new or existing development scheme through use of focal points (landmarks, gateways, vistas, corner buildings, active edges, existing topography), and/or a variety of detail within the public realm (sculpture, planting, street furniture, building materials, building detail, signage).

12. Public art

Public Art should be incorporated into schemes where there is capacity to do so. Public art can encompass a wide variety of elements to include art as part of the design of buildings and developments, landscape and planting, street furniture, signage and lighting in the public realm which is accessible to all. This can also result in physical, permanent artworks and sculptures.

13. Density

The density of new housing will make efficient use of land while providing a mix of dwelling types and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations. Proposals should take into account the density of the site and its surroundings. The density of large sites should be varied to guard against uniformity.

14. Scale

The scale of development should keep within the general confines of the overall character of a locality unless it can be demonstrated that the contrary would bring a substantial visual improvement.

15. Aspects of form and design quality

Development should also comply with the Arun District Council Design Guide.

Policy D DM2 - Internal space standards

The planning authority will require internal spaces to be an appropriate size (having regard to the exceptions that may apply as referred to in paragraph 13.3.4) to meet the requirements of all occupants and their changing needs. Nationally Described Space Standards will provide guidance.

Policy ECC SP2 - Energy and climate change mitigation

All new residential and commercial development (including conversions, extensions and changes of use) will be expected to be energy efficient and to demonstrate how they will:

- a. Achieve energy efficiency measures that reflect the current standards applicable at the time of submission;
- b. Use design and layout to promote energy efficiency; and
- c. Incorporate decentralised, renewable and low carbon energy supply systems, for example small scale renewable energy systems such as solar panels.

All major developments must produce 10% of the total predicted energy requirements from renewable or low carbon energy generation on site, unless it can be demonstrated that this is unviable. Energy efficiency measures will be taken into consideration when the total predicted energy requirements are calculated. The Council will consider 'allowable solutions' where it is clearly demonstrated that the provision of on site renewable or low carbon energy generation is unviable or not feasible.

In assessing the achievement of these standards the Council will consider:
Site constraints; Technical viability; Financial viability; and Delivery of additional benefits.

The Bognor Regis Neighbourhood Development Plan

Whilst this document is mainly focused on plans for the development of the centre of the town, it contains one policy which is specific to the project site as set out below:

POLICY 8i – NORTHERN PART OF DURBAN ROAD INDUSTRIAL AREA
Development Proposals are encouraged that contribute to the development of this area into a demonstration project for self-build/ self-commissioned low carbon working and living with a mix of uses: industrial, residential, employment, small scale workshops with high numbers of jobs to the floor area.

The development should provide future access to the existing sewerage infrastructure as required by the relevant authorities.

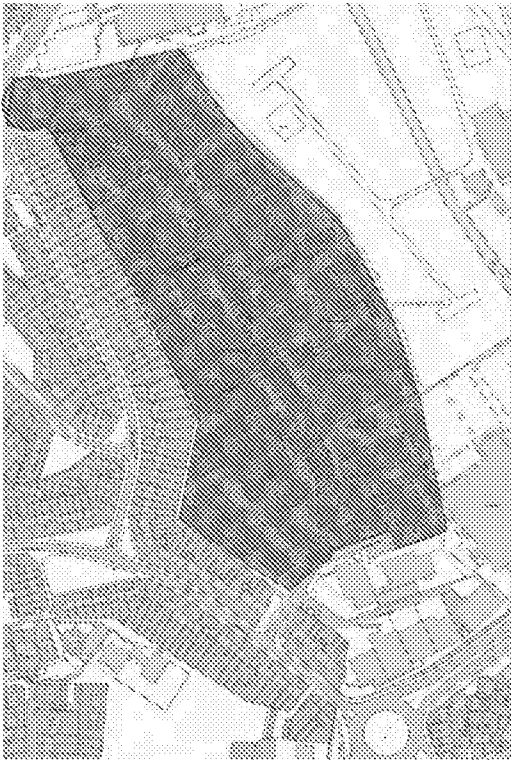
Applicants are encouraged to seek practical and early advice from the regeneration team and planning team at Arun District Council and the Town Council.

KEY REFERENCES:
~Key Priorities Map: See Key Priority Sites (8i) ~National Planning Policy Framework: §51, §58, §93

JUSTIFICATION:
A smaller site in this area (Westside supplies, 17/18 Durban Road) is identified as 'site with development potential' by the strategic housing market assessment. The development and growth of the Bognor Enterprise zone is expected to result in businesses relocating in the

favourable Enterprise Zone. This policy aims to effectively manage the use of that expected underutilisation of employment land by introducing a more mixed-use and exemplar development.

Significant progress in achieving the Vision and Objectives 7 and 8 is expected as well as contributions to strategic housing targets. Challenges/opportunities around 'Stronger Identity' and 'More Skills and Entrepreneurial Activity' are likely to be addressed.



Map showing area where Neighbourhood Development Plan Policy 8i applies

Other Relevant Documents

West Sussex County Council
Guidance on Parking at New Developments
August 2019
This document sets out the requirements for parking and cycle storage provision for all new developments.

Parking requirements are as set out in the below table (the site is within Parking Behaviour Zone 4).

Table 2: Residential Parking Demand (spaces per dwelling)						
Number of bedrooms	Number of habitable rooms	Parking Behaviour Zone				
		1	2	3	4	5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Cycle storage requirements for new residential developments are also set out in this document as per the below table.

Table 1: Minimum levels of cycle provision		
Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

TECHNICAL CONSIDERATIONS

TRANSPORT

The site is to the North of Bognor Regis town centre and is within walking distance of local shops and facilities. The site is served by the STAR and U7 bus routes providing access to the train station and the town centre.

FILL OUT WITH TEXT FROM ENCON



FLOODING

As per the Environment Agency flood map extract below, the site principally falls within Flood Zones 3a which means the site is 'more vulnerable and is subject to a Sequential Test and Exception Test. Both ST and ET have been undertaken as part of this submission and both have been passed - see report from Encon Associates.

Overall, flood risk from all sources is considered low with the exception being fluvial and tidal flooding. Flood defences associated with Aldingbourne Rife and the Coastal Sea Wall benefit the site. A Ground Floor level of 2.57mAOD is proposed with a 150mm lower external ground level and SUDs offer further surface water management.

Key Points:

- The site has passed the Sequential + Exception Test (refer to supporting Report). The tests prove there are no comparable sites reasonably available.
- Proposed residential floor datums are 2.57m AOD across the site frontage to Ash Grove and Durban Road, there are minor level differences resulting in gentle slopes to front doors.
- The undercroft car park will be set lower at as to not displace flood waters onto another site. This level has been proposed in accordance with the Environment Agency guidance.



FLOODING

There have been a number of applications for similar development on the application site, the most recent being BR/90/18/PL. The flood risk assessment provided as part of the that application was accepted by the Environment Agency, this included a requirements for finished floor levels to be no lower than 2.65 AOD however the EA have been re-consulted and a datum of 2.57m AOD was agreed to for this particular scheme.

The Planning Officer's report states:
The Environment Agency are satisfied with the submitted Flood Risk Assessment subject to a condition to ensure that the finished floor levels are set no lower than 2.65m above Ordnance Datum (AOD). Therefore the proposal accords with policy WDM2 of the Arun Local Plan in that the development would not itself be at unacceptable risk of flooding.

The documentation provided as part of the above application also references previous applications. One of these applications (BR/341/10) included a sequential test. That application was the subject of an appeal (APP/C3810/A/11/2158287) that was dismissed on the grounds of poor quality amenity space. In the inspectors conclusion they confirm that previously raised concerns regarding flood risk no longer apply. The conclusion states:
The previous appeal was dismissed on the grounds that the site lies within an area at risk of flooding and therefore it should not be developed for housing if other sites, with a lower risk could be made available. Evidence presented with the appeal demonstrated to the satisfaction of the Environment Agency and the Council that this criteria had been met.

The new scheme has been designed to meet all of the same requirements and constraints with regard to flood risk that were set out in the Flood Risk Assessments for the previous schemes. As the most recent approval, BR/90/18/PL, is still currently extant (due to expire on the 8 April 2022) and this revised proposal is no more onerous in terms of flood risk, it is reasonable to conclude that the previously completed Sequential Test is still relevant but an updated ST + ET has been procured nonetheless which is submitted in support of this application.



New developments should seek to reduce flood risk through incorporation of Sustainable Drainage Systems (SuDS), which can take a variety of forms including permeable hard surfacing, water harvesting, storage features, green roofs, attenuation ponds and soakaways. These should be integrated with the overall Landscaping Strategy and existing natural features on site, seeking to provide additional recreational and wildlife habitat benefits where possible, while reducing impermeable surface cover (refer to section E.01).

Flooding and Drainage - Make sure that the scheme:		When Reviewed
• Locates new development in areas at lowest risk of flooding (whether existing or future)	☐	☐
• Does not increase flood risk and decreases risk wherever possible, providing appropriate protection throughout the lifetime of the development	☐	☐
• Demonstrates consideration of appropriate SuDS, and aims for these to provide additional amenity or ecological benefits	☐	☐
• Demonstrates flood resilience for a 1/100 year event, in line with BREEAM 2018 Pol 03	☐	☐
• Manages pollution risk entering water bodies or sensitive receptors from stormwater runoff	☐	☐
• Avoids increasing impermeable land cover, or demonstrates how this is offset	☐	☐
• Retains existing drainage features and flood defences, or compensates for their loss and integrates drainage features and flood defences with the surrounding environment	☐	☐

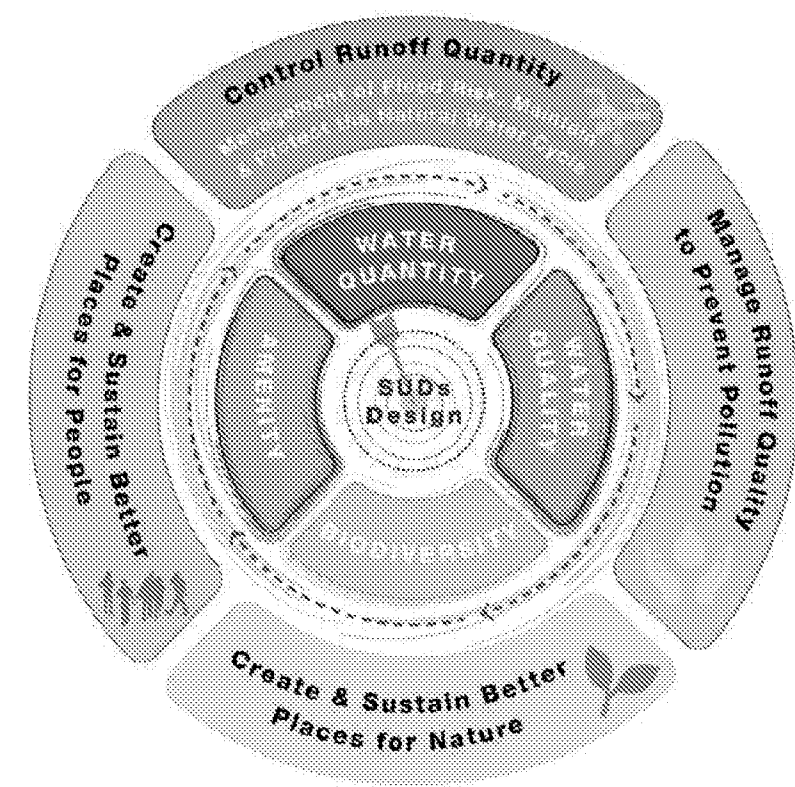


Figure 253: Four Pillars of SuDS Design (The SuDS Manual C753, Ciria)

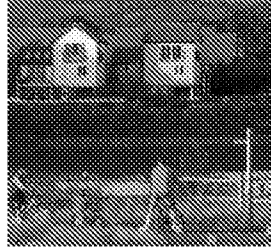


Figure 254: Swale

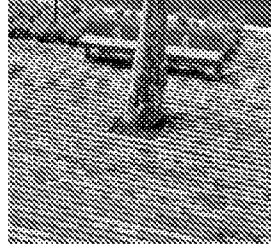


Figure 255: Permeable Paving

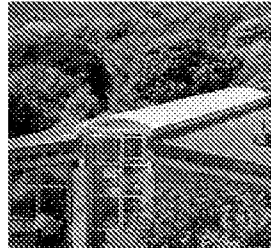


Figure 256: Green Roof

NOISE

The site is on a prominent corner, on the edge of a light industrial and business estate although there are many residential properties nearby - the site is equidistant from either.

An in-depth noise assesment has been carried out by Encon Associates in which a glazing specification has been determined. Required levels for internal residential environments were not achievable with open windows so an MVHR ventilation system has been utilised which does not require openable windows. In line with Energy and Sustainability strategies, MVHR for a development of this nature is typical. Acoustic attenuation to the ductwork and ventilation terminal on the external facade is proposed.

ECOLOGY

The site is not considered to be ecological value outside the zone of influence. Consequently the proposals are not likely to have an adverse ecological affect on the local habitat. The mature willows at the northern end of the site are protected from damage during construction.

Whilst the site is considered unlikely to support reptiles, the possibility of the presence of low numbers cannot be definitively excluded, and therefore mitigation measures should be implemented to ensure that no reptiles are harmed during construction. Similarly, measures are also required to prevent nesting birds from being disturbed during site clearance.

There are opportunities to enhance the ecological value of the site, through the installation of swift nest boxes, bat boxes and other bird boxes, and wildlife-friendly planting to benefit pollinators and other urban wildlife - all of which are proposed.

TREE SURVEY

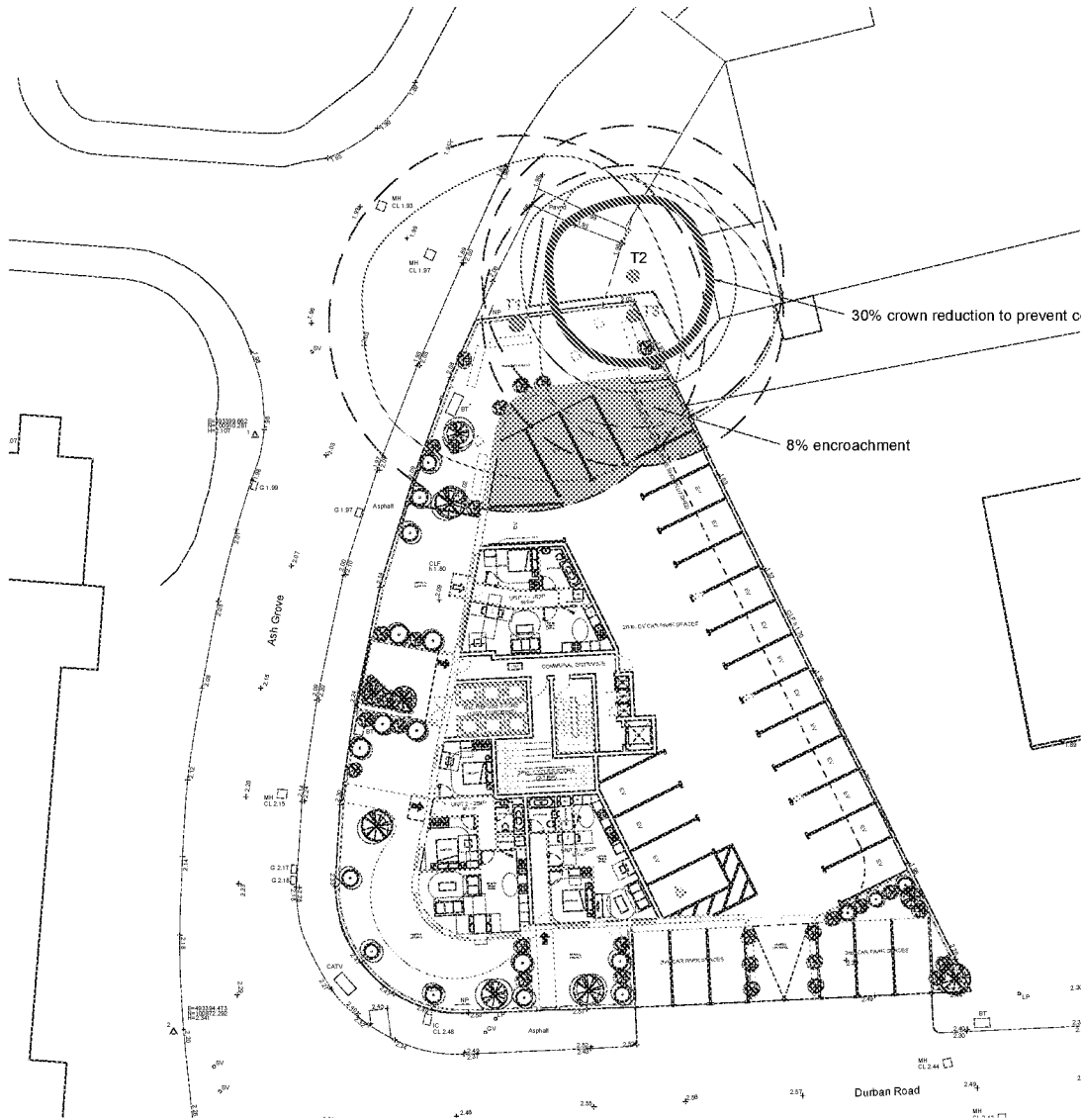
The site survey included three individual trees, one of which is on the application site and the other two just outside the boundary but their canopies are spreading heavily over the boundary.

No trees on site that are protected by a Tree Preservation Order and that the site is not within a Conservation Area. All three trees are White Willow and are categorised as B2 – “trees of moderate quality” in accordance with BS5857 cascade chart for tree quality assessment.

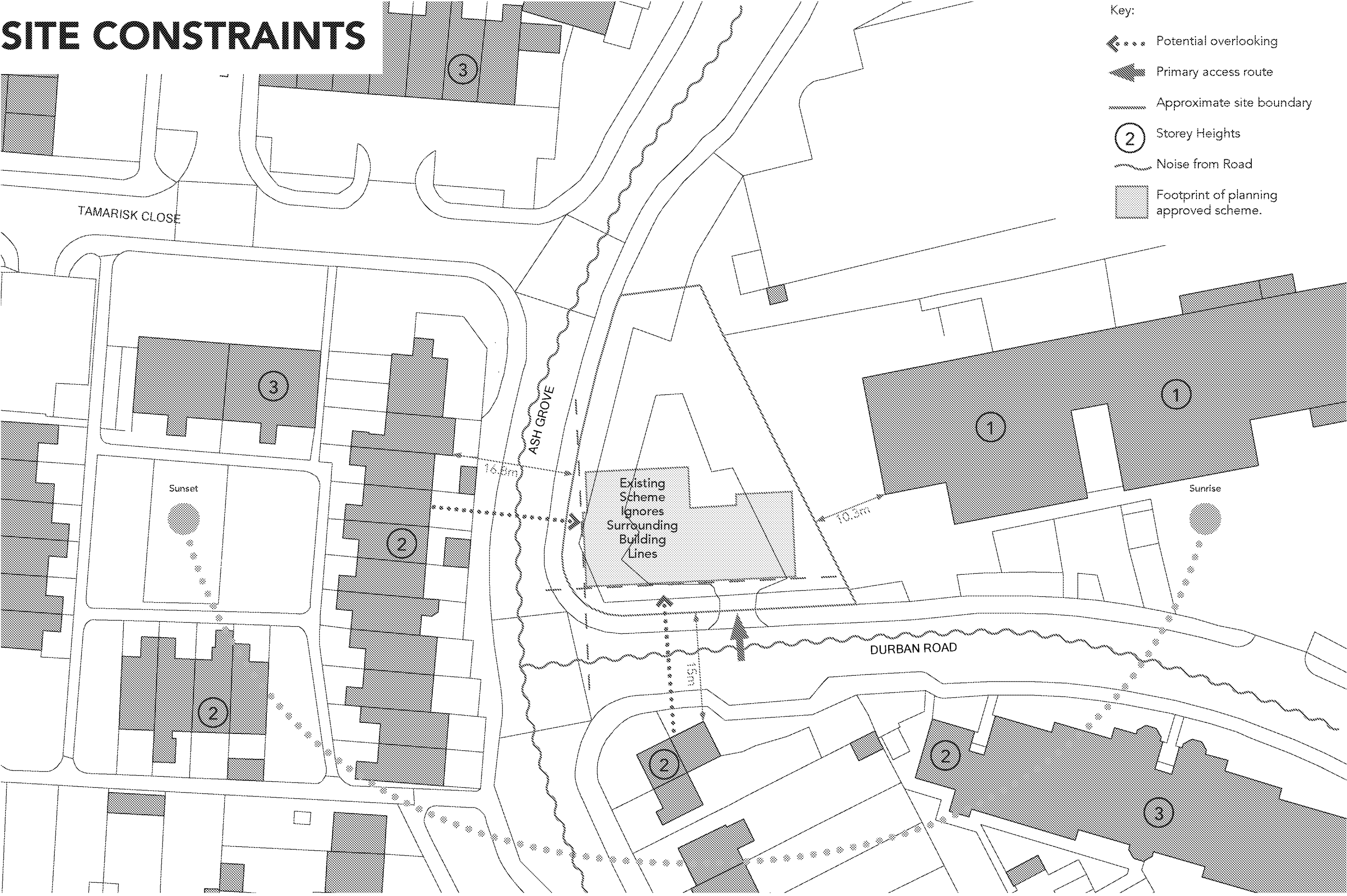
The existing trees are large mature willow trees located in the northern part of the site with wide spreading canopies. The location is such that the branches will conflict with the new building and overhang external amenity space. T1 and T3 will require removal and T2 will need to be pruned to reduce the crown by 30% in order to prevent conflict with the new building.

Recommendations have been made within the report to safeguard the retained tree and protect from any damage from construction work including erection of protective fencing to separate from the construction activities.

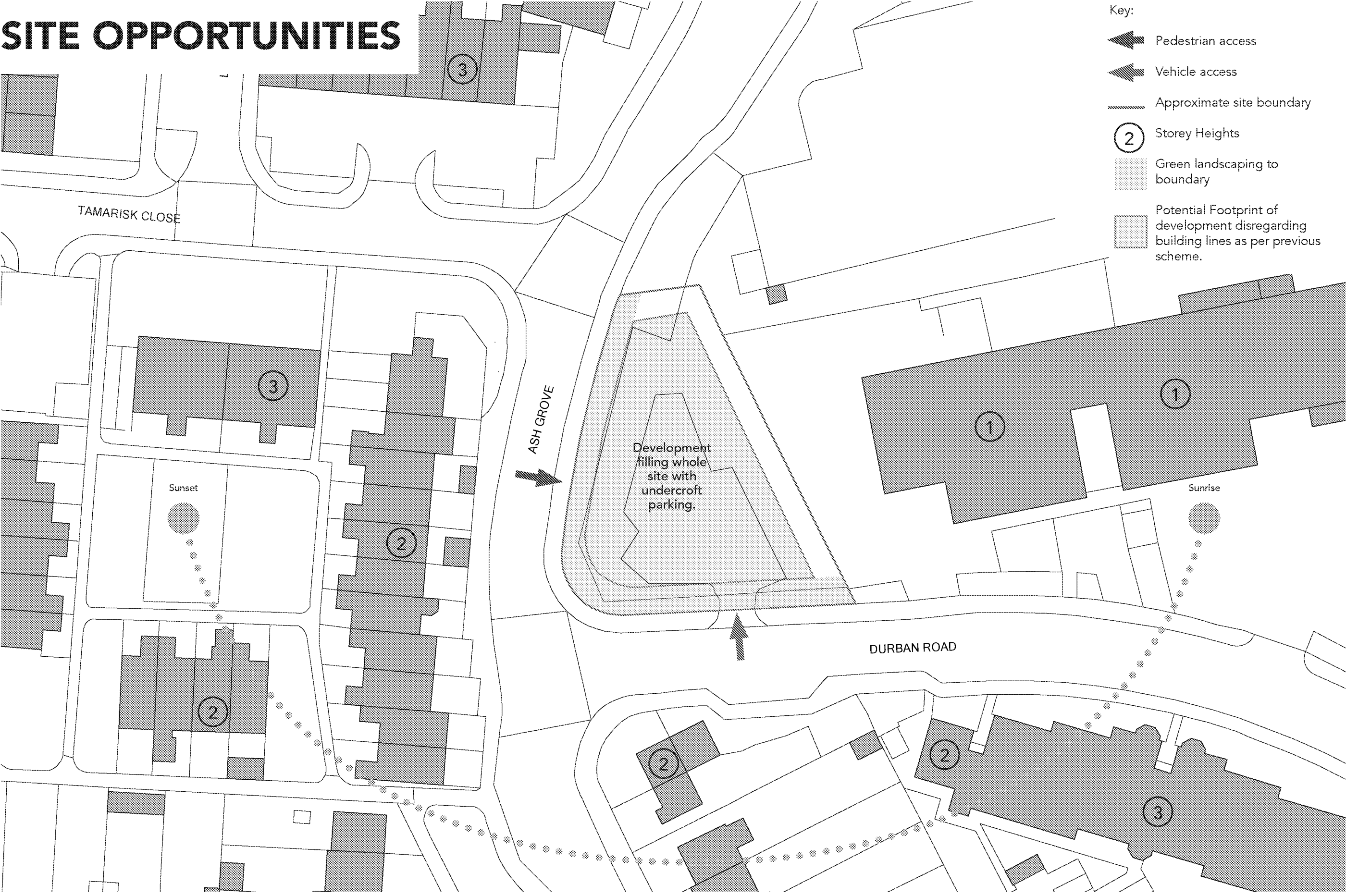
There is an opportunity to introduce new tree planting to increase the diversity of tree species in the area and increase the biodiversity of the site. Landscape proposals for the development have been prepared which includes the planting of a number of native individual trees within the community amenity areas.



SITE CONSTRAINTS



SITE OPPORTUNITIES



Scale: 1:500 @ A3

REVIEW OF THE ARUN DESIGN GUIDE

APARTMENT BUILDINGS + PARKING APPROACH

Apartment buildings are multi-storey, primarily residential buildings with individual dwelling units (single-storey apartments) on all or most floors. Occupants may share outdoor amenity spaces and car parking.

Well-designed apartment buildings will make a valuable contribution to meeting housing requirements at increased densities over the Local Plan period, **providing a wide choice of dwelling sizes and types.**

- **The Block**, with an elevation wider than it is tall. **Apartments will be arranged off a corridor which can be single or double-loaded.** In Arun District, it is advised that **single corridor apartments with double-sided units will fit best, providing optimum sunlight and ventilation conditions.** Blocks create a strong urban form, and can be used to **define the edge of a boundary or street** or front open spaces or green links.

Apartment buildings must provide a **balance between communal and individual** living to **encourage interaction with neighbours** as well as a **sense of ownership**, by keeping the number of dwellings accessed from **a single core to a minimum and providing individual entrances for ground floor flats wherever possible;** incorporating both private and communal external amenity space; and incorporating cycle and car parking designated by property if appropriate.

Car Parking

Parking provision is an important issue for apartment design, and may be provided through undercroft parking, designated courts and/or designated on-street spaces, **depending on the context of the building** and the number of parking spaces required.

Undercroft parking involves the provision of parking spaces in ground floor areas of apartment buildings, and is an ideal solution for denser urban contexts with limited available space. Residential entrances at ground floor should remain clearly defined and, depending on the typology, size and scale of the proposed building, active retail uses can also be incorporated to keep the building frontages vibrant.

Sufficient space for bicycle parking should be provided to enable storage of one bike per resident.

Building Height & Massing

The design challenge of apartment buildings will be to ensure that **their scale and appearance is in keeping with the existing context in areas of the District where smaller scale 1-3 storey housing predominates.** This can be achieved by breaking down the design of buildings into a **series of components**, which will **reduce perceived bulk and massing.** Taller buildings may also present an opportunity to create landmarks.

Building Depth & Apartment Layout

Single aspect apartments have three closed sides (and an open entrance) and are typically located along a double-loaded (central) corridor access arrangement. In order to ensure adequate natural ventilation and daylighting, rooms should generally be no greater than 8 metres from the glazing line.

Dual aspect apartments are 'open-ended' with enclosing side walls. These benefit from the opportunity for cross ventilation through the apartment, increasing the ideal maximum building depth to up to 12 metres. **Dual aspect units are to be encouraged in future development for optimum light and ventilation.**



Apartment Buildings - Make sure that the scheme:

- Responds positively to and respects its surrounding context through materials, design details and form and massing, including variations in height which respond to the street hierarchy and important corners.
- Reduces perceived bulk and massing for buildings with a large footprint by breaking schemes down into a series of components distinguished through materials, form or detailing.
- Exploits opportunities to create landmark flatted developments with increased scale and massing where appropriate, particularly on corner sites, in order to increase the legibility of the wider development.
- Clearly defines public and private spaces through use of appropriate boundary treatment, materials and landscaping.
- Provides dual-aspect apartments and avoids creation of single-aspect apartments wherever possible.
- Incorporates adequate levels of outdoor amenity space as per the guidance given in Section 2, which should ideally be delivered as a combination of shared gardens and spaces, including roof gardens together with private ground floor gardens and balconies.
- Provides cycle parking for residents within the main building and close to entrances.
- Provides external cycle parking for visitors in areas with natural surveillance and close to main entrances.
- Provides well lit, active main entrances which face the street and are clearly articulated on building elevations to maximise visibility from the public realm, incorporating generously sized entrance cores and circulation spaces in order to increase legibility and safety.
- Keeps the number of dwellings accessed from a single core to a minimum (around 2-8 per floor) in order to encourage a sense of ownership.
- Provides sufficient residential and visitor parking, including accessible spaces and electric vehicle charging points, in a way that integrates with the scheme's landscape strategy and incorporates natural surveillance.
- Uses materials which are fully compliant with Building Regulations and follow the guidance in Section L.01 of this Design Guide.

Variety of dwelling sizes



Cars do not dominate

