Design and Access Statement

Change of Use from Hotel (C1) to Flats (C3)

28 Crescent Road, Bognor Regis, PO21 1QG

Vine Works Ltd

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ARUN DISTRICT COUNCIL BR/273/18/PL

0.0 Contents

1.0 Generally

2.0 Physical Context

3.0 Social and Economic Context

4.0 Involvement of Local Interests

5.0 Amount

6.0 Layout

7.0 Design Principles

8.0 Scale

9.0 Landscaping

10.0 Appearance

11.0 Access

12.0 Flood Risk

13.0 Sustainability

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1.0 Generally

1.1 This Design and Access Statement forms part of a full planning application to Arun District Council for change of use to form 4 No. new 1 bedroom flats at 28 Crescent Road, Bognor Regis, PO21 1QG.

1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture and Design.

1.3 Reference should be made to the planning submission drawings for details of the proposals, re:

17085_	101	Location and Block Plan
	201	Existing Floor Plans
	202	Existing Floor Plans
	301	Existing Elevations
	420	Proposed Floor Plans
	421	Proposed Floor Plans
	520	Proposed Elevations

1.4 In preparing the proposals we were mindful of the policy set out in the National Planning Policy Framework of March 2012:

Section 7

'Supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that relect the community's needs and support its health, social and cultural well-being...'

Section 15

'At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golde thread running through both plan-making and decision-taking.'

Section 31

'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.'

Section 49

'Housing applications should be considered in the context of the presumption in favour of sustainable development...'

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2.0 Physical Context

2.1 The subject site is located on the northern side of Crescent Road, Bognor Regis. Crescent Road is a fully metalled road which runs south to north-east, connecting Queensway with Station Road.

2.2 The subject site is within the Economic Growth Area of Bognor Regis, and adjacent to the Bognor Regis Town Centre and 0.8 miles from the University of Chichester Bognor Regis Campus.

2.3 The primary use for buildings on Crescent Road is Residential (C3).

2.4 28 Crescent Road is a two and a half storey white rendered (former residential).

2.5 The subject site is in a sustainable location, in close proximity to Bognor Regis town centre and Bognor Regis train station. There are also bus stops on Queensway which provide frequent bus service to the wider areas of Bognor Regis as well as coach services to Chichester, Goodwood, Littlehampton, Havant and London.

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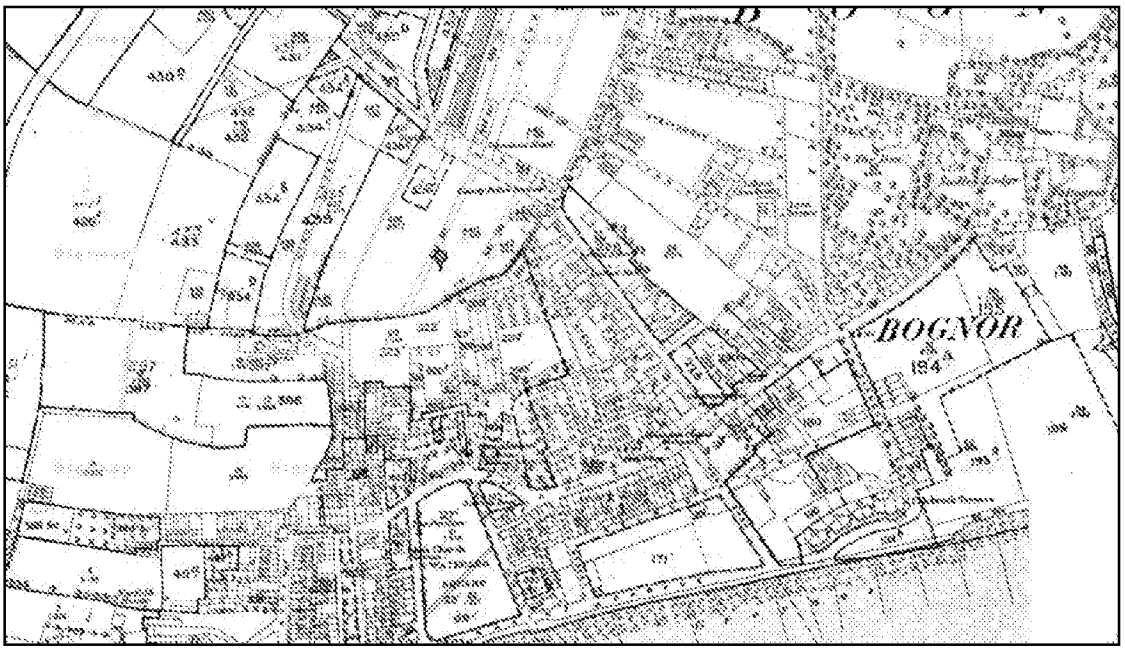
3.0 Social and Economic Context

3.1 The Barnham to Bognor train line opened in 1864, which led many to believe that the town would change forever. However, Bognor instead remained a rural town run by the upper middle classes that visited Bognor for health and relaxation. As stated in 3.1 of the Marketing and Viability Statement, this was just as Sir Richard Hotham had intended.



3.2 The train station as it stands today was completed in 1902, and in 1907 the Railway Company broke an agreement with town authorities and started encouraging day-trippers to Bognor Regis. In 1910/1911 the population of Bognor Regis was 2000, by summer this was boosted by up to 5000 day trippers.

3.3 As also stated in the Marketing and Viability Statement, the attraction to Bognor Regis is the beach and the 'seaside holiday' that larger hotels and Butlin's provide as a package deal. There has been a steady decline of tourists using smaller hotels and guest houses as they do not provide the type of 'seaside escape' that the tourists come to Bognor looking for.

3.4 The location of the subject site is surrounded by dwellinghouses; the proposals are in keeping with the existing demographics of the area, as well as returning 28 Crescent Road back to the use that was originally built for.

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4.0 Involvement of Local Interests

As stated in 4.0 of the Marketing and Viability Statement:

4.1 Pre-Application Advice (PAA/9/18/) was received from Arun District Council on 16th March 2018 regarding the conversion of 28 Crescent Road to No.5 1 bedroom flats.

4.2 The following advice was received:

'Based on the above comments I conclude that were an application for planning permission to be submitted it would likely be refused owing to the loss of valuable tourism use in conflict with emerging policy TOU SP1 and saved Arun Local Plan DEV36 and insufficient internal living space provision for flats A and B contrary to emerging policy DDM2 and 'Technical housing standards 'nationally described space standard' March 2015.'

4.3 Since Pre-Application advice has been sought, evidence has been gathered to prove the case that the proposals are not a loss of valuable tourism and to ensure they are not in conflict with emerging policy TOU SP1. TOU SP1 states:

'Sustainable tourism development will be encouraged where it protects alongside promoting the main tourism assets of:

a) the waterfronts – the coast, rivers and estuaries'

4.4 28 Crescent Road is based adjacent to the town centre and is not located on 'the waterfront'. As explained in section 3 above, the majority of the tourism is attracted to the seafront, the pier and Butlin's holiday resort as this gives holiday goers the full 'seaside holiday' experience.

The Bognor Regis Neighbourhood Development Plan 2015-2030 explains that there are significant investments planned for the future that aim to increase hotel capacity and improve Butlin's relationship with the seafront. These investments will take more tourists away from smaller guest houses into the larger resort.

4.5 The proposals therefore meet the requirements of TOU SP1 as there is no loss of valuable tourism to the waterfront.

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5.0 Amount

5.1 The site in the ownership of the applicants is approximately 260 m^2.

5.2 3 No. 1 bedroom flats and a 1 No. 1 bedroom maisonette are proposed:

Flat A: 42m^2 1 bedroom 1 person
Flat B: 60m^2 1 bedroom, 2 people
Flat C: 40m^2 1 bedroom, 1 person
Flat D: 43m^2 1 bedroom, 1 person

Taking in to account the advice given by the DCLG to *'avoid building homes at low densities'* and *'to make efficient use of land,'* as well as the upcoming review of the National Space Standards, it is deemed that Flat A and Flat C are both of appropriate size for 1 bedroom, 2 person flats without compromising the quality of living for the occupants.

5.3 There is no on site car parking, however there are 5 on site cycle spaces. Given the close proximity to local employment and bus/train links this is deemed to be acceptable.

The advice given at pre-application stage stated *'the proposal may be acceptable in transport and highway terms due to provision of onsite bike storage, sustainable town centre location.'*

5.4 Two 660L bins are provided, one for refuse and one for recycling. The Arun standards request 140L of refuse and 140L of recycling waste storage so the 660L is above stated requirements.

6.0 Layout

6.1 Access to the site will be via Crescent Road.

6.2 There is a private communal garden, accessed via the side of the site.

6.3 There is an enlarged dormer window proposed. This will not cause any overlooking issues.

6.4 Flats A, C and D are accessed from the existing main entrance. Flat B is proposed to have a new 'front door' put in the existing door and window opening.

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7.0 Design Principles

7.1 The design of the proposed works should make a positive contribution to the community and provide affording housing for people who work locally.

7.2 The overall design should provide an environment appropriate for amenable residential use within the Town Centre.

7.3 The aim is to create buildings that have a positive future. The site is currently a partially wasting asset, without benefit to the applicants or the community. The proposals will bring the site back into beneficial and active use.

7.4 The design should make best use of the available site and building assets.

7.5 The design should respect, improve and enhance the existing surrounding environment.

7.6 The design should be adaptable and flexible to the needs of the occupiers not and in the future.

7.7 The design should be attractive in appearance, responding to the local context but receptive to original design and innovation in construction techniques, design and technologies.

7.8 The proposals are mindful of the policy as set in the Arun Local Plan of October 2014:

Section 12.1

'Plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the District's housing requirements and the needs of Arun's residents and communities both urban and rural, ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities.'

Policy D SP1

'*All development proposals should be of good quality and demonstrate a high standard of design. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptavility, security, attractiveness and usability, health and wellbeing and climate change mitigation); and influence these objectives have on the form of the development. All development proposals must consider the efficient use of land, layout, landscape and its setting, density, mix, scale, massing, materials, finish, architectural details and nearby habitats.'*

8.0 Scale

8.1 The existing dormer window is being increased from a width of 1.1m to 2.9m. This is to increase the headroom at the top of the existing staircase to improve living quality.

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9.0 Landscaping

9.1 Landscaping to be at the owners discretion.

10.0 Appearance

10.1 There is an additional door proposed to the south-eastern frontage in order to provide a private access for 'Flat B'.

11.0 Access

11.1 It is the applicant's intention to meet the requirements of the Disability Discrimination Act 1995 (amended 2006).

11.2 It is the applicant's intention to meet the requirements of the Disability Discrimination (Employment) Regulations 1996.

11.3 It is the applicant's intention that where applicable, provisions are made in accordance with Approval Document M of the Building Regulations (current edition published January 2013).

11.4 It is the applicant's intention that, with regard to personnel access, inclusivity is achieved wherever reasonably possible.

11.5 Pedestrian access to the site is available from Crescent Road.

11.6 A bin area is proposed within 25 metres of Crescent Road.

11.7 As the site is within the town centre, with excellent access to public transport, a limited number of parking spaces are proposed. Secure cycle facilities for each property will be provided.

11.8 There is full emergency access available from Crescent Road.

12.0 Flood Risk

12.1 The Environment Agency Flood Map indicates that the site lies within Flood Zone 1, and does not therefore require a flood risk assessment.

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13.0 Sustainability

13.1 Based on BRE Home Quality Mark Guidelines. These address new policies E8 and E20.

13.2 **Site Context**

Site Survey

- *Assess the condition of the land, including contamination, flood risk, security, privacy and nuisance.*
- *Have an awareness of infrastructure including water and electrical supplies.*
- *Have an awareness of drainage and sewage arrangements.*

Residential use is already well established in the area.

Design & Character

- *Engage with the community and other local bodies through consultation and discussion around design decisions.*
- *Design homes that fit in with the local character and for larger developments create public spaces associated with your home.*

The proposals are on a modest scale and the purpose of this application is to form a basis of discussion with the Local Planning Authority.

Building Footprint and Layout

- *Encourage the efficient use of a home's footprint, maximising quality external space for occupants without compromising internal space.*

The proposed design was prepared with reference to the National Space Standards and seeks to make best use of the available land by providing public amenity space in addition to private gardens and parking.

Service Provisions

- *Ensure access to secure and fast internet supplies.*
- *Provide access to support and enable efficient and easy maintenance of key utilities.*

This should be a given within a town centre location.

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13.3 Movement & Connectivity

Transport Provision

- *Ensure good public transport connections are available and accessible.*
- *Encourage the provision of adequate and safe cycling and pedestrian facilities.*
- *Encourage the provision of car parking /electric charging and or sharing facilities appropriate to the location and local community.*
- *Ensure practical and up to date transport information is available to home owners.*

As above, the site is in a town centre location, with excellent access to public transport.

Local Amenities

- *Basic services such as retail and banking*
- *Local parks and places of leisure*
- *Healthcare and education facilities*

A variety of local amenities are available.

13.4 Performance Outcomes

Air Quality

- *Provide adequate ventilation that does not compromise thermal efficiency.*

Lighting

- *Provide adequate access to natural light and controllable artificial lighting where necessary.*
- *Suitably locate controls that are accessible and easy to use.*

Noise

- *Utilise insulation and treatment that creates the right acoustic environment.*
- *Consider internal sound insulation.*
- *Design the layout and construction of new houses to minimise the impacts of noise from the local area.*

Temperature

- *Avoid the risk of overheating whilst ensuring well insulated new homes.*

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- *Provide adequate and controllable ventilation capable of meeting the varying demands of the seasons.*

13.5 Predicted In Use Energy

Cost

- *Ensure that cost efficiency is central to the design of your home*
- *Provide access to the relevant information and controls to understand how to optimise the efficiency of your home and how your behaviour influences this.*

Energy Footprint

- *Promote measures to reduce the use of energy that produces C02 emissions and other pollutants through reduced energy demand.*
- *Investigate the use of appropriate and cost effective renewable energy sources.*
- *Encourage systems that reduce local pollutants.*

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