



5 VICTORIA DRIVE
BOGNOR REGIS
WEST SUSSEX
PO21 2RH

DESIGN AND ACCESS / PLANNING STATEMENT

Incorporating

BIN STORAGE & COLLECTION PROVISION
TRANSPORT STATEMENT
FOUL & SURFACE WATER DRAINAGE STATEMENT
ECONOMIC DEVELOPMENT STATEMENT
RETAIL IMPACT ASSESSMENT
FLOOD RISK ASSESSMENT
LANDSCAPING STRATEGY
LIGHTING ASSESSMENT

TO ACCOMPANY PLANNING APPLICATION FOR THE
REDEVELOPMENT OF THE SITE TO PROVIDE:
A REPLACEMENT GROUND FLOOR RETAIL UNIT AND PROVIDE
5 RESIDENTIAL APARTMENTS AND ASSOCIATED AMENITIES

OCTOBER 2019

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INTRODUCTION

This Design and Access / Planning Statement accompanies a full planning application for the demolition of an existing single storey retail unit and the construction of a ground floor replacement retail unit with 5 residential apartments at first, second and third floors at 5 Victoria Drive, Bognor Regis.

The site is located to the southern end of Victoria Drive and currently comprises a detached, single storey retail unit together with a vehicular access to the side of the site leading to a separate parking area to the rear. The site is within the built-up area and there are existing residential properties within proximity to the site.

The area to the rear of the site forms a parking area which is within separate ownership with vehicular access across the application site in the form of a right of way.

The density of the existing housing to the surrounding area is relatively high towards the southern end of Victoria Drive with a predomination of blocks of flats and apartments which decrease in frequency towards the northern end of Victoria Drive, where individual houses become the norm. The density of retail units is low and are sited immediately adjacent to the site as an extension of Aldwick Road around the junction with Victoria Drive.

The site is bounded to the south by an existing footpath serving the rear of 3 Victoria Drive, to the west by a car park serving the shops and apartments facing onto Aldwick Road, to the north by the boundary wall to 7 Victoria Drive and to the east by the public footpath and highway forming Victoria Drive itself.

The site currently comprises a single storey retail unit (selling carpets) but it is not located within the defined town centre and is not located on either a primary or secondary retail frontage as defined in the Adopted Local Plan 2018.

The site has thought to have been in continuous use as a retail unit since it was constructed in it is believed 1921.

The current property has a somewhat incongruous appearance being flat roofed and single storey with a set back frontage which is dwarfed by tall and mainly residential buildings on both the southern and northern side of the site. This is especially evident to the south where the mock Tudor fronted early 20th Century retail terrace extends round from Aldwick Road into Victoria Drive and is located immediately adjacent to the public footpath.

The property to the south (3 Victoria Drive) of the site has a retail use at ground floor with two floors of residential accommodation / apartments above.

The property to the north (7 Victoria Drive) is entirely residential apartments with accommodation over four floors.

There is currently a small amount of parking along the site frontage which exclusively serves the user of the existing retail unit.

The retention of part of the ground floor of the application site for retail use should not have any adverse impact on the viability of other nearby shops, which are mainly located south of the site on both sides of Aldwick Road.

ECONOMIC DEVELOPMENT STATEMENT

The retail unit is currently utilised by an internal flooring supplier and fitting company who retail a wide range of flooring products from carpets through to hard floor coverings and artificial grass.

Whilst technically a retail unit, the building is currently used as a combined office and storage facility with very limited retail floor space. The opening hours are stated as 10am to 3pm for four days a week together with 10am to 1pm on Saturdays.

The current retail use is therefore limited to less than 25 hours per week.

The location of the property outside of the defined Bognor Regis Town Centre at the far end of the Aldwick Road shopping parade, well away from both the defined primary and secondary retail frontages in Bognor Regis, together with vacant premises immediately south of the site would suggest a limited requirement for retail units within Victoria Drive. However, it is proposed to retain a single retail unit with a reduced floor area at ground floor to replace the one that will be lost as part of the redevelopment.

RELEVANT PLANNING / SITE HISTORY

There are no relevant entries in the Arun District Council post 1987 application search.

Historic and relevant entries prior to 1987 have been identified as follows;

BR/32/85 Approved Conditionally 13.02.85

Change of Use plus use as store / sale of electrical contracting materials.

BR/541/78 Approved Conditionally 13.09.78

Change of Use from book shop to photocopying typing duplicating etc.

BR/539/77 Approved Conditionally 26.10.77

Change of use to wholesale outlet and storage for radio and TV components.

BR/657/72 Approved Conditionally 30.10.72

Bookshop garage and store.

BR/351/69 Refused 18.09.69

Change of use to motor car sales.

BR/403/67 Refused

Use of garage store premises for retail sale of tyres and fitting and sale of batteries.

ASSESSMENT OF PHYSICAL CONTEXT

Victoria Drive is predominantly a residential area with housing of various types and styles on both sides of the highway which runs south to north from the traffic lights at the junction with Aldwick Road up to the roundabout at the junction with Linden Road. Victoria Drive then continues in a northerly direction until it merges with Annandale Avenue.

The southern end of Victoria drive has a high percentage of flat and apartment residential developments with shared communal and amenity facilities.

To the south of the site lies the Aldwick Road shopping parade which generally comprises ground floor retail units with residential apartments over. The apartments are accessed from doors located directly onto Aldwick Road set between the retail unit shop fronts.

The shopping parade has been extended around the corner of the junction with Victoria Drive and provides a further two retail units with apartments over. This development abuts the site and is also built directly off the public highway with no private frontage to the properties.

To the rear and west of the site there is an area defined as parking for the benefit of the retail units and apartments facing Aldwick Road. There is also pedestrian access to external stairs serving the apartments. The rear parking area is accessed across the application site by way of a single file vehicular drive.

The defined Bognor Regis Town Centre Boundary is indicated as extending as far as The Steyne in a westward direction. This is a significant distance from the site.

The defined Primary Retail Frontage and Secondary Retail Frontage is contained entirely within the Town Centre Boundary and therefore is not a factor when considering the redevelopment of the site.

The site is not located within any of the defined Bognor Regis Conservation Areas or Areas of Special Character.

5 Victoria Drive currently comprises a painted brick single storey structure under a stepped flat roof with partial shop front glazing to the east elevation facing Victoria Drive.

The secondary elevations have small areas of glazing with security shutters.

The shop frontage comprises a part glazed shop front with two doors serving the shop unit.

INVOLVEMENT OF LOCAL INTERESTS

There has been no involvement of local interests other than Arun District Council prior to preparing or submitting the planning application.

A Pre Application Enquiry was submitted to Arun District Council on 17th December 2018 which was answered in writing on 28th May 2019.

The Pre Application advice from Maria Tomalova was reviewed and where possible and deemed practicable the advice given has been incorporated within the revised proposals which form the basis of this planning application.

The main amendments to the proposal following the Pre Application advice include the following:

- ¿ Retention of the ground floor retail unit where previously it was proposed to remove any retail floor area and replace with a ground floor apartment,
- ¿ Alterations to the overall height, scale and mass of the building,
- ¿ Orientation of roof pitches and the location of gables.

The principle amendment following the advice was the treatment of the overall external fenestration to the east road facing elevation, where the main gable has been treated as a visual extension of the adjacent extension of the Aldwick Road shopping parade. To that end the upper floors have been indicated with a mock Tudor render and timber frame over a rendered shop front surround. This will help to incorporate the proposed into the existing street scene.

DESIGN PRINCIPLES AND CONCEPTS

The design principle was to create a mixed use retail and residential development within an existing area of established retail and residential properties whilst respecting the local architecture, the scale and massing of the buildings and the visual amenities and outlook of the properties either side of the currently underutilised site.

The site is confined by its boundaries and is therefore limited in effective footprint especially when considering the existing and maintained vehicular access requirement to the rear of the site.

The outlook from adjacent residential properties has been respected and therefore this dictated the plan form and the extent of the site plan area available for the proposed floor plans. The location of existing windows serving the west facing apartments over the retail units to the south and the east facing apartments to the north of the site have been recorded and sight lines providing a 45 degree line of sight have been respected.

The floor plans have been stepped back where necessary and the front principle elevation stepped back and aligned to reflect the adjacent shopping parade whilst creating a staggered floor plan to reduce the impact upon the property to the north.

The proposed retail unit requires its own separate access from the public highway together with a secure external yard for access and for waste storage.

The proposed apartments required a centrally located internal communal staircase and access together with cycle storage, waste storage areas and an external amenity space for the drying of clothes.

DESIGN SOLUTION

The proposal is to provide a single ground floor retail unit adjacent to the existing retail units to the south with five residential apartments over whilst maintaining the vehicular access route to the rear and providing the necessary amenity, cycle storage and refuse / waste storage areas.

The building has been designed to carefully respect the local character and building styles by utilising materials and fenestration details similar to those used on adjacent buildings.

The building has been designed to create a visual extension of the Aldwick Road shopping parade that is extended round the corner onto Victoria Drive which then steps back and changes in scale and the use of materials to create a further visual extension of the property immediately to the north - 7 Victoria Drive.

Materials have been chosen to respect and reflect the adjacent properties and those of the general area. Stock brickwork, painted render, faux timber framing, plain tile hanging and plain tile roofs have been selected to carefully blend in with the street scene.

The internal arrangement of the retail unit and apartments have been set around the central staircase serving the upper floors and set within the available footprint of the site once the vehicular access and amenity space has been provided. The location of the vehicular access is limited to the location of the existing crossover to Victoria Drive and the layout of the existing car park at the rear of the site.

The stepped and staggered elevations have been carefully set out to follow the line of adjacent buildings where necessary and to ensure that the visual amenity and outlook has been respected for residents of adjacent properties at ground and upper floor levels.

Privacy has been respected by orientating the principle fenestration away from the primary windows of adjacent properties.

The apartments have been designed to comply with the minimum requirements of the national space standards for one and two bedroomed properties within the available floor space.

SCALE

The scale, height and general design of the building have been designed to respect the adjacent properties to the north and south of the site.

The scale is similar to that generally within the proximity of the site extending along Victoria Drive and south into Aldwick Road.

The main ridge and eaves of the proposed building are set at similar heights to those of 3 Victoria Drive reflecting the continuation of the mixed retail and residential apartment scale in the street scene. The main ridge and eaves of the proposed building are set below those of the adjacent residential apartment building, 7 Victoria Drive, to respect and be subservient to it within the street scene. The use of a hipped gable against the hipped gable of 7 Victoria Drive follows the style and scale but also creates a visual break between the two buildings.

The existing single storey building is conspicuous in its lack of height, scale and mass and is incongruous in its surroundings. The proposed redevelopment seeks to address this visual imbalance and provide a consistent roofline and massing in the street scene whilst also being visually subservient to the adjacent buildings.

LAYOUT

The layout of the proposed residential units is, as noted above, dictated by the limitations of the existing site plan, vehicular access across the site and the juxtaposition to existing adjacent buildings to the north and south.

Each residential apartment is accessed from the central internal staircase which is accessed at ground floor from either the main front door or the rear door. The rear door serves the cycle storage area, externally located refuse bin store and the communal amenity space.

The retail unit at ground floor has a main entrance located off the public highway and a secondary access point at the rear served from the secure rear yard area.

The central staircase rises to the first and second floor where doors serving the individual apartments are located. The first floor comprises two apartments, a two bedroom apartment and a one bedroom apartment. The second floor has a similar arrangement to the first floor with a two bedroom and one bedroom apartment.

The third floor two bedroom apartment has its entrance door located at the second floor with an internal staircase rising immediately to the third floor.

Each apartment comprises one or two bedrooms with a central hall serving the living room, kitchen, bathroom and internal storage cupboard.

NOISE EXTRACT / ASSESSMENT

The proposals provide a ground floor retail unit and five apartments to the upper floors would only result in minimal noise levels associated with typical domestic use and a small scale retail use similar to that of the existing retail unit.

FLOOD RISK ASSESSMENT

The site is not within an area defined as being at risk of flooding by the Environment Agency. The site is in its entirety within Flood Zone 1.

All residential and sleeping accommodation will be at first floor and above and therefore any associated risks of sleeping accommodation being affected by flood water are mitigated.

The ground floor is entirely retail and therefore any staff are unlikely to be at risk from flooding.

All adjacent highways adjacent to the site are also outside of any areas at risk of flooding and therefore emergency evacuation or access by emergency services will not be affected in the case of a flood event.

BIN STORAGE & COLLECTION PROVISION

Domestic and retail bin storage and collection points have been identified on the plans and meet the minimum requirements for both residual waste and recyclable waste based upon the numbers of proposed apartments and retail units.

The bins will be communal 660 litre type and located in a secure external enclosure suitable for collection on a weekly / biweekly basis.

TRANSPORT STATEMENT

The location of the site within the built up area boundary, within a sustainable location and its proximity to good public transport links, together with dedicated cycle storage provisions precludes the requirement for dedicated parking bays on site.

The location of non controlled off street parking within the local area mitigates the requirement for separate parking bays within the boundary of the site.

FOUL & SURFACE WATER DRAINAGE STATEMENT

It is proposed to connect all foul and surface water drainage to the existing foul and surface water sewers located adjacent to the site.

The discharge rates and water use calculations are to be provided to gain consent from the respective controlling bodies.

RETAIL IMPACT ASSESSMENT

The existing retail use on the site would be retained on a one for one basis under the proposals. The retail floor area would be reduced from its current level however a single retail unit facing onto Victoria Drive will be retained and continued retail use secured.

LANDSCAPING STRATEGY

Landscaping is restricted to predominantly hard landscaping to the retail unit frontage, the access path up to the apartment communal entrance lobby, the rear yard to the retail unit and the external drying and amenity space at the rear of the site.

Paving materials will be carefully chosen to differentiate the uses between retail and residential and will without exception be of a porous nature to facilitate surface water drainage from the site.

A full landscaping plan will be provided detailing materials and limited areas of planting and enclosure where necessary.

LIGHTING ASSESSMENT

The site is located within an existing area of mixed use residential and retail properties.

The main public highways benefit from existing street lighting and the rear car park area behind the site has several light fittings to facilitate access and movement to and from vehicles at night.

It is not proposed to externally light the proposed property except for areas of pedestrian access at ground floor to ensure the areas remain safe and secure for residents. Wall mounted downward focussed lighting is proposed subject to detailed design.

Covered areas to the vehicle access route, bin stores and rear amenity spaces will be locally lit using wall mounted downward focussed lighting subject to detailed design.



AMOUNT OF DEVELOPMENT

The proposals for the new units of residential accommodation comprises the following:

First Floor ~ 1B 2P	
Gross internal floor area	52m ²
First Floor ~ 2B 3P	
Gross internal floor area	62m ²
Second Floor ~ 1B 2P	
Gross internal floor area	52m ²
Second Floor ~ 2B 3P	
Gross internal floor area	62m ²
Third Floor ~ 2B 3P	
Gross internal floor area	67m ²

The proposed floor areas comply with the requirements set out within the technical space standards ~ nationally described space standard.

Gross external amenity space	48m ²
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The proposals for the new unit of retail premises comprises the following:

Ground Floor	
Gross internal floor area	52m ²
Gross external amenity space	28m ²

SOCIAL / ECONOMIC CONTEXT AND PLANNING CONTEXT

The National Planning Policy Framework (NPPF) was formally published in July 2018 and supersedes all previous PPS and PPG documents. The NPPF sets out the Government's planning policies for England, and how these are expected to be applied in local planning policy making and decision taking.

The NPPF attaches great importance to the design of the built environment, stating that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Further planning policies for the site are contained within the Arun Local Plan 2011-2031 (July 2018). The key relevant policies which are in place are outlined below:

DDM1	Aspects of Form and Design Quality
DDM2	Internal Space Standards
DSP1	Design
SDSP2	Built up Area Boundary
ENVDM2	Pagham Harbour
HERDM2	Locally Listed Buildings or Structures of Character
WDM3	Sustainable Urban Drainage Systems
WMDM1	Waste Management
TSP1	Transport and Development
TDM1	Sustainable Travel and Public Rights of Way

The site is located within the built up area where the principle of development is acceptable subject to accordance with relevant planning policies.

The proposal seeks to make efficient use of land which is deemed to be underused by its current form of development. The proposal is considered to reflect the character of the area by its careful design to respect the landscaping, density, scale, mix of use, massing, character choice of materials, finishes and architectural design language.

The street scene would benefit from the insertion of a replacement building following the notional building line and providing a link between the buildings either side of the site.

The proposal would not create an adverse impact upon visual and residential amenities of existing premises and seeks to improve the overall character of this part of Victoria Drive.

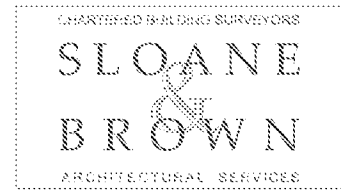
The redesign of the front elevation and its architectural treatment using mock Tudor timber framing and render panels aims to respect that of properties to the south, which are locally listed. It should be noted that the building immediately adjacent to the site at 1 and 3 Victoria Drive are a later addition to the main Aldwick Road shopping parade and as such do not form part of the locally listed building.

The use of a rendered surround to the ground floor retail unit also respects the adjacent retail units in style, form and scale which together with the glazed shop front and retail signage helps to integrate the proposed development into the street scene to provide a well-integrated solution between the existing and proposed frontage. The stepping back of the materials and physical nature of the building reduces the architectural narrative and steps back to respect the architectural style and physical form of the purely residential building to the north.

The covered vehicular access follows the form and character of the adjacent residential building to the north, further tying the styles of the proposed building with its surrounding adjacent properties.

The proposal is considered to be of quality design and layout and is set out to provide a stepped façade to both the front and rear elevations to fully take into account any potential impact upon adjoining properties and occupants. The stepping in of the building adjacent to adjoining properties has been designed to remove any adverse impact upon the visual amenity and to avoid over shadowing.

An area of amenity space is provided at ground floor to provide a secure and safe area for residents of the apartments to dry clothing and to provide an external area for seating and areas of planting subject to a detailed landscaping plan. The proximity of public amenity space within easy walking distance of the site helps to mitigate the requirement for amenity space especially given the open access to the sea front and public gardens to the site.



Bin storage is provided by way of externally located (under cover) communal residential bins within a secured area just outside of the communal staircase.

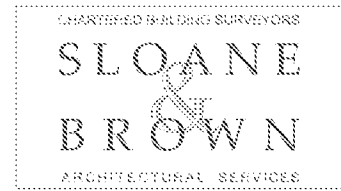
Separate recycle waste bins and general waste bins will be provided to meet the minimum requirements of 240 litres per residential unit for residual waste and 240 litres per residential unit for recyclable waste. The provision will be provided by way of four 660 litre bulk refuse bins. Retail bin storage will be provided within the rear secure yard on the ground floor.

A contribution for Access Management at Pagham Harbour has been considered and is included as part of the application to meet the requirements of the planning obligations of relevant policies to the proposal.

The site is not suitable for the provision of soakaways for surface water drainage. It is proposed that existing surface water sewers would be utilised for all surface water drainage from the site subject to agreement with Southern Water.

The nature of the site precludes the provision of dedicated on site parking bays.

The proposal allows for the provision of five secure cycle storage points within the communal ground floor lobby. Together with the proximity of the site to a good public transport network comprising bus routes and a train station within walking distance, on site parking is not deemed necessary. There is a provision for on street parking in proximity of the site should occupants require parking.



SUMMARY

An appropriate design approach has been taken with this proposal to provide a mixed use development comprising a ground floor retail unit with five self-contained units of residential accommodation on a grossly underused site suitable for residential accommodation in a highly sustainable location within easy walking distance of Bognor Regis town centre, public transport links and local amenities.

National planning policy together with development plan policies and supplementary planning guidance has been fully considered when preparing and submitting the planning application.

This proposal should be acceptable in principle and does not detract from the quality of the area or have any harmful impact upon the amenities of neighbouring residents.

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