

DESIGN, ACCESS & PLANNING STATEMENT: 283-285A CHICHESTER ROAD, BOGNOR REGIS

Address: 283-285A
Chichester Road
Bognor Regis
West Sussex
PO21 5AH

Date: November 2017

Revision: 2



WHALEBACK
51 Summerfield Road
Chichester
PO20 8LX

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Introduction

WHALEBACK has been instructed to prepare a report both to inform design development and support a full planning application for proposed residential development at 283 - 285A Chichester Road, Bognor Regis.

The proposal consists of the redevelopment of an under-used and unattractive site at a prominent junction between Central Avenue and Chichester Road.

It presents an opportunity to contribute a substantial enhancement to the immediate environment and, through its gateway location, to the visitor impression of Bognor Regis.

This statement describes issues relating to the site, its physical and planning contexts, the design principles and concepts that have been applied to the development and how access has been addressed.



Block Plan as Proposed

Context and Site Description

The site is located on the south side of the Chichester Road (A259) at its junction with Central Avenue. The sharp bend in the Chichester Road and junction location make the site prominent to people approaching Bognor Regis via this principal route.

The area is within part of Bognor Regis that used to be known as Middle Bersted but has now been subsumed by the expansion of North Bersted. It is a node within a local neighbourhood centre, with shops and commercial premises to north, east and west. The south sides of Chichester Road and Central Avenue are primarily residential, with any commercial premises occupying buildings of semi-detached, residential character.

A large, three-storey block of flats has relatively recently been constructed at a similar, but less prominent, junction c.100m to the north of the site. There is also a three storey block of 1960s character immediately opposite the site on the north side of Chichester Road.

Within this relatively dense environment, the site represents something of an anomaly. A pair of semi-detached houses occupy its north east corner and address the Chichester Road. These are in poor condition and provide an inadequate quality of accommodation, suffering from damp and neglect.

The glazed, flat-roofed structure on the building's west side accommodates a small amount of low value commercial space. The plot to the west of this is developed with a small bungalow.

The single storey extension to the semis and diminutive bungalow provide the street with little sense of enclosure or presence. The rhythm of houses along the streets to east and west is interrupted at precisely the point where a more assertive architectural expression might be expected.

The triangular area of land to the rear of the

properties has been used for low grade commercial activities and is considered an ineffective and wasteful use of land.

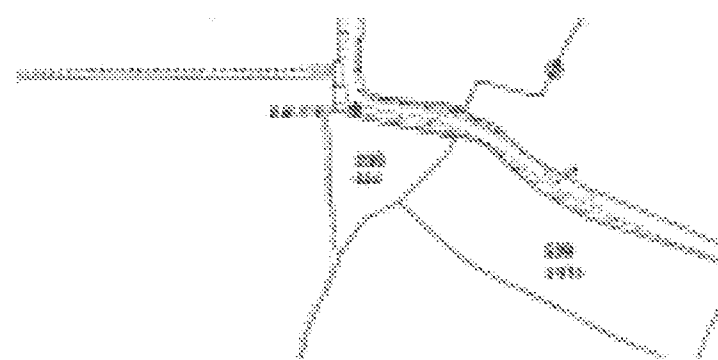
Historic maps show that the area of the site and its surrounding environment were completely undeveloped in 1877. They were agricultural fields between the villages of North and South Bersted. The OS map of 1897 shows the arrival of small pockets of new development in the wider area, the most significant in the vicinity being terraces and semi-detached houses c. 160m to the east of the site, on the same side of the Chichester Road. A detached house was also built to the immediate east of the site.

By 1912, the strip of development to the site's east had been extended to within about 55m of the site's eastern boundary. The single unit on its eastern boundary had been replaced or extended to become a semi. The map shows the straight section of the Chichester Road to the north of the site laid out with development plots on its east side, with development already having occurred on the part of the road beyond the bend in the road further north still.

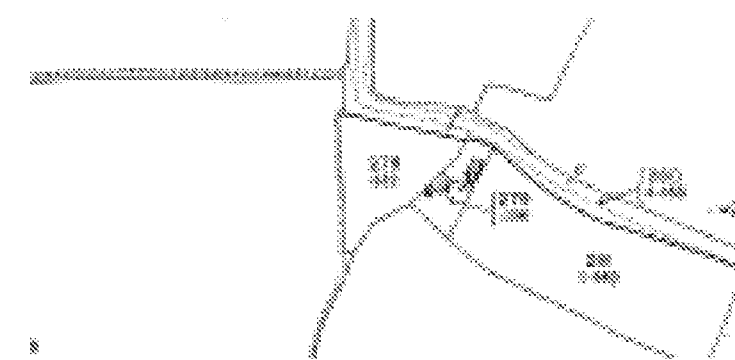
By 1933 the south side of Chichester Road up to and including the site has been developed, with semi-detached houses being the norm. Semis and detached houses had begun to occupy the plots to the north of the site on the east side of the road, with a terrace of 6 units on its west side. A massive expansion of building took place between 1933 and 1963, with new streets of suburban housing filling the areas on both sides of the original Chichester Road. The three storey block on the opposite side of the road to the site was constructed relatively late in the area's development, between 1963 and 1969. Its higher density and character acknowledged the significance of this stretch of the Chichester Road as a neighbourhood centre for the surrounding suburban environment. There is further potential to enhance this neighbourhood centre character with the redevelopment and enhancement of the application site.



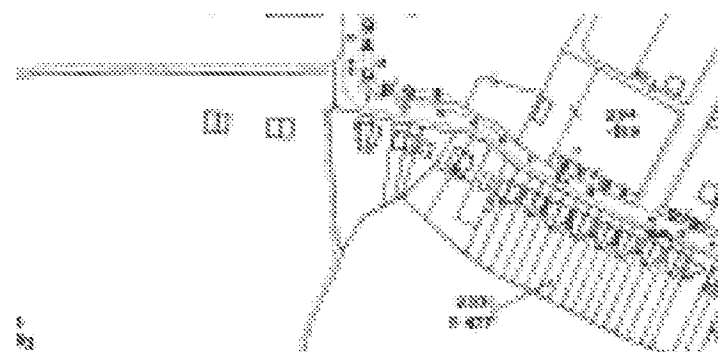
Aerial view of surrounding environment, with site outlined in red



1877 No development in triangular site area



1898 Development begins to east of site



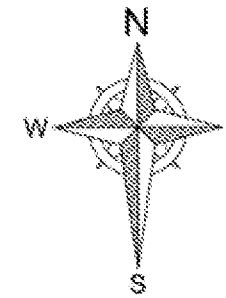
1933 The site is developed



1963 Suburban development engulfs the surroundings

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W H A L E B A C K



SCALE



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				DRAWING NUMBER		
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Context and Site Description



North, front elevation of 279, 281, 283 & 285 Chichester Road



North, front elevation of 279 Chichester Road



North, front elevation of 281 Chichester Road



North, front elevation of 283 Chichester Road



North, front elevation of 285 Chichester Road



North, front elevation of 285A Chichester Road

Context and Site Description



Lane providing access to site interior



View looking north to rear of 283-286 Chichester Road



Boundary with 281 Chichester Road



View to southern end of site



Boundary on west side of site



Footpath beyond western site boundary

Planning History

The planning history relating to the site area is summarised here. This application responds to this history of development and seeks to propose an approach which accords with current planning policy and relevant context of previous decisions.

283 Chichester Road

BR/610/87 (16-03-1988)

Conversion of shop, office and bed-sitting units into 6 studio flats with associated parking

Decision: Approved

BR/127/98/ (04-09-1998)

Removal of bay windows and installation of shop front

Decision: Approved

285 Chichester Road

BR/433/72 (26-07-1972)

New shop front covered way and store and bathroom window

Decision: Approved

BR/781/78 (10-01-1979)

Conversion of living room to enlarge shop

Decision: Approved

285A Chichester Road

BR/95/56 (28-06-1956)

Bungalow & garage outline

Decision: Approved

BR/95/56/A (09-02-1957)

Bungalow

Decision: Approved

Rear of 283 & 285 Chichester Road

BR/434/72 (26-07-1972)

Outline - 2 semi detached houses with garages

Decision: Refused

BR/372/86 (26-01-1987)

Outline application for a pair of two bedroom bungalows.

Decision: Refused

BR/612/87 (28-09-1989)

Outline Application - Erection of a pair of 2 bed bungalows and associated parking

Decision: Withdrawn

279-285A Chichester Road

BR/188/89 (09-05-1989)

Outline Application for re-development of site by way of sheltered accommodation, comprising 35 one bed flats, wardens flat and associated parking.

Decision: Withdrawn

BR/461/89 (22-11-1989)

Outline Application for the erection of 30 one bed sheltered flats and one wardens flat with associated car parking.

Decision: Refused

BR/110/90 (03-05-1990)

Outline Application for the erection of 24 one bedroom sheltered flats and one wardens flat with associated car parking.

Decision: Withdrawn

BR/279/90 (29-08-1990)

Outline Application for erection of 9 1-bed flats to be occupied by persons of state pensionable age

Decision: Refused

BR/381/90 (14-08-1991)

Outline Application for 26 one bed flats for occupation by persons of state pensionable age, one flat for occupation by warden and associated parking.

Decision: Approved

BR/112/99/ (26-08-1999)

Outline application for re-development of site comprising 26 one bedroom flats to be occupied by persons of state pensionable age and one wardens flat.

Decision: Approved

BR/159/02/ (12-08-2002)

Renewal of unimplemented outline permission

BR/112/99 for re-development of site comprising 26 one bedroom flats to be occupied by persons of state pensionable age and one wardens flat

Decision: Approved

BR/190/05/ (09-08-2005)

Renewal of unimplemented outline application for redevelopment of site comprising 26 one bed flats to be occupied by persons of state pensionable age and one wardens flat.

Decision: Approved

BR/610/87 (16-03-1988)

In 1988 approval was given for the conversion of 283 Chichester Road from a shop, office and bed-sitting units into 6 studio flats with associated parking. This scheme was not implemented due to the infeasibly small size of the studio flats.

The current proposal, by contrast, proposes to restore the building to its original domestic function, providing generous accommodation that supports a high quality of life for occupants.

BR/95/56 (28-06-1956)

Approval was given in 1956 for the construction of the bungalow, 285A Chichester Road. This building is of no architectural or historic significance and, through its small scale, detracts from the appearance and enclosure of the street scene. Its replacement with a two storey building of comparable character to its neighbouring pair of semis is considered to be a positive enhancement.

BR/381/90 (14-08-1991)

In 1991 outline planning permission was granted for the redevelopment of 279-285A Chichester Road for 26 one bedroom, age restricted flats and one warden's flat.

A previous application submitted ten years earlier, BR/461/89, had been refused on the grounds of its "undesirable intensification of residential development," its "unneighbourly and incongruous form," its "additional and hazardous access," and its "unacceptable increase in vehicular traffic."

Such concerns were overcome in the 27 unit scheme of 1991. This quantum of development was again approved in 1999, 2002 and 2005.

The proposals that are the subject of this application have taken a fresh approach in responding to the characteristics of the site, its wider setting and current planning policy. The density of development proposed does not seek to match the previously approved number but has been established through considerations of contextual appropriateness and neighbourly relationships.

The proposals are considered to be a substantial improvement on previously approved schemes and contribute significant enhancements to the appearance of the site and its setting within the street scene.

Proposals have sought to employ the architectural language of form, detail and materials displayed by the buildings of the site and its context within Chichester Road and Central Avenue. The intention has been to repair the appearance of the street elevation and to contribute to the regeneration of this part of Bersted.

Design Objectives and Proposals

The design objectives of the development options are:

- a. To provide the south side of Chichester Road with a continuous, coherent elevation of residential properties; repairing the current sense of disjuncture and lack of enclosure.
- b. To respect the character, grain, set backs and massing established by neighbouring properties so that new development appears suited to its environment; using the architectural language of the retained houses to inform the new design proposals, so that they are relevant to their context.
- c. To retain the pair of semi-detached properties so as not to waste their embodied energy and to ensure that they continue to contribute to the character of the area.
- d. To make efficient use of the land, developing at a density that is appropriate to the density of this neighbourhood centre.
- e. To ensure that vehicle movements and parking are accommodated without detracting from the experience of users or from the character of the site.
- f. To enhance the street scene through landscape design, providing a high quality of accommodation and environment for residents and the wider community.
- g. To maintain the amenity of neighbouring residents to ensure against overlooking or any overbearing impacts.
- h. To create a development with a distinct sense of place and identity.
- i. To avoid the introduction of alien styles, materials or plant species.
- j. To ensure that people with mobility or other disabilities are considered and their needs addressed by proposals.

k. To maintain or enhance on-site hydrological conditions.

l. To enhance the quality and quality of green vegetation and trees on the site.

m. To maximise the sustainability of proposals, employing energy efficient design and methods of construction.

n. For the design and layout to ensure the safety and security of residents.

The existing pair of semi-detached houses, 283-285, will be retained and enhanced. These buildings and their plots have been neglected for many years and now present opportunities for enhancement, restoring their original residential character.

285a is not considered to be of architectural value and detracts from the enclosure and appearance of the street. It will therefore be replaced with a pair of semi-detached houses which relate in their scale and character to the neighbouring properties of 283-285.

Parking has previously been provided in an ad hoc manner and at the front of number 285a, with little consideration given to its impact on the appearance of the property or the street scene. The proposals seek to improve parking arrangements whilst creating a clearer separation between public and private realms. All parking will be located within the enclosed site area, behind the primary street frontage, so enhancing the appearance of Chichester Road and Central Avenue.

Boundary structures between properties a and the public realm will also be formalised with 3' tall hedges. These will help to soften the outward appearance of the site, which is currently dominated by hard materials. Front gardens will be restored to the traditional arrangement, with a path crossing a front garden. All four of the semi-detached houses are provided with south facing back gardens.

The current access to the east of 283-285 will be used to access the flatted building to the rear. This is intended to be widened to enable two vehicles to pass one another whilst also providing for a pavement.

A “rumble-strip” of brick pavers will mark the boundary between the public environment of Chichester Road and the site interior. The access lane within the site interior will have a more informal quality to express a more private character and encourage low vehicle speeds. This access route, combined with the brick pavers of the parking spaces, will contribute to a pleasant courtyard character, which will be softened through indigenous hedgerows and fruiting tree specimens.

The flatted building has been designed to present a polite appearance to residents that enter the site interior whilst also being unobtrusive to neighbours and causing no issues of overlooking.

It is built largely at two storeys whilst having an amount of accommodation at attic level, partially contained within the roof volume.



Three storey parade opposite site



Three storey flats at nearby junction



A local example of a front boundary hedge

Design and Access

This section of the document describes the proposals in relation to the requirements of Design and Access Statements, addressing Use, Amount, Layout, Scale, Appearance and Access; it also addresses Security and Drainage.

USE

The residential use of the properties conforms with that of the south side of the Chichester Road, which is overwhelmingly residential in the vicinity of the site. This use is appropriate to this context and causes no conflict with neighbouring or surrounding uses.

The removal of the small amount of commercial space still associated with the stucco-clad, Edwardian semis will enable their original domestic appearance to be restored and for unattractive commercial hoardings to be removed.

AMOUNT

The amount of development proposed for the site is appropriate to this neighbourhood centre location, achieving an efficient density without being overdeveloped.

The site that accommodates the relatively new, three-storey block of flats 100m to the north of the site is developed at a substantially higher density than is proposed. The amount of development is within the range of densities found within the surrounding area.

LAYOUT

The layout is primarily informed by the layout of the existing semi-detached houses that face the Chichester Road. In retaining the existing pair of semis and replacing the small bungalow with an additional two storey structure, the layout of the street is made more coherent.

Within the site interior, the layout of the block of flats responds to the need to provide a formal frontage to the entrance lane whilst preventing unneighbourly relationships with new and existing properties. There

are a number of characteristic precedents of similar layouts at depth within Bognor Regis. A particularly successful example of this is the relationship between Northcliffe House and Woodford House.



Woodford House is to the rear of Northcliffe House and accessed via a lane to the west end of the terrace. Although at a different scale it is a comparable relationship to that proposed.

The separation distance between the 2½ storey west elevation of the block of flats and the first floor of the nearest neighbouring house is approximately 30m. The proposed distance between properties is considered adequate and exceeds the recommended distance of 20m.

The distance between the 2 storey south elevation of the flats and the first floor of the nearest neighbour is approximately 25m, which is also considered appropriate and within the guideline.

SCALE

The scale of the new semi-detached building relates closely to that of its neighbours, being at two storeys with a plan depth that enables a characteristic roof form and building massing.

The flats are also predominantly of two storeys, although part of the design proposal uses the roof

space to achieve 2½ storeys. This will not have an impact on the character of the street scene and is achieved without detriment to the amenity of neighbours.

APPEARANCE

The design approach to the new semis and flats respond to the character of the existing semi-detached houses to be retained on the site, employing a traditional design aesthetic. In this way, the proposal will appear responsive to the character of its setting and will contribute to an enhancement of this neglected site.

Landscape design proposals will also contribute to the improvement of the appearance of the site and enable it to make a positive contribution to the appearance of this prominent junction.

The removal of the bungalow provides an opportunity to repair the continuity and enclosure of the street with a two-storey structure. Unattractive advertising hoardings will also be removed.

ACCESS

The access to the interior of the site will remain in its current position but will be widened to enable two cars to pass with a pavement on one side.

The two pairs of semis will have pedestrian access at their fronts with vehicular parking at their rear. This will emphasise the traditional appearance of their fronts and provide an opportunity to plant enclosing boundary hedges around their front gardens.

Vehicular and pedestrian access to the flats will be via the lane to the east of 283-285. Parking has been proposed in a way that minimises conflicts with pedestrian movements or the cluttering of the flats' frontage.

All units will have level access to ensure accessibility to those with mobility issues.

Bike storage sheds will encourage people to cycle. The site's proximity to local services and public transport routes will also provide opportunities for people to choose sustainable transport methods.

SECURITY

Crime prevention measures have been considered in the design of the proposals and note taken of guidance on safe and sustainable places as defined in Safer Places – The Planning System and Crime Prevention (ODPM/ Home Office 2004). The following aspects of the design proposals support the security and safety of the site:

1. The development layout provides good passive surveillance of the site.
2. All external doors and windows will be certificated to the PAS24 standard and accord with Secured by Design advice on locking systems. Windows will be certificated to BS7950:1997. Laminated glazing to all doors and windows will be installed subject to ALO/ CPDA recommendations for site specific risk.

DRAINAGE

The development takes a Sustainable Urban Drainage System (SUDS) approach to dealing with surface water drainage.

External hard standing will be designed using a permeable paving structure.

Water falling on roofs will flow via channels and drains to soakaways under the gardens.

The units may be provided with water butts to enable residents to use rainwater for garden watering and outdoor cleaning activities. Foul water drains will connect to the existing foul sewer.

Site Plan As Proposed



ORIGINAL SIZE OF THIS DRAWING IS A1

283-285A CHICHESTER ROAD		MR JASON WELLER	
BOGNOR REGIS		ARCHITECTS DESIGN & MANAGEMENT	
SITE PLAN AS PROPOSED		1532	
DATE: 14 JULY 2017 11:00		11	
DRAWN: JAW/000000		CHECKED: JAW/000000	
DATE: 14 JULY 2017 11:00		11	



Front Elevation (North)

Side Elevation (East)

SCALE
1 METRE 5 METRE



Rear Elevation (South)

Side Elevation (West)

REV.	DATE	REVISIONS
B	16.11.17	Floor plan depth increased
A	02.08.17	Added Side Elevation

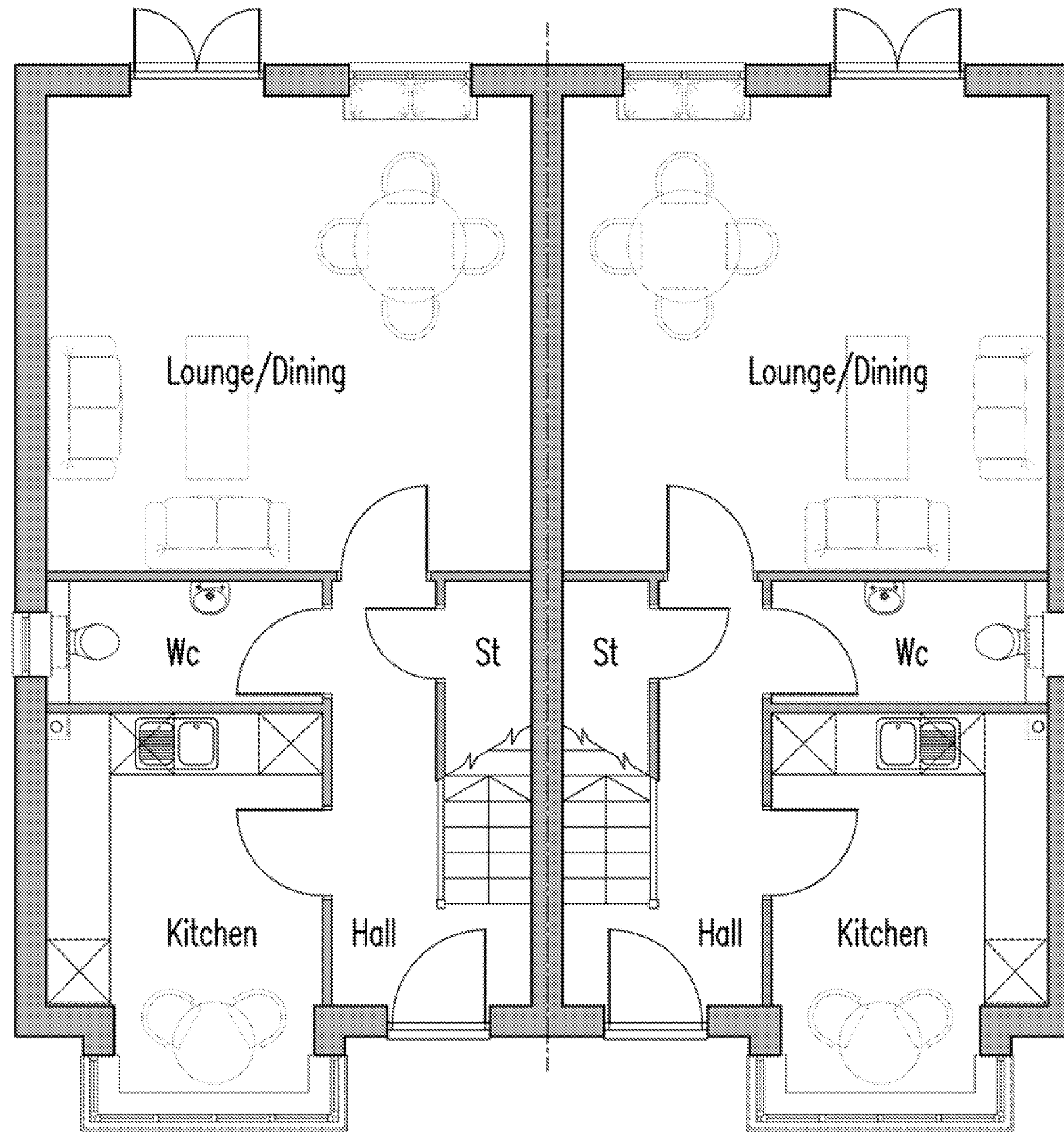
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PROJECT 283-285A CHICHESTER ROAD BOGNOR REGIS				CLIENT MR JASON WELLER		
DRAWING TITLE 2 Bed House (Elevations) As Proposed				COMPUTER FILE NAME DWG.DWG		
				ORIGINAL SIZE OF THIS DRAWING IS A3		
				DRAWING NUMBER		
DRAWN	CHECKED	DATE	SCALE - AS SCALE REQD	PROJECT NUMBER	ACTUAL DRAWING NUMBER	REVISION
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SCALE

1 METRE

5 METRE

REV.	DATE	REVISIONS
B	16.11.17	Floor plan depth increased
A	02.08.17	Full floor plans added

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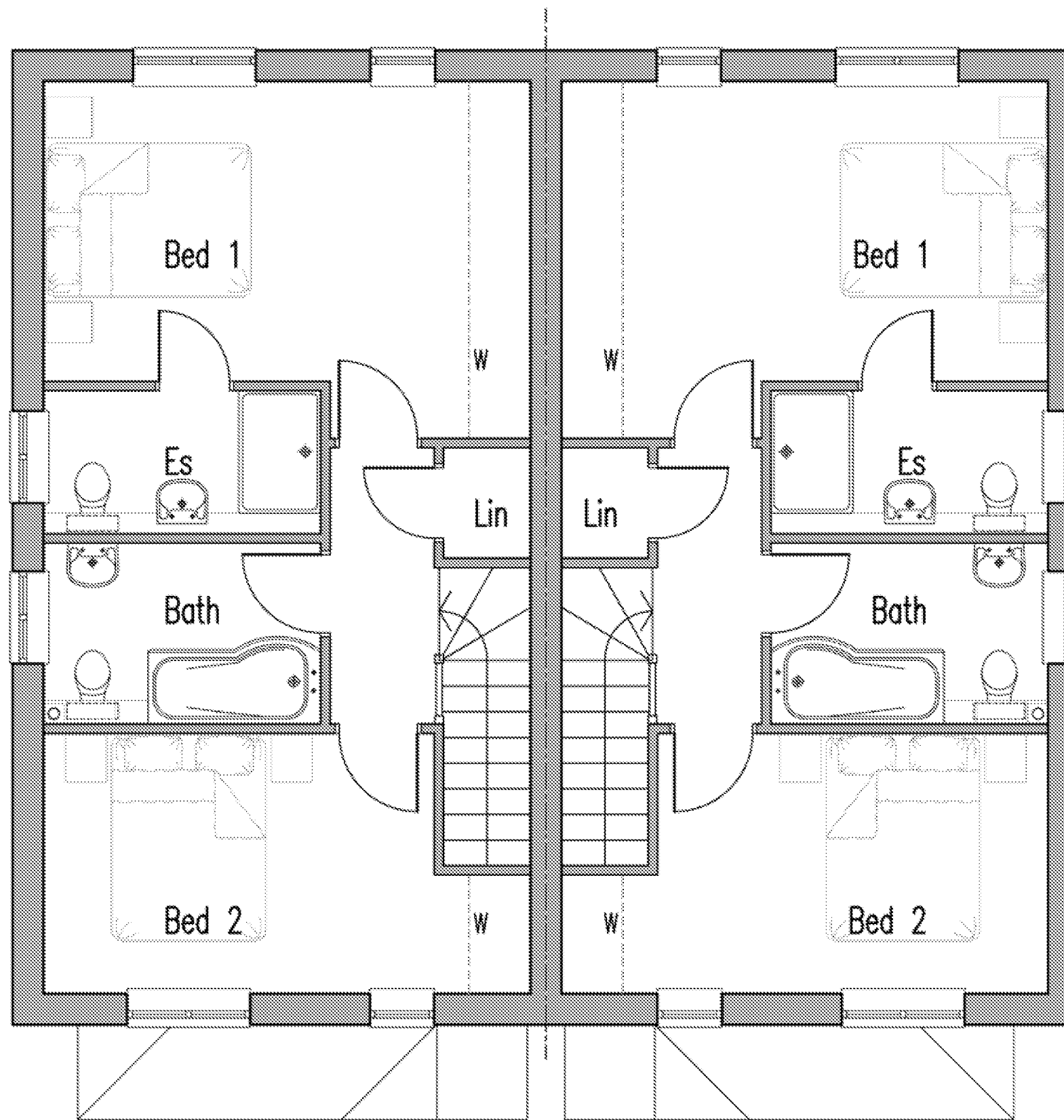
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PROJECT 283-285A CHICHESTER ROAD BOGNOR REGIS				CLIENT MR JASON WELLER		
DRAWING TITLE 2 Bed House Ground Floor Plans As Proposed				COMPUTER FILE NAME DWG.DWG		
				ORIGINAL SIZE OF THIS DRAWING IS A3		
				DRAWING NUMBER		
DRAWN	CHECKED	DATE	SCALE - AS SCALE ROOM	PROJECT NUMBER	ACTUAL DRAWING NUMBER	REVISION
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SCALE

1 METRE

5 METRE

A	16.11.17	Floor plan depth increased
REV.	DATE	REVISIONS

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BOGNOR REGIS				MR JASON WELLER		
DRAWING TITLE				COMPUTER FILE NAME DWG.DWG		
2 Bed House First Floor Plans				ORIGINAL SIZE OF THIS DRAWING IS A3		
As Proposed				DRAWING NUMBER		
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This architectural elevation drawing depicts a three-story building with a complex roofline featuring multiple gables. The facade is characterized by numerous windows of varying sizes, including a prominent bay window on the second floor and a small square window in the attic. A balcony with a railing is located on the second floor. The building is surrounded by landscaping, including trees and shrubs. A car is parked on the left side of the building. The drawing is a black and white line art illustration.

SCALE  5 METRES

PROJECT 283-285A CHICHESTER ROAD BOGNOR REGIS				CLIENT MR JASON WELLER		
DRAWING TITLE Flat Block North Elevation as Proposed				COMPUTER FILE NAME DWG.DWG		
				ORIGINAL SIZE OF THIS DRAWING IS A3		
				DRAWING NUMBER		
DRAWN	CHECKED	DATE	SCALE - AS SCALE EGGS	PROJECT NUMBER	ACTUAL DRAWING NUMBER	REVISION
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Side Elevation

SCALE
5 METRES

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REV.	DATE	REVISIONS

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BOGNOR REGIS				MR JASON WELLER		
DRAWING TITLE				COMPUTER FILE NAME DWG.DWG		
Flat Block				ORIGINAL SIZE OF THIS DRAWING IS A3		
West Elevation as Proposed				DRAWING NUMBER		
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Rear Elevation

SCALE
5 METRES

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PROJECT 283-285A CHICHESTER ROAD BOGNOR REGIS				CLIENT MR JASON WELLER		
DRAWING TITLE Flat Block South Elevation as Proposed				COMPUTER FILE NAME DWG.DWG ORIGINAL SIZE OF THIS DRAWING IS A3		
				DRAWING NUMBER		
DRWN	CHECKED	DATE	SCALE - AS SCALE ROOM	PROJECT NUMBER	ACTUAL DRAWING NUMBER	REVISION
DH	MB	JULY 2017	1:100	1532	27	-
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Side Elevation

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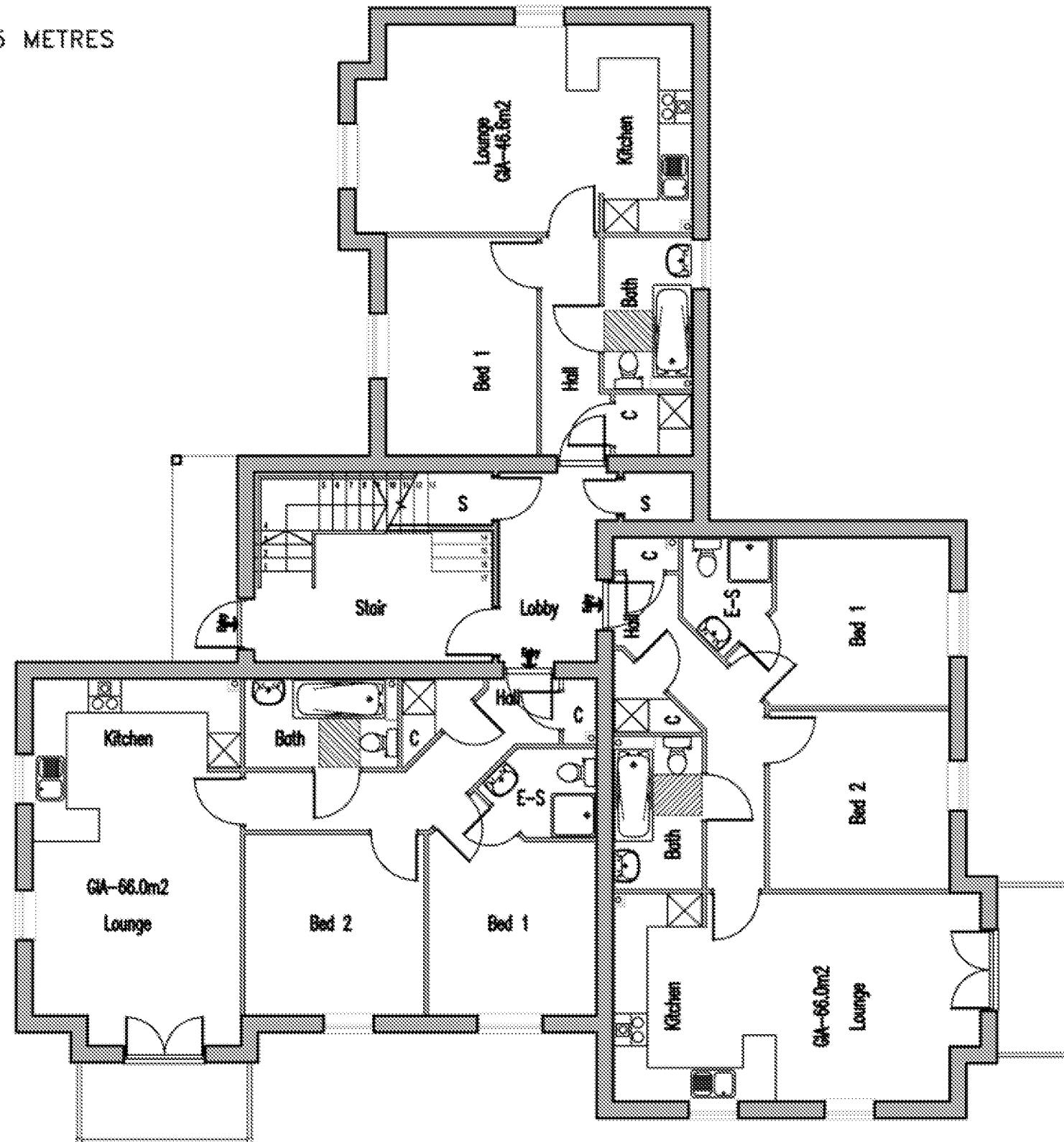
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PROJECT 283-285A CHICHESTER ROAD BOGNOR REGIS				CLIENT MR JASON WELLER		
DRAWING TITLE Flat Block East Elevation as Proposed				COMPUTER FILE NAME DWG.DWG		
				ORIGINAL SIZE OF THIS DRAWING IS A3		
				DRAWING NUMBER		
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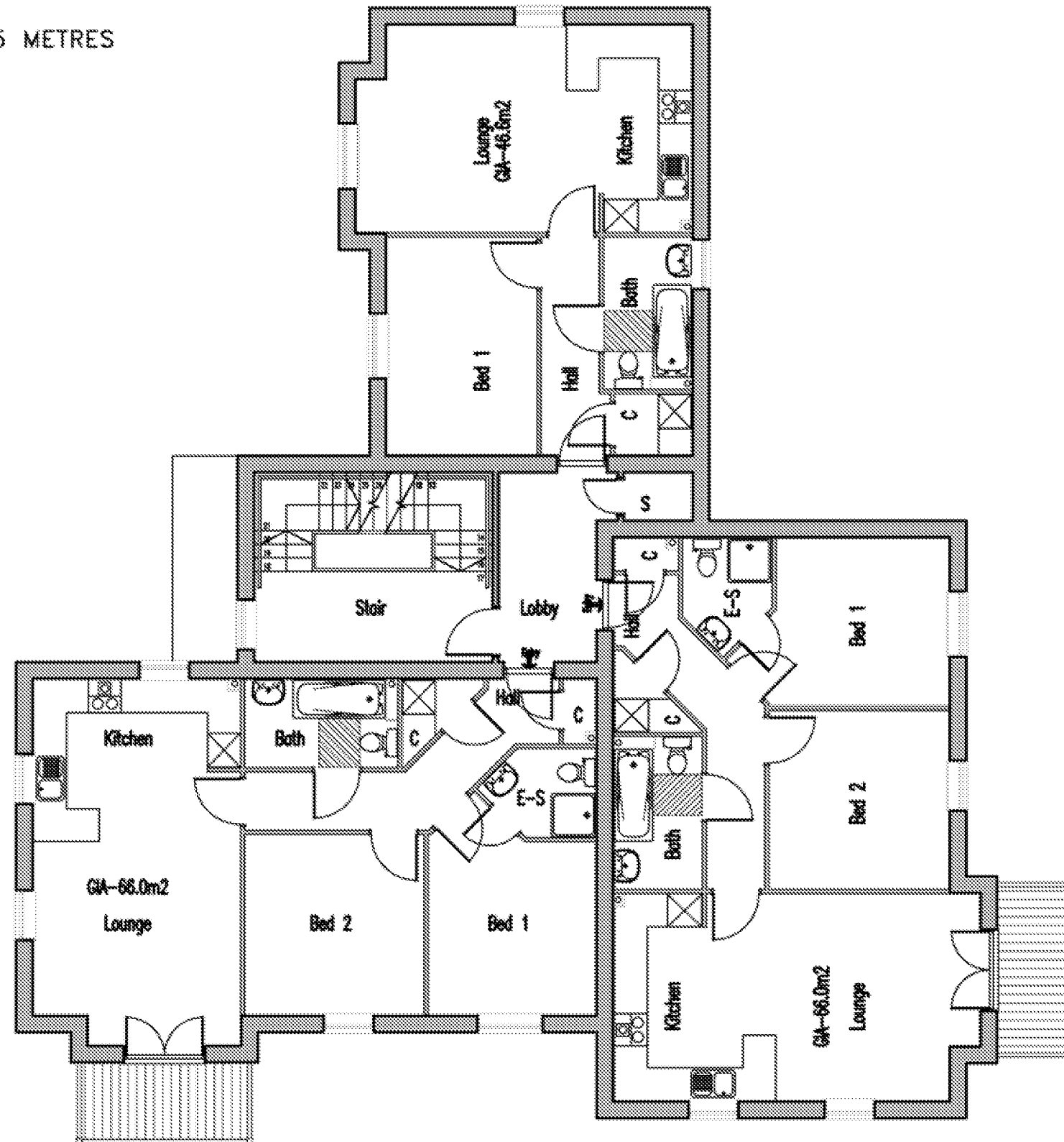
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PROJECT 283-285A CHICHESTER ROAD BOGNOR REGIS				CLIENT MR JASON WELLER			ARCHITECTS DESIGN & MANAGEMENT
DRAWING TITLE Ground Floor Plan As Proposed				COMPUTER FILE NAME DWG.DWG			
				ORIGINAL SIZE OF THIS DRAWING IS A3			
				DRAWING NUMBER			
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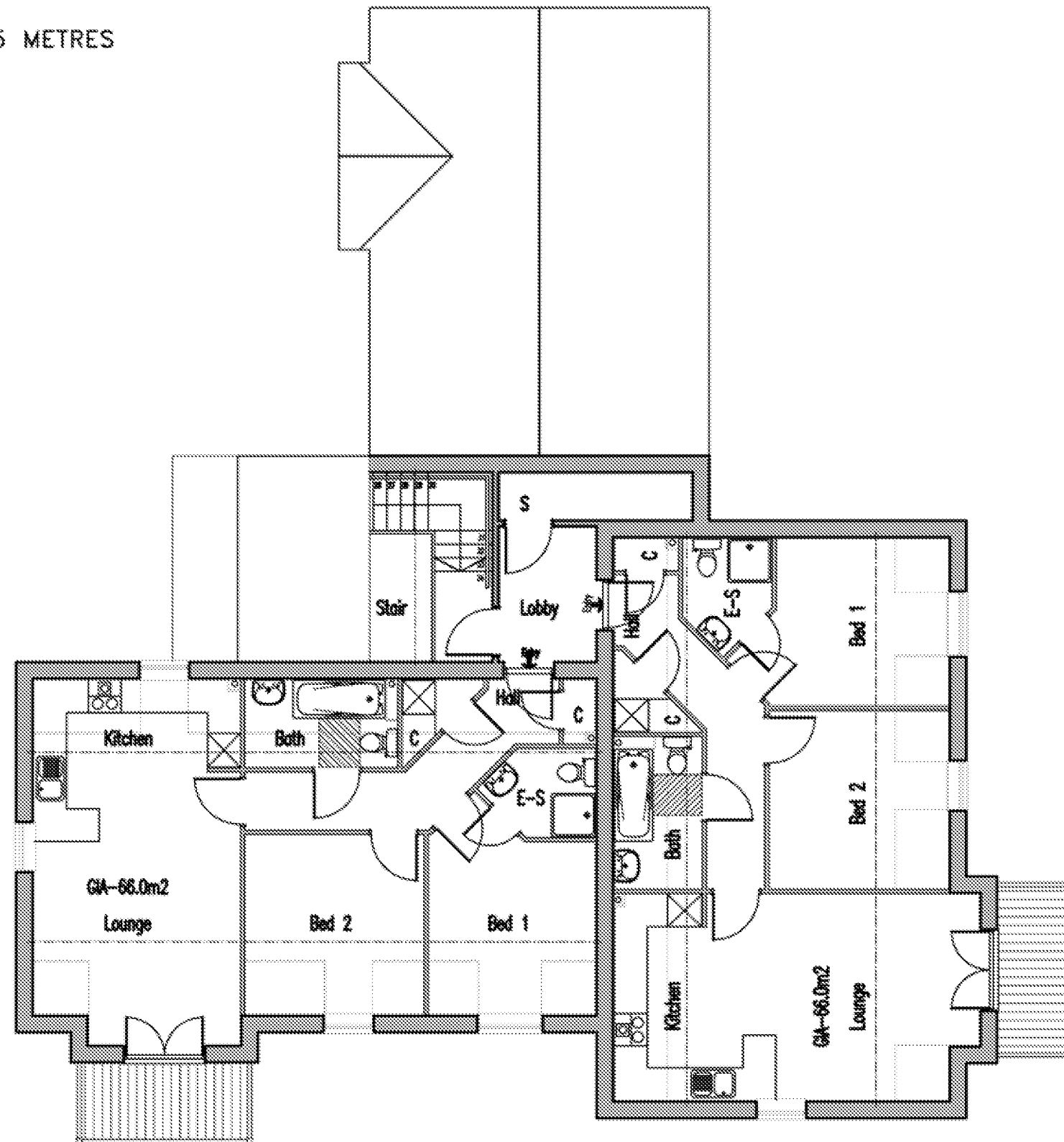
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PROJECT 283-285A CHICHESTER ROAD BOGNOR REGIS				CLIENT MR JASON WELLER		
DRAWING TITLE First Floor Plan As Proposed				COMPUTER FILE NAME DWG.DWG		
				ORIGINAL SIZE OF THIS DRAWING IS A3		
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PROJECT 283-285A CHICHESTER ROAD BOGNOR REGIS				CLIENT MR JASON WELLER		
DRAWING TITLE Second Floor Plan As Proposed				COMPUTER FILE NAME DWG.DWG		
				ORIGINAL SIZE OF THIS DRAWING IS A3		
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Planning Policy

Pre-application advice was sought in February 2016 for a larger scheme, which also included 279-281 Chichester Road. The response, received on 19 October 2016, was supportive and stated that an application would be likely to be approved as it would be compliant with local and national policies.

The pre-application response considered the following planning issues:

- Principle
- Design
- Neighbour Amenity
- Amenity Space Provision
- Bin Storage
- Highways, Transport and Parking
- Sustainability
- Sustainable Construction
- Flooding/Drainage
- Protected Trees
- Open Space Provision
- Contamination
- Biodiversity
- Protected Species
- Crime
- Housing Supply

Local Planning Policies considered pertinent to the application consisted of:

EDDM1: D DM1 Aspects of Form and Design Quality
EDDM2: D DM2 Internal Space Standards
EDDM3: D DM3 External Space Standards
EDSP1: D SP1 Design
EENVDM2: ENV DM2 Pagham Harbour
EQESPI: QE SP1 Quality of the Environment
ESDSP2: SD SP2 Built -Up Area Boundary
ETSP1: T SP1 Transport and Development
GEN12: Parking in New Development
GEN2: Built-up Area Boundary
GEN7: The Form of New Development
GEN9: Foul and Surface Water Drainage
NEBR8: Bognor Regis Neighbourhood Plan 2015

The National Planning Policy Framework and Guidance were also addressed by the response.

Principle

The site lies in an urban area where the principle of development is considered acceptable. The Government's NPPF and supplementary NPPG further supports effective and efficient use of land for sites such as this but also advises that new housing is well integrated with and complements neighbouring buildings and local area in terms of scale, density, layout and access.

Design

The response considered that the proposed development is considered acceptable by reason of compliance with policies and advice because the main building which would house the flats would not be overly large and would mainly be hidden from the street scene. Furthermore, in design terms it would have a residential appearance with materials to reflect the varied types brickwork and external finishes.

It was noted that the proposed semi-detached properties to replace the bungalow were considered to reflect the design of surrounding properties and would complement the existing street scene.

Neighbour Amenity

Arun District local Plan Policy GEN7 indicates planning permission will only be granted for schemes displaying high quality design and layout. It further indicates development will be permitted if it takes into account impact on adjoining occupiers, land, use or property. The NPPG further indicates that good design should contribute positively to making places better for people.

The pre-application response considered that the proposed development would have an acceptable relationship with the residential amenities of neighbouring properties because of the relatively low height of the proposals, distances between the

proposals and the neighbouring dwellings and location of windows, which could be obscure glazed, seem unlikely to create issues of overlooking.

It was observed that there is a significant distance between the proposed balconies and the most sensitive areas of the neighbouring gardens to the west.

Amenity Space Provision

The NPPG indicates good design should contribute positively to making places better for people. It further indicates that creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.

Policy GEN7 of the Arun District Local Plan further indicates that development will be permitted provided that, amongst other considerations, the proposal creates attractive places and spaces with the needs of people in mind. On this basis, well designed and adequate amenity space provision for residents is considered essential to meet the policy requirements of the local plan and Central Government advice.

The pre-application response noted that the proposal is likely to be acceptable as the shared and private amenity spaces appear to meet the policy requirements.

Bin Storage

For all new residential development including flat conversions, applicants are required to show bin storage/collection provision as follows:-

Each unit should be provided with the equivalent of 240 litres of residual waste storage/bins. For flats, the communal/bulk bins can be used on the basis of 240 litres of residual waste storage/bin per flat. Alternatively one 240 litre wheelie bin for each property can be provided.

The same amount of storage space/bins for recyclable

materials is also required to be provided.

Where bin stores are adjacent to the access road serving the development or across a parking area there will need to be a road up to full highway standards and an indemnity provided for the Council's contractors to pass across servicing. The access of this type provided must be accessible/passable for collection schedules i.e. no parking or other obstruction.

The maximum pulling distances allowed under Health and Safety legislation are 10 metres 1100 litre bins and 50 meters for 240 litre bins.

It is recommended that if any communal provision is located near or adjacent to the highway, it will be suitably enclosed and landscaped so that the maximum pulling distances and vehicle access requirements are complied with.

This advice has been taken into account in the design of the scheme, which is considered to be in compliance.

Highways Transport And Parking

Planning policies allow for the safe movement of pedestrians and vehicles, giving priority to pedestrians, and car parking. Car parking requirements will vary according to accessibility of the site to public transport or services, or location within a town centre. Guidance is provided within WSCC Parking Standards Document.

The pre-application response considered that the proposal was considered acceptable in transport and highway terms due to an existing access being in place and a significant amount of off street parking being provided on site, possibly above the standards requires by WSCC Parking Standards SPG.

Planning Policy

Flooding

Planning Policies and National Planning Policy Guidance requires development not to give rise to an unacceptable risk of flooding detrimental to human health or property. There are requirements regarding the submission of a Flood Risk Assessment and Sequential test documentation. The relevant requirements for these are dependent upon the designated flood zone that the site is located within. The Environment Agency website details designated flood zones.

The proposal was considered likely to be acceptable due to the risk of flooding from tidal/fluviat sources as the site is located not located within a flood risk zone.

It was noted that surface water drainage would need to be considered for the site. This has now been done, with the proposal taking a SUDS approach to dealing with rainwater.

It is noted that it is likely that a pre-commencement condition would be attached should permission be granted to require ground water investigation and a drainage plan to be submitted prior to development beginning on site.

Protected Trees

Planning policies and guidance seek to protect the environment and avoid damage to protected trees. BS 5837 : 2005 sets out standards for Trees in Relation to construction.

The proposal was considered likely to be acceptable subject to it being demonstrated that there would not be any adverse impact on the mature tree on the eastern boundary.

Additional trees and hedges are also proposed to be planted on site to enhance its attractiveness and benefits to biodiversity.

Open Space Provision

The Council's Supplementary Planning Guidance "Open Space and Recreational Standards" Adopted October 2000 sets out the advice on the provision of open space and play equipment within new residential developments.

A well designed scheme is required to incorporate well thought out areas of open space, existing landscape features such as mature trees and hedgerows, appropriate new planting, provision of children's play areas and car parking, and a mechanism for long-term management of the developing landscape. It is vital that the landscape scheme maximises the biodiversity of the site by the inclusion of native species and retention of a variety of habitats.

The Council's standards apply to developments of houses only and are based broadly upon the National Playing Fields Association's (NPFA) "Six Acre Standard". This requires that 2.4 hectares of open space (or six acres) are provided for every 1,000 people. This provision will take the form of informal open space, children's play space and sports pitch provision dependent upon the type and size of development proposed. In some cases for smaller scale developments, a commuted payment may be appropriate.

The proposal was deemed likely to be acceptable should a contribution of roughly £1000 per dwelling be agreed as part of an S106 agreement.

Protected Species

Development is required to avoid impacts on protected species. Where this is not possible, mitigation or compensation will be necessary.

The presence of a protected species is a material consideration when a planning authority is considering a development proposal that, if carried out, would be likely to result in harm to the species or its habitat.

Due to the previous use of the site and works undertaken to clear it of accumulated fly-tipped refuse, there is not considered possible for there to be any potential for impact upon protected species.

Other Considerations

It is recognised that the site is within the Pagham Harbour zone B buffer zone and that, to ensure the future protection of Pagham Harbour from the additional human impact of new residential developments, a £1275 per unit contribution is required via a S106 agreement.

Conclusion

The proposal represents a high quality scheme that will bring vitality to a long neglected and under-used site. It is fully compliant with the local and national planning policy frameworks and should therefore be approved without delay.