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Harwood Savin
Town Planning Consultants

Vahnea Marolda
Investments LLP



Cover Storey
Architects

Design & Access Statement
Vahnea Student Residences
Wilko Store, London Road, Bognor Regis
January 2022

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Planning reports

Harwood Savin:

- Planning Application
- Planning Statement

Cover Storey Architects:

- Design and Access Statement
- Solar Study
- Visual Impact Assessment
- Supporting Visuals

Ridge & Partners LLP:

- Framework Construction Logistics Plan
- Transport Statement
- BREEAM Pre-Assessment
- Sustainability and Energy Efficiency

Campbell Reith:

- Drainage Strategy Report
- Structural Feasibility Report

ION Acoustics:

- Acoustic Report

Vahnea Developments Ltd:

- Student Management Plan

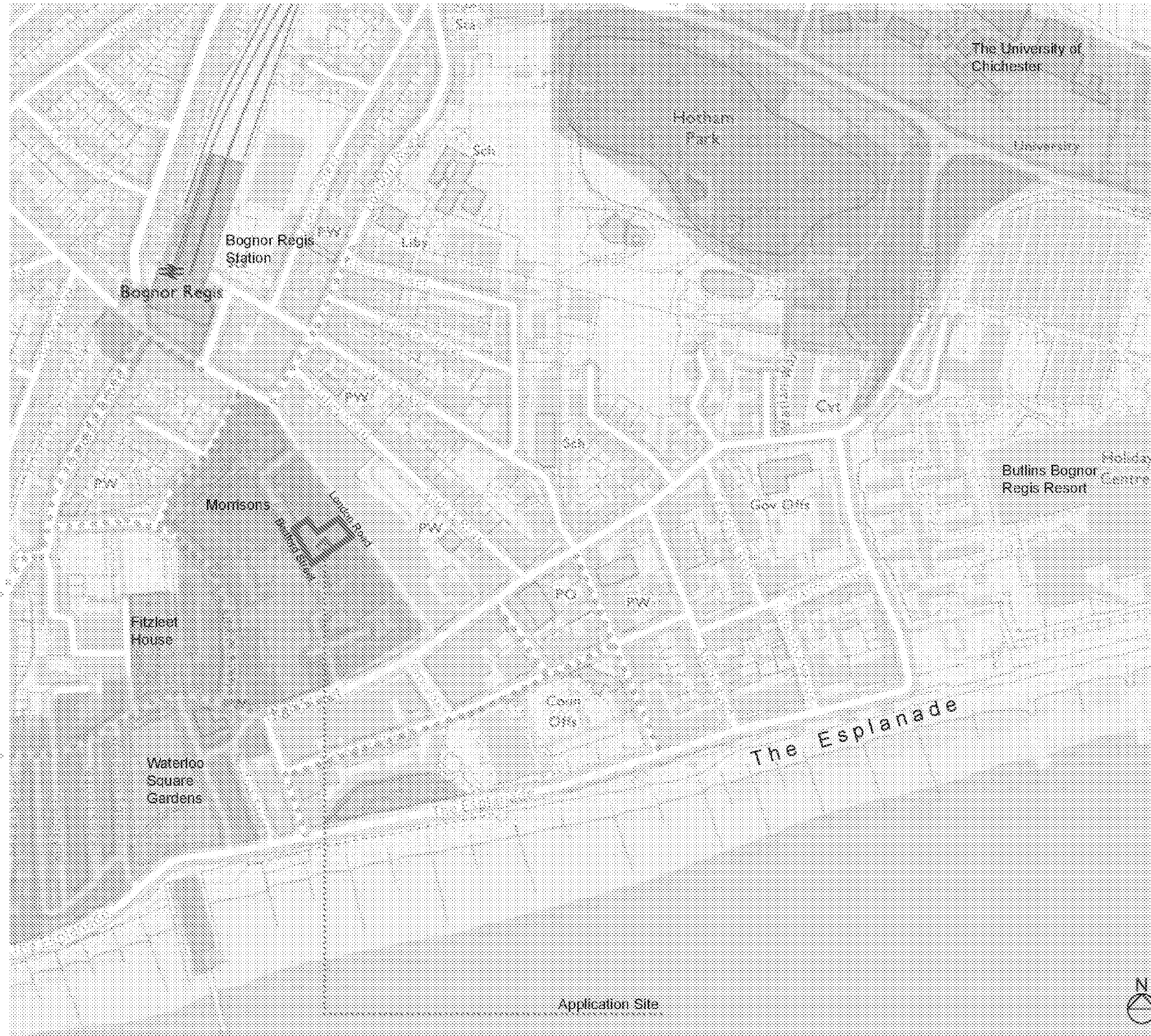
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introduction 1.0

- 1.1 Cover Storey Architects et al have been instructed by Vahnea Marolda Investments LLP to prepare and submit a full planning application to Arun district council for the development of the existing rooftop of plot 18-20 London Road, Bognor Regis, currently occupied by a Wilko retail store for use as student residences.
- 1.2 The proposed development involves the structural upgrade of selected existing building fabric together with the creation of new student accommodation, cycle storage, hard and soft landscaping, and associated works over the rooftop above the existing store.
- 1.3 This document has been developed and updated using the following documents: The revised National Planning Policy Framework (July 2021), The National Design Guide (January 2021), Adopted Arun Local Plan (2018), Arun District Design Guide SPD (January 2021).



Bognor Regis map showing town sectors.
<https://www.ordnancesurvey.co.uk>



London Road high street.



Bedford Street car park.

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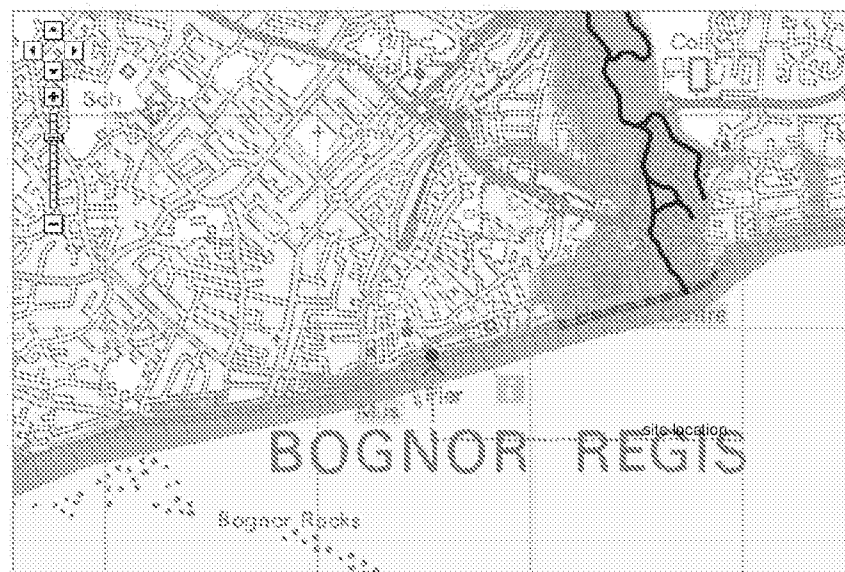
- 2.1 The application site is situated in the retail district of Bognor Regis along the London Road high street. The store entrance faces on to the pedestrianised road and the service entrance faces on to Bedford Street car park to the rear. The site is shown in red on the submitted drawings with an extent of approximately 0.12ha.
- 2.2 Relevant planning history for the site:
- BR/270/018/PL Original submission of this scheme.
Approved Conditionally
24-06-2019
 - BR/127/09 Refurbishment and fitting out works to include new shopfront, roller shutter to goods in area and alterations to existing roof plant area.
Approved Conditionally
28-08-2009
 - BR/358/79 Fire reinstatement of shop front.
Approved Conditionally
06-06-1979
 - BR/88/73 Alterations to shop front and sales floor layouts.
Approved
12-06-1973
 - BR/1/60/B Alterations
Approved
16-03-1961
 - BR/1/60/A Amended outline application retail stores and lock-up.
Approved Conditionally
02-03-1960
 - BR/1/60 Extension of existing store
Approved Conditionally
01-02-1960
- 2.3 The application site comprises a functioning retail store at ground level, with retail storage and staff offices at first floor. At roof level there is a small unoccupied storage area which leads to the roof for maintenance, forming the white render and glazing of the front elevation facing London Road. The rooftop is currently used for ventilation plant and the service lift over-run, all of which will be accommodated within the structure.
- 2.4 The building was built as a brick structure and in some locations this remains visible. The shop facade was refurbished during the 1950s to a white painted finish as can be seen on both the London Road, and the Bedford Street elevations.
- 2.5 Typically the visible elevation of London Road comprises shopfront glazing and white painted render walls with a dominant red store branding strip. The rear elevation onto Bedford Street uses the same colour branding, but with service doors and smaller window units. Small areas of remaining brickwork have been covered with dark grey large format tiles on the front elevation.
- 2.6 The building was occupied by Woolworths from 1928 until 2008. In July 2009 it was occupied by Wilkinson Hardware Stores Ltd on a 15 year term. The building remains currently occupied and is intended to remain open throughout any associated works programme.

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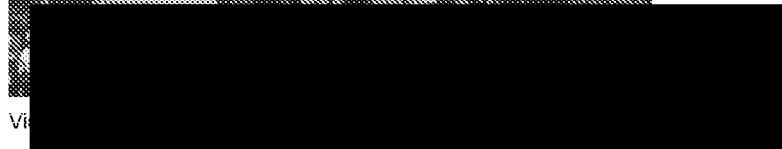
Front Entrance materials.



Extract of Flood Risk Map - Environmental Agency



1950s refurbishment
roof access and storage



View

2.7 Access to the site during the day is purely pedestrian. The London Road store entrance is not accessible with a vehicle between the hours of 11am to 4.30am. A vehicle and delivery drop-off point is situated to the rear along Bedford Street. Scheduled deliveries occur during the night and are managed by the store manager. This site is situated approximately 250 meters South East of Bognor Regis railway station, and approximately 900 meters from the University of Chichester Bognor Regis campus. The closest bus stop is approximately 140 meters to the South where London Road meets the High Street. Further information can be found in the associated Transport Report.

The Scheme actively encourages the use of public transport with its location to both train and bus stations and that it can be accessed from the pedestrianised areas of the High Street. The building also incorporates cycle storage, encouraging cycle users. Local policy T SP1 and T DM 1 can be seen to apply to the building with the above considerations

2.8 There is no existing ecology or landscaping on the rooftop site. Built form comprises the site and the roof is devoid of organic materials and habitation besides small patches of moss. There is no evidence of any nesting or habitat use by any wildlife. Therefore the introduction of new soft landscaping benefits the local policy ECC SP1.

2.9 From London Road, the immediate neighbouring buildings are of a similar height and size in elevation. The road is varied in design with no common appearance or style. The neighbouring buildings along the street scene share a common height of 2-3 storey with store front at ground level and assorted window arrangements above. Several stores along the road contain some residential in the upper storeys but typically they are a mixture of retail storage, retail offices or vacant.

From Bedford Street, however, the neighbouring buildings vary dramatically in size, with the Morrison's supermarket and multi-storey car park taking precedence over the site and immediate surroundings. At street level a large open car park is situated immediately before the site separated from the plot by Bedford Street.

2.10 Information from the Environment Agency confirm the site to be in "Flood Zone 1". As such, the Environment Agency recommends that there is no requirement to undertake a bespoke flood risk assessment as the site sits outside of any relevant flood risk zones, this means that under policy WSP1, no mitigation factors are required in the design at this stage.

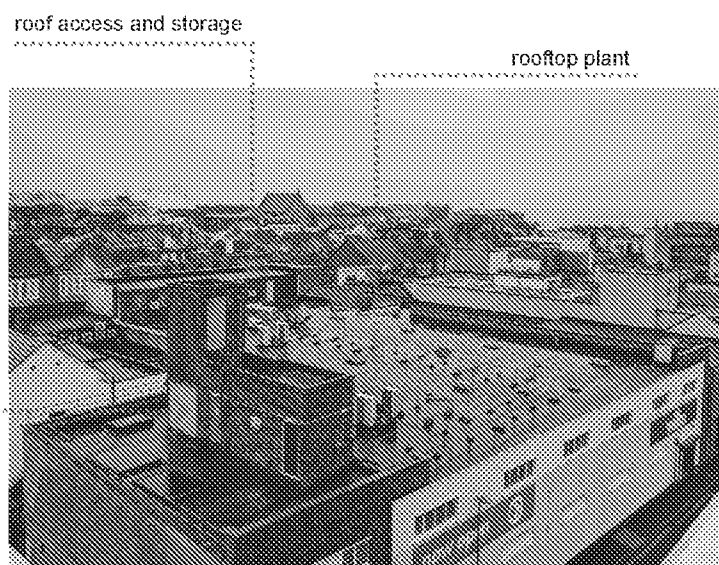


Brick flank elevations and party walls onto Bedford Street.

Flank wall to
adjacent yard

Goods in entrance

service stair and
lift over-run



Existing rooftop.

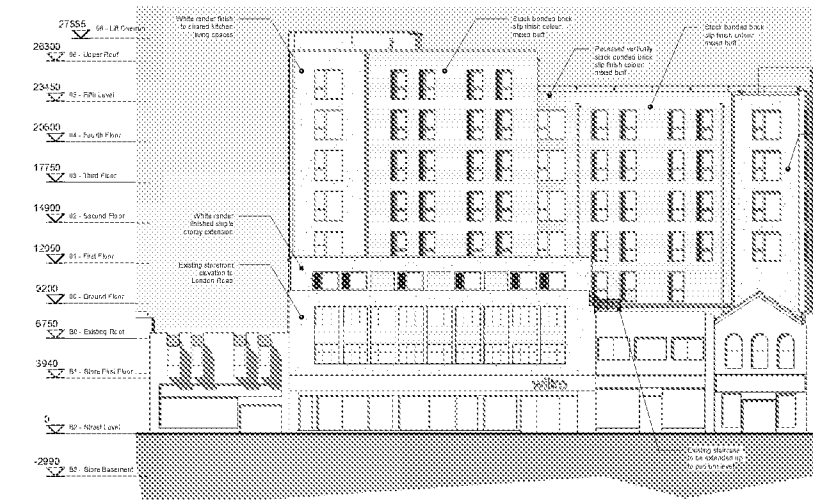


Rear elevation onto Bedford Street.

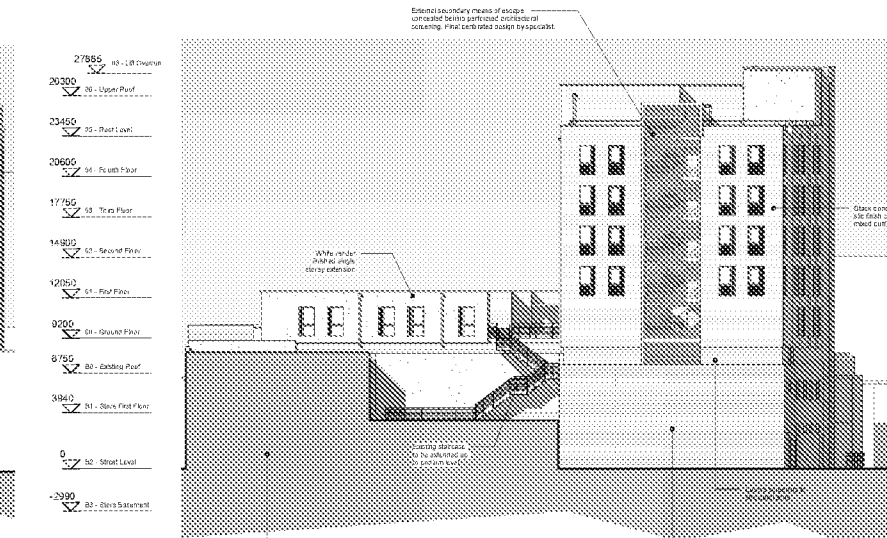
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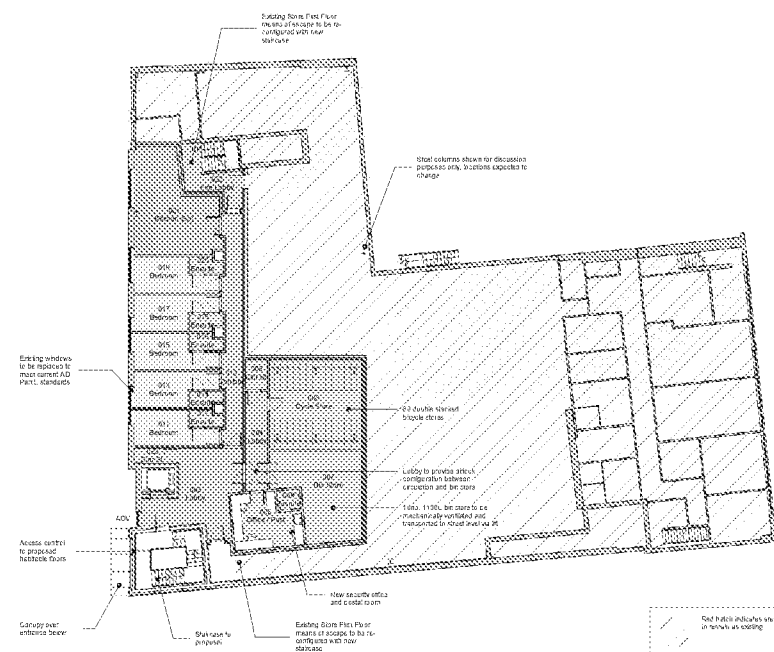
the proposal 3.0



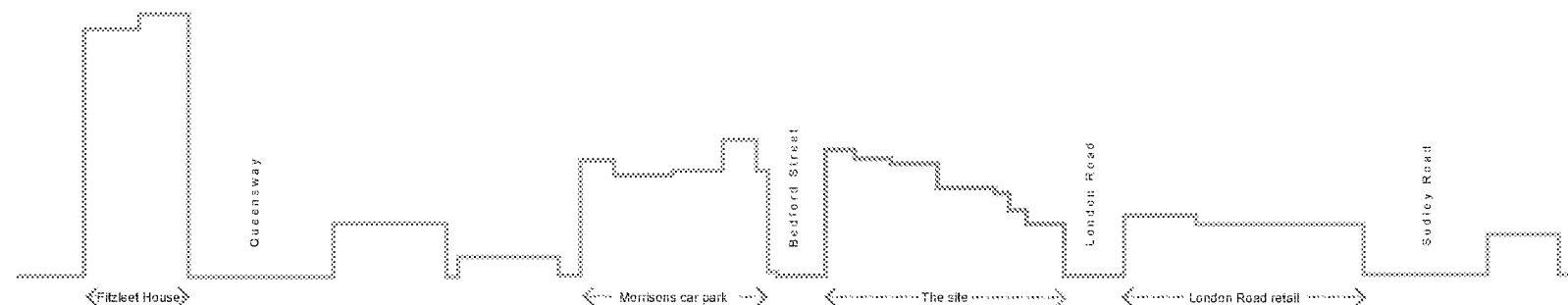
Approved North Elevation



Approved North-West Elevation



Approved Floor Plans



Cross section through site showing step in building profile at Public Consultation stage.

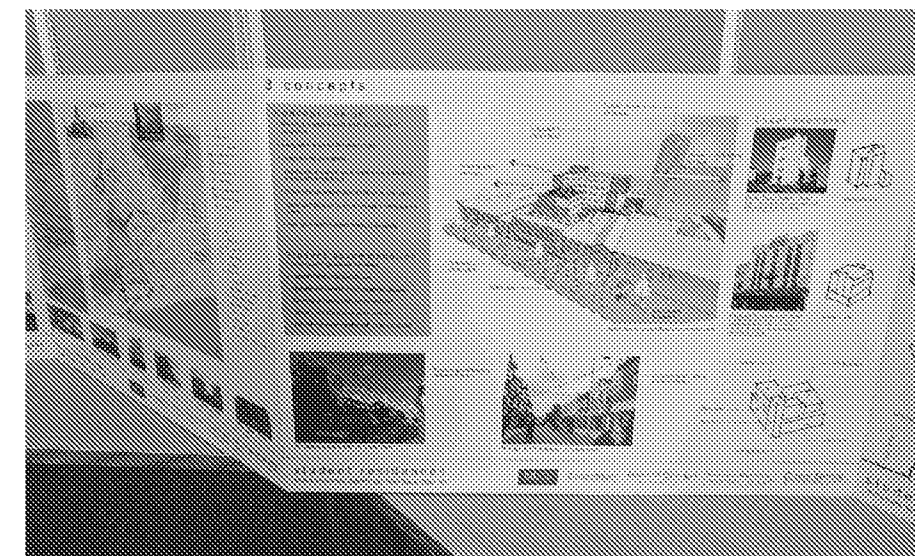
3.1 Planning approval was given for BR/270/018/PL which was approved conditionally on the 28/06/2019. The proposal put forward within this application is the same as this proposal. The proposal BR/270/PL was built up from Pre-application (Ref: PAA/31/17), and a public consultation in order to ensure the best possible scheme for residents and the community. Prior to the re-submission of this scheme we have sought to review latest information within the NPPF, National Design Guide, the Adopted Arun Local plan and the Arun District Design guide.

3.2 Pre-application consultation for scheme BR/270/018/PL was undertaken with Mr Simon Davis of Arun District Council on 7th March 2017 (Ref: PAA/31/17), the response was generally favourable of the concept and understood the project's approach to the future increase in student population (see Planning Application Ref: BR/54/16/PL). A formal response was issued by Mr Davis on 23rd March 2017 which outlined and identified areas for consideration. These included:

Principle,
Design,
Neighbour Amenity,
Bin Storage,
Highways, Transport and Parking,
Sustainability,
Sustainable Construction,
Listed Buildings,
Buildings or Structures of character,
Light Pollution, and
Noise Pollution.

3.3 Following this consultation, the proposal was further developed and a public consultation was held on Friday 7th July 2017 between 16:00 and 20:00 at The Regis Centre, the outcome was generally positive. Concerns and questions included that of fire safety, student car parking, and disruption of existing residents in the local area.

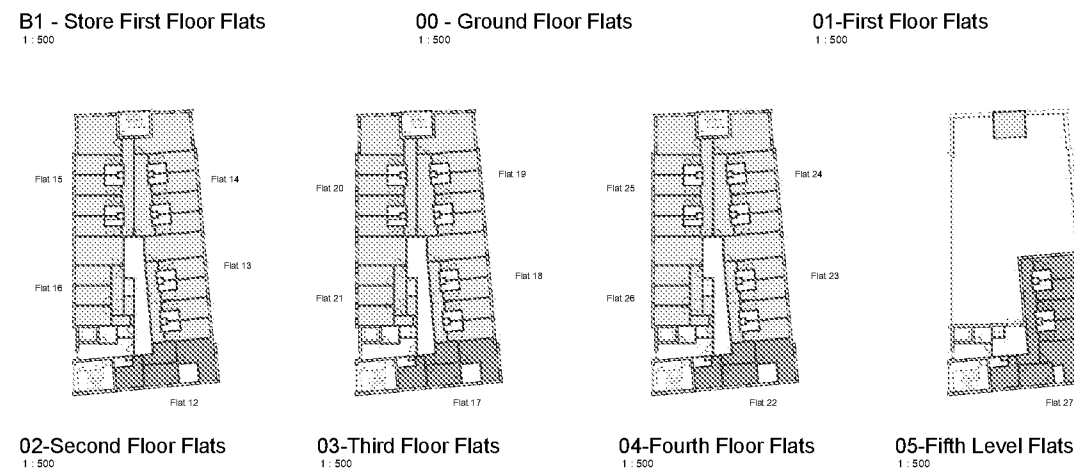
3.4 On 12th July 2017 an article was published by the Bognor Regis Observer which provided further public knowledge of the proposal, granting an opportunity to voice feedback and public awareness in the twelve months prior to the submission of a planning application.



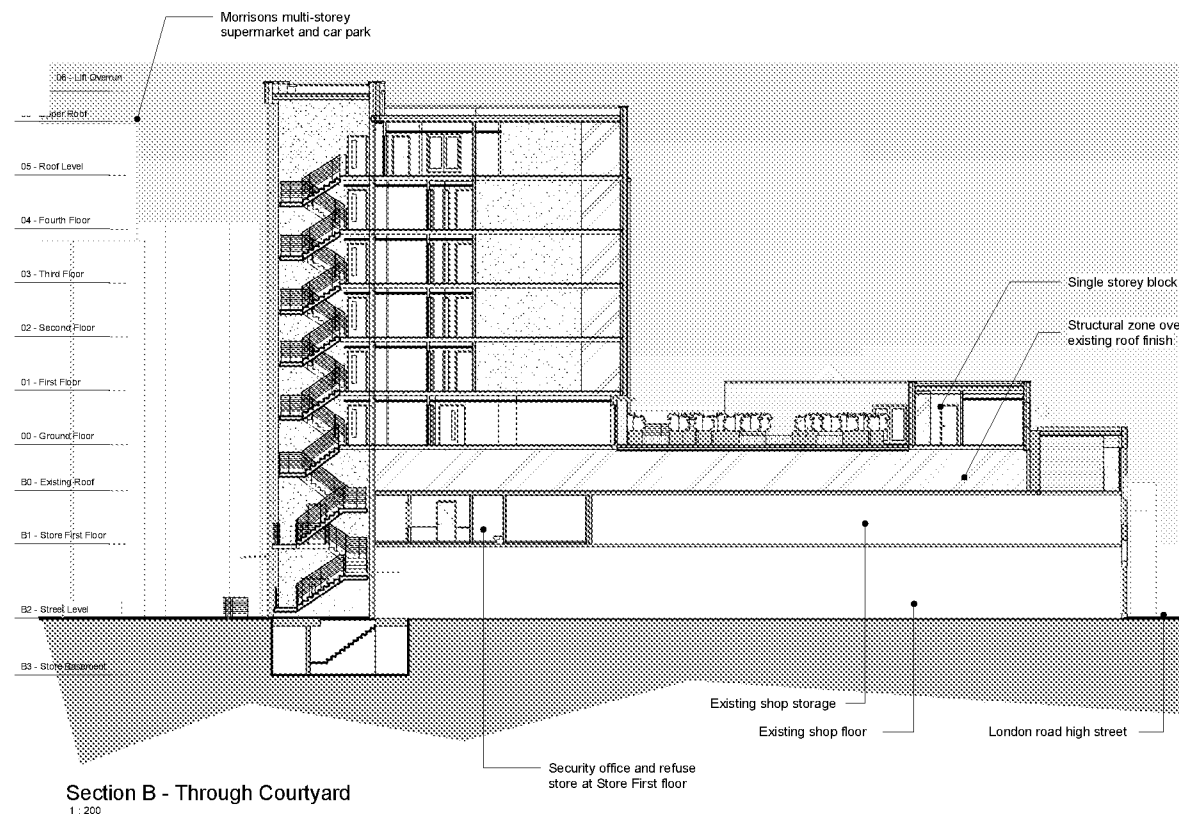
Example board from the Public Consultation in July 2017.

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Approved arrangement of 2-6 bedroom flats, coloured by occupancy number.



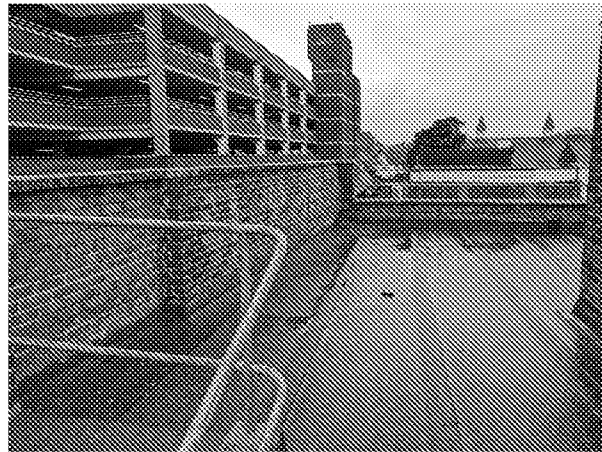
Approved section illustrating the access core.

The proposal is to provide up to 99 units of student accommodation on the rooftop of the existing store with associated kitchens, living spaces and ancillary supporting spaces. The design splits the proposal into two forms: a South West 6-storey block with reduced accommodation and roof maintenance access on the top floor, and a single-storey block on the North East side of the roof. The design does not propose any significant changes to the existing store, but utilises a portion of the lesser used first floor storage space for the new primary access core, a 5 bedroom flat, and ancillary spaces such as security office, refuse and cycle storage. Small areas of the shop floor will be altered for structural upgrades at the perimeter. These both take into account Arun Local policies SD SP1A, as this helps provide more facilities with Bognor to support the university campus as well as policy EMP SP1 as the existing retail site will remain and stand to be enhanced by the proposal.

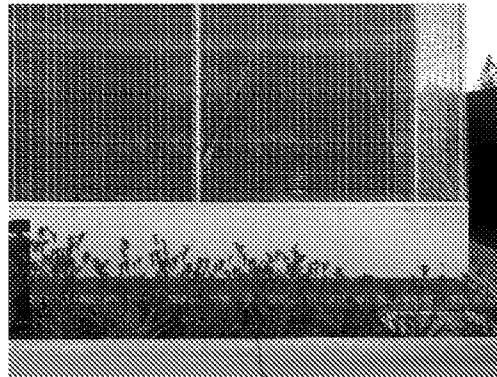
The footprint of the proposal has been designed to most effectively utilise the structure of the existing built form, with focus on the perimeter load-bearing walls. The design takes on key elements from the Design guide relating to built form and incorporates Arun District Local Plan policy D DM1 relating to form and design quality. Fundamentally the design separates itself from the street level London Road retail function through creating new access at street level from Bedford Street to the rear of the site.

Access for the residents, staff and emergency services will be via this core. The proposal provides a compartmentalised firefighting core, including lift and staircase which acts as primary escape for all residents to the final exit onto Bedford Street. Secondary escape stairs are to be provided along the North elevation for the both the primary and the single storey blocks to allow alternate means of escape down to street level.

Area Schedule:		
Bedrooms (11.5m ² - 12m ²)	-	30no
Bedrooms (12m ² - 13.5m ²)	-	72no
Ensuites (2.35m ²)	-	83no
Ensuites Accessible (6m ²)	-	4no
Shared Bathrooms (2.75m ²)	-	10no
Kitchens (22.5m ² - 28m ²)	-	28no
Cleaners Store (2.6m ²)	-	8no
Comms Room (4.5m ²)	-	6no
Staff Office (16m ²)	-	1no
Laundry Room (10m ²)	-	1no
Bin Store (32m ²)	-	1no
Cycle Store (40m ²)	-	1no
Plant Room (48m ²)	-	1no



Existing rooftop facing adjacent Morrison's supermarket.



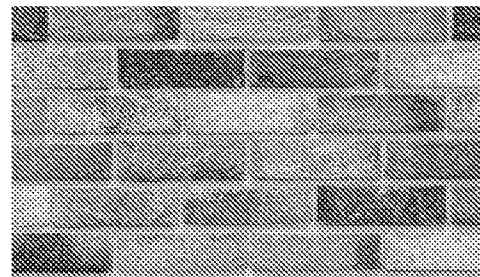
Mesh or perforated screening around secondary stair.
<http://openbuildings.com>



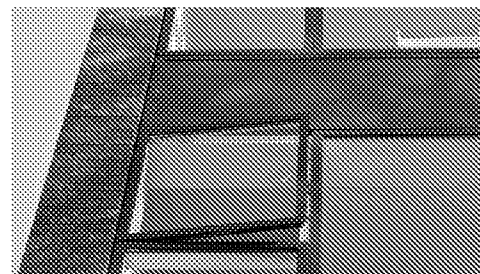
Existing materials and colours of the local vicinity.



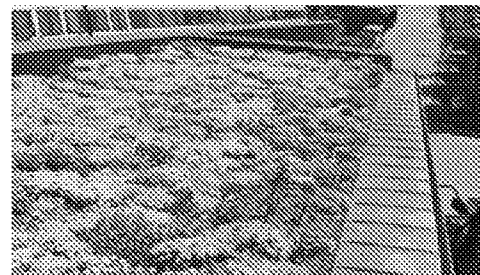
White render finish.



Buff mixed brick slips.



Aluminium window units.



Biodiverse roof.

Services and structure will form a zone between the existing roof finish and the proposal's 'ground floor'; this will separate any construction from the store roof, mitigating potential for harm to the existing fabric, and will provide a clean platform upon which to build. This zone has the potential to provide access on to the existing roof for future maintenance for both the existing store and the rooftop proposal. This will also enhance both acoustic and fire separation between the different zones. It also provides a discrete location for services, minimising any visible rooftop plant, water storage etc.

The elevation design principally aims to represent the rhythm and texture of the street scene through the variety of panels and material. Simple forms create movement through the subtle changes in depth and step down in height from the south west vertical core. The height of the proposal reflects the neighbouring plot of Morrisons as well as the large open car park to the south west. Care has been taken to ensure the height remains appropriately balanced with the context of the site at street level and to prevent over-shadowing of the high streets. The proposal and its relationship with the surrounding context is expanded upon in the supporting Landscape and Visual Impact Assessment.

The nature of the site encourages the use of lightweight/ off-site manufacture to reduce additional loads onto the structure below. This has been reflected in the proposals for finishes and appearance. Taking into consideration the context of the town, it is appropriate to propose finishes similar to those historically found in the surroundings as to not appear out of place. The material palette chosen for the proposed development consists of:

- White render finish, similar to the white masonry paint and lime render found in properties across the town,
- Buff mixed brick slip cladding, which relates to the predominant masonry appearance of the buildings neighbouring the rear of the plot, shades of which vary from cement greys through to buff and red variations.

Due to the height of the proposal exceeding 18m, great care has been undertaken when proposing materials as to provide sufficiently high fire resistance. Insulations such as fire retardant and non-combustible mineral wool are proposed throughout the proposal along with a close working relationship with building control throughout the development of the design to ensure long term fire safety inherent with the construction, and design methodology.

3.7 Neighbour Amenity

A subject matter most commonly raised at the public consultation was that of the effects on neighbouring communities. The plot itself does not lie within a residential area; instead the proposal seeks to reduce student pressure on the private rental market to provide residences suitable for student living in an area close to the university and outside of the residential neighbourhoods.

The proposal sits within the retail district of Bognor Regis town centre, its location will encourage an increase in footfall along the high streets and the town centre. From this we will expect to see a boost to the sales of the local shops, particularly those catering to the student and young adult demographic this helps support the local economic growth area also it helps retain as the hierarchy of the town centre under Policy RET SP1.

In addition, a populated building in a central location will add an element of passive surveillance in times when the surrounding area is least inhabited, this can help reduce anti-social behaviour in town centres.

The occupation of the roof will act as prevention of unlawful access onto the roofs of the shops along this road. It is known that the close proximity of the existing roofs encourages children and teenagers to access the roofs, which is extremely dangerous as well as an act of trespass.

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3.8 Amenity Space Provision

Internal and external amenity space are to be provided for the residents of the proposal, namely each flat contains ample shared living room space sized accordingly to the occupancy. External spaces are provided at podium level for resident use and are to be hard landscaped. This external space is separate from private and secure cycle storage to a capacity of 60 and a secure and ventilated bin store.

The site is situated in a dense urban centre within a short walk of the seafront and nearby public parks, including Hotham park and the extensive Promenade.

Aside from creating usable space, the proposal will add movement and population to the comparatively under-occupied frontage along Bedford Street. As a rooftop development, amenity space is actually created without any physical impact on existing land areas and uses. This all takes into account Local planning policy HWB SP1 as it helps maximise health & wellbeing for occupants.

3.9 Bin Storage

The waste and recycling will be privately managed and set out in the Accommodation Management Plan. A dedicated and secure bin storage location is indicated at 'ground floor' (podium level) on the proposal, circa 35m². Each unit is allocated the equivalent of 240 litres of waste and 240 litres of recycling. For this calculation, the two bed units and three bed units have been combined.

Totalling:

21 x 240 litre bins and
21 x 240 litre recycling bins,

Alternatively:

5 x 1100 litre bins and
5 x 1100 litre recycling bins.

The waste strategy per flat comprises: waste, recycling and composting bins within the kitchens of each flat; and a centralised bin store within the existing store upper floor level with weekly/bi-weekly collection. Collection is to be privately arranged, with access between street level and bin store through the 13-person lift located within the circulation core. The bins will be taken from the store to the lift and down to street level to be emptied totalling circa 16m travel distance per bin.

3.10 Highways, Transport and Parking

The site is located in a dense urban centre with very short distances to the university, shops, amenity, bus routes and the train station. The residents will have no need for cars during term. The University provides inter-campus transport for students in order to facilitate their 'no student car' policy so, as is standard with the University of Chichester, students will not be allowed to bring cars to the residence. This is covered further in the Accommodation Management Plan.

Secure cycle storage is to be provided at 0.5 spaces per resident (in accordance with WSCC standards), located within the courtyard as a lockable, privately accessed enclosure. Access to the courtyard is provided using the access core, comprising a staircase and 13-person lift suitable to transport residents with bicycles.

Further information regarding transport and highways can be found in the Transport Statement and Construction Logistics Report produced by Ridge and Partners LLP.

3.11 Sustainability

Based in a central urban location, the proposal encourages the residents to use sustainable transport modes. Many amenities are within a short walking distance, and those that require travel can be accessed through nearby public transport nodes such as the Bognor Regis train station and bus routes, each within a ten minute walk.

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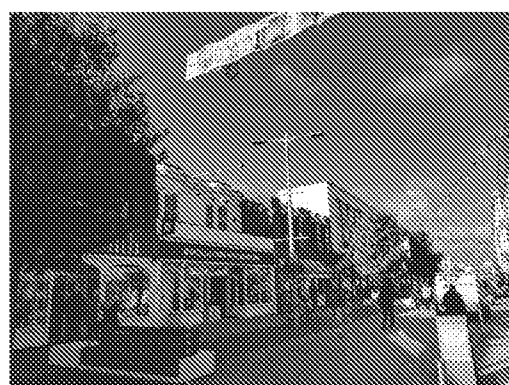
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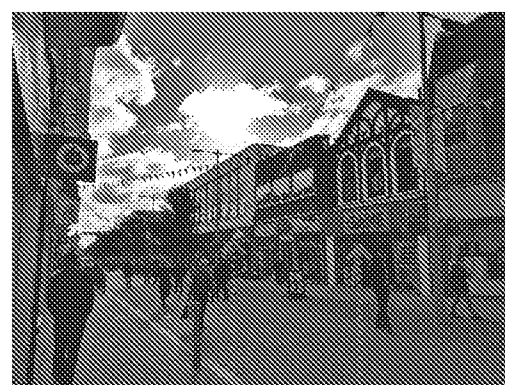
Bognor Regis locally listed buildings (indicated in yellow).
<http://www.arun.gov.uk/>

Location of the proposal



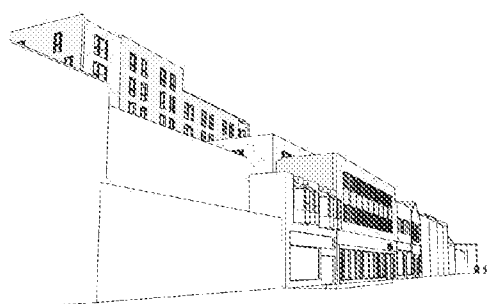
12 London Road

Location of the proposal

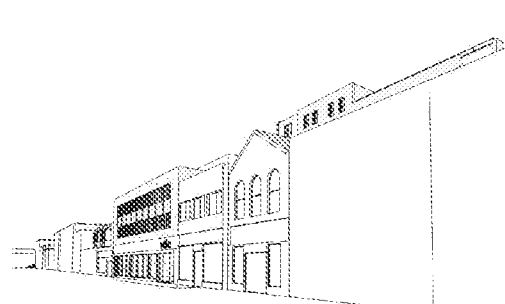


Location of the proposal

24 London Road



Approved proposal visual impact on locally listed buildings.
 12 London Road (Mountain Warehouse)



Approved proposal visual impact on locally listed buildings.
 24 London Road (Game)

The site itself is situated on existing building fabric and will require only minimal remodelling and ground works. The NPPF, Arun District Council Local Plan and Bognor Regis Neighbourhood Development Plan both encourage the sustainable use of roof space in an effort to preserve ecologically and characteristically valuable green spaces. This proposal requires the use of no green space.

Economically this project will bring new jobs to the service industry such as cleaning, security, maintenance and site wardens. In addition to this, the residents themselves will provide economic contribution to the local town centre through spending on local goods and services as well as financial investment into the University.

Introduction of rooftop terracing and new sedum and wild flower roofing can encourage greater ecological activity than offered currently with the existing non-organic roofing finish.

3.12 Sustainable Construction

The proposed development has been designed around the use of a lightweight and sustainable materials for two reasons. Firstly to ensure that unnecessary additional loadings are mitigated so that as much of the existing structure can be effectively utilised, and secondly to ensure that the new structure can be incorporated into the existing store with minimal impact on the working retail environment. The location of the proposal greatly reduces the use of ground granulated blast-furnace slag (GGBFS) concrete in the ground and maximises the available structure of the existing building as much as is practical. The design uses a steel primary structure with lightweight steel partitions, effective in both reducing loads and for its property of being recyclable if demolished at the end of the building cycle.

In locations where steel is not appropriate, such as the staircore, a GGBFS concrete structure is proposed. The use of this is maximised through the careful design of internal arrangement to allow for a single vertical core which can serve the proposal in its entirety. In addition to its bracing and load-bearing properties, the core will also act as thermal mass, helping retain a portion of the available heat and distribute it passively through the core circulation spaces.

Highly insulated external walls and windows (exceeding the minimum standards of the Building Regulations) will reduce energy usage through the life of the building and the mechanical heat recovery and passive ventilation strategy aims to minimise fuel usage through careful design considerations. The use of rockwool as the predominant insulation further benefits the proposal with its additional properties of fire resistance and acoustic absorption, greatly increasing the acoustic, fire and thermal performance of the walls.

Modular design and construction can allow for increased off-site construction, which reduces time spent on-site, reduces material waste, packaging and health risks as much of the work can be achieved in a dry and safe environment. It also allows for a 'just-in-time' approach to simultaneous delivery and erection of materials.

3.13 Listed Building

The proposal is neither listed nor situated within the curtilage of a listed building,

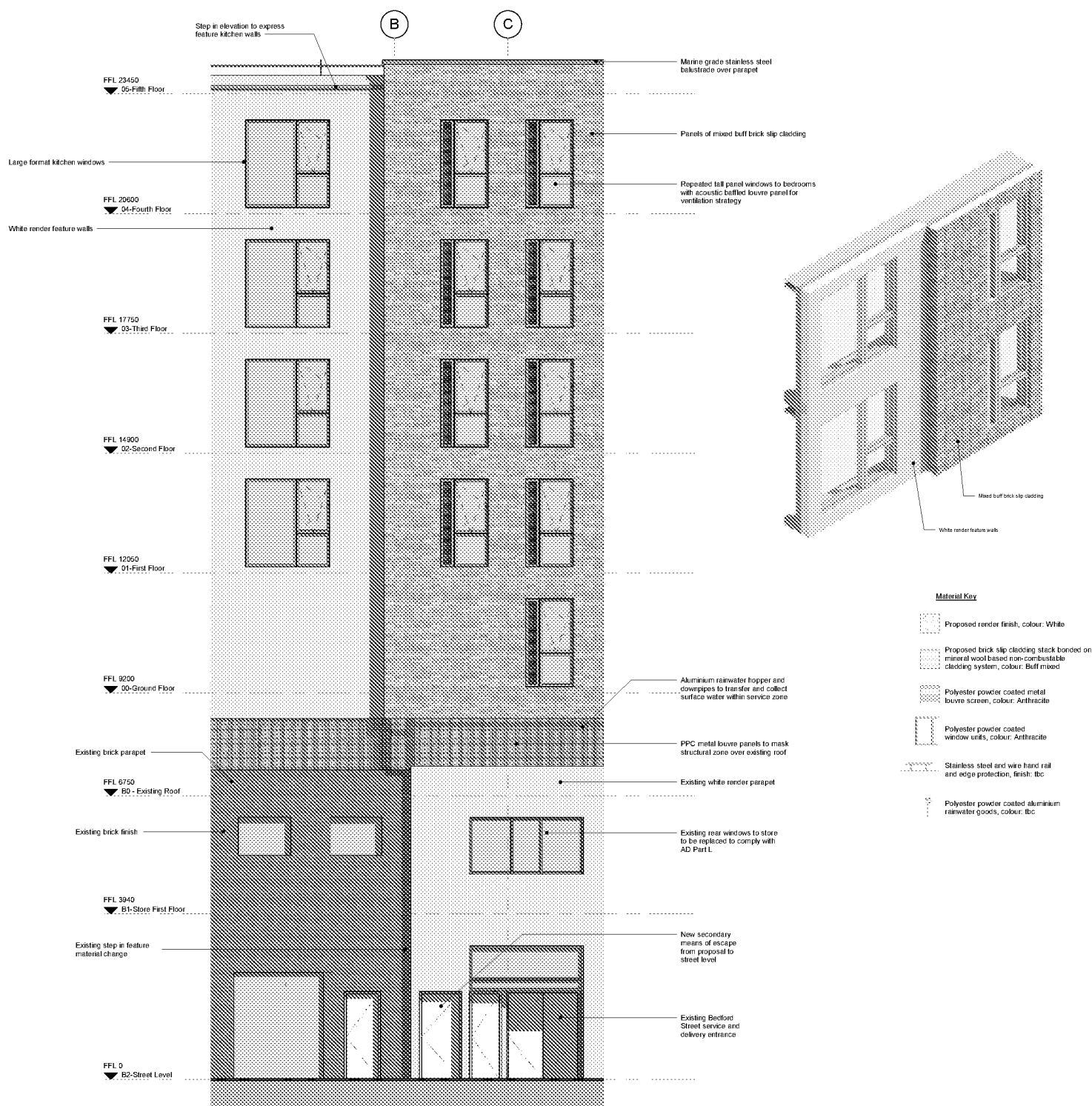
The nearest listed / important buildings include:

- 1 - Bognor Regis Railway Station (Grade II)
- 2 - The Picturedrome Cinema of Canada Grove (Grade II)
- 3 - Sussex Hotel, High Street (Grade II)
- 4 - 2 Sudley Road (Grade II)
- 5 - 61-65 High Street (Grade II).

Further investigation of the visual impact can be found in the Visual Impact Assessment.

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Approved scheme bay elevation and material concepts

- 3.14 Buildings or Structures of Character**
 Relevant locally listed buildings include:
 12 London Road (Mountain Warehouse)
 24 London Road (Game)
 31 London Road (Bright House)
 and 33-34 London Road (Costa)

The proposal has been designed, in terms of materials and massing, to be sensitive to its proximity to London Road. It is intended that the proposal is not visually read to be on the same street scene as the existing two to three storey retail units along London Road, hence the main elements of the building face out over Bedford Street.

A portion of the tallest elements of the proposal can be seen from eye level in the distance by pedestrians, illustrated by the accompanying images opposite. It is intended that this does not draw the eye away from the immediate street scene, and instead is to be read as a building in the distance. Much like existing tall structures such as Morrison's and Fitzleet house, the height will not appear over-bearing against neighbouring structures unless situated in the same plane.

- 3.15 Light Pollution**

To provide this, care has been taken to reduce any over shadowing of London Road and to minimise any effect on the street scene. The proposal seeks to provide the majority of the accommodation on the South West side overlooking an open street level car park and to provide only single storey accommodation in the direction of London Road.

External lighting we intend to minimise light pollution by automatically controlling the lights and using an appropriate average luminous efficacy. It is anticipated that the building will have external lighting but that this will be developed in line with the requirements of this issue (specific lighting levels and auto switch off between 23.00 and 7.00 other than safety or security lighting). Please note that specific examples will be required to confirm how the external lighting complies with the ILP Guidance Notes for the Reduction of Obtrusive Light 2011.

Beneficial lighting will also be co-ordinated with the council and Town Centre manager to enhance the public realm.

- 3.16 Environmental Health**

Fire safety is of primary concern when designing buildings, specifically when designing buildings of height. The proposal exceeds 18 metres of height from road level and is therefore considered as a tall building by Approved Document B2, for this reason additional measures have been taken in the design to provide escape routes to ensure that it meets with the appropriate regulations.

In addition to protected escape routes and lobbies at each floor, the staircore comprises a firefighting lift, a dry riser, automatically opening vents in the facade and external wall insulation with a limited combustibility.

Overall the quality of the design and environmental mitigation factors help the building comply with policy ECC SP2.

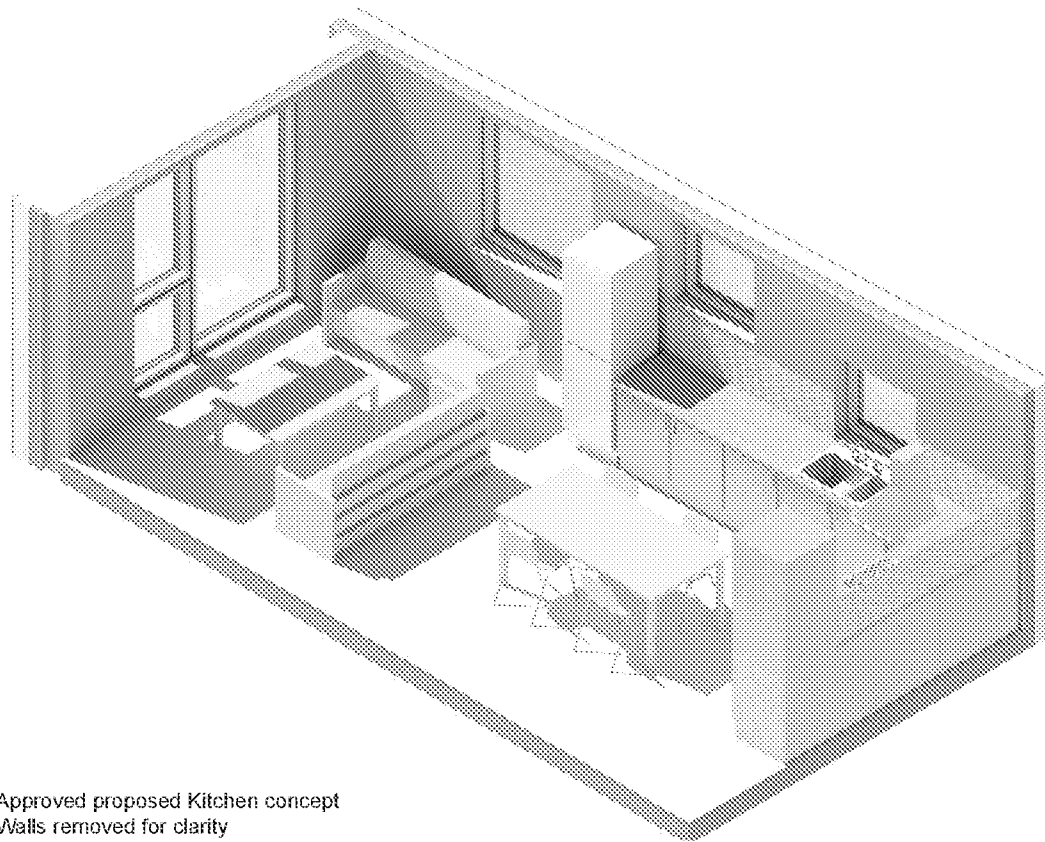
- 3.17 Noise Pollution**

The assisted natural ventilation strategy will provide acoustic baffles to the window vents to ensure external noise does not unreasonably affect the residents, especially over night.

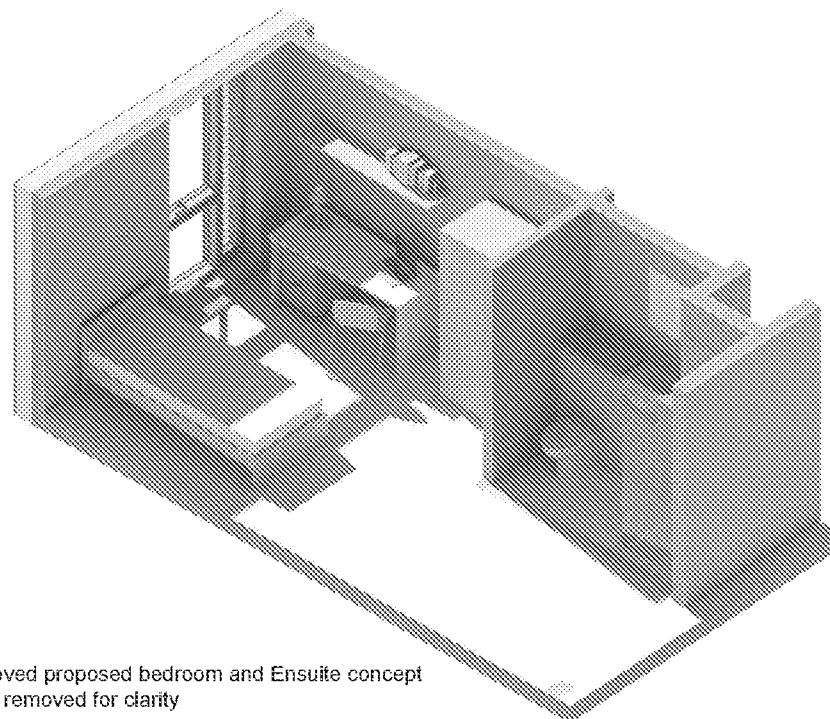
A noise impact assessment has been carried out and results can be found in the Noise Impact Assessment by ION Acoustics.

Cover Storey
Architects

Design & Access Statement
 Vahnea Student Residences
 Wilko Store, London Road, Bognor Regis
 January 2022



Approved proposed Kitchen concept
Walls removed for clarity



Approved proposed bedroom and Ensuite concept
Walls removed for clarity

3.18 Security

The design follows all relevant Secure By Design protocols. Improved security on site and adjacent rooftops, due to passive surveillance and occupied spaces will reduce opportunity for trespass which has been an issue across rooftops on London Road. Lighting will further aid in reducing concealed locations available for potential crime.

Public realm improvement will form part of the wider benefits of this scheme. As the footpath is not generous at the new entrance it is proposed that path improvements are to be included with the works to include a suitable handrail barrier or posts to form protection from vehicle collision. Additional measures under consideration include the introduction of a pedestrian crossing or similar at the entrance of the proposal. Measures such as these can bring benefits to both the residents of the proposal and to the general public, specifically the accessible parking spaces immediately adjacent to the site.

3.19 Functional Adaptation of Proposal

The proposal seeks to provide residential use to students and has been designed with this function in mind. However there remains a possibility that within the lifetime of the proposal there may be requirement for a change of use. Consideration has been given in this regard and several possibilities can be suggested. These include:

Staff Accommodation for local holiday centre Butlin's.

Over the past year Butlin's have applied for two applications seeking further accommodation through the change of use of existing properties showing an area of demand for rooms. This proposal could alleviate such a demand by providing purpose built accommodation within a walking distance of the holiday park. The similar use requirements would not require any alterations to the proposal.

Care home, assisted living spaces or affordable housing.

With the increase in demand for homes for the elderly it is possible that through minor works and conversion, the proposal could provide new spaces for residents. The design has been developed with wheelchair access in mind, allowing every room to be accessed and providing a number of accessible ensembles and kitchens. The modular room layout could be altered to provide larger spaces for multiple occupants or additional specialist requirements with only minor structural alteration.

In addition to change of use, the proposal also takes change of appearance into consideration. The lightweight steel partition system can contain much of the required insulation and waterproofing and allow the replacement of the facade without affecting the core structure.

The plant room is located on the roof deck, with an existing separate maintenance access and escape core. This can ease any future upgrades or replacements to plant within the life of the building, furthering its possibility to provide low-energy or sustainable services in the future.

Conclusion 1.0

The Design seeks to benefit the community by providing the community with improved amenities through the redeveloped retail unit at the High street level and benefits the Town of Bognor as a university town through providing student accommodation facilities. The design of the building has been well thought and conscientiously developed by taking into account community comments, pre-app comments and previous approvals. On top of this the design addresses key elements of the Arun local community policy that address design of buildings as well as appearance of buildings in the high street and how scale and palette can help with this.

Overall this this scheme has been developed openly and in conjunction with the council and residents of Bognor regis and is one we believe will benefit the community and support the local councils as well as its goals.

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