

AN ACCESS & DESIGN STATEMENT

**PREPARED BY SUSSEX BUILDING CONSULTANCY
LIMITED ON BEHALF OF C&R BUILDERS LIMITED.**

**REVISED PLANNING APPLICATION
FOR THE DEMOLITION OF EXISTING
FACTORY & ERECTION OF 20 ONE
BEDROOM FLATS.**

**SITE AT CLIFTON WORKS & TULLETS
GARAGE, CLIFTON ROAD, BOGNOR REGIS**

1. INTRODUCTION

1.1 The purpose of this statement is to explain the design principles and concepts that have informed the development proposals. The statement also discusses how access issues have been dealt with.

1.2 The statement is arranged as follows:

- Section 2 – Design: Use, Amount, Layout, Scale, Landscaping, Appearance
- Section 3 – Access: Vehicular and links, inclusive access
- Section 4 – Supporting Planning Statement

2. DESIGN

Introduction

2.1 The proposed development comprises:

- The erection of 20 x 1-bed flats within two separate blocks (Blocks 'A' and 'B');
- The site will be landscaped to Planning approval;
- Pedestrian access will be provided into the site from Linden Road (gated access) and Clifton Road.

Use

2.2 Outline planning permission (BR/175/06) has been granted for the erection of two blocks of residential flats. The existing commercial / light industrial usage of the site will cease.

Amount

2.3 The proposal would result in 20 no. 1-bed dwellings, and each would benefit from a kitchen, living area, bathroom and bedroom.

2.4 The building positioned at the northerly (main) frontage of the site ('Block A') would accommodate 9 flats over three floors, with the upper floor served by pitched roof dormers. The total footprint of this building would be approximately 155m².

2.5 A further building ('Block B') would be positioned a minimum of 5 metres to the south of Block A. This building would provide a further 11 units of accommodation. Block B would be stepped in its layout so as to take full advantage of the sites irregular shape. Block B would be based on similar design principals to Block A, however the southerly most part of the building (adjacent to the rear gardens of properties within Linden Road) would be one-and-a-half storey. The total footprint of Block B would be approximately 190m².

2.6 The amount of development provides an appropriate balance between density requirements and local character.

Layout

2.7 The proposed layout of the site has been approved under the Outline application (BR/175/06) which was allowed at appeal.

2.8 The revised scheme does not include any on-site car parking provision, and this allows for an improved layout with greater scope for environmental enhancement and greater consideration of residential amenities.

2.9 The proposed development layout also allows for ample space for soft landscaping.

Scale

2.10 The scale of the proposed development does not differ notably from that allowed at appeal by the Planning Inspector (Outline application BR/175/06 refers), with the height of both proposed blocks of flats matching that of the previously approved development.

Landscaping

2.11 Details of the proposed hard and soft landscaping are included within the plans accompanying this application.

2.12 The site is centrally located close to the town centre. The removal of the existing factory buildings and associated surfacing and storage areas allow an opportunity to provide improved soft landscaping features that will enhance the appearance of the area.

2.13 The outlook of future residents will be improved by the provision of the proposed soft landscaping features, the majority of which is domestic in nature and appropriate to the location of the site and the scale of the development. The landscaping proposed will not only provide visual benefits, but will also provide additional screening between neighbouring residents and the future residents of the allowed development.

2.14 Appropriate materials will be used for the limited area of hard surfacing. I refer you to the submitted plans for further details.

Appearance

2.15 The appearance and design of the proposed development has been revised, so as to provide an improved appearance from that considered appropriate by the Planning Inspector in allowing the Outline application (BR/175/06).

2.16 A number of minor design changes are proposed, including the loss of the hipped ends and replacing with gables and adjustments to gain stairway headroom etc, where slight errors were made in the original design. Essentially, the layout and size of the development is in accordance with the approved development at this site.

3. ACCESS

Vehicular and Transport Links

3.1 The site is sustainably located, close to the town centre and local facilities including medical services, libraries, schools and shops. In addition the site is within an area with good pedestrian and cycle links, and excellent access to public transport.

Inclusive Access

3.2 The residential use proposed would meet with Part M of the Building Regulations, thus ensuring good access to and within the dwelling for people with disabilities.

3.3 The pedestrian accesses off Linden Road and Clifton will ensure safe pedestrian movement. The hard surface areas will be finished with materials appropriate to their use.

4. SUPPORTING PLANNING STATEMENT

Introduction

4.1 This part of the Statement describes the site, its surroundings and the proposal itself. The Planning Policy background is considered along with an assessment of the proposal in light of the relevant policy and all other material planning considerations. Section 4 of this Statement should be read in conjunction with Sections 2 and 3 ('The Design & Access Statement').

The Site & Surrounding Area

4.2 The site contains a number of generally single storey buildings that are of little architectural merit. Materials are varied, but there is evidence of brick and corrugated roofing. These existing buildings have been used for light industrial / commercial purposes. A number of these buildings are positioned abutting the site boundaries. Elsewhere the site boundary treatments consist of a variety of fencing. The site frontage is open with a hard surfaced area fronting Clifton Road. The site has a further existing vehicular access point to the south.

4.3 The site is of an irregular shape, with a confined frontage measuring approximately 14.5 metres in width. The site has a depth of approximately 42 metres, with a maximum width (at the rear of the site) of approximately 38 metres. The appeal site has a total area of approximately 0.10 hectares.

4.4 The site is predominantly flat with no trees either within the site, or adjacent, that would be affected by this proposal. On-street car parking is available within Clifton Road and adjacent streets, and the railway station and other public transport opportunities are available within close proximity of the appeal site.

4.5 The site is set within a predominantly residential area close to the town centre of Bognor Regis. Clifton Road is characterised generally by 2-storey terraced properties, although adjacent to the west of the appeal site is a single storey British Legion building and a two-and-a-half storey residential property (No.7 Clifton Road). On Longford Road to the east, and Linden Road to the south, the adjacent properties are predominantly 2-storey, with evidence of roof conversions served by dormers. Opposite the junction of Clifton Road and Longford Road is a new development ('Regis Gate') on the site of No's 12-28 Longford Road, which is generally three-and-a-half storey in size.

Planning History

4.6 There is extensive planning history relating to this site, which I will summarise below:

- In 2003, permission was refused for the demolition of existing buildings and the erection of 12 no. one-bed flats and associated parking;
- In 2004 a number of applications were submitted to the Local Planning Authority for consideration. Application ref: BR/85/04 was approved for the erection of 4 no. one-bed flats and 4 no. two-bed flats (8 flats in total) with parking. Further application ref: BR/161/04 was refused planning permission for the erection of 1 no. two-bed chalet style dwelling on the site. Lastly, application ref: BR/313/04 sought to re-site the development approved for 8 flats on the site, and this was subsequently refused planning permission.
- In addition, previously in 2006, Outline planning permission was granted for the erection of 11 no. flats with associated parking (LPA ref: BR/14/06), and a layout plan of this approved development is attached at Appendix A for the Inspectors information.

4.7 It should also be noted that since the applications in 2003 and 2004, the site area has increased notably due to the applicant acquiring further land. Further in 2004, an application (BR/98/04) was approved for the conversion of an existing vehicle store to 2 no. one bed units. This building was at that time shown to be outside of the site area of approved application BR/85/04, but is within the application site.

4.8 The most relevant planning application relating to this proposal, is the recent planning application for 20 no. 1-bed flats at this site (LPA ref: BR/175/06). The

application was submitted in Outline form, and full proposed elevational plans, floor plans and site layout details were included with the application.

4.9 The Local Planning Authority refused planning permission under delegated powers on the 14th September 2006. However, an appeal was submitted to the Planning Inspectorate (appeal ref: APP/C3810/A/07/2034419 refers), and following due consideration the appeal was allowed on 23rd May 2007.

4.10 A Reserved Matters application (LPA ref: BR/391/07) has also been recently submitted with respect to the Outline application that was allowed on appeal. At the time of writing, this application remains current.

Relevant Planning Policies

4.11 The site lies within the boundary of the built up area as defined in Policy GEN2 of the Local Plan. Within such areas planning permission will normally be granted for new development subject to other policies in the Local Plan for the built environment.

4.12 The following Local Plan policies are referred to by the Council in their most recent planning decision that relates to this site (BR/175/06):

- GEN 7 is a general policy that is titled 'The Form of New Development'. The principles of Government and Structure Plan policies referred to above are reiterated within this policy. The policy seeks to ensure that development is of a high quality design, which respects and enhances character, and visual amenities. This general policy relates to a variety of issues including that development make efficient use of land and be at a density of at least 30 dwellings per hectare. New development should respond to the distinctiveness of the local area and promote sustainable development. Further the Policy states that development should not have an adverse impact on adjoining residents or uses and should provide vehicle parking in accordance with standards outlined in Appendix 2 of the Plan. Lastly the policy seeks to promote a high standard of design and layout in all new development.
- GEN 8 seeks to ensure the proper provision of infrastructure and services in relation to new development.

4.13 In terms of national planning guidance, PPS 3 'Housing' is particularly relevant. This document stresses the need to make an efficient use of land, to concentrate housing development within urban areas and to locate new housing close to existing shops and services, in order to reduce the need to travel. The principles of creating sustainable communities, by locating new development within urban areas, developing for social cohesion and hence reducing the need to travel are also enshrined in PPS1. The following specific paragraphs of PPS 3 are particularly relevant to this application: 16 (design quality), 36 (suitable locations for new housing), 41 (effective use of land), 46-51 (efficient use of land), 68-73 (consideration of planning applications). In addition PPG 13 again stresses the importance of locating new development within urban areas close to shops and services.

Application Appraisal

4.14 The redevelopment of the site for a residential use is accepted in this location by central Government Policy, Local Plan policies, and previous planning permissions that relate to this site. Of particular relevance is the Outline application allowed by the Planning Inspector, for the proposed 20 x one-bed dwellings.

4.15 In order to make efficient use of the site, and to improve the appearance of the development, both in terms of layout and external design of the blocks of flats, it has been decided to make some minor revisions to the approved scheme.

4.16 It was thought that the originally approved layout was confusing, there was no real entrance to the site with access either through the car parking area off Clifton Road or through a concealed and poorly lit unmade drive off Linden Road. This did not present an attractive entrance in either option. Likewise having two main entrances would make it attractive to other users as a short cut and provide ample scope for opportunist crime.

4.17 By redesigning Block A we are able to move it away from the rear boundary of 15/17 Longford Road and provide a wider more attractive entrance for both blocks, allowing for the other Linden Road access to be gated and therefore still able to be used by residents and the emergency services but stopping the short cut problem.

4.18 The repositioning of Block A and its revised internal arrangement allows for a building of improved design that retains the low scale form and height, but

improves the appearance of the development when viewed from the (main) Clifton Road frontage.

4.19 Block B is maintained in the same position so as to not impact upon neighbours any further than the development already allowed at this site. Some minor revisions to the design of this block have also been included within this revised scheme, but these are mostly to accord with the Building Regulations (i.e. headroom etc), and the design and scale of Block B differs only marginally from that allowed at appeal.

4.20 Additionally it should be noted that the height of the proposed Blocks A and B is identical to the development that was recently allowed at Appeal.

4.21 The hard landscaped areas have been kept to a minimum within the revised site layout. The car parking spaces have been deleted, and as such it is considered that the minimal extent of the areas of hard landscaping will not detract from the overall visual quality of the development.

4.22 The provision of a development without car parking at this site is in accordance with central Government policies relating to sustainable development. The site is centrally located within easy walking distance of excellent public transport opportunities and the services of the town centre. There is also on-street car parking available in the immediate area. As a result it is appropriate to apply Government Policies in respect of relaxed car parking provision. Specifically the advice contained within PPG13, para. 51, is particularly relevant. In similar locations within Bognor Regis town centre, such as the nearby Regis Gate development, no on-site parking has been allowed, and it is considered that a consistent approach with regard to parking is relevant in relation to this proposal.

4.23 With respect of cycle parking, two separate cycle stand areas are proposed within the site layout, and this will allow for ample cycle parking provision. It is hoped that this provision, coupled with the deletion of car parking on-site, will encourage future occupiers to use public transport, walk or cycle, thereby reducing the reliance on the private motor vehicle.

4.24 In addition, the revised site layout has the approval of the Sussex Police Crime Prevention Design Adviser; please refer to Appendix A for a copy of Mr.

Peter Hardy's correspondence relating to this matter. It is clear that the revisions are a significant improvement with regard to crime prevention and 'Designing out crime' principles.

4.25 Overall, it is clear that the proposed revisions will benefit the appearance of the site, and will assist in an enhanced living environment for future residents and neighbours. In addition, the views of the Planning Inspector in his decision letter (dated 23rd May 2007) have been fully considered, and we are confident that the revised proposal fully complies with all relevant planning policies and guidance.

4.26 It is understood that financial contributions will likely be required with regard to libraries and schools. My client is fully prepared to enter into a legal agreement with the Council in this regard if this is required.

Conclusions

5.1 It is our intention to provide a high quality development, and the proposed revisions will further enhance the appearance of the allowed development. The removal of on-site parking accords with Government policies that seek development that does not encourage the use of the motor vehicle. The site is sustainably located, and it is noted that the adjacent development at Regis Gate provides no on-site car parking provision, and this was accepted also by the Planning Inspectorate. Further, all relevant Development Plan policies are fully complied with by this proposal.

5.2 In the event that the application be presented to the Planning Committee I would be pleased if you would ensure that the contents of this statement, albeit summarised, are incorporated in to the report.



APPENDIX A

CORPORATE DEVELOPMENT DEPARTMENT

Your Ref:

Our Ref: PH/PL/ARU/08/04

Date: 14 January 2008

Contact Name: Peter Hardy

Tel: 0845-60-70-999 ext: 40113

Direct Dial No: 01273 404868

Dear Mr Moore

Re: Clifton Works, Clifton Road, Bognor Regis

I refer to your letter dated 7 January 2008, addressed to my colleague, Martin Garrad.

I have now had an opportunity to examine the amended proposal following the outline approval.

I agree that the through route from Linden Road to Clifford Road was contrary to the principles of Crime Prevention Through Environmental Design (CPTED). This is because such a route would destroy the "defensible space" that would otherwise be created if the footpath route were to be omitted. The lack of "defensible space" would prevent residents from self policing their own environment or exercising any form of control over it. Such a route would also give a "would-be offender" a reason for being there.

The provision of locked gates off Linden Road will certainly enhance the quality of life for residents, however, I would prefer to have access control to the gates, integrated into the access control for the flats. This could be by way of swipe card or close proximity tag. Any trades access should also be controlled at that point.

I would caution that the final decision is that of the Planning Committee and that the views expressed within this letter are based purely on crime prevention.

Yours sincerely


Peter Hardy
Crime Prevention Design Adviser

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