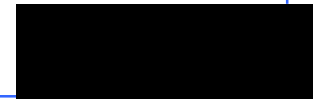




Grove House, 64 Sutton Grove  
Sutton, Surrey, SM1 4LP



# Design and Access Statement

for

**Residential Development**

at

**57 Queensway, Bognor Regis PO21 1QN**

prepared for

**The Freshwater Group of Companies**

Ref: RAF/MJ/6304

Date: March 2025

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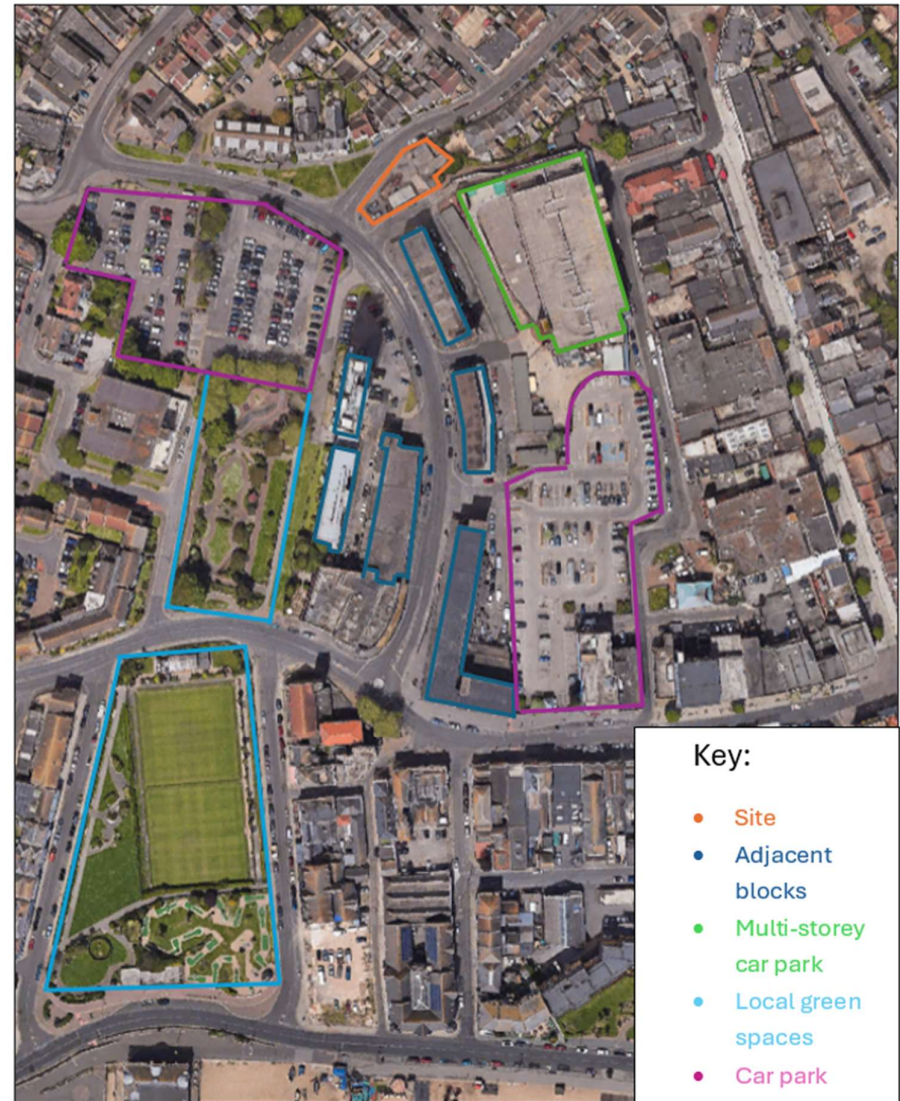


# Introduction

This Design and Access Statement has been prepared by Hughes Jay and Panter Chartered Surveyors & Property Consultants to support the planning application submission for 57 Queensway, Bognor Regis.

The site is located within Bognor Regis on the corner of Queensway and Crescent Road. The proposal is for the redevelopment of a former petrol station into a well-designed block of 18 no. 1 Bed flats, providing much needed accommodation.

This document has been set out to introduce the site and its proposal to redevelop an under-utilised urban site to build quality accommodation. As such, the statement should be read in conjunction with the planning drawings.



# Site Analysis

57 Queensway is situated on the corner of Crescent Road and Queensway, which is located approximately 0.2 miles away from Bognor Regis train station, and 0.2 miles from Bognor Pier. Currently, the site is being leased to 'Queensway Hand Car Wash' which has the old garage buildings on the site and a canopy roof providing shelter.

The local area surrounding the site has a mixed street scene, with Crescent Road (North) being mainly domestic dwellings, but also has a hotel (directly opposite the site) and a café just at the end of Crescent Road.

On Queensway (South) is a secondary high street, with blocks of flats and associated ground floor retail units. These blocks vary in size from 3 storeys to 15 storeys. Located directly to the West is Hothampton car park, further residential dwellings and the Salvation Army Church. Towards the East of the site there are single-storey garages on Kelby Drive, with a Morrisons multi-storey car park directly behind. A public pathway (Belarus Way) also runs adjacent to the North-East side of the site.



## Previous planning history and usage of 57 Queensway

57 Queensway has had multiple uses over time, with its original use being a garage and petrol filling station. After falling vacant it was then used as a yard by a company selling and installing double glazing. The use was authorised by a grant of planning permission dated 28<sup>th</sup> May 2004 ref BR/124/04. The description stated, "Change of use to Sussex Renovations offices to sell glass and PVCu products with a skip area". Currently the premises is being used as a car wash and has been since 2013/14, ref BR/314/11.

# Site Photographs



# Proposal

It is proposed to demolish the existing brick-built garages, office structure and canopy. Given its use as a former garage, the underground petrol storage tanks will need to be removed and the site remediated to ensure no contamination. The proposal seeks to build 18no. one bed flats, with 4no. car parking spaces, provisions for 2no. EV charging points, bike storage. Bin storage will be located sensibly to the rear of the properties, easily accessed on Kilburn Drive; complying with the Waste Storage and Collection Guidance. There will be an appropriate amount of hard and soft landscaping to provide visual comfort and amenity. The proposal seeks to comply with the Design guide section R.01 Apartment Buildings which state, 'Apartment buildings are best located within town centres or around civic spaces, creating a strong sense of enclosure'. This is addressed by using the boundary railings and hedging to create an aesthetically pleasing frontage. Arun District local strategic objective for housing delivery is to 'Plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the District's housing requirements and the needs of Arun's residents and communities both urban and rural'. The addition of these 18no. one bed flats will bring an underdeveloped town site into good use and will benefit from the local shops and extensive public transport connections complying with Principle 4 of the ADCPS.

Preliminary investigation has identified the site to have contaminated land due to its use as a former filling station. Policy QE DM4 Contaminated land, suggest that the council promotes, and will permit, the use of previously developed land and the remediation of contaminated land to ensure that land is brought back into use; which is this projects aim.



# Proposed Materiality

Following the requirements and guidance from the Arun District Design Guide, stating that new developments should ensure the existing character and sense of place of an area is respected and enhanced the main chosen materials for the building will be brick with slate roof finishes. This complements the character of the surrounding buildings on Crescent Road. Windows shall be made of aluminum, ensuring quality and durability within the build, with a clean aesthetic finish.

The use of foliage around the border separates the development from the public paths, providing security and increasing the sites biodiversity.



# Massing

During the design process, we carefully considered the massing within its local context and sought to maximise the site whilst minimising its effect on neighbouring properties. To do so, we took into account the height of the surrounding buildings, allowing us to arrive at the conclusion of proposing a 3 storey building.

The surrounding area has two main forms; the two/three storey residential scene on Crescent Road and beyond, and then the flatted accommodation (typically 3/4/5 storeys, with a high rise 15 storeys also nearby). The proposal seeks to appropriately integrate into the surrounding area so not to create an eye sore through simplistic design; whilst meeting the requirements stated in the Design Guide.

Whilst not directly applicable as the 25 degree rule is for back to back distances between houses we have used this method to demonstrate there is minimal impact on the property adjacent. When taking a 25 degree angle from the ground floor flank window of 27 Crescent Place only the pitched apex of the roof is bisected by the line as shown in drawing ref 6304 7. 25 Degree Rule.



# Appearance Assessment

The proposed design is a contemporary reinterpretation of the period properties on Crescent Road and seeks to extract characteristics from them. The back to front slate pitched roof structure matches that of the houses. The stepped-building frontage that follows the curve of Crescent Road is similar to the stepped frontage of the terraces opposite.

The balconies draw inspiration from the full height bay windows with gables and pitched roofs. The brickwork also has the same characteristics as nearby properties.



# Layout

## Internal and External Space Standards

The projects layout will be carefully designed 1 beds which have a large open plan kitchen/living area, a bedroom with bathroom adjacent and extensive storage provisions. Having consulted local agents who carried out a market appraisal, the highest demand for accommodation in the town center is one bed units because there is a shortage. This scheme will help address this issue.

All flats will be accessed by a stair core. The flats comply with the National Space Standards being 40m<sup>2</sup>. The flats are all provided with private balconies which are 5.1m<sup>2</sup>. The ground floor flats are provided with private garden space ranging between 10-21m<sup>2</sup>.

## Communal areas

The communal areas of the flats shall be accessed via internal stairwells which connect to entrances at the rear of the block. For security it is proposed that a fob/keycode be used to access these entry points. The sizes of the stairwells and corridors are compliant with Approved Document K and F, whilst providing suitable fire protection and compartmentation in line with Approved Document B.



# Parking provisions

A parking survey and transport statement has been prepared for the proposed development. The transport statement concluded that this location benefits from excellent short walking distances to facilities and services, cycling connections to local and national cycle routes and has excellent levels and frequencies of bus connectivity and train services. The report demonstrated using TRICS data that there is only a minimal increase in the traffic on the highway, through the development. Minimal car parking provision is deemed to be appropriate given the sites accessibility, the availability of public transport connections and the availability of on-street parking within a 200m walk of the site.



We plan to incorporate 4no. car parking spaces and in compliance with Arun District Council Parking Standards Jan 2020 and section I.03 of the Arun District Design Guide, two of these 4 will be EV parking bays, with one disabled parking bay. Covered secure bicycle storage of one bike per unit will be provided.

# Bin storage

In line with the ADC Waste Storage and Collection Guidance 8no. 1100 litre Euro bins will be provided comprising of 4no. waste bins and 4no. recycling bins with an overall total of 8,800 litres. We have ensured suitable access to collect the bins is considered with the door opening being over two metres in width, with ample space for the bins to be taken out. Moreover, we have considered the position of the bins to assist collection as it is located adjacent to Kelby Drive.

# Landscaping

The development will be edged by almost 200m<sup>2</sup> soft landscaping making the site visually appealing and also providing amenity space for the residents. Trees and hedges will be incorporated into the design. Given the current site is contaminated and has no trees or vegetation there will be a significant biodiversity net gain, exceeding the 10% requirement.



## Social Context

It is noted that the site is outside of Bognor Regis Town Centre but still in the Bognor Regis Economic Growth Area. Given the sites current use as a car wash it isn't reliant on the current premises and just needs space to operate. This could easily be relocated to any of the other car parks (Hothampton, Fitzleet Multi-Storey or Morrisons) in the immediate vicinity. They could also move to the privately owned carpark at the base of Fitzleet Tower which is owned by the applicant. Therefore there would be no loss of employment. There is no demand for extra commercial space on the edge of a secondary parade of shops. This can be demonstrated by the number of vacant commercial units in the more centrally located High Street and London Road. Therefore, the proposed residential development would be the most suitable to make use of an underdeveloped site and will not lead to any loss of employment. Furthermore, given its former use as a petrol station and resultant contamination of the site the proposal will remediate the land and make much better use of its central location.

The proposed development is over the affordable housing limit of 11 units or more. A viability assessment has been provided with the application, to demonstrate that affordable housing shouldn't be imposed on this development.

## Contamination

A previous report dated February 2023 undertaken by Your Environment clarified that the site had shallow soil contamination, the presence of ground gas and contaminated infrastructure from the sites previous use as a Petrol Filling station. The report was then utilised as part of a Remediation and Verification plan by a third-party consultant, Geo-environmental Services Limited ('Geo-environmental').

The report dated February 2023 declared that communication was made to the Petroleum Licensing Officer, confirming that 5 no. underground storage tanks (UST's) were decommissioned in 1999 by infilling with a concrete slurry. To this date, it is presumed that they have not been removed or what volumes were held.

As set out in the attached report remediation would entail removal of the UST's, interceptors, drainage runs and associated infrastructure. Thereafter, a validation check would be carried out, examining the extent (if any) of residual contamination by inspecting the sides and base of the excavation with laboratory analysis. Vapour monitoring (Head space analysis) would be undertaken on samples of soils obtained from the excavation to determine the presence of VOC vapours and lighter fraction hydrocarbon compounds.

If any groundwater is identified within the excavation this will be inspected by Geo-environmental for the presence of free product and sampled, if free product is found then additional excavation will be carried out to 'chase-out' an area of the impacted soils.

When landscaping is being completed on site there will be a minimum of 450mm (Soft landscaped areas) and 600mm (Garden areas) of top and sub soil with the turf laid on top. Beneath the build-up will be a geotextile layer to limit the discharge of contamination from the made ground to the sub soil.

A stringent Discovery Strategy Process has been outlined in the report clarifying the methodology for operatives ensuring that all people recognise their responsibility to observe, report and act on any potential suspicious or contaminated materials encountered.

Verification is ensured throughout the project at key milestones (agreed pre-contract), in line with recommendations made by the Materials Management Plan alongside the Remediation strategy and Verification Plan, submitted to the NHBC and Local Authority for formal approval. This can be issued to the Environment Agency if requested.

## Sustainability

The energy efficiency measures for the development have not been concluded as yet, and therefore this can be imposed as a condition should permission be granted.

## Conclusion

The application suitably considers the Local and National planning policies and guidance. The proposal brings in to use a contaminated under utilized town site. In any reasonable balancing exercise, it can be concluded that the proposed development will have no negative impact on the aesthetic of the street scene and is an enhancement of the existing site. The proposed development respects the character of the surrounding properties, and such maintains the aesthetics of the local scene whilst enriching it.

## **Appendices**

Renders

57 Queensway Transport Statement

Phase 1 & 2 Geoenvironmental and Geotechnical Assessment

Georemediation report.

Drainage Strategy

# Policies

The proposal has been constructed in accordance with the following policies obtained from the Arun District Council website:

## Arun Local Plan 2011 – 2031

- HERDM1 HER DM1 Listed Buildings
- HERDM2 HER DM2 Locally Listed Buildings or Structures of Character
- HERDM3 HER DM3 Conservation Areas
- DDM1 D DM1 Aspects of form and design quality
- DDM2 D DM2 Internal space standards
- DSP1 D SP1 Design
- ECCSP1 ECC SP1 Adapting to Climate Change
- ECCSP2 ECC SP2 Energy and climate change mitigation
- EMPDM2 EMP DM2 Enterprise Bognor Regis
- ENVDM2 ENV DM2 Paghham Harbour
- SDSP2 SD SP2 Built-up Area Boundary

## Neighbourhood Plan policies

- Bognor Regis Neighbourhood Plan 2015 Policy 2 - Promoting the Seaside Identity
- Bognor Regis Neighbourhood Plan 2015 Policy 6 - Key gateways and promotion of sustainable travel
- Bognor Regis Neighbourhood Plan 2015 Policy 8 - Pre-Application Consultation
- Bognor Regis Neighbourhood Plan 2015 Policy 8A - Design Excellence

- Bognor Regis Neighbourhood Plan 2015 Policy 8B - Car Parking

## Supplementary Guidance

- SPD11 Arun Parking Standards 2020
- SPD13 Arun District Design Guide (SPD) January 2021