ARUN DISTRICT COUNCIL:BE/139/07/

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION BY Mr P. NICOL

ERECTION OF PAIR OF SEMI-DETACHED HOUSES WITH ASSOCIATED GARAGES.
LAND AT 401, CHICHESTER ROAD,
BOGNOR REGIS, WEST SUSSEX. PO21 5BU.
(REVISED PROPOSAL)

SUPPORTING POLICY, DESIGN AND ACCESS STATEMENT

R. L. STUBBS, MRTPI

1. INTRODUCTION

1.1 This Statement is prepared in support and amplification of an application made by Mr. P. Nicol to explain an application made for the erection of a pair of semi-detached houses on the site of 401 Chichester Road, Bognor Regis, West Sussex PO21 5BU. This Statement is submitted as a Policy, Design and Access Statement, to substantiate the application and to justify its submission, having regard to the policies and provisions of the Development Plan. This is a revised proposal to address the previously refused scheme.

1.2 The application proposes a pair of semi-detached houses, with attached garages, one incorporated within the structure of the building and the second to serve plot two, which is detached with a covered walkway built across from the main element of the house to include the garage. The application site faces the west side of Chichester Road, north of it's junction with Chalcraft Lane. The existing property is shown to be demolished integral to this application. Furthermore, the scheme in itself is generally devoid of all planting across the front and rear garden areas and accordingly there is no prospect of securing development contained within existing planted margins.

1.3 The application proposal seeks to address various policies made within the Development Plan which includes the West Sussex Structure Plan and the Arun District Local Plan. This Statement assesses those criteria to establish whether or not this proposal is acceptable in these respects. In particular, we explain how the development satisfies the requirements of meeting those policies, without resulting in adverse impact, particularly upon the amenities of the adjoining property to the north, and the that it development adjoins land to the south, which is utilised by the Army Cadets and is partially overgrown, adjoining the application site. Within this Statement, detailed consideration is given to the appropriate policies within the extant Local Plan and we seek to demonstrate the scheme is justified in respect of those policies.

2. THE APPLICATION SITE.

2.1 The application site comprises the existing property, which is a detached bungalow, fronting the west side of Chichester Road. The existing detached bungalow extends across the frontage of the site with a garage immediately adjoining the access-way to the appeal site, effectively against the common boundary of the site, adjoining the Army Cadet site. The land itself, is essentially rectangular in shape, with a frontage width of some 19 metres and an average depth of some 59 metres, measured from the common boundary to the public highway, through to the rear. The buildings to be proposed are sited, essentially within the site, across the width of the existing building, albeit that a 1 metre space is shown now adjoining the common boundary on the south side.

2.2 The site in itself, is essentially laid to lawn to front and rear, with the existing driveway located adjoining the common south boundary. This currently provides direct access into the proposed garage, however with marginal changes thereto, it will facilitate access to both garages and to the additional parking space shown to the east of the proposed garage. The proposed two new dwellings are sited approximately on the position of the existing, with two single storey elements projecting at either side. This comprises a two storey height element featuring cat slide roof with gable and the other element being single story projecting towards the proposed front garage. The rear garden areas continue the existing curtilages, down the depth of the rear plot.

2.3 In its wider setting, the site is well located, adjoining the busy A259 which provides direct access to Chichester to the north-west and to Bognor Regis to the southeast. Chichester Road is also accessed by a principal bus route, with a bus stop located outside of the adjoining army cadet building, providing direct access to the town centre etc and also to Chichester to the north-west. Within the general locality there is direct access to local schools at Bognor Regis Community College, Michael Ayres and The Glade and there is also direct access to other employment and town centre services, by the public

bus route. In addition, there is also employment opportunities within the wider area, with local buses provide direct services towards Chichester Road with there is good access to Durban Road and Shripney Road were principal centres of employment opportunity currently exist. In general terms, the site is well served by existing shops, with a public house and shop close at hand at the junction with Chalcraft Lane, together with other shops at North Bersted and then on the to Bognor town centre, or to Chichester in the opposite direction. In the general sense this site is well located in serving new development and it is an appropriate location therefore for new residential development.

3. THE PROPOSAL.

3.1 This application seeks planning permission for the erection of a semi-detached pair of houses, each comprising three bedrooms at first floor level. Within the accommodation, unit one on the southern side, comprises a semi-detached house on a plot width of some 8 metres wide. It has projecting garages to the front (which extends to some 5.2 m by 2.6m internally) and is then recessed with front entrance door centrally located. On accessing the property, there is a stairwell up to first floor level from the common hallway, which at ground floor level provides direct access to ground floor WC, kitchen and L-shaped living room, at the rear of the premises. At first floor level, there are three bedrooms at the upper level, together with ensuite facility to serve bedroom one, together with an additional bathroom which serves the whole of the property.

3.2 With regard to unit two, this provides a detached garage at the front of the property which is served by a link enclosure to the existing, where there is a single storey projection, providing WC and utility room at ground floor level. On entering into the property, through the front entrance door, there is access direct into the living room area which is also annexed to the kitchen extension as one large open room. In addition, on the ground floor level, there is an

existing dining room, a WC including a shower, together with a small utility area between the WC and kitchen. The stairs are centrally located within the property and provide access to the first floor accommodation which comprises three bedrooms, together with bathroom at first floor level. The accommodation is reduced, at first floor level, due to the introduction of a cat slide roof on the north side of the proposed development, which faces towards the neighbouring property to the north. This building has been designed with a bedroom window at first floor level and we have therefore sought to safeguard the impact of development upon the amenities of the neighbouring properties and have maintained a separation distance, at ground floor level, of some 5 metres between the development, together with the cat slide roof over enabling light to be accumulated within that bedroom. In this respect the proposal is similar to the existing, where there is separation arising from the layout of the existing, with sloping roof on its north side. Each property is provided with a front entrance door, which is contained within a single storey porch over, to each of the two new properties.

3.3 In terms of the impact of the proposed development, the principle first floor windows are located in the front and rear elevations. At ground floor level, the openings on the north side comprise kitchen window and contained door into the utility room. This window replaces an existing ground floor window, which is located within the existing serving a front detached room. At first floor there is one opaque glazed window, which will be top hung only. On the south elevation of the proposal, a window is provided into the existing ground floor kitchen and there is also a bathroom window at first floor above, with the window to be obscure glazed, thereby retaining "outlook" from that window but ensuring that safeguard the amenities of the adjoining facilities of the Army Cadet Corps to the south. Two additional small windows are also shown although these could be fixed shut and opaque glazed.

3.4 In terms of the actual dimensions of development, unit one has an overall depth of 13.5 metres with some 7 metres shown for the width of the development. This is partially contained on both front and rear elevations by

the introduction of cat slide elements, into the forward projection of the first floor bedroom window, on the front elevation and also by the extension of the two rooms on the rear elevation, again providing bedrooms to the first floor. With regard to unit two, this is shown to the some 8.5 metres wide by 10 metres. In addition, a further separation of 2.5 metres is shown from the ground floor element to the north boundary of the site.

3.5 Finally, garaging is provided to serve each of the two new dwellings, together with a single parking space in front of the dwelling to garage one and to the east side of the garage to dwelling two. These spaces ensure that there will always be a minimum requirement of two spaces available to serve the proposed development. This will ensure that adopted car parking standards are met and there should be no requirement at all for any additional car parking to be made available to serve this development.

4. RELEVANT PLANNING POLICY.

4.1 The Development Plan comprises the West Sussex Structure Plan and the Arun District Local Plan. The site is shown to be within the defined built up area, as is confirmed on the maps provided with the Arun District Local Plan. Relevant planning policy seeks to encourage infill development within the defined built up area and accordingly there can be no objection in principle therefore to this development. This is particularly the case where the site is located, in what is a wholly sustainable location, being available for alternative means of transport to that of the private car, to enable people to reach local shops, schools and other services, all by alternative means of public transport. Vitally, in respect of this proposal, the existing bus services along Chichester Road provides travel in both directions, towards Bognor Regis and the wider town centre, to the southeast and also in the opposite direction to Chichester, to the north-west, providing direct services to all important

features. In this respect the site is well located and as advised in PPG13, is an appropriate location for new residential development.

4.2 As is the case in all new developments, this proposal falls to be considered against the various detailed policies of both the Structure and Local Plan. With regard to the West Sussex Structure Plan, there are general policies therein, which are directly applicable, however, those policies are all governed in terms of their considerations of the impact of development, within the same policies of the Arun District Local Plan. Accordingly, I do not consider it necessary to review the policies of the Structure Plan in considering the amenities of this development and in particular, its impact on neighbouring properties. With regard to the policies within the Local Plan, I refer in particular to policy GEN7, which includes general development control criteria, all of which are applicable to all new development proposals within the Arun District Local Plan area. In presenting this proposal, I will examine the policy expressly against policy GEN7, to establish the appropriateness of the development.

4.3 The site does not fall within any area that might be subject to special policy designation, in terms of the impact of development upon the general amenities, or of course on other wider material considerations, for example, designation within a designated conservation area. Policy GEN8 requires that development should provide service infrastructure, or facilities that are made necessary for the development as proposed and also that policy GEN9, requires foul and surface water drainage facilities as being acceptable within the specified area. No guidance has been published to suggest in any way that this site is subject to any drainage constraint, or that there are other development services that require infrastructure or facilities to be made appropriate for this development. Accordingly, I consider that neither of these requirements, both of which are directly relevant, can be offended by the proposal.

4.4 Policy GEN12 requires that development has ample car parking to meet the requirements of future residents. In this case each dwelling has been provided with two car parking spaces per dwelling (one within the garage and one on site) all of which operate independently and without congestion to either property. I am satisfied therefore that adequate car parking is provided to serve the development. Finally, policy GEN20 requires that ancillary open space is made available, although in this instance with only two dwellings proposed there is no requirement within the Local Plan for open space to be provided in accord with this development. I do not consider that this proposal therefore offends this policy, or that the development is anyway unacceptable because of the lack public open space provision.

4.5 Finally, policy DEV17 requires that developments of 25 or more dwellings are provided with affordable housing in accord with the standards that have now been adopted by the LPA. Given that only two dwellings are proposed, there is therefore no requirement for affordable housing to be required to serve this development and accordingly this policy is not breached by the development proposal.

5. MERITS OF THE PROPOSAL

5.1 This detailed application must be judged against the relevant policies of the Arun District Local Plan. The merits of this proposal must also be evaluated in terms of the objective and technical considerations and also the constraints that are identified within the plan, which make various criteria of relevant policies, particularly relevant to this proposal. It is important, in the context of this application, that full advice is given to the subjective evaluation, in terms of the impact of development upon issues of character, design and layout and also neighbour impact in our assessment of the scheme and its potential impact on adjoining properties, particularly the property to the north which immediately adjoins the application site.

5.2 It is important that all new development is evaluated against policy GEN7. This policy sets out the basic fundamental development control requirements and influences the relationship and impact of development upon the amenities of neighbours. In essence I have identified the other relevant criteria and policies of the development plan, which may be directly relevant to the appeal proposal. I have referred to policies GEN8, GEN9 and also to policies GEN12 and GEN20. All of these policies, as are relevant to this development, have been considered and in particular the scheme requires that adequate car parking is provided. In considering this proposal, policy GEN7 has eight individual criteria, together with both opening and closing submissions in support and the actual design of the layout, all of which need to be taken into account in assessing the impact of this proposal and in particular, its impact upon adjoining properties. It is vital that full regard is had to all the requirements of this policy, in undertaking the character and amenity assessment and also in considering the alleged impact of development upon the existing setting of the site and also the character of the immediate environment.

5.3 In considering how this proposal should be progressed, the design requirements of the policy specifically require that all new buildings will only be granted permission where schemes display high-quality design and layout. This is particularly important in their relationship to the character and visual amenities of the area. Vitally, in assessing the layout of development, we have looked at the layout of existing development, along the west side of Chichester Road and have concluded that other developments project further towards the public highway than the appeal development. The proposal to add the two single storey elements projecting from the front of the building, and the detached garage, are all consistent with neighbouring developments, particularly the siting of buildings forward the building line of the adjoining site to the south and to the north, where again existing development extends much closer to the public highway. The site is also wide enough to accommodate this development and also the potential impact of the garage upon the amenities of the adjoining property, where the site is adjoined to the

north, by car parking serving the neighbouring development. It is our view, in respect of these criteria, that the development meets the pattern of development along Chichester Road and is therefore generally acceptable.

5.4 It is important that we have regard to criteria (1) that requires that all new development should make an efficient use of land. The policy looks to achieve minimum net densities of at least 30 dwellings per hectare, wherever that is possible. In respect of this proposal, the scheme produces a gross density of less than 30 dwellings per hectare, albeit that the site in itself could not take further development without adverse impact upon the amenities of neighbouring properties, because of the positioning of the long rear garden area. In the circumstances, it would be impossible to develop land at the rear, given the present arrangements between the neighbouring properties, and on that basis the land is included, within the site, simply as an extension to the existing garden areas of both properties. In the circumstances, I would suggest that this scheme of development meets with adopted Local Plan policy and whilst the density is not achieved the scheme nevertheless makes an important contribution to the overall scheme of development and is therefore generally acceptable.

5.5 Criteria (2) requires that development must create attractive places and spaces, with particular requirements for the needs of people to respect and enhance local distinctiveness in the appearance of the proposed buildings. The development now proposed, seeks to utilise existing space within the site to provide a balance form of development, fronting onto Chichester Road, setback a distance of some 15.5 metres from the back edge of the public highway. In examining the layout of development, we have shown how the introduction of ground and first floor windows, on the side elevation, matches the existing in terms of impact from the ground floor kitchen on the north elevation and overlooks unused amenity space from the kitchen and utility room, to the south, to ensure that there is not unacceptable overlooking or loss of privacy. To the front and rear elevations, principal windows are

obviously wholly acceptable and do not cause loss of privacy or overshadowing to neighbours. I should point out that the depth of the rear garden, to the back boundary, is some 35.5 metres, ensuring that the bungalow at the far end of development would not be adversely affected by the introduction of these proposed dwellings.

5.6 With regard to criteria (3), this requires that development should be able to effectively use and conserve energy and also seek to reduce the opportunity of alternative means of transport. Each proposal is provided with adequate car parking, with two spaces provided to each dwelling, with space in the garage and parking area. In more general terms, the scheme is within short walking distance of principal bus stops on Chichester Road, to ensure that there is alternative means of transport to encourage movement on the buses to both Bognor Regis Town centre, to the southeast, and further afield to Chichester to the north-west. The scheme seeks to utilise the availability of existing transport, in comparison to the use of the private car, as an acceptable alternative means of transport. It is also worth noting that the bus services provide direct links to both Bognor Regis and Chichester railway station and these again are alternative means of transport to those wishing to travel to much further afield by way of using the local rail services which travel onto Brighton, Portsmouth and to London.

5.7 The requirements of criteria (4) demand that development should be consistent with Council policy, and that there should be no adverse impact arising from the development proposed upon the neighbouring occupiers or the users of neighbouring properties. With regard to the layout of development, the buildings seek to ensure that there will be no unacceptable impact, arising from the development, upon the amenities of neighbouring properties and in particular to the site of the premises to the south, which could of course be redeveloped at some stage in the foreseeable future. The issues of overlooking and the protection of the amenities of neighbours have obviously been fully taken into account and it is our view that there will be no

adverse impact, on any adjoining occupier, from ground or first floor windows or for that matter from the additional use of the rear garden area by these two properties, replacing the one as existing. In summary, this scheme seeks to ensure that the use of neighbouring properties would not be affected or adversely impact as a consequence of this development. I would also make the point that this scheme is acceptable, in all respects, in terms of outlook from the existing property and there would be no adverse impact arising.

5.8 Criteria (5), requires that there will be no unacceptable impacts arising from any adjoining land use or on the impact of the proposal upon the actual amenities of the proposed dwellings. The neighbouring properties to the north and west are detached residential properties and the various elements have been safeguarded to ensure that there will be no unacceptable harm arising. The neighbouring property to the south comprises the training camp for the army and is not used on a regular basis. In any event, the activities which take place on the site are contained within the existing buildings and whilst there may be some outside activity this will have no greater impact, on the amenities of the proposed dwellings, than the existing situation and accordingly we would not consider that there will be unacceptable harm arising.

5.9 With regard to criteria (6), this policy requires that there will be no loss of any open or wooded area, within the site, which may need to be retained or safeguarded to enhance the visual amenities of the locality. The existing site is effectively free of all trees and accordingly this is not a material consideration in this instance.

5.10 Criteria (7) requires that the scheme provides safe movement for pedestrians and vehicles, giving priority wherever possible to pedestrians. The garages, that have been provided, are of minimum size for use by car owners and have not extended to provide retained cycle space that would enable occupiers to use the buildings for retaining cycles, in addition to parked cars. Space is provided behind the gated entrance doors, to both properties, that will enable

cycles to be stored within the amenity space to the side rear of the properties. Cyclists leaving in this manner would then be to bypass cars parked on the driveway and to exit the site in either direction. The layout of the development therefore ensures that both pedestrians and cyclists can exit and leave the property, without causing inconvenience to existing car users, and thereby enabling the use of the development by cyclists and pedestrians.

5.11 Finally, criteria (8) requires that sufficient car parking is provided to serve each of the two new dwellings, in accord with the policy GEN12 and appendix 2 to the Local Plan. As stated above, the provision for two on-site spaces per dwelling is satisfied and each space is able to turn within the curtilage of the property and therefore enter and exit the site in forward gear. Furthermore, having regard to the existing arrangements, to the property, there is no on-site turning facility serving this development, however, within this scheme there is space to turn vehicles to enable them to leave in a forward gear. Accordingly, I would consider that the one additional dwelling provided will not result in increased harm or highway congestion on the public highway.

5.12 In all cases, the District Council advise that they will expect to see a high standard of design and layout and that this will be encouraged to improve the visual amenities of the area, having regard to matters of scale, finish, landscaping and also the choice of materials used in the proposed development. In this instance, the development is to be of a two-storey form, with brick elevations and tiled roof to the projecting elements over, which is also shown to be hipped on either side at first floor level. In general terms, the character and built form of the surrounding area is of a mixture of brick or rendered elevations, with different roof tiles at first floor level. The adjoining timber huts, on the land to the south, also have pitched roofs over, but these are generally finished with roofing felt or similar. In my opinion, the use brick and tile elevations should match the existing and should be acceptable in this location. In addition, external surfaces, including driveways and turning areas, will be in tarmac and will all be finished to match the existing to an appropriate layout and finish.

5.13 Having considered the relevant policies of policy GEN7, I have concluded that this development satisfies the requirements of those policies and will not give rise to potential causes of concern or nuisance that would otherwise warrant or justify a refusal of planning permission. The other relevant policies of the Plan are also satisfied by this development and whilst the development can not achieve the level of density that may be required, it nevertheless offers an opportunity to bring forward a second additional dwelling at this site, without giving rise to unacceptable harm or loss of amenity to neighbours. In the circumstances, the layout of this site is perfectly acceptable and is also compliant with the general policies of the Local Plan.

5.14 The final matter that I need to address is the issue of potential flood damage arising from the Aldingbourne Rife and in particular the issue of potential flood damage arising. I have discussed this matter Officers of the Environment Agency to ascertain the extent of the flood risk potential. They have considered the risk and are satisfied that the site lies on the extreme outer edge of the flood risk area, in effect it is the last house included. They consider that to resolve the situation it should be appropriate to increase the height of the ground floor by 150 mm maximum to resolve the issue. In essence they seek to reduce the risk of either property flooding and consider that this should be sufficient. Accordingly the submitted plans have been amended to show the floor levels raised to give a DPC of 300 mm with internal floor levels finished accordingly within. I am satisfied that this matter has now been dealt with and the application is now fully acceptable.

6. CONCLUSIONS.

6.1 I have carefully evaluated this proposal against the relevant policies of the Development Plan and I am now satisfied that the proposal accords with all relevant policies of the Plan. I have further critically examined the proposal to see if there are any other matters that would in any way be relevant, and in particular might warrant justify a refusal of permission, and I can find that no such matters arise in this instance. The site is of adequate size to accommodate the proposed development, which at the same time ensures that there will be no unacceptable overlooking or any other matters of concern, particularly to the amenities of number 403 Chichester Road, to warrant or justify a refusal of permission. In more general terms, the proposal appears to be wholly acceptable and generally meets all of the policy requirements as set out in policy GEN7. All other relevant policies have been examined and the only outstanding requirement is the issue of car parking spaces, based on a rate of two units per three-bedroom dwelling.

6.2 On behalf that my clients, I would now invite the Officers of the LPA to look favourably upon this proposal and to recommend to Members that planning permission should now be granted. Accordingly, subject to the imposition of appropriate conditions that may be justified in this instance, I would ask Officers to present the proposal to Members for their determination, all in accord with the policies of the Development Plan.

R L. STUBBS MRTPI

Chartered Town Planner

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