

PLANNING, DESIGN & ACCESS STATEMENT

**Accompanying an outline planning application for the
demolition of existing buildings and the construction of
7 No. three bedroom houses (including 3 No. terraced and
4 No. semi-detached houses) plus ancillary works**

on land rear of

6 Ockley Road

Bognor Regis

West Sussex

on behalf of B4 Properties LLP

May 2013



PLANNING, DESIGN & ACCESS STATEMENT

CONTENTS

1.0	INTRODUCTION	1
2.0	THE SITE AND SURROUNDINGS	2
A	The Application Site	2
B	The Surrounding Area	2
3.0	PLANNING HISTORY	3
4.0	THE PROPOSED DEVELOPMENT (inc Design & Access Considerations)	5
5.0	RELEVANT PLANNING POLICY	7
A	National Planning Policy Framework	7
B	Local Plan Policy	8
C	Revised Affordable Housing Policy	9
6.0	PLANNING CONSIDERATIONS	11
A	Principle of Proposed Development	11
B	Environmental Improvement	11
C	Dwelling Mix and Size	11
D	Density	11
E	Residential Amenity	12
F	Parking Provision	12
G	Public Open Space	12
H	Contamination	13
I	Biodiversity	13
J	Affordable Housing Statement	13
K	Infrastructure Contributions	14
L	Foul and Surface Water Drainage	14
M	Bin Storage and Collection	14
7.0	CONCLUSION	15

APPENDICES

Appendix 1	Photographs of Site and Surrounding Area
Appendix 2	Meeting Notes 4 th March 2013

1.0 INTRODUCTION

- 1.1 This application is a revision to the previous outline application (Ref No. BR/288/12) for 8 No. three bedroom houses on the site which was withdrawn on 1st February 2013.
- 1.2 This Planning, Design and Access Statement has been prepared on behalf of B4 Properties LLP by Genesis Town Planning (GTP). It accompanies an outline planning application for the demolition of existing buildings and the construction of 7 No. three bedroom houses (including 3 No. terraced and 4 No. semi-detached houses) plus ancillary works on land to the rear of 6 Ockley Road, Bognor Regis, PO21 2HW. Access, appearance, layout and scale form part of the application. Landscaping is to be considered at the reserved matters stage.
- 1.2 The application has been prepared jointly with AM Design Architects and is accompanied by the following drawings and documents:
- Drawing No. 42/01 - Site Location Plan
 - Drawing No. 42/02 Rev A - Proposed Site Plan
 - Drawing No. 42/03 Rev A - Units 6 & 7 Floor and Roof Plan
 - Drawing No. 42/04 Rev A - Front and Rear Elevations Units 6 & 7
 - Drawing No. 42/05 Rev A - Site Section
 - Drawing No. 42/06 - Topographical Site Plan
 - Drawing No. 42/07 Rev A – Units 4 & 5 Floor and Roof Plan
 - Drawing No. 42/08 Rev A – Front and Rear Elevations Units 4 & 5
 - Drawing No. 42/09 Rev A – Units 1, 2 & 3 Floor Plans
 - Drawing No. 42/10 Rev A – Front and Rear Elevations Units 1, 2 & 3
 - A Desk Study Appraisal (June 2012) prepared by Crossfield Consulting Ltd
 - A Protected Species Walkover Survey (June 2012) by AEWC Ltd
- 1.3 The next sections of this Statement consider the site and surroundings; its recent planning history; the proposed development (including Design and Access considerations); planning policy considerations at the national, regional and local level; and the merits of the proposed development.

2.0 SITE AND SURROUNDINGS

A The Application Site

- 2.1 The application site is approximately 0.14 hectares (0.36 acres) in size and falls within the Bognor Regis Town Centre Area. Prior to the existing buildings being constructed the site formed part of a Gas Board Depot. The site currently contains two groups of buildings that abut approximately half of the northern boundary and most of the western boundary. These include a single storey flat roof building previously used as a printing workshop with office space; and one/one and half storey workshop buildings currently used for car repairs/wheel refurbishments etc. The rest of the site comprises an open hard surfaced yard area used for car parking and car sales. Access is obtained via a road that links into to Ockley Road which is located about 30 metres to the east. Appendix 1 of this statement contains photographs of the site and surrounding buildings.
- 2.2 The boundaries of the open parts of the site include 2.25 metre high corrugated metal sheeting on the northern boundary; a 2.4 metre high brick wall along the eastern boundary; and, a 2.2 metre high part brick wall/chain link fence along the southern boundary.

B The Surrounding Area

- 2.3 The immediate surrounding area is mixed in character with residential properties located to the north, the east, partly to the south, and to the west. A sign manufacturer, a gym and a car sales business are located to the south-east. Building heights surrounding the application site are varied and include two storey Victorian terraced properties to the north (Gainsboro Road) and east (Ockley Road); a four storey block of flats (Sutherland Court) constructed in the 1960s to the south, and two storey semi-detached housing located to the west in Southdown Road. The properties in Southdown Road have generous rear gardens which are about 25 metres in length. The whole of the application site and the surrounding area falls with the built up area of Bognor Regis and the Town Centre Regeneration Area. The main part of town centre shopping area is located about 400 metres to the east; the railway station is located about 300 metres to the north and the Queensway Public Car Park and Health Centre are about 100 metres to the south-east.

3.0 PLANNING HISTORY

3.1 Planning history of most relevance to the proposed development is set out below:

Pre Application Enquiry Ref: PE/00341/08

3.2 In October 2008 Baqus Boxall Sayer Ltd submitted a pre-application enquiry for a scheme of 26 No. one bedroom flats in a three and four storey building set under a pitch roof. The scheme also proposed zero parking for both occupants and visitors. Arun District Council responded on 18th December 2008. This confirmed that the proposal was unlikely to receive officer support as it would represent an overdevelopment of the site and the four storey nature of the building would appear out of character with the immediate surrounding area, which was predominately of two storey semi-detached and terraced houses. The officer also considered that the proposed development would give rise to an unneighbourly form of development, by way of overbearing effect, loss of privacy and loss of light.

3.3 The pre-application enquiry response also advised that because of the previous use of the site for industrial/commercial use and a nearby historic gas works in close proximity of the site that a land contamination phase 1 study would be required. It also confirmed that a 40% affordable housing contribution would need to be provided in accordance with Local Plan Policy DEV17 and that one bedroom flats were unlikely to be acceptable as the authority preferred to see family housing on the site. Finally, the response confirmed that County Highways had been consulted and that they raised no objection to the principle of a nil parking provision.

Planning Application BR/288/12: Outline application for the demolition of existing buildings and construction of 8 no. three bedroom houses, including 6 no. terraced and 2 no. semi-detached houses, plus ancillary works.

3.4 This application was withdrawn on 1st February 2013. During the course of the application the District Council raised concerns about the amount of development proposed and the height of some buildings and their proximity to the site boundaries.

Meeting with Susan Leeson (Arun District Council)

3.5 On 4th March 2013 the applicants consultant team had a meeting with the case officer (Susan Leeson) for application BR/288/12 to discuss options for a revised scheme on the site. These included Option 1) a scheme of 7 No. three bedroom dwellings with a similar layout to the withdrawn scheme; Option 2) a terrace of 8 No. three bedroom houses running east-west across the site; and another option for a mixed scheme of 5 No. three bedroom houses and 4 No. two bedroom flats. Based upon the discussion it was agreed that Option 2 and the mixed house/ flat scheme should be pursued as neither would be supported by Officers. The revised approach set

out in Option 1 was considered by the case officer to be much improved compared to the withdrawn application by having one less house; and, the introduction of single storey garages (for Houses 5 & 7) in close proximity to the northern and eastern boundaries. A copy of the Meeting Notes for this meeting are contained in Appendix 2.

Presentation to Bognor Regis Town Council

- 3.6 On 23rd April 2013 Genesis Town Planning made a short presentation to the Bognor Regis Town Council concerning a revised draft scheme of 7 No. houses with one car parking space for each property. This scheme was based upon the feedback received from Arun District Council on 4th March. Overall feedback from the Town Council was positive. It was suggested that if more on-site car parking could be provided plus a wider entrance into the site it would improve matters. Clarification was also sought in respect of turning space for vehicles within the site and future maintenance arrangements for shared surfaces and the main access route.

4.0 THE PROPOSED DEVELOPMENT (including Design and Access Considerations)

- 4.1 The application is in outline form with the means of access, layout, scale and appearance forming part of the application. The landscaping of the site is to be determined as reserved matters. The proposed development has been informed by the context of the site and the surrounding area described in Section 2 of this Statement; feedback received at the meetings with Susan Leeson on 4th March 2013 and Bognor Regis Town Council on 23rd April 2013; and current planning policy.
- 4.2 **Amount of Development:** A total of seven new dwellings are proposed. These comprise a short terrace of 3 No. three bedroom properties (Plots 1 to 3); and, 2 No. pairs of semi-detached houses (Plots 4 & 5 and 6 & 7) which are also three bedroom properties. Houses 5 & 7 both have an attached garage. The internal gross floor area of each dwelling amounts to 83.5 m².
- 4.3 **Scale:** All of the proposed dwellings are two and a half storeys. The second floor accommodation is provided in the roof slope with a fronting facing dormer and rear facing roof light for each property. The height of the buildings has been reduced and is now 8.91 metres. The height of the dwellings in the withdrawn scheme was 9.58 metres. This height represents a satisfactory transition in heights between the existing four-storey flat building (Sutherland Court) located to the south and the predominately two storey residential semi-detached and terraced properties located to the north, east and west. This approach will ensure that the proposed development will not have an overbearing effect, or an unacceptable loss of privacy or loss of light for residents living in surrounding properties.
- 4.4 **Layout:** The proposed layout is shown on Drawing No. 42/02 Rev A. The layout has been informed by the shape of the site and its relationship with surrounding properties. The terrace and Houses 4 & 5 units are orientated in a north-south axis. These back onto the rear gardens of the existing residential properties in Southdown Road. The second pair of semi-detached properties (Houses 6 & 7) face to the south with their backs facing the rear elevations of the terraced properties in Gainsboro Road. All properties have adequately sized front and rear gardens. Each house is provided with car parking within its curtilage except for House 6 which has an allocated parking space to the side/rear. Houses 5 and 7 have a single storey garage plus a car parking space on the drive. Rear garden space is accessed via a number of shared footpaths that pass to the side or in between properties. These provide access to cycle sheds and refuse bins for each property. The orientation of the buildings has been designed to create an attractive layout when viewed from within the site and when seen in glimpsed views from the access road and Ockley Road. A bin collection area is located just outside the main part of the site so that refuse vehicles can reverse down the access road on collection days or the bins can be walked down the main access route to its junction with Ockley Road.

- 4.5 **Appearance:** At the suggestion of the case officer the appearance of the buildings reflect a more traditional design approach that is in keeping with the surrounding Victorian terraced development. The main external walls would be constructed of brick set under a slate or clay tile pitched roof. Each property has a front facing dormer window plus one roof light set into the rear facing roof slope to ensure that there is not unacceptable overlooking of neighbouring properties. Overall the proposed properties have a vertical emphasis that is in keeping with surrounding developments.
- 4.6 **Landscaping:** This aspect is left as a reserved matter. There is, however, scope to introduce a range of hard and soft landscaping including grassed lawn areas and tree planting (including tree planting along parts of the rear garden boundaries) to soften the appearance of the development and provide an element of screening with surrounding properties. The access road and the drives/parking spaces for each property could have different types of material to demarcate these from other hard surfaces i.e. the access and manoeuvring areas. The precise hard and soft landscaping details would be established at the reserved matters stage.
- 4.6 **Parking:** A total of nine car parking spaces are proposed. These are all located within the main part of the site. Houses 1 to 4 have one car space each. This is located to the front each property within the curtilage of each dwelling. Houses 5 and 7 have two parking spaces each (one space in the attached garage and another in front of the garage). House 6 has one car space which is located to its rear/side and close to the northern boundary. Secure cycle parking is provided in the form of lockable sheds located in the rear gardens of each property. This will encourage residents to use more sustainable forms of transport for short journeys.
- 4.7 **Access:** The site would continue to be accessed via the existing access road that links into Ockley Road to east. As a result of comments made by the Bognor Regis Town Council it is proposed to increase the width of the entrance into the main part of the site by demolishing the end section of the existing eastern boundary so that it reverts to the same size opening when the site was used as a gas depot. This provides access for pedestrians and cyclists as well as for motor vehicles.

5.0 RELEVANT PLANNING POLICY

- 5.1 Following the abolition of the South East Plan in March 2013 planning policy considerations relevant to this planning application comprise the National Planning Policy Framework and 'saved' policies of the adopted Arun Local Plan. Relevant extracts from these are summarised below.

A National Planning Policy Framework

- 5.2 The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government on 27 March 2012. It replaced all of the previous Planning Policy Guidance/Statements (PPGs/PPSs) in England and constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications.

- 5.3 Paragraph 14 confirms that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this framework indicate development should be restricted

- 5.4 Paragraph 17 sets out twelve Core Planning Principles. Two of these include the preference for developing land of lesser environmental value; and, encouraging the effective use of land by reusing land that has been previously developed (brownfield and), provided it is not of high environmental character.

- 5.5 Section 4 Promotes Sustainable Transport. Paragraph 39 confirms in setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of the development;
- the availability of and opportunities for public transport;
- local car ownership levels; and an overall need to reduce the use of high emission vehicles

5.6 Section 6 considers the delivery of high quality homes. Paragraph 50 encourages the delivery of a wide choice of high quality homes and a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community such as families with children, older people, people with disabilities, service families and people wishing to build their own home. Paragraph 51 confirms that local planning authorities should identify and bring back into residential use empty housing and buildings; and should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.

5.7 Section 7 considers the 'Requirement for Good Design'. Paragraph 56 confirms that the Government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development which should contribute positively to making places better for people. New development should add to the overall quality of the area and create attractive and comfortable places to live, work and visit; and optimise the potential of the site to accommodate development.

B Local Plan Policy

5.8 The Arun District Local Plan was formally adopted in April 2003 and sets out policies to guide development in the District to 2011. "Saved" policies of the plan of most relevance to this application include:-

5.9 GEN2 - Built-up Area Boundary confirms that development or redevelopment will be permitted within the built up area boundaries subject to other policies in the plan.

5.10 GEN7 - The Form of New Development seeks to achieve high quality design and layout and permits development provided it meets various criteria which include:

- i. it makes efficient use of land or buildings and achieves a net density of at least 30 dwellings per hectare;
- ii. it responds positively to the identified characteristics and resources of the site and the area to create places and spaces with the needs of people in mind;
- iii. it promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;
- iv. it does not have an unacceptable adverse impact on adjoining occupiers, land, uses or property;
- v. it takes account of any unacceptable adverse impacts that may arise from adjoining land uses or property;

- vi. it retains significant open or wooded areas which in their own right, make a material contribution to the local environment
- vii. it allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians;
- viii. it provides vehicle parking in accordance with Policy GEN12 and Appendix 2 and Open Space in accordance with policy GEN20

5.11 GEN12 - Parking in New Development confirms that the Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within the Plan. Provision of parking in excess of these standards will not be allowed. It also provides for a lower parking provision than required by the standards for developments proposed in town centres and other areas accessible by other means of transport.

5.12 GEN20 - Provision of Public Open Space within New Development requires new residential development to provide public open space to the minimum standard of 2.4 hectares per 1,000 people and play equipment to meet the needs of the development. The explanatory text to this policy (in paragraph 1.67) confirms that for developments of 15 houses or more play equipment should be provided on open space and acknowledges that it is not always practical for smaller residential developments to provide open space or play equipment on-site. Consequently, commuted payments are acceptable for developments of 14 units or less.

5.13 DEV17- Affordable Housing confirms that within allocated and unidentified housing developments of 25 or more dwellings or residential sites of 0.8 hectare or more, irrespective of the number of dwellings, the Local Planning Authority will seek to secure the provision of affordable housing.

5.14 Policy Site 2 - Bognor Regis Town Centre Regeneration. The application site falls within the area covered by this policy. Within this area, the Council will initiate, support and encourage development proposals which will regenerate the town centre and introduce mixed use developments/redevelopments comprising retail, leisure, residential, office and civic community uses.

C Revised Affordable Housing Policy

5.15 On 18th August 2010 the District Council adopted revised standards for affordable housing. These set out guide figures for the purposes of negotiation which are to be read in conjunction with Local Plan Policy DEV17. The revised policy set out new thresholds for the provision of affordable housing which are as follows:

- (a) for developments of 15 or more units an affordable housing provision of 30% across the board should be required of developments; and

.....

- (b) for developments of 1-14 units an affordable housing provision of 15% is sought district wide, subject to further research to ensure this is financially viable.

6.0 PLANNING CONSIDERATIONS

- 6.1 The recent planning history of the site as set out in Section 3 of this statement and the planning policies/guidance set out in Section 5 provide a basis against which this proposal should be assessed. The main planning considerations are set out below. These include:

A Principle of the Proposed Development

- 6.2 The principle of a residential redevelopment is accepted by virtue of the application site falling within the built up area of Bognor Regis, The Town Centre Regeneration Area and it comprising under-used brownfield urban land in a sustainable location. As a result, the proposal accords with Policy GEN2 and Policy Site 2 of the adopted Arun Local Plan; and Paragraphs 14 and 17 of the NPPF.

B Environmental Improvement

- 6.3 The proposed redevelopment will replace the current run-down buildings on the site and the existing non-conforming commercial use with a high quality residential development that is more in keeping with the surrounding residential uses. It will create an attractive and comfortable place to live; improve the appearance of the site and enhance the sense of place and the appearance of this part of Bognor Regis Town Centre. As a result the proposed development accords with paragraphs 17 and 56 of the NPPF; and criteria (ii) of saved Policy GEN7 of the Arun Local Plan.

C Dwelling Mix and Size

- 6.4 The proposed development provides eight 3-bedroom five person houses of 83.5m² gross floor space for which there is high local demand. Each property has a reasonably sized rear garden and meets the needs of young families. The development therefore accords with paragraph 50 of the NPPF which encourages the provision of homes for families with young children, and the local housing needs of the area which were referred to in the pre-enquiry response of 2008 relating to the flat scheme.

D Density

- 6.5 The density of the current proposal has been reduced in comparison to the withdrawn application. A redevelopment of the site for seven houses results in a density of about 50 dwellings per hectare (dph) which is lower than the 57 dph of the withdrawn scheme. This density is in keeping with the site's town centre location and particularly the neighbouring Victorian terraced housing that adjoins the site in Gainsboro Road and Ockley Road. The scheme reflects paragraph 17 of the NPPF in that it makes effective use of previously developed land; and, Local Plan Policy GEN7 (i) which requires new development to achieve a net density of least 30 dph.

E Residential Amenity

- 6.6 The proposed development would result in the removal of the existing unsightly buildings currently occupied by a commercial use that are predominately surrounded by residential properties. The introduction of a new residential use is more in keeping the surrounding predominately residential uses. The appearance of the site would be positively improved. This would enhance the character and appearance of this part of the town centre. Careful consideration has been given to the location and scale of the new buildings. These have now been reduced in height overall compared with the previous application and now propose single storey garages near to the two most sensitive boundaries (northern and eastern). This has resulted in the higher parts of the proposed buildings being moved further away from existing properties in Gainsboro Road and Ockley Road. Overall the proposed buildings are keeping with the size of the surrounding residential properties and do not result in unacceptable levels of residential amenity for both the existing residents surrounding the site as well as the new residents that would live in the proposed development. As a result, the proposed development accords with criteria (iv) and (v) of Local Plan Policy GEN7.

F Parking Provision

- 6.7 The proposed development provides a total of nine car parking spaces. These are provided within the main part of the site. Houses 1 to 4 have one car space each. These are located to the front of each property and within their curtilage. Houses 5 and 7 have two curtilage spaces each (one space in the attached garage and another in front of the garage). House 6 has one car space which is located to its rear/side and close to the northern boundary. The proposed level of car parking is considered to be acceptable given the sites town centre location and the close proximity of the Queensway public car park located about 100 metres to the east; the town railway station located about 300 metres to the north and the close proximity of the public bus network. As such the application site is in a very sustainable location. This, combined with the provision of secure cycle parking (in the form of lockable sheds located in the rear gardens of each property) will encourage residents to use more sustainable forms of transport for short journeys. Overall the amount of parking proposed reflects the spirit of paragraph 39 of the NPPF; and, criteria (iii) of Local Plan Policy GEN7 and Local Plan Policy GEN12.

G Public Open Space

- 6.8 Given the limited size of the application site it is not practical to provide public open space within the site. As the scheme proposes 7 No. dwellings, the applicant agrees to pay a commuted sum so that the required open space and play equipment can be provided off-site in one of the Council nominated schemes. This approach is consistent with paragraph 1.67 of the explanatory text to Local Plan Policy GEN20. The payment of the open space and children's play commuted sum would be made the subject of a Legal Agreement completed under Section 106 of the Town and Country Planning Act 1990. The agreement would be completed during the course of the application.

H Contamination

- 6.9 As suggested in the Pre-Enquiry Response by the District Council in December 2008 the applicants commissioned Crossfield Consulting Ltd to produce a Contaminated Land Phase I Desk Study. This has been completed and is submitted with the application. The Desk Study Appraisal confirms that the application site previously formed part of a Gas Board Depot. As a result of this use and an above ground fuel storage tank plus the historical uses on adjoining land (including a brick pit) there is potential for the contamination beneath the site. As such the report recommends that ground investigations are carried out to establish the extent of any contamination which would then be taken into account in cleaning up the site, the design of foundations and any mitigation that may be required.
- 6.10 As a result of the above, the applicant requests that further investigations into the potential for contamination being present at the site are dealt with by an appropriately worded planning condition. This approach was agreed by the Districts Councils Environmental Health Officer response on the withdrawn application.

I Biodiversity

- 6.11 The application submission is accompanied by a Protected Species Walkover Survey prepared by Animal Ecology & Wildlife Consultants Ltd (AEWC) in June 2012. The report confirms that there was no evidence of badgers on the site. In addition there was no evidence of bats roosting in the buildings and the buildings were not considered to have roosting potential. Overall the site was considered to be of low ecological value but does offer some nesting bird potential. It recommends that if any work involving clearance of vegetation were scheduled to take place between the beginning of March and the end of August, a survey for nesting birds would be required.

J Affordable Housing Statement

- 6.12 According to the Revised Affordable Housing Policy of August 2010, 15% (1.05 units) of the proposed development should be affordable units. Subject to economic viability, which should become clearer when the quantum of any other infrastructure contributions for education, libraries, transport etc. are known, the applicant agrees to either provide one of the 3-bedroom houses as an affordable unit or alternatively pay a commuted sum so that the affordable unit can be provided off-site. This aspect would be dealt with by completing a Section 106 Legal Agreement during the course of the application.

K Infrastructure Contributions

- 6.13 The applicant would, in principle and subject to viability, agree to pay financial contributions towards infrastructure such as education, libraries, waste, fire & refuse and transport where these are directly related to the proposed development and the District Council provides a breakdown and a justification for the sums sought and details of the schemes that the contributions will be contributing towards. These matters would be set out in a Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 and would be completed during the course of the application.

L Foul and Surface Water Drainage

- 6.14 The proposed development would connect into the existing mains and surface water drainage systems that are available within the site and the surrounding area. The precise details of these means of disposal can be made the subject of a suitably worded planning condition. This approach was considered acceptable in the consultation response of the District Council's Engineering Services Manager on the withdrawn application.

M Bin Storage and Collection Statement

- 6.15 Each property will be able to store refuse bins for domestic rubbish, recycling and green waste in its rear garden area. On collection day the occupiers of the property would move the bins via the footpaths that provide access to the rear garden of each property to the bin collection area located just outside the main part of the site at the end of the existing access road. The refuse collection vehicle could either reverse down the access road to the collection point or alternatively the bins could be wheeled down to the junction of the access road and Ockley Road.

7.0 CONCLUSION

7.1 The revised application for the development of 7 No. three bedroom houses on land to the rear of 6 Ockley Road, Bognor Regis is policy compliant in terms of guidance set out in the NPPF and relevant 'saved' policies of the Local Plan.

7.2 In summary:

- it would result in the re-use of urban brownfield land in a sustainable location
- it will improve the character and appearance of the site and the surrounding area
- it provides much needed family housing
- it makes efficient use of urban land with a density that is in keeping with the surrounding area
- it provides an acceptable level of amenity for existing residents surrounding the site and those who will live in the new development
- it provides an acceptable amount of on-site parking given the sites town centre location and the close proximity of the railway station and bus routes
- it will (subject to commercial viability) provide commuted sums for affordable housing, public open space and other infrastructure contribution where required and justified

7.3 We therefore trust that your Council will be able to grant outline planning permission within the eight week determination period.

APPENDICES

APPENDIX 1









APPENDIX 2

MEETING MINUTES

.....

Title: Land to Rear of 6 Oakley Road, Bognor Regis

Purpose: Discussion on Revised Scheme

Date: 4th March 2013

Location: Arun Civic Centre, Maltravers Road, Littlehampton,

Present:

Susan Leeson	(SL)	Arun D C
Peter Bowman	(PB)	B4 Properties LLP
Richard Borrer	(RB)	B4 Properties LLP
Leeza Aldis-Hobbs	(LAH)	AM Design Architects
Jeremy Farrelly	(JF)	Genesis Town Planning Ltd

Circulation: Those Present

1.0 Introduction

- 1.1 JF quickly summarised the reasoning behind the withdrawn layout i.e. it responded to the mainly Victorian development to the north and east of the site etc. and the main concerns raised by SL on the withdrawn scheme i.e. the amount of development which was considered to be too great and the close proximity of some buildings to the site boundaries.

2.0 Discussion on Option 1

- 2.1 LAH tabled a transparency of Option 1 which responded to SL's concerns on the withdrawn scheme. This Option (attached) showed a sketch layout for 7No. 3 bedroom dwellings. LAH explained that the previous terrace of 6 units was reduced to a short terrace of 3 units and a pair of semi-detached units with House No. 5 having an attached single storey garage near to the northern boundary. The semi-detached units (now units No's 6 & 7) in the eastern part of the site were retained but the first floor and roof accommodation moved away from the eastern boundary. House 7 now has a single storey garage located between the main accommodation and the eastern boundary.
- 2.2 SL felt that the revised layout was much improved compared to the withdrawn scheme and liked the single storey garages to the sides of Houses 5 and 7 of the revised layout. SL felt that this would create an acceptable reduction in building heights close to the two most affected boundaries. The heights of the rest of the development (which would be the same as the withdrawn scheme i.e. 9.58m) were considered acceptable.
- 2.3 SL advised that given the location of the site within the urban area surrounded by existing buildings the revised application should be detailed not outline. A detailed scheme would provide sufficient levels of detail to explain to Planning Committee members what is proposed. This should smooth the path of the application at Committee. As the Town Council are still likely to object to the revised scheme (for similar reasons to the withdrawn application) SL anticipates the revised application will have to be reported to Committee.
- 2.4 SL advised that the visitor parking on the access road should be deleted as Committee
-

Members would resist this. The external appearance of the buildings should have a Victorian rather than a contemporary design. SL felt that the balconies on the previous scheme were not appropriate for this location.

2.5 In terms of building heights SL felt that the heights of the previous scheme would be acceptable provided the revised application incorporated the single storey garage elements discussed earlier.

2.6 Subject to the comments referred to above being made SL felt that a revised scheme would receive Officer support.

3.0 Discussions on terraced scheme and flatted scheme

JF and LAH tabled layout plans for a terrace of 8 houses running east-west and a flatted scheme. These were prepared as part of the initial feasibility work on the withdrawn application but were not progressed because of various issues. These included a poor outlook from the terraced scheme facing the existing flats to the south and the dominance of a flatted scheme in terms of how it would relate to existing surrounding properties. SL felt that we were correct not to pursue these alternatives as officers would not be supportive of such scheme.

4.0 Affordable Housing

4.1 It was agreed that a commuted sum payment would paid instead of providing one unit of affordable housing on site. This is the favoured approach of Housing Associations.

5.0 Section 106 Contributions

5.1 SL advised that a commuted sum payment of £1,000 per dwelling would be required for Public Open Space and children's play. At the time of the last application there was no requirement to pay education and library contributions.

6.0 Refuse Collection Area

6.1 SL felt that the proposed collection area just outside the gates was acceptable and advised that we should liaise with Gareth Rawlings re the walking distance from House 5.