

DESIGN AND ACCESS STATEMENT & PLANNING SUPPORT STATEMENT

In relation to:

‘EXTENSION AND CHANGE OF USE OF
AN EXISTING OFFICE/STORAGE
BUILDING TO A RESIDENTIAL USE, TO
PROVIDE A TOTAL OF 3 NO. 1-BED
UNITS. REVISED APPLICATION
FOLLOWING BR/73/09’.

207 CHICHESTER ROAD, BOGNOR REGIS

207 CHICHESTER ROAD, BOGNOR REGIS, WEST SUSSEX

DESIGN & ACCESS STATEMENT

1. INTRODUCTION

This is a full planning application for the extension and alteration of an existing office/storage building located in a backland location, and its change of use to residential, providing 3 no. 1-bed flats.

Attached to this application are the following drawings:

- Existing Elevations – 02/04/2009
- Existing Ground Floor Plan – 31/03/2009
- Proposed Ground Floor Plan – Revision C – 28/04/2010
- Proposed Elevations – Revision B – 26/04/2010
- Proposed Site Layout – 28/04/2010
- Block and Location Plans – Revision A – 28/04/2010

- Proposed and Existing Roof Plans – 28/04/2010

2. SITE CONTEXT

No.207 Chichester Road is a detached single storey building with a dual pitched roof. The building is currently occupied by my clients, a construction company operating under the name, R Rawlins Limited. The building is used for office and storage purposes.

To the front of the building is an area used for parking of vehicles related to the use of the building, and some external storage also.

The site is positioned in a backland position, and is accessed via a driveway off the southern side of Chichester Road, which dissects the plots of 205 and 209 Chichester Road, the former of which lies within my client's ownership also. The site also now includes part of the rear garden of No.211.

In terms of site surroundings, the dwellings fronting Chichester Road, to the north of the site are semi-detached 2-storey houses, whilst to the west is the rear garden of No.213 Chichester Road. To the east is 'Witham Court', a large modern block of 19 flats, whilst to the south (rear) of the site is the car park associated with this neighbouring flatted development. Beyond to the south is a modern chalet bungalow, which fronts onto Hatherleigh Gardens.

The wider area has a mixed character, with a variety of house types, design and sizes; including many flatted developments or properties converted into flats (e.g. 205 and 209 Chichester Road are both subdivided into 2 flats). The Chichester Road shopping parade is located close by to the west, and as such a range of services are readily available to the application site. Similarly, regular bus services run along Chichester Road which provide public transport to the centre of Bognor Regis, Chichester and the coastal towns to the east.

It should be noted that No.205 Chichester Road is within my client's ownership also (as denoted by the blue edged area on the submitted drawings).

3. DESIGN PRINCIPLES

The proposed design has been formulated to allow a more efficient use of the building whilst in an alternative use (i.e. residential), whilst maintaining a low height in order for the building to not be obtrusive or overdominant to neighbours.

The existing building is of a low height and scale, and following the comments made by the Appeal Inspector on BR/73/09, it has been our intention to design alterations to the building that retain this character. Accordingly, the extensions proposed to the building are of a single storey nature, maintaining the existing low height and pitched roof design, increasing the building from a twin pitched roof, to a treble pitched roof. In addition, it should be noted that the building is located in a backland plot, and therefore is not readily visible from many public viewpoints.

Single storey extensions are proposed, one to the east side of the building, which will help create a larger flat suitable for wheelchair users, and a larger extension to the west side and front to form the third unit. The west side extension will mimic the existing pitched roof form and proportions of the building. The east side extension is of a subordinate appearance that will not compete with the existing buildings form and scale. As a consequence the character of the proposed building will differ very little from that which exists. It will remain a relatively small building in a backland location.

Good design is about more than looks. It is also essential that buildings and places work well. PPS1 acknowledges that good design ensures attractive usable, durable and adaptable places, is a key element in achieving sustainable development and is indivisible from good planning. The design considers both existing local context and looks towards the future context. The proposed development will provide a building that is not only visually pleasing but also work well together in the existing street scene. CABE guidance acknowledges that if buildings look good and work well, they will be popular and flourish, and so prove sustainable.

4. USE

As a result of my client's ongoing success as local building contractors, they have outgrown their premises in Chichester Road, and remain in the process of arranging to move the office and storage aspect of the business, (which is

currently operating out of No.207 Chichester Road), to another location within Bognor Regis.

Consequently, my clients have been exploring different options with regards to the use of their premises at 207 Chichester Road. Initial marketing of the premises for an office/storage use have proved unsuccessful, and as such alternative uses are now being considered.

A residential use of the building appears sensible as this will reduce the disturbance and activity associated with the current use of the building. In addition, there are the benefits of providing a residential use at a higher density in order to make an efficient use of a 'brownfield', previously developed site, which accords with the thrust of National and Local planning policies on housing development.

5. AMOUNT

It is the aim of this development to maximise the use of this brownfield site. The appeal Inspectors recent comments on the previous proposal, together with the physical size of the design are the governing criterion that has influenced the project. The proposed residential units will sit comfortably on the site without giving rise to a cramped appearance. The roof form has been maintained in order to provide a building of appropriate design, scale and bulk.

A total of 3 no. 1-bed flats are proposed, and it is envisaged that these will be marketed towards first time buyers. 3 no. parking spaces will be provided in order to serve the new residential units. Lawned garden areas are provided to the front of each unit proposed, as well as discrete refuse storage areas and cycle parking facilities.

6. LAYOUT

The layout of the development has been revised so that accommodation is provided solely at ground floor level. The design has been formulated in order to provide visual interest in the public realm, whilst also providing a level of accommodation that will satisfy the needs of modern living. A total of 3 no. residential units would be provided. Each of the units would be 1-bed units, but will also benefit from a kitchen area, living room and bathroom. In addition, the east side unit would have a dining area, whilst the central and west side units would have enclosed front porches.

7. SCALE

As described in the Design section above the scale of the development has been revised following the Inspectors comments on the previous scheme which proposed first floor extensions and a total of 4 flats at this site. Additionally the scale has been directly influenced by the existing building and its relationship with neighbouring properties. It should be noted that my clients have increased the site area through the acquisition of land to the west, located to the rear of No.211 Chichester Road. This enables the sideways spread of the built form.

The height and pitched roof form of the building has been maintained to match existing which will ensure that there will be no demonstrable loss of light or sense of enclosure to neighbouring properties. As such, the scale and bulk of the building will not increase significantly from existing, and the impact on the surrounding area is minimal.

8. LANDSCAPING

The landscaping of the site will be improved from existing. The existing building is currently surrounded by hardstanding/gravel areas that are used for storage and/or vehicle parking associated with the commercial use of the premises.

Our intention is to maintain a portion of these areas for car parking, but we also propose to provide new lawned/garden areas for the new residents, with ample scope for new planting to the front of the extended building. If this is deemed necessary, then this can be agreed with the Local Planning Authority by way of the standard landscaping conditions.

9. APPEARANCE

The appearance of the development has been described in the Design section above. The palette of materials chosen would match the existing building, and reflects those used in neighbouring buildings. The way in which they have been used has been devised to control the appearance of the development, giving an interesting and lively look which is of an appropriate scale to suit its setting.

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The design of the extensions is in keeping with the appearance of the existing building, with pitched roofs and simple proportions and elevational treatment. The intention has been to provide a development that will sit comfortably at the site whilst being of an appropriate appearance and scale to the sites backland setting.

10. ACCESS

The site and its immediate surrounding area are essentially flat with no changes in level that would hinder anyone in a wheelchair.

The proposed pedestrian and vehicular access is via an existing entrance to the site off the south side of Chichester Road, The access runs between No's 205 and 209 Chichester Road.

A total of 3 no. car parking spaces are proposed to serve the development, provided via existing car parking areas to the front of the site. This provision is considered to be ample to serve the needs of just 3 no. 1-bed flats.

A bicycle store is provided within the proposed site layout, as is refuse storage areas.

The site is located within a central area, with most shopping facilities and services provided within the near-by Chichester Road shopping parade to the west. Local education, recreation and religious facilities are close-by, and there are good public transport opportunities (e.g. bus services) that link this part of Chichester Road to Bognor Regis town, and other areas beyond. Therefore the site can be described as sustainably located.

Access has been considered in detail and has been provided on an inclusive basis for all groups of residents and visitors.

PLANNING SUPPORT STATEMENT

11. POLICY CONTEXT

a. National Planning Policy

PPS1: Delivering Sustainable Development (February 2005), underlines the importance of sustainable development and puts an emphasis on planning for well-designed, high-quality places, which support existing communities and contribute to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

Paragraph 7 identifies that *“national policies and regional and local development plans provide the framework for planning for sustainable development and for that development to be managed effectively”*. Paragraph 8 goes on to state the importance of the plan-led system and the key role it plays in integrating sustainable development objectives and goes on to state that: *“where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise”*.

Paragraph 33 states that *‘good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development’*. It also acknowledges that *‘good design is indivisible from good planning’*.

Paragraph 34 states that *‘local planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes’*. It goes on to state that *‘good design should contribute positively to making places better for people’*.

PPS3: Housing (November 2006) sets out the Government’s approach to planning for housing. PPS3 seeks to achieve a wide choice of high quality homes, both affordable and market, to address the requirements of the community. It also stresses the importance of creating sustainable, inclusive, mixed communities in all areas, both urban and rural. It makes clear that local planning authorities should plan to meet the housing requirements of the whole community. Paragraph 9 states that the Government should seek *‘to create sustainable, inclusive, mixed communities in all areas’*. It states that the planning system should deliver *‘a mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas’*. Paragraph 20 states that the *‘key characteristics of a mixed community are a variety of housing, particularly in terms of tenure and price and a mix of different households such as families with children, single person households and older people’*.

PPS3 requires the planning system to deliver high quality housing that is well designed and built to a high standards, that is mixed in terms of tenure and price and in locations that offer a good range of community facilities. It also emphasises the importance of good design. Paragraph 12 states: *‘Good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities’*. Reflecting the policies outlined in PPS1, paragraph 13 states that *‘good design should contribute positively to making places better for people’*. It also acknowledges the importance of sustainable developments, stating at paragraph 15 that: *‘Local Planning Authorities should encourage applicants to bring forward sustainable and environmentally friendly new housing developments.’*

PPS3 stresses the importance of affordable housing provision to provide housing for people who are unable to access or afford market housing as well as helping people make the step for social-rented to home ownership. PPS3 also stress the importance of the re-use of previous developed land, as well as using land efficiently.

In relation to density, PPS3 encourages local authorities to set density ranges across their plan area. Paragraph 50 states: *‘The density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment.’* PPS3 also encourages new development to create, or enhance, the distinctive character of the local environment.

PPG13: Transport (March 2001) provides policy advice on integrating transport with land use planning. The key objectives of the guidance are:

- to reduce the level and number of motorised journeys;
- to encourage alternative means of transport; and
- reduce reliance on the private car.

PPG13 acknowledges, at paragraph 3, that by shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, land use planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling.

Paragraph 13 states that *‘to promote more sustainable patterns of development and make better use of previously developed land, the focus for additional housing should be existing towns and cities’*. Paragraph 16 of PPG13 states that in order to promote more sustainable residential environments local planning authorities should *‘avoid the inefficient use of land’*, should encourage housing development which makes more efficient use of land and *‘seek greater intensity of development at places with good public transport accessibility, such as city, town, district and local centres or around major nodes along good quality public transport corridors’*.

Paragraph 21 states *‘local authorities should seek to make maximum use of the most accessible sites, such as those in town centres and others which are, or will be, close to major transport interchanges’*. It notes that these opportunities may be scarce and stresses that local authorities should be pro-active in promoting intensive development in these areas and on such sites.

Paragraph 28 states that *‘new development should help to create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport’*. It stresses that people should come before traffic and places that work well are designed to be used safely and securely by all in the community, frequently for a wide range of purposes and throughout the day and evening.

b. Strategic Planning Policy

The **South East Plan** was adopted in May 2009 (also known as the Regional Spatial Strategy), and this has now replaced both RPG9 (Regional Planning Guidance for the South East) and the East Sussex and Brighton & Hove Structure Plan 1991–2011. As such it is the South East Plan that contains strategic planning policy guidance for this region. The policies are specifically of a general nature, aimed at providing guidance at the regional level. However, there are policies that are relevant, even to a small scale development such as that hereby proposed.

Policy SP2 (iv) stipulates that new housing development should be focused in locations close to or accessible by public transport. **Policy SP3** is also particularly relevant, it seeks to concentrate development within or adjacent to the region’s urban areas with an emphasis on previously developed land and also that developments in urban areas, including urban

infill/intensification are well designed and consistent with the principles of urban renaissance and sustainable development.

Policy CC1 is an overarching sustainable development policy, which states that *“the principal objective of the Plan is to achieve and to maintain sustainable development in the region”*, with reference to reducing gas emissions, managing resource usage, preparing for climate change, and ensuring that the physical and natural environment is conserved and enhanced. **Policy CC4** outlines the objectives relating to sustainable design and construction within the region in the Plan period. **Policy CC6** relates to character, and states that new development should *“respect, and where appropriate enhance, the character and distinctiveness of settlements and landscapes throughout the region... using innovative design processes to create a high quality built environment which promotes a sense of place. This will include consideration of accessibility, social inclusion, the need for environmentally sensitive development and crime reduction”*

Within the Plan period, the South East Plan confirms that the Arun District is allocated for 11,300 homes (**Policy H1** refers). **Policy H4** stipulates that a range of housing type and sizes should be provided in order to meet the Districts existing and future housing needs.

Policy H5 relates to housing design and density. It states *“Positive measures to raise the quality of new housing, reduce its environmental impact and facilitate future adaptation to meet changes in accommodation needs will be encouraged. Local authorities will prepare guidelines for the design of new housing in their areas that encourage the use of sustainable construction methods and address the implications of changing lifestyles for new housing design. In conjunction with the delivery of high quality design and in order to make good use of available land and encourage more sustainable patterns of development and services, higher housing densities will be encouraged, with an overall regional target of 40 dwellings per hectare over the Plan period.”*

A separate section of the Plan is entitled Management of the Built Environment, and provides guidance on visions of urban renaissance, intensification, and historic environment management.

c. Local Planning Policy

The current Local Plan is the **Arun Local Plan**, which was adopted in 2003. This provides advice and guides development within Arun District and covers

the period up to 2011. The Secretary of State has granted consent for a number of Arun Local Plan policies to be saved under the provisions of the 2004 Planning and Compulsory Purchase Act. It is important to note that the Arun District Local Plan policies will be saved until such time as they are replaced by new policies in an adopted development plan document (likely to be the Core Strategy Development Plan Document) or are no longer compliant with national and regional planning policy.

The site lies within the defined built-up area of Bognor Regis (**Policy GEN2**), and as such the principle of development is considered acceptable.

Policy GEN7 of the Local Plan is a rather all-embracing Development Control policy, which covers a number of issues. The policy places emphasis on high quality design and layout, and stipulates that development will be permitted subject to a number of criterion, including density, character of the area, sustainable development, residential amenities, landscaping, highway safety and vehicle parking.

Local Plan **Policy GEN12** relates to parking in new development, and should be read in conjunction with Appendix 2 of the Plan, entitled 'Parking Standards'. The Policy stipulates that in appropriate circumstances, reduced on-site parking provision will be deemed acceptable, and the provision of parking in excess of these standards will not be permitted. The Policy states that a number of factors will inform the parking provision for a new development, including the provision of public parking opportunities in this area (including on-street), the availability of public transport, highway safety, and the scale of the development proposed.

12. APPLICATION ASSESSMENT

a. Relevant Planning History

Following the acquisition of No.205 Chichester Road, my clients secured planning permission in 2002 for the change of use for the land and buildings at the rear from antiques restoration, storage and sales to an office and covered store associated with their construction and property maintenance business (Arun District Council planning application ref. BR/47/02 refers).

Later in 2002 my clients decided to construct a new building on the site that would meet their business needs more adequately than the existing

buildings. As such application ref. BR/217/02 was submitted for a single storey office/storage building. This planning application was granted planning permission in summer 2002, and was subsequently constructed.

More recently, in 2009, an application (ref: BR/73/09) was submitted to extend the existing building to provide a 2-storey construction, and change its use from office/storage to residential, in order to provide 4 x 1-bed flats. This application was refused, and then subsequently dismissed at appeal on 26th January 2010. The Planning Inspectors comments will be discussed in more detail below.

b. Density

Local Plan Policy GEN7 (i) advises that new residential development should achieve a net density of at least 30 dwellings per hectare. PPS3 is more up-to-date than this policy, but the overall intention is reinforced – i.e. development should make the most efficient use of previously developed land.

Since the consideration of BR/73/09, the application site has increased to 0.05 hectares. Additionally, the number of proposed units has decreased by 25%. The proposed development results in a density of 60 dwellings per hectare, and this is less than the adjoining flatted development at 'Witham Court'. Therefore it is clear that the proposed residential density is an efficient use of this brownfield site, and is appropriate given the established balance of differing dwelling types in this area. The proposal therefore complies with Policy GEN7 (i) of the adopted Local Plan.

c. Character of the Area

The Planning Inspector raised this matter as the principle issue in his determination of the recent proposed for 4 flats at this site. He commented that the existing building *"occupies a backland location being set back 40m from the highway. The existing single storey appeal property is largely hidden from the main road but can be seen from the entrance into the site; it therefore makes only limited impact on the streetscene. The property is also not easily seen from the road to the rear"*.

The Inspectors main objection to the previous proposal was that *"increasing the height and size of the property would increase its prominence when viewed from other properties"*. He also felt that the provision of a mansard

roof extension *“would introduce an uncharacteristic feature in the locality”,* which would *“appear visually unattractive”*.

The revised design maintains the existing form and bulk of the building. The Inspector considered that the previous scheme would have been *“easily seen from the adjoining block of flats and its parking area”*, but the revised scheme would not increase the buildings height, and as such it would not be any more visible than existing. Additionally, the design is not controversial, taking direct inspiration from the existing buildings form and appearance. The dual pitched roof style is extended to include a further pitched roof over the west side extension to the building. The other extensions are all of a subservient appearance and scale, and overall the design proposed will result in a building that maintains its existing character.

Appropriate materials are proposed that are in keeping with the existing building, and also the neighbouring buildings. The key point remains; this development will sit at the rear of existing properties and will not be visible above them. Only passing glimpses through the private vehicular access would give partial views of the proposal.

The proposed footprint of the building fills a larger space than the existing building, but it should be noted that the site area has increased in parallel with the additional floor space. Further, ample space is maintained to the rear of neighbouring properties fronting Chichester Road, and also the flats to the east and the properties to the rear in Hatherleigh Gardens, and this is not a reason, in itself, to justify refusal of permission.

The building will be extended sympathetically, retaining the simplicity of the existing buildings form and proportions. Although wider than existing, and incorporating minor domestic additions, such as front porches, the resulting building will provide an attractive small scale residential development that is wholly appropriate to its surroundings. The height and bulk of the building will not be increased, and the proposal can certainly not be described as being out of character in this location. As such, we are confident that this revised design solution for this site comfortably addresses the concerns previously raised by the Planning Inspector.

Consequently, the character of the area will not be adversely affected. Furthermore, the revised design of the building is appropriate and will not provide an overbearing or obtrusive form of development. Consequently the proposal clearly is in compliance with Policy GEN7 (ii).

d. Residential Amenities

The previous 2-storey proposal was not dismissed on grounds of adverse impact on neighbour's amenities. This reduced single storey development will also not cause harm in this regard. Indeed, it is likely that the revised height, lack of first floor accommodation, and reduced number of units proposed, would actually cause less harm than the previously refused scheme.

As always, it is acknowledged that the amenities of neighbouring residents are given careful consideration. The revised extension of the existing office/storage building has been designed to mitigate any impact as much as possible.

Although principal windows serving the proposed flats will be positioned to the north and south facing elevations, these are located a significant distance from any neighbouring properties to the north on Chichester Road, and to the south on Hatherleigh Gardens. Further these windows are at ground floor only, and with boundary screening to remain, we are confident that together with these notable separation distances there will be very little impact (in planning terms) on the occupiers of these properties by way of overlooking or overbearing effect.

The lack of increase in the height or upward bulk of the building means the proposal will not infringe upon light entering adjacent properties habitable rooms, and nor will it appear overbearing in this regard. Indeed, the design and layout of the proposed scheme will not adversely affect the levels of daylight or sunlight currently received by any neighbouring property and as such they will retain good levels of daylight, within the criteria of BRE Guidelines.

Although there will be some impact on the rear garden of No.213 Chichester Road, this is not considered be significant. A similar relationship was accepted (albeit affecting No.211) when considering the previous appeal – and this was for an increased in height building. In this instance the extension would be single storey with a roof sloping away from the mutual boundary. Further the impact on this properties garden will be restricted to only the end portion of this outside area, and limited to a small period of the morning only (the proposed building is located to the east)

Consideration has also been given to the future occupants of the proposed units. Appropriate light provision is provided to all main living areas, and the building is set well back from adjacent highways in order to ensure noise and disturbance is minimised. There is scope to provide some landscaping to the front of the building, and this would form outside garden area for the occupants of the three units.

A further consideration should be given to the existing use of the site and the impact this has on neighbour's amenities. Historically this site has been used for commercial activities, with an antiques enterprise operating from the site prior to my clients taking it over for a commercial office and storage use associated with their construction business.

It is reasonable to assume that the business use of this site generates a significant amount of 'comings-and-goings' throughout the day, which given the restricted confines of the site and its relationship with neighbouring properties, does result in a significant impact on neighbours in terms of noise and disturbance. The proposed use of the site for residential will be a notable reduction in the activity generated by the site, and consequently the disturbance created upon neighbours will be markedly reduced. Therefore, in this regard the proposal actually forms a positive outcome for neighbours.

Therefore, the proposed development would not have an unacceptable adverse impact on adjoining occupiers or the future occupiers of the proposed flats, and the proposal fully accords with Policy GEN7 (iv).

e. Access

This application proposes no alterations to the existing access, and as such the 3 units would be connected to Chichester Road via a driveway that runs between No's 205 and 209.

Historically up to the present day, this access has been used to serve the commercial use of this backland site, and consequently the access has been subject to significant activity with many 'comings-and-goings' on a daily basis. It is evident that the existing business use of the site generates a level of traffic far greater than the purely residential use proposed, as have the historic uses of the access also utilized the same access point as the application site, off of Chichester Road.

As a result, the proposal represents a clear reduction in the possible vehicle movements associated with the use of the site, and subsequently the safety risk associated with the use of the existing access onto Chichester Road by the proposed dwellings will be significantly reduced if the current use continues. The proposed access is satisfactory for a development of the size proposed, and adequate on-site turning areas are provided.

As such we are confident that the proposed development will not prejudice highway safety, in terms of pedestrians or vehicles. Therefore Policy GEN7 (vii) is complied with by this proposal.

f. Parking Provision

The proposed development will be provided with a total of 3 no. private parking spaces within the site layout (1 space per 1-bed unit). This is in accordance with the requirements of Local Plan GEN12 and appendix 2 of the plan. Further the proposal has taken into consideration the proximity of local services and public transport opportunities – for instance, local bus services stops that link Chichester Road with the town centres of Bognor Regis and Chichester. From Bognor Regis excellent train links are available along the south coast and up to London.

In addition the surrounding streets provide generally unrestricted on-road parking opportunities. Furthermore the site can be considered to be sustainably located, within walking distance of schools, medical facilities, shopping and leisure facilities.

Having regard to County and Local Plan standards for parking provision, and the advice given in PPS3 and PPG13, it is considered that the level of car parking proposed to serve the site is wholly appropriate in this instance, and therefore the proposal accords fully with Policies GEN7(viii) and GEN12 of the Local Plan.

g. Sustainability

Although Arun District Council has no specific sustainable development checklist, the proposed scheme has been designed to achieve Code level 3 (of the Code for Sustainable Homes) with consideration of aspects such as energy and water efficiency, materials, surface water run-off, waste,

pollution, health and well being and ecological enhancement. The development is clearly sustainable, and therefore complies with Policy GEN7 (iii).

13. CONCLUSIONS

In conclusion the revised proposal is considered to acceptably address the recent concerns raised by the Appeal Inspector, for the following reasons:

- The design has been revised to provide simple single storey extensions to the building only. The roof height and form are maintained, and therefore the building will not have an increased visual impact. Further the appearance of the building is largely maintained, albeit increased in width, with the result being a small scale appropriate development of continued modest scale, which will allow the change of use of an existing commercial use to a more appropriate residential use;
- As a consequence the character of the area will be preserved in visual terms, and the impact on neighbours will be enhanced as the new development will not impact demonstrably on neighbouring occupiers, and it would allow the removal of *“an incongruous use from a predominantly residential area”* (Inspectors decision letter, para. 6);
- Further, this application remains necessary as the landowners business has outgrown the premises and they will be moving to a new site; and therefore a change of use is considered appropriate;
- The development would deliver 3 new residential flats, and this will provide a valuable contribution to the housing requirements of Arun District Council;
- The design of the development, together with a strong management regime will ensure that the built environment and associated amenity spaces continue to operate successfully and offer a living environment that is safe, clean, and secure and that residents can be proud of;
- The application site has good accessibility to public transport and local services at present, and is within comfortable walking distance of the town centre;

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- The application site is within the built up area of Bognor Regis, and this makes it ideal for higher density residential development; and,
- The proposal will provide a high quality, sustainable development, which will set a positive benchmark for Bognor Regis, be accessible by now and in the future and be in accordance with planning policy and guidance;

As the proposal accords with the aims and objectives of national, regional and local guidance, the application site is a suitable for the proposed redevelopment, and permission should therefore be granted.