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PLANNING SUPPORT STATEMENT

In relation to:

‘Change of use from Student Accommodation to 3 no. dwellings, comprising 1 no. one bed apartment, 1 no. two bedroom house and 1 no. three bedroom house (resubmission of application BR/99/20/PL)’

**23 Mead Lane, Bognor Regis, West Sussex,
PO22 8AP**

July 2020

PLANNING STATEMENT

23 Mead Lane, Bognor Regis, West Sussex, PO22 6AN

I. INTRODUCTION

- 1.1 This planning application follows a previous, near identical application submission (ref: BR/99/20/PL), which was recently refused by the Local Planning Authority.
- 1.2 This resubmission seeks to robustly address the reasons given by the council for refusing the previous application.
- 1.3 This submission proposes the change of use from student accommodation (which is understood to be Use Class C4 House in Multiple Occupation) to 1 No. one bed apartment, 1 No. two bedroom house and 1 No. three bedroom house (Use Class C3 Dwelling houses).
- 1.4 This Planning Statement is submitted in support of the above planning application. The statement describes the site, its surroundings and the proposal itself. The Planning Policy background is considered along with an assessment of the proposal in light of the relevant policies and all other material planning considerations.
- 1.5 This statement should be read in conjunction with the submitted drawings, which have been prepared by Chris Moore, Sussex Building Consultancy Limited. In particular the drawings have been revised so as to confirm that the bedroom to Unit 3 will be provided with non-obscure glazed windows to the north elevation, thereby ensuring satisfactory environment for the occupiers, which addresses Reason for Refusal 2.
- 1.6 Also accompanying this resubmission is a parking capacity assessment of the local area has been prepared by Paul Basham Associates (transport consultants), which



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identifies the available capacity on the local road network in order to counter the Council's Reason for Refusal 1.

- 1.7 Lastly this application is also supported by a draft legal agreement, which once completed, would address Reason for Refusal 3.



2. SITE CONTEXT

- 2.1 The proposed development seeks to convert an existing two storey detached building, with an attached single storey element to the north side, from its current use as student accommodation to 1 No. flat and 2 No. houses.
- 2.2 The application site sits on the west side of Mead Lane, opposite the car parking area of the University of Chichester. The site has an area of approximately 0.033 hectares (330 sqm).



Fig 1. Aerial map showing the appeal site and its surroundings (*courtesy of Google Maps*)

- 2.3 The surrounding area is mixed, predominately characterised by semi-detached, terraced and flatted development. Buildings are varied in their heights and design; although typically two and three storeys. There are some four storey flatted development positioned adjacent to the B2259. Surrounding buildings consists of a

variety of uses, which includes (amongst other things) residential dwellings, flatted development, the University Campus buildings, Bognor Regs Town Taxi's, a nursery and flooring company.

- 2.4 In terms of the application sites designation in relation to Local level policies, the site is located within the built up area boundary for Bognor Regis, as defined by the Local Plan Policy Map 3: Bognor Regis and the Local Area.
- 2.5 The application site is located within a designated Conservation Area.
- 2.6 The site is also identified as being within the Pagham Harbour Buffer Zone B (5km).
- 2.7 To our knowledge, no other planning constraints or designations are applicable to the application site.



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3. THE PROPOSAL

- 3.1 This proposal seeks planning permission for the conversion of an existing building from student accommodation to 1 No. flat and 2 No. dwelling houses.

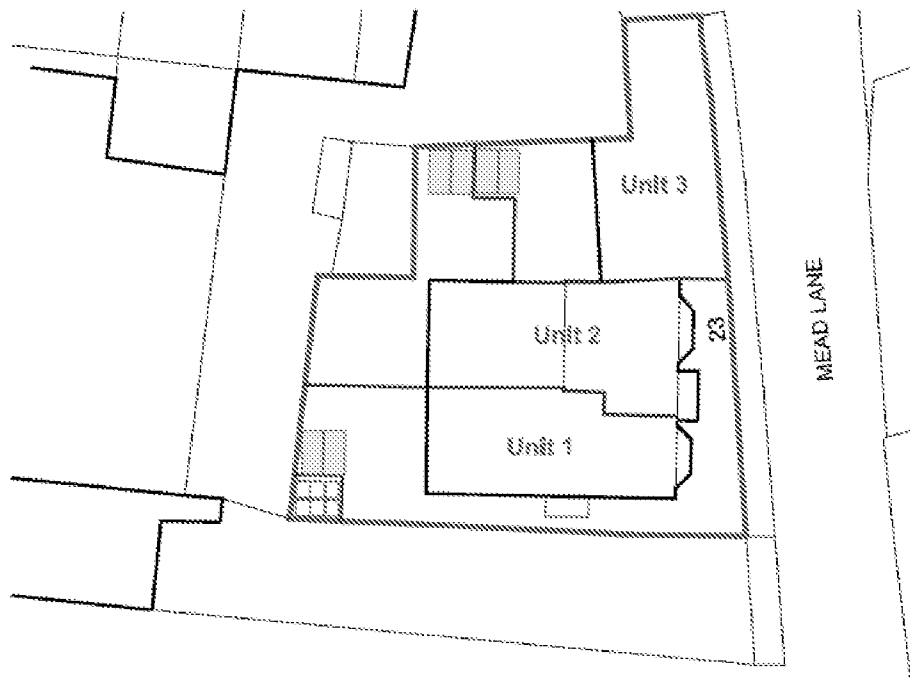


Fig 2. Extract from proposed site plan

- 3.2 Unit 1 would comprise 1 no. three bedroom house, Unit 2 would comprise 1 no. two bedroom house and unit 3 would be a 1 no. one bedroom apartment contained within the exiting single storey building.
- 3.3 The proposed units would have the following floor areas:-
- Unit 1: 86m² (ground floor 43m²; first floor 43m²);
 - Unit 2: 79m² (ground floor 55m²; first floor 24m²); and
 - Unit 3: 43m² (single storey).



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- 3.4 All external alterations have been kept to a minimum. These would include the erection of a proposed canopy over the side entrance door to Unit 1; minor changes to fenestration details, the addition of a door for access purposes and proposed roof lights to the rear elevations for natural light.
- 3.5 The intention is for all materials to match that existing, where possible. Proposed materials are as follows:-
- **Walls:** Mixture of face brickwork, painted render and flint wall to external walls.
 - **Roof:** Mixture of natural slates and plain clay tiles to pitched roof. Green mineral felt covering to flat roofs.
 - **Windows:** Mixture of wooden casement and sliding sash single glazed windows and white PVC double glazed units.
 - **Doors:** Wooden panels main front door, PVC double glazed rear door and wooden garage door.
- 3.6 Each property would have an area of private amenity space to the rear (Unit 1; 36m²; Unit 2: 48m²; Unit 3: 28m²).
- 3.7 Nil car parking provision is proposed as part of the development proposals, as existing. Individual cycle storage is proposed for each unit. In addition, a refuse bin area is proposed to the rear of the building.
- 3.8 Our client is happy for landscaping to be a condition as part of any approval.



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4. PLANNING POLICY CONTEXT

a. National Planning Policy

(i) National Planning Policy Framework (NPPF)

- 4.1 The National Planning Policy Framework (NPPF) was originally published in 2012, with a revised version published in July 2018. A further updated version of the NPPF was published in February 2019, comprising only minor alterations to the 2018 publication.
- 4.2 The NPPF confirms that planning law, as set out at Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990, requires that applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 4.3 The focus of the revised NPPF continues to be achieving sustainable development. The NPPF clarifies that *“at a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs”* (taken from Resolution 42/187 of the United Nations). However, at paragraph 8 the Framework sets out that in planning terms, and in order to achieve sustainable development there are *“three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)”*. These objectives are economic, social and environmental, which *“should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area”* (paragraph 9).

- 4.4 Paragraph 11 is an important element of the NPPF. It states that: *“Plans and decisions should apply a presumption in favour of sustainable development... For decision-taking this means: c) approving development proposals that accord with an up-to-date development plan without delay; or d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. 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”.*
- 4.5 Paragraph 12 confirms that *“the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”*
- 4.6 Section 4 of the Plan refers to Decision Making. At paragraph 38 of the Framework, it sets out that *“Local planning authorities should approach decisions on proposed development in a positive and creative way. They should... work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. **Decision-makers at every level should seek to approve applications for sustainable development where possible.**”*
- 4.7 Section 5 relates to delivering housing. It reiterates at paragraph 59 that the Government’s objective is to significantly boost the supply of new homes. Paragraph 63 confirms that non-major development schemes should not have to provide

affordable housing (although a lower threshold is applicable in designated rural areas). Paragraph 68 identifies the important role small and medium sized sites can make to meeting the housing supply of an area. It states that local planning authorities should *“support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes...”*

- 4.8 At paragraph 73 the NPPF sets out that *“Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old”*. The Framework also clarifies that *“A five year supply of deliverable housing sites, with the appropriate buffer, can be demonstrated where it has been established in a recently adopted plan, or in a subsequent annual position statement”*.
- 4.9 Section 9 discusses sustainable transport, including the need to support opportunities, and give priority to walking, cycling and public transport, in addition to creating places that are safe, accessible, address the needs of people with disabilities, and are designed to enable charging of plug-in and other ultra-low emission vehicles.
- 4.10 At paragraph 103 the Framework confirms that *“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*
- 4.11 Paragraph 105 sets out that *“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling*

justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.”

- 4.12 Paragraph 108 confirms that the main considerations in transport terms when determining specific planning applications is that proposals should provide: “a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; b) safe and suitable access to the site can be achieved for all users; and c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”
- 4.13 At paragraph 109 the Framework also confirms that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 4.14 Section 11 is entitled ‘Making effective use of land’. Paragraph 117 confirms that “Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions”.
- 4.15 Paragraph 118 sets out that decision makers are required to give regard to benefits of development, including environmental gains, and should “give substantial weight to the value of using suitable brownfield land within settlements for homes... [and] promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.”
- 4.16 Paragraph 120 states that “decisions need to reflect changes in the demand for land... applications for alternative uses on the land should be supported, where the



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proposed use would contribute to meeting an unmet need for development in the area."

- 4.17 Paragraph 122 discusses the need to achieve appropriate densities. Account needs to be given to the identified need for different types of housing and the availability of land suitable for accommodating it, local market conditions, sustainability, existing character and setting, and *"the importance of securing well-designed, attractive and healthy places."*
- 4.18 Section 12 refers to achieving good design. Paragraph 124 states *"The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development..."*
- 4.19 Paragraph 127 sets out that *"decisions should ensure that developments:*
- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where*

crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

- 4.20 Paragraph 130 confirms that *“where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.”*
- 4.21 Section 16 relates to Conserving and enhancing the historic environment. Paragraph 190 states *“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset)... They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.”*
- 4.22 Paragraph 192 states *“In determining applications, local planning authorities should take account of:*
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and,*
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.”*

4.23 Paragraph 193 confirms that *“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be).”*

- 4.24 Paragraph 200 states *“Local planning authorities should look for opportunities for new development within Conservation Areas... to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.”*
- 4.25 Further parts of the Framework that are of particular note include Section 14, which relates to matters of climate change, and flooding; and Section 15, which refers to the desire for development to contribute to and enhance the natural and local environment.
- (ii) The Arun Local Plan 2011 – 2031**
- 4.26 The Arun Local Plan 2011 – 2031 was adopted by resolution of Full Council on 18th July 2018. It comprises a written statement and supporting policy maps 1-4. The plan sets out a spatial vision, objectives and a sustainable strategy for delivering the needed growth of the District over the period 2011 – 2031. This plan replaces the Arun Local Plan 2003 and the saved policies within it and now provides the most up-to-date policy guidance for the District.
- 4.27 As identified on **Fig 3**, the Application Site is located within the built up area boundary for Bognor Regis, where in accordance with **Policy SD SP2** (Built up Area Boundary), development should be focused, subject to consideration against other policies of the Local Plan. The site is also located within a Conservation Area and the Pagham Harbour Buffer Zone B (5km).



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Fig 3. Extract from Arun Local Plan Policy Map 3: Bognor Regis & Surrounding Area

4.28 The following policies are considered to be of relevance to this proposal:-

4.29 **Policy SD SP1** is a general policy, which relates to Sustainable development. It states that *“when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements (both coastal and inland). This presumption will not be applicable where development requires an Appropriate Assessment or where consideration of the need for one is being undertaken”*.



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- 4.30 **Policies H SP1 and H DM1** are general policies, which relate to The Housing Requirement and Housing Mix respectively. The District is required to provide at least 20,000 new homes over the plan period (up to 2031). This requirement is to be met by a number of strategic allocations as set out in the Local Plan, windfalls, and additional non-strategic allocations that will be made across the District through emerging Neighbourhood Plans and the production of a subsequent Non-Strategic Site Allocations Development Plan Document (DPD). The supporting text to **Policy H DM1** confirms that *“requirements vary across the District and factors such as proximity to public transport and services, place and site characteristics will determine what is a suitable dwelling mix at any particular location... The Council is keen to promote growth and deliver development that reflects the demand and profile of households in the District”*.
- 4.31 **Policy D SP1** refers to Design. It states that *“all development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats); and the influence these objectives have on the form of the development. With major developments (as defined in the GDPO 1995 (as amended(41)) or allocated sites in the Development Plan. In addition to a Design and Access Statement, a context appraisal, context plan and analysis of the site will also be required”*.
- 4.32 **Policy D DM1** relates to aspects of form and design quality. It states that *“when considering any application for development the Council will have regard to the following aspects:*
1. *Character. Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its*



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scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features.

2. Appearance/attractiveness. Demonstrate a high standard of architectural principles, use of building materials, craftsmanship and hard and soft landscaping to reflect the local area.

3. Impact. Have minimal impact to users and occupiers of nearby property and land. For example, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance.

4. Innovation. Raise standards of design by embracing appropriate innovative design, new technologies and construction techniques, where a development proposal has the potential to do so.

5. Adaptability. Acknowledge diversity and difference. Buildings and places should be flexible to future adaptation, including the changing needs of occupants (for example ageing users, family circumstances), changes in wider work and social trends, and be able to accommodate potential differing uses of public space.

6. Crime prevention. Provide security measures that make places feel safer. This shall be achieved through natural surveillance and human presence by locating buildings and play areas along public routes and spaces, and making a clear division between private and public land to foster a mutual protection through territorial belonging. With respect to crime prevention, regard shall be had in particular to the document 'Secured by Design' and the 'Safer Places - The Planning System and Crime Prevention'.

7. Trees and woodland. All new development will be expected to incorporate existing and new tree planting as an integral part of development proposals.

8. Solar gain. Within the constraints of the site and local context development proposals should, maximise sunlight and passive solar energy. Ideally development should be positioned (within a 15-20 degree margin) broadly south, with streets having an east-west pattern.

9. Public realm. Provide or enhance layouts, streets and public spaces so that they are attractive, socially inclusive, safe and secure, adaptable, with appropriate



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provision for planting, street furniture, and facilities for bicycle storage to create a place with attractive and successful outdoor areas.

10. Layout - movement Utilise existing networks or improve access via delivery of a variety of integrated networks, to and from residential areas, commercial zones, open spaces, facilities and public transport. Development schemes should carefully consider walking and cycling as an integral part of the overall design concept.

11. Layout – legibility. Deliver or contribute to the ease of navigation within a new or existing development scheme through use of focal points (landmarks, gateways, vistas, corner buildings, active edges, existing topography), and/or a variety of detail within the public realm (sculpture, planting, street furniture, building materials, building detail, signage).

12. Public art. Public Art should be incorporated into schemes where there is capacity to do so. Public art can encompass a wide variety of elements to include art as part of the design of buildings and developments, landscape and planting, street furniture, signage and lighting in the public realm which is accessible to all. This can also result in physical, permanent artworks and sculptures.

13. Density. The density of new housing will make efficient use of land while providing a mix of dwelling types and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations. Proposals should take into account the density of the site and its surroundings. The density of large sites should be varied to guard against uniformity.

14. Scale. The scale of development should keep within the general confines of the overall character of a locality unless it can be demonstrated that the contrary would bring a substantial visual improvement.

15. Aspects of form and design quality. Development should also comply with the Arun District Council Design Guide”.

- 4.33 **Policy D DM2** relates to the Council's internal space standards. The planning authority will require internal spaces to be an appropriate size to meet the requirements of all occupants and their changing needs.
- 4.34 **Policy D DM4** relates to extensions and alterations to existing buildings (residential and non-residential). It states that *"when considering applications for extensions and alterations to existing buildings, the Council will require that:*
- a. the extension or alteration sympathetically relates to and is visually integrated with, the existing building in siting, massing, design, form, scale and materials;*
 - b. the extension or alteration is visually subservient to the main building and provide a high standard of amenity;*
 - c. the extension or alteration does not have an adverse overshadowing, overlooking or overbearing effect on neighbouring properties;*
 - d. in streets characterised by relatively small gaps at first floor level between buildings, any extension or alteration at first floor level does not come to within a minimum of one metre of the side boundary and;*
 - e. the extension or alteration does not compromise the established spatial character and pattern of the place but is instead a positive addition. Developments shall also be consistent with all other Local Plan Policies".*

4.35 **Policy HER DM3** relates to Conservation Areas, stating that *"in order to preserve or enhance the character or appearance of the Conservation Area, planning permission or relevant consent will normally be granted for proposals within or affecting the setting of a Conservation Area, provided that:*

 - a. New buildings and structures acknowledge the character of their special environment in their layout, form, scale, detailing, use of materials, enclosure and the spaces created between buildings;*
 - b. Alterations or additions to existing buildings are sensitively designed, constructed of appropriate materials and are sympathetic in scale, form and detailing and retain*



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or emphasise the features and qualities of the existing buildings, townscape or streetscape in the area;

c. Traditional features such as shop fronts, walls, railings, paved surfaces and street furniture are retained and restored;

d. Unsympathetic features are removed and missing features are restored or reinstated;

e. It retains historically significant boundaries, important open spaces and other elements of the area's established pattern of development, character and historic value, including gardens, roadside banks and verges;

f. It does not harm important views into, out of or within the Conservation Area. Within Conservation Areas, permission for development involving demolition or substantial demolition will only be granted, subject to conditions, if it can be demonstrated that:

g. The structure to be demolished makes no material contribution to the special character or appearance of the area; or,

h. It can be demonstrated that the structure is wholly beyond repair or incapable of beneficial use; or

i. It can be demonstrated that the removal of the structure and its subsequent replacement would lead to the enhancement of the area; and

j. Permission has been granted for the redevelopment of the site".

- 4.36 Finally, **Policy ENV DM2** refers to Pagham Harbour. It states that "...within Zone B (0-5km) for all new residential development and development which is likely to have an impact on Pagham Harbour will be required to: i. Make developer contributions towards the agreed strategic approach to access management at Pagham Harbour. ii. create easily accessible new green spaces for recreation within or adjacent to the development site. These shall be capable of accommodating the predicted increases in demand for local walking, including dog walking. Good pedestrian links shall be provided between housing areas and new and existing green space in order to discourage car use..."

4.37 The following policies are of a general nature and of relevance-

- **Policy H SP4:** Houses in Multiple Occupation;
- **Policy HER SP1:** The Historic Environment;
- **Policy T SP1:** Transport and Development.

(iii) Bognor Regis Neighbourhood Plan, 2015-2030

4.38 On 11 November 2015, Arun District Council resolved that the Bognor Regis Neighbourhood Development Plan, Submission Plan (incorporating examiners modifications and all modifications as per the ADC Decision Statement) be 'made' and become part of the Development Plan for Arun District Council. It sits alongside the Local Plan. The majority of the NP's policies relate to specific identified sites or other major development proposals. As this scheme is neither, these policies appear to not be relevant in this case.



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5. PLANNING HISTORY

a. Application Site

5.1 According to the Councils online planning records, No. 23 Mead Lane has the following planning history:

- **Planning ref: BR/60/98/:** Change of use from class B1 to student accommodation. Approved Conditionally 16th July 1998.
- **Planning ref: BR/199/93/:** Proposed extension to existing screen printing workshop. Approved Conditionally 2nd November 1993.
- **Planning ref: BR/631/89/EUC/:** Established Use Certificate for printing and light engineering use. Approved 5th March 1990.

5.2 Most recently, and particularly pertinent to this submission, is an application at this site for *'Change of use from Student Accommodation to 3 No. dwellings, comprising 1 No.1 bed apartment, 1 No. 2 bedroom house & 1 No. 3 bedroom house. This application affects the character & appearance of the Upper Bognor Road & Mead Lane Conservation Area & may affect the setting of a Listed Building'* (**planning ref: BR/99/20/PL**). This application was refused planning permission by Arun District Council on 7th July 2020, for the following reasons:

- 1) The proposal would not make adequate provision for parking on site and would therefore increase the pressure for on-street parking in the area where insufficient space is available adversely affecting residential amenity in conflict with policy TSP(d) of the Arun Local Plan;
- 2) Having regard to the layout of unit 3 and the lack of non-obscured windows and openings the proposed conversion would give rise to an unsatisfactory environment for the occupiers in conflict with policy QE SP1 of the Arun Local Plan; and





RODWAY PLANNING
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- 3) The proposed development fails to make an adequate contribution towards accessible new green spaces for recreation and management at Pagham Harbour in conflict with policy ENV DM2 of Arun Local Plan.





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6. PLANNING ASSESSMENT

a. Principle of development

- 6.1 The application building is currently in use as student accommodation, which serves the nearby University of Chichester. Our client wishes to convert the building into 1 No. flat and 2 No. residential houses. It is our understanding that this would result in a change of use from Use Class C4 (houses in multiple occupation) to Use Class C3 (residential).
- 6.2 As outlined by the LPA's Proposal Map, the site is located within the defined built up area boundary for Bognor Regis, where the principle of development is generally accepted, subject to other policies within the development plan. It is noted that there are no Local Plan policies that seek to restrict the change of use of existing student accommodation.
- 6.3 It will be clear from a site visit that the surrounding area is mixed in character and typified by semi-detached and terraced residential properties, as well as flatted development. Buildings are varied in their scale, form and design, but are predominantly in residential use.
- 6.4 It is noteworthy that the application building is currently in a residential use (comprising student rooms with communal facilities), with the proposal merely seeking to structure the accommodation in a different manner.
- 6.5 When considering the previous planning application (BR/99/20/PL) the Planning Officer's report confirmed that *"Policy SD SP2 of the Arun Local Plan (ALP) states that development should be focused within the BUAB and will be permitted, subject to consideration against other policies in the Development Plan. The site is located in the Built-Up Area Boundary. The proposed change of use in this location is*

acceptable in principle, subject to consideration against other relevant policies of the Development Plan."

- 6.6 In terms of housing supply, it is understood that the Council are currently unable to provide a five year housing land supply. It is our view that the proposal would make a useful contribution to the current shortfall by providing 3 new dwellings of a variety of sizes, thereby suiting differing households including smaller units and family accommodation. These are significant benefits of the application proposals. The Planning Officer's recent report on BR/99/20/PL confirms that *"The addition of 3 units, resulting from the conversion of student accommodation, would be welcomed since it adds to housing supply in the District and accords with housing supply policy H SP1 of the ALP."*

b. Previous Reasons for Refusal

- 6.7 Although the principle of the proposed change of use has been confirmed as acceptable by the District Council, the previous application was refused for 3 reasons. I will deal with each below:

(i) Reason 1 – Car Parking

- 6.8 No car parking provision is proposed, but this is identical to the existing arrangement, where the building's lawful use is as student accommodation (6 bedrooms as existing).
- 6.9 it is noted that under Arun Parking Standards (adopted January 2020), four car parking spaces should be provided for the proposal.
- 6.10 When considering application BR/99/20/PL the Planning Officer's report states *"Whilst on-street car parking is limited in the immediate vicinity, there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detrimental to highway safety. However it is very likely that some car*



RODWAY PLANNING
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ownership would result from occupiers of the units and the additional parking demand would adversely impact amenity. The proposal would be contrary to the guiding principles for developments in relation to car parking in that the proposed parking provision is not sufficient to accommodate the increasing on street parking demand and would adversely affect the residential amenity of existing residents in the area. The site is sustainably located, but some car parking demand will result from 3 units in this location, particularly given that 2 of the units are houses capable of family occupation. Heavy reliance is placed on the site's sustainable location, by the agent, but an increase in parking demand has not been sufficiently addressed and the impact on road safety is not minimised by the proposal. No parking capacity survey has been undertaken to demonstrate there is sufficient capacity to accommodate the expected demand."

- 6.11 Following this decision, the applicant has instructed specialist transport consultants, Paul Basham Associates, to undertake a parking capacity assessment of the local area to identify the available capacity on the local road network. The results of this are included with this revised application submission.
- 6.12 The accompanying Paul Basham Associates report explains that the study is based on satellite imagery dating from September 2019. It states that *"In accordance with the Lambeth Parking Survey Methodology, on-street parking capacity has been assessed within a 200m walking distance of the site, allowing 5m in length for each individual parking space and taking into account individual accesses to driveways... following the Council's concerns regarding the impact of increased parking on residential amenity Mead Lane has been excluded from the parking capacity surveys as it was acknowledged that on-street parking availability is minimal within the immediate vicinity of the site with double-yellow line restrictions in place."*
- 6.13 The report confirms that *"there appears to be **considerable parking capacity** on the local road network with **45 spaces vacant** [my emphasis] at the time that the*

satellite imagery was collected. It is acknowledged that the satellite imagery has been collected during the daytime, however, given the availability of off-street parking within the vicinity of the site we do not anticipate the demand for on-street parking to be sufficiently higher overnight to change the conclusions of the assessment."

- 6.14 The report goes on to explain that *"It is evident that a considerably higher amount of parking exists on the road network and therefore the development proposals are not expected to cause any detriment to residential amenity including during term time and at night when it is anticipated that there will be a reduced demand for parking by students. When also considering that the existing 6-bedroom HMO could, without the need for further planning permission, generate a demand for 6 parking spaces, the proposals could in fact be seen to reduce parking demand on the local road network."*
- 6.15 It is noted that the Highway Authority stated within their review of the previous application (BR/99/20/PL) that: *"The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal"*.
- 6.16 Further, the Planning Officer's delegated report on this previous application confirmed that *"The site is situated in a sustainable location, within walking distance of shops, schools and other amenities. Public transport links, such as Bognor Regis Train Station and bus services are also within walking distance. Cycling is a viable option in the area."*
- 6.17 When all of the above is considered in combination it is clear to us that Reason for Refusal 1 has now been addressed robustly, and this should now fall away.

(ii) Reason 2 – Living Conditions

- 6.18 This application seeks to convert an existing building from student accommodation into 3 no. independent units of accommodation. The relationship between the application building and neighbouring properties will remain unchanged as a result of the development; albeit the way the rooms and building are used will differ from existing, the overall use of the building and the type activity generated by its occupiers will not amount to a material change. In dealing with BR/99/20/PL the Planning Officer confirmed that *“The proposed use would be no more intensive than the current, permitted use as a 6-bed student accommodation use. Therefore, the proposals would be neutral in terms of its impact on neighbours by reason of activity generated by the use of the existing building. The proposed changes to fenestration also have no adverse impact on neighbouring residential amenity by reason of adverse overlooking or loss of privacy. The proposal is therefore compliant with policies D DM1 and DSP1 of Arun Local Plan with respect to impact on adjoining residential amenity.”*
- 6.19 However, the Council determined that the lack of any outlook from the bedroom to Unit 3 (despite having 4 windows – 2 existing and 2 to replace the existing garage doors, plus 2 rooflights) would be harmful.
- 6.20 The Officer’s report also makes mention of the kitchen to Unit 3 no having any windows – however this is part of a larger open plan living space, and such an arrangement is not considered to be uncommon in modern houses nowadays. Further this open plan space is served by a window and patio doors that provide views and access onto this Units private rear garden area.
- 6.21 It is noted that the Council’s Environmental Health Officer (EHO) commented on BR/99/20/PL that *“It is proposed that obscured glazing will be installed in unit 3’s bedroom. All rooms should be provided with windows that provide a reasonable*



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view, unless where privacy is required in Bathrooms and WCs. In this instance the proposal can be accepted in view of the single bedroom and the occupants having sole access to other areas of the unit which do provide windows with a reasonable view. It should be noted, however, that in most cases windows with a reasonable view should be provided."

- 6.22 Notwithstanding these comments, the application was refused with Reason 2 referring specifically to Unit 3 having *"an unsatisfactory environment for the occupiers"* for reason of the lack of non-obscured windows.
- 6.23 In order to overcome this, the drawings have been amended, with the north facing 2 no. new windows to Unit 3's bedroom (which will replace the existing garage door), are now to be non-obscure glazed, and will be provided with an outlook over a small area of land in the clients ownership and up Mead Lane to the north. This is considered to be entirely appropriate, and as such Reason 2 has been acceptably addressed. In addition, one of these north facing windows will be a means of escape window, thereby satisfying the Council's EHO.

(iii) Reason 3 – Pagham Harbour Contributions

- 6.24 The Planning Officer's report on BN/99/20/PL sets out that *"Policy ENV DM2 requires that new residential developments within a 400m to 5km distance ('Zone B') of Pagham Harbour make a financial contribution towards the provision of accessible natural open green spaces to serve the area. A contribution of £1,275 per new residential unit was agreed by the Councils Cabinet on 20 July 2015. The Councils Cabinet subsequently approved a reduction in the tariff from £1,275 to £871 as of the 10th April 2017... The site is located in designated Zone B and, as such, it is necessary to apply this requirement. The net increase in 2 dwellings results in a requirement for a financial contribution of £1742. This has not been secured by a signed Section 106 legal agreement. The proposals therefore conflict with Local Plan policy ENV DM2."*



- 6.25 Reason 3 was therefore added to the Decision Notice, but this is a standard approach in cases that are being refused on other grounds where a legal agreement has not been completed.
- 6.26 Indeed the Applicant is entirely aware of the requirement for financial contributions in this respect, and a draft legal agreement was prepared and submitted with the previous application, and we had engaged with the Council's Legal Officer in this regard.
- 6.27 On submission of this revised application, and once the Legal Officer has been re-instructed, we will re-engage with them with the intention of progressing the legal agreement to allow it to be completed as soon as possible. This would overcome Reason 3.

c. Other Matters

- 6.28 It is our understanding from the Planning Officer's report on BR/99/20/PL that all other matters are agreed, and no other conflict with the development plan has been identified.

d. Sustainable Development Summary

- 6.29 The focus of the NPPF is for development to be sustainable. It sets out there are three principle 'objectives' to achieving sustainable development: economic, social and environmental. In this part of the Planning Statement the main factors that inform the judgement as to whether the proposal would be a sustainable form of development are summarised. In reaching that view all matters referred to in the above report have been taken into account.

Economic Objective

- 6.30 The planning application would result in the creation of construction jobs during the build period. The additional population could help generate more local spending in

the local community, provision of infrastructure and services, and generate New Homes Bonus funding as well as additional Council Tax receipts. These are all material considerations that weigh in favour of the development. It is considered that the proposal would satisfy the economic role of sustainable development.

Social Objective

- 6.31 It is understood that the Council are currently unable to provide a five year housing land supply. The provision of 2 No. houses and 1 No. flat will make a significant contribution to the Council obtaining the District's housing supply. The NPPF seeks to promote "*strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations*".
- 6.32 As set out in detail above, due to the location of the site within the built-up area of Bognor Regis, close to the town centre where there are a number of services, facilities and transport options including a train station, it is considered that the location of the site is highly sustainable. Overall it is considered that the proposal would satisfy the social role of sustainable development.

Environmental Objective

- 6.33 There is an overriding need to ensure that development should contribute to protecting and enhancing the natural, built and historic environment. The proposed development in terms of layout, scale and appearance is considered to be in keeping with the character of the surrounding area and hence would not result in an adverse impact to the character of the surrounding built environment. There are no biodiversity or landscape constraints that relate to this site. The proposal would not result in any highway safety problems. As such, the environmental role of sustainable development would be satisfied by this proposal.

7 CONCLUSIONS

- 7.1 This revised submission robustly deals with the 3 reasons cited by the Local Planning Authority in refusing application BR/99/20/PL.
- 7.2 Therefore, this application now confirms that there is sufficient space available within the local area to accommodate any very modest increase in parking demand arising from this new use. The proposals would consequently not adversely affect residential amenity, and would therefore accord with policy TSP(d) of the Arun Local Plan.
- 7.3 The windows serving the bedroom to Unit 3 now include non-obscured windows which will provide adequate light and outlook for future residents. Therefore the proposal will now offer an wholly satisfactory environment for the occupiers in accordance with policy QE SP1 of the Arun Local Plan.
- 7.4 The application is accompanied by a draft legal agreement. Once completed this will ensure that the required contributions towards accessible new green spaces for recreation and management at Pagham Harbour will be provided, in accordance with policy ENV DM2 of Arun Local Plan.
- 7.5 The proposal will provide a high quality, sustainable development, which will be entirely in keeping with neighbouring development and would not detract from the established character and appearance of the surrounding Conservation Area. The proposal will not affect the residential amenities of any neighbouring property, and the amenities of future occupiers amenities will also meet the required standards. The proposal accords with the aims and objectives of national, regional and local policy and guidance, and as the application site is within a suitable location for housing, permission should therefore be granted.

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