

A DESIGN & ACCESS STATEMENT

**PREPARED BY SUSSEX BUILDING CONSULTANCY
LIMITED ON BEHALF OF
MR AND MRS R CURWEN**

**PROPOSED AMMENDMENTS TO THE
ROOF AND PROVISION OF AN OPEN
PORCH ROOF TO THE DETACHED
3-BED DWELLING HOUSE
PREVIOUSLY APPROVED UNDER FILE
REFERENCE BR/2/09.**

**SITE ADJ. TO 6 NELSON ROAD,
BOGNOR REGIS**

1. INTRODUCTION

1.1 The purpose of this statement is to explain the design principles and concepts that have informed the development proposals. The statement also discusses how access issues have been dealt with.

1.2 The statement is arranged as follows:

- Section 2 – Design: Use, Amount, Layout, Scale, Landscaping, Appearance
- Section 3 – Access: Vehicular and links, inclusive access
- Section 4 – Supporting Planning Statement

2.0 DESIGN

Introduction

2.1 The amendments to the proposed development comprises:

- The alteration to the previously design roof to the detached dwelling from a hipped to a 'Sussex barn' hipped end to the eastern side;
- Provision of an additional roof light to the bedroom within the loft space on the second floor facing the rear;
- Provision of an open porch roof above the front entrance door;

Use

2.2 The proposed development relates to the erection of a new detached two and a half storey 3-bed dwelling to the side.

2.3 The area to the front of the site will be used for the parking of vehicles with new access from Nelson Road and soft landscaping serving both new plots.

Amount

- 2.4 The proposal would result in the same amount of accommodation as previously approved.
- 2.5 A total of two off-street parking spaces will be provided to serve the proposed houses, with 2 no. spaces provided for the retained dwelling house, including the retained integral garage.

Layout

- 2.6 The layout and design, save for the amendments proposed, remains unchanged from that originally approved.

Scale

- 2.7 The scale of the new building although greater than the existing building and the majority of those neighbouring, will not sit uncomfortably within the streetscene. Accommodation has been arranged within the building layout to ensure that the bulk and scale of the building is of a reduced level at upper floors, with the second floor bedroom being located within the roofspace of the new building. This results in a 2½ storey building, which has a height and scale that is in keeping with the streetscene.

Landscaping

- 2.8 The proposed landscaping scheme remains unchanged.

Appearance

- 2.9 The proposed appearance of the new building is considered to be wholly relevant to its context.
- 2.10 The detached dwelling picks up on the Edwardian design characteristics of the existing property with a complementing bay window and gable roof above, exposed rafter feet and painted pebble dash finish. The roof has been designed as a 'Sussex barn' hip to allow for the bedroom in the roof space with an additional rear facing rooflight.

- 2.11 The design principles utilised have been incorporated following careful consideration of the proportions, materials and style of buildings in this area.
- 2.12 It is considered that the proposal compliments the character of the area, rather than appearing incongruous. The buildings are not of a scale or appearance that would appear prominent, and materials to match the existing building are proposed.
- 2.13 It is noted that the use of these materials are commonplace in this locality, which is not designated as a Conservation Area. The end result will be a building of increased scale, but of an appropriate appearance that will be in keeping with the varied nature of the streetscene, whilst providing an efficient use of an urban site.

3.0 ACCESS

Vehicular and Transport Links

- 3.1 The site is sustainably located, close to the town centre and local facilities including schools, shops, and health centres. In addition the site is within an area with good pedestrian and cycle links, and excellent access to public transport.

Inclusive Access

- 3.2 The residential units proposed would meet with Part M of the Building Regulations, thus ensuring good access to and within the building for people with disabilities.
- 3.3 Access remains unchanged from that previously approved.

4.0 SUPPORTING PLANNING STATEMENT

Introduction

- 4.1 This part of 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 policy and all other material

planning considerations. Section 4 of this Statement should be read in conjunction with Sections 2 and 3 ('The Design & Access Statement').

- 4.2 The proposal follows pre-application discussions with Officers at County Highways and various discussions with Arun's Planning Officers, when the principles of the development were accepted from a highway safety and vehicle parking perspective, including the level of parking provision and the proposed lack of on-site turning for the new development in keeping with most of the dwellings in the street.

The Site & Surrounding Area

- 4.3 The site comprises a site area of approximately 0.051 hectares. The site is noticeably larger than the majority of neighbouring plots; it is of a broadly rectangular shape and is situated on the northern side of Nelson Road.
- 4.4 The site as existing contains a 2-storey detached property, which whilst pleasant is of little architectural quality. The site is predominantly flat, and has low to mid height walls, timber fencing and hedging to its boundaries. There are no trees within the site or adjoining that are either subject to a Tree Preservation Order, or worthy of protection due to public amenity value.
- 4.5 Nelson Road is situated in a residential area, and comprises mainly 2-storey to two and a half storey properties, many of which have been previously extended. Properties are varied in their design and size, although dwellings are primarily detached along Nelson Road. To the north of the site is higher density housing on Kyoto Court and Burngreave Court.
- 4.6 The site is located very close to the town centre of Bognor Regis, which offers a wide range of varied shopping, financial and professional services and food and drink uses. The wider area has a mixture of housing, from detached properties in mature gardens to flats in managed grounds. The beach and other public services and facilities are all within easy walking distance, as is an excellent choice of public transport opportunities.

Relevant Planning Policies

- 4.7 The site lies within the boundary of the built up area as defined in Policy GEN 2. Within such areas planning permission will normally be granted for new

development subject to other policies in the Local Plan for the built environment.

- 4.8 Policy GEN 7 "The Form of New Development" sets out the criteria by which proposals for development will be judged and in so far as this proposal is concerned such matters as the efficient use of land, the impact on adjoining occupiers, and the parking of vehicles is relevant.
- 4.9 Policy GEN 12 "Parking in New Development" is also considered relevant, which provides the basis for considering the need for on-site parking provision for new development. This policy states:

"The Local Planning Authority may seek a lower provision than required by the standards for developments proposed in town centres and other areas accessible by other means of transport. In considering the extent of reduced on-site parking provision, the Council will have regard to environmental and highway safety issues, together with the following factors:- (i) the availability, type and proximity of public parking; (ii) the availability of alternative means of transport; (iii) potential highway safety problems; (iv) potential environmental harm arising from parking demand being met elsewhere; (v) the extent and nature of parking restrictions in force on highways in the vicinity; (vi) the scale of development proposed; and (vii) the suitability of "specific use" and "personal" conditions attached to planning permissions."

- 4.10 Central Governments planning policy for housing (PPS3) stresses the need to make an efficient use of land, to concentrate housing development within urban areas and to locate new housing close to existing shops and services, in order to reduce the need to travel. The principles of creating sustainable communities, by locating new development within urban areas, developing for social cohesion and hence reducing the need to travel are also enshrined in PPS1. The following specific paragraphs of PPS3 are particularly relevant to this appeal: 16 (design quality), 36 (suitable locations for new housing), 41 (effective use of land), 46–51 (efficient use of land), 68–73 (consideration of planning applications). In addition PPG13 again stresses the importance of locating new development within urban areas close to shops and services.

- 4.11 As can be seen from the layout plan the existing site is of an adequate size to

comfortably accommodate the proposed redevelopment of the site, and this would accord with not only Local Plan policy but Government Guidance.

Application Appraisal

Character & Design

- 4.12 The principle of providing an additional dwelling is accepted in this location by not only central Government Policy, but also Local Plan policies. The site is sustainably located close to the town centre and other facilities. The proposed development will therefore not only provide a more efficient residential use of a previously developed site, but also be in keeping with the surrounding area.
- 4.13 The proposed building and resultant density (3 units overall) would not constitute an overdevelopment of the site and the resultant built coverage of the site would not be out of character with that of surrounding plots within this urban area.
- 4.14 The previous application reference BR/2/09 was approved on 18 March 2009 and as such the vast majority of planning issues concerned have already been addressed and agreed. Along with No's 7 and 10, No. 6 Nelson Road is one of the largest plots in the immediate area. Other similar sized plots have been subdivided in the past to create additional dwellings within the side gardens of existing houses – i.e. most notable 26 Nelson Road with a detached dwelling in the side garden approved under file reference BR/88/99; 'Victory Lodge' (No.2b), No.4a, and No.8a – the latter of which was approved in 1986 (application ref: BR/383/86 refers). A smaller dwelling (No.1a) has also been provided to the rear of No.79 Nyewood Lane – original approval BR/499/86 refers. Similar infill development has also taken place at adjacent Tennyson Road to the south, i.e. outline consent was granted for a new house at land to the side of No.12 Tennyson Road (applications BR/119/78 and BR/95/81 [renewal] refer); and at land adjacent to No.4 permission was refused for the formation of a new 2-bed detached house, and this was subsequently allowed on appeal (Planning Inspector reference APP/C3810/A/08/2068796), it should be noted that this proposal has similar heights and distances to boundaries to that proposed in this application.
- 4.15 The detached building has been designed with a 'Sussex barn' hipped roof matching the design principles of immediately neighbouring properties. The

eaves and ridge lines are at a level lower than that of the existing property. Front bays are proposed, which also reflect adjacent properties front elevations, with gable features above. The materials that are proposed to the elevations of the building would match with the existing dwelling, and this together with the front bays will help in breaking up the form of the front elevation. The addition of the open porch roof to the front entrance further reflects the characteristics of the nearby dwellings.

- 4.16 Consequently, we are confident that the proposed buildings design will not detract from the visual quality and character of the surrounding area.

Vehicle Parking & Highway Safety

- 4.17 Parking and highway safety measures remain unchanged, including the provision for cycle storage.

Residential Amenity

- 4.18 Fenestration has been disposed of in such a way as to avoid loss of privacy to adjoining plots. No side facing windows are proposed and the rear facing windows would only provide oblique overlooking of neighbouring properties to the side of the site, and this is to be expected in urban areas. Additionally the detached building will be positioned no closer than the existing property to the rear boundary of the site. Therefore the proposal will retain the existing separation distances to neighbouring properties to the rear (approximately 15m).
- 4.19 It is accepted that the building proposed will occupy a much greater width of the site than the existing building, but this is considered to be an efficient use of the site, and is in accordance with general housing policies that relate to built-up areas. In addition it should be noted that the side projection has been sensitively designed to ensure that it will not cause a demonstrable overshadowing or an overbearing impact upon neighbouring occupiers. It should be noted that the building proposed will not project to the rear by any greater extent than the existing property.
- 4.20 The site layout affords the development on-site parking and access, which are arranged to minimise noise and disturbance associated with the proposed development. Therefore, it is evident that the proposed development will not

result in the residential amenities of neighbours being harmed to an extent to warrant the refusal of the application.

- 4.21 As before, the site layout also allows for adequate rear amenity space for the residents of the new houses, and the retained dwelling house. This space will also allow for bin storage and clothes drying. The layout of the new flats also allow for adequate light provision to all habitable rooms.

5. CONCLUSIONS

- 5.1 As will be evident from a site visit, the amendments to the previously approved are minor in form and impact and as before the development makes an efficient use of the site by providing further individual units of accommodation. The proposal would cause no adverse impact on the amenities of adjoining occupiers. Adequate car parking is provided on site, with safe access onto the public highway. Accordingly the erection of an extension to an existing dwelling to provide a total of 3 dwellings at this site (one house retained) would result in no demonstrable harm to those interests of acknowledged importance identified above.
- 5.2 In the event that the application be presented to the Planning Committee I would be pleased if you would ensure that the contents of this letter, albeit summarised, are incorporated in to the report.

PROPOSED WORKS : **Extension to Form 1 No.
3-Bed House and New Detached 3-Bed
House**

ADDRESS : **6 Nelson Road, Bognor Regis.**

1.0 Flood Risk Assessment

- 1.1 The area of the site falls within a flood Zone 1 according to the Environment Agency webs site matrix, and as such is located outside the extent of extreme flood and therefore does not require any formal appraisal other than this.
- 1.2 See attached print from the Environment Agency matrix to illustrate.

2.0 Bin Storage and Collection Statement

- 2.1 Each dwelling will be provided with a storage/bins for residual waste to a capacity of at least 240 litres.
- 2.2 Waste will be moved to an area adjacent to the street where the bins can be collected and emptied by the cleansing services contractor on the appropriate day.
- 2.3 The same standard of storage/bins will be provided for recyclable materials.

3.0 Roof plan Statement

- 3.1 Roof plan attached.

4.0 Cross Section Statement

- 4.1 Cross section attached.