

TOWN AND COUNTRY PLANNING ACT 1990**APPLICATION BY HELBRY CONSTRUCTION**

**PROPOSED ERECTION OF 2 NO.DETACHED HOUSES
WITH INTEGRAL GARAGES, FOLLOWING
DEMOLITION OF THE EXISTING.**

**21,SOMERSET GARDENS, BOGNOR REGIS,
WEST SUSSEX> PO21 2AA.**

[formerly known as 66,Chichester Road, Bognor Regis]

**SUPPORTING POLICY, DESIGN AND ACCESS
STATEMENT**

ARUN DISTRICT COUNCIL				
No.	BR	225	07	
Received	20.7.07			

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1. INTRODUCTION

- 1.1 This statement is prepared in support and amplification of an application made by Helbry Constrction to explain and amplify an application made for the erection of two detached houses on land at 66 Chichester Road, Bognor Regis. The site is also known as 21 Somerset Gardens, which is effectively the location of the development. This Statement is submitted as a Policy, Design and Access Statement to substantiate the application and to justify its submission.
- 1.2 The application proposes a pair of detached houses with integral garages on the site of the existing property, which is shown to be demolished integral to this application. The application site faces south on to the east side of Somerset Gardens, with rear garden areas facing east, adjoining number 64 Chichester Road. Within the development site there are a number of young trees around the periphery of the development, together with a group of substantial detached holm oaks across the frontage of the property on to the Chichester Road part of the site. These trees are to be retained as an integral feature within the local landscape.

2. THE APPLICATION SITE

- 2.1 The application site comprises the existing property, which is located on the frontage of the site facing south-west onto the Chichester Road frontage. The existing property comprises a detached bungalow with open garden areas to the south and north, and the building itself is actually built closer to the common south-west boundary of the site. The land itself comprises an irregular shaped parcel of land which has a frontage width of some 43 metres onto the Somerset Gardens frontage and a total depth of some 28 metres measured across the north-eastern boundary of the site. The buildings to be proposed are sited towards the northern end of the site.

- 2.2 The developable area of the site is essentially flat with the northernmost part of the land all laid to grass, subject to screen hedges across the highway frontage and along the northern perimeter of the site, adjoining number 20 Somerset Gardens. There is also an existing garage in the north-east corner of the site and that is to be removed integral to the development. The dwellings have been shown on the submitted application as fronting north-west onto the application site, with a single drop kerb access, from Somerset Gardens to serve the new development.
- 2.3 In its wider setting, the site is located within an area which is well served by existing local shops, with principal shops at Hawthorn Road, locally on Chichester Road and more generally with access to North Bersted to the west and to Bognor Regis town centre via the local bus service direct. The existing bus services run along Chichester Road and provide direct access to Bognor Regis town centre and thereafter to the wider urban area. In addition, existing employment opportunities can be reached via the existing road network to Durban Road in particular and Shripney Road where there are a number of existing businesses. In addition, there are local schools to the south of Chichester Road, with good access provided to schools at The Glade, Michael Ayres and Bognor Regis Community College. In general terms, this area is well served by existing shops and services and has good links to other centres locally, making it an ideal location for new residential development.

3. THE PROPOSAL

- 3.1 The proposal seeks permission for the erection of a pair of detached four bedroom houses, each with single private access to serve the dwellings located at the application site.

- 3.2 Unit one, the northernmost unit, comprises a detached house with integral garage, on a plot width of some 12.5 metres wide. The dwelling has been sited in a position which fronts the Somerset Gardens, giving a rear garden depth of nearly 12 metres from the back of the house to the back of the proposed plot. Within the unit itself, the accommodation comprises on the ground floor, a central hallway leading to kitchen and living room and hallway with wc built under the proposed staircase. The stairs then rise to first floor level, where there is access to four bedrooms and one shared bathroom. Windows are provided in the front and rear elevations.
- 3.3 Dwelling, unit two is provided to the south of the proposed development and is handed in respect of its existing layout. As before, the accommodation comprises living-room, kitchen, dining room, with under stairs W.C. The stairs rise to four bedrooms and bathroom at first floor level. However, in this instance, habitable first floor rooms are provided on the front and south elevations only, to ensure that there are no first floor windows looking to the south-east, which would overlook the rear garden area to the rear of number 64 Chichester Road, resulting in unacceptable loss of amenity. The rear garden, to the south-east of this dwelling, is retained to serve the dwelling, with the principal garden area retained to the south-west, which is effectively screened by existing hedgerows, which actually rise above the highway to Chichester Road.
- 3.4 Garaging is provided in each instance, comprising a single integral garage of 3 metres by 6 metres, with a minimum of one space to the front thereof enabling both cars to have car parking of a minimum of two spaces. This will ensure that adopted car parking standards are met and in particular that there will be adequate car parking without giving rise to on street parking in Somerset Gardens, other than for occasional visitors.

- 3.5 Within the site itself, no further trees will need to be demolished to secure access for the development. Existing trees and shrubs around the periphery of the site are shown to be retained and these include a number of small young trees, particularly in the north-east corner of the application site. In addition, existing trees across the frontage of the site, together with the attached hedgerow are to be retained as a particular feature both within the landscape and also to provide screening to the associated rear garden area to unit two. For the avoidance of doubt, existing common fences, particularly along the boundary to number 64, will require some replacement and this will be carried out at the beginning of the development in connection with the erection of unit two, which actually takes up most of this common boundary. The existing boundary, to the north-east of the site, is the existing hedgerow to number 20, which will be fenced along the common boundary, but the hedgerow adjoining should be retained. Finally, the existing hedgerow across the frontage of the site will be retained, albeit to enable the new access to be provided.

4. RELEVANT PLANNING POLICY

- 4.1 The Development Plan comprises the West Sussex Structure Plan and the Arun District Local Plan. The site is shown to be within the defined built up area, as confirmed upon the policy maps included within the Plan. Accordingly, relevant planning policy seeks to encourage infill development within the defined built up area and there is no objection in principle therefore to this development. This is particularly the case where the site is located in what is a wholly sustainable location, in the context of the availability of alternative means of transport to the private car and being able to reach local shops, schools and other services by alternative means of public transport. Furthermore, with regard to the services provided by the local bus company, these travel along Chichester Road both towards Bognor Regis and the wider town centre area, but also in the opposite direction towards Chichester which

is again another important local shopping centre and centre for work and education. This is all as advised and advocated within PPG 13.

- 4.2 As is the case in all new developments, this proposal falls to be considered against the various details of both the Structure and Local Plan. With regard to the West Sussex Structure Plan, there are some general policies which are directly applicable, although in reality these policies are not worth considering at this stage as they will generally be supportive of the development. With regard to the policies within the Local Plan, I refer in particular to policy GEN 7, which includes General Development Control policies which are applicable to all new development proposals.
- 4.3 The site does not fall within any area that might be subject to any special planning policy designations; however regard must also be paid for various general policy criteria which may be directly relevant or otherwise material to this proposal. Policy GEN 8 requires that development provides service infrastructure or facilities that are made necessary for the development as proposed; and policy GEN 9 requires that foul and surface water drainage facilities are acceptable within the specified area. In this case neither of these policies, both of which are directly relevant, are offended by the proposal. Policy GEN 12 requires that development has ample car parking to meet the requirements of future residents and in this case each dwelling is provided with two car parking spaces per dwelling. Finally, policy GEN 20 requires ancillary open space to be made available, although in this instance with only two dwellings proposed it would be unreasonable to request that open space provision be required in association with this development.
- 4.4 Finally, policy DEV17 requires that developments of sites of 25 or more dwellings are required to provide affordable housing in accord with standards adopted by the LPA. This is not a site where affordable housing is or would otherwise be required and as a consequence no affordable housing is required to serve this development.

5. MERITS OF THE PROPOSAL

- 5.1 This detailed application must be judged against the relevant policies of the Arun District Local Plan and also the policies of the West Sussex County Structure Plan. The merits of this proposal must also be evaluated in terms of the objective and technical considerations and constraints that are identified within which the various criteria of relevant policies provide specific guidance. It is vitally important that in the context of this application, full advice is given to the subjective evaluation, regarding the impact of development upon issues of character, design and layout and neighbour impact, all in our assessment of the scheme and its impact upon adjoining properties.
- 5.2 It is important that all new development is properly evaluated against Policy GEN7, regarding the form of new development and the relationship and impact of development upon the amenities of neighbours. In essence, I have identified the other relevant criteria and policies of the Development Plan and these have been fully justified or otherwise amplified in respect of this proposal to determine which policies are directly relevant. Vitally, I refer to policies GEN8 and GEN9 and also to policy GEN12 and GEN20, which have all been satisfied in respect of this development. In considering this proposal, Policy GEN7 has eight individual criteria, together with both opening and closing submissions in support and design of layout, all of which need to be taken into account in the assessment and impact of the proposal. It is vital that full regard is had to all the requirements of this policy, in undertaking this character and amenity assessment, and in considering the potential alleged impact of development upon the existing setting and the character of the area.
- 5.3 In considering how this proposal should be progressed, the design requirements of the policy specifically require that all new buildings will only be granted permission where schemes display high-quality design and layout. This is particularly important in their relationship to the character and visual

amenities of the area and it is an important material consideration to which full regard must be paid in assessing the whole of the proposal.

- 5.4 It is important that we have regard to criteria one that requires that all new development should make efficient use of land and in the case of new residential development, should achieve net densities of at least 30 dwellings per hectare. In respect of this current proposal, the scheme produces a gross density of less than the 30 dwellings/h. In respect of this site, with a site area of 0.132 ha, the proposed density would be some 15.5 units per hectare, which is below the minimum requirement. However given the overriding character of the area I would not consider that such development would be considered to be unacceptable, particularly given the important trees across the frontage of the site, which take up a substantial part of the south-west frontage to Chichester Road. The proposed development seeks to utilise the land in question and to bring forward development in a manner that is acceptable, and accordingly I would consider this to be appropriate for frontage infill development.
- 5.5 The second criteria requires that development must create attractive places and spaces, with particular requirements, for the needs of people, to respect and enhance local distinctiveness in the appearance of the proposed buildings. Both buildings seek to utilise existing space, within the site, to provide a well-balanced form of development fronting onto Somerset Gardens, set back a minimum of some 7 metres from the back edge to the public highway. In addition, each of the dwellings has been carefully sited to ensure that it does not overlook any of the existing or neighbouring units or create unacceptable overlooking of any of the neighbouring dwellings, by the positioning of ground first floor windows. This is an important material consideration with regard to this development, as quite clearly unit two could cause severe overlooking, were not for the fact that windows had been included to serve the first floor accommodation on the south-west side of the dwelling, with no first floor window shown, other than a bathroom, in the

important south-east facing rear elevation. In respect of the individualness each dwelling, these seek to replicate the existing form of development, with a mix of two storey form ensuring that there is not unacceptable overlooking to the detriment of neighbours whilst enhancing local distinctiveness and maintaining the opportunity for new infill development consistent with the overall policy requirement.

- 5.6 Criteria three requires that the development must be able to effectively use and conserve energy and must also seek to reduce the opportunity for traveling by car to reach work, shopping and other important reasons to travel. Adequate car parking space is provided to serve each of the two dwellings, with each one having the benefit of garage and forward car parking space. However, this scheme is within short walking distance of the principal bus stops on Chichester Road (both to the north-west and opposite the site) to ensure that there is good and efficient service to Bognor Regis town centre and also to further afield looking also to the bus services to Chichester via Chichester Road to the north-west. In this respect the scheme seeks to utilise the availability of alternative means of transport, particularly the use of public bus services, in comparison to the use of the private car, to utilise alternative means of transport. In addition, there is good transport links to Bognor Regis railway station via the bus service and this would be an alternative means of transport to people wishing to travel to further afield for means of employment opportunity.

- 5.7 Criteria four requires that the development should be consistent with Council Policy in that there should be no adverse impact upon the amenities of adjoining occupiers or users of neighbouring properties. In this respect the issue of overlooking and the protection of the amenities of neighbours have been fully taken into account to ensure that there will be no adverse impact on any adjoining occupier from either the use of the rear garden area or the use of ground or first floor windows in particular. It is worth noting that on the neighbouring 64 Chichester Road, a rear garage has been provided in the space between the existing building and the common boundary and this

ensures that there will be no windows that could be seen from the south elevation of the proposed development, that could in any way be overlooked from the proposed first floor windows. In summary, this scheme seeks to ensure that the use of neighbouring properties will not be adversely impacted by the consequence of this development and will also ensure that neighbouring properties have no adverse impact upon the amenities of either of these two proposed dwellings. I would also make the point that, whilst other dwellings are built within the close proximity of the appeal site, there will be no unacceptable overlooking to the dwellings to the north-east of the property which are aspected to front and rear or to the dwellings opposite, given that the rear garden length onto site is a distance of some 18 metres from the existing boundary fence to the side elevation of number 68 opposite.

- 5.8 Similarly, in respect of criteria five, the policy requires that there will be no unacceptable impacts arising from any adjoining land use or the use of the properties themselves. All neighbouring properties are single residential units and have all been carefully considered to ensure that there will be no adverse impact upon either of the two dwellings as proposed.
- 5.9 In respect of criteria six, there will be no loss of open or wooded area, within the site, which should need to be retained safeguarded to enhance the visual amenities of the locality. Important trees around the periphery of the site are shown to be retained and vitally we seek to retain the Holm Oak across the frontage of the site to enable it to contribute towards the general character and appearance of Chichester Road, whilst at the same time safeguarding the site for the occupiers of the extended dwelling at unit two.
- 5.10 Criteria seven requires that the scheme provides safe movement of pedestrians and vehicles, giving priority wherever possible to pedestrians. The garage spaces that are required are larger than the standard size of garage and ensure that this can be used to the storage of bicycles, in addition to being used for car storage purposes. Each layout can facilitate access via a side gate to enable cyclists to come and go using the proposed cycle space

within the garage itself. Within the layout that is submitted, the front door to the garage areas can be freely accessed, clear of the existing front entrance opening, allowing cyclist to come and go as they please, without having to affect the amenities of cars that are stored within the garage. The layout to the development therefore ensures that both pedestrians and cyclists can exit and leave the property without causing any inconvenience to existing car users, thereby ensuring the potential for use by cyclist.

- 5.11 Finally, criteria eight, provides for sufficient car parking to be provided to serve each of the two new dwellings in accord with policy GEN12 and Appendix Two. No additional provision is made to provide visitor car parking requirements beyond the requirements of the basic two units, as no such place is required. Any casual parking to the site will occur on the public highway on Somerset Gardens and this will not result in danger or inconvenience to other highway users, using in particular Chichester Road. Accordingly, the policy requirement is met and there is adequate provision for car users to come and go from each of the two properties within the two spaces provided in accord with adopted standards. Within this policy criteria, reference is also made to policy GEN20, however, there is no requirement to provide additional space to serve the residents of the one additional unit proposed and this is not a matter that needs to be addressed under the terms of this extant local plan.

- 5.12 In all cases, the District Council advise that they will expect to see a high standard of design and layout and this will be encouraged to improve the visual amenities of the area having regard to matters of scale, finish, landscaping and the choice of materials. In this instance the proposed development is of two storey form, with brick elevations, with a simple hipped roof over. Within the general area, there are numerous methods of construction with houses to the west and south being a brick and tiled roof, whereas other properties to the north-west and south-east being of rendered

elevations with plain tiles to the roof over. In essence, the elements of design will reflect the existing pattern of development locally and would obviously be acceptable. Existing driveways and hard surface areas would be of tarmacadam (or similar) and would be finished to match the existing.

- 5.13 Having considered all relevant policies, particularly policy GEN7, I consider that this proposal complies with the relevant policies of the Development Plan and vitally it should not give rise to any potential causes of concern or nuisance that would warrant or otherwise justify a refusal of planning permission. I have also covered the other Policies in the Development Plan that have basic relevance to this proposal and have demonstrated that the proposal is policy compliant in respect of all other matters. The issue of plot size is an important criteria and the introduction of development to a higher rate would have an unacceptable effect on the trees on the frontage of the site and could have significant adverse impact on the amenities of the area. Accordingly, I recognize that there should be no requirement to increase the density of development at this site in a way that would otherwise be acceptable in achieving 30 units per hectare of accommodation. In general circumstances I am now fully satisfied that this proposal is wholly compliant with the relevant policies of the Local Plan and accordingly I would ask officers to now support this proposal and recommend the application to Members for favourable consideration.

6. CONCLUSIONS

- 6.1 Having carefully evaluated this proposal against the relevant policies of the development plan, I am satisfied that the proposal accords with all relevant policies of the plan and I have critically examined to determine if there are any other matters that would in any way be relevant that might warrant or justify a refusal of permission. The site is of more than adequate size to accommodate the proposed development and seeks to ensure that there will be no unacceptable overlooking, particularly from first floor habitable windows to the detriment of the adjoining property to the south-east. In more general terms, the proposal is wholly acceptable and generally meets policy GEN7. I have examined all other relevant material and have found none that would in any way be in any extent as to be so significant as to warrant or justify any decision to recommend a refusal of planning permission.
- 6.2 On the half of my clients, I would now invite the officers of the LPA to look favourably upon this proposal and to recommend to Members that planning permission should now be granted, subject to the imposition of appropriate conditions as may be justified in this instance, having regard to all relevant material considerations.

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