



## **PLANNING, DESIGN AND ACCESS STATEMENT**

### **Erection of 2 no. 2 Bedroom Dwellings and 1 no. 3 Bedroom Dwelling and Formation of 3 no. Parking Spaces**

**28 & 30 Corbishley Road, Bognor Regis**

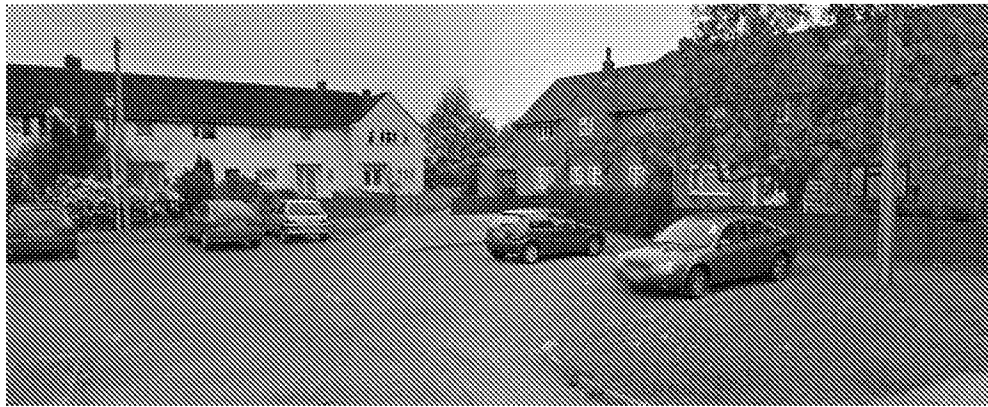
#### **1. ASSESSMENT**

##### **Physical Assessment**

- 1.01 The site the subject of this application lies on the western side of Corbishley Road to the north of Bognor Regis between North Bersted and South Bersted. At its southern end, Corbishley Road is characterised by frontage residential development, however as it curves north westward the dwellings are arranged in a quadrant bisected by the road with the dwellings separated from the road by large grass verges and communal parking areas. On the east side of the road the dwellings are predominately semi-detached, whilst on the western side the properties are arranged as terraces at right angles to each other.



- 1.02 The application site is located in the space between the two terraces which currently comprises the gardens to no. 28 and no. 30. No. 28 is the northern most property of the south western terrace which has a painted brick finish under a plain concrete tile roof. No. 30 is located at right angles to this terrace and forms the most westerly of a brick terrace under a plain concrete tiled roof. There is a small brick outbuilding which serves no. 30 located on its western side.
- 1.03 As mentioned, no's 28 and 30 are both end of terrace properties which sit at right angles to one another. There is however a gap of over 8m between the properties which results in each property having an unusually large and somewhat under-utilised garden. The application proposal seeks to utilise this space for the provision of 3 new dwellings with each property having a garden comparable to others in the terrace.



- 1.04 To the front of the terraces lies a communal parking area. At the western corner of this parking area, in front of the application properties, lies an existing vehicular access to the boundary of the application site.

### **Planning Policy**

- 1.05 Government planning policy now comprises the National Planning Policy Framework (NPPF). It was published by the Government on 27 March 2012 and came into immediate effect. The NPPF has introduced a presumption in favour of sustainable development and Paragraph 14 states:

*At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.*

- 1.06 Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. Paragraph 53 states that LPAs should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area. The emphasis is therefore on ‘inappropriate development’ and not an embargo on all garden land development.
- 1.07 Local Development Plan policies are contained within the Arun District Local Plan 2003 and saved Policy GEN7 is considered to be the most relevant to the determination of this application. This policy deals with the form of new development and states that it will be permitted provided it meets the specified criteria.
- 1.08 Criterion (i) seeks to ensure that development makes efficient use of land or buildings and, as previously stated, this proposal makes efficient use of this site which is currently underutilised and out of keeping with other plots in the locality.
- 1.09 Criterion (ii) requires development to respond positively to the identified characteristics and resources of the site and the area to create attractive places and spaces with the needs of people in mind and respect and enhance local distinctiveness. The proposal complies with this criterion by providing a form of development compatible with its surroundings, maintaining the sense of place and character of the area.
- 1.10 Criterion (iii) requires development to provide sustainable development and the proposal meets this criterion being located within a built up area and accessible to local services and alternative means of transport.
- 1.11 Criterion (iv) seeks to protect the amenities of adjoining occupiers. This is dealt with in detail in the design part of this statement and demonstrates that three dwellings can be accommodated on this site without any loss of amenity to the occupiers of existing properties.
- 1.12 Criterion (v) seeks to ensure that development takes account of any unacceptable adverse impacts that may arise from adjoining land uses or property. The application site is located within an established residential area adjoining a school playing field.

It is not considered that there are any unacceptable impacts which arise from these adjoining land uses.

- 1.13 Criterion (vi) deals with the retention of open or wooded areas. It is not considered that this criterion is relevant to this application.
- 1.14 Criterion (vii) ensures that development allows for the safe movement of pedestrians and vehicles. The application site is served by an existing access onto a communal parking area and is not considered to impact on the safety of other road users.
- 1.15 It is therefore concluded that the application has accordance with Policy GEN7 and its attendant criteria and as such is Development Plan compliant. When assessed against the NPPF it is considered that it is a sustainable form of development and that any adverse impacts of permitting the development are not of sufficient harm to outweigh the benefits of bringing forward housing in a sustainable location.

## **2. INVOLVEMENT**

- 2.01 Consultation has not been undertaken with the local community in respect of this development which is Development Plan compliant.

## **3. EVALUATION**

- 3.01 This proposal has been informed by the policy context set out above and having considered the planning history of the site including more recent pre-application advice. In this regard, it has been acknowledged that there is difficulty in siting new dwellings in a single row, detached from the existing, as it results in an uncomfortable relationship between the new properties and the terrace which sits at right angles to it. It is considered however that the site can accommodate 3 no. dwellings and, following discussions with the Planning Officer, it has been agreed that the most appropriate way of providing this is by continuing the terrace and turning it through 90 degrees to meet with the adjoining terrace. In this way, the character of the terrace is maintained, the relationship between properties is acceptable and each property is on an appropriately sized plot in keeping with others in the locality. It is therefore submitted that the proposal overcomes the reasons for refusal on previous schemes and is development plan compliant.

## **4. DESIGN**

### **Amount**

- 4.01 The proposal relates to the provision of a terrace of three properties arranged in an L-shape linking to existing rows of terraced houses. Units 1 and 2 adjoin no. 30 Corbishley Road and comprise 2 no. two bed dwellings. The accommodation comprises living room and kitchen area and cloakroom on the ground floor with two bedrooms and bathroom at first floor level. Unit 1 has a gross internal floor area of approximately 66sqm and Unit 2 58.5sqm. Unit 3 which adjoins no. 28 Corbishley Road has a similar internal layout but accommodates three bedrooms and has a gross internal floor area of approximately 81sqm.

### **Layout**

- 4.02 As mentioned, the new properties will infill between the two existing terraces and form an L-shaped link. The end units (Units 1 and 3) will not however attach to the respective terraces at ground floor to allow a pedestrian access to the rear of the existing and proposed properties. All the properties will have cycle storage within garden sheds to the rear. They will also have rear bin stores except for the proposed Plot 2 which will have its bin store located in the front garden for ease of collection. Three parking spaces are proposed to the front of the properties within the application site.

### **Scale**

- 4.03 The dwellings are proposed as two storey dwellings with ridge heights to match the adjoining terraces. Plots 1 and 2 will have a ridge height of approximately 8.3m which steps down to 8.1m for Unit 3. The eaves height will remain consistent at 5.1m.

### **Landscaping**

- 4.04 No specific landscape proposals are included with this application as the dwellings will be located on existing residential land. A suitably worded planning condition

could be imposed to secure enhancement to boundaries following the completion of development if required.

### **Appearance**

- 4.05 The dwellings have been designed to be in keeping with the existing terraced properties. They have therefore retained the simple design and pattern of fenestration. As the majority of the new development will comprise an extension of the terrace incorporating no. 30, it has been decided to construct all the units in brickwork to match with soldier courses over the door and window openings. The roof will be clad with plain concrete tiles to match the existing.
- 4.06 The dwellings have been designed so that there is no intervisibility between windows or direct overlooking of gardens between the plots. In this respect there is no first floor bedroom window on the north west elevation of Plot 3 to avoid overlooking of the garden to Plot 2. There is a ground floor window on Unit 3, however any overlooking will be precluded by a 1.8m high timber fence between the plots.

## **5. ACCESS**

- 5.01 Three parking spaces are proposed within the front curtilage of the application site to provide one parking space for each new dwelling. The existing dwellings, no. 28 and 30 currently use the communal parking area within the quadrant and will continue to do so. It is noted that under the previous application, the Highway Authority commented that a nil parking provision would accord with its policy as the site is located within a sustainable location. Three spaces have been provided on site however to avoid additional pressure on the communal parking area or to exacerbate on street parking in the locality.
- 5.02 The access is from the communal parking area across an existing paved crossover and therefore it is not considered that any highway implications would arise from this proposal.
- 5.03 It is confirmed that the development will be designed to accord with the Disability Discrimination Act.

## **6. LOCAL VALIDATION REQUIREMENTS**

### **Flood Risk**

- 6.01 The site is located outside any flood risk area as shown on the map below. It is not therefore considered that a flood risk assessment is required in this case.



### **Affordable Housing Contribution**

- 6.02 Arun District Council had an affordable housing policy introduced as an interim measure to secure contributions from new development towards the provision of affordable housing within the district. A Section 106 Agreement accompanies this application and provides for the payment of £5,188 in accordance with that policy.