

Revised Planning Statement (9/3/20):

planning application for land at 30, Devonshire Road, Bognor Regis PO21 2SY

This revised and updated statement is in support of the Outline planning application (with all matters reserved) to construct a small house on land currently occupied by garaging and a workshop, on land adjacent to the 1930s detached property at 30, Devonshire Road.

The new dwelling would be built to rent (BTR) over the long-term, rather than sold freehold on completion of construction. Management would be co-ordinated with the other homes at the location by the landlord.

This statement includes factual information and proposals; together with illustrative/indicative material regarding aspects of the reserved matters.

Location and accessibility: land at number 30, Devonshire Road is sustainably located; and development here would reduce the need to travel. Occupants at this location do not need to rely on use of a private car, as demonstrated by the inhabitants who have not had a vehicle (see below regarding car parking). The location is some 5 minutes' walk from Bognor Regis railway station which gives access to the national railway network, London Underground and major UK airports. The Coastliner 700 bus service, which links towns and cities along the south coast (Portsmouth- Chichester- Bognor- Littlehampton- Worthing- Brighton), is about 10 minutes' walk away. This is in addition to local bus services. The town centre is around between 5-10 minutes' walk. Cycling is another transport alternative for local trips.

Sustainability: as well as being in a sustainable location; the elevation facing Devonshire Road would be some 15 degrees from due south, allowing for maximum passive solar gain. While reserved matters, there are opportunities with a one-off new dwelling to build to good environmental standards and incorporate sustainable features, both within the application site and in/on land and buildings also in the same ownership (indicated by the blue line on plans). Some of these could be added during and/or following construction of the new dwelling, also benefitting the existing homes at this location (e.g. a ground source heat pump and photovoltaic panels).

A new dwelling here would meet the national planning policy aim of **making best use of land in urban areas**. Nearly all of the site comprises previously developed land; development of which would **help towards meeting housing need, and housing target numbers** set out in the Local Plan. As there is currently a lack of a 5 year housing supply in the District, the 'tilted balance' in favour of sustainable development is engaged; and the proposed dwelling would be sustainable development, as indicated above. Recent Government guidance, since the Local Plan was adopted, requires an assessment of both demand for rented property and for

Build to Rent (BTR). A large local letting agent reports strong demand for rented properties. While there have been some BTR properties approved (at Chichester University campus and in the town centre) which are aimed at students, the applicant doesn't know of other local BTR developments. Market evidence shows that there are few newly built properties available to rent; where these are available they seem to be volume built homes bought and rented out (Buy to Let), or let while the owner is absent.

Limited effects which may result from granting permission do not outweigh the benefits from a new dwelling adding to the local (rented) housing supply.

Access: would be via the existing private driveway off Devonshire Road, although such further access details as may be required are a reserved matter.

Parking: while a reserved matter, parking for a vehicle (complying with the newly adopted Arun Parking Standards) could be on the driveway in front of the new dwelling, there being sufficient space between the front of the existing building and the path to the front door of number 30, Devonshire Road. The two existing flats at the location do not have dedicated on-site parking, although this could be provided if necessary within the blue site boundary by virtue of the Condition placed upon the application to convert the original house into two flats BR/7/65 (approved 3/3/1965). Since conversion, only one of the four tenants at the upstairs flat has had a car (their job meant public transport wasn't a viable option). The two occupants downstairs since conversion have had vehicles during some parts of their occupancy, but not all the time. These facts prove the sustainability of the location: a car is not required. The downstairs flat has recently been vacated, with the letting agents reminded that only pedestrian and cycle access to it is available (no parking is available on the driveway). This should help attract a new tenant who is not reliant upon use of the private car. There is space on-street for up to three cars along the frontage of the property: two adjacent to the front garden, plus one in front of the driveway (a space that could be used by visitors to the new dwelling). The applicant regularly visits the location, and there has been plenty of parking space available on-street, including in front of the property (as shown in the photographs below). In the evenings there are more vehicles parked close to the junction/corner with Victoria Drive –but still away from the site- than are shown in the photographs, it appears owned by Victoria Drive residents; but not many more parked close to the site. The on-street parking availability near the site is good, contrasting with the northern end of Devonshire Road, i.e. around the bend in that road, which is more heavily parked. There is no 'parking stress' to measure near the site.

Amenity space: some private amenity space is envisaged, on land currently used for that purpose (land within the site not covered by hard surfaces). While a reserved matter, a south facing balcony might be added (which where it exists in flats will often be the only amenity space available). The new dwelling would also share the large area of front garden at the location: this is managed by the landlord.

Surrounding character: while reserved matters, a new small dwelling on the site should fit in with its surroundings, even though (as photographs below show) the site is not prominent in the street scene; being set well back, and behind existing trees/shrubs (which may be added to as part of reserved matters). To the west is a prominent garage and storage structures (for number 48, Victoria Drive). The illustrative/indicative material below should show how the new dwelling could relate to the existing residential property immediately to the east.

Pre-application consultation was carried out with the three neighbours most directly affected (48, Victoria Dive and numbers 28 and 24, Devonshire Road). The response was wholly favourable, with one of the most affected welcoming better use being made of the space occupied by existing garaging and workshop: even offering to write in and express support.

In broader terms, 50% of the other properties (apart from the application site) along the west-east running section of Devonshire Road comprise two (or in one case three) floor height homes filling most of their frontages i.e. not having a driveway space to one side. This figure includes number 39, which was a two storey house with single garage at its side; for which permission was granted (reference BR/26/12) in April 2012 for garage demolition and extension. This dwelling now fills most of its plot width over three floors (one more than visible in other homes in the road). The Decision Notice Summary for that application said “This planning permission... would not cause any material adverse effects on visual or residential amenity on the surrounding area and its character...”. A small new dwelling on the application site should not have a significant adverse effect on its surroundings and the character of the local area. As can be seen from the photos below, the application site is at the west end of the row of houses north of Devonshire Road. There is a large (first floor level) gap at the end of this row, which comprises the flanks of the large properties fronting Victoria Drive. A large gap would remain after completion of development.

Pagham Harbour management contribution: the required financial contribution (of £871) towards management at Pagham Harbour, for new dwellings within a 5 kilometre distance, has already been paid; and a legal agreement completed to that end.

Flood risk Environment Agency maps show the site to be in Zone. The applicant has known the property for around 50 years, and to his knowledge there have not been problems of flooding affecting the site.

Biodiversity and local validation requirements: completed checklists are included with this application.

Floor area: the proposal is for (up to) 100 sq.m. Gross Internal Area, the exact Gross External and Internal Areas to be defined through reserved matters.

Nearly all of the maximum proposed building footprint area is currently covered by hard surfaces: ground surfaces and roofs. Depending on details (reserved matters) there might be a very small increase in hard surface coverage of a few square metres.

Site visit access: contact the applicant for access to the site; especially for any part of it that cannot be seen from the public highway.

Illustrative/indicative material (for illustrative purposes only)

A combined block and illustrative site plan is included (along with a location plan). It shows two existing sheds to the rear of the property (and the single storey sun-lounge to the front) all not shown on Ordnance Survey plans. It is envisaged that any part of the new building would be about half a metre from the boundary wall to the North and fence on the West side. This, and the layout relationship to the existing property, will be shown in reserved matters drawings; when elevations and internal arrangements are defined.

The proposal is to build a small house of one and a half storeys, i.e. with the upper floor at least partially within the roof. This is how accommodation is arranged within the detached existing residential building, and so should reduce the visual impact of the new dwelling.

The new small house might be partly incorporated into a Mansard roof (viewed from neighbouring properties appearing as a pitched roof added to the height of the garaging & workshop).

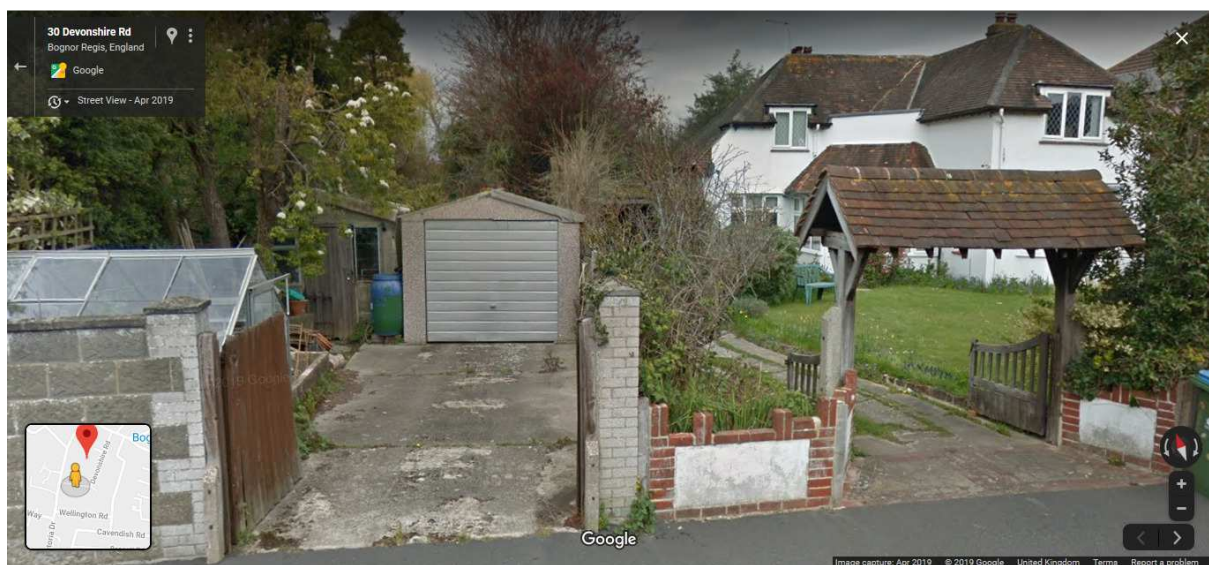
Alternatively, it might be built so that it appears from the road as a western extension to the existing residential property. Two alternative illustrative form and massing line drawings are being submitted to show how this might be done; although as this is an outline application elevation details are reserved matters.

In any case, care would be taken to avoid directly overlooking other residential dwellings. Rooflights could be incorporated to assist this, as well as having the sustainability benefit of providing more natural light than ordinary windows. This matter will be addressed in detailed design, along with other matters including drainage, landscaping, bin storage etc.. Boundary treatment would be the same as existing; with the addition of a short length of fence at the rear east side, linking the existing wooden shed at the rear of 30, Devonshire Road to the existing rear boundary wall.

The building design would be such that it fits into the street-scene, rather than standing out in a modernist or 'grand designs' manner. As the applicant would retain ownership, visits the location frequently, and would need to let the new building to successive tenants over coming decades; he is keen to build something that he and other people will like (rather than something custom built to suit only the tastes of one owner occupier). Similarly, the applicant will only construct something that will 'work' on the site and internally: appealing

to numbers of prospective tenants. Additionally, it may be in old age and/or having to give up driving the applicant moves into either the new dwelling or the adjacent ground floor flat: in either eventuality the proposed dwelling will directly affect him (as resident, or neighbour seeing it every day).

As noted above, views of the site are somewhat limited: due to its location set back from the road and partly hidden by existing vegetation (which may be enhanced as part of a landscaping scheme); and because of the presence of garaging serving an adjacent property being closer to the public highway. These views are illustrated by the publicly available street views reproduced below.





(N.B. The above views are of 30, Devonshire Road, despite the Google text stating the number 33. To the left of the lychgate is garaging for 48, Victoria Drive, with the red coloured flank garden wall of 46, Victoria Drive further to the left.)