

PLANNING STATEMENT 83 ALDWICK ROAD, BOGNOR REGIS



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Site Project	83 Aldwick Road, Bognor Regis PO21 2NW Rear extensions and loft conversion to form enlarged HMO (Sui Generis)
Applicant	83 Aldwick Road Ltd.
Our Ref	W 2224
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Introduction

1. W haleback Planning & Design is instructed by the applicant to prepare and submit a planning application for a rear extension and loft conversion and the formation of an enlarged HMO (Sui Generis) at 83, Aldwick Road, Bognor Regis.
2. This Planning Statement describes the application site and its surroundings, the development proposal, the planning history of the site and the relevant planning policy framework. A planning appraisal is provided to consider the merits of the application followed by a conclusion.

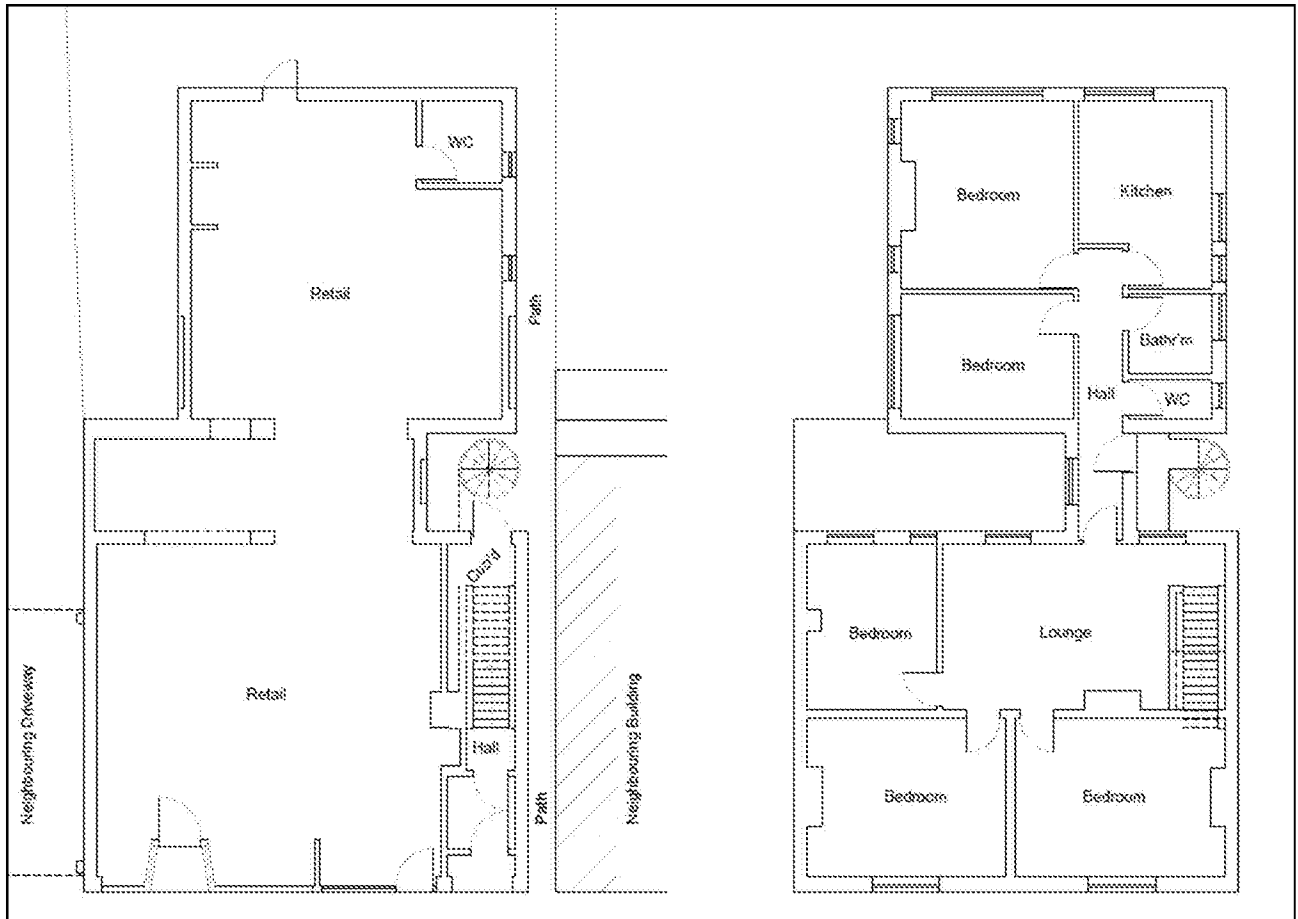
Site and Surroundings

3. The application site is situated on the southern side of Aldwick Road, a road which leads out from the western side of central Bognor Regis.



Site location plan.

4. The application property comprises a commercial unit (Use Class E) at ground floor level, and a 5-bedroom HMO at first floor level (Use Class C4).



Existing ground and first floor plans.

5. The main building is a two-storey structure with a gable-ended pitched roof. To the rear of the building there is a sizeable two storey rear addition with flat roof and a link structure between the main building and the addition.



Existing elevations.



Existing rear elevation.

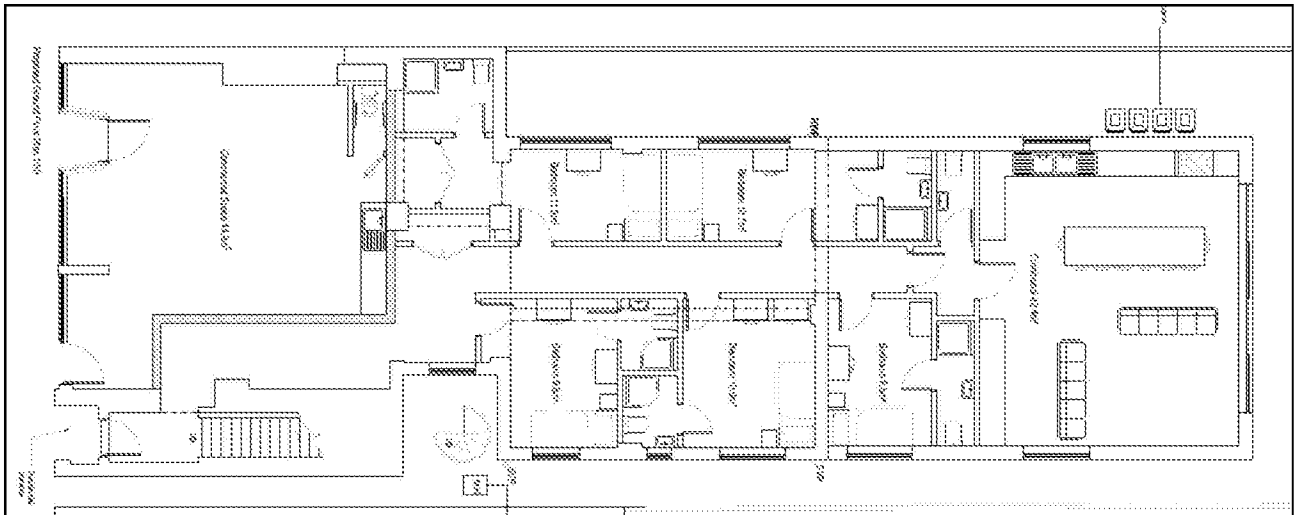
Development Proposal

6. The proposed development comprises a loft conversion to the main building roof- including four front rooflights and a rear dormer, a mansard style roof addition to the existing rear addition, and a single storey rear extension. These additions provide space to form a 16-bedroom HMO across ground, first and second floor levels. The ground floor commercial unit would be reduced to a smaller commercial unit (44.9 sqm) with a W.C. and worktop / teapoint to the rear. The rear curtilage of the property would provide a private outdoor amenity space for occupants of the HMO, and recycling/refuse and cycle storage are proposed to this rear area.



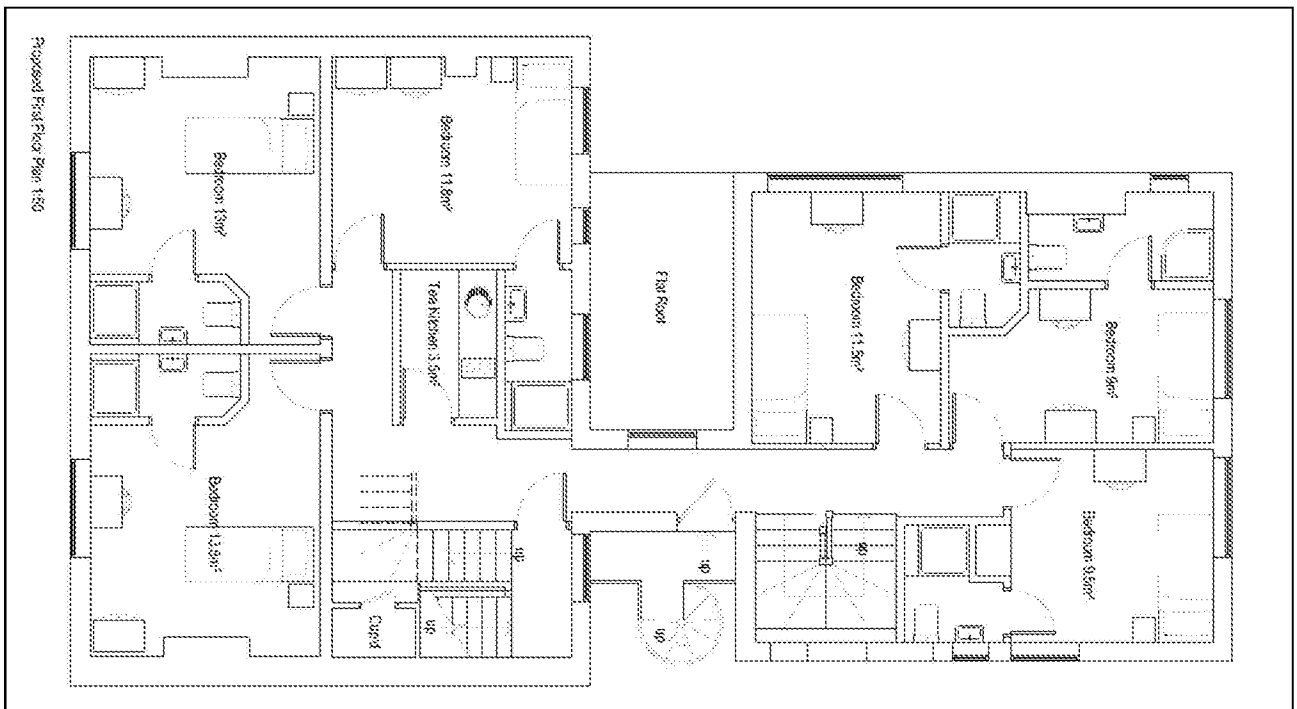
Proposed elevations.

7. At ground floor level, the existing shopfront and access would serve the reduced commercial unit. The existing residential entrance to the western side of the ground floor frontage would provide access to the HMO. To the rear of the ground floor, five en-suite bedrooms are proposed, with a communal room behind this which would face out onto the rear garden area with folding glazed doors.



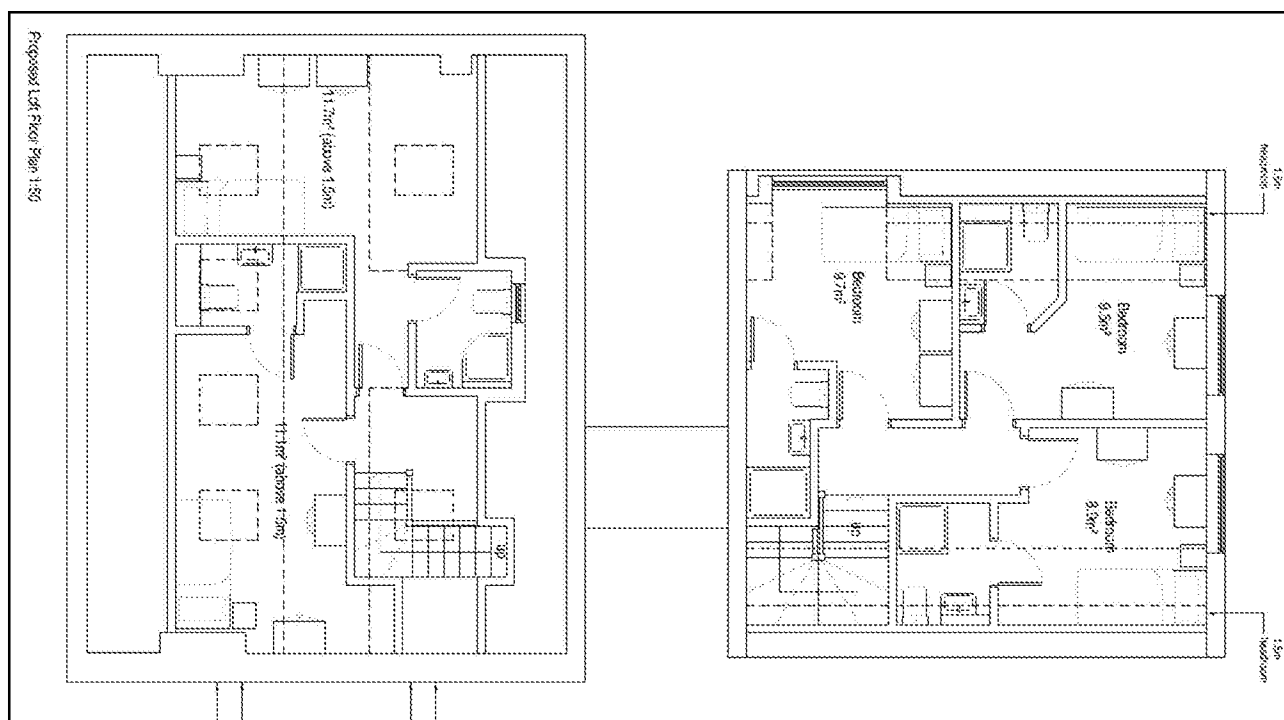
Proposed ground floor layout.

8. At first floor level, six en-suite bedrooms are proposed and a tea kitchen.



Proposed first floor plan.

9. At second floor / roof level, five en-suite bedrooms are proposed.



Proposed second floor.

Relevant Planning History

10. BR/206/19/PL - Extensions & alterations to shop & HMO to reduce shop & form 8no. self-contained flats ´ application withdrawn 06/11/2019
11. BR/34/11 ´ Change of use from first floor offices (B1) to residential flat (C3) ´ permitted 30/03/2011
12. BR/171/50/B ´ Use of first floor as professional offices ´ permitted 26-03-1959

Planning Policy Framework

13. Planning and Compulsory Purchase Act 2004 Section 38(6) requires local planning authorities to determine planning applications in accordance with the development plan, unless other material considerations indicate otherwise.

National Planning Policy Framework

14. A presumption in favour of sustainable development is found at the heart of the NPPF, for both plan-making and decision-taking defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
15. Achieving sustainable development means that the planning system has 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): economic, social and environment.

16. For decision-taking this means approving applications that accord with up-to-date policies without delay; or where policies are absent, silent or out-of-date, granting permission unless the Framework provides clear reasons for refusing a proposal in a particular location or any adverse impacts of permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Arun Local Plan (2018)

17. Policies of the Arun Local Plan relevant to the application proposal are as follows:

- ¿ Policy SD SP1 Sustainable Development
- ¿ Policy RET DM1 Hierarchy of Town Centres
- ¿ Policy RET DM1 Retail Development
- ¿ Policy H SP1 The Housing Requirement
- ¿ Policy H DM1 Housing Mix
- ¿ Policy H SP4 Houses in Multiple Occupation
- ¿ Policy D SP1 Design
- ¿ Policy D DM1 Aspects of Form and Design Quality
- ¿ Policy D DM2 Internal Space Standards
- ¿ Policy D DM4 Extensions and Alterations to Existing Buildings
- ¿ Policy ECC SP1 Adapting to Climate Change
- ¿ Policy ECC SP2 Energy and Climate Change Mitigation
- ¿ Policy T SP1 Transport and Development
- ¿ Policy T DM1 Sustainable Transport and Public Rights of Way

Supplementary Planning Documents

- ¿ Parking Standards Supplementary Planning Document (2020)

Planning Appraisal

Principle of Development

18. The application property is outside of the Principal Shopping Areas of Bognor Regis and as such the existing commercial use (Class E) is not subject to specific local policy protection. It is proposed that the commercial use would be retained to the front of the property, in the form of a reduced Class E unit, with a floorspace of 44.9 sqm and W.C. / kitchen facilities. The existing shopfront would be retained, the unit has a good street presence and would remain a viable proposition. An active frontage and an appearance in keeping with neighbouring properties.
19. There is an existing 5-bedroom HMO at the property (Use Class C4). The proposed HMO is larger at 16-bedrooms; achieved through the proposed loft conversion, rear additions, and partial change of use of the rear of the ground floor of the existing building.
20. The proposed use is envisaged as a high quality co-living property. The proposed communal room would provide a spacious and usable space with excellent natural light and outlook, and access to a private amenity space. All of the proposed bedrooms have en-suite facilities and are in excess of the 7.5 sqm minimum set out in Government's Nationally Described Space Standards. The proposed accommodation would provide a more affordable housing option in comparison to renting a self-contained flat, and would also provide a degree of communality which many people prefer to living alone.
21. Policy H SP1 sets out the housing requirement for the District. The latest Annual Monitoring Report 2019-2020 (published December 2020) identifies a housing supply of 3.3 years which is significantly below the 5-year requirement. In this context, whilst the proposed development would not provide an additional housing unit, it would provide a net increase of 11 bedrooms and therefore would make a valuable contribution to the housing needs of the District.
22. Policy H DM1 sets out that the Council will seek a mix of dwelling types and sizes. The HMO / co-living accommodation proposed represents an important part of that mix, as it provides a high-quality affordable housing option, with a degree of communality which many people prefer to living alone. Policy H SP4 confirms that HMO accommodation will be favourably considered where the proposals contribute to the creation of sustainable, inclusive and mixed communities and meet the following criteria:
 - a. Do not adversely affect the character of the area including eroding the balance between different types of housing including family housing;
 - b. Do not contribute to the generation of excessive parking demands or traffic in an area;
 - c. Provide adequate areas of open space.
23. In the case of the application property, Aldwick Road is a relatively busy thoroughfare with a mix of commercial uses, and residential uses primarily in the form of flats above commercial units. In this context, the enlargement of the existing HMO would not adversely impact the character of the area. The area is of a mixed character and the proposed enlargement of the existing HMO would be in keeping with this.

24. Some of the occupants of the enlarged HMO could potentially own a private vehicle, as with the existing HMO. The additional occupancy proposed is likely to result in some additional parking demand. As HMO occupants it is likely that parking demand would be less than associated with family dwellings for example, and there is good access to the town centre therefore sustainable transport options are viable in this location. W S C C Highways in commenting on withdrawn application Ref. BR/206/19/PL for 8 self-contained flats at the property advised that the on-street parking demand associated with this development would have been acceptable:

No vehicular access exists to the site and this application proposes no alterations to this arrangement. As such, a nil car parking provision is proposed for the new development. Under the WSCC Car Parking Standards, seven car parking spaces may be provided for the proposal. 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. We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view.

The site is sustainably located within walking distance of a variety of local shops and services, including bus stops providing access to Bognor Regis, Chichester and further afield. Bognor Regis is within walking distance which provides wider facilities and services. Cycling is a viable option within the vicinity and details of secure and covered cycle storage can be secured via condition.

Conclusion

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.'

25. The proposed development of 11 additional HMO bedrooms is likely to result in less on-street parking demand than 8 self-contained dwellings which could have been occupied by small families. Therefore, the proposed development would not result in excessive parking demand.
26. Adequate open space is proposed to the rear of the property in the form of a communal garden area.
27. Overall, the proposed development would comply with criteria (a), (b) and (c) of Policy H SP4. The proposed accommodation would contribute to addressing the housing needs of the District. A viable ground floor commercial unit would be retained. The principle of the proposed development is therefore acceptable.

Design / Visual Impact

28. The existing shopfront is of an attractive traditional design and it is proposed that this would be retained and restored.
29. The proposed rear extension is of single flat roofed form, and the depth of the extension is appropriate given the depth of the plot, and the prevailing character of the immediate area where neighbouring properties to either side have relatively deep footprints which extend back into their respective plots.
30. The proposed mansard roof extension to the two-storey rear addition has been designed to sit in keeping with the roof of the main building and set back away from the side boundaries of the site. The

tiled mansard roof would result in a more appropriate appearance than the existing flat roofed form which is out of keeping with the main building.

31. The proposed roof dormers are small features which would not have an overly dominant appearance. The proposed front rooflights would not harm the character and appearance of the building.
32. Overall, it is contended that the proposed development would result in an appropriate appearance, in keeping with the character of the main building and the layouts of neighbouring properties to either side. The general renovation and restoration of the building which is proposed would significantly improve the appearance of the building. The development successfully addresses the requirements of Policies D DM1 and D DM4.

Standard of Accommodation

33. All of the proposed bedrooms exceed the 7.5 sqm minimum size set out on Government's Nationally Described Space Standards. All of the bedrooms have good natural light and outlook, and en-suite shower room / W.C. facilities. The proposed communal room is large; 42.4 sqm, with a high standard of natural light and outlook provided by two side windows and a large set of bifold doors to the rear elevation facing out on to the rear garden. The proposed rear garden would provide a usable private outdoor amenity space, along with a bicycle store and recycling and refuse storage area. Overall, the proposed residential unit would provide a good standard of amenity for future occupiers and would comply with the NPPF and local planning policies and guidance in this regard.

Neighbouring Amenity

34. The proposed residential use is in keeping with the mixed commercial and residential uses to either side of the application property. Comings and goings would be by the existing residential entrance on Aldwick Road, which is a relatively busy thoroughfare. In this context, coming and goings would not cause any disturbance or nuisance. The residential occupation of the HMO rooms and communal room, and use of the rear garden area, would be low-key and in keeping with the mixed commercial and residential character of the immediate area.
35. In terms of additional built form, the proposed rear extension is single storey and is set away from the boundaries to either side; this new form would not have a harmful impact upon neighbouring amenity. The proposed mansard roof addition is also set away from the side boundaries of the site and the pitched sides of the addition reduce the bulk to either side of the addition. The proposed rear roof dormer would not impact upon neighbouring amenity.
36. In terms of overlooking the proposed ground floor side and rear fenestration would face into the application rear curtilage and towards the boundary treatments of the site; neighbouring privacy would not be harmed. At upper floor levels, one first floor side facing bedroom window is proposed, and one roof level side dormer to the mansard addition. These two windows face eastwards and would result in some overlooking of the neighbouring property. This property however has numerous side windows facing towards the application property, and it would not be reasonable to object to two side windows which would form a similar arrangement. The proposed first and second floor rear facing windows would face towards the garden area of the application property and would not cause harm to neighbouring privacy.
37. Overall, whilst the proposed development would have some impact upon neighbouring amenity to either side of the site, the resultant arrangement would be comparable with the existing relationship

between these properties and the application site. All of the properties would have rear projections, as existing, and there would be some inter-overlooking across side boundaries. The resultant scenario would not be significantly different to the existing and no significant harm would result.

Highways and Access

38. The application site is in a sustainable location, within walking / cycling distance of the town centre and the railway station. Local bus services are also available. A bicycle store is proposed to the rear garden area which would encourage occupiers to cycle. There is no space on site to provide off-street parking, and it is acknowledged that some additional on-street parking demand is likely to result. As set out above, WSCC previously considered a scheme of 8 self-contained flats acceptable in this regard due to the sustainable location of the site and the restrictions which are in place on surrounding streets which ensure that vehicles cannot park in any locations which would increase highway safety risk. Any increase in parking demand is likely to be a low number and would not be of a level which would cause harm to amenity.

Environmental Sustainability

39. The existing building is in need of renovation, and at present does not incorporate any measures which deliver modern standards of efficiency in terms of insulation, energy use and water use. The proposed development would be built to modern Building control standards which deliver a very high standard of insulation, and energy / water use efficiency. All fixtures, fittings and appliances would be of a high standard of energy and water efficiency. The enlarged building would therefore deliver a far higher standard of environmental sustainability in comparison to the existing building and much of the existing housing stock in the District.

Conclusion

40. The proposed development would see the retention of a viable commercial unit at ground floor level which would contribute to the vitality of Aldwick Road. The enlargement of the existing HMO use would make a valuable contribution to the housing needs of the District at a time when there is a significant shortfall in housing supply. The proposed accommodation would provide a more affordable housing option and a degree of communality. The proposed layout would provide a high standard of amenity for future occupiers. No significant harm to neighbouring amenity would result, the scheme is acceptable in sustainable transport terms, and would deliver an improved standard of environmental sustainability. It is therefore respectfully requested that planning permission be approved without undue delay to allow the development to commence.

Engagement with the Local Planning Authority

41. This planning statement has been prepared to assist the Local Planning Authority in the determination of the application with regard to national and local planning policy. However, in the event that the Local Planning Authority should wish to discuss any element of the scheme, including potential amendments, the applicants would welcome a discussion prior to the determination of the application. Correspondence can be sent to W haleback Ltd via the contact details set out below.

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