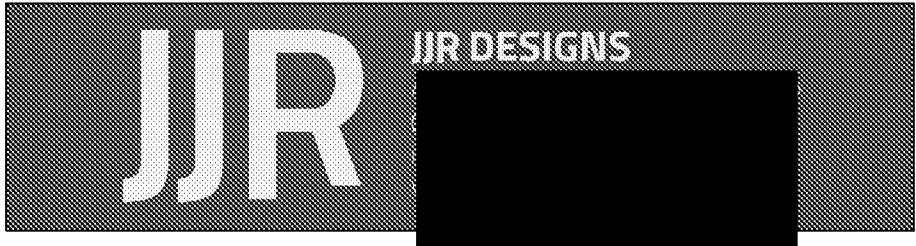




PROJECT:
224 LONDON ROAD,
BOGNOR REGIS, WEST SUSSEX

CLIENT:
COUNTERPOINT PROPERTIES LIMITED

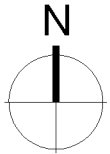


1.1 INTRODUCTION



1. Aerial view of the site at 224 London Road, Bognor Regis

LEGEND:
SITE BOUNDARY



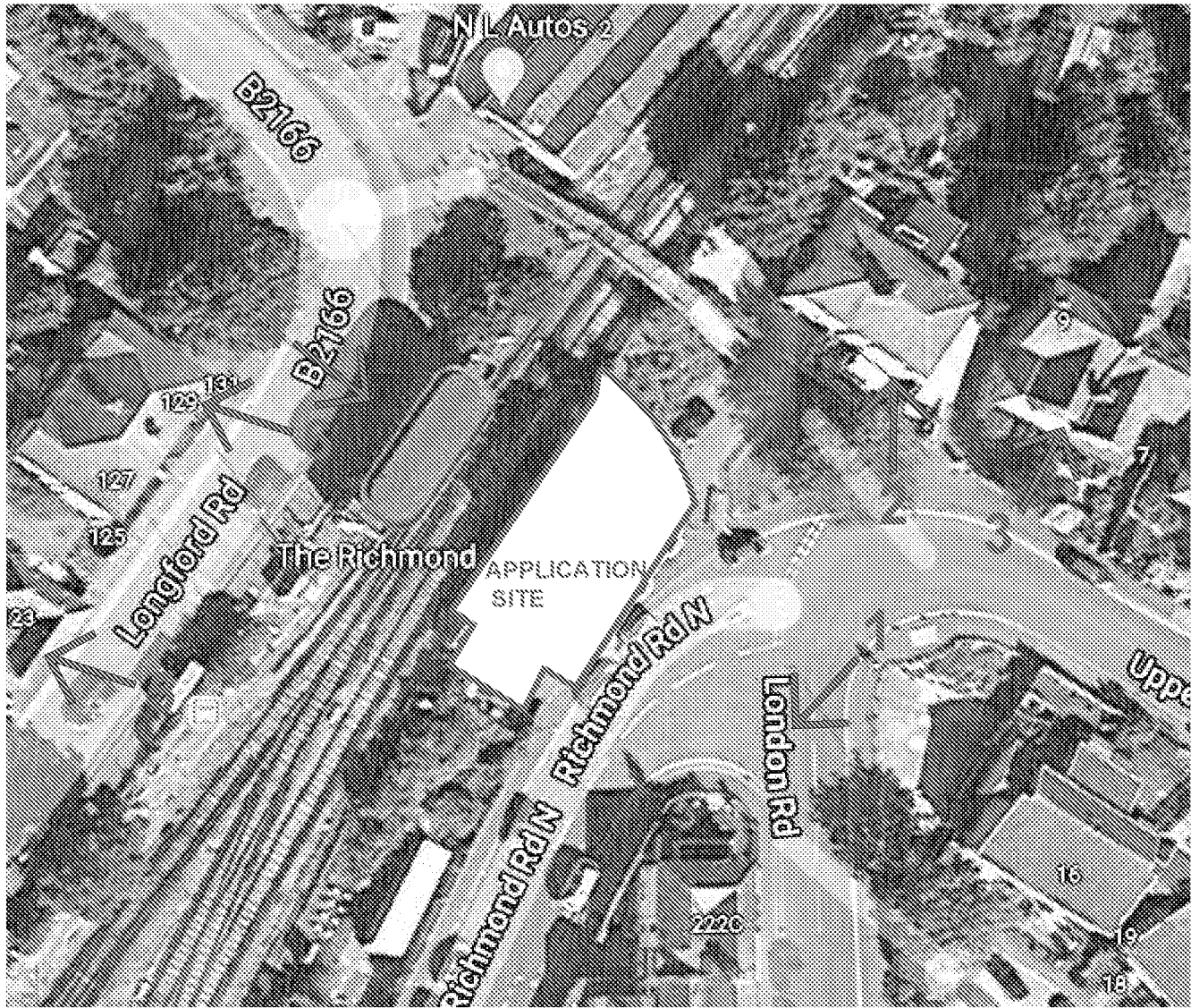
This proposal has been prepared by JJR Designs Ltd on behalf of Counterpoint Proprieties Ltd, following outline planning approval with all matters reserved at 224 London Road, Bognor Regis.

The site is a Public House, The Richmond Arms, a two storey building on the corner of Richmond Road North and London Road.

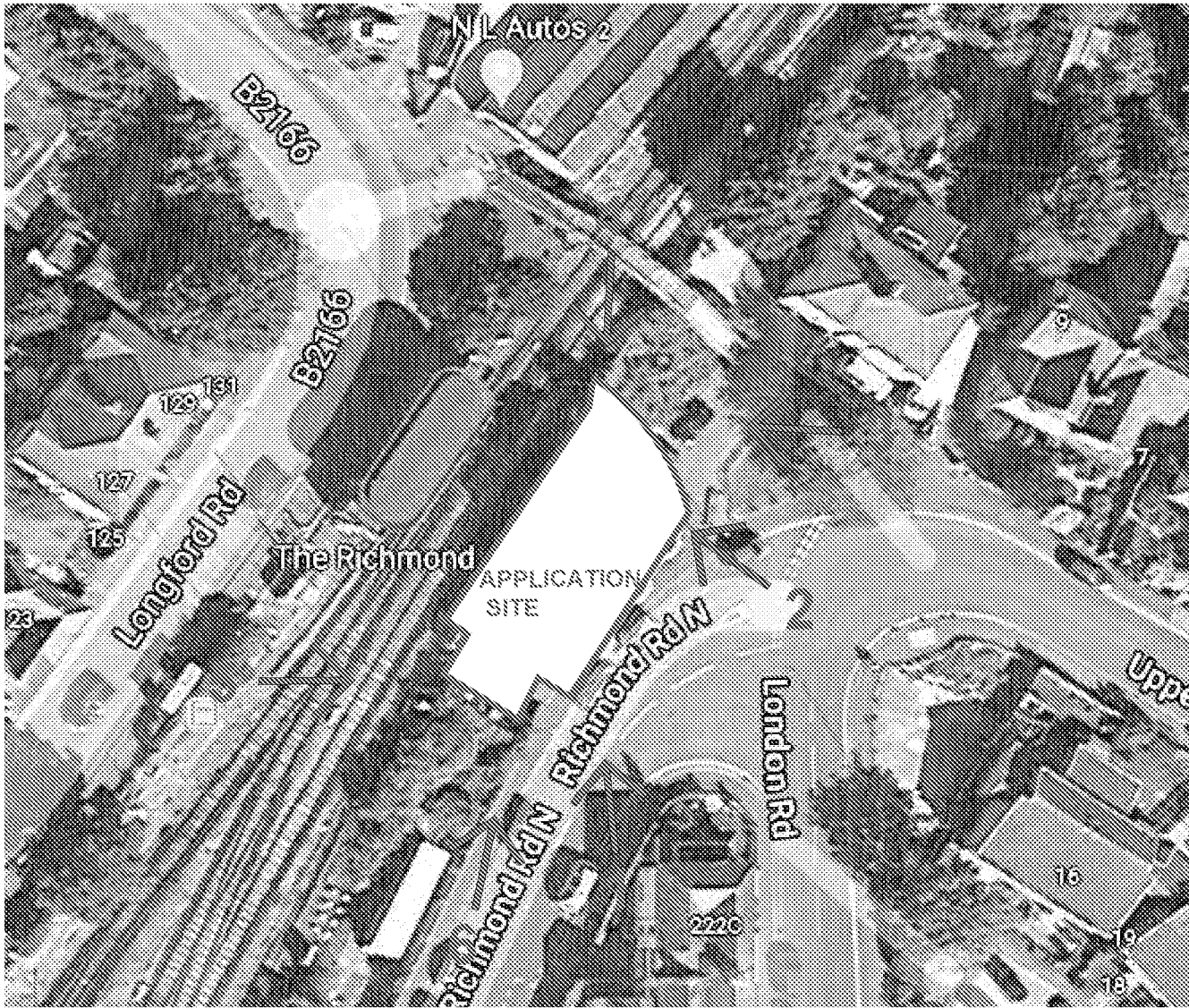
The building is located within the Bognor Regis area, a 650m walk from Bognor Regis Train Station and a short walk to Hotham Park.

- The applicant's proposal comprises:
- Residential development:
- 10 residential units of mixed accommodation;
 - Cycle and refuse store;
 - Private amenity areas;

1.2 SITE PHOTOS



1.2 SITE PHOTOS



1.3 SURROUNDING CONTEXT

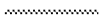


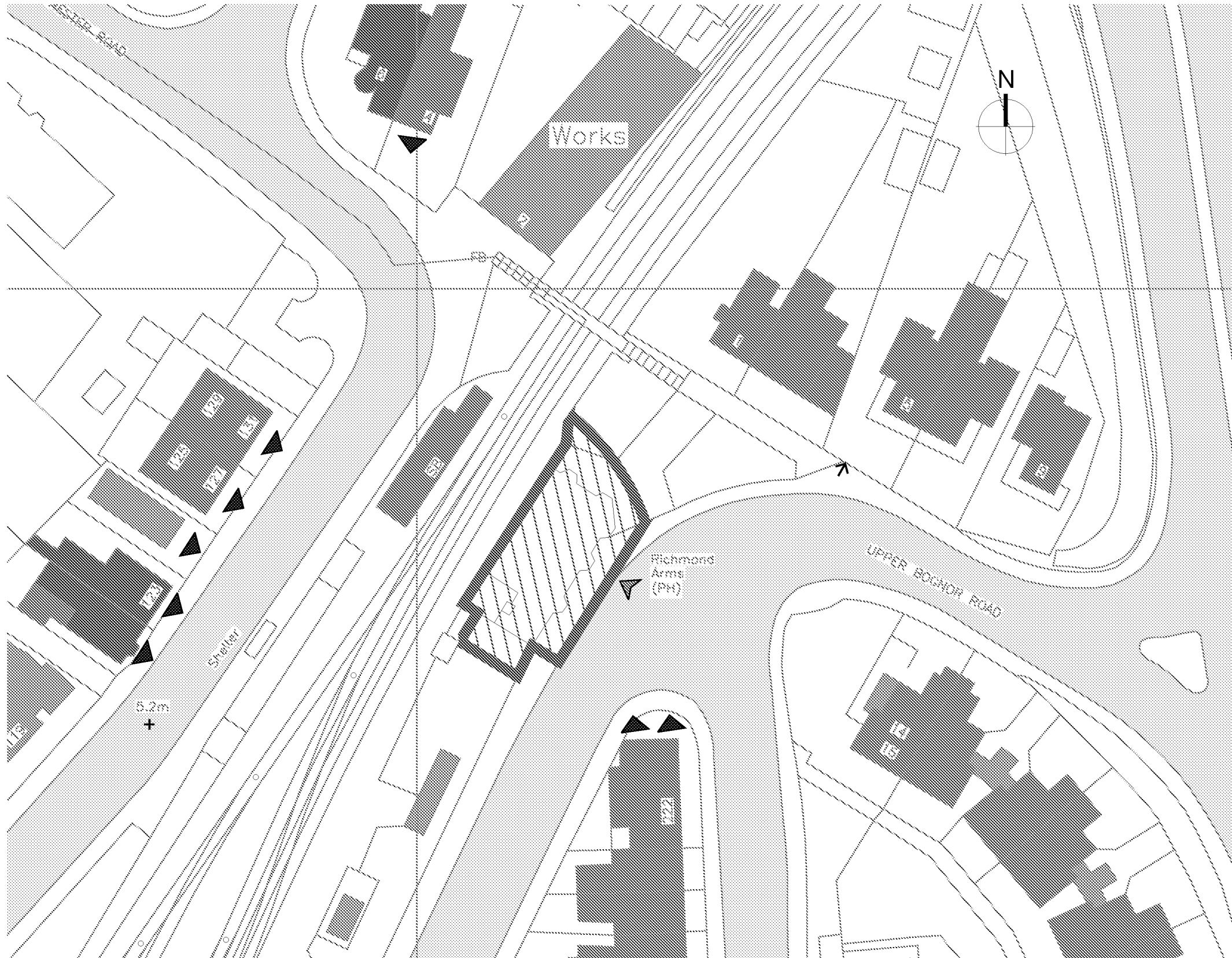
The Site is located in Bognor Regis, a seaside resort in West Sussex on the south coast of England, 55 miles south-west of London, 24 miles west of Brighton, 5 miles south-east of Chichester and 16 miles east of Portsmouth.

The site is located on Richmond Road North. The site is a short distance walk from Bognor Regis town center and 3 minute walk from Hotham Park. The aerial view details all the facilities within a short distance of the site.

The site benefits from good transport links, including bus and rail.

2. Extended site context diagram.

 Schools 1. Edward Bryant School	 Retail 1. Covers Timber & Builders Merchants 2. Luv Carpets 3. JC Tyres 4. Paul Bros Limited	 Parks 1. Hotham Park	 Route to London via A29  Train Line
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Existing plan view of site and neighbouring properties.

1.4 EXISTING SITE ANALYSIS

The site is approximately 0.03 ha, and is located within a residential area. The use of the site currently is a Public House with flat above, this is classified as previously developed land. The existing building is two storeys in height, with a ground floor footprint of approximately 167sqm.

The site is currently accessed from Richmond Road North, which adjoins the eastern boundary. There is no onsite parking, visitors and deliveries park within parking bays on the road frontage.

The railway line that services Bognor Regis runs along the western boundary with a pedestrian bridge north of the site providing access to Longford Road, and pedestrian footpaths to Bognor Regis Train Station. The Train Station is 0.8km on foot. The station provides regular services to destinations such as Littlehampton, Barnham, Horsham, and London Victoria.

Bognor Regis is a highly sustainable town. Many of the shops and services are located on or around London Road, approximately 0.6km walking distance from the site. Such services and facilities include school, library, pharmacy, police station, banks, Hotham Park, and cafe, cinema, Tesco Express and Morrisons

KEY

-  Site Boundary
-  Entry point
-  1 Storey building
-  2 Storey building
-  3 Storey building
-  Area of proposed building

2.1 SUMMARY OF PROPOSAL

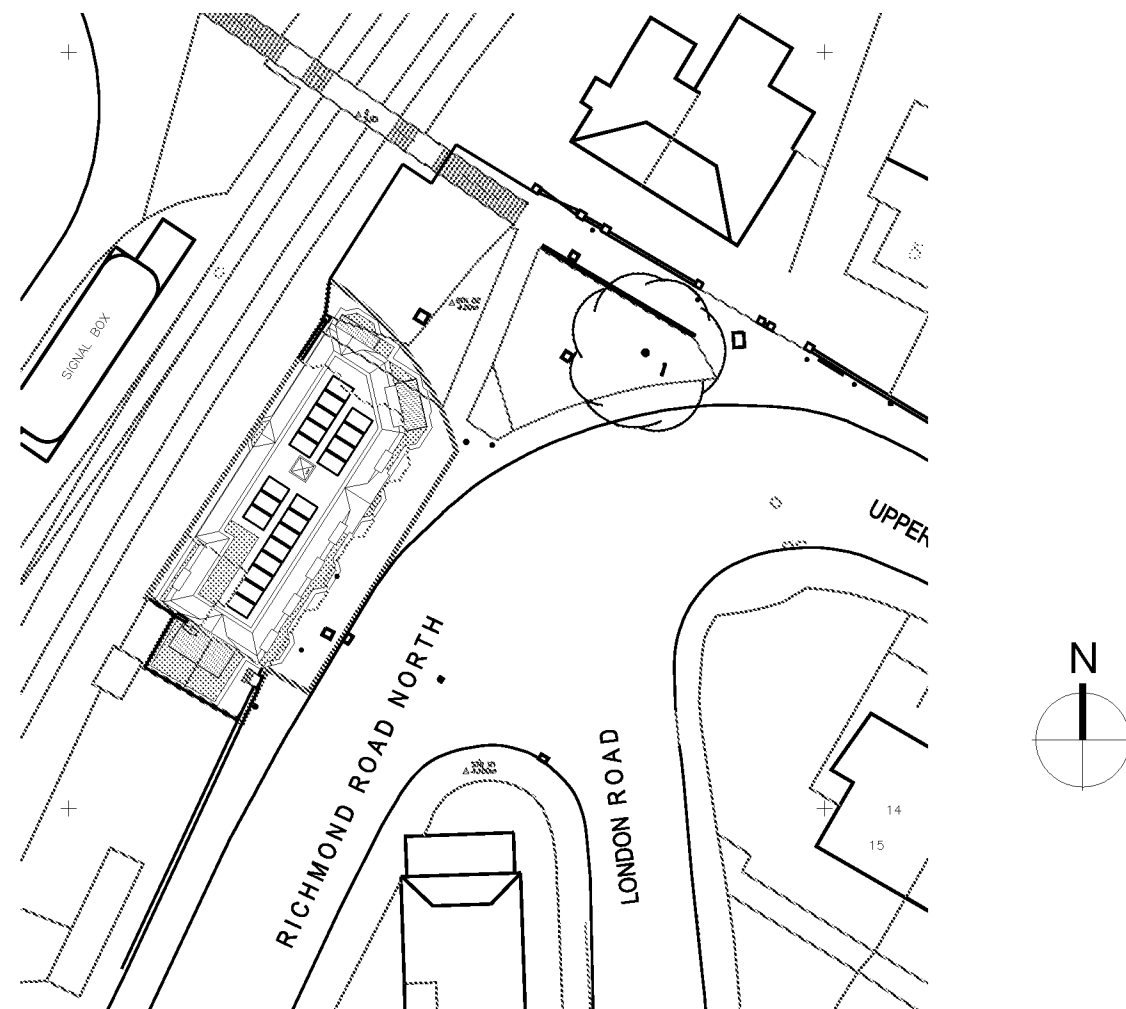
The Proposal involves a 3.5 storeys development comprising 10no. residential flats with mixed accommodation. The application is made following the Outline Approval with all matters reserved for the demolition & conversion of existing public house.

3.1 PLANNING HISTORY

Outline permission was granted with all matters reserved under s92 of the Town and Country Planning Act 1990. Decision Notice BR/142/18/OUT.

4.1 THE PROPOSAL

This application seeks approval of reserved matters for the demolition of the existing building and redevelopment of 10 no. 1, 2 & 3 bed residential apartments set over 3.5 storeys.

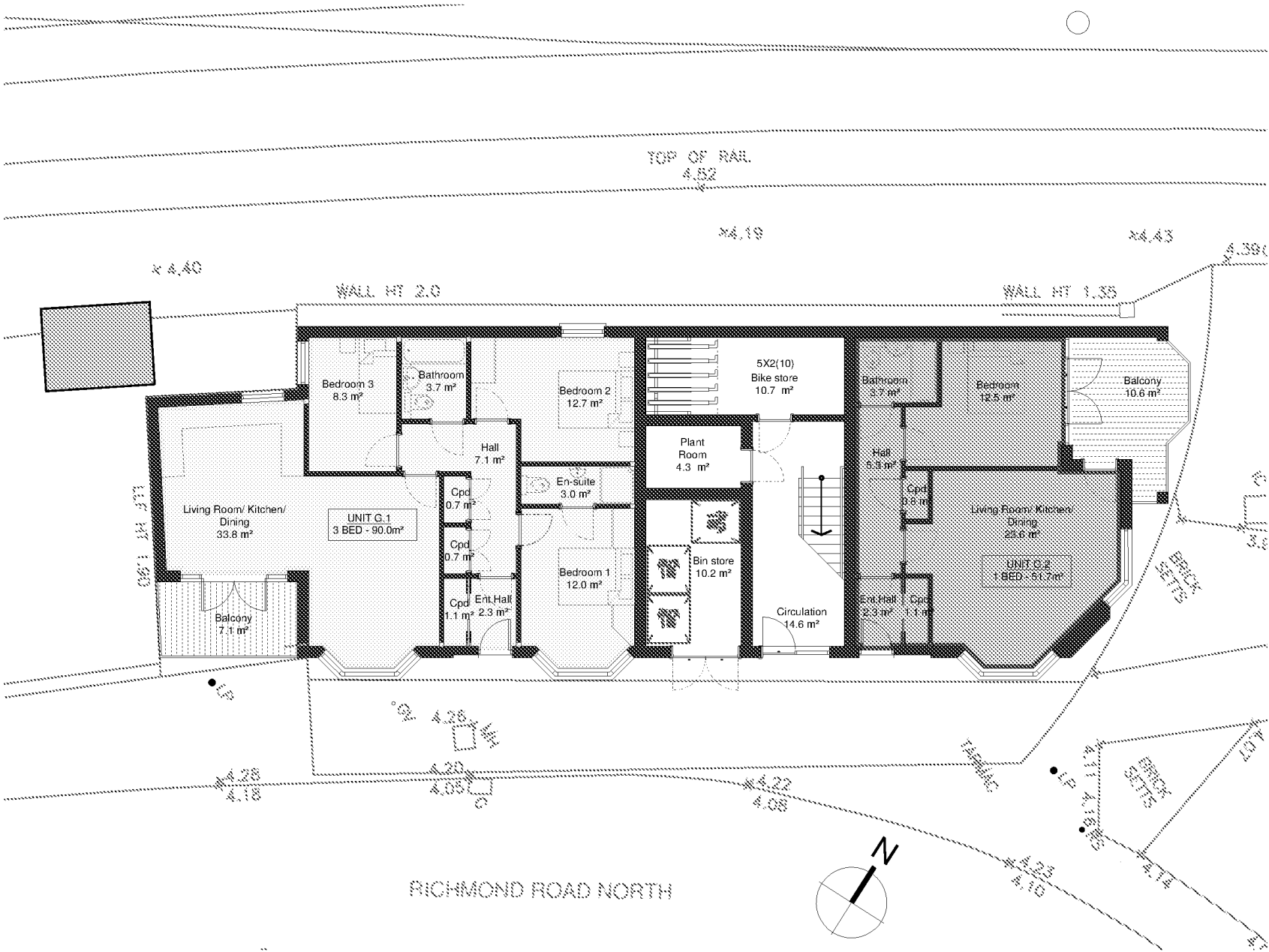


STREET VIEW
PEDESTRIAN VIEW LOOKING NORTH



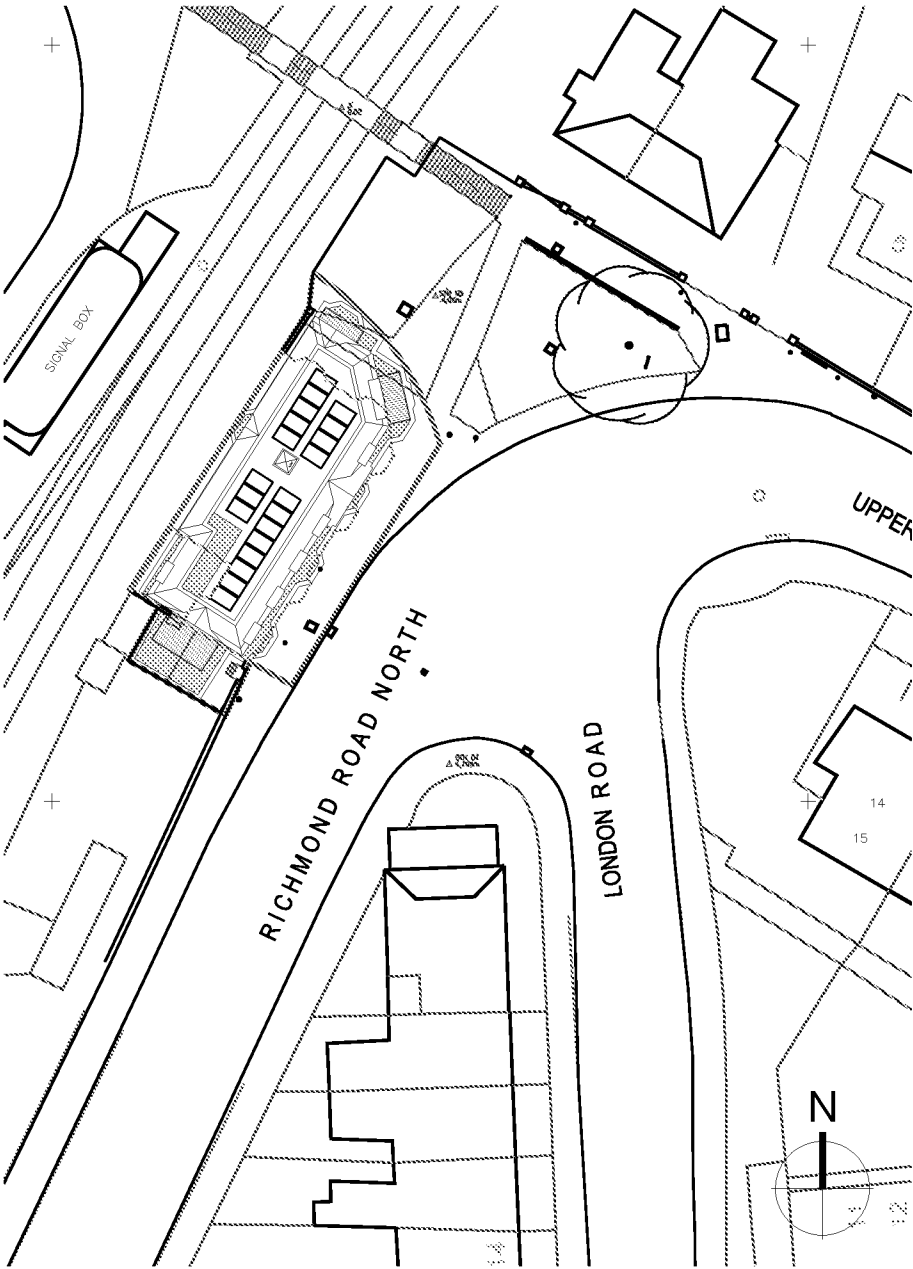
STREET VIEW
PEDESTRIAN VIEW LOOKING SOUTH WEST

4.2 PROPOSAL
SITE PLAN & GROUND FLOOR PLAN



ACCOMMODATION SCHEDULE
GROUND FLOOR

UNIT G.1	3 BEDROOM - 5 PERSON	90m ²	AMENITY 7.1m ²
UNIT G.2	1 BEDROOM - 2 PERSON	51.7m ²	AMENITY 10.6m ²



KEY POINTS

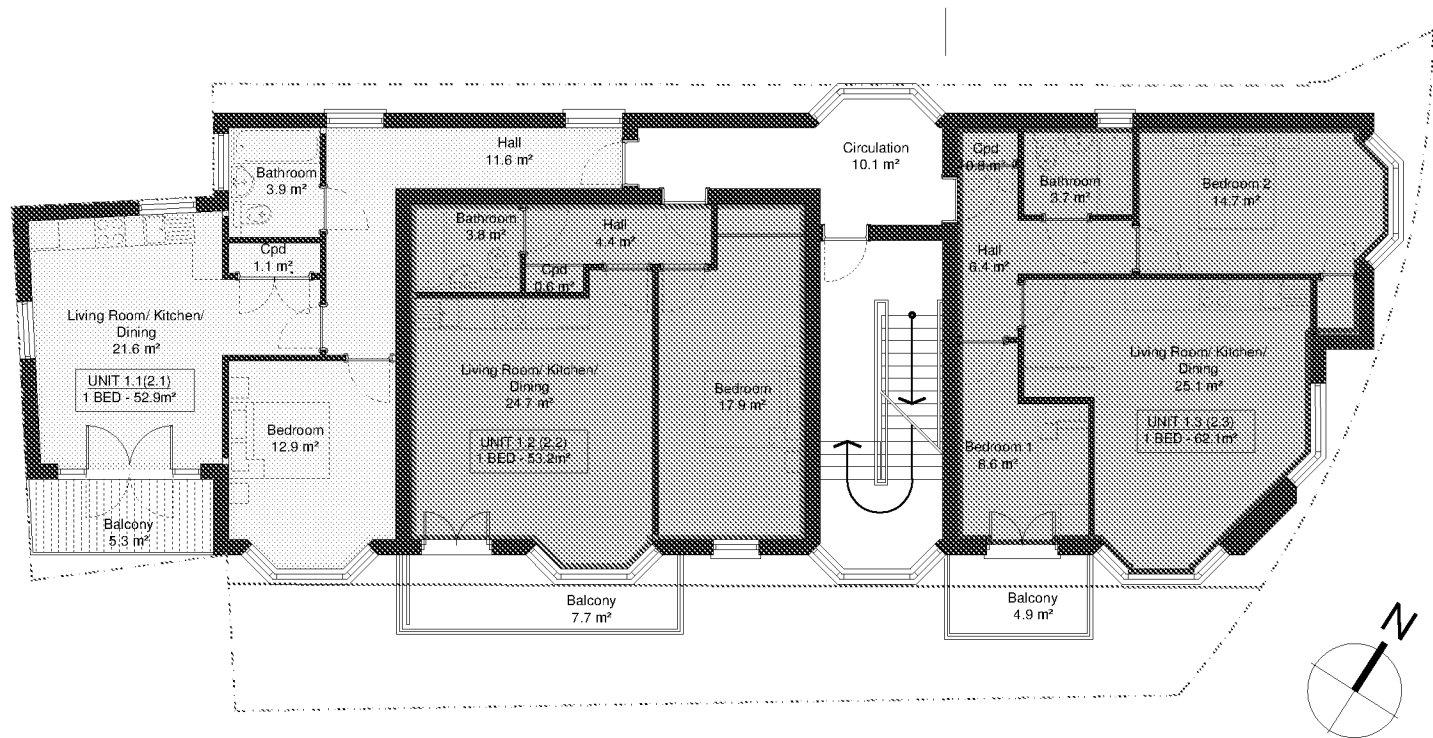
The proposed units contain private amenity areas in the form of balconies.

The access to the building is off Richmond Road North.

A secure cycle facility has been provided within the common area.

Refuse storage and collection point is located at the front of the building.

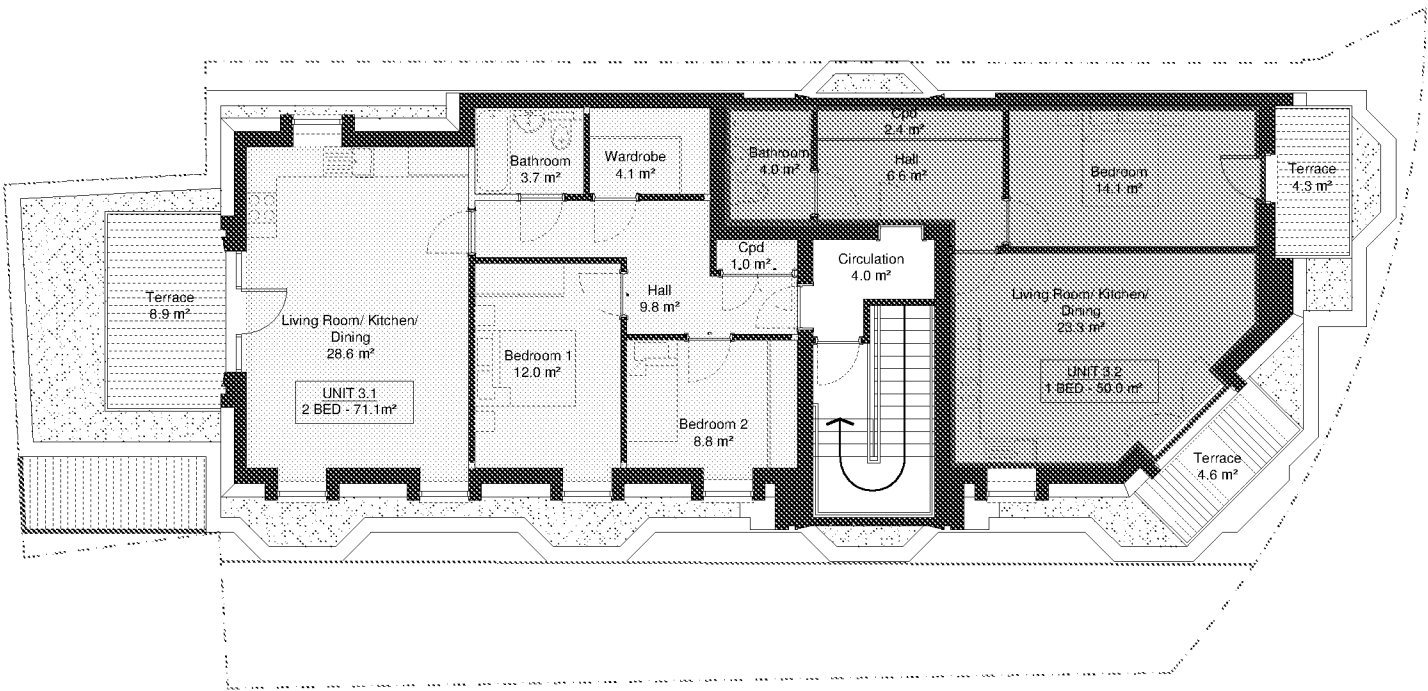
4.3 PROPOSAL 1st, 2nd, & 3rd FLOOR PLANS



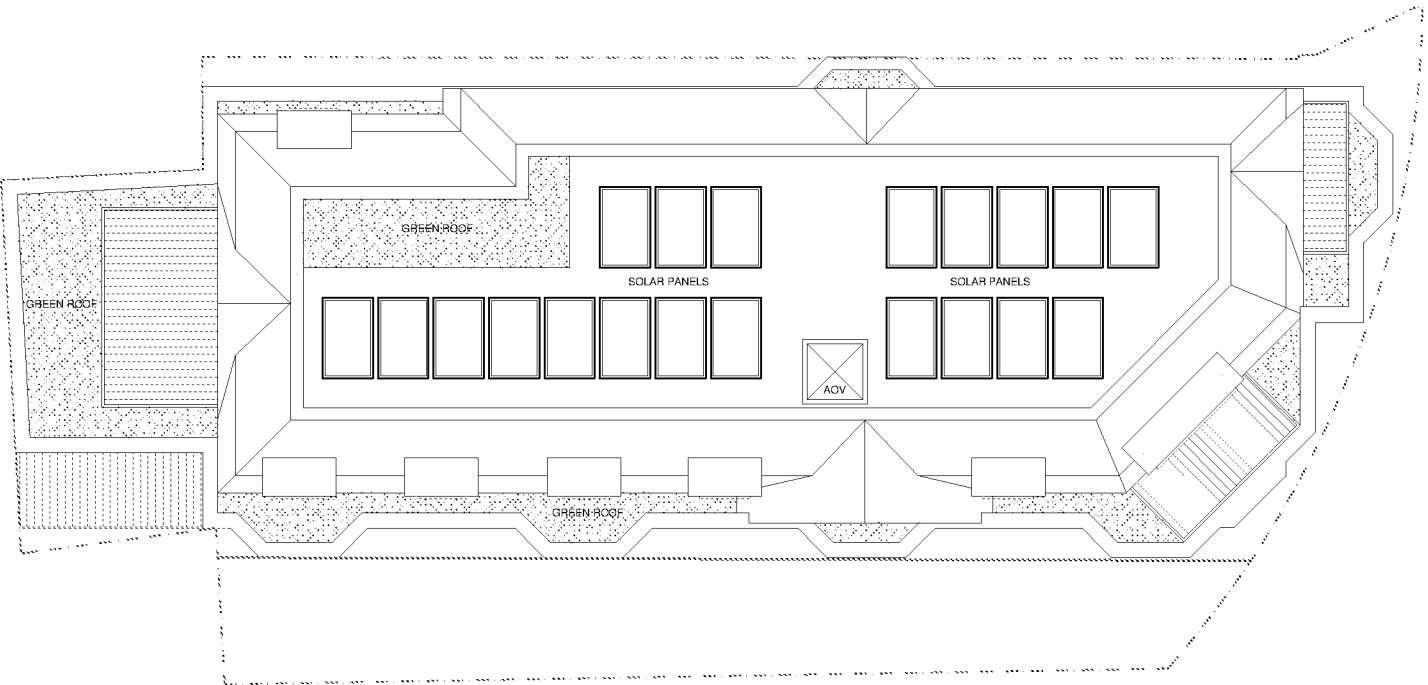
1ST, 2ND FLOOR PLAN

ACCOMMODATION SCHEDULE

1st FLOOR			
UNIT 1.1	1 BEDROOM - 2 PERSON	52.9m2	AMENITY 5.3m2
UNIT 1.2	1 BEDROOM - 2 PERSON	53.2m2	AMENITY 7.7m2
UNIT 1.3	1 BEDROOM - 2 PERSON	62.1m2	AMENITY 4.9m2
2nd FLOOR			
UNIT 2.1	1 BEDROOM - 2 PERSON	52.9m2	AMENITY 5.3m2
UNIT 2.2	1 BEDROOM - 2 PERSON	53.2m2	AMENITY 7.7m2
UNIT 2.3	1 BEDROOM - 2 PERSON	62.1m2	AMENITY 4.9m2
3rd FLOOR			
UNIT 3.1	2 BEDROOM - 3 PERSON	71.1m2	AMENITY 8.9m2
UNIT 3.2	1 BEDROOM - 2 PERSON	50.2m2	AMENITY 8.9m2



3RD FLOOR PLAN



ROOF PLAN

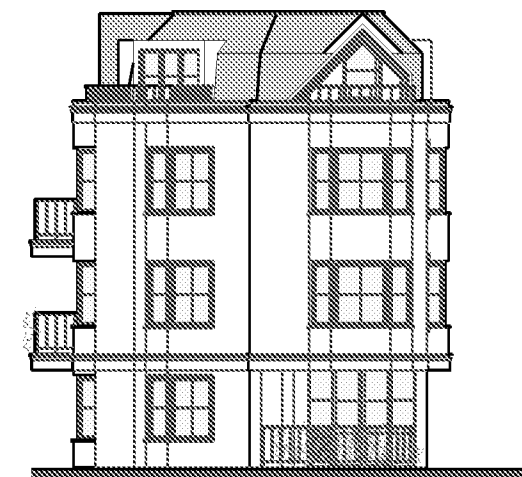
4.4 PROPOSAL PROPOSED ELEVATIONS.



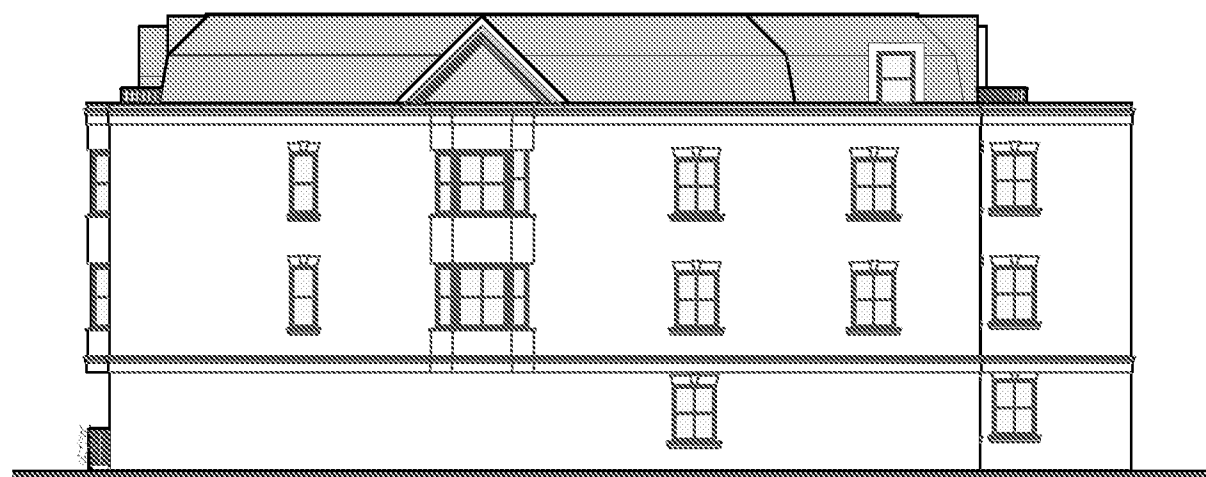
PROPOSED SOUTH-EAST FACING ELEVATION



PROPOSED SOUTH-WEST FACING ELEVATION



PROPOSED NORTH-EAST FACING ELEVATION

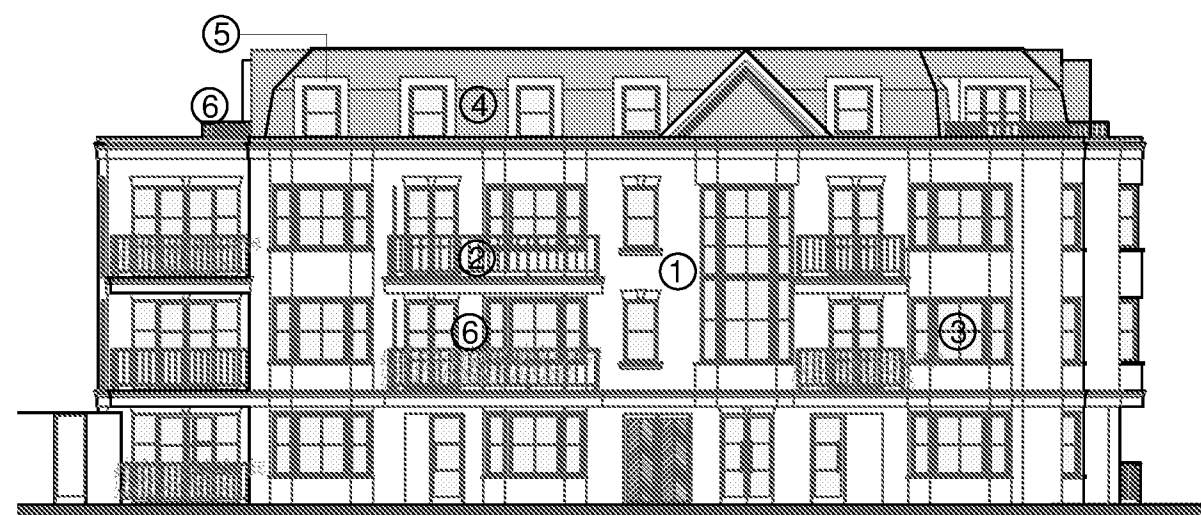


PROPOSED NORTH-WEST FACING ELEVATION

The proposed design uses detailed elements from the existing building.

- Bay window design.
- The Richmond Road North entrances have similar detail to that of the existing building.
- Render finish to match that of the existing building.
- Parapet wall detail.
- Slate tiled roof, set back from main facade.

5.1 PROPOSED MATERIALS



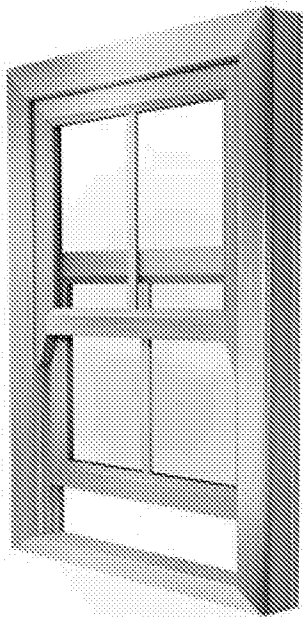
PROPOSED SOUTH-EAST FACING ELEVATION



1. External Walls finished in Acrylic Render



2. Vertical metal balustrade to balconies and terraces. Powder coated finish.



3. Aluminium sash windows and doors.



4. Slate tiled Roof



5. Zinc Dormer Windows.



6. Landscaped balconies and Terraces.

6.1 PLANNING POLICY

Planning policy used within the Outline application granted with reserved matters is set out below for reference:

Following paragraph 38 (6) of the Planning and Compulsory Purchase Act 2004, there is a duty to take decisions in accordance with the Development Plan unless material considerations indicate otherwise.

National Planning Policy, Framework (NPPF)

Section 19 (2) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to have regard to national policies and advice.

The NPPF is a material consideration when determining planning applications. The NPPF was published in 2012 and plays a key role in the Government’s reforms to make the planning system less complex and more accessible. The main aim of the NPPF is to achieve sustainable development.

Paragraph 7 outlines the three dimensions to sustainable development by which the planning system needs to perform three key roles; economic, social and environment, these roles involve contributing to building a strong, responsive and competitive economy, supporting strong, vibrant and healthy communities, and protecting and enhancing the natural, built and historic environment.

Paragraph 14 of the NPPF establishes a *‘presumption in favour of sustainable development, to ensure that development can be approved without delay in order to boost the supply of housing. It states that, for decision-taking this means;*

‘Approving development proposals that accord with the development plan without delay; and

Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

Specific policies in this Framework indicate development should be restricted.

Sites protected under the Birds and Habitats Directive and/or Designated Sites of Special Scientific Interest,
Land designated as Green Belt,
Local Green Space,
Area of Outstanding Natural Beauty, Heritage Coast or National Park,
Designated heritage assets; and
Locations at risk of flooding or coastal erosion.

With regard to housing, paragraph 47 of the NPPF states that local planning authorities should *‘ensure that their Local Plan meets the full, objectively assessed need for market and affordable housing in the housing market area as far as consistent with the policies as set out in this Framework.’* It also states that authorities should identify suitable and deliverable sites sufficient to provide a five-year housing land supply. Paragraph 49 states that if authorities are unable to do this, relevant policies for the supply of housing should not be considered up-to-date and housing developments should be considered in the context of the presumption in favour of sustainable development.

Paragraph 215 states that *‘...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).’cp*

In addition to the above-mentioned paragraphs, the Housing and Planning Act 2016 reaffirms the Government’s priority to deliver homes and, if necessary, to use central powers to ensure homes are delivered. It is therefore a clear direction from Central Government that authorities should plan to deliver as much housing as sustainability possible.

Local Policy

The Development Plan consists of the following documents;
Adopted Arun District Local Plan (2003) Saved Policies
Bognor Regis Neighbourhood Development Plan (2015)

Adopted Arun Local Plan (2003) (ALP) Saved Policies

Policy GEN2, ‘Built-up Area Boundary’ states that in order to meet the aim of sustainability by locating development in areas with existing services and facilities, *‘Development and redevelopment will be permitted within the built-up area boundaries, subject to the other policies in this plan.’*

In order to minimise the need for travel, Policy GEN4, ‘Local and Travel Demand’, states that planning permission will be granted for new development providing it is located so as to minimise the demand for travel, it doesn’t materially add to road congestion or air pollution, and there is provision for safe and convenient access by public transport, cyclists and pedestrians.

Other Material Considerations

Other documents and statements that should be taken into consideration include;

Emerging Arun District Local Plan 2011-2031 Publication
Version (January 2018 modifications) (eALP)

Ministerial Statement (12th December 2016)

**Emerging Arun District Local Plan 2011-2031 Publication
Version (January 2018 modifications) (eALP)**

Policy SD SP2, ‘Built-up Area Boundary’ states that *‘Development should be focused within the Built-up Area Boundaries and will be permitted, subject to consideration against other policies of this Local Plan.’*

Policy WM DM1, ‘Waste Management’ requires, where appropriate, communal recycling bins and safe bin storage areas being available for residents of flats.

Policy QE SP1, ‘Quality of the environment’ requires that

6.1 PLANNING POLICY

Ministerial Statement (12th December 2016)

The ministerial statement was issued in December 2016 and should be considered as material consideration when making relevant planning decisions. It clearly states that ‘a neighbourhood plan that forms part of the development plan should not be deemed to be ‘out-of-date’ under paragraph 49 of the NPPF where all of the following circumstances arise at the time the decision is made:

This written ministerial statement is less than 2 years old, or the neighbourhood plan has been part of the development plan for 2 years or less;

The neighbourhood plan allocates sites for housing; and

The local planning authority can demonstrate a three-year supply of deliverable housing sites.’

The Council is currently unable to demonstrate a three-year supply of deliverable housing sites and the Neighbourhood Plan is now 3 years old. Thus, the three circumstances are not met and relevant policies for the supply of housing should be considered out of date.

7.1 SCHEME ASSESSMENT

This section sets out the merits of the scheme and its compliance with national and local planning policy. It demonstrates the sustainability of the site and its potential to provide for an existing and identified housing need through the provision of a well-designed development of 10 residential apartments.

Principle of Development

The site consists of previously developed land located within the settlement boundary. The Policy SD SP2, Built-up Area Boundary states that ‘Development should be focused within the Built-up Area Boundaries and will be permitted, subject to consideration against other policies of this Local Plan.’

In line with the NPPF definition, the site would be considered as a windfall site; ‘Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become

available’ (Annex 2: Glossary). Table 12.1 of the eALP allows for around 922 windfall units to contribute to the District Housing Land Supply.

The site is located within the built-up area boundary and within a highly accessible location. A significant number of services and employment opportunities are accessible within walking or cycling distance, and the short walk to the train station allows access to major conurbations throughout the home counties.

The provision of 1 bedroom flats will provide an opportunity for first time buyers to access the housing ladder. 10 new properties will also have economic benefits in the form of an increase in Council tax receipts, creating/maintaining constructions jobs and through additional spending by new residents on local goods and services.

We will address the issue of climate change through construction. The proposals are designed in accordance with the ‘fabric first’ approach to sustainable construction, prioritizing improvements to the building fabric including high levels of insulation and efficient building services to reduce energy demand and consequent CO2 emissions.

8.1 LAND USE

The existing land use currently comprises a public house with flat above. The viability statement the viability statement concludes that the premises are outdated, have no parking facilities and realistically, have no viable or sustainable future with the present use. The statement advises that complete redevelopment would provide a more beneficial use of the site and important improvements to the area.

Richmond Road North is located on the site frontage (eastern boundary) whilst the train line runs along the rear, western boundary. This northern end of London Road is characterized by residential development, primarily terraced and semi-detached properties with a number of cul-de-sacs that have been developed in more recent years.

The redevelopment of the public house and flat to 10 new apartments would not be a use that would be out of context or cause any nuisance to the surrounding occupiers.

Development on the western boundary abutting the rail line allows for a undeveloped strip to act as a buffer and to allow any access required for maintenance of both the proposed building and the train line if ever necessary. Redevelopment of the site would not have any detrimental impact on the working or maintenance of the rail line.

9.1 OPEN SPACE

The Fields In Trust ‘Guidance for Outdoor Sport and Play: Beyond The Six Acre Standard’ recommends the provision of 3.2 ha of open space are provided for every 1,000 people, equivalent to 32 sqm per person. On developments of 7+ dwellings, developments are required to accommodate open space within proposals.

Due to the size of the site, the number of dwellings proposed, proximity to existing open space and new facilities at Hotham Park, the scheme does not propose on-site open space. Alternatively, the applicant proposes a contribution to other open spaces within the town. Each flat has been designed with its own amenity.

10.1 HIGHWAY SAFETY

A range of local services and facilities within Bognor Regis are accessible by foot, bicycle and public transport. The proposals do not allow for vehicular access or on-site parking due to the sites proximity to local facilities, employment opportunities and public transport links. The current public house and flat utilise the on-street parking that is located along the frontage of the property. Deliveries are also taken from Richmond Road North/London Road meaning on-site access is not necessary.

Bus stops are located on Longford Road, a convenient walk across the pedestrian bridge over the rail line. These stops provide access to the 700 coastline service alongside 7 other services providing access to Littlehampton, Felpham, Bognor Regis, Chichester, Portsmouth, and North Bersted.

10.1 HIGHWAY SAFETY

The train station, employment opportunities and a range of other local services and facilities are located within a 10 minute walk of the site. All footpaths are surfaced, overlooked and lit.

Due to the sites location, it has a good level of accessibility and allows for a choice in modes of sustainable transport in line with ALP Policy GEN4, 'Location and Travel Demand, eALP Policy T SP1 'Transport and Development' and Policy T DM1 'Sustainable Travel and Public Rights of Way'.

11.1 FLOOD RISK & DRAINAGE

The Environment Agency Flood Map shows the site to be located within Flood Zone 1 (low probability of flooding) and as such, the proposal accords with the objectives of the NPPF.

The proposed footprint is not dissimilar to the existing meaning there will be negligible impact on surface water drainage. Surface water and foul will connect to the mains sewers as existing.

12.1 ECOLOGY & BIODIVERSITY

There are no statutory or non-statutory designated sites of nature conservation interest situated within or adjacent to the application site and no potential adverse impacts of been identified.

The site currently consists of the public house building and hardstanding; there is no ecological interest.

13.1 CONCLUSION

This application seeks approval of reserved matters set out in Decision Notice BR/142/18/OUT.

The information submitted

The site is located within an established residential area, meaning the proposals would not be out of context and would not have any detrimental impact on neighbouring properties or surrounding land uses.

The provision of 1, 2, & 3 bed properties provides the opportunity for those wishing to enter the property ladder to purchase their first home in a sustainable location in close proximity to local services, employment opportunities and public transport connections.

There is currently a lack in housing land supply within the District, triggering NPPF para. 49 and thus meaning Local Plan Policies relating to the delivery of housing are to be considered out of date. The Local Planning Authority should be looking to approve sustainable development proposals within settlement boundaries without delay in order to meet the housing shortfall.

END.