

Planning, Design and Access Statement

**107 FELPHAM WAY, BOGNOR REGIS, WEST SUSSEX,
PO22 8QB**

Conversion, Alteration and Extension of the Existing Building to Provide 1 No. Class A1 Shop Unit (30sq.m); 1 No. Flexible Use Commercial Unit (91sq.m) – Use Classes A1/A2/B1/B8/D1 or as a Sui-Generis Beauty Therapist/Nail Bar and 3No. Flats (1 x 2 bed at 61sq.m.; 1 x 2 bed at 62.1sq.m. & 1 x 1 bed at 51sq.m.) together with 3 No. Vehicle Parking Spaces and Secure Cycle & Refuse Storage Facilities



Figure 1 Application Site and Surrounding Area



Pickup Town Planning
57 Sea View Road
PORTSMOUTH
Hampshire
PO6 1EW

16th December 2019

1.0 Introduction and Background

1.1 Planning permission is sought for the conversion, alteration and extension of the existing retail building to form 1No. Class A1 shop, 1No. Flexible Use Commercial Unit together with three flats (2No. x 2-bedroom & 1No. 1-bedroom). The proposals would also provide 3 on-site vehicle parking spaces together with secure cycle storage facilities, refuse storage and amenity land.

1.2 This proposal follows two earlier applications. The first of these (Local Planning Authority Ref: FP/101/18/CLP) submitted by the sites previous owners established that the existing first floor of the building could be converted to use as a self-contained flat. The second application, which was submitted by the Sussex Reeves home Limited, (Local Planning Authority Ref: FP/32/19/PL) sought permission for the "Conversion of part retail unit & storage area to form 9 No. residential units consisting of 3 No. 1 bed & 6 No. 2 bed dwellings & new access to rear". The applicants were advised by the case Planning Officer that "...some of the flats would not provide adequate living conditions with regards to outlook and daylight" (email dated 5th June 2019 - http://www1.arun.gov.uk/PublicViewer/Authenticated/Main.aspx?user_key_1=FP/32/19/PL). The application was subsequently withdrawn.

1.3 Following the withdrawal of FP/32/19/PL the applicants have considered, very carefully, the content and layout of the scheme that forms this application. Officers will see that the applicants proposals are considerably 'scaled down' retaining much of the existing building for retail, or other town centre uses, together with 3 flats. Two of the flats would be provided at first floor level with windows, which would face west and east, both receiving good levels of daylight and sunlight and also providing future occupiers with a less unobstructed outlook. The third flat would be at ground floor level, at the north end of the building. This dwelling would be provided with its own private amenity space.

1.4 The applicants are also aware of an earlier application on the site (LPA Ref: FP/172/16/PL) which sought approval for the "Change of use from grocery store (A1 Shops) to tyre fitting centre & enlargement of rear double doors." This was refused planning permission for two reasons; (i) the adverse impact upon the amenities of local residents through "an increase in activity, noise and general disturbance", and; (ii) the unjustified loss of the existing retail unit.

1.5 Consequently, this application seeks to retain a retail and commercial frontage on to the buildings Felpham Way façade whilst redeveloping the rear of the site to provide three dwellings. The proposed layout would be entirely consistent with the pattern and context of development in the area. For instance, the property immediately to the east, No.109 Felpham Way, was extended under planning permission FP/208/08/ to provide 4No. 1bedroom flats whilst retaining a town centre use (a fish and chip shop with first floor flat) at the front.

1.6 This statement describes our Client's proposal and places it in context with relevant national and development plan policy, guidance and advice. It will be concluded that our Client's application proposal should receive support and be granted planning permission.

2.0 Application Site Description

2.1 The application site comprises a one/two storey building located within a small parade of shops and other commercial properties on the north side of Felpham Way in Felpham. The existing building was previously occupied by the Co-op as a grocery store and more recently, for a short period, as an antiques shop. The shop is now empty having been vacated by its last occupiers in April 2019.

2.2 The building is set back from the edge of the Felpham Way footpath by approximately 8.0m with the front forecourt being used for vehicle parking. The building, which is constructed with red brickwork elevations, is single storey in height at the front (southern end) which sits beneath a ridged, gabled roof. The rear part of the building is two storeys in height, however, is built with a flat

roof. The two elements of the building are accessed separately and are effectively self-contained. When occupied the front single storey section was used as a retail sales/display area with the rear part having been used as an office and store. To the rear of the site is a concrete yard area beyond which is an area of rough ground which fronts onto Flax Mean a residential cul-de-sac accommodating numerous bungalows and chalet bungalows. The northern part of the site falls outside the application site boundary.



Figure 2 **Above Left: Front of Application Site** **Right: Rear Elevation of 107 Felpham Way**

2.3 The application site has a width and depth of approximately 13.0m and 35.0m respectively. The existing building is sited 8.0m back into the site from the Felpham Way footway and has a gap between its east elevation, and the adjacent boundary, of between 3.6m and 2.6m. The building is 8.8m wide (narrowing to 8.5m at the rear) and 20.8m long. The front element of the premises is 3.5m high to the underside of its eaves with a ridge height of 6.7m. The shopfront comprises “floor to ceiling” display windows with a horizontal board fascia and “solid” white painted render gable above. The rear part of the building has a height of 6.7m to the top of the flat roof’s parapet wall. This is fenestrated with a pair of double access doors as well as several security windows at both ground and first floor level. An external staircase located adjacent the sites western boundary allows access to the first floor part of the property. Internally, the front single storey portion of the building has a retail floor area of some 100sq.m.; the rear office store area has a combined gross internal floor area of approximately 90sq.m.

2.4 The site is within the Felpham’s designated Built Up Boundary and does not fall within a conservation area of an area that is at risk of flooding (i.e. it is in a Flood Zone 1 area). The site is approximately 3.5km to the north of the Bognor Regis Town Centre and is some 150m to the east of the nearest bus stop which is served by the 69, 600, 141 and 700 Coastliner providing services to and from Bognor, Littlehampton, Yapton and Chichester. The site is also in close proximity (140m) to public playing fields and recreational open space at King George V Recreation Ground which can be accessed from Felpham Gardens which is on the opposite side of Felpham Way.

3.0 Planning History

3.1 The following planning history is considered to be relevant to the determination of this application.

FP/172/16/PL

“Change of use from grocery store (A1 Shops) to tyre fitting centre & enlargement of rear double doors.”

Application refused planning permission on 16th September 2016

Reasons for refusal:

- "1 The proposed development will introduce a general industrial, nonconforming use within a predominantly residential location which will result in an increase in activity, noise and general disturbance to the detriment of the living conditions and quiet enjoyment of surrounding residential properties in conflict with policies GEN7, GEN32 & GEN34 of the Arun District Local Plan, policy BT3 of the Felpham Neighbourhood Plan and paragraphs 17 & 123 of the National Planning Policy Framework.
- 2 The proposed development will introduce a general industrial, nonconforming use within a predominantly residential location which will result in an increase in activity, noise and general disturbance to the detriment of the living conditions and quiet enjoyment of surrounding residential properties in conflict with policies GEN7, GEN32 & GEN34 of the Arun District Local Plan, policy BT3 of the Felpham Neighbourhood Plan and paragraphs 17 & 123 of the National Planning Policy Framework. In the absence of supporting information outlining that the retail use is no longer viable, the Local Planning Authority is not satisfied that the existing retail premises would no longer serve the retail needs of the community. The proposal is therefore contrary to policy DEV30 of the Arun District Local Plan and Policy BT4 of the Felpham Neighbourhood Plan."

FP/101/18/CLP

"Lawful development certificate for a proposed change of use of first floor to self contained flat."

Certificate granted 31st August 2018

- 3.2 A further planning application was submitted by our clients on 13th February 2019.

FP/32/19/PL

"Conversion of part retail unit & storage area to form 9 No. residential units consisting of 3 No. 1 bed & 6 No. 2 bed dwellings & new access to rear".

Application withdrawn 7th June 2019

3.3 This application proposed the retention of part of the frontage shop unit (i.e. approx. 53sq.m.) together with the construction of a two-storey rear extension following the demolition of the 2-storey flat roofed part of the existing building. Additionally, it was proposed to construct a two storey 'block' of development at the north end of the site which has a frontage on to Flax Mean. The extended part of the building would have accommodated 5 flats (3 x 1-bed; 2 x 2-bed units) with the rear block housing a further 4 x 2-bedroom dwellings. The proposal retained the front forecourt area onto Felpham Way and created an access from Fax Mean. A centrally located amenity area separated the two buildings by a distance of approximately 9.0m.

3.4 The applicants were advised by the case Planning Officer that "...some of the flats would not provide adequate living conditions with regards to outlook and daylight" (email dated 5th June 2019). The Officers comments can be seen by following the hyperlink below: –

http://www1.arun.gov.uk/PublicViewer/Authenticated/Main.aspx?user_key_1=FP/32/19/PL

4.0 Proposed Development

4.1 A grant of planning permission is sought for the redevelopment of the front (southern) two thirds of the site to provide:

- 1 No. Class A1 Shop Unit (30sq.m);

- 1 No. Flexible Use Commercial Unit (91sq.m) – Use Classes A1/A2/B1/B8/D1 or as a Sui-Generis Beauty Therapist/Nail Bar;
- 1 No. 2-Bedroom Flat @ 61sq.m.;
- 1 No. 2-Bedroom Flat @ 62.1sq.m.;
- 1 No. 1-bedroom Flat @ 51sq.m (with external amenity area);
- 3 No. Vehicle Parking Spaces;
- Secure Cycle Parking & Refuse Storage Facilities.

4.2 The proposed development would result in the retention of part of the existing gable fronted building (i.e. for a depth of 4.8m from the line of the existing shopfront) together with the demolition of the rear section of the existing building. The rear part of the building would be replaced with a new structure. This would have a similar width to the existing building (i.e. 7.75m) and would extend north by approximately 17.2m from the retained element of the original shop. Consequently, front to back the resultant building would have a depth of around 22.0m (which would be 1.2m longer than the existing structure). The west elevation of the new structure would be stepped away from the site's western boundary by approximately 1.0m.

4.3 Externally, the buildings front elevation onto Felpham Way would retain a traditional shop front at ground floor however would be modified with the provision of glazing within the apex of the gable. This glazing would facilitate the provision of a mezzanine floor within this part of the building which would be utilised by the proposed flexible use unit.

4.4 The buildings proposed west, east and north elevations would be constructed with brickwork elevations, which would sit beneath a ridged gabled roof. The proposed roof would accommodate two dormer window extensions and three roof-lights within both its west and east planes. The dormers would be flat roofed structures, faced with a metal standing seam cladding of a colour to match the roof; the buildings windows and doors would be UPVC.

4.5 Internally, the building would be subdivided to provide a 30sq.m. shop unit with a frontage onto Felpham Way. This would be accessed from a doorway in the building's front elevation. Immediately to the rear of this would be a flexible-use unit. This unit would have a floor area of 91sq.m. provided over two floors; the ground floor area would be to the rear of the frontage shop with entry being gained from the side passageway. An internal staircase would allow access to the new mezzanine floor that would be created above the frontage shop. A doorway would also be inserted into the Units west elevation allowing future occupiers access to a side yard enclosure where they could either securely store bicycles or wheelie bins.

4.6 Flexible use units are now commonly found in secondary and other peripheral shopping streets as they allow for "easy in – easy out" access to a range of small business enterprises. Such flexible use units allow a wide variety of small businesses to consider occupying premises without needing to firstly seek planning permission for a change of use from the local planning authority. The hyperlink below relates to a recently permitted change of use of a sui-generis 'beauty therapists studio' in Westbourne (Chichester District) to a flexible use unit.

<https://publicaccess.chichester.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

4.7 To the rear of the flexible use unit, in the building's east elevation, would be a doorway which would allow access to two first floor flats: Unit 2 would be a 62.1sq.m., 2 bedroom, 3 person unit (consisting of a livingroom/kitchen, two bedrooms and a bathroom); Unit 3 would be a 51sq.m., 1 bedroom, 2 person unit (consisting of a livingroom/kitchen, one bedroom and a bathroom). Both of these dwellings would be built with two roof dormer windows and 3 roof lights. The outlook from both flats habitable room windows would be over the existing roof areas and rear yards of adjacent properties. Consequently, future occupiers would obtain good amounts of day and sun light with

windows having a reasonable outlook. Each Flat would be provided with secure cycle storage in a building to be provided in the side passageway to the east; refuse and recyclables storage would be provided in the wheelie bin storage area at the northern end of the alleyway.

4.8 Unit 1 would be a two-bedroom, 3-person dwelling located at ground floor level at the north end of the building. This would have a floor area of 61sq.m. and would consist of a livingroom/kitchen, two bedrooms and a bathroom. Bi-folding doors would allow access to a rear garden / amenity area within which would be secure bicycle and refuse storage facilities.

4.9 At the front of the site, within the forecourt area, would be three 6.0m x 3.0m unallocated vehicle parking spaces. These would serve either the business owners or their customers during the day time and the residents at night time. The proposed onsite parking provision would be supplemented by available on-street parking (please refer to Transport Statement by Bright Plan Limited which accompanies this application).

5.0 Planning Policy

5.1 The relevant planning policy documents in respect of this application are the National Planning Policy Framework, revised 19th February 2019, (NPPF), The Portsmouth Plan – (Portsmouth’s Core Strategy) Adopted on 24th January 2012. Additionally, there are several adopted Supplementary Planning Documents which are relevant to the proposed development.

National Planning Policy Framework

5.2 The National Planning Policy Framework (NPPF) was first published by the Government on 27th March 2012. The document was comprehensively revised on 24th July 2018 with further minor modifications undertaken on 19th February 2019.

5.3 Paragraph 7 of the Framework states that *“...The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs...”* The NPPF states (at para.8) that *“... Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways...”* The economic objective is described as helping to *“...build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”*; The social objective requires planning to support *“...strong, vibrant and healthy communities, ... by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being...”* The environmental objective relates to the protection and enhancement of *“...our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy...”*

5.4 At paragraph 59 the Government comments that *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”* Paragraph 63 of the NPPF clarifies that *“Provision of affordable housing should not be sought for residential developments that are not major developments...”* (i.e. less 9 dwellings or fewer). With regards to the delivery of housing paragraph 68 states *“Small and medium sized sites can make an important*

contribution to meeting the housing requirement of an area, and are often built-out relatively quickly...”

5.5 With particular regard to design the NPPF propounds at paragraph 124 that *“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”* Paragraph 127 goes on to state *“Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area... b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping... c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change... d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit... e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development... f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users...”* Paragraph 130 goes on to state *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions...”*

5.6 Section 9 of the NPPF relates to *“Promoting sustainable transport”*. Paragraphs 102 states that *“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

5.7 Paragraph 103 continues *“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

Affordable Housing – Planning Practice Guidance

5.8 The government’s Planning Practice Guidance should be read in conjunction with the NPPF.

“Are there any specific circumstances where contributions through planning obligations should not be sought from developers?”

Planning obligations for affordable housing should only be sought for residential developments that are major developments. Once set, the Community Infrastructure Levy can be collected from any size of development across the area. Therefore, the levy is the most appropriate mechanism for capturing developer contributions from small developments.

For residential development, major development is defined in the National Planning Policy Framework as development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000 square metres or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015..."

Paragraph: 023 Reference ID: 23b-023-20190901

Revision date: 01 09 2019

Arun Local Plan 2011-2031 (July 2018)

5.9 The following Local Plan policies are considered to be relevant to the determination of the submitted planning application.

SDSP2 Built-up Area Boundary

"Built Up Area Boundaries are defined for the main towns and villages in the District and shown on the Policies Maps. Development should be focused within the Built Up Area Boundaries and will be permitted, subject to consideration against other policies of this Local Plan."

RET DM1 Retail development

"...4. Village and suburban centres Change of use from retail will not be permitted for shops which are located outside the defined Town Centres and Local Service centres. An exception may be made where it can be demonstrated that retailing is no longer a viable use..."

H SP1 The Housing Requirement

"Within the plan period 2011 – 2031 at least 20,000 new homes will be accommodated in the District."

DSP1 Design

"All development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details..."

DDM1 Aspects of form and design quality

This policy requires that the Council have regard to certain aspects including character, appearance/attractiveness, density, and scale.

DDM2 Internal space standards

"The planning authority will require internal spaces to be an appropriate size (having regard to the exceptions that may apply as referred to in paragraph 13.3.4) to meet the requirements of all occupants and their changing needs. Nationally Described Space Standards will provide guidance."

T SP1 Transport and Development

"To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway

network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network."

ECCSP2 Energy and climate change mitigation

"All new residential and commercial development (including conversions, extensions and changes of use) will be expected to be energy efficient..."

Felpham Neighbourhood Plan 2013-2029

5.10 The Felpham Neighbourhood Plan notes at paragraph 3.45 that *"Local shops and businesses provide a range of services but many are worried about future viability due to the increase in out of town shopping..."* Additionally paragraph 3.48 recognises that *"Employment locally is dominated by wholesale and retail trades. A lot of work is seasonal and most residents travel more than two kilometres to work."* The section "Supporting business and enterprise" at paragraph 4.4 states that *"Felpham needs to retain a good range of different shops and businesses and support better online connections to help businesses thrive..."* With regards to residential development, and the need for additional homes, the NP states at paragraph 5.2 *"Felpham does not have a housing allocation and indeed does not have any significant areas of land left to build upon. However it recognises that small scale development opportunities will come forward and the Plan allows for sensitive, appropriate, well designed development..."*

5.11 The following Neighbourhood Plan policies are considered to be relevant to the determination of the submitted planning application.

BT1 Business expansion

"Proposals to upgrade or extend existing employment sites will be supported provided that the impact on the amenities of surrounding properties is acceptable..." The text at paragraph 7.1 which supports this policy states *"Encouraging business to remain in Felpham is important given the limited amount of employment opportunities. Proposals to upgrade or extend should be encouraged."*

BT4 Retail premises

"Development proposals involving changes of use of ground floor premises from retail to non retail uses will only be permitted where it can be shown that the development would not harm the vitality of local shopping facilities or the amenities of the area."

ESD1 Design of new development

"New development which would have an effect on the appearance or character of the surrounding area must be of a high quality of design and must contribute to local character by creating a sense of place appropriate to its location."

6.0 Planning Considerations

6.1 This application seeks a grant of full planning permission for the conversion, alteration and extension of the existing shop premises to form a mixed use development comprising: 1 No. Class A1 Shop Unit (30sq.m); 1 No. Flexible Use Commercial Unit (91sq.m) – Use Classes A1/A2/B1/B8/D1 or as a Sui-Generis Beauty Therapist/Nail Bar; 1 No. 2-Bedroom Flat @ 61sq.m.; 1 No. 2-Bedroom Flat @ 62.1sq.m.; 1 No. 1-bedroom Flat @ 51sq.m (with external amenity area); 3 No. Vehicle Parking Spaces; Secure Cycle Parking and Refuse Storage Facilities.

Principle of Development

6.2 It is apparent, having reviewed the relevant Local and Neighbourhood Plan documents, that the application site falls within the Urban Area Boundary where there is a presumption in favour of sustainable development. Development to the east of the site comprises a similar mixed-use development (i.e. fish and chip shop at the front; 4 x 1 bedroom flats to the rear (LPA Ref: FP/208/08/)) whilst to the west is a funeral directors premises. To the north of the site is residential development on Flax Mean. As such, it is considered that the proposed mixed-use development would reflect the prevailing character of development in the immediate area and would be of an appropriate quantum and scale that is compliant with Local Plan policies SDSP2 (Built-up Area Boundary) and H SP1 (The Housing Requirement) as well as policy BT1 (Business expansion) of the Neighbourhood Plan.

Proposed Commercial Use

6.3 It is also apparent, having reviewed the site's planning history, and in particular the decision notice relating to planning application FP/172/16/PL (Change of use from grocery store (A1 Shops) to tyre fitting centre & enlargement of rear double doors), that the LPA support the retention of existing retail floorspace and other town centre uses within "village and suburban" centres. In this respect the applicants have looked very carefully at how they might be able to retain retail and commercial floorspace in their development whilst also providing a small amount of residential accommodation. The proposals put forward would result in the provision of two shop/flexible use units which together would have a combined floor area of some 121sq.m. (i.e. 30sqm. and 91sq.m. respectively). These would replace the dated and tired retail premises which has a gross internal floor area of approximately 190sq.m.

6.4 One of the sites previous occupiers, the Co-op, vacated the building a few years ago. Since this time, other than the antiques/bric-a-brac shop, the premises have remained unoccupied. This is probably due to the competition from both the Sainsbury's and Tesco superstores which are nearby in Shripney Road. Whilst it is accepted that there would be a slight reduction in the existing commercial floor area within the site, the applicants consider that the two units would represent more attractive and manageable sized units than the existing single, existing overly large shop. It is hoped that both units would be of interest to a range of smaller start-up retail and other, town centre business uses. These, they believe, would provide an active shop frontage within the small parade in Felpham Way which would also offer employment opportunity within the village. Consequently, whilst the proposals represent a small reduction in the amount of retail floor space within the site, they would provide two more appropriately sized commercial units which are likely to attract tenants who would not want to occupy a much larger, tired and dated building. As such, it is our view that the proposed development would contribute positively to the vitality and vibrancy of this local parade of business uses on Felpham Way. It is considered, therefore, that the proposal is compliant with Local Plan policy RET DM1 (Retail development) as well as Neighbourhood Plan policy BT4 (Retail premises).

Design & Residential Amenity

6.5 The applicants have considered, very carefully, the comments made by the Planning Case Officer with regards to earlier application FP/32/19/PL. The comments that are publicly available to see on the Council's website concern the future occupiers lack of outlook and available daylight and sunlight to proposed habitable room windows. Other comments made during discussions expressed concern with regards to both overlooking and scale of the density of development.

6.6 Officers will see from the submitted drawings that the proposed 'frontage building' has been significantly reduced in scale from the one proposed under FP/32/19/PL. The number of dwellings has been reduced from 5 flats to 3 and the commercial floor area has been increased from 53sq.m. to 121sq.m. Both of the first-floor flats now proposed would have habitable room windows that look towards adjacent roof and parking areas to the north-west and north-east. These would provide the future occupiers of the two first floor flats with a reasonable outlook. The habitable rooms served by

these windows would receive acceptable levels of day and sun light. Officers will also note that there are no first-floor windows facing north towards the rear of dwellings on Flax Mean. Unit 1, is a ground floor flat with habitable room windows which face into a rear amenity area, or into a side passageway (to the west). It is considered, therefore, that this amended scheme would offer future residents an attractive living environment. Habitable room windows would receive sufficient levels of natural light; residents would have a reasonable outlook from these windows. Additionally, no first-floor windows would overlook adjacent residential property.

6.7 All of the proposed flats would be constructed with floor areas which would be compliant with the Nationally Described Space Standards (i.e. 1 No. 2-Bedroom Flat @ 61sq.m.; 1 No. 2-Bedroom Flat @ 62.1sq.m.; 1 No. 1-bedroom Flat @ 51sq.m).

6.9 Each of the flats would also be provided with both secure bicycle storage facilities and refuse and recyclables storage areas. Unit 1 would benefit from its own, securely fenced, private amenity space. Within this area would be a shed for the secure storage of bicycles; the occupiers of this unit would also be able to store their refuse/recyclables bins in this area. The other two flats (Units 2 & 3) would be provided with refuse and recyclables storage areas at the northern end of the passageway to the east of the building. Furthermore, bicycle storage would be provided in a cycle store close to the front forecourt in the side passageway. Whilst these two flats would not be provided with any external amenity spaces it is apparent that the King George V Recreation Ground is very conveniently located only 150m away at the southern end of Felpham Gardens.

6.10 With regards to the design it is considered that the proposed rear extension would be subservient to the mass and scale of the existing retained frontage structure. The proposed extension, which would be largely screened from view from Felpham Way, has been designed with attractive flat roofed dormers and roof lights which complement the appearance of the host building. The proposed extension would have a lower ridge that would be oriented north-south to repeat the pattern and context of development along this part of Felpham Way. As such it is considered that the proposed development would be of a high-quality design that would be compliant with Local Plan policies DSP1 (Design), DDM1 (Aspects of form and design quality) and DDM2 (Internal space standards) and Neighbourhood Plan policy ESD1 (Design of new development). Additionally, the proposed dwellings would be constructed to ensure compliance with current energy and water efficiency and would therefore be compliant with Local Plan policy ECCSP2 (Energy and climate change mitigation).

Vehicle Parking

6.11 This application is submitted with a Transport Statement by highways consultants Bright Plan Limited. This statement concludes: -

- The application site is readily accessible on foot, by cycle and by public transport. There is a range of services and amenities available with walking and cycling distance of the site.
- The PIA record does not reveal any pattern in terms of distribution, severity or incident circumstances that would be exacerbated by the proposed development.
- The proposed access would take the form of 9.0m wide vehicle crossover. The access provides visibility in line with Manual for Streets requirements for 30mph roads.
- A vehicle swept path analysis demonstrates that an estate can access and egress the proposed parking bays.
- The onsite parking provision would fall short of the WSCC requirements, parking surveys demonstrate that overspill parking would be accommodated on the local road network.
- The proposed site is anticipated to generate a total of 19 daily 2-way trips with 9 occurring during the AM/PM peak hours respectively.

- The vehicle trip generation would reduce vehicle movements on the local road network there by benefiting highway capacity and safety.

6.12 It is considered, therefore, that the proposed development is compliant with Local plan policy T SP1 Transport and Development.

Adjacent Land

6.13 Officers will note that a rectangle of land edged blue at the northern end of the original site area has been excluded from the development site. The applicant is currently in discussions with the Council's Interim Housing Strategy & Enabling Manager with regards to being permitted to use Flax Mean for access. At the present time access rights have not been granted to the applicant. Consequently, this land does not form part of the development site.

7.0 Conclusions

7.1 The applicants are of the view that this proposed development would result in the provision of a high-quality redevelopment of a large and tired retail unit in Felpham Way. The proposals would result in the provision of two attractive retail and commercial units as well as three new flats. The proposed development has been carefully thought out so that it: (i) provides the dwellings future occupiers with a high quality living environment, and; (ii) does not have an adverse impact upon the residential amenities of the occupiers of Flax Mean by causing (a) a loss of privacy through overlooking; (b) a loss of daylight/sunlight, and (c) an overbearing sense of enclosure.

7.2 It is concluded that, in terms of current planning policy, the proposed development would be an example of 'sustainable development' and would, as such, be compliant with both the NPPF and the Arun Local Plan and the Felpham Neighbourhood Plan.

7.3 The applicant respectfully requests that Officers and Councilors look favourably on this proposed development and grant planning permission.