

Construction of a Pair of
Semi-Detached Dwellings
with Electric Mobility
Scooter/Cycle & Refuse
Storage Facilities

At

Land to Rear of 107 Felpham
Way, Felpham, Bognor Regis,
PO22 8QB

Planning, Design & Access Statement

On behalf of
Sussex Reeves Home
Limited



Matthew R. Pickup, MRTPI

Pickup Town Planning

24th February 2022

Final Issue

1.0 Introduction

1.1 Planning permission is sought for the construction of a pair of semi-detached 1-bedroom dwellings on land to the rear of 107 Felpham Way in Felpham. Access to the site would be from the south via an access which also serves a mixed-use scheme comprising two town centre commercial units and 3 flats, also granted permission under FP/52/21/PL.

1.2 The proposed dwellings have been specifically designed to reflect and mimic the scale, alignment and pattern of development of the existing bungalows/chalet bungalows to the east and west of the site which have frontages onto Flax Mean. The two dwellings would align with and have similar sized garden and amenity spaces to the adjacent dwellings. Their internal floor areas would also be compliant with the Nationally Described Space Standards.

1.3 Access to the two dwellings would be via the access serving the mixed use development to the south from Felpham Way. The applicant would have preferred for the two dwellings to be accessed from Flax Mean to the north. However, Flax Mean is privately owned by Arun District Council. The applicant has been advised by Officers that the Council will not grant consent for future occupiers of the dwellings to gain access to the site from Flax Mean. Consequently, the proposed development would be car-free with pedestrian/electric mobility scooter/bicycle access to the site from the south from Felpham Way. This application is accompanied by a Transport Statement from Highways consultants Bright Plan.

1.4 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 main body of the application site comprises an almost rectangular piece a flat vacant land measuring some 11.0m wide by between 22.0m and 25.7m deep. The site's northern boundary onto Flax Mean (please refer to Fig.2) has for many years comprised a 1.8m timber close boarded fence with concrete posts. Immediately to the east of the application site are 1 & 2 Sunnyside Cottages; to the west are 1 to 3 Rainbow Cottages. Flax Mean is a private road serving what is believed to be Council owned housing stock. Existing legal covenants prevent access to the application site from Flax Mean.



Figure 1 Application Site and Surrounding Area

2.2 The application site also includes the accessway which runs alongside the development permitted under application FP/52/21/PL. This has a length and width of some 37m by 3.0m.

2.3 Housing either side of the application site consists of a pair of semi-detached 'chalet' bungalows to the east (Sunnyside Cottages) together with a terrace of three bungalows to the west (Rainbow Cottages). Sunnyside Cottages (see Fig.3) are built with elevations of red brickwork and painted render, sitting beneath a concrete tiled roof. A large box dormer within the dwelling's north facing roof plane provides first floor accommodation for both dwellings. Both dwellings have a short concrete hardstanding between their north elevations and the adjacent road. Access into both dwellings is via side entrance doors. To the rear these dwellings have 3.0m deep back gardens.



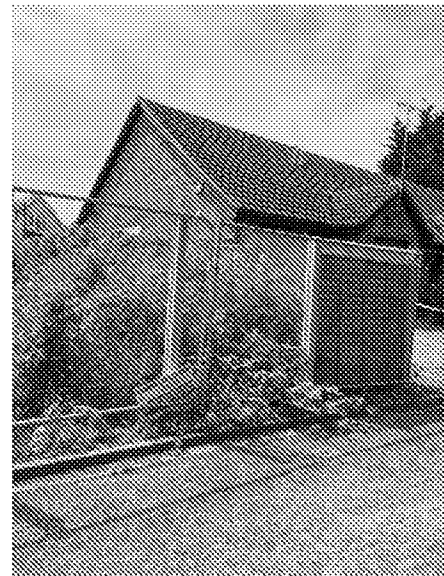
Figure 2



*Above: View of Sites
North Boundary from
Flax Mead*

*Left: View towards 1 & 2
Sunnyside Cottages to
the East and 1 to 3
Rainbow Cottages to the
West*

*Right: View towards 1 to
3 Rainbow Cottages to
the West*



2.4 To the west of the application site are 1-3 Rainbow Cottages (see Fig.4). This terrace of 3 bungalows is built with an open front garden area, laid to lawn, allowing pedestrian access to the three

dwellings. These are constructed with brickwork beneath a gabled, pitched roof. Only a few of the existing bungalows located on Flax Mean accommodate on-site, in curtilage, vehicle parking.

2.5 Elsewhere on Flax Mean are Flax Mean House (which comprises 16 'sheltered' studio flats) together with 16 small bungalows. These homes were built in 1972 as sheltered housing for the over 60s.



Figure 3 1 & 2 Sunnyside Cottages

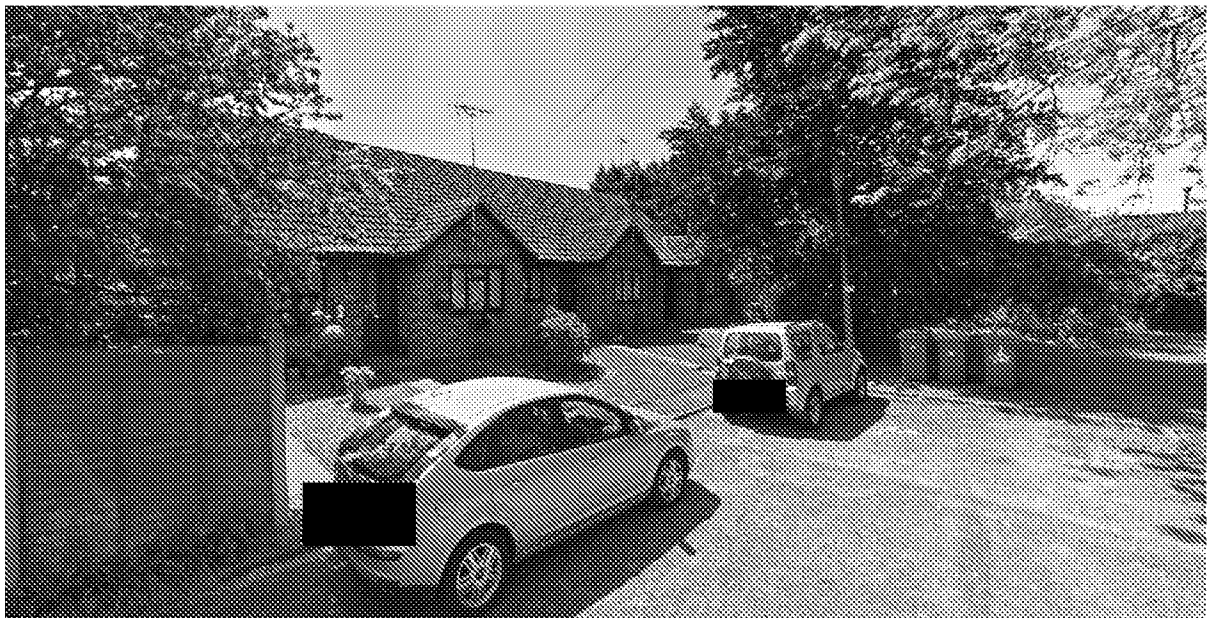


Figure 4 1 to 3 Rainbow Cottages

2.6 Immediately to the south of the application site is a mixed-use development currently under construction. This comprises two 'town centre' commercial units together with 3, two-bedroom flats. Planning permission was granted under FP/52/21/PL and is currently under construction. This site is

also owned by the applicant. Pedestrian, electric mobility scooter and bicycle access would be provided from the application site to Felpham Way through this site.

2.7 The site is within the Felpham's designated Built Up Boundary and does not fall within a conservation area or an area that is at risk of flooding (i.e. it is in a Flood Zone 1 area). The access onto Felpham Way 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 services providing access to and from Bognor, Littlehampton, Yapton and Chichester. The site is also in close proximity (180m) 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 Planning permission was granted on 8th June 2021 by the LPA for "Partial retention, extension & reconstruction of 2-Storey building to provide 1 No. Class E shop unit, 1 No. Flexible use commercial unit for any Use within Class E or as a Sui -Generis beauty therapist/nail bar & 3 No. 2 bed flats to include parking, secure cycle & refuse storage facilities (resubmission following FP/258/19/PL)" (LPA Ref: FP/52/21/PL). Pre-commencement condition 11 (decentralised & renewable or low carbon energy sources) was subsequently discharged by the LPA on 11th August 2021 (LPA Ref: FP/138/21/DOC). The pre-occupancy conditions (3 – Refuse Storage; 7 – Electric Vehicle Charging & 8 – Cycle Parking) were discharged on 7th January 2022 (LPA Ref: FP/252/21/DOC).

4.0 Proposed Development

4.1 A grant of planning permission is sought for the construction of a pair of semi-detached, one-bedroom dwellings to the rear of 107 Felpham Way. Access to the two dwellings would be by foot, cycle and electric mobility scooter only. No car or vehicle parking facilities would be provided. It is envisaged that the proposed houses would suit the needs of residents who have made a choice not to own a car.

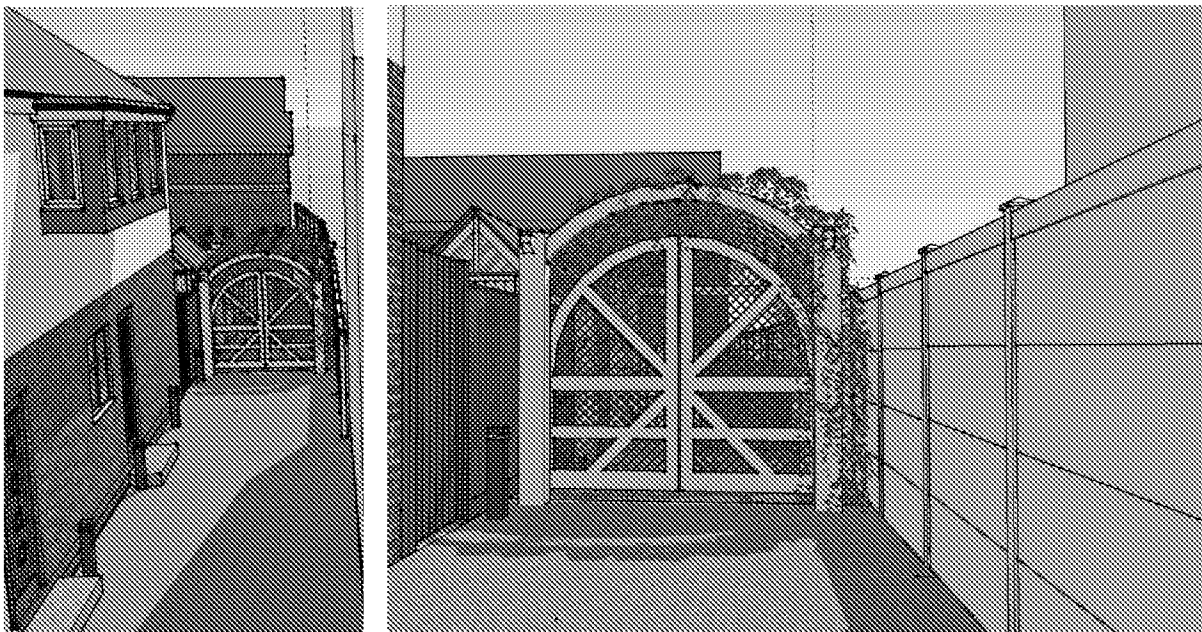


Figure 5 Pergola Styled Entrance Feature at North End of Access from Felpham Way to Bungalows

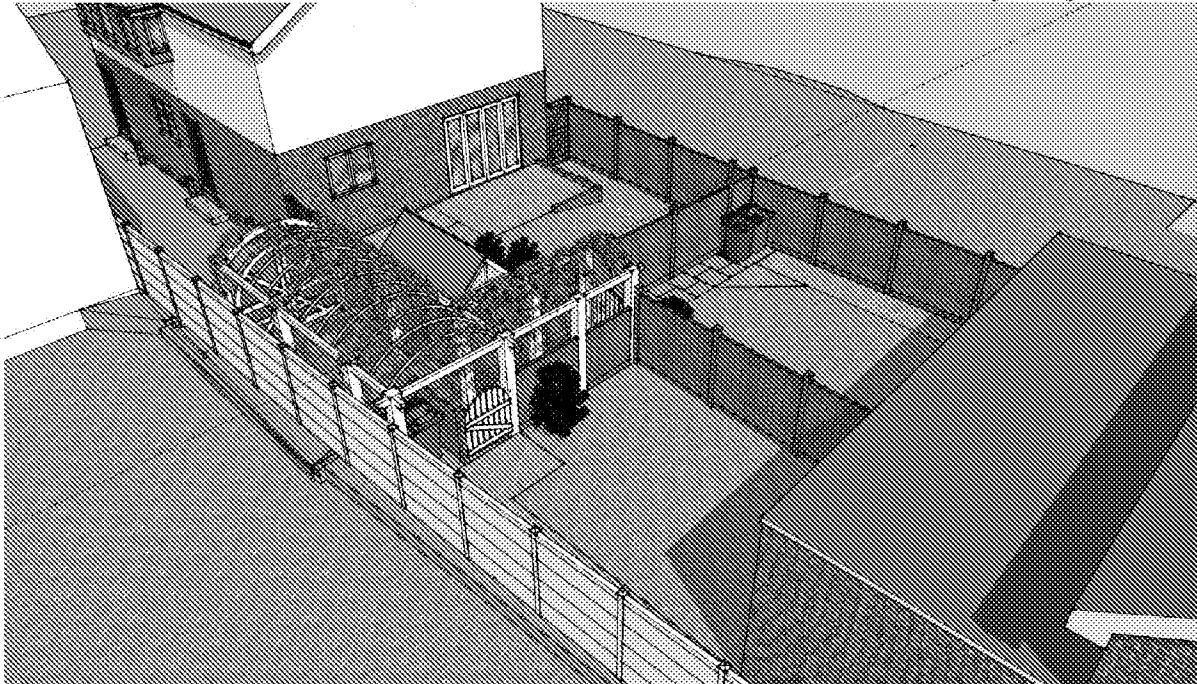


Figure 6 Computer Generated Image of Entrance Feature and Relationship Between Bungalows & Mixed Use Scheme

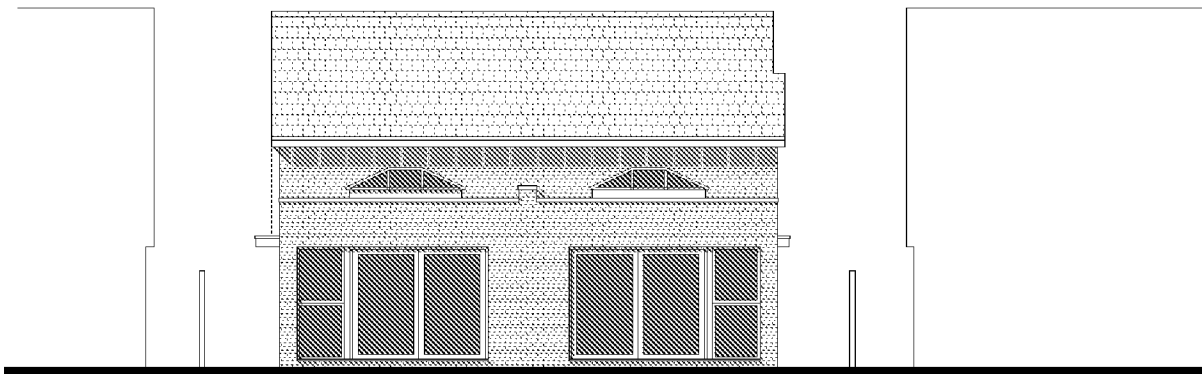


Figure 7 Dwellings Proposed South Elevation

4.2 Access to the two bungalows would be from Felpham Way to the south. It is proposed to construct an attractive pergola styled entrance feature to the two bungalows to provide a transition between the mixed use accessway and the two bungalows (please refer to images at Figs 5 & 6). It is also proposed to install photocell (or motion sensitive) controlled, 'dusk until dawn', bollard lighting along the length of the access from Felpham Way in order to ensure that future residents are provided with a well-lit thoroughfare to the entrance of their homes.

4.3 The dwellings principal entrances would be located within the flank (side) elevation of each property repeating the style of access to Nos. 1 & 2 Sunnyside Cottages to the east. Internally, the two dwellings would accommodate an entrance hall (with built in storage cupboard), a double bedroom, a bathroom and a combined living space comprising a kitchen, dining and lounge area. The dwellings bedroom windows would have an outlook north across a small rear garden towards Flax Mean. The

dwellings living space would have large bi-folding, glazed patio doors with an outlook south, over their front gardens.

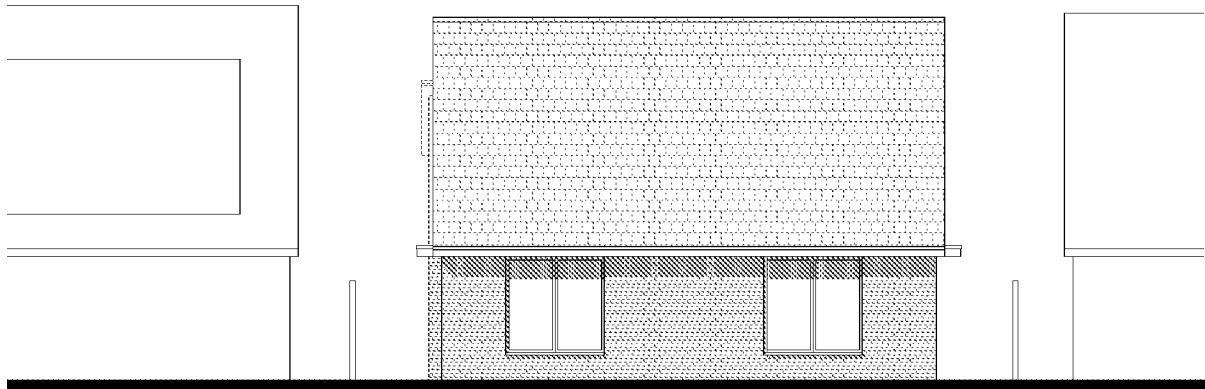


Figure 8 *Dwellings Proposed North Elevation from Flax Mean*

4.4 Externally, the pair of dwellings would be constructed with elevations of facing brickwork, beneath a concrete tiled roof. Window frames and rainwater goods would be UPVC – the colour details to be agreed via condition. The roof would be constructed with an asymmetrical gabled design with the ridge oriented east-west. The roof eaves at the buildings north elevation would be similar in height above ground level to those of the dwellings to the east and west. The dwellings south elevation would accommodate a higher eaves line than the dwellings either side. Extending from the proposed dwellings south elevations would be flat roofed, 3.5m deep single storey extensions with lantern lights. This design solution has been specially chosen to provide each dwellings living space with a light and airy interior.

4.5 The two dwellings front and rear elevations have been sited to approximately align with those of the dwellings to the east and west. As such their amenity spaces to the north (towards Flax Mean) would have a depth of between 2.7 and 4.0m; to the south the dwellings would have external amenity spaces with a depth of between 4.5m and 6.0m. The depth of the dwellings south facing gardens would replicate those of the three dwellings in the terrace to the west and exceed the depth of the gardens of 1 & 2 Sunnyside Cottages to the east. It is proposed to enclose the dwellings north garden boundaries with a 3-bar timber post and rail fence behind which would be planted a hedge. Within both dwellings north facing gardens would be an electric mobility scooter (or cycle) store with electrical charging point. The south facing gardens would accommodate refuse storage facilities.

5.0 Planning Policy

5.1 The relevant planning policy documents in respect of this application are the National Planning Policy Framework, revised July, 2021 (NPPF), (NPPF) and the Arun Local Plan 2011-2031 (July 2018). Additionally, there are several adopted Supplementary Planning Documents which are relevant to the proposed development.

National Planning Policy Framework

Relevant Parts of the NPPF

5.2 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..."

Environment

5.3 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 ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, 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, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

Housing

5.4 At paragraph 60 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 62 goes on to say *"Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes)..."*

5.5 With regards to the delivery of housing paragraph 69 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..."*

Highways

5.6 With particular regard to transportation and highways matters paragraph 111 of the revised NPPF states *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

Design

5.7 Section 12 of the NPPF relates to *"Achieving well-designed places."* Paragraph 126. states *"The creation of high quality beautiful and sustainable 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 130 sets out 6 design criteria. It states that “Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- 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 (such as increased densities);
- 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 (including green and other public space) and support local facilities and transport networks; and
- 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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

5.8 Paragraph 130 goes on to state “Development that is not well designed should be refused especially where it fails to reflect local design policies and government guidance on design...”

Affordable Housing – Planning Practice Guidance

5.9 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)

5.10 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."

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..."

Supplementary Planning Documents

Parking Standards Supplementary Planning Document, January 2020

5.11 At paragraph 1.7 it is explained that:

"This SPD is intended to outline Arun District Council's approach to parking at new developments (residential/commercial). It should be used to help determine the level of parking at new developments and provide the basis for the County Council's advice to local planning authorities on planning applications. planning applications."

5.12 It is stated at paragraph 2.12 of "Principle 1" that "Parking provision should be sufficient to accommodate demand whilst exploiting the potential for sustainable travel, minimizing adverse effects on road safety and avoiding increased on-street parking demand." Paragraph 2.13 continues "If parking could reasonably be expected to take place in existing streets, then it will be necessary to demonstrate through a parking capacity survey that there is sufficient capacity to accommodate the expected parking demand."

Arun District Design Guide, Supplementary Planning Document (SPD), January 2021

5.13 This document provides guidance in relation to all forms of residential development. Given that the pair of semi-detached dwellings are proposed within a gap on an otherwise built up frontage on

Flax Mean it is necessary for the development to be compliant with guidance relating to infill development.

Infill Development – P.01 Infill Development

5.14 With regards to infill development paragraph P.01 states that proposals should *“Respond positively to the character, appearance and layout of surrounding buildings to provide high quality infill development which enhances amenity for surrounding and new residents.”* The guidance comments furthermore that *“Infill developments are schemes located within an existing built-up area. Surrounding buildings and spaces must inform an appropriate infill design response in order to contribute to a sense of cohesion and unity. In most cases, as per the examples in Figure 300 - 305, new schemes should emulate the established pattern of building height, scale, plot width, boundary treatment and building line along the edge of the plot, and continue the rhythm of the street by repeating key elements such as chimneys, porches, windows, doors and walls. These may follow a more contemporary design to add subtle variation, but should ensure that the materials and details used are complementary to the surrounding area. The prevailing character of the area should always inform development unless exceptionally high quality design is proposed...”*

5.15 Whilst the proposed development would infill a gap on Flax Mean it would could also be considered to be a backland scheme given that it's access would be from Felpham Way. With regards to “Backland Development” the SPD states “Backland development refers to the development of sites behind existing buildings, which may include rear gardens, private open spaces or existing structures such as garages. Such sites tend not to have a street frontage and may require a new access from an existing highway. Backland developments are generally located in residential areas. Their design should consider the guidance given in Figures 306-320 and demonstrate an understanding of any potential effects on the character and amenities of the neighbouring urban area. As a general rule, backland developments should be subservient to existing properties, and their layout should seek to maximise the outlook of neighbours. Proposed building scales and development densities should address the characteristic urban development patterns of previous backland developments in the area.” Additionally, with regards to “Site Redevelopment” the SPD states *“This comprises the redevelopment of an existing building or groups of buildings, generally with the aim of intensifying the use of the site. It may involve introducing new typologies, such as substituting detached or semi-detached houses for blocks of flats, developing larger houses, or even subdividing plots into smaller ones. Intensification must not result in cramming. Design proposals should maintain the scale, alignment, building patterns and location character. Higher densities must not result in a loss of amenity for existing residents, and key features (e.g. mature trees) should be retained.”*

5.16 Regarding external space para H.04 (Residential Outdoor Amenity & External Space Standards) of the Council's SPD states *“Amenity spaces should be of an appropriate size and shape to be usable and enjoyable. Private rear gardens should have a minimum depth of 10.5 metres, and balconies a minimum of 3sqm of usable space clear from door swings and be able to accommodate a table, chairs and space for planting. Other innovative design solutions to smaller private rear gardens may also be acceptable in specific circumstances (especially when communal gardens are provided), when justified....”* Page 58 also states *“In some circumstances, innovative solutions to compact housing layouts, which enrich housing mix, make more efficient use of land, ensure that appropriate levels of privacy and natural light are maintained and are integrated with the surroundings may also be acceptable, when sufficiently justified...”*

Parking Standards Supplementary Planning Document, January 2020

5.17 At paragraph 1.7 it is explained that:

“This SPD is intended to outline Arun District Council’s approach to parking at new developments (residential/commercial). It should be used to help determine the level of parking at new developments and provide the basis for the County Council’s advice to local planning authorities on planning applications. planning applications.”

5.18 It is stated at paragraph 2.12 of “Principle 1” that “Principle 1” that “Parking provision should be sufficient to accommodate demand whilst exploiting the potential for sustainable travel, minimizing adverse effects on road safety and avoiding increased on-street parking demand.” Paragraph 2.13 continues “If parking could reasonably be expected to take place in existing streets, then it will be necessary to demonstrate through a parking capacity survey that there is sufficient capacity to accommodate the expected parking demand.”

Felpham Neighbourhood Plan 2013-2029

5.19 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....”

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

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...”

Policy ESD8: Building design

The design of new buildings must reflect the design principles of their time so that the richness of varied character would continue and would be extended into the future. However, the quality of design must ensure that new buildings contribute positively to the historic character of the area...”

6.0 Planning Considerations

6.1 This application seeks a grant of full planning permission for the construction a pair of semi-detached, one-bedroom bungalows, on land to the rear of the mixed-use scheme currently under construction at 107 Felpham Way, Felpham.

6.2 Access to the site would be from the south via a 3.0m wide passageway which also serves the mixed-use scheme comprising two town centre commercial units and 3 flats granted permission under FP/52/21/PL. As has been explained, the applicant would prefer to take access from Flax Mean, however, this road is privately owned by Arun District Council who have stated that they will not grant access rights across their land.

6.3 The proposed bungalows would mimic, in terms of their height, scale, alignment and plot size of existing dwellings within Flax Mean (i.e. Sunnyside Cottages to the east and Rainbow Cottages, to the west). The dwellings would, as such, comprise an infill development that would be consistent in terms of the ‘pattern and character’ of existing development within Flax Mean.

6.4 The proposed development is intended, primarily, by persons who have made a life style choice not to own a car (including persons of over 60 years of age). As such, the development would be car-free with pedestrian/electric mobility scooter /bicycle access to the site from the south from Felpham

Way. Notwithstanding the intention of the proposed development to be car free this application is accompanied by a Transport Statement from Highways consultants Bright Plan. This report demonstrates that, should future residents choose to own a car, there would be convenient available on-street parking in the vicinity of Felpham Way.

Principle of Development

6.5 It is apparent, having reviewed the relevant Local planning policy and Neighbourhood Plan documents, that the application site falls within the Urban Area Boundary where there is a presumption in favour of sustainable development. The site also falls within an area shown to be at a low risk of flooding (i.e. Flood Zone 1 – accompanying Environment Agency ‘Flood Plan Map’ submitted with this application) and can be considered to be “previously developed land” having been within the curtilage of a retail business for the past 80 years. Given the foregoing it is apparent that the principle of the proposed development is compliant with Local Plan policies SDSP2 (Built-up Area Boundary) and H SP1 (The Housing Requirement) as well as the supporting text at paragraph 6.3 of the Felpham Neighbourhood Plan entitled “The Presumption in Favour of Sustainable Development.”

Design & Layout

6.6 Housing to the east and west of the site comprises residential development of a very similar scale and density as the current proposal. To the north, on Flax Mean, is an Arun District Council managed sheltered housing scheme; to the south is a mixed-use development currently under construction beyond which is a local parade of shops and other town centre businesses.

6.7 As can be seen from the submitted drawings the proposed bungalows have been designed to mimic the scale and pattern of existing development on the south side of Flax Mean. When addressing Flax Mean the dwellings would have a ridge and eaves set at a very similar height, above ground level, as Sunnyside Cottages to the east and Rainbow Cottages to the west. The two dwellings would be set back from the road edge by a similar distance to the adjacent dwellings and would be constructed with facing brick elevations which would reflect the materials used in the construction of Rainbow Cottages. It is intended to construct a 3-bar timber post and rail fence along this boundary together with a hedge, which would both maintain the open aspect of the development when viewed from Flax Mean as well as offering residents a secure boundary. The dwellings north elevation would be set back from the Flax Mean carriageway by between 3.8m and 5.0m mimicking the setback distances of Sunnyside Cottages to the east and Rainbow Cottages to the west. To the south the dwellings would be provided with external amenity spaces with a depth of around 6.0m. The depth of the dwellings south facing gardens would, again, replicate those of the three dwellings in the terrace to the west and exceed the depth of the gardens of 1 & 2 Sunnyside Cottages to the east. Access to the two dwellings would be from door entrances in the dwellings side or flank elevations; this again repeats the method of entry to Sunnyside Cottages.

6.8 Internally, the dwellings would each accommodate a single bedroom, bathroom, a combined kitchen, dining and living space together with storage. With gross internal floor areas of 47.2sq.m (Unit 1) and 46.1sq.m (Unit 2) both bungalows satisfy the Nationally Described Space Standards for a 1 person, 1 bedroom dwelling. Externally, each of the bungalows would be provided with secure bicycle or electric mobility scooter storage facilities and refuse and recyclables storage areas within the curtilage of each dwelling.

Access

6.9 The Planning, Design and Access Statement submitted in support of planning application FP/52/21/PL explained at paragraph 6.20 that *“Officers will note that a rectangle of blue edged land has been excluded from the development site at its northern end. The applicant has had 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.*

However, this situation may change sometime in the near future. Consequently, this land does not form part of the development site. The applicant has now been advised that the District Council will not grant access rights from the application site on to Flax Mean. As such, the proposed development can only be accessed from the south, through the site of the mixed-use development which is currently under construction, and which is also owned by the applicant.

6.10 Having been denied access rights to the site from Flax Mean the applicant had little alternative other than to propose access to the two dwellings from Felpham Way, to the south. In retrospect, it is considered that the provision of access to the site from Felpham Way has some distinct benefits. Firstly, the future occupiers of the bungalows would have much more convenient access to local shops and services and bus stops on Felpham Way. Rather than having to walk or ride along Flax Mean and Wick Close the dwellings occupiers would be able to 'cut through' to Felpham Way reducing the walking distance by some 230m. Secondly, the passageway to the east of 107 Felpham Way would be facilitated by the provision bollard lighting which would be activated by a photocell (dusk till dawn) or a movement sensor. This would benefit not only the occupiers of the two bungalows but also the occupiers of the mixed-use development currently under construction.



Figure 9 View of Entrance Pergola from Unit 1 (Western Dwelling)

The Site's Entrance

6.12 The applicant considers it to be extremely important for the entrance to the bungalows, at the north end of the passageway, to comprise an attractive, inviting, yet secure area. As such, and as can be seen from the computer-generated images (CGIs) at Figs 5, 6, 9 and 10, this feature has been designed with attractive double leafed, curve topped entrance gates which would lead into a space that would, in time when planting has matured, feel like a 'green tunnel'. The initial entrance space would be approximately 5.0m long and 3.0m wide. The 'roof' of the pergola would be constructed with curved cross bars to match the shape and form of the gates. A gate at the north end of the entrance space would allow access to Unit 2. Spurring off from the north-west corner of the shared pergola space would be a 3.0m long (and 1.5m wide) pergola 'corridor' allowing access to Unit 1. This again would have curved cross bars and would be planted to appear as a green arbor as depicted below in Figs 9 & 10. It is intended to provide bollard lighting within the pergola to facilitate access when it is dark.



Figure 10 View of Entrance Pergola from Unit 2 (Eastern Dwelling)

The Proposal in a Planning Policy Context

6.13 With regards to design it is considered that the proposed pair of bungalows would result in the provision of two dwellings that would sit comfortably within the streetscene whilst providing their future occupiers a high-quality living environment. The dwellings have been designed to mimic the scale and siting of the nearest existing dwellings to the east and west and would be constructed with materials which would complement the external appearance of other dwellings within Flax Mean.

6.14 The applicant has considered the design, context and layout of development in relation to the NPPF, the Arun Local Plan 2011-2031 (July 2018), the Felpham Neighbourhood Plan, 2013-2029 and the LPAs Supplementary Planning Documents the "Arun District Design Guide, Supplementary Planning Document (SPD), January 2021" and "Parking Standards Supplementary Planning Document, January 2020."

6.15 Policy DSP1 (Design) of the Local Plan requires all developments to make the most *"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..."* Policy DDM1 (Aspects of form and design quality) states that the LPA should have regard to certain aspects including character, appearance/attractiveness, density, and scale. Policy DDM2 (Internal space standards) requires residential developments to be built with internal spaces which would be *"an appropriate size ... to meet the requirements of all occupants and their changing needs"* and which should be compliant with Nationally Described Space Standards.

6.16 The Councils Design SPD provides clear guidance on *"infill development"*. In this respect paragraph P.01 of the Councils Design SPD states that proposals should *"Respond positively to the character, appearance and layout of surrounding buildings to provide high quality infill development which enhances amenity for surrounding and new residents."* The guidance comments furthermore that *"... Surrounding buildings and spaces must inform an appropriate infill design response in order to contribute to a sense of cohesion and unity. In most cases... new schemes should emulate the*

established pattern of building height, scale, plot width, boundary treatment and building line along the edge of the plot, and continue the rhythm of the street by repeating key elements such as chimneys, porches, windows, doors and walls. These may follow a more contemporary design to add subtle variation, but should ensure that the materials and details used are complementary to the surrounding area. The prevailing character of the area should always inform development unless exceptionally high quality design is proposed..."

6.17 It is apparent that the proposed dwellings would gain access from the south, which would be different to Sunnyside Cottages and Rainbow Cottages which are accessed from Flax Mean. Nevertheless, the northern boundaries of the two dwellings would be enclosed by a timber post and rail fence which would retain an open aspect allowing views through the site from Flax Mean. This means of enclosure would also provide the bungalows future occupiers with a secure northern boundary. Prior to the redevelopment of 107 Felpham Way the site was, for many years, enclosed by a solid 1.8m high close boarded timber fence (see Fig.11). It is considered, therefore, that the proposed residential scheme would provide a much more attractive and compatible form of development, along the Flax Mean frontage than was previously the case, when the site was occupied by the Coop Food Store.



Figure 11 Previous Boundary Treatment along the Sites Flax Mean Frontage

6.18 Other than taking access from the south, from Felpham Way, it is considered that the proposed development would "continue the rhythm of the street" when viewed from Flax Mean by repeating key elements such as set back, windows, doors and walls. As such, the proposed development would represent a development which would reflect and respond to the current character and pattern of development within this part of Flax Mean.

6.19 When considered in relation to Local Plan policy it is apparent that the proposed scheme would make an efficient use of the land and would be of a scale and density which reflects the characteristics of the area. Additionally, the dwellings would be constructed with floor areas that are compliant with the Nationally Described Standards. As such, the proposed development would be compliant with policies DSP1, DDM1 and DDM2 of the Local Plan and ESD1 "Design of new development" and ESD8 "Building design" of the Neighbourhood Plan. 6.20 It is also the case that whilst the proposed development would infill a gap on Flax Mean it would also be a backland scheme given that its access would be from Felpham Way. With regards to "Backland Development" the Design SPD states

“Backland development refers to the development of sites behind existing buildings, which may include rear gardens, private open spaces or existing structures such as garages. Such sites tend not to have a street frontage and may require a new access from an existing highway.” The advice continues “... As a general rule, backland developments should be subservient to existing properties, and their layout should seek to maximise the outlook of neighbours. Proposed building scales and development densities should address the characteristic urban development patterns of previous backland developments in the area.”

6.20 With regards to external space para. H.04 (Residential Outdoor Amenity & External Space Standards) of the Council’s SPD states *“Amenity spaces should be of an appropriate size and shape to be usable and enjoyable. Private rear gardens should have a minimum depth of 10.5 metres, and balconies a minimum of 3sqm of usable space clear from door swings and be able to accommodate a table, chairs and space for planting...”* However, the guidance goes on to note that *“... Other innovative design solutions to smaller private rear gardens may also be acceptable in specific circumstances (especially when communal gardens are provided), when justified....”* Page 58 also states *“In some circumstances, innovative solutions to compact housing layouts, which enrich housing mix, make more efficient use of land, ensure that appropriate levels of privacy and natural light are maintained and are integrated with the surroundings may also be acceptable, when sufficiently justified...”*

6.21 It is recognised that the proposed dwellings would have gardens which would not be 10.5m in length. However, the Council’s Design SPD does allow for innovative solutions to provide small garden spaces. Given that the site is surrounded to the east and west by dwellings which have similar sized front and rear gardens it is considered that the quantity of amenity space provided would be acceptable. It should also be noted that the one bedroom dwellings are not intended for occupancy by families where a larger amenity space would be expected to be provided. It is likely that the future occupiers of these two homes would prefer to have low maintenance amenity spaces similar to the gardens provided to the occupiers of the adjacent Sunnyside Cottages and Rainbow Cottages.

6.22 As such, it is considered that the proposed development would be of a high-quality, innovative 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).

Sustainable Design and Construction

6.23 The proposed bungalows are to be constructed in order to achieve either at least 10% of their energy supply from decentralized and renewable or low carbon energy sources (as described in the glossary at Annex 2 of the NPPF) or through a fabric-first approach that would achieve an equivalent energy saving. The applicant requests that the LPA impose a planning condition on any forthcoming grant of planning permission that would require this information to be submitted to and agreed in writing by the LPA before any development takes place “above damp level course”. It is considered, therefore, that the proposed development would be compliant with policy ECC SP2 of the Arun Local Plan.

Vehicle Parking

6.24 This application is submitted with a Transport Statement by highways consultants Bright Plan Limited. This Transport Statement concludes as follows:

- "i. The proposals would involve the construction of 2 x 1-bedroom bungalows.*
- ii. 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.*
- iii. The PIA record does not reveal any pattern in terms of distribution, severity or incident circumstances that would be exacerbated by the proposed development.*
- iv. Recognising a car free proposal cannot be enforced in this locale, a theoretical short fall in parking could occur.*
- v. Parking surveys demonstrate that overspill parking would be accommodated on the local road network.*
- vi. The proposed site is anticipated to generate a total of 5 daily 2-way trips with 1 occurring during the AM peak hour and no trips occurring during the PM peak hour.*
- vii. In the unlikely event that site occupant's own vehicles a TRICS trip generation assessment has been undertaken which identifies up to 5 daily vehicle trips could be generated by the proposal.*
- viii. The theoretical trip generation would have a negligible impact on the operation of the local road network."*

6.25 The Statement by Bright Plan also demonstrates that, when surveyed (using the Lambeth Methodology), there were found to be an average of 81 available parking spaces on local roads within 200m of the application site – 31 of which were available on Felpham Way.

6.26 Additionally, it is noted that the Council's 2020 Parking SPD states at "Principle 1" paragraph "2.13 *If parking could reasonably be expected to take place in existing streets, then it will be necessary to demonstrate through a parking capacity survey that there is sufficient capacity to accommodate the expected parking demand.*" The survey by Brightplan indicated that there was a significant amount of available parking on-street, close to the application site.

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

7.0 Conclusions

7.1 Planning permission is sought for the construction of a pair of semi-detached 1-bedroom dwellings on land to the rear of 107 Felpham Way in Felpham. The application site, whilst located to the rear of 107 Felpham Way, also comprises a gap in an otherwise built-up frontage on the south side of Flax Mean. Either side of the development site fronting Flax Mean are bungalows/chalet bungalows of a similar scale, height (to eaves and ridge), external materials and distance of set back from the kerb line of Flax Mean.

7.2 Access to the site is not permitted from Flax Mean. As such, access is proposed from the south, via a side passageway which also serves a mixed-use development granted permission under FP/52/21/PL. Vehicular access from Felpham Way is not possible; the site can only be accessed on foot, by bicycle or by electric mobility scooter. Given the circumstances the two 1-bedroom dwellings are proposed as a car free development; it is intended that future occupiers would be persons who choose not to own a car. However, should vehicle parking be required by the dwellings future occupiers (or their visitors) a Lambeth Parking Survey undertaken by Highways Consultants Bright Plan

indicates that there is plentiful and convenient on-street parking available on Felpham Way (and other nearby local roads).

7.3 The proposed development would front onto Flax Mean to the north. The two dwellings have been specifically designed to reflect and mimic the scale, alignment and pattern of development of the existing bungalows/chalet bungalows to the east and west of the site which have frontages onto Flax Mean. The two dwellings would align with and have similar sized garden and amenity spaces to the adjacent dwellings. Their internal floor areas would also be compliant with the Nationally Described Space Standards.

7.4 Entry to the site would be through a pergola styled entrance feature. This would be planted with climbers and creepers to form a 'green tunnel'. The proposals include the provision of lighting bollards (either dusk to dawn or movement sensitive) both within the pergola entrance feature and along the length of the passageway also serving the occupiers of the mixed-use development.

7.5 Amenity space within the curtilage of the two dwellings is considered to be appropriate in terms of its size and area, especially when considered in the context of the character and pattern of existing development to the east and west of the application site.

7.6 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.

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