

PLANNING STATEMENT**125 BAYFORD ROAD, LITTLEHAMPTON BN17 5HW****WHALEBACK**

The Old Bank
257 New Church Road
Hove
BN3 4EE



Site	125 Bayford Road Littlehampton
Project	Full Planning
Applicant	TJH Partners Sussex Ltd
Our Ref	W2154
Date	January 2021
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Contents

Contents.....	2
Introduction.....	3
Site and Surroundings	3
Development Proposal	4
Relevant Planning History	5
Planning Policy Framework.....	6
National Planning Policy Framework	6
Arun Local Plan (2018)	6
Littlehampton Neighbourhood Plan	7
Planning Appraisal	7
Principle of Development	7
Standard of Accommodation	8
Impact on Neighbouring Amenity.....	9
Transport and Parking	10
Flood Risk	10
Conclusion	10
Engagement with the Local Planning Authority	11

Introduction

1. WHALEBACK is instructed by the applicant to prepare and submit a full planning application to Arun District Council for a change of use of the existing single dwellinghouse (C3) to an 8-bedroom House in Multiple Occupation (Sui Generis).
2. This Planning Statement describes the application site and its surroundings, the development proposal, the planning history of the site and the relevant planning policy framework. A planning appraisal is provided to consider the merits of the application followed by a conclusion.

Site and Surroundings

3. The application site relates to a three-storey terraced building on the western side of Bayford Road within the River Ward of Littlehampton. The building frontage comprises a yellow brick finish with red-brick detailing and a two-storey canted bay. The roof form is pitched with a dormer window to the front elevation.



Front elevation

4. To the rear is a two-storey outrigger and single-storey rear projection with a small garden and parking area; accessed via an informal access track off South Terrace.



Rear elevation

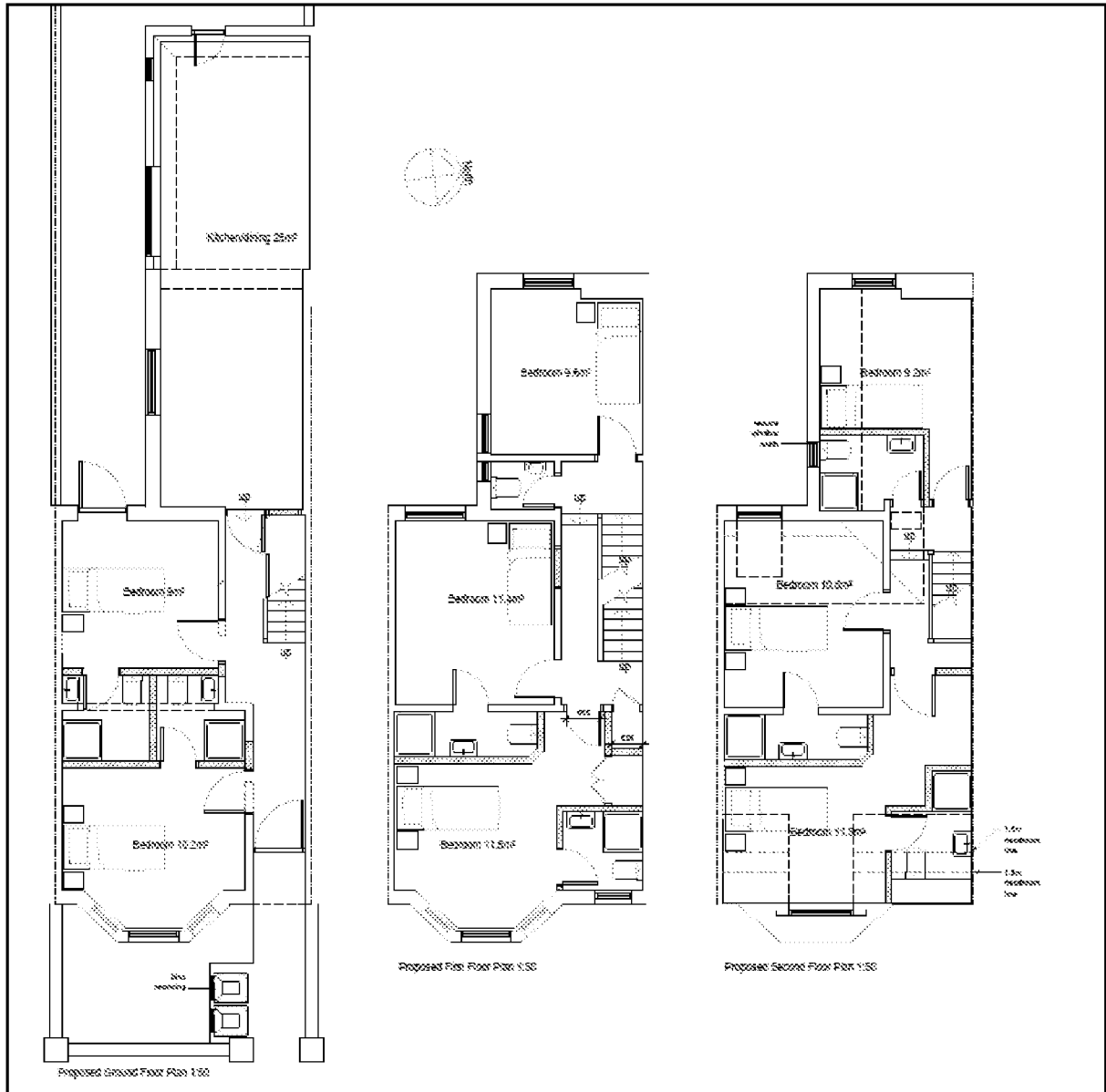
5. Internally, the layout of the existing building comprises reception rooms and a kitchen/utility room at ground floor level, a further kitchen and five bedrooms at first and second floor level. The lawful use of the property is a single dwellinghouse (C3) and it has always remained in this use; the previous owner installed a kitchenette on first floor level of accessibility purposes but there was no subdivision within the building.
6. The building is not in a Conservation Area and there are no Article 4 Directions covering the site. The building is recorded as a 'Building of Character' in the Council's Local List of Non-Designated Heritage Assets.
7. The wider Bayford Road neighbourhood comprises predominantly terraced dwellings and St Catherine's Court- a retirement housing block. The site is in a sustainable and desirable location, within close walking distance to the River Arun, the seafront promenade and local services and amenities in the town centre.
8. The site is located within Environment Agency Flood Zone 3, although there are flood defences along the river Arun (see sub-section below).

Development Proposal

9. Planning permission is sought to change the use of the property from a single dwellinghouse (C3) to an 8-bedroom large HMO (Sui Generis). Improvement works would be carried out to refurbish the

interior of the property which is currently in a poor state of repair. No external alterations are proposed.

10. Internally, the proposed layout would comprise a communal kitchen/dining and living area and two bedrooms at ground floor level. The first floor would contain three bedrooms and a shared W.C, with a further three bedrooms and a bathroom at second floor level. Six rooms would contain an en-suite bathroom with a toilet, sink and shower. The other two rooms would utilise the shared bathrooms.



Proposed floor plans

11. Bin and recycling storage would be located in a designated location in the front garden. Cycle storage would be located in the rear garden (accessed off South Terrace) with two off-street parking spaces. The existing garden would be retained to provide outdoor amenity space for residents.

Relevant Planning History

12. There is no relevant planning history relating to the site.

Planning Policy Framework

13. Planning and Compulsory Purchase Act 2004 Section 38(6) requires local planning authorities to determine planning applications in accordance with the development plan, unless other material considerations indicate otherwise.
14. The Development Plan currently in force across the area relevant to the application site currently consists of the following adopted plans:
 - National Planning Policy Framework (2019)
 - Arun Local Plan (2018)
 - Littlehampton Neighbourhood Plan (2014)
 - Parking Standards SPD (2020)

National Planning Policy Framework

15. A presumption in favour of sustainable development is found at the heart of the NPPF, for both plan-making and decision-taking, defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
16. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): economic, social and environment.
17. For decision-taking this means approving applications that accord with up-to-date policies without delay; or where policies are absent, silent or out-of-date, granting permission unless the Framework provides clear reasons for refusing a proposal in a particular location or any adverse impacts of permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Arun Local Plan (2018)

18. The Arun Local Plan (2011-2031) was adopted on 18th July 2018. The Plan sets out a spatial vision, objectives and a sustainable strategy for delivering the needed growth of the District over the period 2011- 2031. The Arun Local Plan will be used to guide decisions on planning, development and regeneration activity over this period including many other decisions shaping corporate investment plans and strategies, as well as those from external providers, delivering services and infrastructure to the local community.
19. The policies relevant to the assessment of this application are:
 - **Policy SD SPI** - Sustainable Development
 - **Policy H SP4**- Houses in Multiple Occupation
 - **Policy D DM2**- Internal Space Standards
 - **Policy T DMI** - Sustainable Travel

- **Policy HER DM2-** Locally Listed Buildings
- **Policy W DM2-** Flood Risk

Littlehampton Neighbourhood Plan

20. The Littlehampton Neighbourhood Plan was ‘made’ in November 2014. The Plan aims to ensure that development is delivered in a way that will benefit the whole community. Development must encompass a wide range of needs including: housing, employment, community and leisure facilities in order to sustain the Town and its residents. The Neighbourhood Plan aims to provide a framework for how development should look; what it should accomplish and where it is best located.

Planning Appraisal

Principle of Development

21. Policy H SP4 of the Local Plan states that where planning applications for HMOs are not already covered by permitted development rights, they will be favourable considered where the proposals contribute to the creation of sustainable, inclusive and mixed communities and meet the following criteria:
- a. Do not adversely affect the character of the area including eroding the balance between different types of housing, including family housing;*
 - b. Do not contribute to the generation of excessive parking demands or traffic in an area;*
 - c. Provide adequate areas of open space.*
22. The application site benefits from permitted development rights under Class L, Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 that would allow the property to change its lawful use to a small HMO (C4) for up to six occupants. However, as the development proposes eight occupants, the use would fall within the Sui Generis use class and planning permission is required. This fall-back position establishes the principle of the change of use to a HMO, which could be enacted in reality and at any point without requiring planning permission.
23. The supporting text for policy H SP4 states that it is important to ensure that mixed and balanced communities are developed so that situations where existing communities become unbalanced by the narrowing of household types towards domination by a particular type (such as HMOs) are avoided. The thrust of the policy is therefore to avoid the over-concentration of HMOs and to provide a range of mixed housing types to support a balanced neighbourhood.
24. A study of the housing types on Bayford Road concludes that there are approximately 99 residential buildings on the road (some of which have been subdivided into smaller units of accommodation and flats) and 62 retirement flats within St Catherine’s Court immediately adjacent to the application site. The Arun District Council register of HMO licenses demonstrates that there are currently 7 licensed HMOs along Bayford Road.
25. Based on this study, the approximate proportion of properties within a HMO use (including the application site) would account for just 4.96% of the overall housing types within the neighbourhood. The proposed change of use would therefore retain a mixed and balanced neighbourhood in line with local planning policy. A geographical concentration threshold is not defined in the local plan, however

this calculation demonstrates factually that the number of HMOs along the road is not over-concentrated, nor would the balance between housing types (including family housing) be eroded in any substantive way.

26. Notwithstanding, concentration of HMOs within an area is not an issue in principle where they provide a good standard of accommodation and are well serviced, maintained and managed. The applicants are experienced landlords who have extensive knowledge and understanding of shared housing arrangements. They seek to provide high-quality accommodation for long-term tenants.
27. The proposed development would satisfy a significant housing demand for affordable accommodation within a central and sustainable location, making optimal use of the existing property which requires extensive renovation and refurbishment.
28. The parking impacts and provision of open space are addressed and satisfied in the relevant sections below. Overall, the proposal would comply with the overarching aim of policy H SP4 by providing a much-needed affordable housing type within a central location that would retain and mixed and balanced community along Bayford Road.

Standard of Accommodation

29. Paragraph 127 of the NPPF states that a high standard of amenity for future users should be achieved in new residential development. Policy D DM2 of the Local Plan sets out internal space standards for new-build development based on the Government's Nationally Described Space Standards. Though these standards do not apply to HMOs, they provide a good indication of appropriate floor areas for new residential development based on the intended occupancy. The current space standards set out that a bedroom should have a floor area of at least 7.5m².
30. Licensing requirements for HMOs require bedrooms to have a floorspace of at least 6.51m².
31. Every bedroom within the proposed HMO would meet/exceed the current Nationally Described Space Standards as follows:

Bedroom 1: 10.2m²

Bedroom 2: 9m²

Bedroom 3: 11.5m²

Bedroom 4: 11.4m²

Bedroom 5: 9.6m²

Bedroom 6: 11.3m²

Bedroom 7: 10.6m²

Bedroom 8: 9.6m²

32. Six of the bedrooms would feature an en-suite bathroom and all rooms would have a full-sized window providing ample daylight and outlook. A communal W.C would be located on the ground floor with a communal bathroom on the second floor. The proposed layout also features a kitchen/living/dining room measuring 25m² providing ample space for cooking, dining and socialising for residents.

33. Criterion (c) of policy H SP4 requires HMOs to provide adequate areas of open space. The proposal would retain the existing garden to the rear of the property that would provide private, outdoor amenity space for future residents. The site is well located to Beach Green, Harbour Park and the seafront for recreational activities that would enhance future residents' quality of life.
34. Overall, the proposal represents a very good standard of accommodation for future residents in accordance with policy H SP4 of the Local Plan and the core principles of the NPPF.

Impact on Neighbouring Amenity

35. Policy D DMI of the Local Plan requires that the Council have regard to certain aspects when considering new development including: *'(3) Impact - Have minimal impact to users and occupiers of nearby property and land. For example, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance'*.
36. The property has an established residential use comprising five bedrooms. Given the size of the building, it is assumed that the likely occupiers of the property would be a large family which would generate a certain level of activity. While the density will increase at the application site from five bedrooms to eight, the resultant occupancy would be entirely in keeping with the character of the area, with many properties containing 4+ bedrooms or subdivided into flats. Given the large floor area of the building and the context of the surrounding neighbourhood, the proposed occupancy of the building for 8 persons would be an appropriate density akin to neighbouring properties.
37. In an appeal decision for a similar proposal at 19 Bayford Road (appeal reference APP/C3810/W/18/193887- allowed June 2018) the Inspector stated that occupiers of HMOs are likely to have similar 'comings and goings' when compared to those of a large family, who could occupy the present building. The appeal sought a change of use from a similar-sized dwelling to a 7-bedroom HMO.
38. The applicants are keen to highlight that the property will be let as a high-quality shared housing arrangement and future tenants will be assessed in line with the applicant's established professional HMO management process. There is no compelling evidence linking directly between HMOs and increased noise/disturbance or antisocial behaviour. Problems with HMOs often relate to the quality of the management and are a matter more appropriately dealt with under the licensing regime. The applicant is an experienced landlord who is able to effectively manage the HMO use.
39. Furthermore, the application site benefits from permitted development rights which would allow for a HMO use for up to six residents without requiring planning permission. The proposal seeks only two more occupants compared with what could realistically be achieved under permitted development.
40. Within this context, the comings and goings of future residents would be typical of the character of the area and would not result in any significant increased noise or disturbance to neighbouring properties that would warrant refusal of the application on amenity grounds. There are no external works proposed that would result in any loss of privacy or daylight.
41. For the reasons outlined, the development would have an acceptable impact on the living conditions of occupiers of neighbouring buildings in accordance with the aims of the Local Plan and the NPPF.

Transport and Parking

42. Criterion (b) of policy HPS4 states that developments for HMOs should ensure that they do not contribute to the generation of excessive parking demands or traffic in an area.
43. Bayford Road features on-street parking to the western side. The road is not within a Controlled Parking Zone and there are no parking restrictions other than double-yellow lines to the southwest.
44. The Arun District Council Parking Standards SPG was adopted in 2020, providing refinement to the general West Sussex County Council Guidance on Parking for New Residential Development document.
45. Based on the Arun parking Standards SPG, as a dwelling with 4+ bedrooms within Parking Zone 4, the property has a parking demand of 2 car parking spaces. The guidance does not provide parking standards for HMO uses specifically. The West Sussex County Council guidance suggests that for HMOs, a car parking provision of 0.5 spaces per bedroom is appropriate. Based on this guidance the parking demand would be 4 spaces.
46. In this case, the application proposes two off-street parking spaces to the rear of the site. The potential additional demand for two additional cars could be accommodated on-street.
47. Notwithstanding, the site is in a highly sustainable location close to a range of public services, amenities and employment options. Bus and rail services (within close walking distance) provide realistic travel options for longer trips and it is not anticipated that the proposed use would generate a material increase in traffic or parking demand in comparison with the existing use, in compliance with policy HSP4 of the Local Plan.
48. Policy T DMI of the Local Plan encourages developments to utilise sustainable transport methods and reduce dependency on the private motor vehicle. In addition to the sustainable location of the site which would naturally direct residents to public transport use, the application proposes secure cycle parking in the rear garden, accessed independently from the private access track off South Terrace. Full details can be secured by planning condition if necessary.

Flood Risk

49. The application does not propose any extension or alteration to the existing building, which is in an established residential use. The change of use would not increase flood risk on the site or elsewhere, and benefits from flood defences along the River Arun. The application is accompanied by a site-specific flood risk assessment.

Conclusion

50. For the reasons outlined above, the development is considered to represent sustainable development. The proposed HMO use would satisfy a unique housing demand for affordable accommodation for young people and those on lower incomes. The proposal would make optimal use of the existing property which is in need of significant investment.
51. The proposed layout would offer an excellent standard of accommodation for future residents, with bedrooms above the national space standards, a spacious communal area and a private garden. Off-street car parking and cycle storage would also be facilitated on-site.

52. The proposed occupancy of the building would be comparable to other buildings within this town centre location, ensuring that no additional harm to neighbouring residents would occur. The proposal would not generate an additional parking demand and residents would be encouraged to utilise sustainable transport methods.
53. For the reasons outlined in this report, the proposal represents sustainable development in compliance with the Arun Local Plan and the NPPF. The Local Planning Authority is therefore respectfully asked to grant planning permission without delay.

Engagement with the Local Planning Authority

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

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