

Planning/Design and Access Statement

Erection of 2 no. dwellings

**Land adj 1 Holkham Cottages
Burndell Road
Yapton
ARUNDEL**

**On behalf of
Farside Properties Ltd**

June 2018

1. Introduction

- 1.1 This statement has been prepared on behalf of my client Farside Properties Ltd to accompany this full planning application for the erection of 2 no. dwellings on land adjacent to no. 1 Holkham Cottages, Burndell Road, Yapton.
- 1.2 This statement describes the existing site and its surroundings, the development as proposed and assesses it against the current development plan policies including those in the neighbourhood plan. It seeks to demonstrate that the proposal is a sustainable form of development compliant with the relevant development plan policies and can be accommodated on site without harm to the local amenities.

2. The Site and Its Surroundings

- 2.1 The site the subject of this application is located on the southern side of Burndell Road, Yapton, to the east of the Bilsham Road junction. It is situated between no.1 Holkham Cottages and a single storey brick and tile building that forms part of the adjoining site occupied by Leaside Tool Shop.



- 2.2 No.1 Holkham Cottages is the easternmost property in a row of six terraced cottages which sit close to the back edge of the pavement. The Leaside Tools building also sits hard onto the public highway. More recent developments on this southern side of the road have followed this pattern with a significant 2.5/3 storey mixed development of

flats and terraced properties at Ryebank Walk to the east of Leaside Tools which again is close to the highway. The character of development on the southern side of the road contrasts with the residential development on the northern side of the road which is generally situated at right angles to the highway set back behind grassed verges and boundary walls.

- 2.3 The land the subject of this application is currently enclosed by timber close boarded fencing adjacent to the pavement and has gates toward the western end. There is unrestricted parking along this stretch of Burndell Road apart from double yellow lines around the junction of Downview Road which extend along the northern side of the road opposite the application site.
- 2.4 The site is situated within the built-up area of Yapton Close to public amenities. There is a convenience store 200m to the west opposite the recreation ground and village hall. The local primary school and doctor's surgery is located less than 1km away in North End Road. Burndell Road is also a route for buses which go to Barnham railway station just 2.5km to the north west, and further afield to Bognor, Littlehampton and Chichester.

3. The Application Proposal

- 3.1 The application proposes the erection of 2 no. semi-detached cottages on land to the east of the existing row of 6 cottages known as Holkham Cottages. The front elevations of the dwellings are proposed to be in line with the existing cottages with a new 0.75m flint and brick wall in front in keeping with the existing street scene. The cottages have been designed to be of a similar scale to the existing cottages as far as possible whilst meeting the current nationally described space standards. In this regard, the ridge and eaves level will match those of the terrace.
- 3.2 To the rear, the cottages will extend beyond the main rear wall of no. 1 but will not extend beyond the rear outshot. The proposed rear wall will not however come within the 45-degree line taken from the mid-point of the rear windows of no.1 thereby ensuring outlook from that property is maintained. The cottages will each have a private rear amenity area accessible via a footpath down the side of the individual properties which will also allow access for bins and cycle storage.
- 3.3 The proposed cottages will be constructed in a red- brown multi stock brick with a plain concrete tiled roof in a colour to match the adjoining terrace. The windows will be proportionate to the scale of the building and have a horizontal glazing bar to provide a cottage appearance. A canopy will be provided over the front doors.

- 3.4 Internally, each dwelling will have a living/dining room, kitchen and w.c. and at first floor there will be two bedrooms and a bathroom. Each dwelling will have a GIA of 80sqm and accord with the Nationally Described Space Standards.

4. Planning Policy

- 4.1 Government planning policy comprises the National Planning Policy Framework (NPPF). This sets out the Government's planning policies for England and how these are expected to be applied. It does not change the statutory status of the development plan but it is a material consideration in the determination of planning applications. It states that the purpose of the planning system is to contribute to the achievement of sustainable development and defines three dimensions in meeting this: the economic role; the social role and the environmental role. These roles are not expected to be undertaken in isolation because they are mutually dependent.
- 4.2 Sustainable development is placed at the heart of the Framework and paragraph 14 states that there is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan making and decision taking. For decision taking this means approving development proposals that accord with the development plan without delay and, where the development plan is absent, silent or relevant policies are out of date, granting permission unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against policies in the Framework taken as a whole or specific policies in a Framework indicate development should be restricted.
- 4.3 Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. Paragraph 53 states that LPAs should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area. The emphasis is therefore on inappropriate development and not an embargo on all garden land development.
- 4.4 In terms of decision taking the NPPF states that LPAs should approach decision taking in a positive way to foster the delivery of sustainable development. LPAs should look for solutions rather than problems and decision takers should seek to approve applications for sustainable development where possible. They should work proactively to secure developments that improve the economic, social and environmental conditions of the area.
- 4.5 Local development plan policies are contained within the Arun District Local Plan 2003 and saved policy GEN7 is considered to be the most relevant to the determination of this application. The policy deals with the form of development and state that it will be permitted providing it meets the specified criteria.

- 4.6 Criterion (i) seeks to ensure that the development makes efficient use of land or buildings and the proposal is compliant with this criterion as it makes more efficient use of this site and brings forward new homes in a sustainable location.
- 4.7 Criterion (ii) requires development to respond positively to the identified characteristics and resources of the site and the area to create attractive places and spaces with the needs of people in mind and respect and enhance local distinctiveness. The proposal complies with this criterion by providing a form of development which is in-keeping with the character of residential development in the locality and provides new homes with suitable amenities for future occupiers.
- 4.8 Criterion (iii) requires development to provide sustainable development and, as the proposed development is located within the built-up area of Yapton, it meets this requirement being accessible to alternative modes of transport, shops and services. It also fulfils the environmental, social and economic roles which defines sustainable development by providing new homes and jobs in construction whilst maintaining the environmental quality of the area.
- 4.9 Criterion (iv) seeks to protect the amenities of adjoining occupiers. This is dealt with in detail elsewhere in this report and demonstrates that the new dwellings can be accommodated on the site without any harm to any established amenities.
- 4.10 Criterion (v) seeks to ensure that the development takes account of any unacceptable adverse impacts that may arise from adjoining land uses or property. The application site is located in a built-up area where it is bounded by residential development to the north, west and south. The adjoining commercial premises to the east appears to be predominantly a retail use within existing buildings which separate the application site from the customer parking area. This is not therefore a noise generating use and it is submitted that the proposed residential use will not suffer any unacceptable impacts.
- 4.11 Criterion (vi) deals with the retention of open or wooded areas and is not applicable to this site.
- 4.12 Criterion (vii) seeks to ensure that development allows for the safe movement of pedestrians and vehicles. The proposal does not propose any parking on site and the matter will be referred to later in this report.
- 4.13 The Yapton Neighbourhood Plan was made in November 2014 and therefore forms part of the Development Plan. Policy BB1 defines the built-up area boundary where proposals will be supported subject to compliance with other policies in the development plan. Policy PK1 seeks to ensure that new residential developments incorporate off- road parking.

- 4.14 The Publication Version of the Local Plan as modified in January 2018 has been through Examination and the Inspector's report is awaited. The policies therefore carry weight in the determination of this application. Policy D DM1 Aspects of Form and Design Quality is the most relevant, replacing policy GEN7 of the current Local Plan. It requires, amongst other matters, consideration of the character of the area in terms of scale, massing, aspect, siting, layout (parking, internal and external space), density, materials and landscaping.
- 4.15 Policy T SP1 Transport and Development seeks to ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles. It states that 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. It goes on to state that it will support proposals that incorporate appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking.
- 4.16 It is relevant that the policy setting out standards for external amenity space has been deleted in the modified version of the Plan.

5. Planning Considerations

- 5.1 The site lies within the village of Yapton where the principle of housing development is acceptable under Local Plan and Neighbourhood Plan policies as it will be located in a sustainable location within the built-area boundary. The main issues for consideration are whether the development is designed and laid out to be in keeping with the character of the area and respects the amenities of adjoining residents. It is also necessary to consider whether it is appropriate to develop to site without on-site parking.

Design and Layout

- 5.2 The proposed dwellings will be located on the application site close to the back edge of the pavement in between no. 1 Holkham Cottage and the single storey building to the east forming part of Leaside Tools. They will therefore be in keeping with the linear form of frontage development along this southern side of Burndell Road. The plot sizes are larger than those of the existing cottages and the dwellings to the east at Ryebank Walk as can be seen on the location plan below. The development will therefore be in keeping with the pattern of development in the locality.



- 5.3 As much of the width of the plots has been used to accommodate the dwellings (whilst maintaining pedestrian access along each side) to limit the depth of building and allow for a reasonable south facing amenity space which is larger than others along this stretch of the road. They have been designed as two storey dwellings of traditional scale to reflect the eaves levels and ridge heights of Holkham Cottages. The scale and level of accommodation is therefore in proportion to the size of the plot whilst complying with the internal space standards.
- 5.4 The layout also provides for bin storage in the rear gardens which can be wheeled to the kerbside for collection and a cycle store accessible from each garden with access to the road available down the side of each proposed property.
- 5.5 In design terms, the proposal uses traditional materials and features such as horizontal glazing bars to provide a 'cottage' appearance in keeping with Holkham Cottages. The proposed dwellings sit comfortably in the street scene as shown in the elevation below.



Street Elevations

- 5.6 The proposal will not impact on the amenities of any adjoining neighbours. There are commercial premises to the east and the properties to the south are some distance away, significantly in excess of 21m thereby ensuring that there is no intervisibility or overlooking of their immediate private amenity space. The relationship with the existing dwelling, no.1 Holkham Cottages has been carefully considered in the siting of the dwellings. In this respect, as previously mentioned, the development does not impinge on the 45-degree line measured from the centre of the windows on the main rear elevation of the existing dwelling. There will therefore be no overshadowing or other detrimental impact, particularly as the dwellings in this case are all south facing.

Parking

- 5.7 A feature of development on the southern side of Burndell Road is its close relationship with the road and absence of off-street parking places. The application site forms part of a narrow strip of land on the south side of the road where development has taken place without parking as its depth does not lend itself to off-street parking with on-site turning. Any parking which has been provided relies on vehicles reversing onto Burndell Road which is a 'B' category road which is not an ideal situation. If parking were to be provided on this site it is likely that this would also result in vehicles having to reverse.
- 5.8 The site is located in a highly sustainable location in the village with local amenities nearby and is on a bus route to Barnham and other towns in the area. Barnham of course has a train station which is easily accessible from the site by bus, cycle or even on foot (1.8 mile walk). This is therefore a circumstance where, it is submitted, occupiers can rely on other modes of transport or on-street parking in the vicinity. In

this respect, there are no restrictions to parking along this stretch of Burndell Road except for around the junction with Downview Road.

- 5.9 It is acknowledged that lack of parking places demands on the street however in this case it is submitted that the demand is limited to those frontage properties without off-street parking in this part of Burndell Road. The residents of the dwellings on the north side of the road are highly unlikely to park here as their dwellings form part of the estate served by Downview Road which is supplied with its own parking, garages and lay-bys. Furthermore, the dwellings on the north side are separated from Burndell Road by a brick wall making parking on the road highly inconvenient.
- 5.10 The made Neighbourhood Plan specifies levels of parking for new development and whilst this forms part of the development plan it is submitted that there are other material circumstances in this case which justify a decision which does not accord with that policy. The policy on parking in the emerging local plan has been deleted and relies on the relevant part of policy D DM1 which has to be considered in relation to all other material factors included in the assessment of character. Policy T SP1 also allows for consideration to be taken of the impact of development upon on-street parking. It is submitted that the emerging policy allows for greater flexibility in the application of standards and this of course will be the more up to date plan upon its adoption which is anticipated.

Foul and Surface Water

- 5.11 The proposed dwellings will connect to the public foul sewer. In terms of surface water, a soakaway along the rear boundary of the site will be proposed which is the required distance from the proposed properties.

6. Conclusion

- 6.1 The application proposal provides for two new dwellings within this highly sustainable location. The form and layout of the development accords with the character of the area and does not impact on the amenities of any adjoining occupiers. In this respect the proposal complies with policy GEN7 of the Local Plan and emerging policy D DM1.
- 6.2 Whilst the dwellings will not have any off-street parking, it is considered that there is policy flexibility to allow consideration of other material factors such as character of the area and impact of on-street parking. In this case, providing off-street parking would result in vehicles reversing on the highway and a form of development uncharacteristic of the terraced properties in the locality. There is unrestricted parking locally and alternative modes of transport nearby. There are therefore material circumstances which would allow for this development contrary to the policy in the Neighbourhood Plan.

- 6.3 Overall it is submitted that the proposal represents an acceptable form of development on this site having regard to all material factors and planning permission is sought on this basis.