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DESIGN & ACCESS STATEMENT

**DOWNSVIEW
LITTLEHAMPTON ROAD
FERRING
WEST SUSSEX
BN12 6PW**

PROPOSAL

To erect a detached structure to the south west of the site, to be used as a garage/workshop. The garage/workshop will measure some 11m x 8m and have a height of 6m.

The garage/workshop will have a hipped roof, and will contain 1no. flat roof dormer on the front (north) elevation. This elevation will also include 2 sets of bi-folding doors to allow vehicles to enter and leave. A clock will be positioned between these doors, adding a domestic feature to the building.

Due to the hipped roof, the first floor will have a greatly reduced floor area than the ground floor, and will be used as ancillary office/storage.

The building will be positioned very close to the front boundary wall, thus minimizing its visual affect.

PLANNING HISTORY

The dwellinghouse on the site has for some years been named 'Downsview' whilst the land to the rear (north) of 'Downsview' has been known as 'Coopers Yard'.

Downsview appeared to have had some caravans stored upon it for several years, whilst Coopers Yard has a particularly large amount of storage of caravans together with commercial workshops on it.

Outline Planning Applications covering both sites were submitted to Arun in 2005 and 2006, for various schemes, which would have resulted in the demolition of Downsview. However, these applications were all refused, and the application for the provision of housing was dismissed on appeal.

An application in 2008 for a Lawful Development Certificate for an Exist Use as outside caravan storage for the maximum of 238 unoccupied caravans, each with a maximum length of 8m, was granted on 27th February 2008 – A/4/08/CLE refers.

A further application in 2010, changed the caravan storage to mixed use storage, comprising domestic caravans and self storage containers, with the maximum total number of units and caravans again being 238 was approved on 14th October 2010 – A/98/10 refers.

The point of note on the last 2no. Planning Applications, is that Downsview regained its identity, as the address of these 2no. Planning Applications was 'Coopers Yard to the rear of Downsview'. Further, the plans with all the applications, have always identified 2no. separate vehicular accesses, one to Downsview and the other to Coopers Yard.

OVERVIEW OF DOWNSVIEW AND PROPOSAL

Downsview, clearly being separate from Coopers Yard, was put up for sale as a single dwelling house, and my clients Mr & Mrs Aragona, brought it. They and their two children moved into it in 2013.

Mr Aragona is a Marine Engineer and in line with current Governmental thinking, would like to work from home, thereby not only removing his daily drive to and from work, but also enabling him to spend more time with his family. Constructing a garage/workshop to the front of the property, on the existing large hard surfaced area, where previously there had been storage of caravans, will achieve this aspiration.

The boats are small enough to fit onto a standard car parking space, having maximum dimensions of some 7m x 3m (including the trailer), and of course Mr Aragona can only work on one boat at a time. Whilst there could be the potential for having a maximum of 3 boats on site at any one time, the one he has finished working on and waiting to be taken back to the client, one he is working on, and one waiting to be worked on, the reality is that there will only be the one he is working on, on site.

A structure measuring some 8m x 11m x 6m high, is intended to be constructed on the south side of the existing hardsurfaced area, close to the existing boundary of the property with the A259 dual carriageway. It will be indented slightly from the boundary to allow for maintenance, and the growth of the trees on the boundary edging.

Two sets of doors will be inserted in the south elevation of the garage/workshop, facing the house. A small dormer will also be placed on this elevation. None of the other elevations will have any fenestration whatsoever.

The current hardsurfaced area measures some 440 square metres, is very uneven, with a large point close to its rear (north) section, having a raised 'bulge'. The existing concrete on the hardsurfaced area, appears to be very thick, and excluding the bulge, has a southwards slope towards the A259 carriageway.

It is intended to remove this concrete and to level out the land, then re- hardsurface it, and providing a surface water soakaway towards the centre area of the new hardsurfacing, being the point where the natural slope of the land becomes more level.

4no. car parking spaces would be located on the northern section of the hardsurfaced area alongside a planted area to the east. These parking spaces will abut the internal fence line of Downsview's side garden area, and additional landscaping will take place at the northern side of the fence point. The existing gates at the north end of the drive lead to the house, and an additional two existing personal car parking spaces, will remain in position. The clients classic car and ride on lawn mower, would be parked within the new garage/workshop.

The existing gates at the south side of the site, would be relocated further into the site by 6m. That distance, together with the fact that currently the existing gates are located 5m from the edge of the carriageway, make the new position of the gates 11m from the highway. Conversations with C. Highway elude to the parking provision together with the position of the gates as being satisfactory.

Due to the variation in ground levels, the existing boundary wall to the front of the site range from some 1.1m – 1.35m on the south (east) section to some 1.65m – 1.7m to the south (west) section. Above these sections, there is an existing 900mm high willow fence, making an overall height of the south (east) boundary section of approx. 2m – 2.25m and the south (west) boundary section of approx 2.55m – 2.6m. Because of the difference in land levels, externally, these boundary heights read as the same level.

The current fencing is in very poor condition, and needs to be replaced. Also, because traffic queues often come about outside of the site, with many lorry drivers waiting at the lights to turn into the Asda superstore, it has been noted that on numerous occasions, the drivers of these lorries, often stare over the existing fence, and into the application site, it is felt that by increasing the fence height by an additional 300mm it will prevent this overlooking problem. Particularly given that the garden of the property is at the front, and the children often play within the garden.

There exists landscape screening on the west boundary, thereby minimizing the visual affect of the new garage/workshop. Further, the land slopes upwards from the south to the north, which also contributes to the reduced impact of the new building. Downsvie itself is on raised land in relation to the proposal, and this too is relatively well screened from view when travelling along the A259.

Mr Aragona is self employed and intends to undertake virtually all the repair work himself, and will offer a collection and return service, thereby minimizing unnecessary car trips to the site by customers. However, there will of course be the occasional customer visit plus deliveries of goods to the site, although, as Mr Aragona is a one man operation, these deliveries will be much reduced.

Mr Aragona will only be undertaking occasional spot welding, but should there be a need for larger welding work, he will take the metal to the Welding company in Littlehampton to either do it there himself or the welding company will undertake the work on his behalf.

There will be no plant machinery at all on site, with only domestic, hand held tools being used by Mr Aragona, such as a palm sander, electric drill/screwdriver, a portable spot welder and on rare occasions a hand held angle grinder may be used to cut sheared bolts etc.

Again, because of the small scale nature of the one man operation, there will be only very small quantities of oil on site. A 5 ½ gallon drum takes up to 6 months before it is full enough to be collected. This drum would be stored within the building.

Drainage – Surface and Foul

Currently there is no drainage on the hardsurfaced area, but the new, levelled hardsurfaced area will have a soakaway contained within it.

There is no foul drainage, as Mr Aragona will be using his existing house for kitchen and bathroom facilities.

Bin Storage and Collection Provision

The normal household collection from the site will not change. Arun District Council are the service providers of bin collection, and will continue to collect the two bins of household and recycled waste.

There will be the addition of the waste from the garage/workshop being collected by Bishco on a fortnightly basis. The sort of waste within that bin are such items as, old paper towels, rags, old bits of wood, bits and pieces out of the boats, like broken interior furnishings etc., basically anything left over from refurbishments and work on the boats. Scrap metal is collected by the client and goes into a plastic dustbin which will be kept inside the garage/workshop, and then taken to a scrap metal merchant.

The clients will continue as they currently do that is to wheel the dustbins to the entrance gates where the dustcart's, used for the collection of waste, will continue as they already do, that is, they pull up across the gates, and hook the dustbins onto the back of the lorry, which is then tipped into it etc.

Flood Risk

Environment Agency's web-site has been viewed, and it has been ascertained that the site is not within an area liable to flood. A copy of the plan from the Environment Agency's web-site is submitted with the application.

Biodiversity

The existing site has only concrete on it, and no biodiversity at all within it. The application will remove the concrete and level the site, before replacing with hardsurfacing. No gain or loss of biodiversity will occur.

Land Contamination

The clients have had it confirmed by Arun District Council's Environmental Health that the land has no land contamination. A copy of their letter is enclosed with the application.

National Planning Policy Framework

The National Planning Policy Framework is the Government Planning Policy. This document sets out the Government's planning policies and how they are expected to be applied. At the centre of the framework is the presumption in favour of development, which runs through both plan making and decision taking. For decision taking, this means approving development proposals that accord with the development plan and where the development plan is absent, silent or relevant policies are out of date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the framework taken as a whole or specific policies in the framework indicate development should be resisted.

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system. (para. 19)

To help and achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. (para. 20)

Arun District Council Local Plan 2003

Within this plan, the site, the subject of this application, is outside the built-up area boundary as defined by the proposals map, and therefore the countryside policies apply namely:-

GEN3, GEN7

GEN3 – Whilst it is accepted that the site is outside the built-up area as defined by the proposals map, historically, this site has had a commercial link for many many years. With the most recent being the storage of caravans. It was only relatively recently that the caravans have been moved off the site and the property sold. The fact that it has had a commercial link for so long creates a material consideration for looking at this site not as a pure countryside location.

- i)The site has not or has never been able to meet the operational needs of agriculture, forestry, the extraction of minerals or the deposit of waste; or
- ii)for quiet, informal recreation; or
- iii)for the diversification of the rural economy; or
- iv)for an essential road scheme;or
- v)there are no policies in Section 2 or 3 of the plan that are relevant to the proposal.

Whilst the proposal does not accord with this countryside policy, it is, in fact, not really a countryside location. It directly abuts the A259 dual carriageway to the south of the site, it has caravan/container storage for 234 units directly abutting the site to the east and north, and to the west is a field where weekly car boot sales occur from May to September. Indeed, there are numerous commercial uses in the very near vicinity of the site i.e. Asda superstore directly opposite the site to the south.

The land to which the proposed garage/workshop would be constructed and the car parking provided, is an existing concrete area where caravans were previously stored.

GEN7 – The design of the proposed garage/workshop has a hipped roof and painted rendered walls to offer a simple building which would compliment the existing dwelling. The folding part timber, part glazed folding doors, together with the external clock placed between the doors, give the external appearance an old fashioned charm which compliments the residential setting.

- i) the garage/workshop clearly makes efficient use of the land, as it is turning the large uneven concrete hardsurfaced area into a drained usable surface with a building of a use which allows the occupier of Downsview to work from home;
- ii) the identified characteristics of the site is that it is a large expanse of uneven concrete. The north and east continues the hardsurfacing theme, with the storage of caravans/containers. To the south is the metallized dual carriageway, on the other side of the dual carriageway, is Asda superstore. All these direct neighbours do not contribute to the visual amenities of the existing dwelling, or the wider landscape;
- iii) the proposal is sustainable as the owner of the property will be able to work from home, and eliminate his daily drive to and from work. As a one man operation, he will be saving energy as he can work outside in the light and when he leaves work, he only needs to walk home a few paces to the north;
- iv) it is the adjoining land use of the storage of caravans/containers that have the adverse impact upon the applicants, with the many daily visits to that site by large HGV's delivering and collecting the units, together with the associated noise and pollution of the engines running in close proximity to the residential dwelling. The proposed use of the garage/workshop will not, in any format, have any impact on its' neighbours whatsoever;
- v) ditto above;
- vi) there is no open woodland on or near the site;
- vii) the proposal will not interfere with the existing highway situation. There is currently no pedestrian footpath outside of the site, and the existing vehicular access will not be moved. What will occur is that the gates to the site will be moved further into the site, to allow vehicles to stand clear of the highway on entering the site;
- viii) vehicle parking will be provided on site in an orderly fashion at the north section of the hardsurfaced area.

Landscaping will be provided on the north section of the site; the east of the parking area; and to the southern boundary area.

Publication Version of the Local Plan

SD SP1, C SP1, SD SP3, D SP1

SD SP1

Sustainable Development

It is considered that the proposal, takes a proactive approach to its design, creating a garage/workshop that reflects the design of the existing dwellinghouse. It will have a hipped roof with a flat roof dormer within the northern roofslope, and it will have rendered walls, again picking up on the reference to the existing dwelling. The doors will be of timber, and will have glazed upper sections. They will be folding, thus reflecting the time honoured design of traditional garage/workshops. By providing a clock on the external elevation between the doors, it will give the building a quirky domestic appearance. As the rear roofslope faces south, there will be opportunity for placing solar panels on it, once finances allow. The proposal thereby accords with this policy.

C SP1

Countryside

This policy is very similar to GEN3, the main difference being c) 'for green infrastructure'. Therefore, the response is the same as above under GEN3 and suffice it to say, the scheme for the garage/workshop within the residential curtilage is not to provide green infrastructure.

SD SP3

Gaps Between Settlements

This is a new allocation to the draft local plan, and it must be said that this policy in no way reflects the application site or it's immediate neighbours to the east and north. For as already stated within this statement, both sites are almost entirely covered in concrete and or buildings. The only real piece of greenspace is the garden relating to Downsview. The application site is an existing slab of concrete.

The words of the policy read:- *"The generally open and undeveloped nature of the following gaps between settlements will be protected to prevent coalescence and retain their separate identity:*

- *Angmering to Worthing*

Development will only be permitted within the gaps if:

- a. It would not undermine the physical and/or visual separation of settlements;*
- b. It would not compromise the integrity of the gap, either individually or cumulatively with other existing or proposed development*

- c. *It cannot be located elsewhere;*
- d. *It maintains the character of the undeveloped coast and;*
- e. *It enhances the green infrastructure functions of the gap and takes account of opportunities identified in the Green Infrastructure Study, 2012*

The reasoning for this policy on this piece of land is totally misplaced as it does not in any way, stretch or form, relate to the application site, or its neighbour which abuts the site to the north and east.

The proposed development, within the existing residential curtilage, for a garage/workshop, which is proposed for the husband and father to work from home, will not compromise the integrity of the gap. In many ways it will be an improvement to the gap, as it will compliment the existing house, and it will remove the existing slab of concrete.

The residential garage/workshop cannot be located elsewhere, as it directly relates to the household, within the residential curtilage.

D SP1

Design

The design of the proposal will reflect on elements of the existing dwellinghouse. It would have been easy to have provided a flat roof box arrangement for the garage/workshop, with an up and over door, but it was felt that it should pick up on some design elements of the existing house.

It will have a hipped roof with a flat roof dormer within the north facing roofslope. In order to provide a pitched roof, the height of the building will be 6m, but by making it a fully hipped roof, that 6m is diffused to a smaller, central area. By making the roof fully hipped, it will also limit the first floor accommodation allowing only a limited space in which to stand. This area could be utilized as a small office or small storage area.

The siting, position, orientation, again has been led by the parameters of the site together with the existing hardsurfaced area. By keeping it within this area, the grassed garden area would not be compromised. The garage/workshop has been positioned close to the front boundary wall, thereby offering the most screening from outside of the site, plus, logistically, it will work a better operationally. The garage/workshop can be surveyed from the house, this will contribute to the security of the building, whilst providing wellbeing for Mr & Mrs Aragona, knowing that the working environment is readily viewed from their home.

The car parking spaces will be located at the northern end of the site, allowing freeflow of the cars for parking and the trailers with boats, from the entrance into the site. A turn-on-site area allows vehicles to enter and leave the site in forward gear.

The removal of the bumpy concrete to provide a more even surface with a soakaway, will be more sustainable and attractive for the site. Indeed, there will be additional possibilities, once budgets allow, to provide more sustainable opportunities on the site, e.g. solar panels on the south facing roof slope. A water butt will be provided to capture the rain water run off from the roof.

CONCLUSION

Historically, caravans were often stored on the site, and these caravans were white in colour, and they were parked further into the site. Yet, despite this, they too were not readily viewed from outside of the site. An aerial photo of the site, taken many years ago, before planning permission was granted for the increase of storage on the abutting site, indicates the stored caravans on the site.

The area for the proposed garage/workshop will be on the bottom south west of site, indicated on the aerial photo within the dark red outline, with the remaining of Mr & Mrs Aragona's property, coloured blue.

Trees currently exist on the west boundary, and since the time of the aerial photo, planting and fencing has been placed on the south boundary, thereby further contributing to closing the view of the site from outside.

It is considered that the garage/workshop will create a distinctive, sustainable and functional development that works ecologically, socially and aesthetically, with the existing dwellinghouse, and together with the fact that it is largely screened from outside of the site, will not create an unacceptably dominant feature in the greater landscape. The proposal thereby positively enriches the domestic environment of Downsview and also the wider landscape.