

Sea Road Appropriate to the Crinnis Project

Sea Road is the main route through East Preston village to the sea and is described in the East Preston Village Design Statement, 'Housing density varies greatly high in some areas with old buildings mixed in with new and also blocks of flats, which in some cases adjoin listed buildings'.

East Preston Village Design Statement is a joint venture between the local preservation society, East Preston Parish Council and ADC planning staff and was produced in 2007 to set out guidelines for new development and for alterations to existing properties within East Preston.

The design statement divides the village into four 'Character Areas' each of which has its own guidelines. The Schematic Map of Character Areas, page 25, identifies the different Character Areas using a colour code arrangement and incorporates Areas of Special Character AREA1.

The map identifies precisely the different Character Areas throughout the length of a road, it also identifies Character Areas that split one side of the road from the other, and there are instances where as many as three different Character Areas are identified within the bounds of a single road, Sea Lane is a prime example.

The East Preston Village Design Statement Schematic Map, which is now of material interest, categorizes Sea Road as character area 3, colour code blue, for its entire length and does not make different the eastern or western sides of the road, which includes the sector of road appropriate to the proposed Crinnis development, Area of Special Character AREA1.

Sea Road Character Areas are not only identified precisely by the Village Design Statement Schematic Map of Special Character Areas, they are reaffirmed in the written description for Sea Road; Village Design Statement Appendix1 Road List with Character Areas and special features, page 17 to 20, and what is more there is no addendum to Appendix1 to state or imply a split characteristic within the sector of road appropriate to the proposed development.

The Arun Special Character Description Review document adopted in 2005 does not mention or imply in any way to a split characteristic in Sea Road, the road is described; 'The sector of Sea Road to Seafeld Road is a narrow coastal lane with no formal road markings or pavement. This, combined with hedges and small trees, contributes towards an informal character. The road is defined by a flint wall and the view towards the sea is impressive'. The characterization is now outdated because to development.

Although there is no reference to a split characteristic in the sector of Sea Road, as described and appropriate to the proposed development, there are however written accounts in the 2005 review document that confirm split characteristics in other roads, which suggests the writer was mindful of such matters.

The sole reference to an east west split in Sea Road, prior to EP/123/10, followed a successful appeal to the Secretary of State to alter a previously successful planning application for 129 Sea Road into 2 self contained flats, the appeal inspector noted he considered Sea Road to have a split characteristic. The 'note' pre dates the September 2005 Local Development Framework Supplementary Planning Document,

The previous planning consent at 129 Sea Road was granted by Arun in 2003, through the customary Planning process, it was to erect a 2 bedroom dwelling EP/66/03. On that occasion no reference was made to a split characteristic in the same sector of Sea Road appropriate to the proposed Crinnis development.

Significantly, the inspectors 'note' regarding the east west split was not included, in part or as a whole, into the Arun District Local Plan nor the Local Development Framework Supplementary Planning Document for Areas of Special Character Description Review, surprising as the planning document includes an explicit account of the relevant characteristics of Sea Road appropriate to the proposed Crinnis development. Critically however the inspectors note was used to ultimately refuse planning permission for EP/123/10 under delegated powers, following an apparently positive reaction throughout the planning process.

Consequently it is considered that the contradictory elements wrongly influenced the determination applied to EP/123/10 as the reasoning had not been demonstrated by evidence or argument as true or existing, at the time or since, therefore the determination appears to be constructed on an unsafe assumption.

It is therefore considered that the new proposal accords with Policy GEN7 and AREA1 as other recent developments within the same sector of Sea Road were adjudged to accord.