

PLANNING AND DESIGN STATEMENT

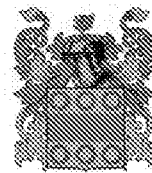
Relating to land at

**Land at 1 Sea Drive,
Ferring**

November 2016

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LUCAS DESIGN

1.0 BACKGROUND

- 1.1 HW Planning Ltd has been instructed by Lucas Design to provide advice and prepare a Planning and Design Statement to support an outline application for the redevelopment of 1 Sea Drive, Ferring with a building comprising 8 apartments.
- 1.2 This statement sets out the consideration that has been given to the proposal in respect of an assessment of the character of the area, the site history, the development plan and other related aspects such as neighbour amenity and the need for this type of accommodation.

2.0 SITE AREA AND APPRAISAL

- 2.1 The site lies on the eastern side of Sea Lane, on the northern side of its junction with Sea Drive. Access to the site is from Sea Drive from which the existing two storey dwelling is set back behind a grass verge and low wall with an in and out drive. The eastern boundary of the site is marked by a fence behind a grass verge to the side of Sea Lane.
- 2.2 The area to the north, south and west of the site is residential in character with a flattened re-development to the south, on the opposite side of Sea Drive at number 2.
- 2.3 The site and surrounding area are relatively level in contour. Land to the east of the site comprises open fields affording views of the site and other buildings along the Sea Lane frontage.
- 2.4 Bus stops (Route 8/8A) are located on Sea Lane to the north of the site. This route connects Worthing, Goring, Ferring and Angmering. The 700 route connects the site with Brighton and Worthing, it passes the end of Sea Lane.
- 2.5 To the south of the site, on the opposite side of Sea Drive, No 1 has been redeveloped with apartments. These are shown in the photographs on pages 6 and 7 of this document. Flats may be seen to the north of the site further along Sea Lane as referenced in photograph 7 on page 8. Flats are also seen to the west such as that shown in photograph 8 on page 8 on Ferring Marine and at Arundel Court, which backs on to the western end of Sea Drive, but is accessed from Ferring Marine.
- 2.6 Whilst the surrounding area is typically residential in character, built form varies in scale, design and materials, as may be seen in the photographs on the following pages. The use of painted render is a common theme, although there is some brick and some tile hanging. Roof materials again vary, with a flat roof seen to the south and green tiles to the south west; plain tiles are seen to many dwellings.
- 2.7 The existing building on the site is of white rendered walls with a roof of plain tiles. It is seen to be two storeys in scale when viewed from Sea Lane, but has a lower eaves line to its front and rear elevations. The roof is hipped to the Sea Lane frontage. To its southern elevation is a subservient gable and wide (but shallow) dormer window which along with a number of rooflights serves the first floor accommodation. A flat roofed extension has been provided to the front elevation of the building. A single storey side extension has been added to the eastern elevation of the building.
- 2.8 Whilst the existing building occupies a corner plot with views available from the east, it does not play a significant role in the streetscene and wider character of the area. No 1 Sea Drive makes more of its corner location. No 2 Sea Drive is not a building of particular merit; it is not listed, is not within a Conservation Area and is not a building of particular townscape merit.



Photograph 1

This image shows the front of the existing building as viewed from the Sea Drive road frontage.

As may be seen there is a grass verge to the frontage and a low brick wall.



Photograph 2

This image shows the view looking west into the site from Sea Lane from which the site is separated by a low fence. Between the fence and the edge of the highway is a grass verge.



Photograph 3

This photograph shows the flat development on the opposite side of Sea Drive, to the south of the application site.

It comprises a two storey flat roofed building which may be seen clearly in views travelling along Marine Drive from the east.



Photograph 4

This photograph shows the view from the south of the flats at No 1 Sea Drive. These back on to a footpath beyond which is the beach and sea.



Photograph 5

This photograph shows the rear of 1 Sea Drive from a slightly different angle to that seen in photograph 4 on the previous page. It is taken from the footpath that runs along the rear of that property, between it and the beach.



Photograph 6

This image shows the view looking northwest across the rear of No 1 Sea Drive. It shows the rear of some of the other properties on Sea Drive.

As may be seen, the use of materials varies between sites, as does the design of the buildings with flat roofs, gables and hipped roof forms to be seen. The use of painted render is commonplace.



Photograph 7

This photograph show buildings to the north of the site on the junction of Sea Lane with St Helier Road. The corner building is known as St Helier Court, with St Malo Court opposite it on the southern side of the junction (out of shot).

The use of brick and render panels may be seen on St Helier Court, whilst St Malo Court comprises a mix of painted render and tile hanging.



Photograph 8

This photograph shows a brick building on Ferring Marine, to the west of the application site. It comprises flats and is one of a pair of similar buildings. To the right hand side of the image a glass roof addition may be seen to one off the adjoining properties which backs on to the beach path.

3.0 DESIGN PRINCIPLES

ASSESSMENT - PHYSICAL

- 3.1 The site is located within a primarily residential area, where a variety of designs and forms of building may be seen. The range of buildings varies in scale with single, one and a half storey and two storey buildings to be seen in the form of houses as well as flats, as shown in the photos on previous pages within this document.
- 3.2 No in principle objection is seen to arise from the loss of the existing dwelling on the site which is of no particular architectural or historic note and is not an important building within the streetscene.
- 3.3 The application site is level in contour and is not constrained by trees within it. It has two road frontages, with its existing access being on to Sea Drive, although there is potential for a second or relocated access on to Sea Lane to its eastern side.
- 3.4 Adjoining buildings on Sea Drive are well separated to the south and north of the site, the rear garden to the existing dwelling being long. When seen from the west in the context of the 9 flats at 2 Sea Drive and having regard to the depth of rear garden fronting on to Sea Lane, an opportunity was seen to make greater use of the site.
- 3.5 To the west of the site are other properties on Sea Drive which comprise a mix of two storey dwellings and chalet bungalows with flats beyond. There is no over-riding architecture style to development in the area. The flatted development opposite is a key feature in views from the east and is closely relates to the site in respect of views

from the east along Marine Drive. An opportunity was therefore seen for a building on the application site that responds to the art deco style, form and scale of that seen at No 2 Sea Drive.

- 3.6 Given that the site is shown on the Environment Agency Flood Zone Maps as being within zones 1, 2 and 3, a Flood Risk Assessment (FRA) has been commissioned. That report by RGP is provided in support of the application.
- 3.7 The site is within walking distance of bus services as discussed later in this document.

Planning History

- 3.8 There is no planning history for this site that is directly relevant to this application.

Need

- 3.9 The Ferring Neighbourhood Development Plan (FNDP) set out that 77% of respondents would like to see any additional housing constructed in small increments. The types of housing sought most was bungalows with 36% of respondents seeking flats with 31% seeking 2 - 3 bed units.

Five Year Housing Land Supply

- 3.10 The Local Planning Authority are unable to demonstrate a adequate 5 year supply of housing land as required by paragraph 49 of the NPPF. Furthermore, the Examination into the emerging Local Plan was suspended by the Planning Inspector on the grounds that the Council's Objectively Assessed Housing Need (OAHN) should be reviewed. As a result the OAHN figure has now been

increased to 919 units per annum as of October 2016. Additional strategic sites are currently being assessed and allocated in order to meet this higher figure.

3.11 The NPPG has provided clear guidance on the issue of the weight that can be given to both the adopted local plan and emerging or made Neighbourhood Plans where the District Council cannot demonstrate the 5 year supply of deliverable housing sites. Therefore the adopted development plan policies relating to housing supply are out of date and the emerging Local Plan policies carry limited weight at this time.

3.12 Where the development plan is absent, silent or the relevant policies are out of date, paragraph 14 of the NPPF states that the presumption in favour of sustainable development requires the granting of planning permission, 'unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits'. Furthermore, paragraph 49 states that:

"Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites"

POLICY CONTEXT

POLICY - CENTRAL GOVERNMENT GUIDANCE

3.13 The NPPF was published in March 2012. Paragraph 14 sets out that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen

seen as being at the heart of decision-taking.

3.14 One of the core principles set out in the NPPF is that local planning authorities should be pro-active in driving sustainable development to deliver homes and thriving local places. The three elements of sustainable development outlined in paragraph 7 relate to economic, social and environmental matters with paragraph 9 seeking a widening in the choice of high quality homes.

3.15 A further principle seeks high quality design and a good standard of amenity for existing and future occupants along with widening the choice of high quality homes.

3.16 Paragraph 50 sets out that local planning authorities should plan for a mix of housing, taking into consideration current and future demographic trends and the needs of the local community.

3.17 Paragraph 60 states: "Policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness."

Arun District Local Plan 2003

3.18 The following District Local Plan policies are considered relevant to this application:

GEN2	Built-up Area Boundary
GEN7	Form of New Development
GEN9	Foul and Surface Water Drainage

GEN10 Tidal Flooding and Coastal Defense
 GEN12 Parking in new developments
 GEN18 Crime Prevention
 AREA10 Strategic Gaps

- 3.19 Policy GEN2 relates to the built up area boundary, it sets out that subject to other policies within the local plan, development or redevelopment within the built up area boundaries will be permitted.
- 3.20 Policy GEN7 relates to the form of new development. It is a criterion based policy which include requirements that developments: make efficient use of land with net densities of at least 30 dph; respond to local character; are sustainable; and, protect neighbour amenity.
- 3.21 Policy GEN9 relates to foul and surface water drainage, it promotes the use of SUDs
- 3.22 Policy GEN10 sets out that within the built-up areas, planning permission will only be granted where the local planning authority is satisfied that appropriate flood and coastal defence and mitigation measures have been provided so that the development itself will not be at unacceptable risk and that it does not pose an unacceptable risk to existing development in the area.
- 3.23 Policy12 relates to parking in new developments and policy GEN18 to crime prevention.
- 3.24 Policy AREA10 relates to the protection of Strategic Gaps. Such an area exists to the east of the application site; however, the site is not constrained by that designation.

- 3.25 The South Coast Cycle route goes past the eastern frontage of the site. It is not seen to be a constraint to the redevelopment of the site.

Ferring NDP

- 3.26 Policy 1A sets out a spatial strategy for the parish. It defines the built up area and sets out that proposals for development within the built up area will be supported provided they are suited to the urban setting and accord with NP and other relevant development plan policies.
- 3.27 Policy 10 relates to SuDS and water management.

4.0 THE DESIGN AND ACCESS SOLUTION

Amount

- 4.1 The site is located within the confines of the built up area as designated within the Local Plan. Within such areas, policy GEN2 of the local plan supports development and redevelopment subject to other policies within the plan. The acceptability of development is further supported given that the Council cannot currently demonstrate a five year housing land supply.
- 4.2 As set out in the previous section of this supporting statement, there is considered to be potential to make better use of the site whilst respecting the wider character of the area. The development of flats to the south of the site at 2 Sea Drive is seen as a comparable site to the current application site and has therefore influenced the scale of development sought as well as the design approach.
- 4.3 The proposal seeks a two storey flat roofed building comprising 8 apartments. Whilst the existing building would be lost, there is a net gain in both residential unit numbers and residential floor space. The proposal would make more efficient use of the site as supported by policy GEN7 criterion (i).

Scale, Form and Design

- 4.4 The site is one of the larger plots in the area (particularly to the Sea Lane frontage, and has scope for a larger structure than currently exists. The existing structure does little to enhance the streetscene and character of the area, particularly having regard to the fact that it has two road frontages. It is open to views when approaching from the

east along Marine Drive, yet the existing building presents an uninteresting side elevation. An opportunity was therefore seen to enhance the streetscene and character of the area whilst respecting local character where flats may be seen on a number of corner plots including at 2 Sea Drive and on the junction of Sea Lane with St Helier Road.

- 4.5 The proposed building responds to the building to the south at No. 2 Sea Drive. It seeks to compliment the scale and form of that structure, balancing the two sides of Sea Drive in views along Marine Drive from the east as may be seen in the extract from the streetscene provided on page 21 of this supporting statement.
- 4.6 The proposed building is shown to be set back from the Sea Drive road frontage in line with the buildings to the west, whilst it shares a similar position to No 2 Sea Drive relative to the Sea Lane frontage.
- 4.7 Its scale has been kept low with a flat roof as may be seen on the flats to the south. Its roofline sits lower than that of the dwelling to the north on Sea Lane as may be seen in the streetscene on page 21 of this document.
- 4.8 The building provides for flats on two storeys akin to the development to the south and similar to that seen on the junction of St Helier Road to the north. The building is articulated in respect of its footprint and elevations as well as the use of materials.
- 4.9 A careful balance has been struck between the vertical and horizontal elements of the design, in order to provide a building that balances well with that at No 2 Sea Drive.

- 4.10 The north, south and east elevations will be of a single colour with contrasting render panels to be provided on the western elevation as denoted by the shaded sections on the elevational drawing. As with No 2 Sea Drive, the window frames will gently contrast with the colour of the walls.

Access, Parking and Cycle Storage

- 4.11 Access to the site will be made from both Sea Lane and Sea Drive with separate parking areas served from both frontages. Such an arrangement will visually endorse the double fronted nature of the building and reduces the level of traffic that would use a single access point. One of the pair of openings on to Sea Drive will be closed.
- 4.12 Ten parking spaces are provided for the development including two visitor spaces.
- 4.13 Secure cycle storage for residents is provided store in the rear garden of the property.

Refuse and Recycling

- 4.14 Provision for refuse and recycling is shown to be made within the rear garden area of the site from where an edge of curtilage collection can be made from Sea Lane.

Trees and Landscaping

- 4.15 There are no significant trees on or adjacent to the site that would be affected by the proposal.
- 4.16 Whilst a reserved matter, indicative areas for landscaping are shown on the proposed site layout plan, that planting includes the provision of hedging to the front boundaries with both Sea Drive and Sea Lane, as well as planting

areas to the northern boundary of the site.

Residential Amenity

- 4.17 Having regard to neighbour amenity, matters relating to overlooking, privacy, light and overbearance have been considered and have informed the layout and detailed design of the proposal.
- 4.18 Neighbours to the west would not be adversely affected by way of overlooking given that the first floor windows facing the western boundary of the site are shown to be formed of obscure glass being either secondary windows or serving bathrooms. With regard to 108 Sea Lane, to the north of the site, the separation distance and juxtaposition of built form ensures that no overlooking or loss of privacy could arise from the proposal.
- 4.19 No unacceptable loss of light will arise to adjoining properties to the north or west of the site given the separation distances, the orientation and juxtaposition of buildings.
- 4.20 The access and parking areas to the two frontages will not give rise to any unacceptable adverse impact on residents of the dwellings to the north or west having regard to noise and disturbance.
- #### **Amenity of Future Residents**
- 4.21 The proposal provides on site amenity space in the garden as well as balcony areas. Public open space is also immediately available to the residents to the south and southeast of the site within easy walking distance. Inter-flat layouts have been designed to replicate one another and avoid neighbour disturbance.

Infrastructure Payments

- 4.22 Confirmation from the Council is awaited as to what, if any, payment is required along with the justification for any sum requested. Once that confirmation and justification is received a unilateral undertaking will be completed.

Sustainability and Renewable Energy

- 4.23 It is requested that renewable energy details be secured by way of a condition to enable the most up to date technologies to be employed. It is anticipated that this will be addressed by way of solar PV cells to be sited on the roof of the building.
- 4.24 The site is sustainably located and will support the local economy through construction providing jobs and once built it will provide employment opportunities for the local area.
- 4.25 With regard to social sustainability, the proposal will widen the range of accommodation available in the area, provide for additional units within a high quality development that respects the wider character of the area. It will assist the Council in meeting its housing supply and will broaden the community.

Flood Risk Assessment

- 4.26 An FRA has been undertaken by RGP and is provided in support of this application. That report concludes that from a flood risk point of view the proposed development is suitable.

Biodiversity Checklist

- 4.27 The Council's biodiversity checklist has been completed

by the applicant and is provided as part of the supporting documentation.

Materials

- 4.28 Materials will be submitted at the detailed stage rather than at this outline stage. It is anticipated that walls will comprise two shades of render with window and door frames to be of a contrasting colour.

Affordable Housing

- 4.29 The proposed development seeks 8 No. units, this lies below the nationally set threshold of 10 units (and 1000m²) for affordable housing provision. As such no requirement for contributions to be made to affordable housing or for on site provision arise in respect of this proposal.

Extract From
Block Plan

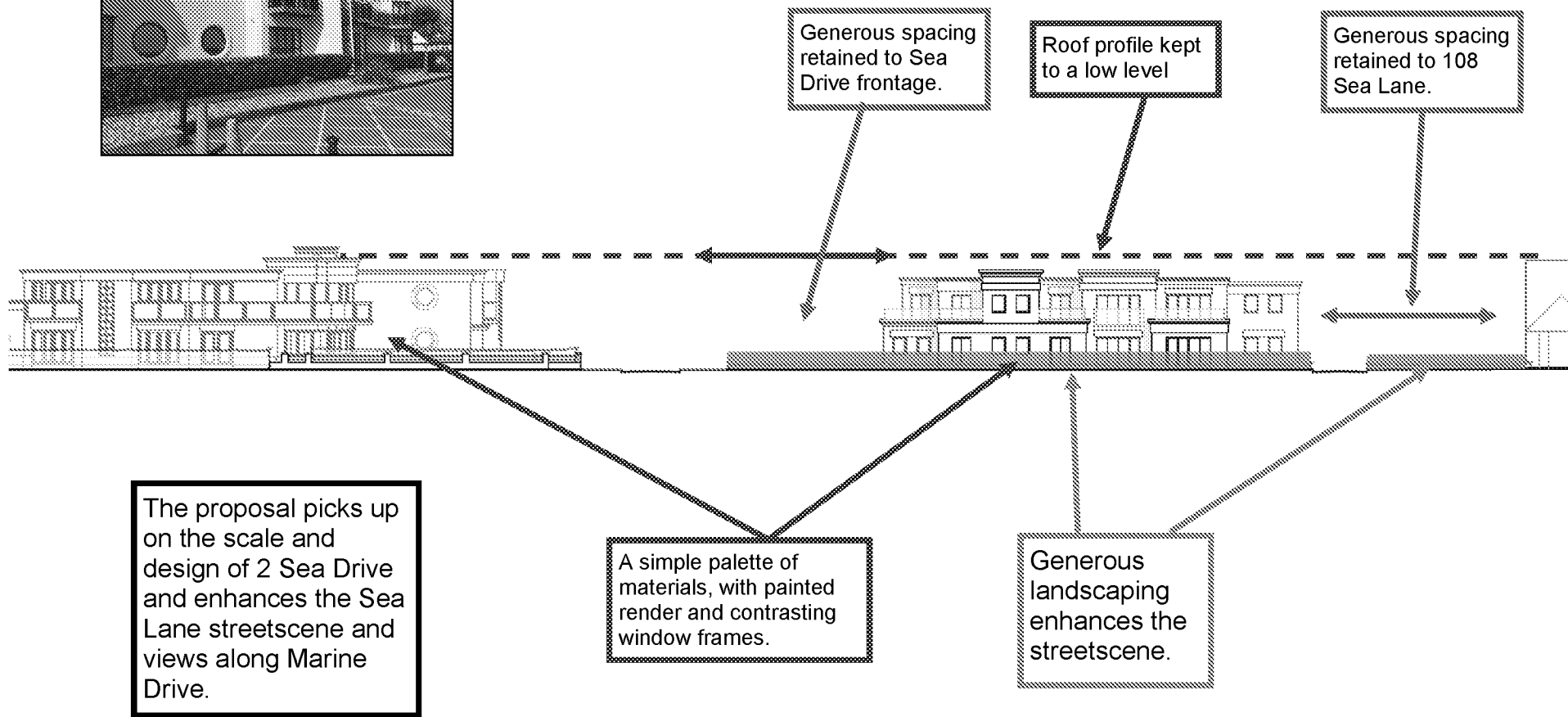
Showing indicative
Landscaping / amenity areas



Proposed Layout

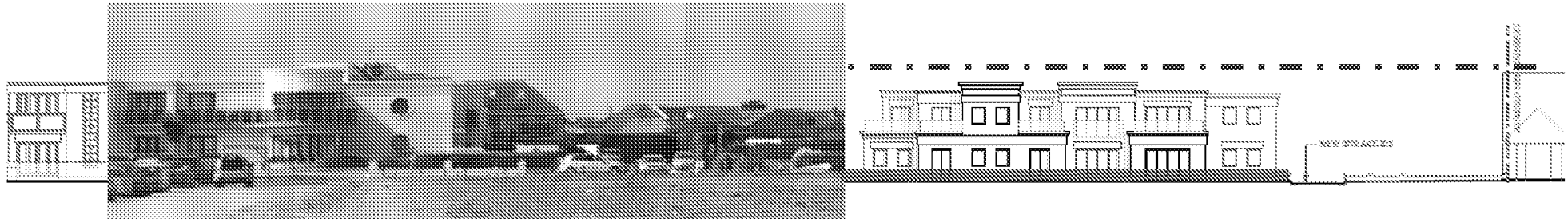


**Extract from
Proposed Streetscene**



Proposed Streetscene

With Photographs



STREET SCENE FROM SEA LANE



Photograph from Marine Drive superimposed on extract from streetscene.

Image to right shows flats on junction to the north on Sea Lane.

Image to the right shows a part of 2 Sea Drive



5.0 CONCLUSION

- 5.1 This outline application (landscaping is a reserved matter) seeks the provision of 8 flats. It assists the Council by providing housing within the confines of the built up area, at a time when a five year housing land supply cannot be demonstrated.
- 5.2 The site is sustainably located with bus routes in walking distance to the north of the site. The more efficient use of land will broaden the range of accommodation available within the area and provide for a type and size of accommodation identified in the Neighbourhood Development Plan.
- 5.3 The proposed building has been carefully designed to respect the streetscene and pick up on the massing of the built form of the buildings to either side, with the design influences being taken from the flats to the south at 2 Sea Drive.
- 5.4 The proposal would not adversely affect the amenities of adjoining residents in respect of light, outlook, privacy or overbearance. Side facing first floor windows may be controlled by condition such that they are of obscure glass and a restriction placed upon further openings.
- 5.5 Ample amenity space is provided for the future residents of the 8 units on site with high levels of public open space also available in the immediate surrounding area.
- 5.6 Provision is made within the site for parking. Secure cycle storage for residents is shown to be provided. Bin storage is shown to be provided close to the access drive from

where curb side collection may take place.

- 5.7 No trees would be affected by the proposal and indicative areas for additional landscaping are shown on the submitted plans.
- 5.8 The proposal responds well to the development to the south and respects the scale and form of development in the wider area. It will make a positive contribution to the streetscene, particularly to the Sea Lane Frontage and having regard to views from the east along Marine Drive.
- 5.9 The proposal represents an efficient and sustainable form of development which is in keeping with the wider character of the area and which provides for a type of accommodation and size of unit which is identified in the Ferring Neighbourhood Development Plan.