

Design & Access Statement

Proposal:

“Demolition of existing two bedroom dwelling and
it's replacement with one four bedroom
dwelling, associated parking”

Site:

11 Ocean Drive
Ferring
West Sussex
BN12 5QJ

Applicant:

Ms D McGruddy

The Design Component - Amount of Development

Consent is sought to develop within the domestic curtilage of 11 Ocean Drive Ferring to provide improved living accommodation, and two additional bedrooms by the replacement of the existing post-war bungalow.

Layout

11 Ocean Drive is one of a few remaining bungalows within the locality which was originally constructed as holiday homes. It extends across the majority of the site width but allows for access to an existing detached sectional garage with a corrugated sheet roof. The property enjoys a deep garden, currently in the region of 25 metres and some 12 metres wide.

There is an irregular building line to Ocean Drive with 11 Ocean Drive having a front plot depth of approximately 15 metres although lesser to the south; 19 Ocean Drive is some 5 metres. Please refer to drawing 1498/18/P/02 existing which includes location and block plans illustrating the immediate locale.

The proposal would provide typical 3/4 bedroom accommodation with commensurately proportioned living and sanitary accommodation. The design provides suitable ground floor facilities to provide a bedroom and bathroom to enable lifetime, or extended family accommodation. Please refer to drawing 1498/18/P/01 for details of the proposed layout.

The Scale

Please refer to drawing 1498/18/P/01. The proposal has typical two storey proportions with a proposed eaves height similar to that of No 9 to the north. The styling, refer to 'appearance' for further detailed commentary, is one of a traditional pitched roof with gable and lean-to additions to articulate the principal elevation to Ocean Drive. The floor plans meet national space standards for four bedroom dwellings and has a site coverage of approximately 28% of the extensive plot.

The precedent for two storey accommodation has already been established and the proposal to add an additional storey to the current single storey would use the site more efficiently whilst still maintaining a large rear garden as amenity for family use.

Landscaping

This application seeks approval for improvements to the hardstanding to the front of the property, including permeable paving, but proposes that the rear garden is left to the applicant to landscape to their personal choice. All boundary fences will be as existing. Please refer to drawing 1498/18/P/01.

Appearance

The proposal is to create a two storey 3/4 bedroom dwelling adjacent to 9 Ocean Drive which was previously similar to the application site but comprehensively extended under planning consent FG/82/17/HH. The proposal for No 11 has an equivalent eaves height however the truncated ridge is slightly higher to articulate the principal elevation against the lower gable ended projection to the left hand side when viewed from Ocean Drive. The frontage is further articulated by the inclusion of a single storey addition; a pitched lean-to roof to form an entrance porch, verandah, and a store under. Please refer to drawing 1498/18/P/01.

With the removal of the existing building and in particular a single storey lean-to on the north elevation which abuts the boundary with No 9 the proposal will be sited one metre off the northern boundary to No 9. with a similar separation distance to the southern boundary with No 15. The developed width has been increased, following the removal of a sub-standard detached sectional garage, reducing the separation distance to the southern, tapering, boundary to No 15 Ocean Drive. The garage is no longer suitable for modern vehicles. Given that No 15 is located to the south of it's plot and a similar sectional garage is located on the northern boundary the proposal is not considered to be detrimental to future development of No 15 should it arise. The proposal meets design guidance criteria, being one metre from the boundary, and given the articulation of both the front elevation and the 'building line' to Open Drive would not create a 'terracing' of the street. The southern elevation of the proposal includes a single high level obscure glazed window on the half landing to the staircase.

The two storey element to the east elevation, the rear, is coincident with the existing rear of the property with an additional single storey rear addition which would normally fall within permitted development criteria. It should be noted that the single and two storey elements stop short of the single and two storey elements of No 9 but go some way to addressing the incongruous appearance of No 9 against the application property. Please refer to the photo sheet 1498/18/P/03 for an indication of the existing "overbearing" presence.

The proposal is predominantly white rendered walls with white horizontal cladding to the principal elevation and facing brick below damp proof level [dpc]. The roof will be plain grey tiles with half round ridge and hip tiles. Windows and doors black upvc/aluminium, rainwater goods black with white fascias. Any timber, posts etc, will be painted white.

The private east facing rear amenity area would be a continuation of the existing layout.

The proposed development would retain an open plan frontage, as that of the properties within Ocean Drive. The frontage to the property is some sixteen metres from Ocean Drive at it's closest point.

The proposed parking area is a continuation of the existing frontage parking onto a quiet private estate road.

Renewable Energies

The proposal will meet the current sustainability standards, 19% improvement in the dwelling emission rate over the target emission rate and the maximum water usage will be designed at 110 litres/person/day.

Access Statement

Access Design Philosophy on the Scheme

The replacement of the current dwelling with a new build will enable the new property to be built to provide improved mobility access, and lifetime home provision.

The proposed development is located within a highly sustainable location and has safe pedestrian and cycle routes which in turn is supported by good public road and rail services. Good bus links are available from the village serving nearby Worthing and Brighton to the east and Portsmouth and Littlehampton to the west.

Cycle storage is provided within safe and secure storage integral to the dwelling.

Vehicular access to Ocean Drive would use the existing crossover.

Sources of Advice and Guidance

In preparing this application particular regard has been had to the Building Regulations 2000 (as amended) and British Standards 8300 and 5588 concerning codes of practice for the design of buildings to meet the needs of disabled people in terms of access and means of escape. This is generally a relatively flat site on which it would be easy to achieve a gently ramped access to the front door of the property. Additionally, the proposed dwelling can provide for a mobility w.c. at entrance floor level, and doors on the ground floor which meet the required access standards. These are not currently available to this single storey property which after development would meet current mobility access standards within Approved Document M1 of the building regulations.

Consultation with Council Access Officer

No consultation has been undertaken with the Council Access Officer as this is a minor proposal for a single dwelling within a sustainable location.

Key Issues of the Scheme

The key issue in this case is to give a ramped access to the front door and provide car parking provision in close proximity to the dwelling and accessible sanitary accommodation on the ground floor. All of which are achieved by the application's proposal. The existing property does not afford such access given the width of the existing internal doors and the approach to the dwelling.

Current Access Provision

It is anticipated that the occupants of the proposed dwelling are likely to rely on the car as a principal means of transport. However, there are regular bus services serving adjacent towns and villages and a train station in Goring to further afield.

Proposed Areas for Improvement

No areas for improvement for access arrangements at or close to the site have been identified in this small scale development.

Conclusions

This proposal is for a replacement dwelling. The site, predominantly flat in nature, can be designed to provide convenient access to the property by mobility impaired occupiers and/or visitors. Ramped access to the front door can also be comfortably achieved.

Gerald Moore RIBA
December 2018

Planning Policy Evaluation

This modest proposal to replace an existing single dwelling rather than to extend, affording the benefits described elsewhere, should be considered against both national and local policies. The National Planning Policy Framework [NPPF] published July 2018 does not change the statutory status of the Arun Local Plan (2011-2031) [ALP], Development Scheme [LDS], and the Ferring Parish Neighbourhood Plan [FPNP], but is a material consideration in the determination of planning applications.

NPPF Relevant Policies

The NPPF is a material consideration in the determination of planning applications. The aims of the framework are to promote; the delivery of high quality homes, the requirement for good design, the promotion of sustainable transport, meeting the challenge of climate change, flood risk, and sustainable development. The NPPF is committed to sustainable development based upon three principal tenets; economic, social, and environmental. Development such as the current proposal meets the three tests by developing within and reinforcing a sustainable location, and widening the choice of high quality homes.

ALP Relevant Policies

D DM1 Aspects of form and design quality

Aim: To reflect or improve the character of the site and the surrounding area.

The proposal would, in our opinion, be a further improvement to Ocean Drive; an area which has had numerous developments approved which have allowed the area to be rejuvenated and is continuing to be so. The 'Drive' is an eclectic mix of design styles, with their size, orientation and position on their individual plots providing a varied street scene which contributes to the character of the immediate area.

D DM2 Internal space standards

Aim: To provide appropriately sized internal space standards.

The proposal exceeds the national space standards for that of a four bedroom eight person dwelling and in addition provides lifetime home accommodation and access provisions previously unavailable in the original aged property.

D SP1 Design

Aim: To make efficient use of land. To minimise the impact on neighbouring land/residents.

The proposal takes account of the design guidance relating to boundary separation distances and the use of windows in flank elevations. In addition the proposal provides a family home with modern day standards of comfort and efficiency with external amenity standards commensurate with a property suited to the land available to it

SD SP2 Built-up area boundary

Aim: To make best use of land within the built up area boundary.

The proposal is sited within the built up area of Ferring.

WDM2 Flood risk

Aim: To reduce/prevent instances of flooding within Arun District.

The proposal would improve the management of surface and grey water run off by improving the existing surface water drainage facilities.

T SP1 Transport and development

Aim: To reduce the reliance on the private car, to reduce congestion, to create a safe highway environment.

The proposal would not create such additional use as to be of concern to the current highway infrastructure or safe use of it.

ECC SP2 Energy and Climate Change Mitigation

Aim: To improve the efficiency of development by the use of renewable technologies.

The design stage SAP and water efficiency calculations appended to the application illustrate the improvements to be gained by allowing a replacement dwelling in this instance.

FPNP Relevant Policies**Policy 1A Spatial Plan for the Parish**

Aim: To retain the current built up area boundary and to protect the strategic gaps that separate Ferring from east Preston and Worthing.

The proposal meets the test within the policy; being a replacement dwelling within the existing built up area boundary of Ferring.

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Flood Risk/Drainage

The Environment Agency Flood Risk map identifies that Ocean Drive is located within Flood Zone 1. See attached map.

The flood risk assessment confirms that the site is not at significant risk of flooding from tidal or fluvial sources, overland flows, or from groundwater. The finished floor level for the development has been set as the existing floor level on a predominantly flat site.

The site is less than 1 hectare, 0.488 Ha, and therefore does not require the submission of a flood risk assessment.

The foul drainage from the site will be discharged into the existing public sewer via an existing private chamber, head of the run, located to the front of the property. Refer to drawing 1498/18/P/01.

Surface water from the site can be mitigated by a SUDS design which will ensure no additional surface water will be added to the current infrastructure which can be designed during formal submission to building control.

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