

Onslow Caravan Park, Onslow Drive, Ferring

Demolition of three existing buildings and
erection of replacement workshop and
machinery store building – Amended design
and siting to planning permission
FG/161/14



**Planning, Design and Access
Statement, March 2017**

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Appendices

- 1 Details of planning permission FG/161/14
- 2 Photographs of view from Onslow Drive

Schedule of Drawings

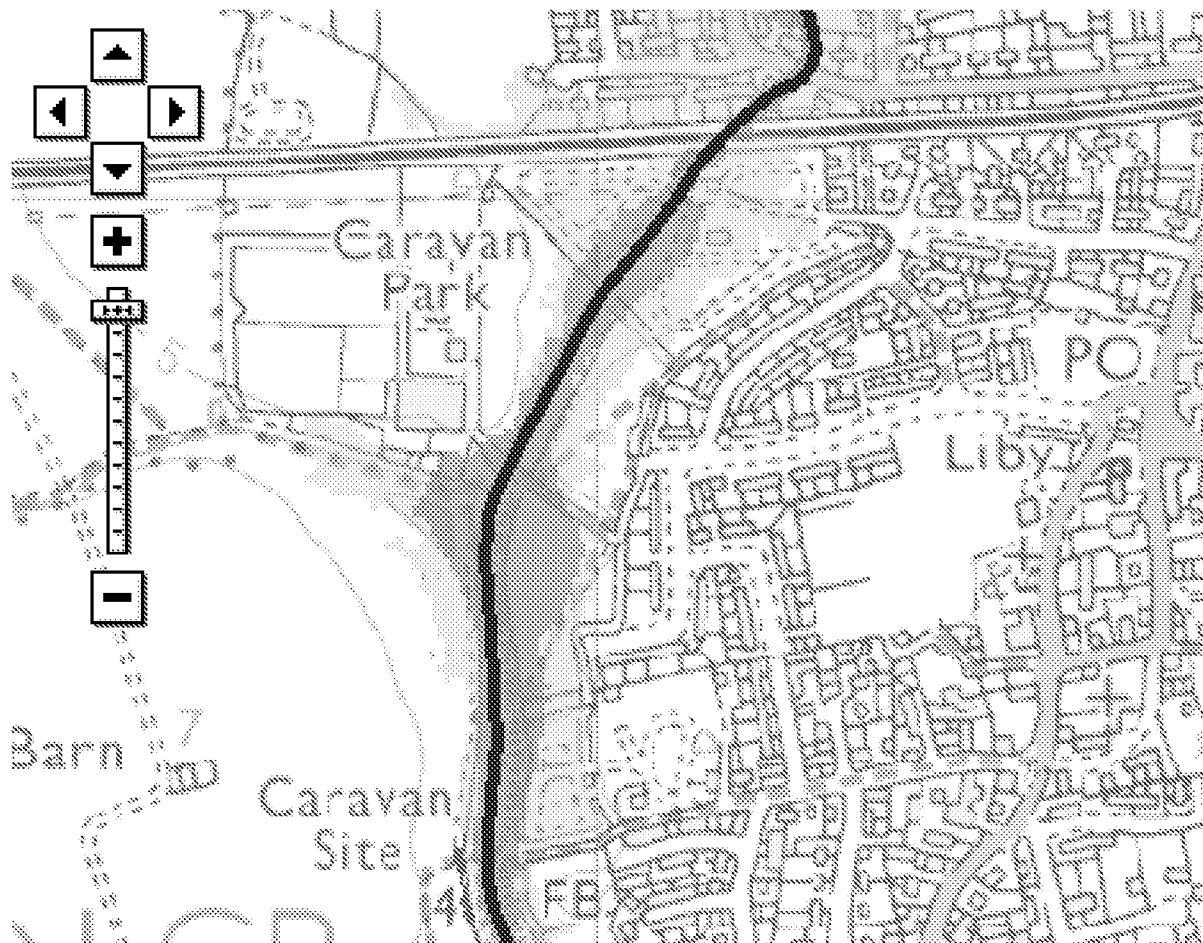
- Sheet 1 - Location plan;
- Sheet 2 - Block Plan;
- Sheet 3 - Proposed Site Plan
- Sheet 4 - Proposed Elevations and Floor Plan

1.0 INTRODUCTION

- 1.1 Please find enclosed on behalf of my client, Island Meadow Parks, an application for Planning Permission for "*Proposed demolition of three buildings and erection of replacement workshop and machinery store. Amended design and siting to planning permission FG/161/14*".

2.0 SITE CONTEXT

- 2.1 Onslow Caravan Park is situated at the western end of Onslow Drive. It is a static caravan holiday park and currently has 90 statics, although the historic planning permission is for 133 caravans.
- 2.2 The site is irregular in shape and has the South Coast railway line along its northern boundary. The railway line is on an embankment which is approximately 2m higher than the site. The holiday park area occupies the NE half of the site whilst the SW half is open grassland.
- 2.3 Ferring Rife cuts through the centre of the site and runs in an approximate NNE-SWS direction. The northernmost part of the rife is culverted.
- 2.4 The site managers accommodation is provided in a detached house to the north of the site entrance, whilst to the south are a series of dilapidated buildings which provide the only on site provision for storage and workshop use.
- 2.5 Major overhead power lines run through the site, from just south of the site entrance to the NW corner of the site. It is understood these are 275 kV.
- 2.6 A public footpath runs along the southern boundary of the site.
- 2.7 The photograph at the top of the next page is from the site entrance shows the dilapidated buildings to the left; site managers house to the right; and, the overhead power lines.
- 2.8 The caravan part of the site is located within Flood Zones 2 and 3, as shown on the EA map on the next page. The application is therefore supported by a Flood Risk Assessment.



3.0 THE PROPOSED DEVELOPMENT

- 3.1 The first element of the scheme is to demolish the three dilapidated buildings which are located to the south of the site entrance. These three buildings occupy a total floor space of 93sq m.
- 3.2 The poor condition of these building along with the absence of any appropriately sized buildings means that much of the machinery that is used on a regular basis for maintenance and upgrading purposes has to be kept off-site or left in the open. Neither option is an appropriate long-term solution for the essential maintenance needs of the business.
- 3.3 It is essential to have suitable machinery/equipment storage on site as well as a workshop area. A schedule of machinery that it is essential to have on site was set out at Appendix 1 of the statement supporting the previous permission.
- 3.4 The proposed building has a gross floor area of 366sq m. It is in five bays and has been sited towards the southern part of the site in order to minimise its visibility.
- 3.5 The highest eaves height will be 3.5m. it has been split into two elements with the workshop being design to be a subordinate side extension style of attachement in order to minimize the overall bulk of the building.
- 3.6 The building is a standard at-cost building and would be clad in profiled sheeting.
- 3.7 Prior to submission, a number of alternative locations for the siting of the proposed building were considered.
- 3.8 It cannot be located in the same position as the existing building due to the proximity to the overhead power lines. It would also be clearly visible from the public footpath and site entrance.
- 3.9 It was considered that a location in the rear field, whilst the best location for the business, would be unacceptable in policy terms due to being outside the defined caravan site boundary.
- 3.10 A centrally placed location was originally considered to be the best but despite officer support the memebbers refused this scheme.
- 3.11 Building the extant permission has proved impossible due to the position of the building relative to the rife.

4.0 PLANNING HISTORY

- 4.1 Planning permission was recently granted for a wider four bay building along the northern boundary of the site, adjacent to the railway line. A condition required the siting to be agreed as it was considered unacceptable to site it over the culvert. Details of this permission are at Appendix 1.
- 4.2 Discussions with Arun drainage officers indicate that a 3m clearance is required on just one side of the rife. Accordingly the building will be 1m from the top of the rife bank on its NW side.
- 4.3 Due to the angled alignment of the rife the repositioning of the building to one side or the other would result in the loss of to many caravan plots.
- 4.4 A number of alternative sittings have been considered and it is clear that Arun planning officers wish to avoid a siting which is either: visible through the site entrance; or, sited too far back in the site.

5.0 PLANNING POLICY

- 5.1 The site is within designated countryside in the East Preston and Ferring Strategic Gap.
- 5.2 Policy GEN3 'Protection of the Countryside' seeks to protect the countryside for its own sake. Accordingly development in the countryside will only be allowed in exceptional circumstances or where there is a strong justification for a countryside location. Cited exceptions include: quiet informal recreation; rural diversification, or development in accordance with a policy in Sections 2 and 3 of the plan.
- 5.3 Section 2, Policy Area 10 'Strategic Gaps' seeks to protect the integrity of the gaps between certain settlements. Paragraph 2.23 makes clear that:
- "Proposals will be subject to 'rigorous examination', which includes an assessment of the type of use, the proposed level of activity, the scale of the proposed buildings, the impact on the surrounding environment in terms of contributing to the coalescence of settlements and the reduction in openness of the strategic gaps."*
- 5.4 Section 3, Policy 35 'Tourism Development Requiring a Coastal Location' allows small-scale extensions to existing facilities provided that they do not detract from the character of their surroundings.
- 5.5 Section 3, Policy 37 'Existing Caravan Sites' seeks to ensure the retention of such sites in order to meet the highly popular demand for caravan holidays in the area.

6.0 COMPLIANCE WITH POLICY

- 6.1 The examination of planning policy as set out in section 5.0 indicates that whilst it has a countryside location, development which is essential for the needs of the business are exceptional circumstances, justifying a countryside location.
- 6.2 It is an essential part of this application proposal that the building is essential to meet the day to day needs of the business. The machinery and equipment which are essential for the day to day running of the caravan park are set out in Appendix 2 of the statement supporting the existing permission.
- 6.3 The building is the minimum size necessary to accommodate this essential equipment.
- 6.4 The building has been designed to ensure that its overall bulk is minimised. This has been achieved by having one end bay at a lower height than the remainder – this provides a clear visual break in the overall mass of the building.
- 6.5 Furthermore, the size of the building has been reduced from 425sq m to 366sq m and the maximum eaves height has been reduced to 3.5m.
- 6.6 The proposed building would be sited amongst existing static caravans and close to a large electricity pylon. It would not be located within open countryside. On this basis it would not contribute to the coalescence of settlements and would not, either individually or cumulatively, compromise the integrity of the strategic gap.
- 6.7 The visual impact is also acceptable, with the scale of the building proposed being modest and the use of materials in keeping with a rural setting. The reduction in eaves height and the design with a subordinate northern quarter all ensure that the building will be appropriate to its countryside location.
- 6.8 It is not considered that views will be possible from the public footpath which runs along the southern boundary of the site, nor would it be visible from the site entrance.
- 6.9 The photographs attached to this statement show the views from Onslow Drive. The latest siting chosen would be to the right of the workshop buildings that are to be demolished. On this basis it is considered that it will not be seen from the public highway.
- 6.10 Moreover a siting close to the managers accommodation means that close supervision can be achieved, thus minimizing any chances of theft from the building.

7.0 CONCLUSIONS

- 7.1 In view of the essential need for the building; the absence of any undue harm to the countryside or the integrity of the strategic gap, it is concluded that planning permission should be granted for the proposed building.
- 7.2 Similar findings were found for a new building at Ferring Country Centre [FG/81/12 refers – see details at Appendix 2 of the statement supporting the existing permission] which is located to the west of the caravan park and planning permission as granted for that building. A similar approach has been followed in this case in order to ensure consistency in the planning system through the grant of the extant permission.
- 7.3 Planning permission [FG/161/14] has been granted for the replacement building adjacent to the railway line.
- 7.4 This alternative siting and design has the considerable benefit of being located away from the rife; close to the site manager's accommodation and where it will not be seen from Onslow Drive.

APPENDIX 1

DETAILS OF EXTANT
PLANNING PERMISSION
FG/161/14



Town & Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management
Procedure) (England) Order 2010 (as amended)
Application for Planning Permission
DECISION NOTICE

Application Ref: FG/161/14/PL

1 To Addressee

Stephen Jupp MRTPI
 348 Chichester Road
 Bognor Regis
 West Sussex
 PO21 5BX

2 Site Address

Onslow Caravan Park
 Onslow Drive

 BN12 5RX

3 Description of Development

Demolition of three buildings & erection of replacement workshop & machinery store

4 In pursuance of their powers under this Act and related Orders and Regulations the Council **PERMIT** this development to be carried out in accordance with the application and plans and subject to compliance with the conditions specified below.

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby approved shall be carried out in accordance with the following approved plans Sheet 1 Location Plan, Sheet 2C Proposed Block Plan, Floor Plan and Elevations 4B.

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.

- 3 No development shall be carried out unless and until a schedule of materials and finishes to be used for external walls and roofs of the proposed building have been submitted to and approved by the Local Planning Authority and the materials so approved shall be used in the construction of the building.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with policy GEN7 of the Arun District Local Plan.

- 4 Development shall not commence until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority.

The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, the recommendations of the SUDS Manual produced by CIRIA.

Winter groundwater monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage.

No building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details.

Reason : To ensure that the proposed development is satisfactorily drained in accordance with policies GEN7 and GEN9 of the Arun District Council Local Plan.

- 5 The development layout shall not be agreed until such time that arrangements for the future access and maintenance of any watercourse or culvert (piped watercourse) crossing or abutting the site has been submitted and approved in writing by the Local Planning Authority.

No construction is permitted, which will restrict current and future land owners from undertaking their riparian maintenance responsibilities of any watercourse on or adjacent to the site.

Reason: To ensure that the duties and responsibilities, as required under the Land Drainage Act 1991, and amended by the Flood and Water Management Act 2010, can be fulfilled without additional impediment following the development completion.

- 6 The building hereby approved shall be used as a workshop and machinery store associated with Onslow Caravan Park use and for no other purpose and shall be removed from the site within 3 months of the uses ceasing.

Reason: In the interests of the visual amenities and character of the area in accordance with policies GEN3, GEN7 and AREA10 of Arun District Local Plan

INFORMATIVE: The applicant is advised to take account of the consultation response received by the Local Planning Authority and set out below:

We note that on the plan the new building appears to be in very close proximity to the Network Rail boundary. We request that any building should be situated at least 2 metres from Network Rail's boundary. More detail is given below together with other criteria the developer should take into account in both the design and construction and future maintenance such as scaffolding, piling, plant and materials, drainage, and fencing.

The developer must ensure that their proposal, both during construction and after completion



Karl Roberts
Assistant Director Planning & Economic Regeneration

Case Officer: Mrs A Gardner

Date of Decision:

22 January 2015

Arun District Council
The Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF

IT IS IMPORTANT THAT YOU READ THE NOTES ATTACHED TO THIS DOCUMENT



APPENDIX 2

PHOTOGRAPHS FROM
ONSLOW DRIVE

