



W H A L E B A C K

Whaleback Planning & Design
91 Boundary Road
Hove BN3 7GA

www.whaleback.co.uk

Anita Gardner
Principal Planning Officer
Arun District Council
1 Maltravers Rd
Littlehampton
BN17 5LF

11 April 2022
Ref: W2635

Dear Anita,

Application reference FG/54/22/PL
Land rear of 1 Sea Drive Ferring BN12 5HD

1 No new dwelling. This application is in CIL Zone 4 and is CIL Liable as new dwelling.

1. Whaleback Planning & Design is instructed by Andrew Crabb and Jan Harding, the occupiers of 108 Sea Lane – the dwelling located immediately to the north of the application site, to set out their objections to the application submitted at 1 Sea Drive for the erection of a detached dwelling.
2. In summary, the proposed dwelling is inappropriate in terms of its siting, plot size and layout, and the associated impact on the street scene, in addition to its impact on neighbouring amenity and highway safety.
3. We therefore object to the proposed application as the proposed development would fail to accord with national and local planning policies and guidance.

Procedural Matters

4. Article 15 of the Development Management Procedure Order (as amended) requires applications of this type to give requisite notice –
 - (a) *by site display in at least one place on or near the land to which the application relates for not less than 21 days; or*
 - (b) *by serving the notice on any adjoining owner or occupier.*

5. The application was validated 24/03/2022 and at the date of this letter a site notice has not been erected and no consultation letters have been received by neighbouring dwellings adjacent to the application site. It therefore appears that the statutory requirements of the Development Management Procedure Order (DMPO) have not been met.
6. We invite the LPA to consult as required by the DMPO and to restart the 21-day consultation period from the point at which notice has been served on adjoining neighbours.

Design and Visual Impact

7. Paragraph 130 of the NPPF requires development to be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
8. Arun Local Plan Policies D DM1: Aspects of Form and Design Quality and D SPI: Sustainable Development seek to ensure that all development proposals make efficient use of land whilst reflecting characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish, and architectural details.
9. Firstly, it should be noted that extensive works are currently underway at the existing dwelling on site (1 Sea Drive) following the issuing of a permission (ref. FG/90/21/HH) for significant extensions and alterations. The Officer's report for FG/90/21/HH indicates that the scheme contradicts Arun Local Plan design policies by stating that:

'Due to the significant change in appearance proposed, the proposed works are not visually subservient to the existing dwelling and in conflict with D DM4 (a) & (b). However, given the siting described above the development sits comfortably within the size of the plot, which is large and does not appear as an overdevelopment on site'.

10. The basis of the acceptability of the works to the existing dwelling is therefore reliant on the size and spacious nature of the plot. The proposed dwelling in question would significantly reduce the size of the plot, thereby indicating by association that the combination of the approved works currently under construction, and that proposed under this application, would result in an overdevelopment of the site and the works to the existing dwelling would not be acceptable in design terms if the proposed dwelling were to be built.
11. The Arun District Council Design Guide SPD also sets out detailed advice and design principles for new residential development within the district. Specifically in relation to residential development, the Arun Design Guide advises that the minimum back-to-side distance of dwellings should be 14m and a minimum back-to-boundary distance of 10.5m.
12. The proposed dwelling would only slightly impinge on the 14m guidance and would include an 11m deep rear garden, however this is only possible with the dwelling set significantly further forward (approximately 5.1m) than the established front building line on Sea Lane. The dwelling is also set within close proximity (2.4m) to the shared boundary with no. 108 Sea Lane.
13. The Arun Design Guide SPD also advises that 'gap developments' such as the proposed should:
 - Maintain the existing building line
 - Relate to the existing rhythm of building spacing
 - Respond to building heights, scale and massing

- Use materials to match those used within the surrounding area
14. The proposed dwelling would be set 5.1m forward of the building line and the roof form would include a large full height gable to the front elevation and a pitched roof to the rear elevation. As a result, the bulk of the dwelling would be set significantly further forward than no. 108 and other dwellings to the north/south (see figures 1-3 below). The proposed dwelling would be set within close proximity to (4.1m) to southern flank wall with 108 Sea Drive and would appear cramped and overdeveloped within the street, which is comprised by dwellings set within spacious plots. The dwelling would therefore disrupt the rhythm and spacing within the street scene, as illustrated in the series of extracts from the submission shown below.

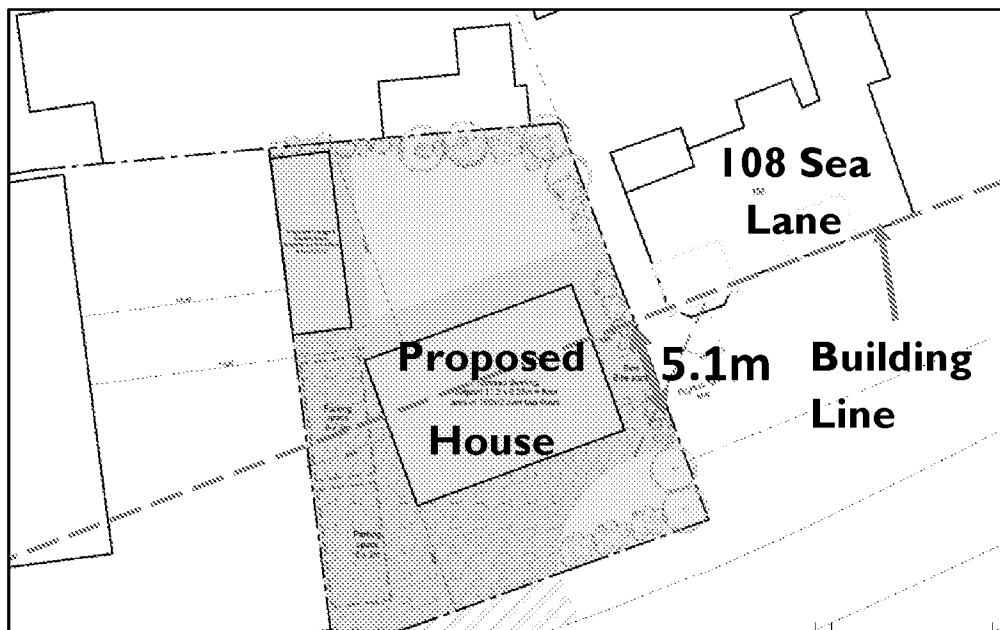


Figure 1 – Image adapted from application drawing: Proposed Site Plan (ref. 2114 [PL] 001 Rev: D) illustrating building line (source www.arun.gov.uk)



Figure 2 - Image adapted from application drawing: Proposed Images 1 of 2 (ref. 2114 [PL] 10 Rev: D) illustrating extent of the forward projection (source www.arun.gov.uk)

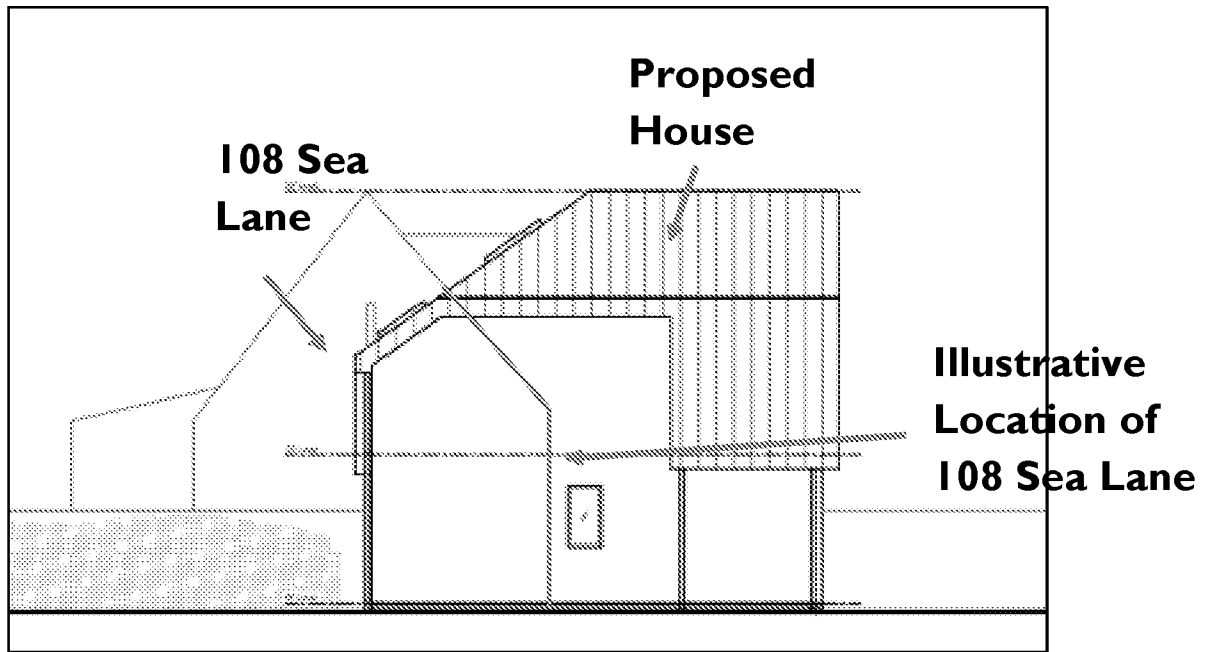


Figure 3 – Image adapted from application drawing: Proposed Front & Left Side Elevations (ref. 2114 [PL] 03) illustrating comparative siting with 108 Sea Lane (source www.arun.gov.uk)

15. The existing/proposed Urban Grain plans submitted as part of the application are inaccurate as they significantly exaggerate the step forward of St Malo Court to the north of the site. In reality St Malo Court is set only marginally further forward than 102 Sea Lane, as shown below and overleaf.

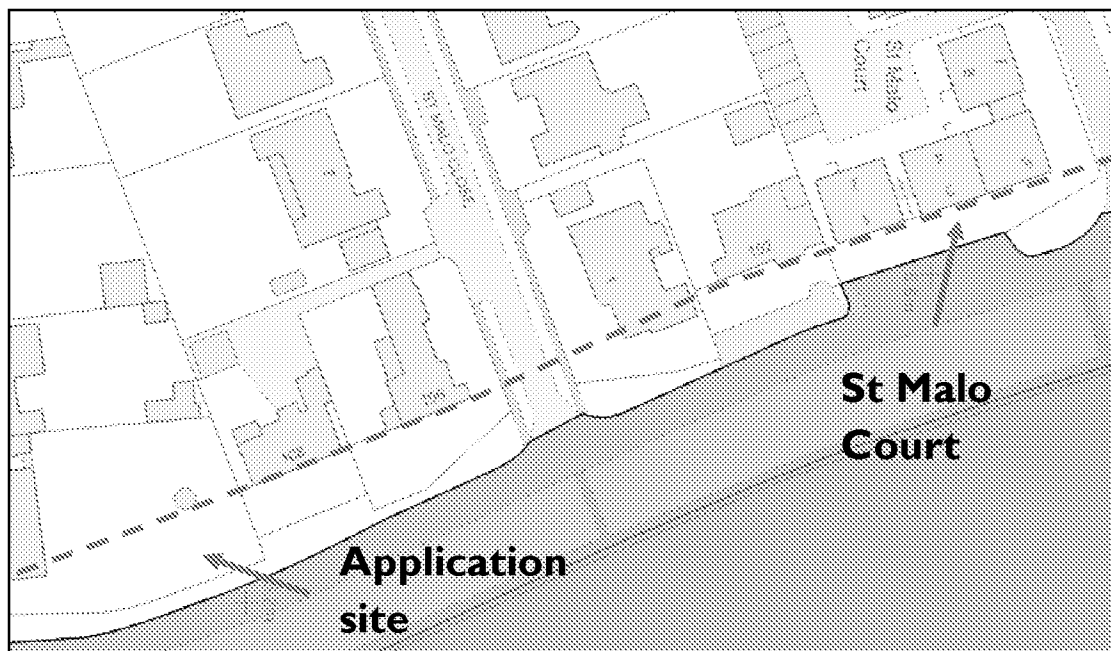


Figure 4 - Adapted map illustrating building line and correct position of St Malo Court (map source www.arun.gov.uk)

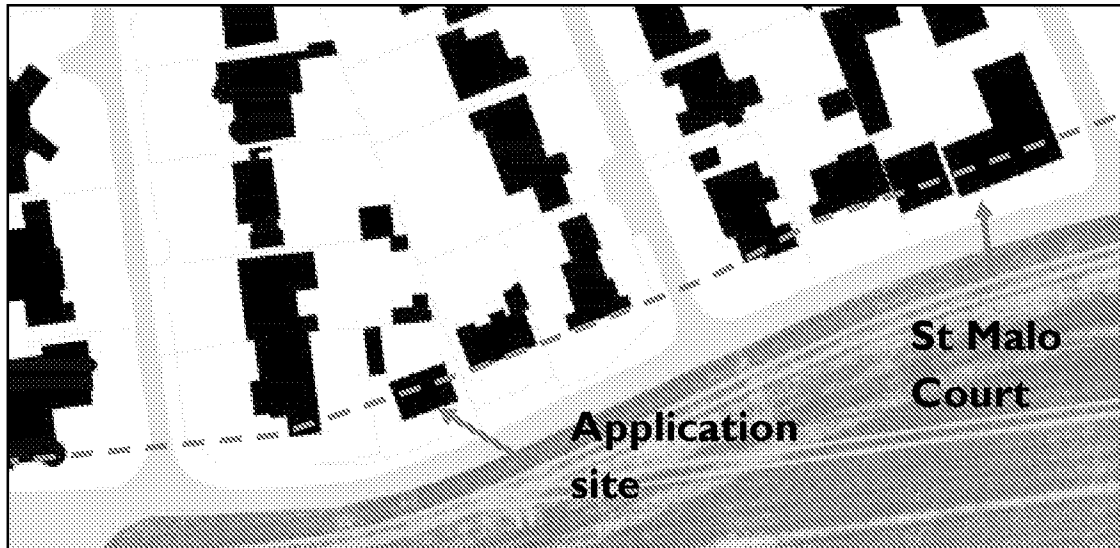


Figure 5 – Image adapted from application drawing: 2114[PL]101 Rev A illustrating building line and incorrect position of St Malo Court (source www.arun.gov.uk)

16. Furthermore, the proposed density study (shown below) illustrates that the proposed plot would be significantly smaller than the other plots within the surrounding area thereby failing to accord with the urban grain and representing an inappropriate form of development.

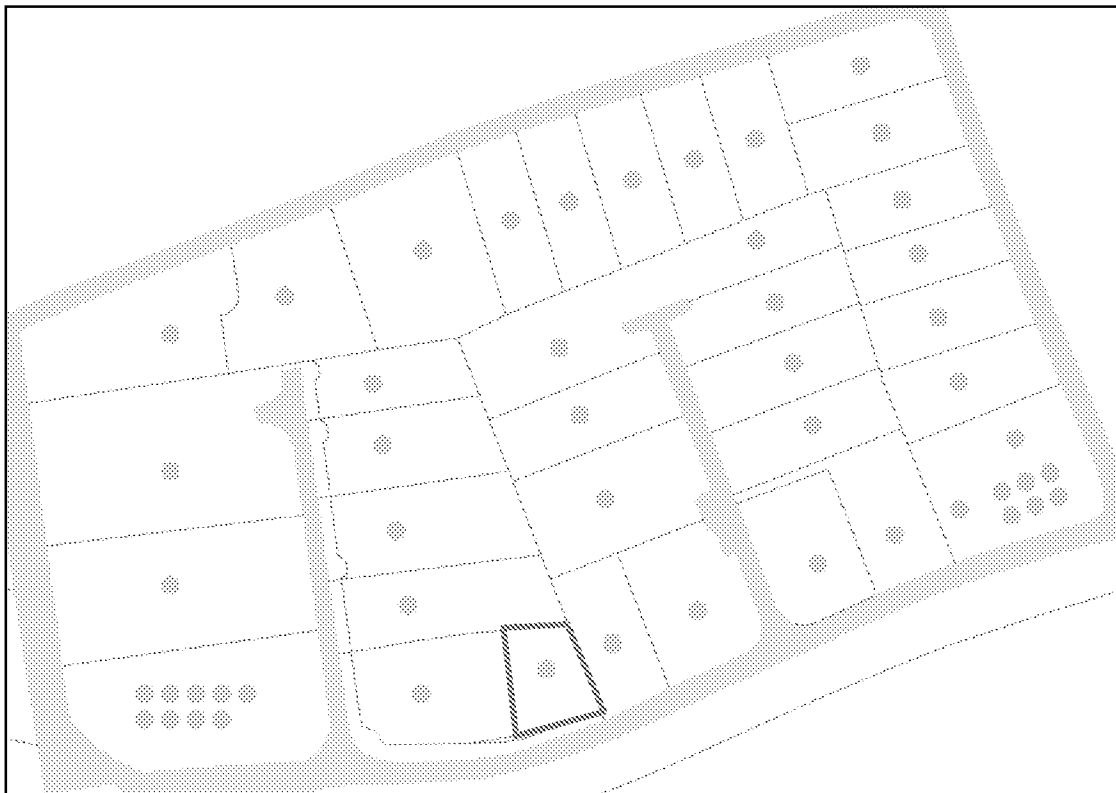


Figure 6 - Image adapted from application drawing: Proposed Density Study Drawing: 2114(PL) 104 Rev. A (source www.arun.gov.uk)

17. Overall, the plot is too small for the development proposed, which is evident in the submission as the building is set significantly further forward of the building line in an attempt to create an acceptable area of amenity space. The depth of the garden is also inappropriate which is evident

in the design as all first floor rear facing windows are obscure glazed. All of the issues identified above are indicators that an overdevelopment of the site is proposed. The proposed development is therefore contrary to paragraph 130 of the NPPF and policies D DM1 and D SPI of the Arun Local Plan.

Impact on Neighbouring Amenity

18. ALP Policy QE SPI: Quality of the Environment seeks to ensure that development would not have a significantly negative impact on residential amenity and would contribute positively to the quality of the environment.
19. The Arun Design Guide also provides further guidance and commentary on residential development with the District and provides guidance on dwelling spacings and garden depths.
20. The proposed dwelling would result in significant overshadowing of the ground floor living room at 108 Sea Lane due to the proposed siting of the dwelling set well forward of the building line and the close proximity to the southern flank wall of 108 Sea Lane, in combination with the eaves height, bulk at roof form and location of the proposed dwelling to the south (see fig. 3).
21. The proposal would be clearly visible from both the ground floor southern side facing window and the east facing bay window serving the living room and would result in a significant loss of outlook and natural light to the room as a result. The outlook from these windows would be enclosed and an oppressive impact would result.



Figure 7 - View from living room bay window at 108 Sea Lane

22. The dwelling would also be located in close proximity to and would be highly visible from the southern facing first floor bedroom window at 108 Sea Lane. The significant bulk at roof level would result in a loss of outlook and the proposed rooflight to the northern roof slope would create a perceived loss of privacy.



Figure 8 - View from living room southern side facing window at 108 facing directly toward proposed site



Figure 9 - View from bedroom southern side facing window at 108 facing directly toward proposed site

23. The proposal would also introduce a building of significant scale within what is effectively a back-land setting and would be highly visible from the rear gardens of the existing dwelling on site in addition to the those to the south-west on Sea Drive. The proposal would be overbearing to the rear garden and amenity area at no. 3 Sea Drive and would result in a perceived loss of privacy due to the proximity of the dwelling (which includes first floor windows albeit obscure glazed) to the rear boundary and the first floor rear facing windows. The sense of privacy

currently enjoyed in this neighbouring garden, and the open pleasant nature of this neighbouring garden would be significantly diminished were the proposed development to be constructed.



Figure 9 – view of application site from first floor rear window at 3 Sea Drive

24. The proposed development would be sited inappropriately - due to scale of the development proposed relative to the size of the plot and the proposed plot arrangement and would result in harm to outlook from neighbouring windows, a diminished sense of privacy in neighbouring gardens, additional overshadowing, and an overbearing and enclosing impact when viewed from neighbouring gardens and windows, contrary to NPPF paragraphs 130 and 185 and Policy QE SPI of the Arun Local Plan.

Highways/Access

25. Arun Local Plan Policy T SPI: Transport and Development seeks to ensure that development provides safe access on the highway, contributes to highway improvements and promotes sustainable transport methods.
26. NPPF paragraph 111 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
27. The site is located on the apex of a bend on Sea Lane where the residents of no. 108 regularly experience vehicles taking the sharp bend to the south at high speed before accelerating along Sea Lane travelling north. There is therefore limited time for vehicles to slow down/avoid vehicles manoeuvring in the road.
28. These concerns carry greater weight as the proposed driveway does not provide a turning space for vehicles, meaning that vehicles will need to either reverse into or out of the drive. This increases the time spent manoeuvring and limits visibility. E.g., if a car were to be reversing off the drive at a time when another car turns the corner and approaches the application property – the driver reversing out may not see the car on the road until it is too late. For these reasons

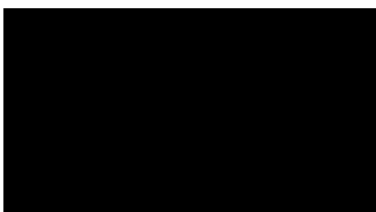
the proposed access appears unsafe, and we request that the Highway Authority be consulted on these matters.

29. It is noted that under a previous application at 1 Sea Drive (FG/198/16/PL) a side access was originally proposed on to Sea Lane, however after comments were received from the Highway Authority, this proposed access was abandoned and an access on to Sea Drive was proposed instead. This provides a further indication that an access on to Sea Lane is not feasible/safe.
30. We object to the proposed access on highway safety grounds. Reversing manoeuvres into/out of the drive would be dangerous and the scheme is therefore contrary to Arun Local Plan Policy T SPI.

Summary

31. In summary, the proposal represents an overdevelopment of the site and would result in a cramped and inappropriate appearance which would disrupt the rhythm of the street scene. The overdevelopment is evident due to significant projection beyond the established building line, the excessive bulk at first floor level set forward of the front elevation of the adjacent property and the shallow depth of the proposed rear garden.
32. The proposed dwelling, in combination with the extensive remodelling and extensions already underway at the existing dwelling on site would result in an overall overdevelopment of the wider site, as identified within the Officer's report for the approved scheme (ref. FG/90/21/HH) which states that this was only accepted due to the large nature of the existing plot and rear garden.
33. The overdevelopment of the site would also have knock-on effects on neighbouring amenity in terms of harm to outlook, an overbearing and enclosing impact, and loss of privacy, due to the siting of the building forward of the building line and close to the shared boundaries with No. 3 Sea Drive and No.108 Sea Lane.
34. The proposed access to the site is reliant on vehicles entering or exiting the site in a reverse gear, close to a bend in the road, which raises highway safety concerns.
35. We therefore object to the proposed development in the strongest terms and expect that the application will be refused.
36. Andrew Crabb and Jan Harding invite you to visit 108 Sea Lane to view the application site from the neighbouring property and gain a full understanding of the relationship, and the harm, which would result. Please contact me on [REDACTED] to arrange this visit.

Yours Sincerely,



Luke Austin
Senior Planner

WHALEBACK LTD