Jan 08
28 & 30 MARINE DRIVE, GORING BY SEA, WORTHING
RTPI
mediation of space · making of place





Full application for the demolition of 28 and 30 Marine Drive and the erection of 8 apartments with associated landscaping and underground parking.

28 & 30 Marine Drive,
Goring by Sea,
Worthing,
West Sussex,
BN12 4QN

Statement prepared on behalf of
Leslie Christopher Homes Ltd.

WORTHING BOROUGH COUNCIL
1 2 MAY 2008
CONSENT GRANTED
SUBJECT TO CONDITIONS

PLANNING, DESIGN & ACCESS STATEMENT

T.P. OFFICE COPY
BOROUGH OF WORTHING
DEPOSITED 17/12/07
TP REF NO
WB 1 07 1 1211 Amd

STRUTT & PARKER

PLANNING, DESIGN & ACCESS STATEMENT

Introduction

STRUTT & PARKER

CONTENTS **Page**

INTRODUCTION	2
SITE & SURROUNDINGS	3
PLANNING HISTORY	3
PLANNING POLICY	4 -5
DESIGN – USE & GENERAL PRINCIPALS	6
DESIGN – AMOUNT, LAYOUT & SCALE	7
DESING – CHANGES SINCE LAST APPLICATION	8
AREA AND VOLUME SIZES	9
DESIGN – OVERALL KEY FEATURES	10
OTHER DEVELOPMENTS	11
APPEARANCE & LANDSCAPE	12
SHADOW STUDY & ACCESS	13
ENERGY CONSUMPTION FIGURES	14
WASTE MINIMISATION & FLOOD RISK	15
ARTISTS IMPRESSIONS	16-17
SUMMARY	18

INTRODUCTION

The application seeks permission for the demolition of 28 & 30 Marine Drive and redevelopment of the site with a modern development of eight apartments. The scheme comprises 4x2 bed and 4x3 bed apartments with associated parking and landscaping

This Planning, Design and Access Statement is in support of a full planning application. The proposal is a resubmission of application WB/07/1078/FULL, which was refused at committee on 13th November 2007. This proposal seeks to address the comments made by Council Members, officers and local residents.

The application should be read in conjunction with the following drawings:

MD 008.01 Rev A	- Location & Site Plan
MD 008.02	- Existing Ground Floor Plan
MD 008.03	- Existing External Elevations
MD 008.04 Rev C	- Proposed Lower Ground Floor Plan
MD 008.05 Rev A	- Proposed Ground Floor Plan
MD 008.06 Rev A	- Proposed 1st Floor Plan
MD 008.07 Rev A	- Proposed 2nd Floor Plan
MD 008.08 Rev A	- Proposed Roof Plan
MD 008.09 Rev A	- Streetscape Elevations
MD 008.10 Rev A	- Proposed Elevations
MD 008.11 Rev A	- Marine Drive Elevation with Front Wall
MD 008.12 Rev A	- Ahlington Avenue Elevation with Wall
MD 008.13 Rev A	- Existing and Proposed Elevation Comparison
MD 008.14 Rev A	- Landscape Plan
MD 008.15 Rev A	- Marine Drive Elevation Landscaping
MD 008.16 Rev A	- Ahlington Avenue Elevation Landscaping
MD 008.17 Rev A	- Streetscape Elevations – Ahlington Avenue
MD 008.18 Rev A	- Proposed Section
MD 008.19 Rev A	- Streetscape Comparison – Ahlington Avenue
MD 008.20	- Streetscene Elevations (detail)

RTPI
mediation of space · making of place

PLANNING, DESIGN & ACCESS STATEMENT

Site & Surroundings

SITE & SURROUNDINGS

The application site is situated at the junction of Marine Drive and Arlington Avenue, Goring by Sea. Goring by Sea is located approximately 2 miles (3km) west of Worthing town centre. It is served by Goring by Sea railway station located approximately 1m to the north.



The site comprises two residential plots with dwellings set back from the road frontage. No.30 Marine Drive is white rendered building under a green tile hipped roof and is accessed from Arlington Avenue . No.28 is a smaller 1970's brick and tile faced building with access onto Marine Drive. At present the plots are divided by a timber panel fence and minimal landscaping. The properties do not have any rear garden but rely on the front garden for amenity space.



PLANNING HISTORY

This application is a resubmission of the refused application WB/07/1078/FULL which was refused on 13 November 2007 at committee.

RTPI
mediation of space : making of place

STRUTT & PARKER

STRUTT & PARKER

PLANNING, DESIGN & ACCESS STATEMENT

Planning Policy

PLANNING POLICY

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless other material considerations indicate otherwise. Section 38(3) states that the Development Plan includes the Regional Spatial Strategy and other Development Plan Documents (DPD). The approved Development Plan for the purposes of the Act comprises Regional Planning Guidance for the South-East (RPG9), the West Sussex Structure Plan, the Worthing Borough Council Local Plan and emerging Local Development Framework (LDF).

NATIONAL GUIDANCE

Planning Policy Statement No 1 (PPS1): Delivering Sustainable Development (2005), sets out the Government's planning policy on the delivery of sustainable development through the planning system. In particular, it states in paragraph 13 (iv) that planning policies should promote high quality inclusive design in the layout of new development...in terms of function and impact...over the lifetime of the development.'

Planning Policy Statement No 3 (PPS3): Housing (2006), underpins the delivery of the Governments strategic housing policy objective. It sets out the national planning policies for housing, with its objective being to deliver homes at the right time, in the right location. It aims to ensure a wide choice of housing and to deliver a better balance between supply and demand of housing. PPG3 also requires 60% of all new housing to be located on previously developed land. Paragraph 10, requires the planning system to deliver, amongst other things, high quality housing that is well designed and built to a high standard and housing development in suitable locations, with good access to jobs, key services and infrastructure. PPS3 acknowledges that good design is a fundamental issue with particular reference to the better use of previously developed land.

Planning Policy Guidance No 13 (Transport 2002) aims to integrate planning and transport at national, regional, strategic and local level and to promote more sustainable transport choices. It states that Local Planning Authorities should attempt to encourage the shared use of parking and also sets out the maximum parking standards. It confirms that LPAs should use their discretion in setting the levels of parking appropriate for small developments so as to reflect local circumstances.

Planning Policy Statement No 25 (Development and Flood Risk) aims to take flood risk into account in all stages of the planning process to avoid inappropriate development in areas at risk of flood.

REGIONAL GUIDANCE – SOUTH EAST PLAN

The Plan provides a framework for the regions development for 20 years 2006- 2026. The Plan's core objectives are to balance continuing economic and housing growth with rising standards of environmental management and reduced levels of social exclusion and natural resource consumption. The Plan has undergone the EIP and the Inspector has reported their findings. A publication is timetabled for adoption sometime in the Autumn of 2008.

WEST SUSSEX STRUCTURE PLAN

The West Sussex Structure Plan was adopted in February 2005 and sets out the strategic planning framework for the area up to 2016.

Policy NE2 requires residential development to be permitted provided that the dwelling is of a size, type and tenure suited to the varied needs of local households.

Policy CH1 states that development should be permitted providing it maintains and where possible enhances the character, distinctiveness and sense of place of the settlement.

Policy NE13 requires development to manage the anticipated growth in demand for travel, proposals for development should be permitted provided they widen travel choice and promote walking, cycling and passenger transport.

Policy DEV1 highlights that development will only be permitted if the construction, layout, scale and appearance and landscaping are of high quality and take into account the need to, amongst others, integrate with and where possible enhance adjoining land uses, have regard to the local context, create a sense of place and create a safe and well cared for environment.

DEV3 relates to infrastructure requirements and states that new development must provide for the increased infrastructure needs it creates. New or improved infrastructure is required and can include a phased scheme or financial contributions.

Policy DEV4 states that development will only be permitted if the travel needs it generates are met and where possible reduces the need to travel, achieves a safe and convenient access and encourages and enables cycling and walking and the number of motorised journeys is minimised.

PLANNING, DESIGN & ACCESS STATEMENT

STRUTT & PARKER

Planning Policy

Policy DEV5 reinforces that development will be permitted if the level of parking is compatible with the need to avoid environmental and safety problems and the need to encourage walking, cycling and the use of passenger transport.

Policy ERA3 requires development in and around the coast to demonstrate a need and to enhance and safeguard the coast.

Similarly, policy ERA4 refers to flooding and coastal defences and ensures the inclusion of polices to prevent the risk of increasing flooding and ensure a risk based sequential approach is adhered to.

WORTHING BOROUGH LOCAL PLAN

Worthing Borough Council have saved the policies of their Local Plan from 27th September 2007 until such time as the LDF becomes adopted.

Policy H2 adds that proposals for development should generate the maximum efficiency of the land and ensure that a proportion meet the need for small households.

Policy H10 allows the demolition and redevelopment of a site providing the proposed development provides an increase in the number of dwellings.

Policy H18 refers to residents amenity and will only allow development if it does not result in a loss of amenity for local residents.

Policies BE1 and BE2 relate to design quality, materials and detailing and insist that favourable consideration will be given to development proposals which reflect or compliment the locality of the area.

Policy BE16 requests new development to provide adequate hard and soft landscaping which will be compatible with the site and its location and make effective use of the existing landscape.

Policy CT2 seeks consultation between Worthing Borough Council and the Environment Agency in order to determine whether satisfactory flood protection and mitigation measures have been provided.

Policy CT3 seeks to enhance and protecting the seafront environment. Favourable consideration will be given to development proposals which reflect or compliment the character of the locality including schemes which enhance the area. In areas which are currently poor or mediocre in quality, the Borough Council will encourage proposals which bring about improvements in the quality of the seafront environment. Proposals should be appropriate in density, scale, height, massing, orientation, layout and siting, both in itself and in relation to adjoining buildings, spaces and views to the sea.

The use of materials and colour is also important to ensure that the residential and seaside character of the built environment is retained

Policy TR6 states development will be required to provide safe and attractive facilities for pedestrians and that provisions should be made for cycle storage, whilst policy TR9 relates to the provision of car parking and states that on site parking provision will be based on standards set out in the Supplementary Planning Guidance. Policy TR12 states that car parking areas must be designed to avoid them being visually dominant or causing disturbance and also provide safe and easy to use facilities and policy TR13 requires new development to have a safe and adequate access to the road network and include appropriate measure to control vehicular movement.

Policy RES12 relates to infrastructure and service provision. It states that permission will only be granted if development provides or makes necessary the required infrastructure and services that it creates.

RTPI
mediation of space · making of place

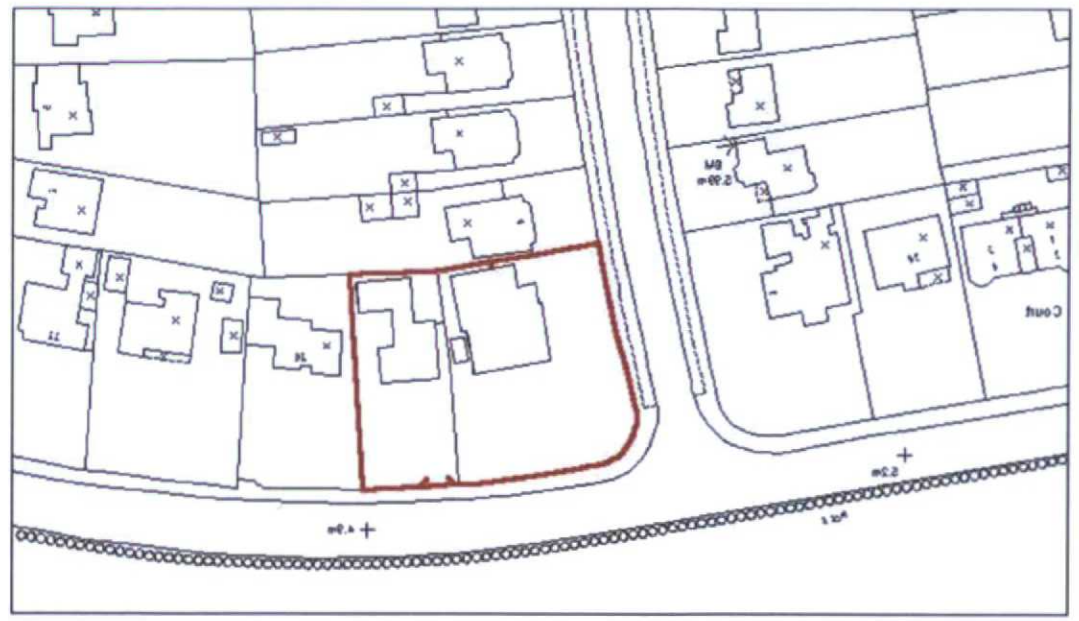
STRUTT & PARKER

PLANNING, DESIGN & ACCESS STATEMENT

Use & General Principals

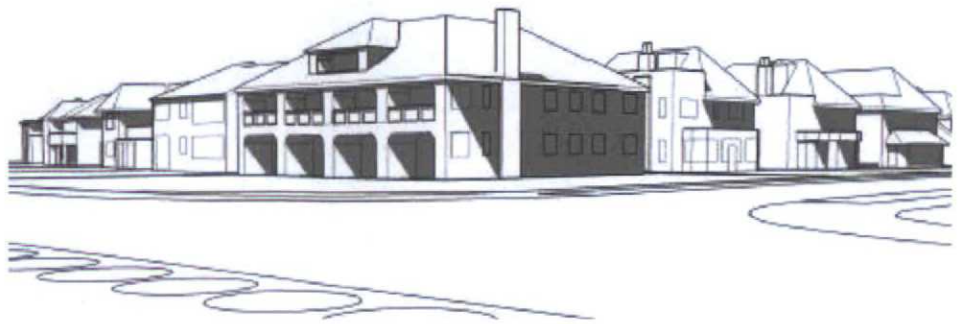
DESIGN – USE AND GENERAL PRINCIPALS

The site is currently set out as three residential units, No.28 is divided into two separate flats and No.30 is one single dwelling. The density of the existing site is 15 dwellings per hectare, significantly below the governments targets of a minimum of 30 dwellings per hectare. The surrounding development of a similar low density. There is no requirement for this density to be preserved in this locality and it is preferable the redevelopment of any site in the areas seeks to make better use of the site as a previously developed site in the built up area in accordance with PPS1 and PPS3.

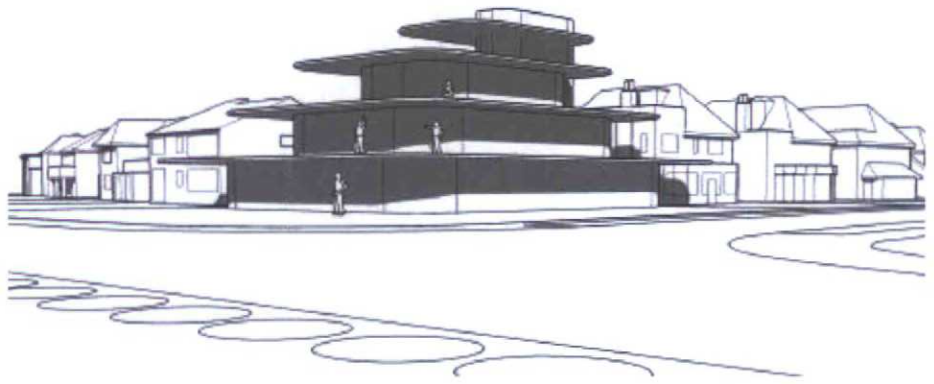


The proposal maintains the open frontage that is present in the local area and in doing so the site of the new development is set back from the road frontage.

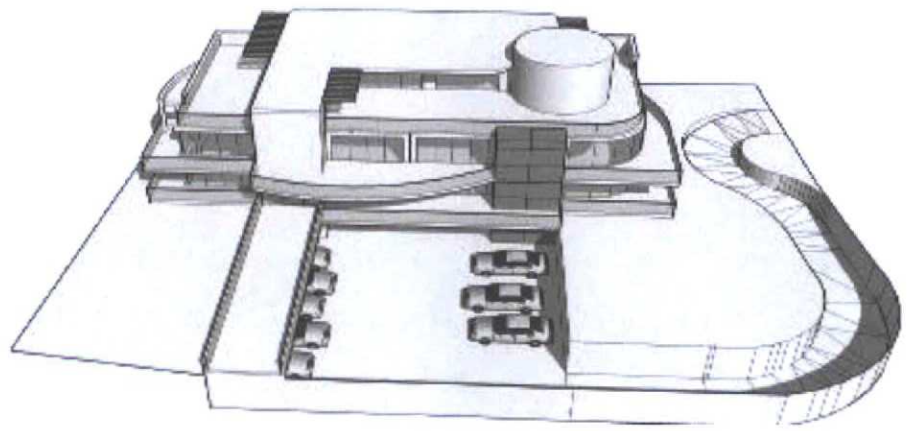
The proposals are design led and derive their architectural style from local and regional examples of art deco architecture. The proposals seek to build on this heritage with modern materials and a new design coding that make the best use of the visual openness of the area.



The design process started by utilising the existing buildings on site and extending them. This was discounted due to the bulk and mass that would be created.



Increased height followed but this was judged to be incongruous to the area and overbearing on the neighbouring properties.



By moving the parking underground the height of the building could be reduced, but the mass of the building as one unit would still be incongruous. Consequential this design was discounted.

STRUTT & PARKER

PLANNING, DESIGN & ACCESS STATEMENT

Design - Amount, Layout and Scale

DESIGN – AMOUNT & LAYOUT

The site, is situated on a corner plot with direct views along the Marine Drive frontage and out to sea. The design approach seeks to create a high quality building that sits well in the plot, conforming to the heights of the surrounding buildings and increasing the visual quality of the area. The layout of the new development is dictated by the siting of the existing building.

The development increases the number of units by 5 to an overall provision of 8 units. The mix of units includes 4x2 bedroom apartments and 4x3 bedroom apartments.

The increase.in unit numbers gives an overall density of 42 units per hectare, this is above the governments minimum threshold of 30 units per hectare set out in PPS3 and is not inappropriate for this location and the character of the area.

The scheme is designed to avoid problems of overlooking with the main orientation south to the seafront. The windows of upper floors serving habitable rooms are either high level by design or use obscure glazing.

DESIGN – SCALE

The amended scheme proposes to reduce the height of the development below the ridge line of the existing building. A reduction in mass of the second floor reduces the appearance and scale of the building.

In assessing the distance between the buildings on Arlington Avenue, the proposed development is seen to conform with to the relationship between 4 and 6 Arlington Avenue.

The design will still incorporate large element of glazing and white render. It has been sensitively designed to avoid overlooking enabling the development to retain a high element of privacy.

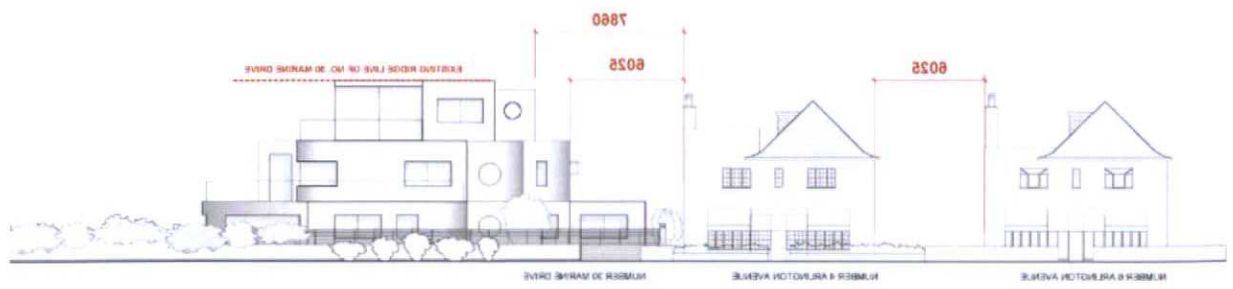
Policy DEV1 of the Structure Plan and policy BE1 of the Local Plan consider the design of the development. This proposal meets the criteria set out in the policy BE1 as it is of a high standard of design compatible with its surroundings and enhances the appearance of the locality. The siting, layout, density, orientation take full account of the site and its surroundings.

The form and character, which includes height , massing, scale and proportions, are compatible with the existing buildings and the design seeks to enhance the appearance locally. The relationship between built form and open space remains similar to that found on site and again, is compatible with the character ands appearance of the locality.

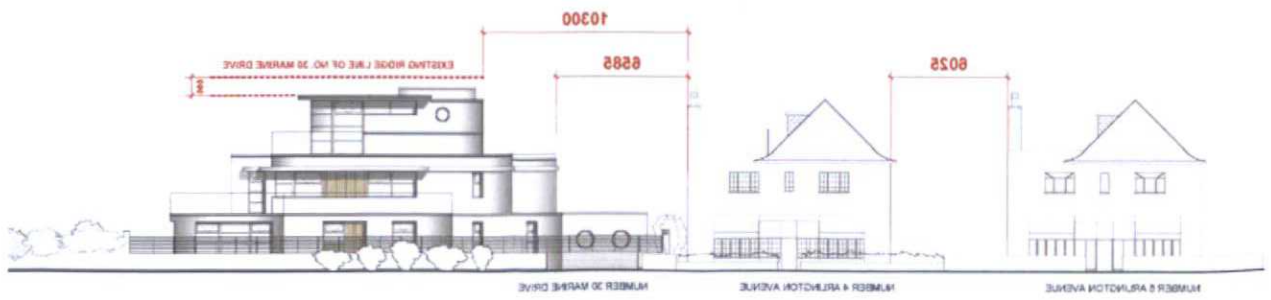
Existing



Previous Application (WB\07\1078\FULL)



Proposed



RTPI
mediation of space · making of place

PLANNING, DESIGN & ACCESS STATEMENT

Design – Changes Since Last Application

Changes to the design since the last application (ref WB\07\1078\FULL)

The refused application (ref WB\07\1078\FULL) has undergone significant amendments addressing the issues raised by Committee Members, the Case officer and members of the public.

The previous scheme has been revised and some of the key differences are:

- The second floor of the corner building (presently No.30 Marine Drive) has been redesigned. Its bulk and massing has been reduced in width and depth. This has softened the appearance of the building, allowing the top floor to relate better to the design of the development. The height of the building has also been reduced to a point 900mm lower than the existing building.
- The reduction in mass of the second floor has substantially increased the distance of this part of the building from its boundary with 4 Arlington Avenue (see drawing MD008.19A).
- The two storey glazed link has been reduced to a single storey glazed link
- The elevations have been altered to allow the building to be more sympathetic with the deco style of architecture. This includes better detailing at first floor
- The window details have been altered. Those on the second storey are curved to follow the lines of the building. The pattern of glazing bars has also been detailed in this application which shows the openings of doors and windows.
- The wind turbines have been removed and replaced with alternative methods of renewable energy \ energy efficient technology.
- The landscaping of the scheme has been altered to reflect local indigenous species.
- The vehicular access on to Arlington Avenue has been moved one metre south. This allows for better pedestrian safety at the junction with the highway.
- The movement of the access also allows greater levels of landscaping for the residents of No 4 Arlington Avenue as the boundary is able to accept greater levels.
- The bin store has been internalised with the boundary wall.



Previous scheme (WB\07\1078\FULL)

Revised scheme

RTPI
mediation of space · making of place

STRUTT & PARKER

SPINNING, JEA SPINNING DRIVE, WORTHING 30 & 28 MARINE

STRUTT & PARKER

PLANNING, DESIGN & ACCESS STATEMENT

Areas and Volume sizes

The floorspace and volume calculation below shows the difference between the refused scheme and the resubmission. The development reduces the floorspace of the scheme by 22 sq m (236 sq ft). The design changes have reduced the volume significantly by 257 sq m (9061 sq ft).

Comparison of area and volume sizes between applications

APPLICATION 007						
Unit	Description	Unit area - net sqm	Unit area - net sqft	Floor to floor heights m	Volume cu m	Volume cu ft
30 MD - unit 1 GND (formerly unit 1)	3 bed garden	157	1,695	3.2	504	17,797
30 MD - unit 2 GND (formerly unit 2)	3 bed garden	137	1,480	3.2	440	15,537
30 MD - unit 3 1ST (formerly unit 5)	3 bed terraced	146	1,577	3.2	469	16,554
30 MD - unit 4 2ND (formerly unit 7)	3 bed duplex	143	1,545	3.2	459	16,215
28 MD - unit 1 GND (formerly unit 3)	2 bed garden	124	1,340	2.9	361	12,749
28 MD - unit 2 GND (formerly unit 4)	2 bed garden	115	1,243	2.9	335	11,828
28 MD - unit 3 1ST (formerly unit 6)	2 bed terraced	103	1,114	2.9	300	10,599
28 MD - unit 4 2ND (formerly unit 8)	2 bed duplex	122	1,318	2.9	355	12,544
	Total (m & ft)	**1,051**	**11,312**		**3,223**	**113,824**
GROSS ADJUSTMENT	10%	105	1,131	10%	322	11,382
GROSS AREA VOLUME TOTALS		**1,156**	**12,443**		**3,545**	**125,207**

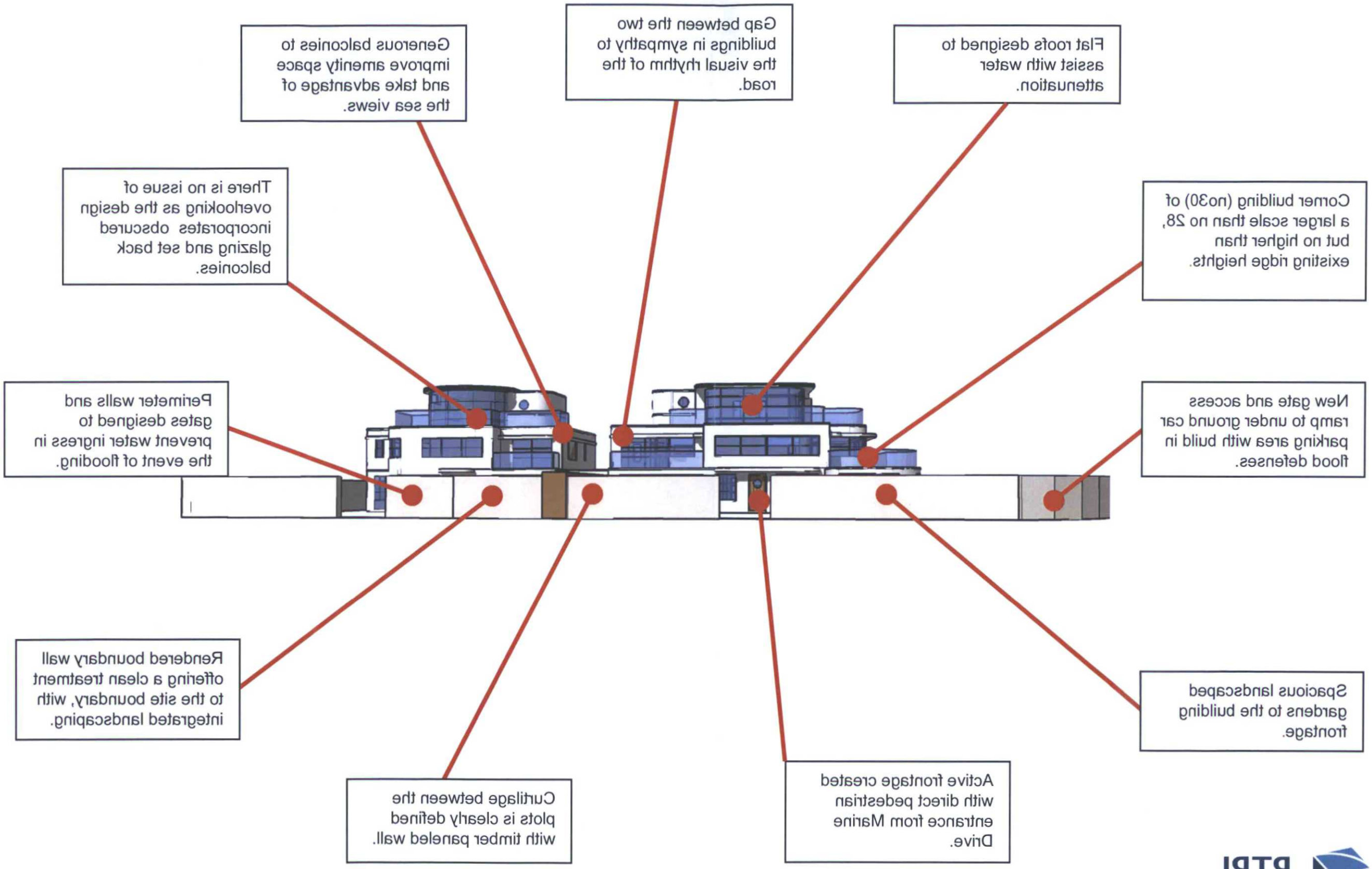
REVISED APPLICATION 008						
Unit	Description	Unit area - net sqm	Unit area - net sqft	Floor to floor heights m	Volume cu m	Volume cu ft
30 MD - unit 1 GND	3 bed garden	150	1,609	2.9	434	15,311
30 MD - unit 2 GND	3 bed garden	147	1,577	2.9	425	15,003
30 MD - unit 3 1ST	3 bed terraced	124	1,329	2.9	358	12,648
30 MD - unit 4 2ND	3 bed duplex	144	1,545	2.9	416	14,696
28 MD - unit 1 GND	2 bed garden	134	1,437	2.9	387	13,672
28 MD - unit 2 GND	2 bed garden	118	1,265	2.9	341	12,033
28 MD - unit 3 1ST	2 bed terraced	92	985	2.9	265	9,371
28 MD - unit 4 2ND	2 bed duplex	126	1,351	2.9	364	12,853
	Total (m & ft)	**1,031**	**11,098**		**2,990**	**105,587**
GROSS ADJUSTMENT	10%	103	1,110	10%	299	10,559
GROSS AREA VOLUME TOTALS		**1,134**	**12,207**		**3,289**	**116,146**

Reduction in building AREA and VOLUME from scheme 007 to 008	**22**	**236**	**257**	**9,061**
	sq m	sq ft	cu m	cu ft

STRUTT & PARKER

PLANNING, DESIGN & ACCESS STATEMENT

Design - Overall Key Features



RTPI
mediation of space · making of place

Other Developments

There have been several recent applications in the vicinity that demonstrates the principle of a modern designed development. All of the schemes below are in close proximity to the site. Of particular relevance are:

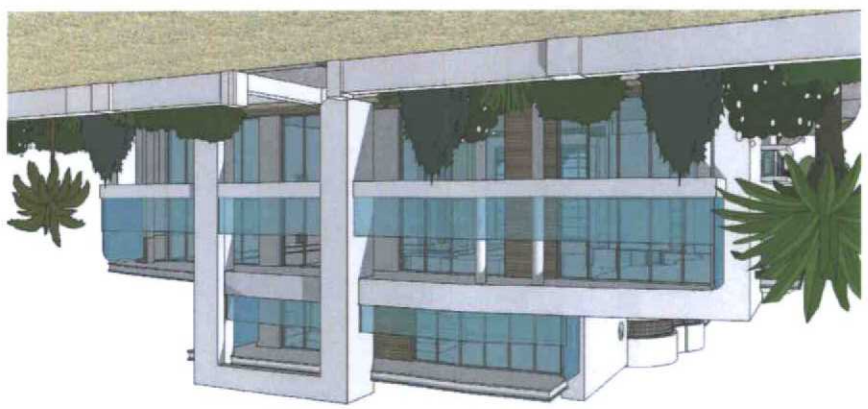


06/0758/FULL

Erection of a 3 storey block comprising flats with associated car parking spaces.

Bayview Developments, Eirene Road, Worthing

Worthing District Council





R/75/06

Demolition of existing buildings. Development of 41 no. 1, 2 & 3 bed apartments (2/3 storeys) associated garaging, parking and landscaping

Horizon Development, Seafield Road, Rustington

Arun District Council



FG/163/07/BR

Demolish existing residential home & build new 2 storey block of 9 flats with basement parking. Bluewater development, Sea Drive, South Ferring,

Arun District Council







STRUTT & PARKER

PLANNING, DESIGN & ACCESS STATEMENT

Appearance & Landscaping

DESIGN - APPEARANCE

PPS 3 acknowledges that good design is fundamental to using land efficiently and LPA's should facilitate this by identifying distinctive features that define the character of the area. This is particularly important when the proposal involves intensification of the existing urban fabric. When a scheme is well designed it can enhance the character and quality of the area. Careful consideration has been paid to the appearance of the development and comments received from Council Members, Officers and residents have informed the design alterations for the resubmission.



Taking a reference from the Art-Deco buildings that became very popular in the 1920's and 1930's along the Sussex seafront this project seeks to add a modern accent to this style. A mix of shapes and forms create an interesting façade picking up the geometric sleek and dramatic cubic forms that were typical of an Art-Deco building. Modern technology allows for a higher percentage of glass and this allows for fantastic views from the building but also allows a separation between the two structures in the form of a linked extension.

The boundary wall of the development seeks to improve the appearance of the site through a more sensitively designed rendered wall that changes in height between the two plots, to emphasise the different curtilages. This, along with a change of landscaping, will further the illusion that the site remains split into two identifiable sections with an open frontage compatible with the character of the area.



DESIGN - LANDSCAPING

The landscaping between the two plots subtly changes, with No30's corner plot having soft hedges (typical of the area) softening the corner wall. The organic lines are carried through into the design of the pathway and are echoed in the curves of the entrance driveway. This is shown at drawing No MD008.14A, MD008.15A and MD008.16A.

No 28 has a more rigid structure at ground level, with a box hedge to the boundary wall and a straight walkway into the building.

The landscaping design also seeks to include 2 different water features in the the front entrances of the buildings - each different in style to differentiate the different scale of the buildings. No 30 has 8 vertical fountains emphasising the curved entrance walkway. No 28 has a straight stream leading up to the building.

All planting will be done in the first planting season after the development has been started.

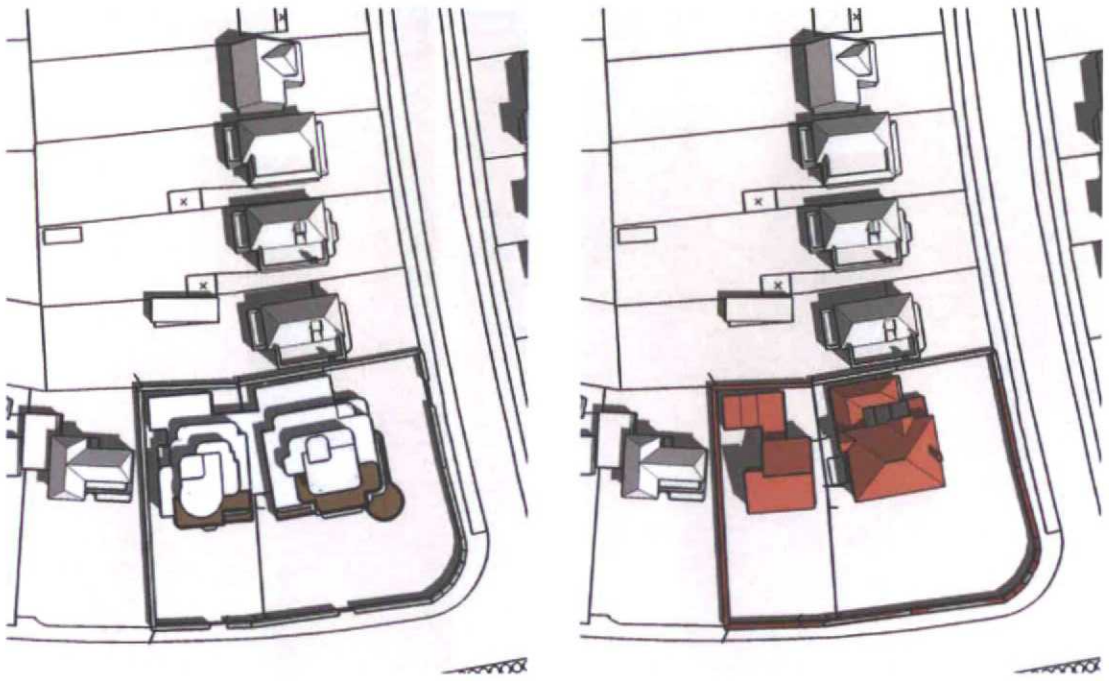
PLANNING, DESIGN & ACCESS STATEMENT

Shadow Study & Access

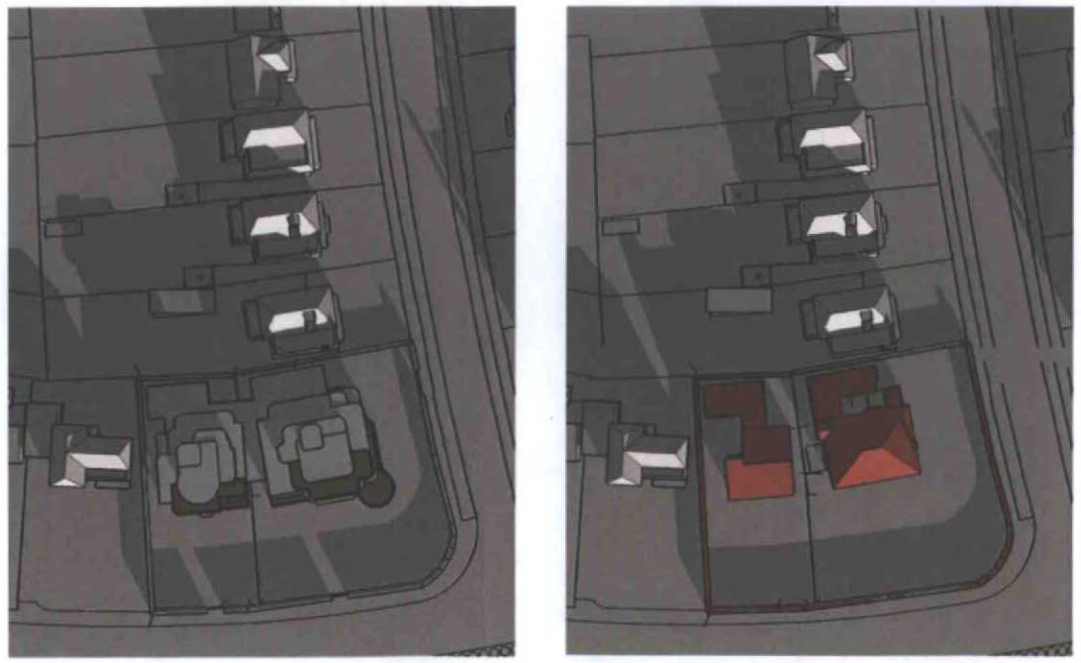
SHADOW STUDY

An analysis of sun paths has been carried out as part of the design process. This demonstrates there is no significant over shadowing created from the proposal. The most extreme situation (winter solstice) is illustrated for ease of reference:

Summer solstice (21\06) 14.00hrs



Winter solstice (21\12) 14.00hrs



ACCESS & PARKING

The pedestrian access for both buildings will be from the Marine Drive frontage. This will allow disabled and non-disabled access into the building with ramps where required. The proposal includes a lift in the core of each of the buildings that allow disabled users access to each of the floors.

The parking is subterranean and as a result allows for the open character of the area to remain and frees the development of any clutter associated with parking. The access to the site for pedestrians will be onto the Marine Drive frontage whilst cars will access the parking area from Arlington Avenue. A vehicular gate will open onto the parking slipway that will seek to increase the security of the site.

Each of the units have a storage area in the basement that allows for, amongst other things, the storage of cycles.

Parking spaces are made available for 16 cars following discussion with Worthing Borough Council Planning Department. This amounts to 2 spaces per unit. Worthing's parking standard is 1.5 spaces per unit but on the planning officers request 2 spaces have been provided to allow for visitor parking within the scheme.

Cycle storage is provided in the individual storage units of the apartments. This is located at the basement level.

ACCESS – LIFETIME HOMES

The lifetimes homes concept increases choice, independence and longevity of tenure, vital to both individuals and the larger community well-being.

The proposal has been designed in order to address lifetime homes criteria and will provide flexible living spaces to allow rooms to be altered and used for different purposes should the need arise.

The width of internal doorways and hallways is set at a minimum of 800mm to conform with part M of the Building Regulations.

STRUTT & PARKER

PLANNING, DESIGN & ACCESS STATEMENT

Energy Consumption Figures

SUSTAINABLE ENERGY

The criteria set out in policy is for the development to meet at least 10% of its own energy requirements. The proposal will, as a minimum, cater for 21% of its energy requirement through the use of PV panels and ground source heat pumps (GSHP) for the Penthouse apartments. The other apartments will have the option to install GSHP's as an extra charge. The infrastructure for this will be built during construction so the occupants have the option to take this up at any time they choose. If they choose to install the GSHP the development will cater for 30% of its energy requirements. The breakdown of the figures are as follows:

Predicted energy consumption figures - revised Jan 2008

Typical electricity consumption per dwelling	6,843	kWh pa
Typical gas consumption per dwelling	12,750	kWh pa
Commonway and car park electricity consumption	6,500	kWh pa
figures based on typical 3/ 2 bed apartments of 100- 150 sqm in UK		
Number of dwellings	8	

Scheme without microgeneration

Total Electricity consumed	61,244	kWh pa
Total Gas consumed	102,000	kWh pa
Total energy consumed	163,244	kWh pa
CO2 produced from electricity	26,335	kgCo2
CO2 produced from gas	19,380	kgCo2
Total CO2 produced	45,715	kgCo2
	45.7	tonnes CO2

Microgeneration features

	unit (kWh)	qty	total	
pv panels (Sanyo hybred 210w modules)	195	8	1560	kWh pa
Ground source heat pumps (GSHP) - Penthouses	5,878	2	11,756	kWh pa
Ground source heat pumps (GSHP) - optional	5,878	6	35,267	kWh pa
			48,583	kWh pa
CO2 saved from pv panels			671	kgCo2
CO2 saved from GSHP - penthouses			2,234	kgCo2
CO2 saved from GSHP - optional			6,701	kgCo2
			9,605	kgCo2
			9.61	tonnes CO2

28 and 30 Marine Drive, Goring-by-Sea

Comparative figures

Operational electricity demands & microgeneration features:

Total electricity without microgen features	61,244	kWh per annum
PV & Penthouse GSHP energy generation	13,316	kWh per annum
% PV and Penthouse GSHP account for.....	22%	of electricity consumed
Total energy	163,244	kWh per annum
GSHP, PV,	48,583	kWh per annum
% GSHP, PV, account for.....	30%	of energy consumed

Predicted reduction in carbon footprint

Carbon footprint without features	45.7	tonnes CO2
Carbon footprint with PV & Penthouse GSHP	43	tonnes CO2
Amount of CO2 saved	2.9	tonnes CO2
% saved	6%	
Carbon footprint with PV, Penthouse & optional GSHP	36	tonnes CO2
Amount of CO2 saved	9.6	tonnes CO2
% saved	21%	

PLANNING, DESIGN & ACCESS STATEMENT

Waste Minimisation & Flood Risk

WASTE MINIMISATION

This application includes a Site Waste Management Plan under cover of a separate document that seeks to minimise construction and demolition waste.

FLOOD RISK ASSESSMENT

Ongoing discussion with the Environment Agency since the last application have resulted in the Environment Agency withdrawing the objection they had to the redevelopment of the site. A letter from Helen Tier (Planning Liaison Officer) to Mr P Devonport dated 20th November 2007 removes the recommendation not to grant permission on the grounds of flood risk. A copy of the letter is at Appendix A of the Flood Risk Assessment.

The revised scheme incorporates the same measures as the former scheme to which the Environment Agency made comment.

The scheme incorporates all of the recommendations of the Flood Risk Assessment including the following mitigation measures:

- Flood Barriers to gates and access.
- Flood resistant construction up to 5.8m AOD for boundary wall
- Pumps and Anti flood valves for areas below 5.8m AOD
- Water Butts for rainwater harvesting
- Rainwater attenuation on the roofs.
- Flood contingency plans displayed in communal entrance areas.

RTPI
mediation of space · making of place

STRUTT & PARKER

Mr P Devonport
Worthing Borough Council
Planning Policy
Portland House Richmond Road
Worthing
West Sussex
BN11 1LF

Our ref: SX/2007/1/02898/02-L01
Your ref: WB/07/1078/FULL
Date: 20 November 2007

Dear Mr Devonport

DEMOLITION OF 28 & 30 MARINE DRIVE AND THE ERECTION OF 8 RESIDENTIAL UNITS AND UNDERGROUND CAR PARKING.
28 & 30 MARINE DRIVE, WORTHING

We refer to our letter dated 9 November in which we recommended you not to grant planning permission until the developer has estimated the level of flooding with and without the development. The main reason for making the estimate was to ensure no exacerbation of the depth of flooding experienced by neighbours if the flood wall included in the development were to displace floodwater from the development site. Another reason was to confirm the minimum level of the perimeter wall (or the minimum level of the habitable rooms if the wall was omitted).

We can **REMOVE** our recommendation not to grant permission on grounds of flood risk as described below.

Waterman Civils, the company which prepared the Flood Risk Assessment (FRA), emailed us on 12 November, stating that there is an existing flood wall at the site boundary, the gaps in which could be sandbagged during a flood. Waterman Group argued that floodwater already is excluded from the site, so floodwater displacement from the development is not relevant. Having visited the site, we conclude this is a reasonable supposition.

We remain uncertain about the future flood level at the site, as although the 0.5% annual probability sea level predicted is 5.5 metres above Ordnance Datum (m AOD), it is unclear if an elevated inland level would occur for instance due to the tidal defences being breached or overtopped by waves. Tide locking holding back surface water flows could also result in elevated inland flood levels. In this case the site is shown on the formal flood map as current flood zone 1, so it is prudent to accept the Waterman Civils' recommended 5.8m AOD flood level on the site without further comment.

Environment Agency
Saxon House, Little High Street, Worthing, West Sussex, BN11 1DH.
Customer services line: 08708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk
Cont/d..

I trust that the above comments are satisfactory but if you require any further information please contact me.

Yours sincerely

HELEN TIER
Planning Liaison Officer

Direct dial 01903 703882
Direct fax 01903 215884
Direct e-mail TierH@environment-agency.gov.uk

Cc Nick Price Waterman Group
Strutt & Parker

STRUTT & PARKER

PLANNING, DESIGN & ACCESS STATEMENT

Artist Impressions

ARTISTS IMPRESSIONS

Computer generated impressions have been created to show the proposed development:



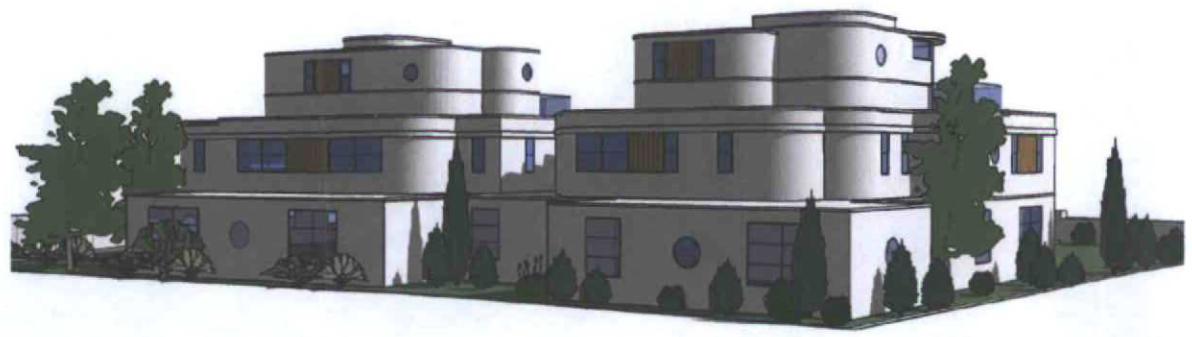
VIEW FROM SOUTH WEST - MARINE DRIVE



VIEW FROM SOUTH EAST - MARINE DRIVE



VIEW FROM NORTH WEST - ARLINGTON AVENUE



VIEW FROM NORTH EAST

Revised Jan 2008

30 & 28 MARINE DRIVE, GORING-BY-SEA

drawings for illustrative purposes only

RTPI

mediation of space · making of place

PLANNING, DESIGN & ACCESS STATEMENT

Artist Impressions cont...









STRUTT & PARKER

PLANNING, DESIGN & ACCESS STATEMENT

SUMMARY

SUMMARY

The proposal seeks to demolish No 28 and No 30 Marine Drive and replace them with a modern development that is inspired by and takes reference from Art-deco buildings that became very popular along the Sussex seafront. The development constitutes 8 apartments, underground parking and landscaping. No.30 Marine Drive is currently rented and in a poor state of repair. The existing buildings are set back from the road and have open frontages typical of the area.

The development reflects the massing of the proposed development has been reduced lower than the existing building which is a further reduction in massing, layout and footprint of the existing buildings and the height of the proposed buildings follow the comments of Council Members, officers and local residents.

Other alterations to the application include the alteration of the volume and a total redesign of the second floor part of the building, removal of the first floor glazed link, removal of the wind turbines and more appropriate glazing.

This proposal meets the criteria set out in Local Plan policy. It is of a high standard of design that enhances the appearance of the locality. The relationship between built form and open space remains similar to that found on site at present. orientation of the development takes full account of the site and its surroundings. The form and character, which includes height, massing, scale and proportions, are compatible with the existing and neighbouring buildings.

The proposal includes features that minimise the development energy requirements, incorporate systems to create sustainable energy and is DDA compliant where possible. The development addresses any issues concerned with flooding and the Environment Agency have written to the Planning authority on this matter.

The proposal maximises the use of the site, making better use of a previously developed site, whilst respecting the built Development Plan and should be considered favourably. There are no material considerations that indicate otherwise. form of the area. The scheme is in accordance with the



RTPI
mediation of space · making of place

SEA, WORTHING
28 & 30 MARINE DRIVE, GORING BY