6, ROBERTS ROAD, LANCING
BN15 8AR

DESIGN, ACCESS AND PLANNING STATEMENT

DEMOLITION OF EXISTING DWELLING

and erection of

BUILDING COMPRISING FIVE ONE BEDROOM FLATS



1.0 Introduction and description

1.1 This statement accompanies a planning application for the demolition of the existing sub-standard dwelling and its replacement with a new building comprising five flats.

1.2 The existing dwelling is constructed around two railway carriages, and pre-application advice has confirmed there is no objection to its replacement. Adjoining properties on each side are flats, of similar overall scale to that proposed here.

1.3 The proposed replacement building has been carefully designed to sit comfortably on the plot, and to complement its

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surroundings in the street scene, whilst making efficient use of the available space in this central location.

2.0 Design and Access

2.1 The application design has evolved following pre-application advice. Following feedback on an earlier design, the following suggested changes were embodied into the new scheme:

- The building now has a 1.0m separation from both boundaries
- A street scene elevation is included to show the proposed building in its context
- The design has been re-vamped to present a far more interesting facade to the street
- The floor area of the rear flat has been increased to meet minimum space standards

2.2 The design now represents an attractive addition to the street scene, that is compatible in terms of height, width and bulk with adjoining buildings on either side, but which also reflects and is complementary to, adjoining architecture. The split facade and dual pitched roof ensure the building would not be overly dominant, and the set back from the roadside further reduces its visual impact, especially in views down Roberts Road from the west. The ridge height of the building bridges between the taller 'Clements' to the west, and lower No 7 Roberts Road to the east, ensuring the building would sit comfortably in its context.

2.3 The front facade detailing also reflects nearby architecture styles, with 'Clements' adjoining to the west, and 'Roberts Lodge', to the east, both having gable elevations facing the road with different coloured detailing to visually break the facade.

2.4 The proposed site layout features parking across the front of the site, and communal amenity space to the rear, together with a cycle store. In this central location, and within a short walk of the seafront and beach, significant amenity space should not be required. None-the-less, the space here is both sheltered and sunny, and would provide a high level of amenity.

2.5 **Access**: three of the five flats have level access from the street, enabling access for all. The parking spaces are conveniently located immediately adjoining the flats, so ensuring accessibility.

3.0 Planning Policy

3.1 **Local Policy** Regard has been had to the saved policies of the Local Plan (1996) in particular policy AH2, and the associated SPG Development Control Standard 2 'Space around new dwellings and flats'. Some weight can also be attached to the Submission Adur Local Plan 2014. Policy 9 indicates the site is just outside the defined town centre area, and policy 15, requiring high quality architecture, 18, concerning energy use, and 19 concerning sustainable design have been taken into consideration.

3.2 **National Policy** The NPPF (paragraph 14) establishes the presumption in favour of sustainable development, indicating that permission should be granted for proposals that meet sustainability criteria and meet relevant up to date local policies. Paragraph 14 requires proposals that accord with the development plan to be approved without delay.

3.3 Paragraph 60 indicates *'Planning 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'.*

3.4 NPPF paragraph 58 encourages high quality design. Bullet point three requires developments to optimise the potential of the site to accommodate development.

4.0 Planning Considerations

4.1 **Setting** The property is situated within a residential area of Lancing, just off South Street with its range of retail facilities. The location is close to all the facilities of the town, including bus and rail services, the main shopping area at North Road, and the employment centre at the Lancing Business Park. The location is sustainable. The surroundings in Roberts Road feature a wide mix of different dwelling types and styles, with relatively new flats adjoining to the east and west and bungalows, three storey terraces and detached houses all nearby. Many of the existing properties have parking to the front and roadside parking is limited to one side of the street, due to its narrow width.

4.2 There is a wide variety of designs and materials evident in Roberts Road, with brick, render, tile hanging and boarded finishes all present.

4.4 **Site Layout** Within this context, the proposed building would sit comfortably. The front elevation respects the building line established by the houses to the east and is set back from those to the west. The frontage of the site is now open, as the hedge was removed to facilitate demolition of the existing dwelling. (Retention of the hedge was suggested in the pre-app process but this was not possible). Parking is proposed across the frontage, to address the reality that some residents would have cars, and that on-street parking is already problematic. The proposed spaces would be broken up by pedestrian access to each side and in the centre, and use of differing materials to differentiate these areas would visually break up the space. Details of such materials could be controlled by condition. To the rear, the rear elevation extends a similar distance to the adjoining building No 7. The rear garden would be laid to grass, and a secure bike shed provided in the north-west corner.

4.5 **Design** The proposed design is described at 2.1 to 2.4. .

4.6 **Sustainable construction** The proposed building is designed to ensure a high degree of energy efficiency. The structure will be highly insulated in the roof, walls and floors and utilise high specification windows and doors.

4.7 **Neighbour amenity** The building has been designed to focus windows to the front and rear, so ensuring the privacy of neighbouring buildings. On the site the upper floor flats are accessed from the central stairway, and ground floor flats from doors on each side of the building. The rear, fifth flat, is accessed past the blank, flank wall of the east ground floor flat. The route is close to the flat's rear bedroom window where horizontal blinds or other curtains can readily ensure privacy.

5.0 Planning Policy compliance and conclusions

5.1 In light of the above considerations the proposal meets saved Local Plan policy requirements set out in policies AH2 and the SPD. The proposal also meets the criteria of Submission Local Plan policies 15, 18 and 19. The Submission Plan refers to focussing smaller units of accommodation in close proximity to town centres and that objective is met.

5.2 Whilst there are no exact precedents for the design proposed, it is both well-conceived and firmly within the wide range of designs and styles evident in the vicinity. NPPF paragraph 60 cautions

against imposing particular styles or tastes, but indicates it is proper to reinforce local distinctiveness. The proposal also meets the NPPF paragraph 58 requirement to make efficient use of the site.

5.3 In regard to parking, NPPF paragraph 39 refers to local car ownership levels. These are high, and suggest that reduced parking on-site would exacerbate existing parking problems in the area. The provision of secure cycle storage addresses the need to encourage non-car modes of transport.

5.4 Given that full weight cannot be given to the 1996 Local Plan policies due to their considerable age, nor to the Submission Plan policies, prior to formal adoption, the presumption in favour of sustainable development should apply. Paragraph 14 of NPPF, in defining the presumption in favour of sustainable development, indicates that:

where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;

or specific policies in this Framework indicate development should be restricted.

In addition, paragraph 47 of NPPF seeks to significantly boost the supply of housing.

5.5 There are no adverse impacts of granting permission here, that would significantly and demonstrably outweigh the benefits. Pre-application advice has suggested not including frontage parking, but this is found at the adjoining flats building, and at several properties nearby in the street. It forms an established part of the street scene and prevents an already difficult parking situation from becoming worse. Accordingly, additional frontage parking could not reasonably be said to cause significant or demonstrable harm sufficient to outweigh the benefits of providing additional housing in a sustainable location.

5.6 Careful attention has been paid to the scale of development, plot layout, design and materials to ensure protection of both neighbour amenity and wider settlement character. The proposal is for an energy efficient building and these sustainable qualities add materially to the presumption in favour of such development.

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