

WORTHING

SEA PLACE/ EIRENE ROAD

DEVELOPMENT BRIEF

January 2005

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 The Sea Place/Eirene Road is an important development site (circa 3 acres) located on the seafront in the suburb of Goring approximately 1 mile west of Worthing Town Centre. The site is identified in the location plan found within Appendix 1.
- 1.1.2 Worthing Borough Council (the Council) is committed to the disposal of this site to a selected developer for redevelopment in accordance with this development brief. This brief respects the Council's preference for all development to be carried out by the selected developer.
- 1.1.3 It is the Council's objective to invite proposals and tenders for the redevelopment of the Council- owned land.

1.2 The Purpose of the Brief

- 1.2.1 The purpose of the Brief is to provide a 'planning framework' to guide and encourage the redevelopment of the site and to secure social and environmental benefits for the locality in accordance with the Adopted Local Plan.
- 1.2.2 The overall objective of the Council is to seek the comprehensive and sustainable redevelopment of this site. This will be achieved by:
 - a) Ensuring the site makes a positive contribution to the area
 - b) Uses that are appropriate to the local area
 - c) Development that is of appropriate scale and high quality design that positively contributes to the local townscape and enhances the setting.
 - d) Development that is sustainable achieved through layout and energy efficient construction
 - e) Securing environmental enhancement through high quality design and landscaping treatment
 - f) Ensuring acceptable access, traffic demand and traffic generation
- 1.2.3 The brief provides guidance on the form of development and types of uses likely to be considered acceptable. The requirements will be enforced either by planning conditions, landlord's conditions, or by covenants on the conveyance of land.

1.3 Status of the Brief

- 1.3.1 This brief has been prepared by Cushman & Wakefield Healey & Baker (CWHB) in consultation with the Council. The brief was issued for consultation and the representations received were reported to the meeting of the Executive Member for Planning and Economic Development on 13th April 2004. The brief was then amended at the Cabinet Meeting on 14th December 2004 and adopted as Supplementary Planning Guidance.

2.0 THE SITES AND SURROUNDING AREA

2.1 Location

- 2.1.1 The plan in Appendix I illustrates 3 parcels of land outlined in red. The land parcels are bounded by Eirene Road to the north, the foreshore to the south, Sea Place to the west, and existing residential property to the east. The surrounding land-use is predominantly residential, comprising two storey housing and three storey flats. The site is generally flat, but rises approximately 1.8 metres along the southern edge where it abuts the foreshore. Although 'Sea Place' has a finished metalled surface, the large car parking area is unmetalled and comprises a rough stone surface. The site contains a variety of existing trees and shrub planting including tamarisk that thrives in this location. There is an existing flint wall along the eastern side of Sea Place.
- 2.1.2 The largest site, labelled A comprises of some 2.76 acres (1.1ha). The site is currently used by Worthing Yacht club for a range of sailing activities and as public car parking. The majority of the remaining land within Site A comprises of open scrub-land, although there is a residential dwelling at 23 Eirene Road plus a concrete structure housing WCs within the car park.
- 2.1.3 The site plan in Appendix I also illustrates two additional parcels of land labelled B and C to the east of the main site off Eirene Avenue. These are separated from Site A and are approximately 0.1 and 0.19 acres respectively. West Sussex County Council has given information on the criteria to be applied regarding access to enable infill development.
- 2.1.4 It is the Council's intention that the Yacht club's dingy storage park will remain as existing.

2.2 Ownership

- 2.2.1 Sites A, B & C are owned freehold by the Council. A plan showing the extent of the Council ownership is contained in Appendix I. It is not the Council's intention to sell 23 Eirene Road.

2.3 Public Services and Utilities

- 2.3.1 There are existing surface water and foul sewers in Eirene Road and Sea Place.
- 2.3.2 Future development proposals will require consultation with the Assistant Director (Property Services) of Worthing Borough Council and Southern Water Services and the Environment Agency (Southern Region). Any new sewer design and construction shall comply fully with the Water Authorities Association publication "Sewers for Adoption" 2nd Edition.

3.0 PLANNING POLICY CONTEXT

- 3.1 The Council considers that leisure; healthcare and residential facilities are the most appropriate land uses for the area.
- 3.2 The Adopted Worthing Local Plan (September 2003), West Sussex Structure Plan (2004) and national policy guidance provide the context for planning policies for the site. The site is identified within the Local Plan as site specific policy CT5 below.

“Subject to the resolution of any flooding problems in the area, redevelopment of land at Sea Place/Eirene Road, as shown on the Proposals Map, for housing of not more than three storeys and for marine recreation and training with related and ancillary uses and car parking will be permitted. Ancillary uses should support and relate to other uses in the area”.

4.0 PROPOSED DEVELOPMENT

4.1 Proposed Uses

- 4.1.1 The focus of the development brief is on the provision of leisure, healthcare and residential facilities. The adopted Local Plan policy CT5 allows for the development of the site for residential and marine recreation and training with related ancillary uses and car parking.
- 4.1.2 In respect of the residential element of any proposals, the site lends itself to a mixture of different dwelling types including flats. The adopted Local plan seeks between 30-50 dwellings per hectare. Given the nature and topography of the site, the Council may be prepared to consider development schemes in excess of the above density guidelines. Developers should consider the following policies H2 and H3 in relation to the provision of residential.

Policy H2 – “... proposals for development should: - 1) make the most efficient use of land; 2) provide a substantial proportion of dwellings to meet the need for small households; 3) provide an element of affordable housing in line with the requirement of Policy H3 to meet the identified local need.

Policy H3 - “... Within developments of 25 or more dwellings and residential sites of 1 hectare or more, irrespective of the number of dwellings, the Borough Council will seek to secure the provision of an element of affordable housing”.

- 4.1.3 The appropriate level and type of residential provision will be for negotiation between the Council and the developer taking into account of the identified local need. A target of 30% affordable housing will generally be sought and it may be appropriate to provide this either on site or elsewhere at an alternative appropriate location in the Borough.

- 4.1.4 The Council will use legal agreements to ensure provision of the agreed affordable housing element within an overall scheme. The provision of affordable housing will normally be in conjunction with a registered social landlord (RSL).
- 4.1.5 Developers are required to retain all existing buildings within Site A, with the exception of the WC block. In respect of the existing Yacht Club this is to be retained on site but there is the potential for relocation subject to agreement with the lessee.
- 4.1.6 The Local plan provides the following policy in relation to residential and accompanying open space:

Policy LR8

“For residential developments of 10 or more units, provision of outdoor recreation space will be sought generated by the development, in accordance with the standard of 2.4 Ha per 1,000 population, will be sought as follows:-

- (i) children’s equipped play areas proportional to the standard of 0.25 Ha per 1,000 population. No single play area shall normally be less than 0.056 Ha.
- (ii) casual or informal play space proportional to the standard of 0.45 Ha per 1,000 population. Within this criterion, regard should be given to the provision of ‘Local Areas for Play’ (LAP) which need to be suitable and safe for 4-6 year olds.
- (iii) adult/youth outdoor sports facilities proportional to the standard of 1.7 Ha per 1,000 population, of which 1.2 Ha per 1,000 population should be for pitch sports.

4.2 Car parking

- 4.2.1 The site currently provides a surplus of car parking spaces. In line with the Councils’ Interim Parking Standards document (2003) the following maximum standards will apply to any new development:

Residential Category	Dwelling Type	Maximum Standard/dwelling
Residential Flats	1 Bed and self contained studios	1 car space
	2 & 3 Bed	1.5 car spaces
	4+ Bed	2 car spaces
Residential Houses	1 Bed	1 car space
	2 & 3 Bed	2 car spaces
	4 Bed	3 car spaces
	5 + Bed	Assessed on own merits

WBC Parking Standards Adopted March 2003

- 4.2.2 New car parking areas shall be constructed to a specification to be approved by the Assistant Director (Property Services) of Worthing Borough Council.

- 4.2.3 In addition to the creation of new car parking in connection with proposed residential, 50 public car parking spaces should be provided to accommodate yacht club members and the public on site.
- 4.2.4 Parking for residential should be integrated into the landscaping. Subject to suitability, potential may exist for the development of undercroft car parking.
- 4.2.5 The Local Plan provides the following additional parking guidance:

Policy TRI2

“New parking provision should be designed in such a manner as to avoid it being visually dominant or causing disturbance to neighbouring properties, whilst at the same time providing safe and easy to use facilities for the motorist. Particular consideration will be given to the location of parking facilities, the use of surface materials and landscaping both within and around proposed car parking areas. Proposals which improve existing parking areas will normally be granted planning permission”

5.0 DESIGN AND THE ENVIRONMENT

5.1 Building Design

- 5.1.1 Developers will need to take into account the principles and advice given in the DETR documents “By Design- Urban Design in the Planning System: Towards Better Practice” and “By Design – Better Places to Live”. A design statement must accompany planning applications. The Council is seeking to encourage modern innovative design of a high standard and the following Local Plan Policies will be used to judge the suitability of planning applications:

Policy BE1 –

“Proposals for development or redevelopment will be permitted provided that;

- 1) the architectural composition, including external appearance and character, achieves a good standard of design and is compatible with the surroundings or enhances the appearance of the locality;
- 2) the siting, layout, density, orientation, and prospect take full account of the characteristics of the site and its surroundings;
- 3) the form and character including height massing and scale and proportions are compatible with its surroundings or enhance the appearance of the locality;
- 4) the relationship between built form and the open spaces surrounding them is compatible with the character and appearance of the locality”.

Policy B3 –

“Proposals for development of ...disused land or buildings will be permitted provided that:-

- (i) the development achieves significant environmental improvements and beneficial use of the land and/or buildings;

(ii) the proposal complies with other relevant policies in the plan”.

5.1.2 The development shall be carried out to a high standard of architectural and landscape design, incorporating those materials and finishes approved by the Council. Floor levels shall be as high as practicable to help minimise the problem of flooding.

5.2 Bulk /Scale /Massing

5.2.1 Subject to the following comments it is envisaged that generally a two /three storey development could be appropriate. The following principles provide guidance on bulk, scale and massing:

- Given the height of surrounding existing buildings, development in excess of three storeys would not be supported.
- Potential may also exist for buildings to be staggered to provide enhanced aspects.
- The development potential of Site A could be improved through closing off the entrance currently in the north eastern corner of the site. (see section 5.3).
- Land parcels B and C would be suitable for infill detached dwellings of a scale commensurate with surrounding buildings.

5.2.2 The precise mix of uses and number of units to be provided will be determined by two factors: compliance with the scale and massing considerations in this section along with the criteria set out in section 4.0 above.

5.3 Crime Prevention

5.3.1 There has been a general acceptance that the design of the buildings and their surroundings are major factors affecting crime. It is recognised that certain elements in design can influence criminal behaviour for good or ill as well as the ability of citizens to exercise control over their environment. The implementation of such measures in the design stage is the most economical and effective way of reducing the likelihood of criminal attack.

5.3.2 Sussex Police, through their crime prevention advisors, have an agreement with the County Council and all Local Authority Planning Departments whereby they comment on all planning applications that exceed 10 or more dwellings or 1,000m² of commercial floor space from a crime prevention perspective. (Defined as large scale developments).

5.3.3 Crime Prevention Design Advisors offer advice using the principles of Crime Prevention through Environmental Design (CPTED), which includes Defensible Space, Natural Surveillance, Psychological Barriers and Specifications for Physical Security.

- 5.3.4 Government Circular 5/94 (Planning out crime) states that crime prevention is a material consideration to which regard must be given in development plans. Section 17(1) of the Crime and Disorder Act 1998 also requires local authorities, when exercising all of their functions, to consider the effect on crime and disorder. All development that falls within the criteria will be referred to Sussex Police for a risk assessment and comments.
- 5.3.5 Developments within the definition of large scale development will only be granted planning permission for proposals where the applicant can demonstrate, clearly, how crime prevention measures have been incorporated into the layout and design. All such proposals will be assessed with reference to the crime prevention measure set out in the Association of Chief Police Officers publications "Secured by Design" and "Secured Car Parks"
- 5.3.6 Both these initiatives can be visited on the website www.securedbydesign.com

5.4 Access /Servicing/Transport

- 5.4.1 Subject to the approval of the highway engineer, the Council consider that it may be possible to close one of the site entrances (labeled X) on the site plan in Appendix I. This would create additional land that could be allocated for residential. In such an instance 'Sea Place' will provide the preferred vehicular access to the site for both the residential, yacht club and alternative uses.
- 5.4.2 The access road, shall be constructed to a specification to be approved by the Assistant Director (Property Services) of Worthing Borough Council, and shall be provided with visibility splays to the approval of the County Engineer and Surveyor, West Sussex County Council. Access routes should be designed to a width to enable easy accessibility for towed boats.
- 5.4.3 Should any planning application propose the closure of entrance X fronting Eirene Road, vehicular access is to be reprovided to enable the servicing of existing dwellings currently located within Site A and additional dwellings if affected.
- 5.4.4 Pedestrian access to the site shall be provided via Sea Place and additional points along Eirene Road. Pedestrian access should also be provided off the coastal path. The finish of the pedestrian access routes shall be provided to a quality agreed by the Council.
- 5.4.5 The County Council approved new County Supplementary Planning Guidance (SPG) in November 2003 covering car and cycle parking and transport contributions. Covered cycle parking would be required at the site to accord with the standards contained within the SPG. Transport contributions would be required for each site based on the Total Access Demand formula. Consideration of the accessibility of alternative modes of transport will be required with off site improvements likely for Sea Place.
- 5.4.6 The Local plan provides the additional policy guidance on access and transport:

Policy TR6

“Where appropriate development will be required to provide safe and attractive facilities for pedestrians and cyclists, both within the site and in the form of links to the surrounding area...” “...Unless considered to be inappropriate to the scale or location of any proposal, development which is likely to reduce or does not encourage the provision of facilities for pedestrians and cyclists will not be permitted”.

Policy TR7

“Improvements to the footpath and bridleway network will be required in new development proposals where there are opportunities to provide new links...”

5.5 Coast

5.5.1 Along with PPG 25, the following Local Plan coastal policy should be considered

Policy CT1

“Applications for development will be refused which would:-

- (i) be detrimental to the integrity and continuity of coastal defences;
- (ii) inhibit the maintenance of existing coastal protection works;
- (iii) require enhanced coastal defences, unless adequate coastal defences are provided and maintained as part of the development”.

Policy CT3

“Development will be permitted provided that it:

- (i) respects and, where possible, enhances the appearance and character of the seafront environment;
- (ii) has regard to existing sea views;
- (ii) is appropriate to its location in terms of density, scale, height, massing, appearance, orientation, layout and siting, both in itself and in relation to adjoining buildings, spaces and views to the sea.

5.5.2 The Borough Council is currently implementing a programme of works to mitigate potential flooding risk to the site.

5.5.3 The Borough Council’s Shoreline Management Plan provides additional helpful advice and supports the Local Plan in dealing with development.

5.5.4 Given the proximity of the site to the sea, the Environment Agency has indicated that prior to any development, the site is afforded adequate protection against the 1 in 200 surge tide level. The predicted 1 in 200 year surge level in the year 2060 for this area is 4.43 metres above Ordnance Datum Newlyn. This makes an allowance of 6mm/year for global warming but does not make any consideration for possible wave heights. Wherever possible, floor levels for any development should be raised as high as possible to provide maximum protection for any proposed development.

5.6 Access to Beach/Foreshore

- 5.6.1 Planning applications should preserve or improve the current access for dinghies to the launching ramp and dinghy compound. Should current arrangements be altered, ramps shall be constructed to a gradient and a specification approved by the Assistant Director (Property Services) of Worthing Borough Council, to incorporate all necessary retaining walls and kerbs together with lockable access barriers; these barriers are to prevent larger craft gaining access to the foreshore. The barrier at the southern end of Sea Place is already existing and should be retained.

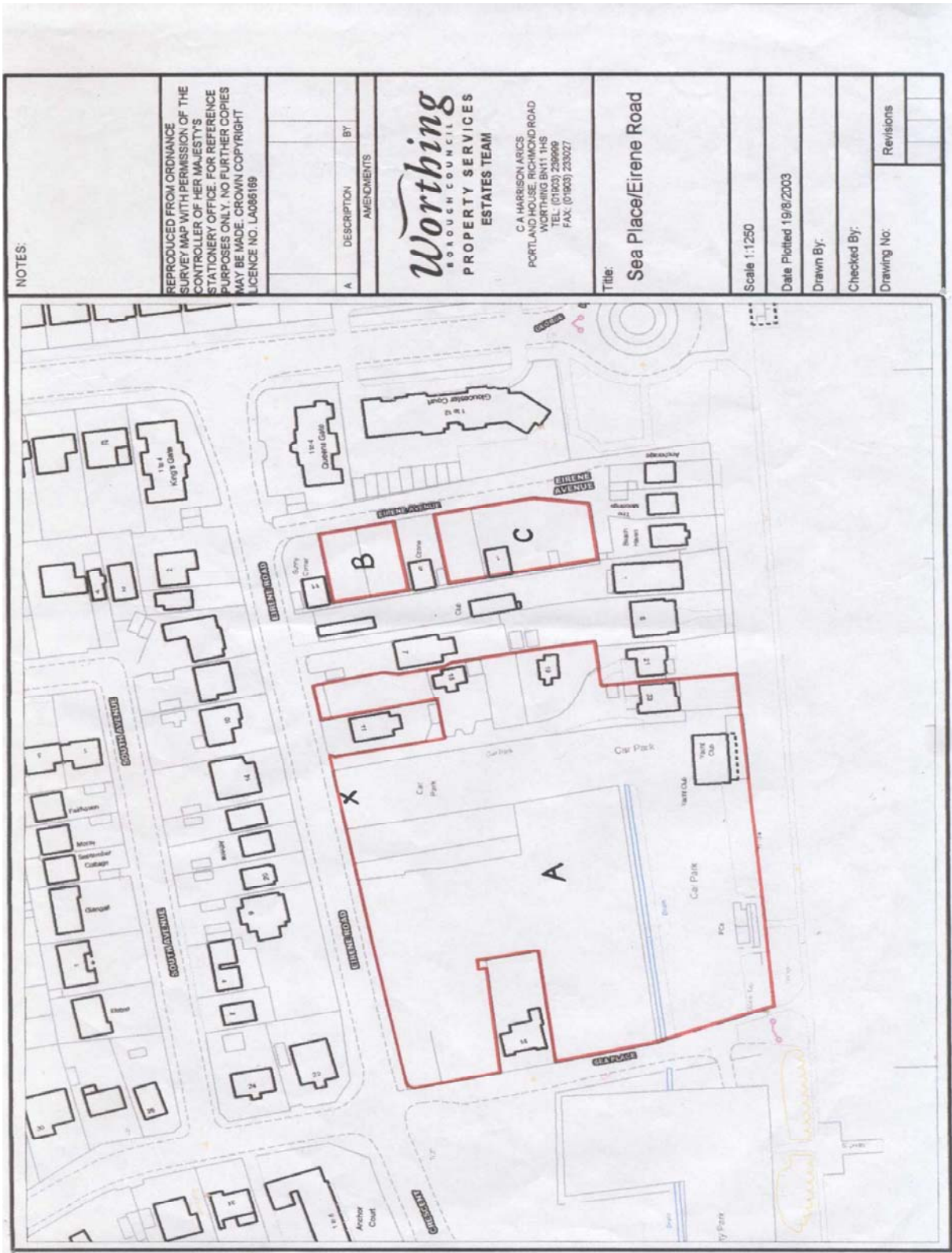
5.7 Landscaping

- 5.7.1 The development is to be fully landscaped in accordance with an approved landscape scheme covering both hard and soft areas. Policy BE16 suggests that proposals for new development will be required to provide adequate hard and soft landscaping including:
- (i) open spaces and new planting compatible with the site and its location;
 - (ii) effective use of existing landscape features and retention or creation of wildlife habitats and green corridors.
- 5.7.2 Proposals where possible should aim to retain existing trees and tamarisk hedges. However, it is considered that the current tree and hedge cover should not limit the ultimate layout of any development. Should existing tree and hedge cover be lost, appropriate new planting should be reprovided.

OWNERSHIP/IMPLEMENTATION

- 6.1 Prior to development commencing, land will be disposed of on a freehold basis.
- 6.2 The Council intends to retain the freehold of the area leased to the Yacht Club unless suitable proposals come forward which seek to relocate the Yacht Club. The Council intends to dispose of the available freehold land surrounding the yacht club subject to the grant of access rights over this land.

APPENDIX I



APPENDIX 2

SITE	:	Land at Sea Place/Eirene Road
PROPOSED USE	:	Housing together with marine recreation and training with related ancillary uses and car parking
POLICY NUMBER	:	CT5 - Page No 55
SITE AREA	:	1.3 Hectare
OWNERSHIP	:	Worthing Borough Council
COMMENTS	:	A development brief has been approved for this site. Originally, land to the east also formed part of the brief site. This was deleted, however, following the outcome of a flooding study undertaken in 1998. The remaining area may also be at risk from flooding, but as remedial work to overcome problems may be undertaken within the period of the Plan, the site remains identified for redevelopment in line with principles of the brief. This indicates development for 9 houses, a cafe, windsurfing and youth and community facilities, and public car parking, together with environmental improvements. An existing restaurant and the yacht club are retained.



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