

Design & Access Statement in relation to Planning

Application for :

Change of use to RESIDENTIAL and erection of
NEW TIMBER GARAGE at:

Paddocks End

37 St Osmund Road

Ferring

West Sussex, BN12 5LA



18th May 2012

Planning Statement

The site comprises a strip of land recently purchased by the applicants lying adjacent to, and west of, their home at 37 St Osmund Road, Ferring. The applicants intention is to bring the strip of land into use as part of their residential curtilage and to erect a detached timber garage on the site.

The strip of land purchased and intended to be included in the residential curtilage (subject of this application) is edged red on the accompanying plans. The residence owned by the applicants (no. 37 Osmund Road) is edged in blue.

The land is edged on the Westerly boundary by a wild bramble hedgerow. The land is grassed at present, the high overgrowth left over many years by the previous owner, has recently been cleared by the applicants.

The Proposal

It is proposed to :-

- Use the strip of land as part of the residential curtilage of the property
- Remove the existing garden fence running along the previous boundary of no. 37, and renew in matching style but with concrete posts and gravel board to a total height of 1800mm, in a new position (as shown) thus opening up access to the strip of land from the existing property.
- Provide a porous driveway of Perfo-Ak Ground Re-inforcement System (or similar) as shown on plans. I.e a filet enclosed for more detail.
- To erect a timber built single storey 5.7x6M garage at the Southerly end of the strip of land. The construction is entirely timber with shingle roof in keeping with, and sympathetic to, the rural situation of the land. Enclosed with the application are details from the proposed manufacturer (The Stable Company):
 - Building Specification
 - Drawing showing floor plan and elevations with heights
 - Section detail through the construction
 - 2 x photos of a similar garage building
- The existing bramble hedgerow to the West boundary will be retained

- The two existing Hawthorn trees on the site (indicated on the plan) will be retained
- The Elder bushes which are in a bad condition are to be removed and replaced with a close boarded fence.

Layout

As shown on the plans, the siting of the proposed garage is well back from the highway, which is a culdesac. No 37 is situated at the end of the culdesac. The land is adjacent to the west and south to field, paddocks and open countryside. To the North are also fields and the end of the culdesac, and to the East the property 37 St Osmund Road, also owned by the applicants.

Scale

The new garage will be 6 x 5.7M x 3.85H

Landscaping

The landscaping will be as indicated on the plan and as described in the Proposal above.

Appearance

The style and appearance of the building will be as photos and as described in the Building Specification

Access

Access to the site is via the existing access to 37 St Osmund Road and will be facilitated by the removal of the existing fence.

Neighbours

The use of this land as residential and the erection of the garage will not have any adverse affect on the neighbouring properties. The applicants already have vehicles on their adjacent property and this will not alter with this proposal.

Planning History

Previous Application for Change of Use of the land and construction of a detached garage was refused (FG/42/04) and an appeal upheld by the Inspectorate.

The refusal was based mainly on the presumption, from records at the time, that the land was outside of the built up area and in the Strategic Gap. It would appear from further scrutiny that the land is, in fact, within the built up area and therefore the reason for previous refusal could be deemed a misinterpretation.

The current designated usage of the land appears to be uncertain and the intention to bring this within the residential curtilage of no. 37 would not appear to contravene policies, given that the land is within the built up area and the hedgerow defining the boundary between the residential and rural land will be retained and managed. The garage is sympathetically designed to blend in this location at the edge of rural countryside and fields. The proposed garage does not intrude into the designated rural area.