

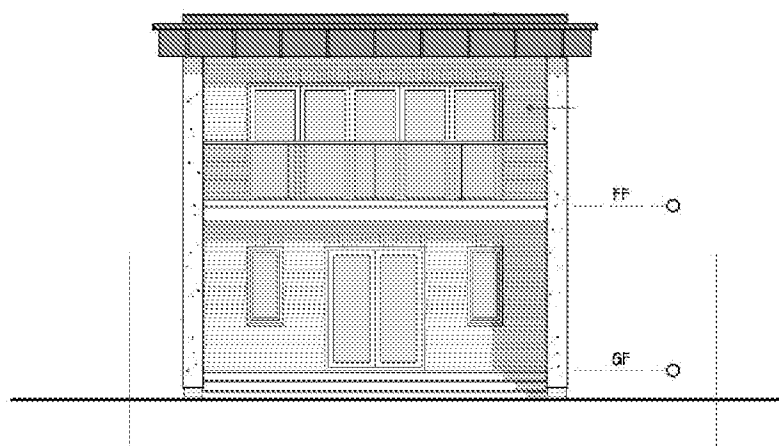


Planning Design & Access Statement;

Proposal: Full Planning Application for: **Proposed Dwelling**

Location: Premises known as;
**Site of: Mermaid & Playbox, Sea Road, Felpham,
Bognor Regis, PO22 7AW**

Applicant: Mr. Meisels



SOUTH ELEVATION

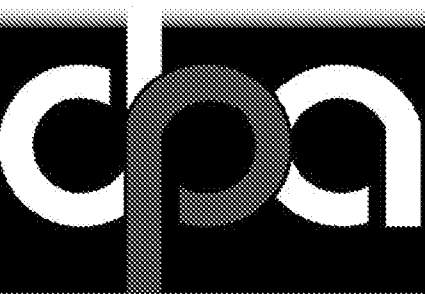
Proposed Dwelling

Introduction

This Planning Statement has been prepared to accompany the Planning Application submitted to Arun District Council.

Location:





Planning History

Arun District Council will be familiar with this site due to the numerous planning and LDC applications submitted over the last 10 years due the original building comprising of 4 flats being destroyed by a fire and ultimately resulting in the fire damage leaving the building structurally unsound thus being demolished.

As a result of these unfortunate circumstances and financial limitations at the time of the fire the property owner was left with a vacant site for in excess of 4 years resulting in the loss of its original lawful use.

The previous planning and LDC applications submitted consistently result in being refused due to the following reasons:

- 1. Poor design out of keeping with the character of the surrounding area and over development of the site.**
- 2. Lack of sufficient Flood Risk Assessment (FRA) due to the site being located with flood zone 3.**
- 3. The Local Planning Authority not being satisfied that satisfactory access to the site can be achieved.**

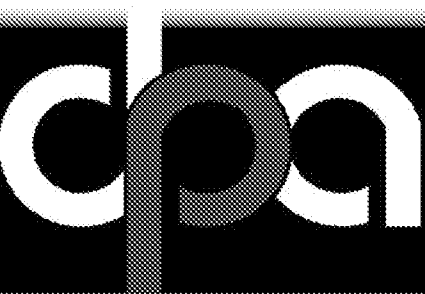
This planning application has been prepared to overcome these very distinctive and consistent reasons for previous application refusals.

Design Proposals Statement

The applicant seeks planning approval for a single 3 bedroom detached dwelling comprising of domestic residential living accommodation over two storeys. The dwelling has been designed with a sympathetic form and mass to its location, orientating primary windows away from neighboring properties to prevent any unnecessary adverse impact or overlooking on the surrounding occupants whilst maintaining a simplistic overall development.

Vehicular turning area and parking has been allocated towards the northern end of the site with a 'drive under' covered parking area. The site is accessible from Longbrooke off Sea Road, which leads to a private vehicular access serving the rear of all the residential properties along the promenade. This vehicular access is privately owned and it is the intention of the applicant to enter into negotiations for a legal vehicular right of way over the land to access the development site should planning permission be granted. Also, it is worth mentioning the applicant does hold a Land registry title benefitting of rights for pedestrian access, uninterrupted running of water and soil from and to the land.

The proposed dwelling hosts a mix of materials including, buff brickwork, off white render and a zinc standing seam roof. This type of material finish is considered to be typical of seaside developments utilizing materials that age well within their marine environment whilst also maintaining consistency within the surrounding built environment.



The proposal has also taken due care and consideration in its design to its location within flood zone 3 by raising the entrance finishes approximately 500mm above its current ground level in the event of flooding occurring. **Please refer to the detailed Flood Risk Assessment (FRA) submitted as part of this application for further details.**

As can be seen from the accompanying drawings submitted (**drawing numbers; 190:1:A & 190:2:A**) the proposals confidently overcome the typical reasons for refusal with the following approach;

- 1. A simplistic design proposal for a single residential dwelling offering typical modern accommodation expected in a seaside location.**
- 2. Detailed Flood Risk Assessment (FRA) which concludes that this form of residential development is acceptable in its location.**
- 3. Legal rights of way for pedestrian and vehicular access are a civil matter and should not be a material consideration in determining any planning application.**

Should the local authority have any further concerns regarding legal rights of way over the privately owned vehicular access running parallel to the rear of the properties along the promenade, it is proposed this item should be reserved by way of a condition, should the local authority be minded to approve the planning application.