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## Sussex Building Consultancy Limited



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**Design and Access Statement for New Building with  
first floor 1 x Bed Apartment above (3 x No.) Garages  
and Cycle Store Area with parking.**

**Rear of 'Abergail', Clyde Road, Felpham, PO22 7AH.**

**Date : 24 February 2021**

**Ref : SBS/A/CR/02**

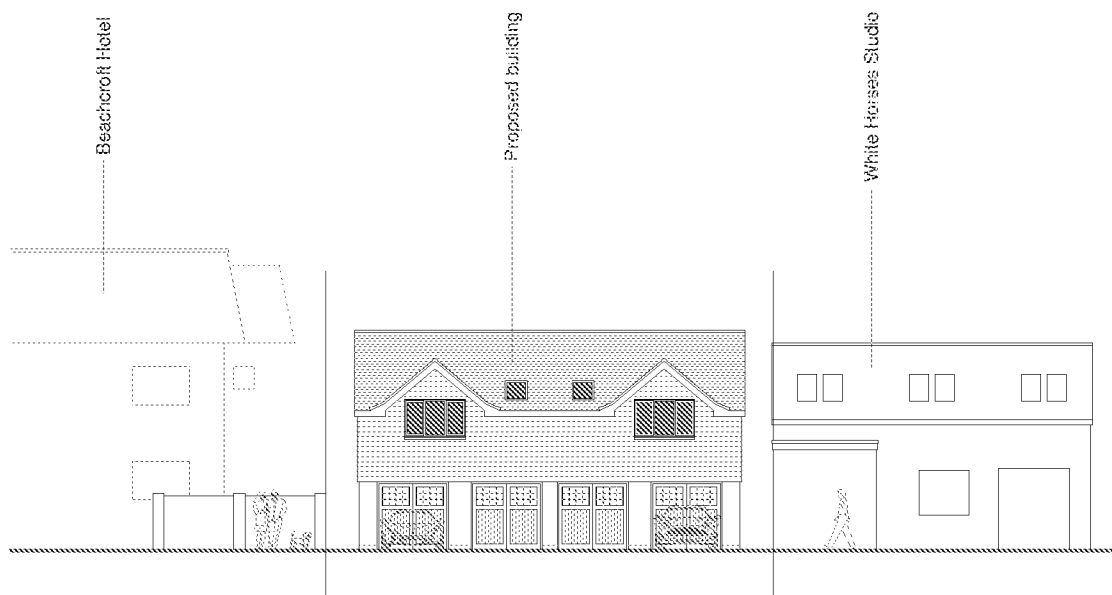
**Revision : A**

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## 1.0 Introduction

- 1.1 'Abergail' is a 3 storey property facing Clyde Road in Bognor Regis close to the sea.
- 1.2 The existing building is divided into 2 apartments, one on the ground floor and a maisonette above.
- 1.3 The site is broadly rectangular with the rear of the site facing Canning Road, with an existing dropped kerb and vehicular access.
- 1.4 The work proposed is to build a new garage block with a 1 x Bed apartment above on the rear portion of the site with an extension of the vehicular access to service the garages.
- 1.5 Approval was given for the previous scheme with the same footprint, this revision seeks to raise the ridge by 420 mm to free up some more useable space on the first floor.



Picture – Proposed front street elevation.

## 2.0 Site Description

- 2.1 The existing dwelling is a 3 storey Georgian style building set facing Clyde Road with the top floor built within the roof space.
- 2.2 The front garden is spacious and has two parking spaces serving the two flats. The rear garden is larger and benefits from an existing rear access for vehicles with some hardstanding areas.
- 2.3 The site sits in an area that is predominantly 2 x storey residential terraced and semi-detached sites close to the highway with small front garden areas. The Beachcroft Hotel occupying a large site immediately to the east.
- 2.4 Immediately to the west of the site is a similar development to that proposed on the site of 'White Horses' the building is known as 'White Horses Studio'.



Photo – 'White Horses Studio'.

2.5 The existing property is not Listed nor is it sited within a Conservation Area.

### 3.0 Planning History.

3.1 The full history is shown below, however, the most recent is for a single storey block of 4 x garages which were approved in October last year.

Pre – 1987 history.

| Reference          | Location                         | Proposal                                                                              | Type     | Status            |
|--------------------|----------------------------------|---------------------------------------------------------------------------------------|----------|-------------------|
| <u>BR/183/52</u>   | Abergail Canning Road<br>Felpham | Conversion of house into 2 flats                                                      | Planning | No Dec'n<br>Given |
| <u>BR/183/52/A</u> | Abergail Canning Road<br>Felpham | Conversion into 2 flats                                                               | Planning | Approved          |
| <u>BR/183/52/B</u> | Abergail Canning Road<br>Felpham | Use of one room in upper flat as<br>additional guest room to<br>Southwater Clyde Road | Planning | Approved          |
| <u>BR/188/80</u>   | Abergail Clyde Road<br>Felpham   | Bedroom extension                                                                     | Planning | Approve<br>Cond   |
| <u>BR/188/80/B</u> | Abergail Glyde Road<br>Felpham   | Bedroom extension                                                                     | Building | Permitted         |

|                  |                                             |                                                                                       |                          |
|------------------|---------------------------------------------|---------------------------------------------------------------------------------------|--------------------------|
| <u>BR/319/81</u> | Beachcroft Hotel Clyde<br>Road Bognor Regis | Extensions to form owners flat on<br>2nd floor and alterations to north<br>elevations | Planning Approve<br>Cond |
|------------------|---------------------------------------------|---------------------------------------------------------------------------------------|--------------------------|

|                  |                                                                     |                                                     |                 |
|------------------|---------------------------------------------------------------------|-----------------------------------------------------|-----------------|
| <u>BR/709/79</u> | Land at the rear of Abergail<br>Cycle Road Fronting<br>Canning Road | Outline application for erection of<br>one bungalow | Planning Refuse |
|------------------|---------------------------------------------------------------------|-----------------------------------------------------|-----------------|

#### Post 1987 history

| Reference           | Location                                         | Applicant      | Accepted Proposal                                                                                                                  | Type                         | Status                    |
|---------------------|--------------------------------------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------|
| <u>FP/218/19/PL</u> | Abergail<br>Clyde<br>Road<br>Felpham<br>PO22 7AH | Mr T<br>Barnes | 08-10-19 Detached block<br>of 4 x garages.                                                                                         | Planning<br>Plan Application | Approve<br>Conditionally  |
| <u>FP/172/18/PL</u> | Abergail<br>Clyde<br>Road<br>Felpham<br>PO22 7AH | Mr T<br>Barnes | 19-07-18 Change of use<br>from single<br>dwelling<br>arranged as two<br>units into two<br>self-contained<br>flats with<br>parking. | Planning<br>Plan Application | Approve<br>Conditionally  |
| <u>FP/231/20/PL</u> | Abergail                                         | Mr T<br>Barnes | 29-01-21 New building<br>with first floor 1-<br>Bed apartment<br>and garages and<br>cycle store<br>below.                          | Planning Application         | Approved<br>Conditionally |

3.2 The garage block as originally submitted was enlarged to satisfy the requirements of West Sussex County Council Highways who sought a 3.0 metre internal width to the units. This application was subsequently approved with the following conditions;-

- 1 - The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
- 2 - The development hereby approved shall be carried out in accordance with the following approved plans
  - Proposed Plot Plan - Rev A
  - Proposed Elevations - Rev B
  - Proposed Ground Floor Plan - Rev A
  - Location and Site Plan - Rev A

- 3 - The garages hereby permitted shall not be used for the storage of vehicles other than private motor vehicles and not for any business use.
- 3.3 An application for the new building with the apartment on the first floor with garaging and cycle storage below and parking to the front was approved in January this year.
- 3.4 During the application process, Felpham Parish Council raised an objection on the distance to the Eastern Boundary on the originally submitted scheme. A new design was then submitted reducing the width by about 750 mm so that a 1.0 metre distance to the boundary on both sides could be achieved.

## **4.0 Planning Policy**

### **A. National Policy Context**

- 4.1 The National Planning Policy Framework (NPPF) was published in July 2018, with some minor amendments in February 2019, at which time the policies in the Framework came into use, with immediate effect. This guidance is now the most-up-to-date Government Guidance and replaces all planning policy statements/ guidance that were previously in place.
- 4.2 The NPPF confirms that planning law, as set out at Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990, requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 4.3 The focus of the revised NPPF continues to be achieving sustainable development. The NPPF clarifies that *“at a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs” (taken from Resolution 42/187 of the United Nations). However, at paragraph 8 the Framework sets out that in planning terms, and in order to achieve sustainable development there are “three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)”.* These objectives are economic, social and environmental, which *“should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area” (paragraph 9)*
- 4.4 Paragraph 8 cites the economic objective as helping to *“build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”.*
- 4.5 Paragraph 11 is an important element of the NPPF. It states that: *“Plans and decisions should apply a presumption in favour of sustainable development... For decision-taking this means: c) approving development proposals that accord with an up-to-date*

development plan without delay; or d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. 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”.

**4.6 Paragraph 12 confirms that** *“the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”*

**4.7 Section 4 of the Plan refers to Decision Making. At paragraph 38 of the Framework, it sets out that** *“Local planning authorities should approach decisions on proposed development in a positive and creative way. They should... work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible”.*

**4.8 Section 6 relates to building a strong, competitive economy. It notes at paragraph 80 that** *“planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”.*

**4.9 The plan goes on to consider supporting a prosperous rural economy. Paragraph 83 states that** *“planning policies and decisions should enable:*  
*a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;*  
*b) the development and diversification of agricultural and other land-based rural businesses;*  
*c) sustainable rural tourism and leisure developments which respect the character of the countryside; and*  
*d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship”.*

**4.10 Paragraph 84 notes that** *“planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-*

*related to existing settlements, should be encouraged where suitable opportunities exist.*

- 4.11 Section 9 discusses sustainable transport, including the need to support opportunities, and give priority to walking, cycling and public transport, in addition to creating places that are safe, accessible, address the needs of people with disabilities, and are designed to enable charging of plug-in and other ultra-low emission vehicles.
- 4.12 Paragraph 105 sets out that *“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.”*
- 4.13 Paragraph 108 confirms that the main considerations in transport terms when determining specific planning applications is that proposals should provide: *“a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; b) safe and suitable access to the site can be achieved for all users; and c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”.*
- 4.14 At paragraph 109 the Framework also confirms that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 4.15 Section 12 refers to achieving good design. Paragraph 124 states *“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development...”*
- 4.16 Paragraph 127 sets out that *“decisions should ensure that developments:*
  - a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
  - b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
  - c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
  - d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
  - e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

*f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

- 4.17 Paragraph 130 confirms that “where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development,” whilst paragraph 131 sets out that “in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”
- 4.18 Further parts of the Framework that are of particular note include Section 15, which refers to the desire for development to contribute to and enhance the natural and local environment.

#### **The Arun Local Plan 2011 – 2031**

- 4.21 The Arun Local Plan 2011 – 2031 was adopted by resolution of Full Council on 18<sup>th</sup> July 2018. It comprises a written statement and supporting policy maps 1-4. The plan sets out a spatial vision, objectives and a sustainable strategy for delivering the needed growth of the District over the period 2011 – 2031. This plan replaces the Arun Local Plan 2003 and the saved policies within it and now provides the most up-to-date policy guidance for the District.
- 4.22 The Application Site is located within the defined built up area boundary, where in accordance with **Policy SD SP2** (Built up Area Boundary), development should be focused, subject to consideration against other policies of the Local Plan.
- 4.23 The following policies are considered to be of relevance to this proposal:-
- 4.24 **Policy SD SP1** is a general policy, which relates to Sustainable development. It states that “when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements (both coastal and inland). This presumption will not be applicable where development requires an Appropriate Assessment or where consideration of the need for one is being undertaken”.
- 4.25 **Policies H SP1** and **H DM1** are general policies, which relate to The Housing Requirement and Housing Mix respectively. The District is required to provide at least 20,000 new homes over the plan period (up to 2031). This requirement is to be met by a number of strategic allocations as set out in the Local Plan, windfalls, and additional non-strategic allocations that will be made across the District through emerging Neighbourhood Plans and the production of a subsequent Non-Strategic Site Allocations Development Plan Document (DPD). The supporting text to **Policy H**

**DM1 confirms that** *“requirements vary across the District and factors such as proximity to public transport and services, place and site characteristics will determine what is a suitable dwelling mix at any particular location... The Council is keen to promote growth and deliver development that reflects the demand and profile of households in the District”.*

**4.26 Policy G1 SP1 is a general policy, which relates to Green Infrastructure and development.**

**4.27 Policy D SP1 refers to Design. It states that** *“all development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats); and the influence these objectives have on the form of the development. With major developments (as defined in the GDPO 1995 (as amended(41)) or allocated sites in the Development Plan. In addition to a Design and Access Statement, a context appraisal, context plan and analysis of the site will also be required”.*

**4.28 Policy D DM1 relates to aspects of form and design quality. It states that** *“when considering any application for development the Council will have regard to the following aspects:*

- 1. Character. Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features.*
- 2. Appearance/attractiveness. Demonstrate a high standard of architectural principles, use of building materials, craftsmanship and hard and soft landscaping to reflect the local area.*
- 3. Impact. Have minimal impact to users and occupiers of nearby property and land. For example, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance.*
- 4. Innovation. Raise standards of design by embracing appropriate innovative design, new technologies and construction techniques, where a development proposal has the potential to do so.*
- 5. Adaptability. Acknowledge diversity and difference. Buildings and places should be flexible to future adaptation, including the changing needs of occupants (for example ageing users, family circumstances), changes in wider work and social trends, and be able to accommodate potential differing uses of public space.*
- 6. Crime prevention. Provide security measures that make places feel safer. This shall be achieved through natural surveillance and human presence by locating buildings and play areas along public routes and spaces, and making a clear division between private and public land to foster a mutual protection through territorial belonging. With respect to crime prevention, regard shall be had in particular to the document*

*'Secured by Design' and the 'Safer Places - The Planning System and Crime Prevention'.*

*7. Trees and woodland. All new development will be expected to incorporate existing and new tree planting as an integral part of development proposals.*

*8. Solar gain. Within the constraints of the site and local context development proposals should, maximise sunlight and passive solar energy. Ideally development should be positioned (within a 15-20 degree margin) broadly south, with streets having an east-west pattern.*

*9. Public realm. Provide or enhance layouts, streets and public spaces so that they are attractive, socially inclusive, safe and secure, adaptable, with appropriate provision for planting, street furniture, and facilities for bicycle storage to create a place with attractive and successful outdoor areas.*

*10. Layout - movement Utilise existing networks or improve access via delivery of a variety of integrated networks, to and from residential areas, commercial zones, open spaces, facilities and public transport. Development schemes should carefully consider walking and cycling as an integral part of the overall design concept.*

*11. Layout -- legibility. Deliver or contribute to the ease of navigation within a new or existing development scheme through use of focal points (landmarks, gateways, vistas, corner buildings, active edges, existing topography), and/or a variety of detail within the public realm (sculpture, planting, street furniture, building materials, building detail, signage).*

*12. Public art. Public Art should be incorporated into schemes where there is capacity to do so. Public art can encompass a wide variety of elements to include art as part of the design of buildings and developments, landscape and planting, street furniture, signage and lighting in the public realm which is accessible to all. This can also result in physical, permanent artworks and sculptures.*

*13. Density. The density of new housing will make efficient use of land while providing a mix of dwelling types and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations. Proposals should take into account the density of the site and its surroundings. The density of large sites should be varied to guard against uniformity.*

*14. Scale. The scale of development should keep within the general confines of the overall character of a locality unless it can be demonstrated that the contrary would bring a substantial visual improvement.*

*15. Aspects of form and design quality. Development should also comply with the Arun District Council Design Guide".*

**4.29 Policy D DM2** relates to the Council internal space standards. The planning authority will require internal spaces to be an appropriate size to meet the requirements of all occupants and their changing needs.

**4.30 Policy OSR DM1** relates to Open space and recreation. It notes that local green space and neighbourhood plan local green space is "not identified in this Local Plan

*but will be designated in Neighbourhood Plans in circumstances where the criteria in paragraphs 99 and 100 of the National Planning Policy Framework (49) are met”.*

- 4.31 **Policy ENV DM4** is a detailed policy, referring to the protection of trees.
- 4.32 Finally, **Policy T SP1** is a more general policy that refers to matters relating to transport and development.

#### **Felpham Neighbourhood Plan 2013 - 2029**

- 4.33 The Felpham Neighbourhood Plan was formally made on 2<sup>nd</sup> July 2014. The following policies are considered to be of relevance to this proposal:-
- 4.34 **Policy ESD1** refers to design of new development. It states that *“Design of new development New development which would have an effect on the appearance or character of the surrounding area must be of a high quality of design and must contribute to local character by creating a sense of place appropriate to its location”.*
- 4.35 **Policy ESD4** relates to new dwellings – code for sustainable homes. It notes that *“all new dwellings will be designed to have a predicted water discharge of no more than 80 litres of water per person per day in line with Level 5 of the national Code for Sustainable Homes, unless it can be shown that achieving this standard would be impracticable”.*
- 4.36 **Policy ESD5** refers to Surface water management, stating that *“all development proposals other than minor household or commercial extensions (less than 10% increase in floor space) will be required to provide a surface water management plan detailing methods of dealing with surface water arising from development, and will be supported provided that the development would not compromise the emerging Surface Water Management Plan for the Lidsey Catchment or the Aldingbourne and Barnham Rife Strategy”.*
- 4.37 **Policy ESD8: Building design**, states that *“the design of new buildings must reflect the design principles of their time so that the richness of varied character would continue and would be extended into the future. However, the quality of design must ensure that new buildings contribute positively to the historic character of the area. Listed Buildings and their setting, and Conservation Areas and their settings, will be conserved or enhanced to reinforce the quality and character of Felpham”.*
- 4.38 **Policy ESD9: Tree protection**, states that *“development that damages or results in the loss of ancient trees or trees of arboricultural and amenity value will not be permitted. Development proposals must be designed to retain ancient trees or trees of good arboricultural and amenity value. Proposals should be accompanied by a tree survey that establishes the health and longevity of any affected trees and a management plan to demonstrate how they will be so maintained”.*
- 4.39 **Policy ESD10** refers to design details. Noting that the following items must be considered early in the design process and integrated into the overall scheme:
  - bin stores and recycling facilities
  - cycle stores

- meter boxes
- lighting
- flues and ventilation ducts
- gutters and pipes
- satellite dishes and telephone lines.

4.40 Policy ESD11: Increasing the energy efficiency of our buildings, states that *“the Plan will support development which contributes to both mitigating and adapting to climate change and to meeting the national targets to reduce carbon emissions through incorporating measures which are strongly linked to the measures set out in the Code for Sustainable Homes (CfSH), with regard given to achieving Level 4 CfSH. All new housing development, with the exception of the conversion of historic buildings should have a minimum energy efficiency standard equivalent to Level 3 of the CfSH”.*

## **5.0 Design Proposal.**

- 5.1 The proposal is to provide a new apartment above three garage areas, one incorporating a cycle storage area for use with the apartment, the other two garages are for use for rent by local residents in much need of space for parking their vehicles.
- 5.2 The building is a chalet profiled building with the apartment formed largely within the roof space. The pitch of the roof has remained the same as before with the rear eaves level raised to the same as the front to allow for more usable space on the first floor following the reduction in width.
- 5.3 The proposed structure would be in a similar architectural style as neighbouring ‘White Horses Studio’ with a 45 degree pitched roof with two small front facing gables and some roof lights.
- 5.4 The first floor apartment has a bedroom with en suite, bathroom, living, dining and kitchen areas of a comfortable size.
- 5.5 Windows are sited to the front of the building facing Canning Road, the only roof lights facing the rear are set above 1.7 metres from internal floor level to maintain privacy to the property ‘Abergail’.



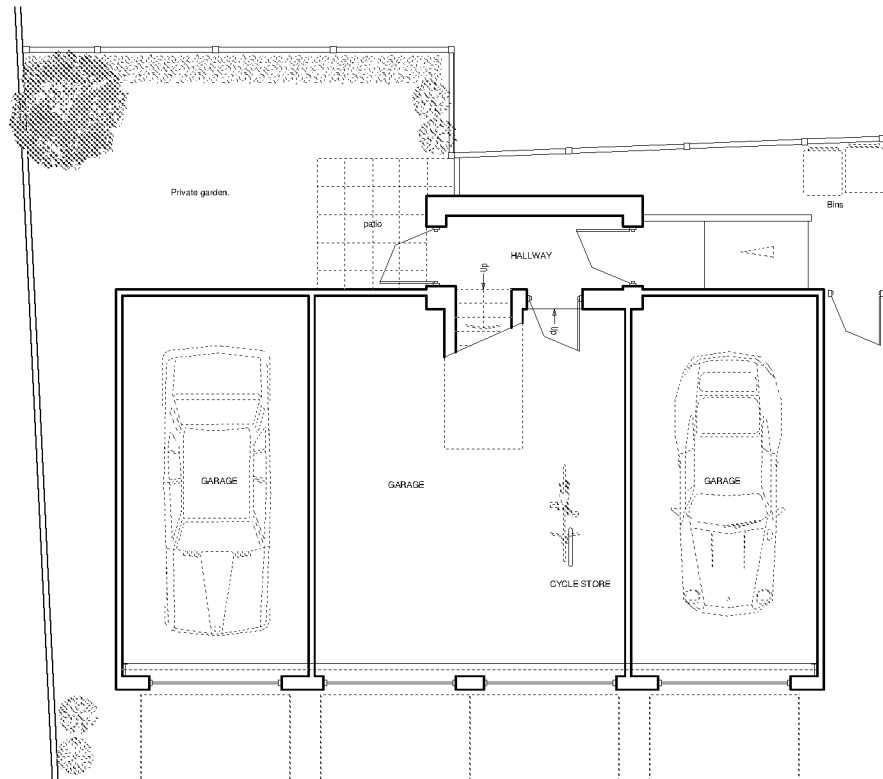
Pic. – The site with the Beachcroft Hotel behind.

## **6.0 Use**

- 6.1 The use of the site will be purely residential with private 1 x Bed accommodation on the first floor with rear entrance accessed from the front to the side of the new building.
- 6.2 The apartment will also have the garage to the right hand side incorporating a cycle storage area and internal access into this part.
- 6.3 The other two garages will be available for let for nearby residents who are desperate for garage and parking spaces.
- 6.4 There are four car parking spaces proposed to the front of each garage door as shown on the plans.

## **7.0 Amount**

- 7.1 The new first floor apartment area is 65.6 m<sup>2</sup> with a ground floor entrance lobby of 3.1 m<sup>2</sup>. The garage and store that serves this flat is 29.2 m<sup>2</sup> in area.



Picture – Proposed ground floor plan.

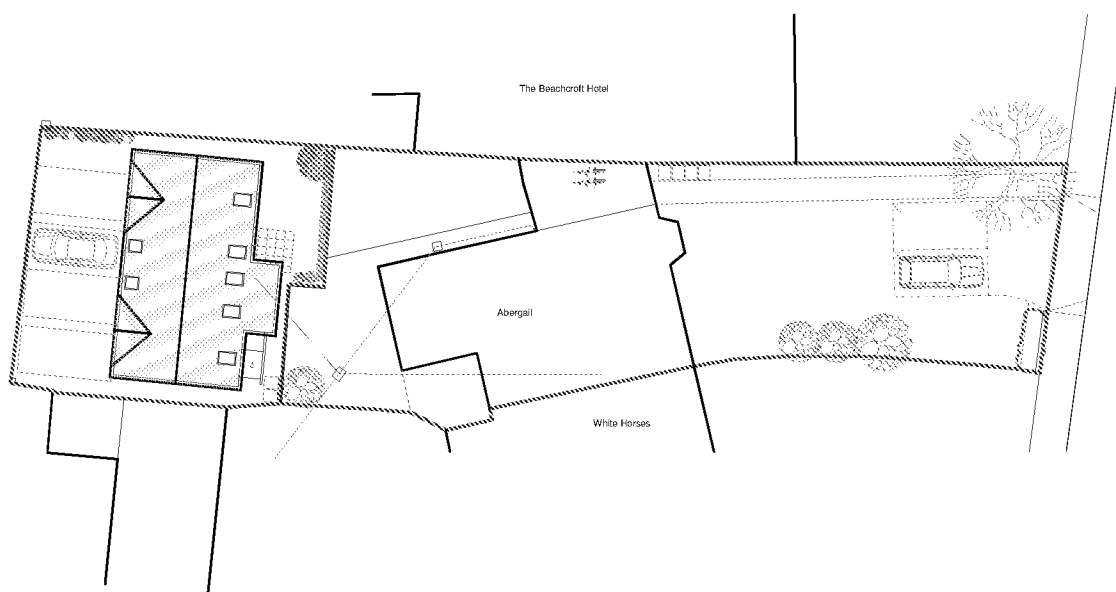
7.2 The two other garages are each 18.3 m<sup>2</sup> in area.

## 8.0 Site Layout

- 8.1 The new building sits on the rear of the site facing Canning Road.
- 8.2 The building sits 1.0 metre away from the boundary of the building next door known as 'White Horses Studio'. The building is set back from the road by a similar distance – around 5.0 metres.
- 8.3 Four parking spaces are proposed to the front of the garage doors for additional off road parking.
- 8.4 There is a high level window in gable wall of 'White Horses Studio' facing the development, however this is high level and in accordance with the planning approval issued at the time, to be fixed shut and fitted with obscure glazing.



Pic. – White Horses Studio



Picture – Proposed site plan.

## **9.0 Scale**

- 9.1 The scale of the proposed building is considered appropriate to the surroundings, with the existing property 'Abergail' being 3 storeys, the new building would be subservient in design and similar in scale to the building immediately adjacent to the proposal.
- 9.2 The eaves height is proposed to be 4.00 metres at the front tapering down to 2.95 metres to the rear.
- 9.3 The ridge height measures 6.58 metres above surrounding ground level, which is only just above the height of 'White Horses Studio' adjacent which sits at approximately 6.2 metres in height.



Pic. – White Horses Studio, adjacent to the site.

## **10.0 Landscaping**

- 10.1 The front hardstanding and pathway is to be permeable paving with 'Atco' channel drainage to the junction with the highway to prevent rainwater surcharge onto the highway.
- 10.2 To the rear of the site is a private garden area for the apartment with a small patio and a grassed lawn area.
- 10.3 To the rear of the site on the boundary with 'Abergail' is a 1.8 metre wooden fence with a section evergreen hedge to soften the look.

## **11.0 Trees**

- 11.1 There are no trees on site applicable to this development.

## **12.0 Appearance**

- 12.1 The appearance of the proposed building complements those that surround with a domestic look to the garage areas and softened façade with the use of two small gables with windows serving the living area and bedroom.

## **13.0 Materials**

- 13.1 The pitched roof covering is proposed to be concrete interlocking tiles to planning approval.
- 13.2 Walls are facing brick to planning approval on the lower part of the building with cement based horizontal weatherboarding to upper elevations.
- 13.3 Garage doors are metal 'up and over' type with glazed vision panels as shown on the elevations.
- 13.4 Flat entrance doors will be composite doors and glazing to upper elevations will be powder coated aluminium framed double glazed units.

## **14.0 Access**

- 14.1 Vehicular and Transport Links – there will be minimal change to the existing arrangement.
- 14.2 Inclusive Access – The access arrangements to and within the new building will comply with the requirements of Approved Document 'M' to the Building Regulations.
- 14.3 The site already benefits from a dropped kerb serving an existing vehicle access which will be extended across the width of the plot to serve the 4 x car parking spaces and garages.

## **15.0 Sustainability**

- 15.1 All materials will be sourced from a sustainable source where possible and the construction of the extensions will comply with the requirements of Approved Document 'L' of the Building Regulations for energy use.

## **16.0 Flood Risk**

- 16.1 The area of the site falls in Flood Zone 1 but on the boundary of Flood Zone 2 according to the Environment Agency webs site matrix, and as such is located outside the area of extreme flood, nethertheless, proposed works create living accommodation limited to the first floor with only garage and storage areas sited on the ground floor.

## **17.0 Drainage**

- 17.1 See submitted drainage statement.

## **18.0 Conclusion**

- 18.1 The proposal seeks planning permission for the construction of a detached two storey building to provide 3 x garage spaces on the ground floor and access to a 1 x Bed apartment on the first floor.
- 18.2 The application site is located within the established built up area boundary, where the principle of new residential development is generally accepted, subject to compliance with other policies in the plan.
- 18.3 The application site is located within a sustainable area, within easy reach of a host of services and facilities close by in both with Felpham Village and Bognor Regis Town Centre.
- 18.4 The existing building is not Listed and nor is it considered to be of any special architectural merit. The site is not located within a Conservation Area. As such, there is considered no reasons for its retention.
- 18.5 The revision is essentially a resubmission of the development approved earlier this year with the change being the raising of the ridge by 420 mm and corresponding eaves level changes by the same margin to the rear.
- 18.6 It is our view that the proposed development would be wholly appropriate for the area, in keeping with other dwellings and in particular 'White Horses Studio' next door, the application site is clearly large enough to comfortably accommodate the building proposed.
- 18.7 It is our view that the proposal would represent a high quality development that would appear in keeping with the existing street scene in terms of scale, siting, form and design and in particular compares favourably with the building adjacent known as 'White Horses Studio'.
- 18.8 It is our view that the proposal would represent an acceptable form of development and would not cause demonstrable harm to the residential amenities of any neighbouring property by way of overbearing effect, loss of privacy or loss of light. Nor would the proposed access and parking arrangement create any undue noise or disturbance.
- 18.9 The proposal not only affords sensible parking areas for vehicles of the users of the apartment but also offer 4 x new parking spaces available for rent by nearby residents in great need of such a facility on a road that has limited on-street parking and virtually no off-street parking.
- 18.10 The proposal will provide a high quality, sustainable development, which will set a positive benchmark for Felpham. It would appear wholly in keeping with neighbouring development and would not detract from the established character and appearance of the surrounding area, nor cause demonstrable harm to the residential amenities of any neighbouring property. The proposal would accord with the aims and objectives of national, regional and local policy and guidance, the application site is a suitable location for housing and permission should be granted.