expires 27/4

Development Control – Delegated Officer Report

Application Number: ADC/0076/09 **Recommendation - Application Permitted**

Site: **7 The Meadway Shoreham-by-Sea West Sussex**

Proposal: **Erection of pair of flat roofed three bedroom houses with parking at front**

The Application

This application relates to a vacant site on the south side of The Meadway. Permission was granted in October 2006 for the erection of a semi-detached pair of 3-bedroom chalet houses on this plot (measuring 34m deep, with a site frontage of 14m tapering to 13m at the rear) (ADC/0308/06).

As approved, the dwellings would be positioned 7.5m from the front of the site. The pair would be 11.5m wide and 13.6m deep with a ridge 6.9m high (from FFL), having a part-hipped roof design. The dwellings would have single storey eaves at the front and rear with dormers (each 4.5.m wide) on the front and rear roof slopes. 2 parking spaces would be provided in front of each dwelling. Each unit would have a rear garden depth of 12.47m.

This application seeks to amend the dwellings quite significantly resulting in a more contemporary design. They will be a full two storeys in height with a flat roof to a parapet height of 5.7m (1.2m lower than the previous approval). Solar hot water panels will be installed on the roof which will sit above the flat roof towards the rear of the building. A brickwork chimney is proposed for the front of the building and will sit centrally between the pair.

The houses will be timber framed with sand coloured brickwork and aquamarine timber cladding. The pair will be 11.6m wide and 14.5m deep at ground floor (the first floor at the rear will be recessed by 2m). They will be 6.8m from the front of the site.

There is another vacant plot to the east at 9 The Meadway which also has consent for a new chalet style dwelling (ADC/0563/07).

Consultations and Representations

Consultations/Comments

West Sussex County Council – The Transport Planning Officer has no objection on highway grounds. A TAD contribution of £1,680 is required.

Adur District Council – The Environmental Health Officer has no adverse comments to make

Third Parties

3 letters of objection received from the occupiers of 11, 13 and 15 Old Fort Road raising the following concerns:

- First floor bedroom windows will have a lower sill than normal and will enable seated persons to look out of the windows into ground floor bedrooms and garden of dwelling to rear
- The building should be on the same building line as the now-demolished bungalow
- Roof line should be no higher than surrounding buildings
- Access to roof should be restricted to maintenance purposes only
- Flat roof single storey projection at rear could be used as a balcony in the future

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-2016 (WSCC 2005): LOC1, NE1, CH1, ERA1, DEV1, DEV4-5
Adopted Adur District Local Plan 1993 – 2006 (ADC 1996): AG1, AH2 and Appendix II 'Supplementary Planning Guidance' comprising Development Control Standard No.2 'Space Around New Dwellings and Flats'
PPS1 'Delivering Sustainable Development (ODPM 2005)
PPS3 'Housing' (DCLG 2006)

Planning Assessment

Policies

Structure plan policies give significant weight to making the best use of land through higher density development provided that the impact on the character of the area and environment is acceptable (LOC1, ERA1, CH1) and subject to policy DEV1 requiring high density development. Policy DEV4 states (amongst other things) that development should not be permitted unless the travel needs it generates are met; it achieves safe and convenient access by a choice of means of travel; it encourages and enables an increase in walking and cycling; and the number and impact of motorised journeys is minimised. DEV5 states that "Development should not be permitted unless the level of parking is compatible with the need to avoid environmental or safety problems and the need is to encourage walking, cycling and the use of passenger transport where this is or can be a realistic alternative". The explanatory text refers to a transport contributions methodology (now adopted as TAD payments to sustainable transport improvements).

Local plan policy AH2 relates to new residential development (by way of infilling and redevelopment) and states that new dwellings should be designed so that their appearance, character and scale create a pleasant place in which to live and are in keeping with and enhance the existing local environment with particular attention being paid to architectural form, height, materials, density, layout of buildings and hardsurfaced areas; they do not have an unneighbourly effect due to loss of privacy; daylight/sunlight; outlook or open space, incorporating adequate standards of residential amenity for the new dwellings in terms of amenity space, daylight, outlook and privacy; access and parking provision meets the adopted standards; and they accord with the Council's DC Standard No.2 'Space Around New Dwellings and Flats'

Government Guidance in PPS3 encourages the maximisation of the use of urban land for housing development at higher densities and without rigid application of parking and space standards, but subject to emphasis on quality of design.

Visual amenity and character

The front of the proposed dwellings would project further forward than the approved houses by 1m. However, it will align with the approved house on the adjacent plot to the east, while to the west the existing dwellings are staggered and do not follow a building line. A minimum 1m gap would be provided on either side of the building, which accords with the Council's DC Standard. The approved scheme has a part-hipped roof and is of a more traditional style while the current proposal is far more contemporary and, as such, does not match the form of the dwellings on either side of the site. However, there are many examples of flat-roofed dwellings on Shoreham Beach as a whole, with a pair of dwellings located immediately behind the site to the south in Old Fort Road. Consequently, while the appearance is non-traditional, the scale of the dwelling respects that of its neighbours (having a lower ridge than 1-5 The Meadway) and it is not considered to unduly harm the character of the street. Indeed, such buildings can add interest to the street scene.

Residential amenity

The buildings cover approximately the same footprint as the previous approval. They are also lower in height, although there is more bulk as a result of their 'square' form as opposed to the chalet-style sloping roof of the 2006 scheme. There are two rooflights on the east side of the adjoining bungalow to the west, 5 The Meadway, as well as ground floor windows. There would be some impact on the light to, and outlook from, these openings, one of which is the sole opening to a dining room/bedroom. The proposed dwelling nearest to the side of 5 The Meadway would be 2.2m away with a side wall rising to a height of 5.7m. This compares with the approved scheme which had a side wall rising to a height of 5m with a barn hip rising to 6.8m in total. The impact is not therefore considered to be significantly different from that 2006 scheme and not sufficient to warrant refusal.

Windows proposed for the side of the new dwellings would consist of obscure glazed glass blocks to light the stairwell and a high level secondary window for the kitchen/dining room, set 1.7m above the floor level to prevent overlooking.

At the rear, the distance to the boundary is 14.4m at first floor level with a separation of 25m between the first floor of the proposed dwellings and the first floor windows of the nearest house at the rear, No. 11 Old Fort Road. The distance to No.13 is less at 17m, which does not accord with the Council's minimum standard of 22m, but this reflects the distance already approved under the previous scheme and is a greater distance than the dwelling approved at 9 The Meadway (13m). Given the previous approval on this site, which is still extant, the distances between dwellings is considered to be acceptable.

The first floor is recessed by 2m from the ground floor leaving an area of flat roof which has raised concerns that it will be used as a terrace in the future. However, such an alteration would require planning permission and would be considered on its merits at that time. Similarly, the roof of the building is not be used as a terrace and this can be controlled by condition.

The approved scheme shows the new houses being slightly closer to the rear boundary so the relationship of the current proposal with the residents in Old Fort Road is therefore considered to be an improvement over the already approved scheme.

Parking and access

The plans show the provision of 2 parking spaces per dwelling at the front of the site and bicycle storage sheds in the rear gardens for up to 3 bicycles per house. The layout and amount of parking provision is considered to be adequate and accords with the previously approved plans. A financial contribution of £1,680 is required towards the provision of sustainable transport measures.

Recommendation

APPROVE for the reason:

2PPi

Subject to:

1. C1Ci
2. C7Cii AH2
3. C8Biv ".....parking spaces, access facilities and secure, covered cycle storage facilities shown on the.....any purpose other than access and parking of vehicles and storage of cycles incidental to...etc."
4. C9Aii

5. C9F "Each access shall be laid out to provide visibility splays on each side of their junction with the existing public highway. These splays shall be 2 metres by 2 metres.....etc."
6. C9Kii "The dwellings hereby permitted.....etc."
7. C9N
8. C12Aii " until a schedule and samples of materials... "
9. C14A3 14 April 2009. Policies DEV4-5 of the WSSP
10. C18B delete "or any incidental building...curtilage"
11. C18Civ The glazing in the side elevations of the dwellings shall.....
12. C18Ei ".....side walls of the dwellings....."
13. C18F 'No part of the roof of the dwellings hereby approved shall be used as a balcony or terrace and access to the roof shall be limited to maintenance purposes only."
14. No development shall take place until a Planning Obligation pursuant to Section 106 of the Town and Country Planning Act 1990 relating to the application site has been completed and lodged with the Local Planning Authority and the Local Planning Authority has given notification of its approval. The said obligation shall provide that a contribution of £1,680 will be paid to the Local Planning Authority towards sustainable transport improvements in the area.
Reason – To promote sustainable travel and discourage car usage as required by policies DEV4-5 of the West Sussex Structure Plan and PPG13

Case Officer [redacted] Date 23/4/09

Planning Services Manager [redacted] Date 23/4/09

Chair [redacted] Date 27/04/09