Development Management - Delegated Officer Report

Application Number: AWDM/1554/13 Recommendation – Approve

Site: Land Between 75A And 79A, Old Fort Road, Shoreham-By-Sea, West Sussex

Proposal: Erection of a pair of semi detached flat roofed 4 bedroom houses (with front and rear timber decking, front car parking spaces and solar panels).

Date of site visit: 27 January 2014

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to a plot 18.3m wide and 34.5m deep on the north side of Old Fort Road. The plot was previously occupied by a detached bungalow which had been sub-divided to create 2 dwellings (77/77A), although the gardens and parking areas had not been subdivided. Permission was granted in 2006 to demolish the building and replace it with a semi-detached pair of modern style 4-bedroom dwellings (ADC/0284/06). This permission was renewed in 2010 (ADC/0092/10) but lapsed in April 2013. This application seeks consent for an almost identical development to that previously approved. Since permission was first granted, the bungalow has been demolished and the plot is now vacant.

The approved plans show that the first floor front wall of the proposed dwellings would align with the front of the single storey front projecting garage attached to the neighbouring house to the west, No.75A [The first floor of the proposed dwellings projects 0.9m forward of the ground-floor element]. The semi-detached building would for the most part be 14.3m wide, widening to a maximum 16.3m to incorporate angled side window projections at first floor, and 11.8m deep. The building would have a flat roof 6.2m high, with the rear elevation angled back by 30º at first-floor and containing a line of windows. A gap of 2m would be provided between the main side walls of the building and the boundaries on either side (other than adjacent to the first-floor side projections where the gap narrows to 1m). A rear garden depth of 10.5m would be provided (including a 3m deep timber deck adjacent to the houses). Each dwelling would be served by 2 parking spaces with its own access. Two solar panels are proposed for the roofs of both dwellings, angled to sit proud of the flat roof by 0.8m. Each dwelling will also have a raised rooflight towards the middle of the roof which will have a shallower angle to the solar panels and will sit 0.6m above the roof.

Relevant site history

As above

Consultations

West Sussex County Council: The Strategic Planning (Highways) Officer has no objection. From an inspection of the plans alone there is no apparent visibility issue at the point of access onto Old Fort Road. Two off-street vehicle parking spaces have been provided for each dwelling, which is within standards for this development. It would appear that when both parking bays are occupied it would be difficult for both vehicles to turn within the confines of the site and exit in a forward gear; however this would not amount to a highway safety concern.

The property is situated in a sustainable location, and the most recently available verified accident records reveal there have been no personal injury accidents in the vicinity of the existing point of access, indicating a low risk of highway safety issues with this proposal.

No concerns would be raised to this application from a highway safety perspective.

A TAD contribution of £4,700 is required.

Adur & Worthing Councils: The **Engineer** comments that finished ground floor levels should be whichever is the greater of:-

Tide level plus 600mm 5.4 plus 0.6 = 6.0m AoD
Or Ground level plus 300mm.

Unfortunately there is no data provided for the current ground level, or proposed floor level except that it is proposed that the finished floor level is 300mm above ground level. Clarification is sought on this point. [The applicant has subsequently confirmed that the site ground level is 5.8 and the finished floor level will be 300mm higher than this giving 6.1m AOD].

Environment Agency: No objection

Representations

1 letter received from the occupier of 79A Old Fort Road advising that there is a bus stop directly outside the property, very close to the proposed entry/exit for the western house. Bus stop should be moved to the east during building works.

Relevant Planning Policies

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2 and Appendix 11 ‘Supplementary Planning Guidance’ comprising:
Development Control Standard No. 2 “Space Around New Dwellings”
‘Good Practice Guidance Note: Internal Space Standards for New Homes’ (ADC 2010)
Assessment of Saved Policies (ADC 2013)
National Planning Policy Framework (CLG 2012)

Planning Assessment

Principle

The site is located within a residential part of the built-up area and is not identified or allocated for any particular use or development in the Local Plan. Residential infilling and redevelopment of unidentified sites, as in this case, is needed in order to meet the Council's 5 year housing land supply required by the NPPF. Priority is given to use of previously-developed land. However, any development should respect the character of the local area.

Visual amenity

The proposed houses would project 1.7m in front of the main 2-storey elevation of No.75A Old Fort Road. Thus, having regard to their siting and modern 2-storey form, it is considered the proposed dwellings would appear relatively prominent in views from the west. However, there would be an overall gap of 3m between the main side walls of the dwellings (other than adjacent to the side projecting element) and thus it is considered the proposed dwellings would not have an unduly cramped appearance or overbearing effect on the streetscene. The pair of dwellings would not project forward of the front wall of No.79A, a chalet-style house with unusual asymmetric roof design, and would not look visually dominant in views from that direction.

The modern design and appearance of the proposed dwellings would not appear out of keeping in the varied street scene on this part of the beach. Nearby, on the opposite side of the road, there is a white rendered 'seaside' style flat-roofed house dating from the 1930s, and a pair of brick-built flat-roofed houses dating from the 1970s at Nos. 73/75 to the west. In visual terms, it is considered the proposed houses would make a strong contemporary statement without detracting from the character of Old Fort Road.

Residential amenity

The proposed houses would project approximately 1.7m beyond the rear of Nos. 75A and 79A. The angled rear wall has been deliberately designed to lessen the impact of the building on the adjoining properties, in particular No.75A which has a first floor window bedroom towards the rear of east side elevation. This is the only window serving this room. The "bulk" of the proposed building, including the first floor side projection, would have some impact on the daylighting to, and outlook from, this room particularly bearing in mind the existing open aspect over the low roof of the existing bungalow. However, it is considered the effect would not be so poor as to warrant refusal.

The main entrance to No.79A is from the west side, with the catslide slope of the roof continuing over to form an open sided porch. The only other openings in this side are an obscured side light window serving the entrance hall and a small velux rooflight at first-floor. It is not considered the proposed dwellings would have an adverse impact on the amenities of this property.

No.11 East Meadway is located to the rear (north) of the site, a modest detached gable ended bungalow occupying a relatively wide plot. It has been enlarged on the west side of the rear elevation by a conservatory. There is a small rear dormer on the east side of the rear roofslope. The total rear garden depth is approximately 8.5m (reduced to approximately 6m to the rear of the conservatory). The overall distance between the buildings would be 19m (reduced to 16.5m taking into account the conservatory). This is less than the minimum distance of 22m between principal rear-facing rooms required by the above Standard. The garden depth of the proposed new houses is 0.5m short of the required minimum standard of 11m.

Objections have been made recently against other developments on the beach which fail to meet the Council's Space Standards (most notably at 25/27 old Fort Road). However, the current proposal differs from those cases in that planning permission has previously been granted on this site on two separate occasions in 2006 and 2010. The justification to grant permission at those times has not changed. The distance between the proposed houses and No.11 East Meadway is also similar to that which exists between 79/79A Old Fort Road and East Meadway and the garden depths will be the same. Those houses were approved on appeal in outline in 1991 and granted detailed approval in 1994. The proposed rear windows will be sited within the sloping roof which will help to reduce any overlooking impact and, on balance and in view of the previous permissions, the proposal is considered to be acceptable in amenity terms.

Parking and access

There is no objection on highway grounds. The existing access on the west side of the site frontage would be retained and a new access created on the east side.

With regard to the bus stop, WSCC has advised that relocating the bus stop while the houses are being built can cause problems. Currently, there is a bus cage marking on the road by the bus stop that prevents vehicles from parking within this area and this will also include any construction vehicles. If a temporary bus stop was to be instigated, there would be no road markings in place to prevent vehicles parking in front of it and subsequently prevent buses from manoeuvring as close to the kerb as possible.

Therefore, whilst the public's concerns are acknowledged, on balance it is considered to be preferable to keep the current bus stop arrangements in place.

A contribution towards sustainable transport is required. While there were previously two dwellings on the site, they were demolished in 2006 and there have consequently been no transport movements from the site in over 7 years. The development will therefore increase transport movements and a contribution is required. A unilateral undertaking to this effect has been completed by the applicant.

Flood Risk

The site lies within flood zones 2 and 3 and is therefore at risk of flooding. The submitted Flood Risk Assessment states that the houses will have a ground

floor level 300mm higher than the adjacent ground level, with electrics and plumbing a minimum 450mm above ground level. The site previously contained 2 houses and the proposed development will not increase the density of housing. The construction of the houses will be more flood resistant than the previous timber frame buildings on the site. Flood risk is likely to be reduced as a result of the above measures.

The Environment Agency has no objection.

Recommendation

APPROVE for the reason:-

The proposed development is within the built-up area and would help meet the need for additional housing without detracting from the existing local urban environment. It can take place without resulting in unacceptable detriment to the amenities of neighbouring properties and without detraction from highway safety. It would consequently not conflict with the relevant policies of the Adur District Local Plan (AG1, AH2) or the policies of the National Planning Policy Framework

Subject to Conditions:-

1. Standard time limit
2. Wall/fence details. Notwithstanding the detail shown on the approved drawing the rendered walls enclosing the front patio areas shall not exceed 1 metre in height.
3. Parking spaces, access facilities and provision for secure, covered cycle storage
4. Crossover
5. Visibility splay
6. Construction management, including hours of working
7. Landscaping
8. External materials
9. Removal of PD
10. No windows
11. Drainage
12. Approved plans
13. Floor levels to be 300mm above existing ground level

Is recommendation contrary to letter(s) of representation? Y

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Case Officer: Peter Barnett Date: 25 April 2014

Authorised by: Gary Peck Date: 25 April 2014