Application Number: ADC/0041/08 Recommendation – APPROVE

Site: 37 Old Fort Road, Shoreham-by-Sea

Proposal: Demolition of existing five bedroom house and erection of 2no. three bedroom semi-detached houses with parking at front

The Application

The site currently contains a 5 bed timber framed chalet bungalow and is located within the Planning Boundary of Shoreham. It is proposed to demolish the existing building and to construct a pair of semi-detached 3-bed houses with parking for 2 cars per property at the front.

The neighbouring properties consist of bungalows to the east and chalet-style properties with steeper roof pitches on the western side. There are larger two storey houses opposite (south) and further bungalows to the rear (north). There is a diverse range of building forms and use of materials in Old Fort Road. The replacement of one property with two or three properties has been carried out elsewhere in the street, including the three properties immediately to the west of the site at 33, 33a and 35 Old Fort Road.

The proposed dwellings are contemporary in style with a square form broken up by balconies, roof terraces and solar shades on the front elevation. There are large amounts of glazing to the front to maximise the use of natural light in the interests of reducing energy use. There is a central light well over the staircase rising to a dual pitched roof served by rooflights and containing solar panels.

The dwellings will be clad in timber boarding at the front and part of the rear and sides. The remainder of the building will be rendered. Windows and doors will consist of powder coated aluminium to give a crisp finish, with a glass balustrade to the front balconies.

As originally submitted the buildings were 16m deep and projected beyond the rear building line of no.35 by 2.4m. This resulted in the rear garden to each property being just 8.4m deep, below the standard of 11m. The internal layout was also reversed between the properties, with one of the houses having its bedrooms on the ground floor, resulting in the bedrooms of one property being immediately next to kitchens and living areas of the other. Amended plans have been received which now result in conventional room arrangements for each property and a reduction in the depth of the building by 1.5m.

Consultations and Representations

County Transport Planning Services - From an inspection of the plans alone, there is no apparent visibility issue at the point of access onto Old Fort Road. In principle, it is unlikely that there would be any issues with this

proposal. A number of dwellings are already served from Old Fort Road and a significant increase in vehicle movements would be unlikely if this proposal gained planning permission.

Any planning permission to this dwelling is to be subject to a Section 106 agreement covering a contribution of £1,680.

Environmental Health – No objection in principle but have concerns with regard to the stacking as a result of the upside down nature of one of the units. (This objection has been overcome by an amended layout)

Third Parties – 1 letter of objection received from the occupier of 35 The Meadway to the rear of the site. The grounds for objection are: - loss of light to rear of their property; overlooking; risk of asbestos during demolition.

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-2016 (WSCC 2005): LOC1, NE1, NE2, CH1, ERA1, DEV1, DEV3-5

Adopted Adur District Local Plan 1993 – 2006 (ADC 1996): AG1, AH2, AH5 and Appendix 11 'Supplementary Planning Guidance comprising Development Control Standard No.2 'Space Around New Dwellings and Flats'.
Revised West Sussex Parking Standards and Transport Contributions Methodology
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)

Planning Assessment

Policies

The site is located within a residential part of the built-up area of Shoreham and the proposal constitutes redevelopment as provided for in both Structure and Local Plan policies. There is no objection in principle to redevelopment within the built-up area and, in order to meet the housing requirements of the approved Structure Plan and Local Plan, an element of housing development by way of 'unidentified' small infill sites is necessary.

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 which requires high quality development. Policy DEV4 states (amongst other things) that development should not be permitted unless the travel needs it generates are met. 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".

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 hard surfaced areas.

Government policy guidance in PPS3 encourages best use of urban land for housing development, particularly affordable housing and a mixture of types to create a balanced community, at higher densities (avoiding developments at less than 30 dwellings per hectare) and without rigid application of parking and amenity space standards. However, it also seeks to improve the quality and attractiveness of residential areas and urges imaginative designs and layouts which make more efficient and sustainable use of land without compromising the quality of the environment. PPS1 states:-

> "Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted."

PPS3 also states that Councils should "facilitate good design by identifying the distinctive features that define the character of a particular local area..... ...Careful attention to design is particularly important where the chosen local strategy involves intensification of the existing urban fabric... .....successful intensification need not mean high rise development or low quality accommodation with inappropriate space.....The density of existing development should not dictate that of new housing by stifling change or requiring a replication of existing style of form.....If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment."

Character and Density

The plot is 34.5m deep and 13m wide. While of the same depth as adjoining plots, the width of each individual plot is narrower (at 6.5m per dwelling) than the redeveloped plots to the west (typically 9.5m wide). The design of the building is also markedly different from those properties on either side being of a square shape rather than pitched roofed. However, the new dwellings will sit between properties with two differing roof styles; to the west there are steeply pitched roofs and, to the east, shallower pitched roofs. In view of the variety of styles in the street, it is not considered that this contemporary proposal will appear out of keeping. It will be similar in appearance and plot size to a pair of semi detached properties at 15 Old Fort Road and is considered to add interest to the street scene. It will not appear to be unduly cramped, with a narrowing of the width of the building at the front to allow 1.8m distance to each side boundary and maintain the space between buildings.

The building will be 6m tall at the front rising to 7.8m at its highest point at the ridge of the lightwell. This element will be approximately 0.5m higher than the ridge of the property to the west but it is set back some 9m from the front of the building and will not have a significant visual impact in the street scene.

The amended drawings have reduced the depth of the building so that it projects only 1m beyond the rear building line and causes no loss of light or outlook for neighbouring properties. At the front, the building will project forward of its neighbour to the west by approximately 1m and to the east by 2.3m. It is not considered that this step in the building line will harm the amenities of neighbours or appear out of place in the street scene, particularly as the properties to the west do not have a regimented building line.

Residential amenity

As mentioned above, the size of the building is not considered to result in harm to its neighbours to the east and west. No. 35 has a dormer window in the side roofslope facing the site but first floor side windows to the new properties are either obscure glazed and serve a bathroom or serve a bedroom and are high level, thereby preventing any loss of privacy.

To the rear, the nearest dwelling is 22.5m away which is just above the minimum distance of 22m set out in the Council's standards. First floor rear facing windows serving two bedrooms per property are shown but it is not considered that, in light of the distance between the properties, any adverse overlooking will occur. The roof terrace and balconies are at the front of the dwellings and will not cause any loss of privacy.

The reduction in the depth of the building increases the size of the garden to 10.2m, which is just below the Council's standard of 11m. The rear garden area is approximately 60sqm which is less than the 85sqm specified in the Council's Standard for 3 bed semi-detached dwellings. However, it is considered that with the provision of a balcony and roof terrace for each dwelling, the amount of external amenity space is adequate and a refusal on this ground alone is unwarranted.

Access and Parking

Parking is provided in the form of two spaces per property. A secure cycle store is shown in the rear garden. There is no highway objection to the proposal, subject to the completion of a S106 Agreement securing £1,680 for sustainable transport improvements in the locality.

Recommendation

APPROVE for reason that:-

1. 2PPi

Subject to the satisfactory completion of a S106 Agreement and the following conditions:

1. C1Ci
2. C8Biv
3 C9N
4 C12Ai " a schedule and samples of materials"
   6No development shall be carried out unless and until further details of the proposed solar panels, rooflights, solar shading and balustrade for each dwelling have been submitted to and approved in writing by the Local Planning Authority.
   Reason – In the interests of visual amenity and to comply with policy AH2 of the Adur District Local Plan and DEV1 of the West Sussex Structure Plan
5. C14Ai "27/02/08" AH2 of the ADLP and DEV1 of the WSSP
6. C18Civ "The window in the east and west side elevations of the building (shown as serving a bathroom) shall at all times.."
7. C18B

Case Officer P.Barnett ..... Date 18/3/08

Planning Services Manager ..... Date...18/3/08...

P & R Committee Chairman..... Date..31/3/08