Development Management - Delegated Officer Report

Application Number: AWDM/0128/21 Recommendation – APPROVE

Site: Manor Cottage, 89 Cokeham Lane, Sompting

Proposal: Detached pitched roof garage in rear garden with proposed gates and hardstand.

Date of site visit: no visit use of photos and Google Maps

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

Manor Cottage is a Grade II Listed Building on Cokeham Lane in the built up area of Sompting. A detached building with thatched roof, two storeys sited between more modern development of chalet bungalows and bungalows opposite and to the south and purpose built two storey flat to the north.

Consent is sought for a detached garage building for the storage of the applicant's classic cars. The proposed building is to be positioned in the north east corner of the site to the rear of the listed building. The garage is to have a hipped roof and be 9.9 metres in depth and 6 metres wide it will have a maximum height of 4.6 metres. The building is to be finished in black feather edge cladding and Spanish slate roof with black timber barn outward opening doors. A hardstanding area is proposed to the front of the garage to be finished in eco grid matting and gates are proposed set back to the rear of the house to the front of the hardstand white post and rail 1.4 metres high and 5.9 metres wide.

Consultations: - Adur and Worthing Council's Richard Small Conservation Architect – Discussions throughout to improve Heritage Statement and assess impact upon the setting of the listed building and boundary flint wall.

Sompting Parish Council: - The Council has no objection to this application

West Sussex County Council: - Highway Authority: - The proposed garage falls slightly short of the minimum internal specifications for double car garages as set out in Manual for Streets (MfS) MfS specifications set out a minimum internal size of 6 m x 6m whereas the internal dimensions of the proposed garage appear to be approximately 5.7 m x 11.7 m. Therefore the LHA advises the applicant to widen the proposed garage to at least 6 m to be considered for parking provision. Notwithstanding this, the LHA acknowledges that the proposed garage is considerably larger than that of the existing.

The LHA does not anticipate an intensification of movements to or from the site following this development. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury

accidents within the vicinity of the site. Therefore there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern. In conclusion the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in severe cumulative impacts on the operation of the highway network therefore is not contrary to the National Planning Policy Framework (para 109) and that there are no transport grounds to resist the proposal.

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 17
'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings''
National Planning Policy Framework (February 2019)
WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

Principle

The proposal comprises upgrading the existing housing stock located within the built up area and can be supported in principle. The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwelling and its surroundings. As this is within the ground of a Grade II listed building the impact upon the setting of the building must be assessed. There are also Highway matters due to this being a new building for the storage of vehicles.

Visual amenity, Character and Impact upon the setting of the Listed Building

The footprint of the proposed building is large however due to its position to the rear of the site in the corner and its traditional style, design and finish it is considered to not be overly dominant in terms of the impact upon the setting of the listed building and the street scene and surrounding locality. It will be visible from the street however it will appear subservient in position. An existing garage building to the side of the property and lean to out buildings have been removed from the side and rear of the site.

The open post and rail fencing will also be set back and although seen within the context of the listed building and street scene it will not be harmful to its appearance the design of the proposed building and gates and the use of materials and the finish give rise to a sympathetic form of development complimentary to the character and appearance of the listed building.

The proposed eco grid hardstanding is to the front of the proposed building and behind the proposed gates to therefore again will not be a visible feature. It is a

permeable hardstand which will hold grey gravel. Again this feature is acceptable and will have no adverse impact. A large area will not be covered and the rear garden will remain the main landscaped area along with the property frontage. The setting of the listed building will not be harmed in this case.

Amendments were sought to support a more sympathetic design and use of materials here with the proposed barn doors replacing the originally submitted up and over door. Confirmation of the distance between the boundary flint wall and the building have also been given and shown on the final drawings to safeguard any impact upon the flint wall. This final design is an acceptable development within the context of the listed building, street scene and plot size. The needs of the applicant have also been acknowledged, the building will be required for the storage of classic cars.

Residential amenity

The main properties to be affected are those either side of the site. To the rear is a recreation ground. There will be views of the building from here however this will be viewed within the context of the surrounding built up residential area there will be no adverse visual impact.

To the north is a two storey flatted development with landscaped gardens between the building and the application site. The building will be visible from adjacent south facing windows however there will be no significant loss of light or overbearing impact as a result. The building will mainly be positioned adjacent to the lawn area. The boundary flint wall will remain.

To the south is the neighbouring property, the proposed building is set away from this boundary and will still be visible from the adjacent garden however due to the spacing no significant adverse impact will occur.

Highway Matters

WSCC commented that the garage was not large enough for formal parking provision. It is acknowledged that the requirement of the building is for the parking of classic cars and therefore not formal parking. Therefore the enlargement of the building is not sought in this case. Ample off street parking for domestic vehicles is provided on site and there are no highway safety concerns.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. No windows on the north of south elevation.
4. Materials black feather edge cladding, Spanish slate roof and barn doors. Eco grid and post and rail fencing as shown on the approved plans.

5. The garage building shall be positioned a minimum of 574mm from the flint wall on the north boundary to protect the structural integrity of the wall.
6. Use of building as a domestic garage building only ancillary to main dwelling. No accommodation or business use.

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

1. Proactive with amendments

Case Officer: Hannah Barker Date: 21st June 2021

Authorised by: Peter Barnett Date: 21 June 2021