exp 16/7

Delegated Officer Report

Application Number: ADC/0274/08 Recommendation - APPROVE

Site: **Dovecote Mews, Chanctonbury Drive Shoreham-by-Sea BN43 5FS**

Proposal: **Two-storey side extension and roof conversion to extend 2 existing flats and provide covered cycle store and one parking space along with reorganisation of existing parking to provide amenity area**

The Application

The application property comprises a part two-storey/part single-storey building originally built as a shop in 1981 with a three-bedroom flat above. Permission was granted in 2000 to convert it into 5 one-bedroom flats (SU/153/00). There is a small parking area at the rear of the building with access from both Chanctonbury Drive and The Lynchetts.

Permission was refused and subsequently dismissed on appeal for a two-storey extension on the south side of the building and rooms in the roof of the single-storey element fronting Chanctonbury Drive, to form 2 one-bedroom flats, 2 two-bedroom flats and a two-bedroom house (ADC/0276/06). In his decision letter, the Planning Inspector concluded that *while "neither the character and appearance of the surrounding area nor the living conditions of the occupants of neighbouring dwellings would be compromised, ...the private amenity space proposed would not be sufficient, in my view, for the needs of the likely occupants of the enlarged units, an issue which would be exacerbated by the limitations of the proposed parking provision and uncertainties over possible means to resolve these."*

This application is for a similar proposal but it has been amended from the previous refused scheme in order to overcome the Inspector's objections. The two-storey side extension measures 3.7m by 6.75m and is to provide increased living accommodation for flat 4 on the first floor with a communal cycle store and covered parking bay for ground-floor flat 2. The single-storey part is to be extended from a hip to gable roof with a rear facing dormer window, in order to increase accommodation for flat 1. The existing rear parking courtyard is to be largely removed and replaced with a grassed amenity area for all the flats. One parking space will remain within the courtyard, accessed from Chanctonbury Drive, with two further spaces provided on a small piece of overgrown land to the east of the building. The proposal will maintain 5 one-bedroom flats on the site.

Consultations and Representations

West Sussex County Council: a revised parking layout has been submitted showing the removal of one car parking space. The resulting provision of four

spaces would be within the WSCC maximum parking standards and therefore the Highway Authority has no significant concerns.

Third Parties: 3 letters of objection have been received from the occupiers of 2 Wolstonbury Walk, 19 and 23 Normanscourt on grounds of inadequate parking; increased noise and disturbance; overlooking; and loss of privacy and light.

Relevant Planning Policies and Guidance

West Sussex Structure Plan 2001-16 (WSCC 2005) (saved policies): LOC1, NE1, CH1, ERA1, DEV1, DEV4-5
Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2, AH7 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 (WSCC 2003 & ADC 2004)
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 there is no objection in principle to such development.
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, 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 AH7 states that extensions and alterations should be designed so as not to result in an unacceptable degree of overlooking, a loss of natural light or an overbearing effect on neighbouring dwellings. They should be of sympathetic design and materials to the original dwelling and the area in general.

Visual Amenity and Character

The proposed 2-storey extension would project as far as the southern boundary of the site, beyond which is a large car park. The Inspector did not consider that this element was contrary to the aims of policy AH7 as the relative isolation of the site meant that the extension would not appear cramped in the wider context or out of character with the area.

The provision of an amenity area at the rear of the building will improve the appearance of this area, which is currently a tarmac hardstanding. The introduction of grass and paving will provide a small outdoor space for the occupants of the flats measuring approximately 30sqm. While this is below the standard referred to in the Council's SPG, it is an improvement on what currently exists and no objection is raised to this part of the application. The area is considered to be acceptable for one bedroom flats and overcomes objections to the previous scheme which proposed a small amenity area on the land to the east, separated from the building by a parking area and wall. This was also considered to be unacceptable since three of the flats were to have two bedrooms and be likely to be occupied by small families. As there is to be no change to the size of the existing units, the provision of a small amenity area as proposed, immediately adjacent to the flats, is now acceptable.

The loss of the area of vegetation to the east of the building and its use for parking 2 cars is not considered to detract from the visual amenities of the street at this point. New planting is to be provided around the spaces to help soften their appearance and it is considered that the benefits to be gained in terms of the provision of usable parking and turning spaces, outweighs any objection to the loss of the vegetation, none of which is of any significant amenity value.

Residential amenity

Neither the proposed 2-storey extension nor the alterations to the single-storey part of the building would, in the opinion of the Inspector, cause significant harm to the living conditions of the occupiers of the properties in Downsway to the east (Normanscourt). He acknowledged that new windows on the eastern elevation of the two-storey extension and the dormer on the southern roof slope of the single-storey building would result in some overlooking of the back gardens of those properties in Downsway. However, he concluded that *"the distances involved and the existing window layout of the appeal property cause me to consider that there would be only minimal, additional material harm"* to residential amenity.

The formation of a parking area on the north side of the rear garden of 23 Normanscourt is not considered to result in serious disturbance or a loss of enjoyment of the garden for the occupiers of that property. It is screened from the garden by a boundary fence and the level of usage is not considered to be significant. Noise from the traffic using Chanctonbury Drive is likely to cause greater disturbance at a more regular frequency.

Parking and Access

There are currently five parking spaces associated with the existing building. However, these are not marked out and this leads to an informal and unsatisfactory parking arrangement. The proposed application has been amended to provide four spaces only (one as part of the new extension on the

southern boundary and three to the east of the building) together with on site turning. A secure cycle store is also to be provided as part of the development.

WSCC as the Highway Authority is satisfied with the parking and turning provision, which is an improvement on the existing arrangement, and has raised no objection to the application.

Conclusion

It is considered that the current application has overcome the Inspector's concerns with the previous scheme and will result in a development which will not harm the character of the area or residential amenity and will provide an improved amenity and parking area for residents.

Recommendation

APPROVE for the reason:-

The proposed development would not detract from the local environment and can take place without resulting in unacceptable detriment to the amenities of neighbouring properties. It would consequently not conflict with the policies of the Adur District Local Plan (AG1, AH7) and the West Sussex Structure Plan (DEV1).

Subject to:-

1. C1Ci (Standard time limit)
2. C8Bi (Building shall not be occupied until the vehicle parking, turning spaces and cycle parking have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use) (amended)
3. C9N (Provision for contractors materials and plant)
4. C11Aii (Landscaping scheme)
5. C12Eii (Materials to match existing)
6. C14A3 (Permission relates to amended parking layout plan received on 24 June 2008)

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Case Officer..... Date..16/7/08

Planning Services Manager..... Date..16/7/08

Development Control Committee Chairman...A. J. Mills.. Date..24/07/08