~~18/10/07~~
~~PC~~
13/11/07
expiry.

Development Control – Delegated Officer Report

Application Number: ADC/0575/07 **Recommendation – Refuse Application**

Site: **Land To Rear Of 52 And 52a Middle Road Shoreham-by-Sea West Sussex**

Proposal: **Detached two-bedroom house at rear with one parking space (existing garage demolished)**

The Application

The application site is located within the built up area of Shoreham to the rear of nos. 52 and 52a Middle Road. The surrounding area is predominately residential with a mixture of different styles and ages of dwellings. To the north of the site are the rear elevations of nos. 52 and 52a Middle Road. No. 52a is a single storey building attached to no.52 a two storey semi detached dwelling. This single storey section was originally a garage which was converted and given permission for use as a single dwelling in July 2002 under application reference SU/116/02/TP. This building extends further to the rear of the site than no. 52 by 4 metres and is of a larger footprint than the original dwellinghouse.

To the east of the site on the opposite side of Adelaide Square is a similar site which forms the rear garden of no. 54 Middle Road. This area is enclosed by 2 metres hedging, screening it from the highway. To the south of the site is the side elevation of no. 2 Adelaide Square a two storey semi detached dwelling with a single storey front porch. A 1.8 metre close boarded fence is on the boundary of the site with this adjacent two storey dwelling. To the rear, west of the site is the boundary adjacent to the rear garden of no. 50 Middle Road, the semi detached two storey dwelling attached to no. 52.

As existing the site is enclosed from the highway, Adelaide Square by a 1.8 metre close boarded fence. Within the site there is a double flat roof garage however there is no existing vehicular access from the highway. Permission is sought to demolish the existing garage and to build a detached two bedroom, two storey dwelling. The building will be built inline with the adjacent property at no. 2 Adelaide Square. The rear boundary of the proposed dwelling will extend to the existing boundary of no. 50 and 52 Middle Road. A vehicular access is proposed from Adelaide Square with off street parking for one car.

Consultations and Representations

County Transport Planning Services: **-** Advice is given that the 5 metre parking space is substandard but as other crossovers are as such then this application cannot be resisted. A single off street parking space may increase pressure for on street parking however the site is on a bus route and cycle

parking should be available on site. Therefore it would be difficult to resist this application on highway terms subject to appropriate conditions.

Director of Services: - Environmental Health has no objections.

Third Parties: - 1 letter of objection has been received from 50 Middle Road making the following comments: -

- Loss of privacy and loss of light.
- The garden and conservatory at the property will be completely over looked.
- Overdevelopment of the area as there is already two dwellings at the site, there would be no objection to increasing 52a into a two storey building.

Relevant Planning Policies and Guidance

West Sussex Structure Plan 2001-2016 (WSCC 2005): LOC1, CH1, NE1-2, ERA1, ERA4, DEV1, DEV4-5
Adopted Adur District Local Plan 1993-2006 (ADC 1996): AP3, AH1-2, AH5, and Appendix II 'Supplementary Planning Guidance' comprising Development Control Standard No. 2 'Space Around New Dwellings and Flats'
PPS1 'Delivering Sustainable Development' (2004)
PPS3 'Housing' (2006)

Planning Assessment

Policies

Government guidance in PPS3 encourages the provision of high quality housing which is well designed, suitably located and built to a high standard, a mix of housing to support a wide variety of households and an efficient and effective use of land including re-use of land when appropriate.

West Sussex Structure Plan policies LOC1 and DEV1 encourage new development within the built up area subject to the design, construction and layout being of high quality, integrating with, and enhancing adjoining land uses and minimising conflicts and taking into account the distinctive character of areas. Policies NE1 and NE2 require the provision of new residential development sizes, types and tenures to suit the varied needs of local households and to minimise the need to develop Greenfield sites.

Local Plan policy AH2 encourages new development by way of infilling provided that appearance, character and scale is in keeping with the local area, it does not have an unneighbourly effect on existing dwellings, it incorporates an adequate standard of residential amenity for the new dwelling, acceptable access and parking arrangements are provided and it accords with the standards in DC Standard No. 2 'Space Around New Dwellings and Flats.'

Policies DEV4-5 of the Structure Plan require adequate and safe access to and from development sites, encouragement of alternative forms of transport and adequate provision for parking to avoid environmental or safety problems. Contributions are required towards sustainable transport provision in accordance with these policies.

Density, Character and Appearance

The proposal will represent over development of the site which will result in the lack of spacing between properties and a cramped appearance which will be detrimental to the character and appearance of the street scene and surrounding built environment. The limited size of the site does not allow for the relevant development control standards to be met. D.C Standard No. 2 states that there should be a distance of 14 metres between the rear of nos. 52 and 52a and the side elevation of the proposed dwelling. In this case there is only 4.5 metres minimum, increasing to 8 metres to the rear of no. 52. The rear garden of the proposed dwelling only has a depth of 5 metres and this should be 11 metres as set out in D.C standard no. 2. This is to allow for sufficient spacing between dwelling and to provide an acceptable level of amenity space in relation to the proposed dwelling.

Residential Amenity

The main properties to be affected in this case are nos. 50, 52 and 52a Middle Road and no. 2 Adelaide Square. The dwellings to the east, no. 54 Middle Road and no. 1 Adelaide Square will be able to view the proposed dwelling from within their properties however it is not considered that there will be any impact on the occupiers of these properties.

The proposed dwelling is to be built 5 metres from the rear boundary of no. 50 Middle Road. There will be some loss of light to the rear garden area of this dwelling however there would be no impact on the dwellinghouse which is such to warrant a refusal in this case. No. 2 Adelaide Square is sited 1.5 metres from the side elevation of the proposed dwelling and is the same depth at 7.5 metres including the front porch. The proposed dwelling is slightly narrower than no. 2 at 6 metres, no. 2 is 7.5 metres wide. It is not considered that the proposed dwelling will have any direct impact on the residential amenities of the occupiers of this neighbouring dwelling.

The site comprises of part of the rear garden of nos. 52 and 52a Middle Road, therefore reducing the amount of amenity space provided in relation to these dwellings. No windows are proposed on the northern elevation of the proposed building however there is only a distance of 4.5 metres between the rear of no. 52a and the proposed two storey dwelling. This relationship is considered to be unacceptable and the loss of garden area and close proximity of the proposed building would have an adverse impact on the residential amenities of the occupiers of no. 52a, there will be loss of light and an overbearing impact. Similarly no. 52 will have a reduced garden area and the proposed dwelling will also be only at a distance of 8 metres from the rear of this property, below the adopted development control standard which is 14

metres. The garden sizes of the proposed dwelling and no. 52a will also be below the required standards.

It is considered that the proposal represents over development of the site. The size of the plot is not considered to be of sufficient size to accommodate a new dwelling which would provide a sufficient standard of amenity for the future occupier and for the existing occupiers of the adjacent properties.

Access and Parking

A vehicular access is proposed from Adelaide Square with hard standing to provide one off street parking space. The Council's adopted parking standards state that the maximum parking requirement for this development is 2 car parking spaces. The Highway's Authority has no objection in this case and it is considered that this dwelling is located within a sustainable location within close proximity to public transport links and local services, therefore the level of parking provided is acceptable in this case.

Recommendation

REFUSE on ground that :- H13BR

Case Officer...Baber.....Date....17/10/07, cm.