Development Management - Delegated Officer Report

Application Number: AWDM/1196/17 Recommendation – Approve

Site: 68 Greenways Crescent, Shoreham-By-Sea

Proposal: Erection of new 2-bedroom end of terrace dwelling to north elevation.

Date of site visit: 31 August 2017

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to an end of terrace hip-roofed dwelling on the east side of Greenways Crescent. It is proposed to construct a new hip-roofed attached 2-bed dwelling on the north end of the building. The new dwelling will measure 5.5m wide and will the same depth as the existing dwelling, with no rear extensions. One parking space will be provided in front of the new building, accessed via an existing crossover, with one space also provided in front of No.68, via a new crossover. An existing detached garage in the north east corner of the site is to be removed as is a lean-to side extension on the north side of No.68 and a rear flat-roofed extension. The plot itself is between 9.5m and 13m wide and is an irregular shape. No.68 is to convert its roofspace to form a larger 3rd bedroom, with rooflights at the front and rear.

The land rises from south to north. To the north there is a grass verge with trees and shrubs which are outside of the site. The road bends 90 degrees to the east so the neighbouring dwelling to the east is perpendicular to the site and is located further north.

Relevant site history

None

Consultations

West Sussex County Council: The ***Highway*** Officer has no objection. Comments that they would ordinarily request 6m clear length between back edge of footway and doorway to allow means of escape. Nevertheless, with the entirety of the frontage being hardstanding would allow for a vehicle to park at angle without overhanging the highway. The parking arrangements are therefore deemed acceptable with one space being allocated per dwelling. The applicant should be aware that parking in a manner which overhangs the footway causing possible obstruction to the footway could be dealt with as an offence under Section 22 Road Traffic Act 1988 (leaving vehicles in a dangerous position on the road including verge) and Section 137 Highways Act 1980 (wilful obstruction of the free passage along a highway). Both of these acts are enforceable by Sussex Police. Any overspill parking on the

nearby road network is not anticipated to cause a highway safety concern though the LPA may wish to consider this from an amenity point of view.

No highway safety or capacity concerns to resist the proposals, subject to conditions and informative

Adur & Worthing Councils: The **Environmental Health** Officer recommends hours of working and dust suppression conditions.

The **Drainage Engineer** recommends condition requiring submission of surface water drainage details

Southern Water: Request informatives

Representations

6 letters of objection received from the occupiers of 66, 71, 72, 73, 79, 81 Greenways Crescent:

- Previous application to build a dwelling at No.77 was refused
- Located on a blind corner where parking is difficult
- Cars park on grass verges leaving narrow gap for traffic and emergency vehicles
- Increased pressure for parking, already made worse by Southlands Hospital housing development
- Loss of privacy
- Loss of light
- Increased noise and disturbance
- Loss of tree to form crossover
- Drainage system cannot cope with an additional dwelling
- Existing gaps are part of character of the street

Responses received from the applicant:

- New house is on a corner and will not affect neighbours
- Both houses will have their own parking areas
- Drainage is in excellent condition
- There will be no loss of trees or shrubs

Relevant Planning Policies

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 and Flats’
Submission Adur Local Plan (2016) Policies 1, 2, 3, 15, 19, 21, 37
National Planning Policy Framework (March 2012)

Planning Assessment

Principle

The proposal comprises new housing development 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 area.

Visual amenity

The proposed dwelling will match the proportions of the other houses in the terrace and it has been amended to include a hip roof to also match the majority of houses in the vicinity. While the new building will partially close the existing space to the north of No.68, a minimum of 4m will remain to the northern boundary which will help to maintain the spacious character of the Crescent. The visual impact of the new dwelling is further reduced by the presence of the grass verge and planting to the north which will provide a reasonable screen.

The provision of parking to the front of No.68 and the new dwelling will reflect the situation at a number of houses in the street, including at No. 66 to the south.

Overall, it is considered that the plot is large enough to comfortably accommodate a new dwelling without causing harm to the existing character and appearance of the street.

Residential amenity for proposed dwelling and No.68

The new dwelling will have a floor area of approximately 77square metres which exceeds the National Housing Standard of 70sqm for a 2 bed 4 person 2 storey dwelling.

The individual rooms meet the National Standard. A 3rd bedroom has been removed and replaced with a study as it fell short of the required room size for a bedroom.

The rear garden is 12m in length at its deepest point, reducing to 7m towards the north. A generous side garden is also provided and the overall area is sufficient for a 2 bed terraced dwelling.

The existing dwelling at No.68 will have a reduced garden of approximately 70 square metres, which is smaller than others in the terrace but which is nevertheless considered to be acceptable for a terraced dwelling (Council's DC Standard is 65 sqm).

Residential amenity for neighbouring dwellings

The proposed dwelling will not directly face any existing dwellings at the rear. The houses to the rear are positioned perpendicular to the site and are further north. Consequently, any views from the rear windows of the new house will be oblique and will face across the rear garden of No. 70 only. Views over the

garden are already possible from existing dwellings and it is not considered that any severe loss of privacy will occur.

The dwelling will be 14m from the corner of No.70 at its closest point and will be sited further south and west and on lower ground. It is not considered that any harmful loss of light (daylight or sunlight) will occur as a result.

The dwelling will face across the street towards No.71 but the separation distance is typical for the street and an objection on amenity grounds cannot be sustained.

Parking and Access

The development shows one parking space for the new dwelling and one space for the existing dwelling. The Highway Officer is satisfied with this arrangement and has no safety concerns. A small amount of overspill parking may occur which objectors state will worsen an already congested street. However, it is not considered that any on-street parking generated by this single dwelling will cause such harm to amenity as to warrant refusal.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials to match existing
4. Surface water drainage details
5. Removal of PD rights for new and existing houses
6. No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.
7. No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
8. No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.
9. Working hours
10. Dust suppression

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

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in

favour of sustainable development, as set out within the National Planning Policy Framework.

Southern Water x 3

Case Officer: Peter Barnett Date: 12 October 2017

Authorised by: Gary Peck Date: 12 October 2017