Expiry Date – 8/8, EOT to 16/8

Development Control – Delegated Officer Report

Application Number: AWDM/0956/19 Recommendation – Refuse

Site: 29 Buckingham Road, Shoreham

Proposal: Proposed additional floor to create 1no. 2 bedroom flat.

Neighbours checked: Y

Additional neighbour notifications: N

Date of Site Visit: 26.7

Site and Surroundings

This application relates to a 4 storey block on the west side of Buckingham Road close to the railway crossing and just north of the junction with Queens Place. Built in the 1960's the block is a modern infill on the end of this terrace and unlike anything else in the immediate vicinity. It is the tallest building in the area. To the south of this block is a Victorian villa over 4 floors, including lower ground floor, with terraced cottages beyond. To the immediate north is a pair of inter war two storey semi's beyond which are more villas and cottages. Opposite the site is the Shoreham Free Church with three storey 1970's flats to its north.

The building contains offices at ground floor and 3 flats on the upper floors. It sits back from the road and has a concreted forecourt capable of accommodating 4 cars. It is a brick and rendered building with vertical ribbed cladding on the upper storey under a flat roof. It has square bays stacked above the ground floor on the front elevation clad in upvc.

The site is not in a conservation area but its rear garden boundary borders Queens Place which is in the Shoreham Conservation area. It is not listed and no protected trees are affected.

Proposal

Planning permission is sought to add an additional floor in a pitched roof with front, side and rear dormers.

Relevant Planning History

127A/63 – Two shops with 3 flats. Granted 6/4/64

Consultations

Southern Water:

'Southern Water requires a formal application for a connection to the foul and surface water sewer to be made by the applicant or developer.
We request that should this application receive planning approval, the following informative is attached to the consent:
A formal application for connection to the public sewerage system is required in order to service this development. Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link https://beta.southernwater.co.uk/infrastructure-charges.

It is the responsibility of the developer to make suitable provision for the disposal of surface water. Part H3 of the Building Regulations prioritises the means of surface water disposal in the order

a Adequate soakaway or infiltration system
b Water course
c Where neither of the above is practicable sewer

Southern Water supports this stance and seeks through appropriate Planning Conditions to ensure that appropriate means of surface water disposal are proposed for each development. It is important that discharge to sewer occurs only where this is necessary and where adequate capacity exists to serve the development. When it is proposed to connect to a public sewer the prior approval of Southern Water is required.

Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. For further advice, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119), www.southernwater.co.uk or by email at developerservices@southernwater.co.uk.'

Highways:

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary
The proposal is for the Proposed additional floor to create 1no. 2 bedroom flat, it is located on and accessed via Buckingham Road which is a C-Classified Road subject to a 30 mph Speed limit.

Access
An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is operating unsafely.

Parking and Sustainability
A nil car parking provision is proposed for the new Flat. Under the WSCC Car Parking standards 1 car parking space may be provided for the proposal. Whilst o-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detriment to highway safety.

We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking.

The site is located in a sustainable location within walking and cycling distance to a range of public services, amenities and employment options. Bus and rail links provide a realistic travel opportunity for longer trips. It would be anticipated that future occupiers of the dwelling would not be reliant on the use of a private motor vehicle.

As a result, The Local Highways Authority (LHA) would like to see cycle storage space being implemented. This can be secured via condition.

Conclusion
The Local Highway Authority (LHA) does not consider that this proposal would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions should be applied:

Cycle Parking
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 to be submitted to and approved by the Local Planning Authority.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Technical Services: No objection.

Representations

Eight objections received summarized as follows:

1. Overlooking to rear gardens, homes;
2. Overlooking of adjoining house to north;
3. Loss of light;
4. Harm to setting of Shoreham Conservation Area;

5. Too tall, alarming precedent in this low rise area;
6. Totally out of place adjacent to a Victorian conservation area;
7. Another floor would highlight this carbuncle on Buckingham Road;
8. Disturbing during the build;
9. Too few consulted, poor neighbour notification by Council.

Relevant Planning Policies and Guidance

The National Planning Policy Framework 2019
Adur Local Plan 2017 Policies 1, 2, 3, 11, 15, 16, 17, 20, 22, 28, 33 and 35 including 'Development Management Standard No. 1: 'Space Around Dwellings' and Technical Housing Standards – nationally described space standard (DCLG 2015)

Planning Assessment

Principle

The principle of development can be supported as it creates an additional unit of residential accommodation in the built up area. For consideration is the impact of the proposals on the character and appearance of the area, including the adjoining conservation area, neighbour amenity, future occupiers amenity and highways.

Character/ Heritage

Policy 15: Quality of the Built Environment and Public Realm states:

'Development should be of a high architectural quality and respect and enhance the character of the site, and the prevailing character of the area, in terms of proportion, form, context, massing, siting, layout, density, height, size, scale, materials, detailed design features and landscaping. Development should:

- *Enhance the local environment by way of its appearance and character, with particular attention being paid to the architectural form, height, materials, density, scale, orientation, landscaping and layout of the development;*
- *Include a layout and design which take account of the potential users of the site;*
- *Incorporate the principles of securing safety and reducing crime through design in order to create a safe and secure environment;*
- *Make a positive contribution to the sense of place, local character and distinctiveness of an area; and not have an unacceptable impact on adjacent properties, particularly residential dwellings, including unacceptable loss of privacy, daylight/sunlight, outlook or open amenity space;*
- *Respect the existing natural features of the site, including land form, trees and biodiversity and contribute positively to biodiversity;*
- *Have safe access to the highway network, and not result in harm to highway safety;*
- *Have acceptable parking arrangements (in terms of amount and layout);*

This building is already anomalous in the street in terms of its age, proportions and design. It is a more recent and unfortunate infill which picks up nothing of the design details of the largely Victorian properties on this side of the road. It appears to be the tallest building in the street because it is fully four floors under a flat roof. The square bay detail at first floor and above adds to the incongruity of the building as they relate poorly to the angled bays on the adjoining villa in style and spacing.

To add a pitched roof to this building would draw further attention to this out of character infill property. It would make it clearly the tallest building in the street, notwithstanding the application drawings. Adding a pitched roof to this flat roofed building would add to its incongruity.

The proposal does not respect or enhance the character of the site or the local area. It's proportions, design, form, context, massing, siting, features and height are all at variance with its environment. It would not make a positive contribution to the sense of place, local character and distinctiveness of this area.

The building is clearly visible from Queens Place itself, between buildings. It is also clearly visible from neighbours gardens. It would neither preserve nor enhance the setting of the Shoreham conservation area.

Neighbour amenity

House in Queens Place are modest cottages in the main. They do not have long gardens. The building is already very imposing from Queens Place and 31 Buckingham Road's garden. The addition of another floor would be overbearing. These houses are already overlooked from the site. The addition of an additional bedroom dormer will not significantly increase the amount of overlooking. Overlooking from the side kitchen window could be addressed with obscure glazing and high level openings only if necessary.

In terms of light it is not considered that this pitched roof would significantly affect light to Queens Place houses. The nearest dwelling is 18 metres behind in Queens Place. The building is approximately 1200mm beyond the rear wall of No. 31. Significant light loss would not occur.

Living conditions of future occupiers.

A two bedroom, 3 person flat is to be created. Including skeiling area, the unit falls well short of the 61 sqm floorspace identified in the_Technical Housing Standards – nationally described space standard (DCLG 2015). Also, the main bedroom does not have a minimum floor area of 11.5 sqm. Cramped accommodation would be provided.

A small front facing balcony is proposed. This would provide satisfactory external space for the flat.

Highways

No additional off street parking can be provided. However, the site is in a very sustainable location being on the doorstep of Shoreham train station and local bus routes. The lack of additional parking is acceptable in this case.

Recommendation REFUSE for the following reason:

1. The proposed additional floor would, by reason of its siting, scale, form and design, represent an incongruous, visually discordant and prominent addition to the streetscene harmful to the character of the area and to local distinctiveness. Its unsympathetic scale would also detract from the setting of the adjacent conservation area failing to preserve or enhance its character and appearance. As such the proposal is considered contrary to policies 15, 16 and 17 of the Adur Local Plan, and the National Planning Policy Framework.

2. The proposed additional floor would, by reason of its scale and proximity to neighbours represents an unneighbourly and overbearing form of development. As such the proposal is considered to be contrary to policy 15 of the Adur Local Plan, and the National Planning Policy Framework.

3. The proposed unit has inadequate and cramped floorspace that falls short of the standard identified in the DCLG's Technical Housing Standards – nationally described space standard (2015). As such it would provide cramped accommodation harmful to future occupiers living conditions contrary to adopted Local Plan policies 15 and 20 and the National Planning Policy Framework.

Informative

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing those with the Applicant. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason(s) for the refusal, approval has not been possible.

Is recommendation contrary to any representations? No.

Case Officer signed:	MOK	Date: 16.8.19
Authorised and signed by:	Peter Barnett	Date: 16 August 2019