Development Control – Delegated Officer Report

Application Number: AWDM/0338/19 Recommendation – APPROVE

Site: 170 Church Green, Shoreham-by-Sea, BN43 6JW

Proposal: Conversion and extension of garage to provide annexe for family member

Date of site visit: 08.05.2019

Neighbours checked: Y

Additional neighbour notifications: N

Site, Surroundings and Proposal:

The property is a semi-detached (with no. 171), two storey dwelling and has a brick built semi-detached garage (with no. 169), the garage has a high pitched roof, and is located within the rear garden. Behind the garage and in the other rear corner of the garden are 2no. mono-pitched roofed sheds, both sited approx. 500mm from the rear fence. The rear paved area on which the sheds stand is raised in height from the lawn. The shed behind the garage has a step into it and looks like a summer house. The application site and its neighbour no. 171, both have rear conservatories.

The application seeks permission to replace the garden sheds with a pitched roof brick building across the rear boundary which will link into the existing garage. Thereby making an 'L' shaped building. The garage will be converted to form living accommodation, and the whole of the 'L' shaped building will contain 1no. bedroom; 1no. bathroom; 1no. living room; and storage cupboards. There will be no kitchen within the structure.

The new rear building will measure approx. 8.2m wide x 4m deep x 3.5m high, and will be sited approx. 300mm from the rear and side boundaries.

Relevant History: None

Consultations:

Southern Water: Require informatives to any permission

WSCC Highways

"The proposal is for the conversion and extension of garage to provide annexe for family member, it is located on Church Green which is a un-Classified Road subject to a 20 mph Speed limit.

Access and visibility
Visibility is sufficient from the existing arrangement. 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, turning and sustainability
The applicant has not submitted any plans showing current parking arrangements but upon inspection of WSCC local mapping the LHA can determine that there is adequate parking space already present and does not impact upon the Publicly Maintained Highway, any additional parking can be made up on street.
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 not be anticipated that future occupiers of the dwelling would be reliant on the use of a private motor vehicle. Due to loss of cycle parking from the removal of two sheds and the conversion of the garage, we would request that another covered lockable facility is provided as an alternative.

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:

Conditions

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."

Environmental Health:
Private Sector Housing - No objection on PSH grounds

Drainage Engineer:

> *"The site lies in flood zone 1 and may be susceptible to surface water flooding during extreme rainfall.*
>
> *The area where this development is proposed is all currently occupied by roofs or hardstanding's, which appear to cope with runoff with no problems; – therefore surface water runoff will not be increased. However if the proposals are permitted the surface water runoff will need to be disposed of in a more organised manner via a soakaway.*
>
> *Therefore the applicant needs to assess if the use of a soakaways is viable on this site. The proposed location for the soakaway will need to be more than 5m from existing or new structures, and there will need to be a soakage test undertaken at that location to ascertain if a*

soakaway will adequately empty. There appears from the drawings to be sufficient area to adequately site soakaways.

Therefore in the absence of any ground investigation details or detailed drainage details in support of the application we request that should approval for this new build be granted it be conditional such that 'no development approved by this permission shall commence until full details for the disposal of surface water has been approved by the Planning Authority'

Soakage tests in accordance with DG 365 (2016) or similar would be required to be undertaken on the proposed site to provide the data to ascertain the size of the soakaway required for the total impermeable area."

Representations: One letter of objection from 160 Church Green

Concerned about the loss of light to our property that would occur should the proposal take place.

Relevant Planning Policies

Adur Local Plan: Policy 15
National Planning Policy Framework (2019)
National Planning Practice Guidance

Planning Assessment

There is no objection in principle to the extension for an annex, subject to its effect on the neighbouring properties with regard to character and appearance of the dwelling and the locality.

Visual Amenity:

The existing garage will be converted into living accommodation and thereby the physical structure will remain, the only changes being the front elevation will lose the large car doors and will be bricked up instead. A window will be installed within the side elevation i.e. facing into the garden area of no. 170.

The existing sheds will be replaced by a brick structure with the former gap between the sheds infilled too by the brick structure. This structure will have a shallow pitched roof with the ridge height being 3.5m.

It should be noted that the original plans submitted had a high pitched roof with a ridge height of 4m. This reduction is an improvement as, although the eaves height will remain the same as before (2.5m), being above the fence line of no. 160/159 Church Green, it is not considered that this height would significantly affect the visual amenities of the neighbouring properties. The 3.5m ridge height will be some 2.5m from the boundary line, which because of the low slope is not considered to result in material harm onto the neighbouring properties, both of which are sited some 13m (no. 160) and 15m

(no.159) from the boundary. Both of the neighbouring properties have some form of landscaping within their gardens, which will currently help soften the views to the new rear structure.

No windows are proposed on the rear elevation, and a suitable condition on any approval to prevent windows on this elevation, would be appropriate.

Residential Amenity:

The properties that could be affected by the proposed new brick structure would be no.'s 159 and 160 Church Green to the rear together with the adjoining neighbours no. 171 to the north, and no.169 to the south.

The properties to the rear will see the top part of the elevation of the building up to the eaves and the sloping of the roof to the ridge, but the view of the structure and its height is not considered to materially affect the residential amenities of those properties by reason of overshadowing or overbearing, and as there will be no windows on the rear elevation, there will also be no overlooking to those properties.

The property to the north, no. 171 Church Green, and south, no. 169 Church Green, currently view a shed at this point, and although it is noted that the new brick structure will be longer and higher than the existing shed, it will be located to the top end of the garden, thereby minimizing its impact onto the neighbours. Further it will be some 8m from the rear of the conservatory to no.171. Again, there will be no windows on either of the side elevations and a condition preventing this would be appropriate. No. 169 to the south will not readily view the new brick structure as their existing garage, being attached to the applications garage, will screen the view of the new structure

Recommendation

APPROVE subject to the following conditions.

1. Approved plans
2. Materials to match existing
3. No additional windows to rear and or sides
4. Ancillary accommodation
5. Surface water disposal

Informative

1. Approved following revision
2. Formal application for connection to sewerage system
3. Sewer maybe on site

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

Case Officer: Eve Hearsey Date: 19.06.2019

Authorised by: Peter Barnett Date: 19 June 2019