Development Management - Delegated Officer Report

Application Number: AWDM/0960/20 Recommendation – APPROVE

Site: 54 Cokeham Road, Sompting, Lancing

Proposal: Demolition of front wall, chimney and conservatory to east. Proposed roof extension from full hip to barn-hip end, roof lights to front and 1no. dormer with Juliet balcony to rear. Alterations to rear conservatory to provide new flat roof and windows, construction of single-storey extension to east side/rear. New front wall/fence and sliding timber gates.

Date of site visit: use of photos and street view

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site is a semi detached bungalow with hipped roof and side attached flat roof garage. There is a conservatory and flat roof extension to the rear extending behind the garage. There is a low wall and gates to the front driveway. There are similar properties within the street scene; adjacent to the bungalow is the Sompting United Reformed Church. A parade of shops and two storey buildings are opposite.

Consent was originally sought for a hip to gable extension to the side including the space above the existing garage. This included the conversion of the roof with front dormers and a rear dormer with two Juliette balconies. Also proposed was the removal of the rear conservatory and side extension and replacement with a flat roof extension the full width of the rear of the property, (same footprint as existing.) In addition, an in and out vehicular access was proposed with gates and a front wall.

Amended plans have been received following negotiations with the agent in relation to the front and rear dormers and the vehicular accesses and boundary treatment to the front. The front dormers have been removed and replaced with velux windows, the rear dormer has been altered to include one Juliette balcony. Following WSCC highway comments it was considered that the in/out driveway could not be supported and that a single access must remain. This is shown on the amended plans with lower level boundary treatment and gates.

Consultations

West Sussex County Council: The **Highways Authority**: -

The proposed plans indicate that the existing access will be retained in this location and a second access proposed to provide an in/out arrangement. Although splays have not been provided, visibility at the proposed access appears sufficient for the

anticipated road speeds in this location, with splays achievable within the publicly maintained highway.

A license to construct the vehicular crossover would need to be obtained from the Adur & Worthing Area Engineer. I have consulted the Area Engineer for Adur & Worthing who has confirmed that a licence would not be granted for the second access at this location as this area is subject to a policy that does not permit a second crossover to any property, due to the existing parking pressures and the loss of on-street parking provision for neighbouring residents. It is recommended that the LPA consider the amenity impact of the proposed development should permission be granted. The LHA acknowledge the Area Office's guidelines regards second accesses. Nevertheless, from a highway safety point of view the LHA could not substantiate grounds to resist the proposal. The potential loss of an on-street parking space would not cause a highway safety reason for refusal.

The proposed plans indicate that a sliding gate would be provided for each access. These should ideally be set back a minimum of 5m from the back edge of the highway to enable a vehicle to wait clear of the carriageway whilst the gates are in operation. The proposed gates would sit approximately 3.7m back from the edge of the carriageway, as such, a vehicle could obstruct the carriageway whilst in operation. The LHA note that a gate is currently present at the existing access, so would not be in a position to the object to the proposed gate in this location. The proposed alterations and extensions would result in one additional bedroom for the dwelling. The WSCC parking demand calculator expects that a minimum of three parking spaces would be required for a dwelling of this size and location. The proposed in/out access would provide parking provision for two vehicles. The existing garage will be retained, although at 2.4 x 4.2m internally, this is unlikely to be able to accommodate a standard sized vehicle.

The proposed in/out access would enable a vehicle to exit onto the public highway in a forward gear. Currently there is no provision for vehicles to turn on site. Given that the Area Office would not permit a licence for a second crossover in this location, the applicant is advised to consider modifying the plans to remove the proposed second access, provide a third parking space on the site frontage and provide a turn on site for vehicles to exit in a forward gear. The applicant is advised that each parking space should be a minimum of 2.4 x 4.8m as per Manual for Streets, and a minimum clear area of 6m to the rear of each parking space would enable vehicles to turn.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts 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. However, the Area Office has confirmed that a licence for a second access would not be granted in this location. If the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions

Access (Access to be provided prior to first occupation)

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 plan.

Reason: In the interests of road safety.

Car parking space (details approved)
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.
Reason: To provide car-parking space for the use
Informative
Vehicle Crossover – Minor Highway Works
The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/
Online applications can be made at the link below, alternatively please call 01243 642105.
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-cr
ossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-applicationform

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017 Policy 15
'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings''
National Planning Policy Framework (February 2019)

Planning Assessment

Principle

The proposal comprises upgrading the existing housing stock 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 dwelling and its surroundings.

Visual amenity

The proposed works are clearly visible within the street scene. The hip to gable extension across the side garage will increase the bulk and scale of the building when viewed within the street scene, however it is not considered to be out of keeping in this case. The hip to gable form is not uncommon in the street scene, the removal of the front dormers gives rise to a design which is more in keeping with the character and appearance of the street scene. As proposed originally, these were dominant and bulky in relation to the bungalow.

The rear dormer although large is not out of character with other similar developments nearby, the Juliette balcony is acceptable here, as it will not be visible within the street scene. The rear extensions are replacing existing development and the flat roof design is more modest and uniform that the existing design. Materials will be used to match existing.

The front boundary treatment, wall and gates have been reduced in height and represent that within the surrounding locality. There are low level walls and fences to properties frontages within the street scene. The plans as amended show a more acceptable development than the original submission with a high level dominant means of enclosure.

Residential amenity

The main property to be affected is the attached bungalow to the west; there are extensions adjacent to the boundary at this property. The proposed conservatory is to be rebuilt with a lower roof than existing adjacent to the boundary, it will be no greater in depth. No windows are proposed on the side elevation. There will therefore be no greater impact here than existing. The dormer may result in increased overlooking to the side toward neighbouring gardens however this is not uncommon in residential areas such as this and overlooking will not be direct.

To the east is the neighbouring church, the roof extensions bring the bungalow closer to this boundary however there will be no adverse impact in terms of residential amenity due to the land use here. The side extension is to be rebuilt on the same footprint with less windows on the eastern side elevation so improving the current situation where a number of windows are along the side facing toward the boundary. The works will not result in any detriment to residential amenity.

Highway Matters

As was requested by the Highway Authority the additional access has been removed from the application with the existing access retained. The gate is acceptable as it replaces existing gates at the site. Off street parking and turning space is provided on the site frontage. The Highway Authority has advised that the proposals would not have an impact upon highway safety in this case.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials to match existing
4. No additional windows on the east or west elevation of the extensions.
5. The parking spaces and access shall be constructed in accordance with the approved plans. The areas of land so provided shall not thereafter be used

for any purpose other than access and parking of vehicles incidental to the use of the dwellling.

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

1. Proactive with amendment
2. Contact highways authority for consent to carryout work to highway.

Case Officer: Hannah Barker Date: 14th September 2020

Authorised by: Peter Barnett Date: 15 September 2020