Development Management - Delegated Officer Report

Application Number: AWDM/1675/21 Recommendation – APPROVE

Site: 26 Old Fort Road, Shoreham-By-Sea

Proposal: Single storey rear extension with balcony above, extension to the front to form a garage with a room within the roof space above, new slate roof, new timber gates and stone clad wall with timber panels to front, addition of photovoltaic panels to top of roof with balustrade around

Date of site visit: 19th October 2021

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site is a detached two storey dwelling on the south side of Old Fort Road. Old Fort Road is a street characterised by properties of differing style, design and appearance built at different times with many more recent contemporary large scale developments. Similar to other properties on this side of the road the dwelling house is set back with a deep frontage driveway and garden. The beach is to the rear with a rear hard landscaped garden and first floor balcony. There are two first floor rear projections with the balcony in between the property is currently rendered with a tiled roof. There is an integral garage.

Consent is sought to extend and remodel the dwelling house. A front extension is proposed projecting forward to provide a garage with connecting ground floor extensions with guest accommodation in the roof space with side facing dormer. A single storey extension is to be constructed to the rear with balcony above. The property is to be rendered with a slate roof, the plans show ‘Green walls’ to the front and to the side elevations to the rear as privacy screens for the balcony. Ornate balcony balustrade is proposed with matching balustrade on the roof enclosing proposed photovoltaic panels.

The timber gates and stone clad wall proposed to the property frontage are 1 metre in height.

Consultations

West Sussex County Council: -Highways Authority: -

The proposal is for an extension and building alterations.
The application site is found on Old Fort Road, a public kept, low trafficked, unclassified road subject to a 30-mph speed limit and set within an urban setting. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.
Access & Visibility

An established access point serves the existing dwelling. No changes to the access are proposed. WSCC local mapping shows the access benefits from adequate visibility splays (2.4 x 43 metres) within the public highway.
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 collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is currently operating unsafely.
With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the existing access.
Vehicle Parking The WSCC Parking Demand Calculator recommends the existing 6-bedroom dwelling shall have no less than 3 vehicle parking spaces. When reviewing the proposed alterations which seek to downsize the bedroom count to 4, the recommendation stays the same. The LHA uses this conclusion when reviewing the proposed parking provision outlined below.
The applicant has provided a hardstanding area measuring 8 x 19 metres and a Garage measuring 6.8 x 5.4 metres.
For the LHA and MfS to consider parking spaces towards the provision of a site they must first meet minimum requirements of,
. Single bay parking space or carport - 2.4 x 4.8 metres,
. Single garage space - 3 x 6 metres (Internally),
. Single parallel parking space - 2 metres (obstruction free i.e. fence) or 2.4 metres x 6,
. Disabled Bay parking - 2.4 x 6 metres,
. Disabled Tandem parking - 2.4 x 6.6 metres,
. Hardstanding space abutting an exit deemed an emergency escape – 2.4 x 6 metres.
Following the above guidance, the LHA supplies the following comments.
The proposed garage does not meet the minimum requirements for Vehicle Parking, instead the LHA will comment on the utility a garage provides outlined in the Cycle Parking section below.
The Parking Area could accommodate 9 cars. However, such a provision would not be practical and would likely be more in the range of 4 cars.
To summarise the LHA raises no concerns over the Vehicle Parking.
Cycle Parking Upon inspection of the plans and supporting documents the LHA concludes that the applicant proposes to supply a NIL cycle parking provision. The LHA advise the following,
The LHA wish to inform the applicant that MfS and WSCC guidance also considers the utilities a garage provides, specifically the cycle storage aspect. As such, the LHA believes it reasonable to presume that the garage will provide cycle parking and can be conditioned as such(condition found below).
To summarise the LHA raises no concerns over the Cycle Parking.
Electric Vehicle (EV) Parking In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Adur Local Plan policy. Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via a suitably worded condition which is advised below.
Turning

The applicant has not provided turning. The LHA believes that the absence of such a provision would not detrimentally affect the safety of the highway (as per MfS guidance), due to the slow, lightly trafficked nature of Old Shoreham Road, where breaks in traffic are frequent and manoeuvres are done so by multiple dwellings along the same road. It should also be noted that the driveway is large enough that a turn on site, if needed, can be executed.
To summarise the LHA raises no concerns over the lack of illustrated turning.
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 111), and that there are no transport grounds to resist the proposal.
The LHA advises the LPA that if they are mindful to permit the above application than to attach the following conditions:
Conditions
Parking
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 always thereafter be kept for their designated purpose.
Reason: To provide car-parking space for the use
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.
Electric Vehicle Charging Spaces
No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

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 (July 2021)
WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

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 changes to the building in terms of the front wall and gates, front extension, roof balustrade and changes to materials and green wall will be clearly visible within the street scene. The changes and variation in style and appearance of the dwelling are in keeping with the eclectic character of the street scene. The changes proposed will complement the existing built environment. The scale of the building will be increased from existing particularly when viewed from the front with the front addition with rooms in the roof. The principle of such a front projection is acceptable in this case. There are many examples of front projections forming garages and out buildings on the south side of Old Fort Road and these now form a distinctive character. The first floor addition does give rise to a large bulky front extension. However on balance this is considered acceptable. It has a fully hipped roof which helps to reduce the bulk and it is set back from the front boundary by just over 11m, in common with other front extensions and outbuildings in the street. The side dormer is modest and side facing and the eaves are low; it has been designed in a subservient style. It is also clear that a precedent has been set for first floor accommodation within front projections with other examples scattered along this side of Old Fort Road, albeit modest and not overly prominent as in this case there are other similar developments as existing.

The front wall and gates will be higher than the existing dwarf brick wall however being limited to 1 metre in height this is still a low level means of enclosure and consistent with the height of other more recent development along this street. The unique design and use of materials proposed is also consistent with the variation within the street.

The rear single storey extension is a large addition however the majority is infilling the recessed central section to the rear. It does not extend beyond the rear of the adjacent dwellings and in terms of the overall scale of the building does not represent over development and is in keeping in scale with the existing dwelling and character of the locality.

The balustrade to the roof increases the height of the ridge slightly however this is a feature which contributes to the unique style of the building and links to the proposed rear balcony balustrade. It screens the PV panels and the flat roof, it is of no concern in this case in terms of visual amenity or impact upon the wider street scene within the context of the varied character here.

Residential amenity

The main properties to be affected by the proposed development are those either side. The development will be visible from the properties opposite however no adverse impact will occur that would warrant a refusal in this case. The extensions are well set back in the site and are consistent in scale with other adjacent development.

To the east is a chalet bungalow in a contemporary style with a glazed balcony to the rear. The proposed single storey extension will not project beyond the rear of this adjacent bungalow. There is no screening currently to

the side of the balcony to the east however the proposed balcony at the application site will be screened therefore no overlooking will occur.

To the west the adjacent property is built on the boundary. There is a first floor balcony adjacent to the boundary to the rear and a ground floor extension with side windows facing onto the site. The single storey rear extension will be alongside this existing single storey development. However the proposed screens will limit any overlooking and the side facing windows adjacent will lose some light and outlook however the main aspect is to the south therefore this is not of concern and does not warrant a refusal. There are no other side windows on this neighbouring property as existing.

The front projection will be forward of the front of the neighbour to the west. There is vegetation screening on the boundary and the window adjacent is small and does not appear to serve a habitable room therefore it is not considered that any significant loss of light or outlook will occur in this case despite the depth and scale of the extension.

Highway Matters

The Highway Authority has requested that a condition be attached to provide an Electric vehicle Charging Point, a condition has been attached. Also requested was a condition relating to parking and cycle parking. It is not considered that these conditions are required in this case. Ample off street parking is provided at the site and this is to remain and cycle parking can be provided within the proposed garage as required by the applicant.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials as shown on approved plans render and slate roof living walls and balcony screens.
4. No use of balcony until screens have been installed and shall remain in place at all times.
5. No windows on side elevations and obscurely glazed as shown on proposed drawings.
6. Electric charging point.
7. Ancillary accommodation only.

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

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Case Officer: Hannah Barker Date: 1st November 2021

Authorised by: Peter Barnett Date: 2 November 2021