Development Control – Delegated Officer Report

Application Number: AWDM/0033/20 **Recommendation – APPROVE**

Site: **21 Church Street, Shoreham-by-Sea, BN43 5DQ**

Proposal: **Demolition of existing garage and wall fronting Middle Street, Proposed replacement double garage to rear (west) of property, with access from Middle Street.**

Date of site visit: 14.02.2020

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application property is located on the west side of Church Street within the town centre of Shoreham-by-Sea and within the Medieval Core of Shoreham. The site is also within the designated Shoreham Conservation Area.

The street comprises predominantly terraced housing with the application site being stepped back from its neighbour no. 23.

The properties within this part of Church Street directly abut Middle Street to the west. Many of the properties from Church Street have rear garages which are accessed from Middle Street.

Planning History:

AWDM/1429/14 Single storey rear extension to incorporate basement staircase. **Approved 08.01.2015**

SU/196/88/TP Garage at rear (with access off Middle Street) **Approved 17.10.1988** **(**No. 19 Church Street)

Consultations:

ADCAG No objections to being approved

WSCC Highways:

Proposal Summary
The proposal is for the demolition of the existing garage and wall fronting Middle Street, with a replacement double garage to be constructed. The

application site is located on Church Street. However, the site vehicle access is via Middle Street a publicly maintained unclassified one-way (North – South) road subject to a 20 mph speed limit.

Access
The applicant has not demonstrated visibility at the access point. However, inspection of WSCC local mapping shows that visibility at the access will be 2.4 x circa 4 metres. This is below standards (34 metres at road speeds of 20 mph as per Manual for Streets (MFS)). However, the Local Highways Authority (LHA) believes that the slow, narrow, one-way nature of Middle Street, partnered with the current situation of other residential properties with the same practice would result in vehicles entering in a slow careful manner by both the current and future occupiers of the dwelling.

It is also appreciated that the majority of approaching vehicles will be moving in a similar manner along Middle Street, where forward visibility is adequate, allowing approaching vehicles the ability to see emerging vehicles.
There is also a garage existing on site, and it would be difficult to substantiate this will result in a material intensification of use. 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 assess is currently operating unsafely.

Vehicle Parking and Cycle Parking
The applicant has submitted a plan indicating a two car parking provision located within a double garage with measurements 5.2 x 5.2 metres.
WSCC uses guidance layout by MfS when looking at garage dimensions. This states that for a garage to be considered 'double' if the internal dimensions measure 6 x 6 metres. So while strictly it would not be considered that the garage counts towards an allocated parking provision the same is true of the existing situation and therefore there is no net change in terms of parking provision or on street demand.

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.

Representations: None received

Relevant Planning Policies

Adur Local Plan 2017 Policy 1, 15, 17, 28
DM Standard No.2 SPG - Extensions and alterations to dwellings
National Planning Policy Framework (2019)
National Planning Practice Guidance

Planning Assessment

Principle

There is no objection to the proposed development for a larger garage off Middle Street to the rear of 21 Church Street.

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the designated Conservation Area.

The Character and Appearance of the Conservation Area

The proposed development for the detached garage is located at the rear of the Church Street dwellinghouse and is accessed off Middle Street. The building directly opposite the proposal within Middle Street is a public toilet facility; together with the access to the public car park directly behind the public conveniences.

There are many flint boundary walls within Middle Street, and a walk along Middle Street will reveal that the rear boundaries of the residential properties within Church Street directly abut the Middle Street highway, and to add to this, many have garage doors within the boundary walls, with several of them having wide garage doors, i.e. direct neighbour no. 19.

It is therefore concluded that the character of the Conservation Area within Middle Street is mixed and at the point where the development will be visible within the Street, it will not result in a loss of character or appearance of the designated area.

Visual & Residential Amenity

The site currently contains an existing sectional garage and a timber shed at the rear end of the garden of the dwellinghouse, close to Middle Street, and indeed the existing garage opens onto Middle Street. Within the garden is a path that leads from the dwellinghouse to the rear gate onto Middle Street, and one side of the path is the shed whilst the other side is the garage.

The proposed double garage will fill the width of the garden and will have a pedestrian door and a window facing into the resultant garden area; a wide garage door abutting the highway (Middle Street). The operating mechanism of the door is shown as a ‘roll over electric door’ and the material of the door is not indicated. Therefore a condition on any approval requiring details of the material for the door would be reasonable, given that the site is within a Conservation Area.

The materials for the new resultant end wall around the garage door, abutting Middle Street, is shown to be “Existing facing brick wall adapted in matching brickwork with Chichester grit cement coping/mortar to match no. 19”, this too can be conditioned on any approval, for the avoidance of doubt.

Highway Safety

The Highway Authority has no objection on highway safety grounds.
There is an existing garage and it would be difficult to substantiate that this proposal will result in a material intensification of use.

Garage dimensions do not strictly comply with West Sussex standards so it would not be considered that the garage counts towards an allocated parking provision. However, the same is true of the existing garage and therefore there is no net change in terms of parking provision or on street demand.

Recommendation

APPROVE subject to the following conditions.

1. Approved plans
2. Standard time limit
3. The new resultant external wall fronting Middle Street surrounding the new garage door shall be facing brickwork to match the existing bricks together with the use of Chichester Grit Cement Coping /Mortar
4. No windows in side elevation
5. No development shall take place until full details of the design and appearance of the garage door and its opening mechanism have been submitted to and approved in writing by the Local Planning Authority. The garage shall be completed in accordance with the approved details.

Informative
1. Approved following amendments

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

Case Officer: Eve Hearsey Date: 11.03.2020

Authorised by: Peter Barnett Date: 13 March 2020