Development Management - Delegated Officer Report

Application Number: AWDM/1571/17 Recommendation – Approve

Site: 21 St Julians Close, Shoreham-By-Sea

Proposal: Proposed 2 bedroom end of terrace house attached to No. 21 St Julians Close with single-storey rear extension. Alterations to No. 21 St Julians Close including single-storey rear extension and rear dormer. A total of 4 no. parking spaces to serve both dwellings with new vehicular access.

Date of site visit: Seen previously

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application property is an end of terrace dwelling located on the north side of St Julian's Close. It is a corner plot with a side garden of maximum 8m width which is presently used to park several vehicles, and which is separated from the rear garden by a fence. There is a row of garages to the west side of the rear garden. Planning permission was granted in 2010 and again in 2017 to construct a part two storey/part single storey extension at the rear and to convert the roofspace into living accommodation with a rear dormer.

This application seeks consent to construct a two storey extension at the side of the dwelling to provide an end of terrace 2 bed dwelling. The extension will comprise a two storey dwelling with ground floor rear extension. The application also proposes to amend the permitted extension at No.21 to a single storey rear extension and rear dormer, to match the proposed dwelling.

The proposed dwelling will measure 5.5m wide, to match the adjoining dwelling. It will also be the same depth and height. Four off street parking spaces are to be provided, to serve both dwellings, utilising an existing crossover to serve the new house and a new crossover and hardstanding in the front garden of the existing house.

The existing rear garden for No. 21 is to be largely retained for that dwelling (75sqm). The new dwelling will have a smaller garden of approximately only 36sqm. Bin and bike stores are to be provided in the rear garden.

The application has been amended since the original submission to remove a rear dormer and third bedroom in the loft space. The reason for this was to reduce the size of the house to a 2 bedroom property to enable a reduced garden area requirement (50sqm rather than 65sqm). While there will be a shortfall, it will be only 14sqm which is considered to be more acceptable.

Relevant site history

ADC/0482/10 - Proposed two storey side extension with rear dormer to form 2no. flats (1 x 1-bed at ground floor and 1 x 1-bed at first floor/second floor) – withdrawn after s106 was not progressed

AWDM/0179/17 - Proposed loft conversion (with rear dormer) and part single-storey/part 2-storey rear extensions. (Re-submission of approval ADC/0145/10) – approved

AWDM/0960/17 - Proposed two storey development to west side to create 2 no.one bedroom flats – withdrawn

Consultations

West Sussex County Council: The **Highway** Officer has no objection. The proposed car parking arrangements and new dropped kerb have not been indicated on a site plan. From an inspection of the elevation plans the protrusion of the porch way appears to be omitted from the existing dwelling and thus 4.8m clear depth on the frontage of the existing dwelling is available for 2 x cars to be accommodated off street without overhanging the footway.

The existing crossover and space for two vehicles will be utilised for the new dwelling. On the basis of two spaces being allocated per dwelling the WSCC Car Parking Demand Calculator envisions a total demand for 5 x spaces. The LHA acknowledge local concerns regards on-street parking pressures however we do not consider that this shortfall in a single space would cause a highway safety concern. The no through road is lightly trafficked with vehicle speeds anticipated to be slow due to the nature of the close and the current on street parking acting as a traffic calming feature. Although the junction does not benefit from waiting restrictions through junction protection, any illegal parking could be dealt with as an offence under Section 22 Road Traffic Act 1988 (leaving vehicles in a dangerous position on the road including verge) and Section 137 Highways Act 1980 (wilful obstruction of the free passage along a highway.) Both of these acts are enforceable by Sussex Police. The LPA may wish to consider the impact on additional on-street parking from an amenity point of view.

We would advise that details of the proposed access and car parking spaces are secured via condition and that a licence for these works on to the highway would be required.

The site is within walking distance of a number of a local facilities and amenities. Shoreham Train Station is a 6 minute cycle ride and bus stops with various services are closer. The LHA are satisfied that sustainable modes of transport have been encouraged and are realistically achievable in this location.

The LHA does not consider that the proposal would have ‘severe’ impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

Adur & Worthing Councils: The **Environmental Health** Officer has no concerns.

Advises that precautionary contaminated land condition is imposed

Southern Water: Recommends informatives

Representations

8 letters of objection received from the occupiers of 16, 17, 18, 19, 20 St Julians Close, 15 Nursery Close, 18 Chiltern Close, 32 Olive Road (Hove):

- House will not fit in and will spoil character of the area
- Building work will cause disruption and noise
- Overlooking
- Small cul de sac already suffers from illegal and dangerous parking
- Road has heavy footfall of school children and pedestrians
- Increased risk to safety
- Increased congestion
- Road is overcrowded already
- There are a number of vehicles parked on the site which will be displaced onto the street
- Proposed parking spaces are too small and inadequate in number
- Loss of hedge
- Tall trees on north boundary are a hazard

Relevant Planning Policies

Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2, AH7 and Appendix 11 'Supplementary Planning Guidance' comprising Development Control Standard No.2 'Space Around New Dwellings and Flats', Development Control Standard No.3 'Extensions and Alterations to Dwellings'
Submission Adur Local Plan (2016) Policy 15, 21
National Planning Policy Framework (March 2012)

Planning Assessment

Principle

The proposal comprises upgrading and increasing 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 and character

The extension will be at the side of the dwelling and will be prominent on this corner plot. However, it will match the style and appearance of the existing dwellings and will fit relatively comfortably within the plot without harming the street scene. No.12 opposite has previously carried out a two storey side

extension which has closed the gap to the west on the opposite corner. While the current proposal will be wider, it is considered that it will have a similarly acceptable visual impact to the extension opposite.

The existing garden contains various vehicles and the development will tidy up this corner of the Close. The existing boundary hedge is shown as being cut back but retained and this can be secured by condition.

Residential amenity

The extension/dwelling is at the end of the terrace and will not adversely affect adjoining occupiers to any significant degree. At the rear (north) there is a garage block and the nearest dwelling beyond is approximately 30m away. To the west, 18 and 19 St Julian's Close are 14.5m away, which exceeds the minimum 14m separation distance specified in DC Standard No.2. There are no first floor windows proposed for the side of the new building.

To the south, No.12 is opposite the front of the proposed house and will be no more overlooked than that which is currently experienced by other houses facing each other in a normal streetscape. The separation distance is the same as for all dwellings in the street and no loss of amenity will arise. The attached dwelling to the east will not be adversely affected as the proposed rear extension will mirror that of the extension now proposed at No.21 itself. The proposed rear extension is only 2.5m deep and will not cause a loss of amenity for either dwelling if only one of the dwellings proposes to carry out the extension.

The proposed dwelling satisfies the national Housing Standards for a 2 bed dwelling. With regard to the amenities for the proposed occupiers, the garden area for the existing dwelling remains at a comfortable 75sqm which accords with the DC Standard advice for a 3 bed terraced dwelling (65sqm). The new house, as amended, will have a rear garden of only 36sqm, however, which is smaller than that recommended in the DC Standard (50sqm). However, the garden is large enough to accommodate a bike and bin store and still leaves adequate space for drying clothes and for sitting outside. On balance, it is considered that the amount of amenity space is satisfactory and would not be sufficient reason alone to refuse the application. Removal of PD rights for future extensions and outbuildings will be necessary, however.

Parking and access

The proposal includes two parking spaces for each dwelling. The Highway Officer has acknowledged the concerns of local residents with regard to congestion and on street parking problems. However, they do not have a highway safety concern. They have advised that the no through road is lightly trafficked with vehicle speeds anticipated to be slow due to the nature of the close and the current on street parking acting as a traffic calming feature.

From an amenity point of view, two parking spaces each are to be provided for both dwellings which is considered to be acceptable and any additional on-street parking is not likely to be of such a scale as to materially worsen the

current situation. The applicant has confirmed that the existing vehicles on the site will be removed and stored at another site. The parking spaces to be provided will be for the new and existing dwelling only.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials to match existing
4. Car parking and access
5. Cycle parking
6. Site set up
7. Hours of working
8. Removal of PD rights
9. Drainage

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

- The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

- Highway License

- Southern Water

- Precautionary contaminated land

Case Officer: Peter Barnett Date: 1 December 2017

Authorised by: Gary Peck Date: 1 December 2017