6Development Management - Delegated Officer Report

Application Number: AWDM/0469/18 Recommendation – Approve

Site: **Two storey extension to south elevation. Extension to single storey building on east elevation plus roof conversion to include dormer to south roofslope and roof lights to south and north roofslopes. Conversion of existing car park into communal amenity area for flats. Formation of 5 parking spaces on land to east with associated landscaping**

Proposal: **Dovecote Mews, Chanctonbury Drive, Shoreham-By-Sea**

Date of site visit: 6 June 2018

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

This application is seeking permission for a development that was originally approved in 2008 (ADC/0274/08) and again in 2015 (AWDM/1837/15) for an extension to the existing flats at Dovecote Mews. The property comprises a part 2 storey/part single storey building originally built as a shop in 1981 with a 3 bedroom flat above. Permission was granted in 2000 to convert it into 5no. 1 bedroom flats (SU/153/00). There is a small parking area at the rear of the building with access from both Chanctonbury Drive and The Lynchetts.

Permission was refused and subsequently dismissed on appeal for a 2 storey extension on the south side of the building and rooms in the roof of the single storey element fronting Chanctonbury Drive, to form 2 x one bedroom flats, 2 x two bedroom flats and a two bedroom house (ADC/0276/06). In his decision letter, the Planning Inspector concluded that while “neither the character and appearance of the surrounding area nor the living conditions of the occupants of neighbouring dwellings would be compromised…the private amenity space proposed would not be sufficient, in my view, for the needs of the likely occupants of the enlarged units, an issue which would be exacerbated by the limitations of the proposed parking provision and uncertainties over possible means to resolve these.”

This application is for a similar proposal but has been amended from the appeal scheme in order to overcome the Inspector’s objections. The two storey side extension measures 3.7m by 6.75m and is to provide increased living accommodation for flat 4 on the first floor and flat 2 on the ground floor.

The single storey part is to be extended eastwards with the roof changing from a hip to a gable roof with a rear (south) facing dormer window and raised ridge height, in order to increase accommodation for flat 1. The existing rear parking courtyard is to be largely removed and replaced with a partly grassed amenity area for all the flats. Five parking spaces are to be provided, accessed from Chanctonbury Drive, on a small piece of overgrown land to the

east of the building. The proposal will maintain 5 x 1 bedroom flats on the site. Flats 3 and 5 are unchanged.

Relevant site history

As above plus AWDM/0436/11 - Application for renewal of unimplemented permission ADC/0274/08 (for two-storey side extension and roof conversion to extend 2 existing flats and provide covered cycle store and one parking space along with reorganisation of existing parking to provide amenity area) – expired October 2014

AWDM/1837/15 - Two storey side extension and roof conversion to extend 2 existing flats and provide covered cycle store and one parking space along with reorganisation of existing parking area to provide amenity area for flats – approved

Consultations

West Sussex County Council: The **Highway** Officer has no objection. In terms of capacity it is considered unlikely that any adverse impacts will result from this proposal.

Additional car parking is proposed to be accommodated within the site using 5 allocated parking pays for residents. The existing parking space accessed via The Lynchetts is to be retained as an under croft parking arrangement. Parking spaces are required to measure 2.4m x 4.8m each and should be conditioned. The LHA supports the proposed secure and covered cycle parking, this promotes sustainable alternatives to the use of a car.
The LHA has independently consulted that Area Officer for this location in order to ascertain the suitability of an extended dropped kerb at this point on the highway. Additional comments will follow on receipt of these comments.

On street parking is an existing practise in this location. There is also a parking layby within close proximity of the site. It is not considered that overspill parking would be to such a level that all capacity for parking in the street would be used, and parking would be temporary in nature and occur over a short period during the AM and PM peak. The presence of enforceable waiting restrictions at the junction and accesses along the road provide sufficient space for vehicles to wait while another passes.
The LHA will only consider the impact of overspill parking from a safety perspective; matters of amenity would be a matter for the consideration of the Local Planning Authority. While it is likely that some overspill parking may occur it is not considered that this would be detrimental to highway safety or worsen over the existing arrangement.

A turn on site would be preferred, clearly though there is insufficient space to achieve this. Other properties nearby do have similar arrangements and balanced against this is the benefit of providing an opportunity to remove vehicles that would otherwise be parked on the highway in a location where the existing practice is on-street parking by residents of adjoining properties which can result in a narrowing of the existing available carriageway space.

Pedestrian visibility is required to be maintained 2m x 2m either side of the site access, within land under the control of the applicant. On the western side of the access this is currently laid to concrete and would be wholly achievable, the eastern site would require the pruning and/or maintenance of the planting proposed alongside the footpath. This should be maintained to a height of below 0.6m above carriageway height for the first 2mback into the site.

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

The **Engineer** has no objection. The lies site in flood zone 1 and is affected by predicted surface water flooding, but the proposed work would not be affected by this.

However looking at the Southern Water plans there appears to be a manhole chamber, and the junction of three pipes directly under the proposed extension, this might cause an issue.

Therefore I suggest you raise this with the applicant and get them to liaise about moving the foul sewer if this is required.

Southern Water: Usual informatives

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017 Policy 15
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'; 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 building and its surroundings.

Visual Amenity and Character

The proposed 2 storey extension would project as far as the southern boundary of the site, beyond which is a large car park. The Inspector did not consider that this element was contrary to the aims of then Policy AH7 as the relative isolation of the site meant that the extension would not appear cramped in the wider context or out of character with the area. There is no reason to disagree with that conclusion now.

The provision of an amenity area at the rear of the building will improve the appearance of this area, which is currently a tarmac hardstanding. The introduction of grass and paving will provide a small outdoor space for the occupants of the flats measuring approximately 30sqm. While this is below the standard referred to in the Council's SPG, it is an improvement on what currently exists and no objection is raised to this part of the application. The area is considered to be acceptable for one bedroom flats and overcomes objections to the appeal scheme which proposed a small amenity area on the land to the east, separated from the building by a parking area and wall. This was also considered to be unacceptable since three of the flats were to have two bedrooms and be likely to be occupied by small families. As the units will remain as 1 bed flats, the provision of a small amenity area as proposed, immediately adjacent to the flats, is now acceptable.

The loss of the area of vegetation to the east of the building and its use for parking is not considered to detract from the visual amenities of the street at this point. The current piece of ground is unsightly and has little amenity value. New planting is to be provided further east to help soften the appearance and it is considered that the benefits to be gained in terms of the provision of usable parking spaces, outweighs any objection to the loss of the vegetation.

Residential amenity – existing occupiers

Neither the proposed 2 storey extension nor the alterations to the single storey part of the building would cause significant harm to the living conditions of the occupiers of the properties in Downsway to the east (Normanscourt). New windows on the eastern elevation of the two storey extension and the dormer on the southern roofslope of the single storey building would result in some overlooking of the back gardens of those properties in Downsway but the previous Inspector concluded that "the distances involved and the existing window layout of the appeal property cause me to consider that there would be only minimal, additional material harm" to residential amenity.

The formation of a parking area on the north side of the rear garden of 23 Normanscourt is not considered to result in serious disturbance or a loss of enjoyment of the garden for the occupiers of that property. It is screened from the garden by a boundary fence and the level of usage is not considered to be significant. Noise from the traffic using Chanctonbury Drive is likely to cause greater disturbance at a more regular frequency.

Residential amenity – proposed occupiers

The proposals would result in improved accommodation for Flats 1, 2 and 4. Flats 3 and 5 will not be changed. The floor areas of the improved flats all meet the minimum national housing standard and will therefore provide a satisfactory standard of accommodation.

Parking and Access

There are currently five parking spaces associated with the existing building. However, these are not marked out and this leads to an informal and unsatisfactory parking arrangement.

The Highway Authority is satisfied with the proposed parking provision, which is an improvement on the existing arrangement, and has raised no objection to the application. A secure cycle store is also to be provided as part of the development.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Parking
4. Temporary parking and storage of materials
5. Access construction
6. Pedestrian visibility
7. Landscaping
8. Materials to match existing building
9. Sewer protection

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

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.

Vehicle crossover

Southern Water

Case Officer: Peter Barnett Date: 14 August 2019

Authorised by: Jo Morin Date: 14.08.2019