Development Management - Delegated Officer Report

Application Number: AWDM/1972/17 Recommendation – Approve

Site: 9 Ravens Road, Shoreham-By-Sea

Proposal: Two storey three bedroom attached dwelling to north east elevation with two car parking spaces at front.

Date of site visit: 22/01/18

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

No 9 Ravens Road is the northern most property of a pair of semi detached, two storey dwellings. The application relates to the land adjacent to the main dwelling where there is currently off street parking and a detached garage. There is a private access to the north of the site which leads to the rear of the dwellings where there are garages for the adjacent dwellings, houses and flats.

The street is residential with flats directly to the north of the site, there are many other semi detached dwellings within the street, of varying style. To the north are more uniform dwellings of grander scale than the application site. On the opposite side of the road are gabled roof semis again differing from the style of those adjacent to the application site.

Consent is sought to demolish the existing detached garage to the side of no. 9 and to erect a two storey, attached dwelling. Two parking spaces are proposed to the front of the new build to serve the new dwelling. A single parking space will remain at the front of no. 9 and a proposed detached garage is to be built to the rear of the site to serve no. 9.

The plot is wider at the property frontage, narrowing to the rear. It is 11.5 metres at its widest point reducing to 4 metres in width to the rear. The garden at no. 9 is to be divided to provide amenity space for the host and new dwelling. The new dwelling is to have three bedrooms and will be similar in layout and appearance to no. 9. The building is 6.1 metres wide, maximum of 9 metres in depth and matches the height of the existing adjacent dwelling.

Amended plans have been received which sought to address some design and street scene concerns. The existing roof at no. 9 has been converted with a hip to gable extension and rear dormer. The initial plans showed the new dwelling to be set down slightly below the ridge of no. 9 with a hipped roof. The design of the new build was shown to be handed with existing with a similar, although not matching, front bay, of square design. Many design features were not replicated here and the parking to the frontage of no. 9 and the new dwelling showed three parking spaces in a row on continuous hard stand.

Improvements have been made with the design of the new dwelling to be matching not handed. This avoids the awkward relationship between the hipped roof and the front gable of the bay. Design features of the existing dwelling have also all been replicated.

Efforts have also been made to soften the frontage of the properties with the retention of brick piers and some soft landscaping between properties.

A cycle shed is also shown on the amended plans for the proposed dwelling and swept path diagrams submitted with a slight relocation of the rear garage to show how this can be accessed easily for the parking of a vehicle following comments from WSCC. The amended plans are for consideration here.

Relevant site history

Refused application SU/60/00/TP

This application was for a detached dwelling with two rear garages serving the host and proposed dwelling.

1. The size and shape of the plot and its relationship to existing properties would not permit development of a standard compatible with existing development in the area and in consequence the proposal would constitute over development that would be out of keeping with an detrimental to the environmental character and residential amenities of the locality.
2. The proposal does not include adequate provision on the site for the parking of vehicles in a satisfactory manner to the standard required by the LPA and the proposal would be likely to increase the pressure for on street parking in an area where insufficient space is available with resultant detriment to highway safety and obstruction of the flow of traffic.

Consultations

West Sussex County Council:
The Highway Authority has stated that the host dwelling and proposed dwelling will be served with two off street car parking spaces. These spaces would be considered appropriately sized. In principle I would accept that such a provision would be adequate to meet the needs of a development of this size in this location. The proposed garage is appropriately sized to also provide a cycle parking facility. This will be for the enjoyment of the host house. An independent cycle parking facility should be provided for the proposed dwelling. Such a provision can be secured via planning condition.

I would note that access manoeuvring into and out of the garage seems restrictive. This would however be onto a shared private access driveway so not a consideration of the highways Authority. However if the garage is inaccessible this would result in the garage not being used for parking which may have on street car parking implications. This in itself would not be considered a highway safety issue but the

Local Planning Authority may seek, in the interest of amenity, that the proposed garage is accessible. It would be advised swept path tracking be used to demonstrate this.

In order to provide the above parking provision the existing dropped crossing will need to be widened. These highway works must be implemented under licence to a specification obtained from WSCC Highways.

The Local Highways Authority 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.

If the Local Planning Authority is minded to grant planning consent the following conditions and informative note would be advised:

Conditions

Access
No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of road safety

Car parking space
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

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 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.

Garages
The garage building shall be used only as private domestic garage for the parking of vehicles and cycles incidental to the use of the property as a dwelling and for no other purposes.
Reason: To ensure adequate off-street provision of parking in the interests of amenity and highway safety and to provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Informative Note

Minor Highway Works

The applicant is advised to contact the Highway Licensing team (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Southern Water:

The exact position of the public sewers must be determined on site by the applicant before the layout of the proposed development is finalised. Please note: No development or new tree planting should be located within 3 metres either side of the external edge of the public sewer and all existing infrastructure should be protected during the course of construction works.
No new soakaways should be located within 5 metres of a public sewer.
Furthermore, due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.
The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk
Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.
We request that should this application receive planning approval, the following informative is attached to the consent:
“A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk”.

Adur and Worthing Council: -

Waste Services: -
It looks like in this case that a standard collection will be put in place. Bins are to be collected at front edge of property so this is ideal for us.

Environmental Health: -

I can confirm there are no adverse EH comments regarding the above application.

Housing - Further to the above application, I have no overall objection but I would note that the bathroom in the new dwelling is located next to a bedroom and so is unsympathetic 'stacking'. It would be more appropriate to relocate this room to the rear of the dwelling next to the existing bathroom (which also allows for better drainage connections).

Representations

None

Relevant Planning Policies

Adur Local Plan 2017: Policy 15, 20, 22
Development Management Standard No. 1 Space Around New Dwellings and Flats
National Planning Policy Framework (CLG 2012)
National Planning Practice Guidance

Planning Assessment

Principle

The Development Plan comprises the adopted Adur Local Plan (2017). The proposed development would make a minor contribution to meeting housing targets including Objectively Assessed Need under the tests of the National Planning Policy Framework.

New residential development can be supported in principle under Policy 15 of the Adur Local Plan (2017), which allows for new residential development within the built-up area, subject to its appearance, character of the site, and the prevailing character of the area, in terms of proportion, form, context, massing, siting, layout, density, height, size, scale materials detailed design features and landscaping.

Visual amenity, Character and Street Scene

As stated above the street is residential with flatted development directly to the north and to the rear. The street is mainly semi detached dwellings of more substantial form and scale to the north on the western side of the road. Opposite, on the eastern side of the road, there are semi detached buildings, but of a different form. The application site and adjacent pair of semis are different to those opposite and adjacent however they have positive character and notable features of merit and value both within the street scene and in relation to the dwellings themselves. No. 9 and no. 7 originally were a hipped pair of dwellings. No. 9 has since been altered to have a side gabled roof. It was considered that the proposal here gave an opportunity to reinstate the hipped roof and by replicating the bays and features, the visual benefits that occur allow for a replication of features without the need for exact symmetry. The bay feature, front first floor window detailing, recess entrance all will match those of the existing building. The terrace created will be a suitable development for this site, respecting the existing character of the host building and street scene.

The space within the site allows for a dwelling of this scale, it is not considered to appear cramped or represent over development here. The parking arrangements can be suitably accommodated within the site and no. 9 to make suitable provision without compromising space, appearance, highway safety, parking pressures or the amenities of those existing residents or future occupiers of the dwelling (discussed below.)

The previous, refused application (SU/60/00/TP) sought consent for a detached dwelling on this site. This was unsuitable and the reasons for refusal set out above explain this. The end of terrace proposal is an appropriate solution here. There is a minimum of 1.8 metres between the dwelling and the side boundary therefore

complying with Development Management Standard No. 1 Space Around New Dwellings and Flats.

The loss of planting, front wall and piers to the property frontage was a concern here. The row of three cars and continuous hardstand was not considered to be beneficial to the character of the street scene. Whilst acknowledging the need for off street parking provision this hard landscaped frontage was considered to be detrimental. The amendments which show the retention of some wall and piers and the use of soft landscaping to break up this harsh frontage and on balance, in the light of the development as a whole and the constraints of the site, this is acceptable. The site is not within a Conservation Area and the changes to the property frontage would not warrant a refusal in this case. A condition is attached below to ensure the wall, piers and planting is in place prior to occupation and shall remain at all times.

Residential Amenity – effect on neighbouring properties

The proposed dwelling will be adjacent to the flats to the north. The building will be closer to the south facing elevation of this neighbouring building. It is however considered that there will not be any significant loss of light, privacy or overbearing impact. The private road provides separation between the new dwelling and the adjacent land use. The design of the new dwelling will not give rise to any overlooking, the side landing window is conditioned to be obscurely glazed and non openable. The ground floor windows on the side only serve a W.C and hall and there is separation between the building and the boundary and no overlooking will therefore occur here despite the building being closer than existing.

The new dwelling will be visible from the existing flats to the rear of the site yet the minimum distance is in excess of 30 metres therefore this would not give rise to any loss of light, privacy or overbearing impact in this case. The occupiers of the dwellings opposite would view the property yet there would not be any adverse impact. No greater overlooking would result than already exists with front windows overlooking the street frontage.

With regards to the impact upon the occupiers of the host dwelling, the greatest impact will be the changes to the parking provision and reduction in garden space. It is however considered that the development will not give rise to a detrimental impact here. With the proposed rear garage, the garden will remain at just under 11 metres in depth. The Development Management Standard is that rear gardens should be 11 metres in depth. This is considered to be acceptable here; there is no issue of overlooking to the rear due to close proximity which would require the garden depths to be increased. The garden area to remain at no. 9 is approximately 66 square metres, 65 square metres is set out as the space standard required. This is therefore acceptable.

Residential Amenity - living conditions of future occupiers

The new dwelling represents the same accommodation that exists at the host dwelling (minus the loft conversion), three bedrooms at first floor (2 doubles and a single) and living room and kitchen diner at ground floor. The layout at ground floor offers open plan living with a small utility and W.C which is beneficial. The internal

living space provided is approximately 86 square metres which complies with the requirement of 84 square metres set out at National Standards. The bedrooms fall slightly short of the National Standards yet in the light of the layout and replication of the existing dwelling, this is on balance acceptable here. This would not give rise to a reason for refusal on this ground only.

As with the host dwelling the new dwelling will have sufficient garden space, meeting the external space requirement. In addition the new dwelling has a small area of side garden, with space for cycle and bin storage not impacting upon the rear garden amenity space provision.

The new dwelling will provide suitable external and internal living space for future occupiers, sufficient parking space is provided. There is sufficient light, outlook and privacy provision here. The proposal makes good use of land within the built up area with out compromising the adjacent occupiers, future occupiers or the character of the area.

Parking and Access

Off street parking is to be provided for both the existing and proposed houses. For No. 9 Ravens Road, one space is provided to the property frontage and one space within the garage proposed to the rear. Cycle storage is also provided for this property in the garage. A condition is attached to ensure the garage remains as a domestic garage for these purposes.

Two parking spaces are provided for the new dwelling to the property frontage, a cycle store is also shown within the garden. The parking arrangements and provision are considered to be acceptable by WSCC Highways. There is not considered to be any adverse impact with regards to parking and highway safety, subject to the safeguarding conditions recommended which are attached below.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials
4. Removal of PD rights extension and garden buildings.
5. Construction of parking space and garage prior to occupation.
6. Provision of cycle parking prior to occupation.
7. Front door timber
8. Retain brick priers and planting

9.Hours of work - No work for the implementation of the development hereby permitted shall be undertaken on the site except between the hours of 08.00 and 18.00 on Monday to Friday and between 08.00 and 13.00 hours on Saturdays. No work shall take place on the site on Sundays or on Bank or Public Holidays.

10.No additional openings in the north side elevation. The landing window in the north side elevation shall be obscurely glazed and non openable.
11.The flint wall on the northern boundary and enclosing the side garden to the property frontage shall be retained and protected throughout construction works and shall remain at all times it shall not be removed or altered at anytime without the prior consent of the LPA.

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

1. Approved following amendment
2. Southern Water - application for connection to public sewerage system.
3. Southern Water – any sewer be found during construction works.
4. WSCC The applicant is advised to contact the Highway Licensing team (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.
5. Street numbering

Case Officer: Hannah Barker Date: 10th April 2018

Authorised by: Peter Barnett Date: 10 April 2018