Expiry: 7/1

Development Management - Delegated Officer Report

Application Number: AWDM/1442/24 Recommendation – Approve

Site: 124 Old Fort Road, Shoreham By Sea

Proposal: Proposed ground floor extension to form garage and first floor extension to north partly located on footprint of existing first floor roof terrace.

Date of site visit: 16/12 and 24/1

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

This application relates to a three storey 'tiered' flat roofed house on the south side of Old Fort Road with direct beach access. The house was only built in the last 20 years. The house has been extended at front and rear since bult to give it a less symmetrical appearance. It is timber clad at ground and part first floor with render elsewhere at first floor and second floor. Properties either side are two storeys. No. 126 has a shallow pitched roof and a projecting front ground floor addition which roughly lines through with the nearest first floor front wall of the site. No 122 has a higher ridge line and includes rooms in the roof.

The site is not in a conservation and is not a listed building. There are no TPO's on the site. It is in flood zones 2 and 3 and the application is accompanied by the relevant EA's householder standing advice form. Surface water flood risk within the site is limited to the front boundary only away from the development.

Permission is sought to extend the front at ground floor on the east side by 10metres to create a new double garage. The existing garage is to be converted into an en-suite bedroom with fixed and obscure glazed windows on the east wall and a full height window on the west wall overlooking the main entrance. Over this and to a maximum depth of 5 metres it is proposed to create an angled and zinc clad dining room extension.

Relevant Planning History

AWDM/1574/18 - Extension of first-floor rear (south) terrace and erection of spiral staircases to first and second floors. Infill second-floor rear (south) extension. First-floor front (north) extension and creation of first-floor front terrace. Timber cladding to front (north) elevation. Alterations and enlargement of window openings front and rear elevations and addition of new windows to east and west elevations. (Revision to previously approved AWDM/0970/17 - 2nd floor front extension). Granted

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AWDM/0970/17 - Extension of first-floor rear (south) terrace and erection of spiral staircases to first and second floors. Infill second-floor rear (south) extension. First-floor front (north) extension and creation of first-floor front terrace. Timber cladding to front (north) elevation. Alterations and enlargement of window openings front and rear elevations and addition of new windows east and west elevations. Granted 15.09.17

AWDM/0904/12 - Application for minor material amendment to approved application ADC/0109/10 to amend details of fenestration; ground floor external materials to east and west sides; rainwater pipes; front entrance portico; addition of heat pump to roof and omission of swimming pool in rear garden. Granted 3.10.12

ADC/0109/10 - New build 5-bedroom detached house (to replicate same appearance as previous application ADC/0415/09). Granted 30.04.10.

ADC/0415/09 - Re-modelling and enlargement of house including additional storey, ground and first floor extensions, and first and second floor balconies. Granted 7.1.10

Consultations

Highways:

'Summary
The application is for proposed ground floor extension to form garage and first floor extension to north partly located on footprint of existing first floor roof terrace.
Access and parking
The proposal is located on Old Fort Road, a D class road subject to 30mph speed restrictions in this location. The proposal makes use of the existing access point from the publicly maintained highway and seeks to alter the garage parking arrangements.

Currently the property is served via a single garage provision, the dimensions of this garage are 5.6m deep and 3.8m wide (to the shelving), the WSCC standard for dimensions is 3m x 6m for a single garage space and 6m x 6m for a double, clear of associated fixed furniture.

The proposed garage takes the form of an asymmetrical arrangement, which at its narrowest point measures circa 5.4m deep and the widest area 6.7m deep. Although it is noted that workbench/ shelving is proposed within this wider area of the garage which does further narrow the available space to a maximum 6m deep. The Garage is proposed to measure 7.6m wide overall. The proposed garage is therefore not consistently to WSCC Standards when considering sufficient depth for a double garage, however The LHA considers that should it not be possible for 2 average sized vehicles to fit within the proposed garage spaces, a single vehicle could likely make use of the wider space, and that this would likely be no worse than the existing garage provision in terms of available space.

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Garage parking makes up 0.5 of a single parking space when considering parking provision, the overall parking provision for the property is 3parking spaces. The other 2.5 of the parking provision could be accommodated within the associated hardstanding- while this does not allow for a turn on site to be provided, there are instances of similar access arrangements within the vicinity of the site, which appear to have functioned for some time with no known highways safety concerns.

Secure and covered cycle parking is shown within the proposed garage and is advised to be conditioned alongside any permission of this proposal to support sustainable alternatives to the use of a car.

Conclusion
The Local Highway Authority does not consider that the 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 115), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following condition would be advised:

Car parking space (details approved)
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 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.'

Representations

None received.

Relevant Planning Policies
Adur Local Plan 2017 Policies 1, 2, 15 and 36
'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings''
National Planning Policy Framework (December 2024)
WSCC Guidance on Parking at New Developments (Sept 2020).

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Planning Assessment

Principle

The proposal involves 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 dwelling and its surroundings.

Residential amenity

The overall depth of the ground and first floor proposed, including over the existing front first floor terrace, is close to 11.5 metres, with the first floor extension 5 metres in depth.

The corner of the proposed first floor extension will clip the mid point of the first floor window at No.126 when measured at 45 degrees. The nearest ground floor window projects further forward and will be less impacted.

The garage has been reduced in height to 3.1metres and is on the shared boundary with No. 126. This includes a parapeted green roof. At this height no significant impact is expected. No. 126 also has an unimplemented permission for a garden outbuilding which may in part sit alongside this addition.

Visual amenity

There are many examples of projecting front first floor extensions and even more examples of single storey garage projections.

The first floor extension is unusual in its angled design and in the introduction of zinc to this site for the external material. However, it is considered that in this very mixed environment the design will add to and enhance the mixed local vernacular.

The garage projection still leaves 14 metres to the back edge of footpath and is set back considerably further than the detached outbuilding approved for the front garden of No. 126 but not yet built.

Flood Risk/Drainage

The relevant Environment Agency form has been completed which states that floor levels will be set no lowers than existing levels and flood proofing of the development has been incorporated where appropriate.

Highways

A double garage is proposed which will still leave off street surface parking for 2/3 cars.

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Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials as specified
4. No additional windows in side walls of the extensions

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.

Case Officer:	MOK	Date: 28/1/25
Authorised by:	Peter Barnett	Date: 28 January 2025