Development Management - Delegated Officer Report

Application Number: AWDM/0453/20 Recommendation – Approve

Site: 5 Norman Crescent, Shoreham-By-Sea

Proposal: Demolition of existing garage. Proposed ground floor and roof extension to west elevation plus hip to barn end roof extension on east elevation, 1no.dormer to rear (north) roof slope and 1no. dormer and 2no. rooflights to front (south) roof slope.

Date of site visit: 20 May 2020

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application property is a hip roofed bungalow with dormer to the west side and rear. There is a detached garage on the western boundary. It is proposed to remove the garage and extend the dwelling on its west side by 3.1m width. The existing dormers are to be removed and the roof extended to form a part gable at both ends with a new pitched roof front dormer and larger flat roofed rear dormer.

The proposal has been amended from its original submission with the west side extension set back to come no further forward than the existing garage. This is in response to neighbouring objections and concerns at impact on light to their side windows.

Relevant Planning History

None

Consultations

West Sussex County Council: The **Highways Authority** commented on the original plans as follows:

Access
An established access point currently serves the existing dwelling. No changes to the access are proposed. WSCC, mapping demonstrates the access benefits from adequate visibility splays (2.4 x 43 metres) wholly within the public highway. 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 access is currently operating unsafely.
With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the existing access.

Vehicle Parking, Cycle Parking and Turning

Under WSCC Car Parking Guidance (adopted August 2019), the LHA would anticipate that four parking spaces would be sufficient for a development of this size and location. For the LHA and MfS to consider parking spaces towards the provision of a site they must first meet the minimum requirements of,

 2.4 x 4.8 metres for a single bay parking space,
 2 metres(obstruction free i.e. fence) or 2.4 metres x 6 for a single parallel parking
space,
 3 x 6 metres for a 0.5 garage space,

With the above guidance, the LHA provides the following comments.

 Existing Parking Provision –
Garage, 3.1 x 7 metres, one parking space,
Hardstanding, 4.5 x 14.2 metres, two parking spaces in tandem.
 Proposed Parking Provision –
Garage, 2.7 x 5.8 metres, NIL parking spaces,
Hardstanding, 4.5 x 9 metres, one parking space,

The Local Planning Authority (LPA) may wish to advise the applicant to increase the garage slightly to accommodate an increase of 0.5 space provision into the garage. The proposal would be anticipated to displace two car parking spaces onto the local highways network. Experience has shown through other similar applications, that to substantiate that a shortfall of two car parking spaces could result in an unacceptable highway safety issue would be difficult to uphold. Therefore, the LHA does not consider this a justification for refusal on highways grounds. The LPA may wish to consider the amenity implications caused by a small increase in on-street car parking demand.

The LHA wish to advise the applicant that MfS and WSCC guidance also takes into account the utilities a garage provides, specifically the cycle storage aspect. Thought the applicant has not demonstrated such provisions. The LHA are mindful of the fact and advise the LPA to attach a suitably worded condition.

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

Original Plans: Objection received from the occupiers of 3 Norman Crescent:

Reduction of Parking space - Norman Crescent is very narrow with only parking on one side of the street. At present parking can cause problems with access to residents' off-street parking being obstructed. Norman Crescent is also the only access road for properties in Woodview. The owners of No 5 have 3 large vehicles- a flat bed truck,a people carrier and an estate car which they predominately park 2 on their driveway; they do not use the garage for vehicles.

This development would significantly reduce off street parking to one vehicle. This would add to congestion in the road, even paving the front garden would not be a solution as their vehicles are large and the turning space in the road is limited.
Loss of light at No 3 - we are very concerned that 4 windows on east side of No 3 would now have a 2 storey brick wall within a metre of the boundary severely restricting a source of light to the property. We also note that there will be 2 windows on the west elevation of the proposed new building which will affect the privacy in our garden.

We feel that this is overdevelopment of the site and would destroy the unique character of the property which is nearly 100 years old and cause problems.

Amended Plans – no comments received

Relevant Planning Policies

Adur Local Plan 2017 Policy 15
'Supplementary Planning Guidance' comprising: Development Management Standard 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, the effect on the character and appearance of the dwelling and its surroundings and the effect on parking provision and amenity.

Visual amenity

To the west there is a similar hip roofed bungalow while to the east there is a much larger 2 storey dwelling. The increased bulk and width of the dwelling will sit comfortably between its neighbours and will provide a visual transition from bungalow to 2 storey house. There is a variety of houses in the street with larger buildings most common. The proposal will not appear out of scale. The setting back of the side extension further helps to reduce its visual impact.

The front dormer has been reduced in size and is positioned on the recessed extension. Its visual impact is also not considered to be harmful.

The rear dormer is large but there are other examples close by at 1 and 7 Norman Crescent and 8 The Drive.

Residential amenity

To the west No. 3 is a bungalow with a number of openings along its side wall facing the site, one of which is clear glazed. However, the amended plans have set the extension back so that it is no further forward than the existing

garage on the site. The extension will be taller than the garage and there will be still be some impact on light but it will be brought off the boundary to provide a gap of 1m, compared with the existing garage which is right on the boundary. It is not considered that the extension will cause a harmful loss of light or outlook to the windows/patio doors at the rear of 3 Norman Crescent.

The rear dormer will face towards dwellings in Buckingham Mews which are currently screened by two large pines on the rear boundary of the site. The separation distance is 22m and even if the trees were to be removed sufficient distance would exist to avoid adverse overlooking.

To the east, No.7 is a larger two storey dwelling with a number of openings on its flank wall facing the site. Most of these are obscure glazed with the exception of a larger ground floor window which is clear glazed. The windows are already overshadowed to some extent by the existing building and the proposed hip to gable extension is not considered to cause a material increased loss of amenity.

Parking

The amended proposal has increased the amount of hardstanding from that shown on the original plans so that within the front garden sufficient space will remain to accommodate off street parking. While there will be a loss of garage, it is not considered that this will result in a material increase in on-street parking to an extent that is likely to cause a loss of amenity.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials to match existing
4. No additional windows on the north or south elevation of the extension.

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.

Case Officer: Peter Barnett Date: 22 June 2020

Authorised by: Jo Morin Date: 24.06.2020