Development Management - Delegated Officer Report

Application Number: AWDM/2000/20 Recommendation – APPROVE

Site: 29 Beach Green, Shoreham-By-Sea, West Sussex

Proposal: Remodelling and extension of dwelling to form two storey house with raised ridge and hipped roof, new dormer and Juliet balcony to rear (south) and 1 no. rooflight to east and west sides, two storey extensions to west side and front (north) and single storey extension to rear (south), repositioning of access/crossover to central position.

Date of site visit: 11th January 2021

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site is a detached chalet bungalow with a flat roof garage attached to the side which wraps around to form a rear extension and conservatory. There are flat roof front and rear dormers. The site fronts onto Beach Green where there are two storey properties opposite, to the west on the same side of the road are similar chalet bungalows and two storey properties and chalet bungalows beyond. To the east is a two storey property on the corner of Beach Green and Kings Walk with what appears to be a single storey converted garage building adjacent to the boundary set forward to the front of the application site.

Permission is sought to extend and alter the existing dwelling to form a two storey property with rooms in the roof, rear dormer with Juliet balcony and single storey rear extension the full width of the property. A two storey extension is proposed to the side with ground floor garage. Two front hipped roof projections are proposed with a recessed front entrance. The repositioning of the vehicular access is also proposed. Amended plans have been received showing the reduction in width of the rear dormer and a reduction in depth of the front hipped roof projections. A floor plan of the roof space has also been submitted.

Consultations

West Sussex County Council: The **Highways Authority** : -

The proposed plans demonstrate that the existing vehicular crossover (VCO) will be relocated to the centre of the site frontage. The VCO will be a maximum width of 6.4m to accord with WSCC policy. The VCO would be subject to a licence and must be constructed to a specification agreed with the Area Highways Engineer. The applicant should be aware that the crossover works will require the relocation of the street lighting/telegraph pole located on publically maintained highway fronting the application site. These relocation works would need to be undertaken at the

expense of the applicant. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of the telecommunications pole. The pole will need to be relocated at least 1.5m from the location of the top of the ramped kerb of the proposed crossover. Whilst the proposal would result in two additional bedrooms within the dwelling, this is not anticipated to result in a material intensification of the site access over the existing arrangement. 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 accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is operating unsafely or that the repositioning of the access would exacerbate an existing safety concern. Visibility at the proposed access appears sufficient for the anticipated road speeds in this location. The LHA would not raise any highway safety concerns to the repositioned VCO or proposed extensions. The WSCC parking demand calculator expects that a minimum of three parking spaces would be required for a dwelling of this size and location. Parking layout has not been demonstrated on the proposed plans, however there appears to be sufficient space on site for this provision to be accommodated.
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. If the LPA are minded to approve the application, the following condition and informatives should be applied:
Conditions
Access (Access to be provided prior to first occupation)
No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Site Plans and numbered 05.
Reason: In the interests of road safety.
Informative
Vehicle Crossover – Minor Highway Works
The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/
Online applications can be made at the link below, alternatively please call 01243 642105.
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f
or-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/
Telecommunications pole
The applicant is advised to contact the operator of the telecommunications pole to organise the moving/relocation works.

Adur and Worthing Councils:

Environmental Heath: - Hours of work condition and dust management scheme condition.

Private Sector Housing: - No objections

Representations

None 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)
WSCC Guidance on Parking at New Developments (Sept 2020).

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 dwelling and its surroundings.

Visual amenity

The scale and height of the building will be increased and its character will be changed from a chalet bungalow to a two storey dwelling house with grey slate tiles and white render. It will appear contemporary in appearance. It is however considered that the principle of this change is acceptable. Within the street opposite are two storey dwellings and on the corner to the east is a rendered contemporary style building. Although this bungalow is on a row of similar style chalet bungalows it is considered that, being on the end, variation here would not be harmful and considering the overall context of Beach Green there are many types of dwelling and many have been remodelled and altered to give an interesting variety of dwelling type and building design.

The ridge increase is limited to 0.45 metres, a height increase which will not result in any detrimental impact. The hipped roof reduces the bulk on the eastern side. On the west side the increased bulk of the two storey extension is hipped in from the side and the ground floor and first floor are set back from the property frontage. The two front projections have been amended to be reduced in depth. The applicant's agent advised that these were the main feature of the building design, they still remain a prominent feature but as reduced to a 1.7 metre projection this is considered acceptable. The side, single storey building adjacent is forward of the new building frontage.

Residential amenity

The main properties to be affected by the proposed development are those either side of the site and to the rear. The application site has a limited garden area and neighbouring properties are close to the boundaries of the site.

To the west is a similar chalet bungalow with garage to the side. The two storey extension will be built close to the boundary with this property with a 1 metre gap maintained. There is as existing a large side window at the neighbouring property facing the side wall of the proposed extension. The building will become closer and slightly enlarged in width and higher however on balance this relationship is considered acceptable. Spacing will still remain between the properties and no windows are proposed on the side elevation of the proposed building. The side roof light will be conditioned to be obscurely glazed and non-opening. The proposed rear extension is 3 metres in depth and will not extend beyond the rear of the adjacent property to the west. The front projection will have no adverse impact either as the side extension provides separation. The extension has set back from the front in line with the neighbouring garage.

To the east the two storey dwelling on the corner of Beach Green and Kings Walk is close to the boundary of the site. This building is divided into flats. The west elevation of the neighbouring property is clearly visible from within the rear garden of the application site. There is a dormer which has an obscurely glazed window and other rear windows along this boundary. Adjacent to where the building will be increased in bulk and depth there are no windows to be affected. These windows are adjacent to the single storey section of extension which will not impact here, being limited to 3 metres and at single storey only. There is a side bedroom window proposed which will face onto the blank side roof slope of the neighbouring property. This window is secondary so can be obscurely glazed to avoid an unneighbourly impact. As with the other side the side roof light is also to be obscurely glazed. No overlooking or significant loss of light or overbearing impact will occur here, taking into account that the properties are as existing in close proximity and overlooking toward the application site occurs as existing.

Visible from the rear garden of the application site and in close proximity to the rear boundary is the neighbouring property in Kings Walk, a rendered grey and white contemporary style property. This property is at an angle to the property with no direct overlooking occurring. The proposed dormer and first floor windows will face toward the boundary of this neighbouring property; however due to the position of the neighbouring windows and the relationship between the properties there will be no degree of overlooking or loss of privacy that would warrant a refusal in this case. The rear dormer was considered to be overly large and has been reduced in scale to provide a development in scale with the roof slope. The single storey extension is slightly deeper than the existing single storey extension. There will be no greater impact than existing.

Vehicular Access

The existing vehicular access is to the western side of the site. It is proposed to centralise this as shown on the block plan this will result in no highway safety issues and no visual or residential amenity impact.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials render and tiles
4. Hours of work
5. No additional windows on the east or west elevations of the building.
6. The windows and roof lights of the east and west elevations of the building shall be obscurely glazed and high level opening only.
7. No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Site Plans and numbered 05.

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

1. Proactive with amendments
2. The applicant is advised to contact the operator of the telecommunications pole to organise the moving/relocation works.
3. Highway licence required

Case Officer: Hannah Barker Date: 26th April 2021

Authorised by: Peter Barnett Date: 26 April 2021