# Development Management - Delegated Officer Report

**Application Number: AWDM/1044/20 Recommendation – Approve**

**Site: 5 Norman Crescent, Shoreham-By-Sea**

**Proposal: Demolition of existing garage. Proposed ground floor and roof extension to west (side) elevation plus hip to barn end roof extensions on east (side) and south (front) elevations, 1no.dormer to rear (north) roof slope and 1no. dormer with 1no. rooflights to south, east and west roof slopes. (Amended resubmission of AWDM/0453/20)**

**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. Planning permission was granted earlier in the year for the removal of the garage and extension on the west side by 3.1m width. The roof was to be extended to form a part gable at both ends with a new pitched roof front dormer and larger flat roofed rear dormer.

This application now seeks to amend that permission by extending the roof at the front. The bungalow has an existing ground floor gable projection at the front and the proposal is to extend perpendicular outwards from the main roof at the front to form a part gable with barn end.

The street has a mixed character. There is a similar bungalow to the west but a large two storey house to the east and two storey houses opposite, all with front gable features.

**Relevant Planning History**

AWDM/0453/20 - 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.

**Consultations**

**West Sussex County Council:** The **Highways Authority** commented as follows:

Site Background
The proposal is for the demolition of the existing garage, with the construction of an extension with a new garage and internal building alterations.

The application site is located on Norman Crescent a publicly maintained, low trafficked, unclassified road subject to a 30 mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

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. Though 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**

None

**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 increase the bulk and prominence of the building but the front gable will not appear out of character in the context of the gable projections and larger dwellings elsewhere in the street. The setting back of the side extension further helps to reduce its visual impact.

**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 side extension is set 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 side extension is not considered to cause a material increased loss of amenity.

The front roof extension is sufficiently distant from side boundaries to not cause any adverse loss of light or outlook for neighbours.

**Parking**

Sufficient space will remain within the front garden 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. There is considered to be adequate space within the workshop to store bicycles and the condition suggested by WSCC is not considered to be necessary on this occasion.

**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? N**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Case Officer: Peter Barnett Date: 13 August 2020

Authorised by: Gary Peck Date: 13 August 2020