Development Management - Delegated Officer Report

Application Number: AWDM/0905/18 Recommendation – Approve

Site: 40 Old Fort Road, Shoreham-By-Sea

Proposal: Single storey flat roof garage to front; ground floor extension to east elevation. Extension and re-cladding to south dormer to wrap around to east elevation with new flat parapet roof. Extension and re-cladding of north dormer. Roof to be replaced with slate tiles. New balustrade to existing first floor south terrace with privacy screen to east and west elevations. 1.8m high wall to east and west elevations

Date of site visit: 27 June 2018

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to a detached bungalow with rooms in the roof served by dormers at the front, side and rear. It has a gable projecting at the front of the property with a flat roofed ground floor extension attached to the front of the gable. It is proposed to upgrade and refurbish the property to provide a more contemporary appearance, to include the following:

- The extension and recladding of the front/side dormer with zinc or similar
- The extension and recladding of the dormers on the south and east elevations to form a continuous wraparound dormer, clad in zinc.
- Ground floor extension on the east side to 'square off' the building
- New glazed balustrade to the existing first floor terrace at the rear
- Replacing existing roof tiles with slate
- New flat roofed detached garage at the front on the western boundary
- New dropped kerb and removal of front wall
- New 1.8m high wall along both side boundaries

Relevant site history

Various

Consultations

West Sussex County Council: The **Highways** Officer has no objection. The site is located on Old Fort Road, a D-classified residential road subject to a speed limit of 30mph.

Access and visibility

An inspection of plans and local mapping demonstrates that the dwelling is currently served by a shared Vehicle Crossover (VCO) onto Old Fort Road. The proposed plans indicate that the VCO will be repositioned to the west of the front boundary of the site. The plans demonstrate that the proposed new VCO is approximately 7.8m in width. Following a consultation with the Adur and Worthing Area Engineer, the LHA advises that the proposed VCO is a maximum of 6.4m in width. Access works will require a licence and should be constructed to a specification agreed with the Local Highways Engineer. The part of the existing VCO that serves 40 Old Fort Road will need to be closed off, and the kerb re-instated.

The applicant is proposing to construct 1.8m high walls to the east and west of the site boundaries. The applicant has not provided pedestrian visibility splays for the site. Pedestrian visibility splays should be taken 2m back into the access and a distance measured along the back of the footway for 2m on each side of the access. There should be no obstructions over 0.6m within these splays. The site appears to have sufficient space along the front boundary to provide a pedestrian visibility splay of 2 x 2m to the east of the proposed access. The LHA note that to the west of the proposed access, there is insufficient space to accommodate the desired pedestrian visibility splay, and therefore the LHA advise that the proposed wall is reduced to a maximum height of 0.6m for the first 2m back into the site. This is to allow pedestrian visibility as set out in Manual for Streets (MfS); 0.6m represents the height of a child that could be utilising the footway.

Vehicular visibility splays have not been provided, however an inspection of local and WSCC mapping indicates that the visibility at the proposed new access is sufficient for the anticipated road speeds, and visibility splays are maintainable wholly within the highway boundary.

Parking and turning
The plans demonstrate that a single garage will be provided on site, this meets the minimum internal dimensions set out in Manual for Streets (MfS) of 3 x 6m. One additional parking space is proposed on the site frontage, this appears to meet the minimum parking space specifications of 2.4 x 4.8m as set out in MfS. The WSCC parking demand calculator expects that a minimum of 2 parking spaces will be required for a dwelling of this size and location. A turn on site would be preferable; the applicant may wish to consider whether a turn on site could be provided in order to enable vehicles to exit the site in a forward gear.

Conclusion
The LHA does not consider that this proposal would have a ‘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 highway capacity or safety concerns to resist the proposal.

Adur and Worthing Councils: The **EHO** recommends the PFA and precautionary contaminated land informatives

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 (March 2012)

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 proposed works will result in a contemporary upgrade in the appearance of the property. The proposed wraparound dormer will be a large box-like structure but it is considered that, in this case, it will be acceptable as it is an integral design feature rather than appearing as an isolated box on the roof. The alterations to the existing dormer at the front will be an improvement on its current appearance and overall the works will provide a cohesive finish which will be visually acceptable in this varied street scene.

The proposed garage will project forward of the existing ground floor extension and will come to within 6.8m of the front boundary. However, it will be no further forward than the recently constructed garage at No.44 and it will not be unduly prominent, It will be partly screened by the proposed new 1.8m high walls on both side boundaries.

Residential amenity

The works generally will not have an adverse impact on either of the neighbouring dwellings. No. 42 to the east has a ground floor extension which runs along the boundary with the site and which contains a number of windows. The proposed east side extension at No.40 will stop short of those windows and will not have an adverse impact on those occupiers.

The proposed side dormer will have a blank side elevation and will result in any overlooking.

No.38 to the west will not be adversely affected by the proposed garage or other alterations.

Parking and Access

Following receipt of the comments of the Highways Officer, the proposal now includes stopping up the existing vehicular access and a reduced width for the new access of 6.4m. The proposed side walls have been reduced to 0.6m high for the first 2m into the site for visibility purposes. A new low wall is to be constructed along part of the frontage to replace the existing.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials as specified
4. No part of the development shall be first occupied until such time as the vehicular access has been constructed to a maximum width of 6.4m in accordance with the approved plans.
5. No part of the development shall be first occupied until such time as the existing vehicular access onto Old Fort Road has been physically closed in accordance with the approved plans
6. No part of the development shall be first occupied until pedestrian visibility splays have been provided either side of the proposed site vehicular access onto Old Fort Road in accordance with the approved plans. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
7. 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.

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.

PFA

Potentially contaminated land

Highway works

Case Officer: Peter Barnett Date: 12 July 2018

Authorised by: Gary Peck Date: 17 July 2018