**Expiry Date – 28/9, EOT 26/10**

# Development Control – Delegated Officer Report

**Application Number: AWDM/1463/21 Recommendation – Grant**

**Site:** 220 Old Shoreham Road, Southwick

**Proposal:** **Single-storey rear extension and conversion of garage to habitable room**

Neighbours checked: Y

Additional neighbour notifications: N

Date of Site Visit: 22/10

## Site and Surroundings

Inter war semi detached house on south side of Old Shoreham Road east of the junction with Southwick Street. As built this house has an integral garage with forecourt parking also.

The property is not in a conservation area and is not listed.

## Proposal

Permission is sought to convert the garage into a habitable room. It also proposed to add a 4 metre deep rear extension replacing an original rear addition. This extension is 3 metres deep but at the outer edge this is 3.3 metres and includes steps up to the door.

## Relevant Planning History

None.

## Consultations

## Highways:

*'I refer to your consultation in respect of the above planning application and would provide the following comments.*

*Site Background*
*The proposal is for the construction of an extension and the conversion of the existing garage to a habitable room. The application site is located on Old Shoreham Road a publicly maintained, 'A' classified urban 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*
*No changes to the access are proposed.*

*Vehicle and Cycle Parking*
*The plans demonstrate that the conversion of the existing garage to habitable living space while retaining the existing parking on the frontage. The LPA may wish to consider the impact of the displacement of the garage parking space on the wider network. The LHA does not consider however that the loss of a 0.5 parking space at this location would generate a severe impact on the highway network or a material change over the existing arrangement.*

*The LHA wish to inform the applicant that MfS and WSCC guidance also considers the utilities a garage provides, specifically the cycle storage aspect. With the conversion of such space, the opportunity is hindered for the current and any future occupiers of the dwelling to store cycles. As such, the LHA requests the applicant demonstrate cycle storage for both the existing dwellings in accordance with WSCC and MfS guidance for covered and lockable cycle storage facilities. Details of which can be secured with a suitably worded condition found below.*

*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 111), and that there are no transport grounds to resist the proposal.*
*The LHA advises the LPA that if they are mindful to permit the above application than to attach the following condition:*

*Condition*
*Cycle Parking*
*Within 6 months of the conversion of the garage, covered and secure cycle parking spaces should be 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 and Guidance**

The National Planning Policy Framework 2021
Adur Local Plan 2017 Policies 1, 2, 3, 15, including 'Development Management Standard No.2 Extensions and Alterations to Dwellings'.
WSCC Guidance on Parking at New Developments (Sept 2020).

**Planning Assessment**

***Principle***

The principle of development can be supported as it upgrades a dwelling within the built up area boundary. For consideration is the impact of the proposals on the character and appearance of the area and the impacts of the development on neighbour amenity.

Neighbour amenity/character

The conversion of the garage to a room does not need planning permission. Off street parking for 1 to 2 cars will remain. Both pairs of houses either side have already converted their garages into rooms.

The rear extension is 4 metres deep and a maximum 3.3 metres high. The house to the east, 222, has a less deep addition on the boundary. No. 218 is separated from the proposed extension by paired side access ways. It has a rear extension further from the common boundary.

This extension and garage alteration will not be harmful to neighbour amenity or to local character.

**Recommendation APPROVE** subject to the following conditions:

1. *Approved Plans*
2. *3 years*
3. *Matching materials*
4. *No side windows*

***Informative***

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.

Is recommendation contrary to any representations? No.

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| Case Officer signed: | MOK | Date: 22.10.21 |
| Authorised and signed by: | Peter Barnett | Date: 22 October 2021 |