Expires - 27/4

Development Control – Delegated Officer Report

Application Number: ADC/0029/10 Recommendation - Permit

Site: **2 Mill Hill, Shoreham-by-Sea, West Sussex BN43 5TH**

Proposal: **Variation of condition 4 of SU/20/88 to allow conversion of one of existing integral garages to living accommodation.**

The Application

The application house is a detached two-storey property (with rooms in the roof) located to the north-east of the junction between Mill Hill, The Street and Erringham Road, within a steeply sloping site. The ground floor of the dwelling is cut into the hillside and is accessed from Mill Hill to the west.

The dwelling was erected in 1988 having been granted outline planning permission earlier in that year under SU/20/88/TP. Reserved matters approval was granted under SU/88/88/TP. The new house was subject to a number of planning conditions one of which restricted the use of the two garages 'for the parking (and garaging) of cars incidental to the use of the proposed development'. (No.4 of SU/20/88/TP/OA)

Permission is sought for the variation of this condition to enable the northernmost garage to be converted into habitable accommodation in the form of a home office. It is proposed to remove the garage door and replace it with a brick built panel with casement windows.

Consultations and Representations

West Sussex County Council: The Highways Officer states that having regard to the current use of the building and the nature of the proposal, it is unlikely that there will be a material change in traffic patterns to and from the site as a result of the variation of condition.

Third parties: There have been no neighbour objections received.

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH7 and Appendix II 'Supplementary Planning Guidance' comprising: Development Control Standard No.3 'Extensions and Alterations to Dwellings.'
PPS 1 'Delivering Sustainable Development' (ODPM 2005)
PPG13 'Transport' (DTLR 2001)
Manual For Streets (DCLG 2007)

Planning Assessment

Policies

Policy AH7 of the Local Plan states that extensions and alterations should be designed so as not to result in an unacceptable degree of overlooking, a loss of natural light or an overbearing effect on neighbouring dwellings. They should be of sympathetic design and materials to the original dwelling and the area in general and accord with the Council's DC standards.

Development Control Standard No.3 entitled 'Extensions and Alterations to Dwellings' states that the most important basic principle is that any extension should be in keeping with the appearance, scale, design and character of both the existing dwelling and the streetscene generally.

Manual for Streets is expected to be used predominantly for the design, construction, adoption and maintenance of new residential streets within larger developments, but it is also applicable to existing residential streets subject to re-design. It is directed to all those with a part to play in the planning, design, approval or adoption of new residential streets and modifications to existing residential streets.

The level of parking provision and its location has a key influence on the form and quality of a development and the choices people make in how they travel. The way cars are parked is a key factor for many issues such as visual quality street activity, interaction between residents and safety. Parking can be provided on or off the street, off street parking includes parking within a curtilage (on plot) or in off street parking areas, (off plot). Reduced on street parking can remove road safety problems and allow pedestrians to cross with adequate visibility.

Visual amenity

The ground floor of the dwelling is relatively well screened, being as it is set back within the site, and dug-in lower than the adjacent neighbours, not being visible other than from the open farmland directly opposite. It is therefore not considered that the changes to the appearance of the house would affect the amenity of the surrounding area in a way that would warrant refusal.

The applicant proposes to match in size and style the opening of the existing ground floor window which serves the front utility room, directly to the north. It is considered that whilst this would not directly match the set-back first floor fenestration within the main house, that the effect on the appearance of the house would not be particularly harmful.

The proposed loss of the northernmost garage door would require a sensitive approach to the matching of materials to prevent the infill brick panel from appearing unsympathetic, however a materials to match condition can be used to ensure the alterations are matched accordingly.

Highways and Access
The Highways Authority have made no objection to the proposals as the dwelling still would not have a level of parking that would exceed the maximum standards. The loss of the garage parking facility would result in the occupiers ~~from~~ still having access to four parking spaces, three in front of the dwelling and one within the remaining garage.

It is not considered that the loss of the garage would impact on-street parking in a way that would adversely affect highway safety.

Recommendation

Approve for the reason that:

1PPi

1. C1Ci
2. C12Eii – amended
   The external face brickwork and window hereby permitted shall, prior to the commencement of use of the additional accommodation…etc.
3. The development hereby permitted shall be carried out in accordance with the following approved plans: site location plan 1:1250; revised parking layout 10-01; and proposed ground floor layout and elevations 10-03 date stamped received 02 March 2010
   Reason: *For the avoidance of doubt and in the interests of proper planning.*

Case Office [redacted]
Date: 24th March 2010. 23/3/10