expires 25/5

Development Control – Delegated Officer Report

Application Number: ADC/0092/10 **Recommendation – Permit Application**

Site: **77 Old Fort Road Shoreham-by-Sea West Sussex**

Proposal: **Pair of semi-detached flat-roofed four-bedroom houses (with front and rear timber decking and front car parking spaces)**

The Application

The application relates to a plot 18.3m wide and 34.5m deep on the north side of Old Fort Road. The plot was previously occupied by a detached bungalow which had been sub-divided to create 2 dwellings (77/77A), although the gardens and parking areas had not been subdivided. Permission was granted in 2006 to demolish the building and replace it with a semi-detached pair of modern style 4-bedroom dwellings (ADC/0284/06). This application seeks to renew that permission which lapsed in October 2009. Since permission was first granted, the bungalow has been demolished and the plot is now vacant.

The approved plans show that the first floor front wall of the proposed dwellings would align with the front of the single storey front projecting garage attached to the neighbouring house to the west, No.75A [The first floor of the proposed dwellings would be cantilevered and project 0.9m forward of the ground-floor element]. The semi-detached building would for the most part be 14.3m wide, widening to a maximum 16.3m to incorporate the first floor cantilevered projecting feature, and 11.8m deep. The building would have a flat roof 6.2m high, with the rear elevation angled back by 30° at first-floor. A gap of 2m would be provided between the main side walls of the building and the boundaries on either side (other than adjacent to the first-floor cantilever where the gap narrows to 1m). A rear garden depth of 10.5m would be provided (including a 3m deep timber deck adjacent to the houses). Each dwelling would be served by 2 parking spaces with its own access. Solar panels are proposed for the roofs of both dwellings, angled to sit proud of the flat roof.

Consultations and Representations

Consultations/Comments

West Sussex County Council – The Transport Planning Officer has no objection. From an inspection of the plans alone there is no apparent visibility issue at the point of access onto Old Fort Road. Two off-street vehicle parking

spaces have been provided for each dwelling, which is within standards for this development. It would appear that when both parking bays are occupied it would be difficult for both vehicles to turn within the confines of the site and exit in a forward gear. However, given previous comments provided by WSCC in 2006, on-site turning is not a requirement at this site. WSCC would still recommend that, if possible, the applicant modifies the plans in order to provide turning for both parking bays.

The property is situated in a sustainable location, and the most recently available verified accident records reveal there have been no personal injury accidents in the vicinity of the existing point of access, indicating a low risk of highway safety issues with this proposal. There are no anticipated highway safety implications.

Whilst WSCC sought a contribution for TAD on the 2006 application, this may have been in error. According to the current application, there is no net increase in the number of dwellings on this site, so although there is an increase in the number of car parking spaces, and an intensification of the highways, WSCC cannot seek a contribution.

However, should an application be received along similar lines after a period of 5 years after the original dwellings were demolished (November 2006), we would seek a contribution as if the site were a greenfield site, as any effect upon the highways system will have ceased by this point (the amount according to current TAD rates will be about £4350).

Adur District Council – The Environmental Health Officer has not made any comment on the application

Third Parties

No third party representations received

Relevant Planning Policies and Guidance

The South East Plan 2006-2026 (GOSE 2009): SCT1, SCT5, SP3, CC6, H1-2, H5, BE1-2
Adur District Local Plan (1996): AG1, AH2 and Appendix II Supplementary Planning Guidance comprising Development Control Standard 2 "Space Around New Dwellings"
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)

Planning Assessment

Policies

The South East Plan sets out the long term spatial planning framework for the region with the aim of achieving more sustainable development, protecting the environment and combating climate change. Policy SP3 seeks to achieve at least 60% of all new developments on previously developed land and through conversions of existing buildings. Developments in urban areas, including infill, should be well designed and consistent with the principles of urban renaissance and sustainable development. Policy CC6 requires development to respect, and where appropriate enhance, the character and distinctiveness of settlements and landscapes throughout the region, and to use innovative design processes to create a high quality built environment which promotes a sense of place.

Policy SCT1 gives priority to pro-actively pursuing sustainable economic growth and regeneration of the Sussex Coast whilst also protecting and enhancing its high environmental quality, its cultural and historic assets and promoting excellence in design of new developments in recognition of their importance to economic success and quality of life. SCT5 & H1 set housing targets for the Sussex coast sub-regional area and Adur for 2006-2026. These targets are to be met by focusing development in existing towns, by optimising the use of previously developed land. H5 aims to raise the quality, adaptability and sustainability of new housing and at higher densities (overall regional target 40 dwellings per hectare). T4 states that Local Development Documents should apply guidance on parking standards for housing in line with PPS3, reflecting local circumstances, and ensure sufficient and secure cycle parking for new flats and houses. BE1, entitled management for an urban renaissance, states that opportunities will be taken to improve the built environment, including by promoting design solutions relevant to their context and building upon local character and by supporting opportunities for appropriate higher density and mixed use development schemes. BE2 states that Local Development Frameworks should identify areas where suburban intensification could assist wider planning objectives subject to providing clear planning and design guidance based on local character appraisal.

Local Plan policy AH2 relates to new residential development (by way of infilling and redevelopment) and states that new dwellings should be designed so that their appearance, character and scale create a pleasant place in which to live and are in keeping with and enhance the existing local environment with particular attention being paid to architectural form, height, materials, density, layout of buildings and hardsurfaced areas; they do not have an unneighbourly effect due to loss of privacy; daylight/sunlight; outlook or open space, incorporating adequate standards of residential amenity for the new dwellings in terms of amenity space, daylight, outlook and privacy; access and parking provision meets the adopted standards; and they accord with the Council's DC Standard No.2 'Space around New Dwellings and Flats'.

Government policy guidance in PPS1 states:-

> "Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted."

PPS3 encourages best use of urban land for housing development, particularly affordable housing and a mixture of types to create a balanced community, at higher densities (avoiding developments at less than 30 dwellings per hectare) and without rigid application of parking and amenity space standards. However, it also seeks to improve the quality and attractiveness of residential areas and urges imaginative designs and layouts which make more efficient and sustainable use of land without compromising the quality of the environment. PPS3 also states that Councils should "facilitate good design by identifying the distinctive features that define the character of a particular local area..... ...Careful attention to design is particularly important where the chosen local strategy involves intensification of the existing urban fabric... .....successful intensification need not mean high rise development or low quality accommodation with inappropriate space.....The density of existing development should not dictate that of new housing by stifling change or requiring a replication of existing style of form.....If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment."

Visual amenity

The proposed houses would project 1.7m in front of the main 2-storey elevation of No.75A Old Fort Road. Thus, having regard to their siting and modern 2-storey form, it is considered the proposed dwellings would appear relatively prominent in views from the west. However, there would be an overall gap of 3m between the main side walls of the dwellings (other than adjacent to the cantilevered side projecting element) and thus it is considered the proposed dwellings would not have an unduly cramped appearance or overbearing effect on the streetscene. The pair of dwellings would not project forward of the front wall of No.79A, a chalet-style house with unusual asymmetric roof design, and would not look visually dominant in views from that direction.

The modern design and appearance of the proposed dwellings may not suit all tastes. However, there is very wide range of styles and type of dwelling on this part of the beach. Nearby, on the opposite side of the road, there is a white rendered 'seaside' style flat-roofed house dating from the 1930s, and a pair of brick-built flat-roofed houses dating from the 1970s at Nos. 73/75 to the west. In visual terms, it is considered the proposed houses would make a strong contemporary statement without detracting from the character of Old Fort Road.

Residential amenity

The proposed houses would project approximately 1.7m beyond the rear of Nos. 75A and 79A. The angled rear wall has been deliberately designed to lessen the impact of the building on the adjoining properties, in particular No.75A which has a first floor window bedroom towards the rear of east side elevation. This is the only window serving this room. The "bulk" of the proposed building, including the first floor side projection, would have some impact cn the daylighting to, and outlook from, this room particularly bearing in mind the existing open aspect over the low roof of the existing bungalow. However, it is considered the effect would not be so poor as to warrant refusal.

The main entrance to No.79A is from the west side, with the catslide slope of the roof continuing over to form an open sided porch. The only other openings in this side are an obscured side light window serving the entrance hall and a small velux rooflight at first-floor. It is not considered the proposed dwellings would have an adverse impact on the amenities of this property.

No.11 East Meadway is located to the rear (north) of the site, a modest detached gable ended bungalow occupying a relatively wide plot. It has been enlarged on the west side of the rear elevation by a conservatory. There is a small rear dormer on the east side of the rear roofslope. The total rear garden depth is approximately 8.5m (reduced to approximately 6m to the rear of the conservatory). The overall distance between the buildings would be 18.5m (reduced to 16m taking into account the conservatory). This is less than the minimum distance of 22m between principal rear-facing rooms required by the above Standard. However, the garden depth of the proposed new houses is only 0.5m short of the required minimum standard of 11m. The residents of No..11 have sought to shorten their own garden by erecting a rear conservatory. With this in mind, and having regard to the sloping rear design of the first floor windows it is considered the proposed 2-storey houses would not give rise to an unacceptable degree of overlooking or adverse loss of privacy.

Parking and access

There is no objection on highway grounds. The existing access on the west side of the site frontage would be retained and a new access created on the east side.

Recommendation

APPROVE for the reason:

2PPi

1. C1Ci
2. C7Cii Add at end "Notwithstanding the detail shown on the approved drawing the rendered walls enclosing the front patio areas shall not exceed 1 metre in height."

3. C8Biv "The dwellings shall not be occupied until the parking spaces, access facilities and provision for secure, covered cycle storage shown on the approved plan have been.....access and parking of vehicles, and storage of cycles, incidental to the use of the proposed dwellings."
4. C9Aii
5. C9F "The proposed new access shall be laid out to provide visibility splays on each side of its junction with the existing public highway. These splays shall be 2 metres by 2 metres.....etc."
6. C9N
7. C11Aii ".....a scheme of landscaping for the area in front of the dwellings. All planting.....etc."
8. C12Aii
9. C18B
10. C18Ei ".....side walls of the dwellings....."
11. C18N
12. The development hereby permitted shall be carried out in accordance with the following approved plans:
    Location Plan date stamped received 30 March 2010
    Drawing No. 072-010 Rev B date stamped received 26 April 2010
    Reason– For the avoidance of doubt and in the interests of proper planning

Case Officer. [redacted].....

Date.....30/4/10.....

30/4