Development Management – Delegated Officer Report

Application Number: AWDM/0037/23 Recommendation: APPROVE

Site: 97 Old Fort Road, Shoreham-By-Sea, West Sussex

Proposal: Demolition of the existing single storey bungalow and construction of a two storey house.

Date of Site Visit: 7th February 2023

Neighbours Checked: Y

Additional neighbour notification: N

Proposal, Site and Surroundings

The application site is a detached bungalow on the north side of Old Fort Road. In this case the site is in between two bungalows, but the general character of Old Fort Road is an eclectic mix of properties of various scale, design and finish. The property has a flat roof glazed projection to the front, a front garden and a garage set back to the rear. The site is unusually long with a rear garden which was extended historically and originally was the rear section of a neighbouring garden in Winterton Way. It is therefore longer than the properties on either side in Old Fort Road. There is also an unusual arrangement with regards to the front access to the property. The frontage is enclosed and access to the garage, rear of the property and side gate to the front door is across the neighbouring drive which is within the ownership of no. 99. If planning permission is granted the applicant and the adjacent owners have come to a private agreement that no. 97 will no longer have access across this land.

Consent is sought to demolish the existing bungalow and to construct a two storey four bedroom house with bedrooms to the ground floor and living space and balcony to the first floor on the south side. A single storey rear projection is proposed with solar panels. The building is simple in form a gabled pitched roof zinc clad with aqua composite cladding and white render.

Amended plans have been received showing the height of the building reduced from 7.58 metres to 7.29 metres. The rear projection was also reduced in width and depth at the request of officers and the Air Source Heat Pump relocated.

Consultations

West Sussex County Council: The Highways Authority
Access and Visibility

The applicant proposes a new vehicular access on Old Fort Road to serve the proposed parking area. A simple dropped kerb access would be appropriate, and these works will be subject to a licence obtained through the local Highway Area Office and constructed to a specification agreed with the local Highway Area Engineer. From inspection of WSCC mapping, there are no apparent visibility issues with the proposed point of access on to Old Fort Road.

Parking and Turning
The applicant proposes a parking area with provision for two cars. The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require three cars and as such, any overspill parking would have to be accommodated on-street. The LHA does not anticipate that the shortfall of one car parking space would lead to a highway safety concern or parking capacity issue in this location, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view. Given the recent changes to the Building Regulations Approved Document S (Infrastructure for the Charging of Electric Vehicles), it may be that the provision of EV charging is now covered under separate legislation to planning. Therefore, WSCC as Highway Authority have no comment to make upon the EV charging provision as a result of this planning application. However, the planning case officer should check whether the development is being built under the old Building Control regulations, in place prior to June 15th 2022, and if they are, it may be appropriate to secure EV charging provision through the planning process.
No details of cycle parking have been provided. Cycling is a viable option in the area and the LHA request that secure and covered cycle parking provision for at least two cycles be provided in accordance with WSCC Parking Standards.

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. If the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions
Car parking space (details approved) 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. Reason: To provide car-parking space for the use

Cycle parking No part of the development shall be first occupied until covered and secure cycle parking spaces have been 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.

Informative Vehicle Crossover – Minor Highway Works The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted.

Environment Agency: - The Environment Agency initially objected and following submission of the amended plans have the following comments: -

We are satisfied that our previous objection can be removed subject to the following condition: -

The development shall be carried out in accordance with the submitted Flood Risk Assessment (FRA) (ref 12371, Second issue, dated 30 January 2023, by GTA Civils & Transport Ltd) and the following mitigation measures it details:

- **The lowest floor level will be set at 6.350 metres above Ordnance Datum (AOD) (section 1.5 of the FRA).**

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements.

The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reasons

To reduce the risk of flooding to the proposed development and future occupants.

The condition is in line with the Planning Practice Guidance (PPG) to the National Planning Policy Framework (NPPF) for Flood Risk and Coastal Change.

Southern Water: -

Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works,

an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Adur and Worthing Councils

Technical Services: - Flood Risk - The application is within flood zone 3, the site is also not shown as being at risk from surface water flooding. A flood risk assessment has been submitted which proposes raising ground floor levels. Sleeping accommodation must not be provided below the predicted flood level.
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Environmental Health : - No objections in principle, please add a Construction Management Plan condition to cover demolition and construction and precautionary contaminated land condition and demolition notice informative.

Private Sector Housing: - No objection

Representations: - 1 representation has been made by the owner/occupiers of no. 99 in support of the proposals.

Relevant Planning Policies

Adur Local Plan 2017 Policies 15, 18, 19, 20, 22, 28, 34, 36
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'
Sustainable Energy SPD (August 2019)
Adur Planning and Climate Change Checklist (June 2021)
WSCC Guidance on Parking at New Developments (Sept 2020).
National Planning Policy Framework (July 2021)
Technical Housing Standards – nationally described space standard (DCLG 2015)

Planning Assessment

Principle

The proposal comprises replacing the existing dwelling 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 area, highway and parking and flood risk.

Visual amenity

The proposed dwelling will be another addition to the already rather eclectic street scene in Old Fort Road. New replacement dwellings and older style buildings sit side by side all varying in style and use of materials to form the very unique character of this locality.

It is not considered that the specific style or design of the dwelling can be questioned and it is not considered that there would be any grounds for refusal based solely on the overall design of the dwelling proposed as the street comprises so much variation. This also includes the use of materials which varies from building to building and gives an appealing contrast. The building proposed here is another unique development with the use of contemporary materials, zinc, render and composite cladding. The scale of the building will increase from those directly adjacent and the existing single storey bungalow however the scale of the new building will reflect those within the wider area. On the north side of Old Fort Road development is limited to two storey in character and this development will be in keeping with this scale and character, where there are many examples of taller buildings sitting adjacent to bungalows. Its height as reduced to 7.29 metres will be similar to others within the street on this side, such as No.81. Properties to the south side are higher and larger in scale.

This is a narrow plot and the building currently is built along the eastern boundary. This will be the case with the new development and, on balance, this is acceptable in the light of the existing development, the limitations of the site and the spacing which occurs to the east side as a result of the access drive. This allows visual separation between the buildings. The front elevation of the proposed building is in line with the existing building; there is a single storey section to the front above which is the balcony, this reduces the scale of the building to the front.

The rear single storey projection is of flat roof design and solar panels are proposed. This section of development increases the depth of the building significantly, and further than others in the vicinity. However, as amended, it goes no further to the rear than the adjacent garages to the east and is set in from the boundary to the west. On balance it was considered that this depth is acceptable as amended, in the light of the unique depth of the plot, the buildings existing on site and the single storey scale. It is therefore considered that this would not represent over development as a relatively large garden would remain.

The access arrangements will be changed as stated above with 97 having its own vehicular access and parking to the property frontage. This will enhance the appearance of the site and be in keeping with the existing pattern of development where off street parking is accessed from the street onto the property frontage.

Residential amenity - Existing Occupiers

The scale of development will increase to two storey adjacent to bungalows on either side. To the east no. 99 has side windows and patio doors which currently face on to the side elevation of the bungalow, the spacing will remain between the properties and currently there is limited outlook from these adjacent windows. The increased

height of development will result in some further loss of light and overbearing impact. However on balance this will not be considered to be such to warrant a refusal in this case. The single storey projection to the rear will be adjacent. There are no proposed windows on the eastern side of the building, only roof lights which will not result in any overlooking. The single storey projection to the rear will be alongside the existing garage. Although it will infill a section to the rear of the existing bungalow this again would not be considered to have such an impact to cause significant harm.

To the west the neighbouring bungalow has a blank side elevation apart from a rear conservatory with glazing to the side. There are windows proposed to the side elevation however these will not result in any overlooking as they are at single storey only (apart from roof lights.) The rear projection is set further to the rear than the rear of the bungalow adjacent. There is a set in from the boundary by 2.2 metres, it is therefore not considered that there will be significant loss of light or overbearing impact as a result of the development. The windows on the side of the single storey section will face onto the boundary wall/fence.

Due to the position of the plot there are no dwellings directly to the rear which will face toward the site. The rear elevation of the property will overlook the rear section of gardens in Winterton Way only. The first floor development will therefore not result in any impact upon adjacent occupiers.

An Air Source Heat Pump is shown on the proposed plans, a condition is attached requiring details of this to be submitted and approved by the LPA prior to commencement of works to protect adjacent occupiers from any potential noise and vibrations from such development.

Residential Amenity - Future Occupiers

The proposed development provides garden and internal space in excess of that required by the national Space Standards and Development Management Standards. Off street parking and space for cycle parking is provided along with sufficient outlook and light. Open plan living space is on the first floor leading to a south facing balcony and bedrooms are on the ground floor.

Parking and Access

As set out above there are no objections from the Highway Authority. The site has provision for off street parking and cycle parking with the creation of a new private vehicular access. These matters will be conditioned.

A Construction Management Plan is required in this case.

Flood Risk

The revised Flood Risk Assessment and amended plans are considered to be acceptable to the Environment Agency subject to the condition set out above.

Planning and Climate Change

Climate change is undoubtedly the defining issue of our time. Adur & Worthing Councils' declared a Climate Emergency in July 2019 and have committed to work towards becoming carbon neutral by 2030. The Councils have also signed the UK100 Cities Pledge to achieve 100% clean energy by 2050. In November 2018, the Councils' adopted an ambitious programme of action on sustainability under SustainableAW.

A Planning and Climate Change Checklist has been prepared for Adur Council. The Adur checklist sets out the policy requirements in relation to climate change in one place to clearly indicate for which developments and in which locations they apply. It is therefore recommended that developers refer to this when preparing applications. The checklist also highlights and encourages developments to meet additional elements. The impact of setting any future requirements, including on viability, will be assessed as part of the Adur Local Plan Review.

The applicant's agent has provided a Sustainability Statement within their Design and Access Statement. They state the energy efficiency measures proposed are: -

Super insulating the external envelope of the building, air source heat pump, solar panel, double glazing that outperforms building regulations standard and underfloor heating. These measures will be conditioned.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials as set out in Design and Access Statement.
4. No additional windows on the east or west elevation of the building.
5. Removal of P.D including outbuildings.
6. Hours of work
7. FRA EA condition
8. Car parking spaces
9. Cycle parking
10. CMP

11. The sustainability and energy efficiency measures referred to in the Design and Access Statement shall be installed before the dwelling hereby approved is occupied and shall remain in place at all times unless otherwise approved in writing by the LPA.
12. Balcony privacy screens.

Is recommendation contrary to letter(s) of representation N

1. Proactive with amendments
2. Demolition notice
3. Southern Water
4. Pulverised fuel ash
5. Precautionary land contamination.

Case Officer: Hannah Barker Date: 21st March 2023

Authorised by: Peter Barnett Date: 21 March 2023