PLANNING APPLICATION REPORT

REF NO: **FP/175/11/**

LOCATION: 82 Felpham Road
Felpham

PROPOSAL: Reduction of shop to create 1 parking space

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	The proposed new building measures approximately 7.6m in width, depth of 7m with a height of 3.9m. The parking space has a width of 2.5m with a depth of 4.8m.
SITE AREA	Approximately 70 square metres.
RESIDENTIAL DEVELOPMENT DEN	N/A
TOPOGRAPHY	Predominantly flat
TREES	None affected by the proposed development.
BOUNDARY TREATMENT	North side boundary has brick wall approximately 1.8m in height, south side boundary has close boarded fencing approximately 1.8m in height, rear boundary has hedging approximately 2m in height.
SITE CHARACTERISTICS	Single storey extension to front currently a shop to front of site has red brickwork, rear dwelling has rough rendered walls painted white, white window frames.
CHARACTER OF LOCALITY	Residential comprising parade of shops with residential of various styles and designs.

RELEVANT SITE HISTORY

BR/992/72	Installation of new shopfront	Approve 30-01-1973

REPRESENTATIONS

Representations received:

Felpham Parish Council

No objection.

Comments on Representations received:

None

CONSULTATIONS

WSCC Local Development Divis.

Consultations responses received:

County Highways

I refer to your consultation and provide the following comments. While the proposed access is situated on the inside of the bend it is clear that historically vehicles have parked on the forecourt of the existing shop unit. The formation of the access at this point would result in the loss of a designated disabled drivers parking bay which is secured by a Traffic Regulation Order. It is noted that this particular parking bay is not ideal due to its location on the bend and it being situated directly opposite the Grassmere Close junction and Felpham Road. Never the less in the event that this application is granted planning consent it would be the responsibility of the applicant to contact the TRO Team in order to secure a new TRO so that the provision of a dedicated parking bay is not lost.

The widened access must not exceed 3.9 metres in width. Any works on the highway for the access must be agreed with the WSCC Local Engineer and carried out under licence. I would also require the car parking spaces to be constructed in a bound material and that suitable drainage methods aare installed to prevent surface water running onto the public footway. I consider this proposal to be difficult to resist from a highway point of view and if the LPA are minded to approve the application an informative securing the car parking space and the re-siting of the designated disabled bay in conjunction with a TRO should be included.

Comments on Consultation responses:

Comments noted

If approved, an informative will be placed on any approval in relation to the TRO and site access works.

POLICY CONTEXT

Designation applicable to site:

Built Up Area Boundary
Class C Road
No Public Sewer

DEVELOPMENT PLAN POLICIES

Arun District Local Plan:	GEN2	Built-up Area Boundary
	GEN7	The Form of New Development

PLANNING POLICY GUIDANCE

PPS1	Delivering Sustainable Development

POLICY COMMENTARY

The above policies combine to describe the criteria against which the application will be assessed particularly with regard to visual and residential amenity.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless

material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies in that it would have no materially adverse effect on the visual amenities of the locality or the residential amenities of the adjoining properties, nor would it have an adverse impact upon the established character of the surrounding area.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

CONCLUSIONS

The shop is sited at the end of a parade of shops in the village centre and is currently unoccupied, the last use of the building being a Portrait Studio which is an A1 use. The shop which faces the footway has a two storey dwelling behind which does not have any rear access and the existing access to the dwelling is via the shop front or side alley. The application seeks to reduce the size of the shop to create a hard standing with parking for one vehicle to the front north side and create side access to the dwelling behind.

There is an existing paved frontage and the existing shop is approximately 9.2m in width with a front projection of 7.5m and 3.9m in height and the proposed shop will be 7.6m in width, front projection of 7m with a height of 3.9m. The existing building has an aluminium shopfront with a large expanse of glass with a middle entrance and the proposed building will be constructed of brickwork with render to match the existing dwelling. The new shopfront will have a lesser degree of glazing with white PVCu windows and door which is more in keeping with the shopfronts in the adjacent parade. The parking space will be sited behind timber gates approximately 1.8m in height which are to be sited in line with the new building and the existing paved area to the front is to remain.

To the front of the site is a designated disabled bay and County Highways have been consulted regarding the proposed access. They have raised no objection on highway grounds but they have requested that, if approved, an informative be placed on any decision regarding the new access and re-siting of the disabled parking bay.

It is not considered that the smaller shop with timber gates would look out of place within the existing street scene, nor would it harm the established character of the surrounding area.

It is therefore recommended to approve the application subject to the following conditions.

RECOMMENDATION

APPROVE CONDITIONALLY

1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

2 The development hereby approved shall be carried out in accordance with the following approved plans: Site 1:1250, Block/Roof/Ground Drg No 1169/01/01, Shop Plan Drg No 1169/01/05, proposed Floor/Roof Drg No 1169/01/03, Proposed Elevations Drg No 1169/01/04 received on 13th September 2011.

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.

3 The hard surface area to be replaced or created for the provision of the parking space shall be made of porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.

Reason: To ensure satisfactory standards of access and drainage for the proposed development in accordance with Policy GEN7 of the Arun District Local Plan.

4 The premises shall be used for the purposes within Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 2005 and for no other purpose.

Reason: To enable the Local Planning Authority to maintain control in the interests of the amenities in accordance with policy GEN7 of the Arun District Local Plan.

5 INFORMATIVE: The widened access must not exceed 3.9m in width and the applicant is advised that any works on the hghway for the access must be agreed with the WSCC Local Engineer and carried out under licence. Contact should be made to the Area Engineer, West Sussex County Council, Drayton Lane, Drayton, Chichester, West Sussex, P020 6BW, (Tel: 01243 836900) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

6 INFORMATIVE: The applicant is advised to contact Mike Thomas, Traffic Regulation Order Team, West Sussex County Council, Northleigh, Chichester, West Sussex, PO19 1RH, (Tel: 01243 382002) to obtain further information involved with re-siting the designated disabled bay.

7 INFORMATIVE: Summary of Reasons for Grant Article 31 Development Management Procedure Order 2010

SUMMARY
This planning permission is granted because it complies with the policies listed below in that the development would not cause any material adverse effect on visual or residential amenity on the surrounding area and its character and there are no material considerations to indicate otherwise.

RELEVANT POLICIES

LOCAL PLAN: GEN2, GEN7

NATIONAL POLICIES: PPS1

This is only a summary of reasons for granting to comply with Article 31 and full reasons appear in the Officer report.