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Development Control – Delegated Officer Report

Application Number: ADC/0502/08 **Recommendation – Permit Application**

Site: **41 Boundstone Lane Sompting Lancing West Sussex**

Proposal: **Detached two bedroom bungalow at rear with access and parking space off Greentrees Crescent (amendment to ADC/0237/07 roof design only)**

The Application

The application site is located at the intersection of Boundstone Lane and Greentrees Crescent, on the south-west corner. The existing site is approximately 560m² and contains a four bedroom dwelling set on two levels at the eastern end of the site at its frontage with Boundstone Lane. The original hipped roof bungalow was extended to construct rooms in the roof under planning permission S/60/00/TP which included a roof extension with part hipped gable ends, three small flat roofed front dormers and one long flat roofed rear dormer. To the rear of the dwelling is a large backyard area with an area of approximately 300m² and a depth of over 20 metres.

Permission was granted in March 2008 (ADC0237/07) for a detached two bedroom bungalow at rear with access and parking off Greentrees Crescent. The dwelling had a floor area of 78 square metres with a maximum height of 5 metres with a simple gable end design, one parking space was proposed on the eastern side of the building. The current application seeks permission for an amendment to the previous approval to change the roof design from a gable to a hipped roof. The maximum height will remain the same.

The surrounding area is exclusively residential and of medium density. There is a mix of semi-detached and detached houses and bungalows of varying styles. The sites in the area are a mix of sizes, the application site being slightly larger than those directly adjacent as it is located on the corner. Between the site and the road carriageway on both sides of the corner is a wide verge of unused land understood to be administered by the Sompting Parish Council.

Consultations and Representations

West Sussex County Council: - Transport Planning Services: - The proposal is for a single dwelling unit with access onto Greentree Crescent via a new access point. There is no apparent visibility issue at the point of access onto Greentree Crescent. 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. Approval of planning permission would be subject to conditions relating to construction plant and materials and cycle parking.

Third Parties: - No third party representations have been received.

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 201-2016 (WSCC 2005) (saved policies): LOC1, NE1, CH1, ERA1, DEV1, DEV4-5
Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2, AH5 and Appendix II 'Supplementary Planning Guidance' comprising: Development Control Standard No. 2 Space Around New Dwellings and Flats.
Revised West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003 and ADC 2004)
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)
PPS23 'Planning and Pollution Control' (ODPM 2004)

Planning Assessment

Policies

Government guidance in PPS3 encourages the provision of high quality housing which is well designed, suitably located and built to a high standard, a mix of housing to support a wide variety of households and an efficient and effective use of land including re-use of land when appropriate.

West Sussex Structure Plan Policies LOC1 and DEV1 encourage new development within the built up areas when the design, construction and layout are of high quality, integrating with, and enhancing adjoining land uses and minimising conflicts and taking into account the distinctive character of the area. Policies NE1 and NE2 require the provision of new residential developments of sizes, types and tenures to suit the varied needs of local households and to minimise the need to development greenfield sites.

Local Plan Policy AH2 encourages new development by way of infilling provided the appearance, character and scale is in keeping with the local area, it does not have an unneighbourly effect on existing dwellings, it incorporates an adequate standard of residential amenity for the new dwelling, acceptable access and parking arrangements are provided and it accords with the standards in DC Standard No. 2 "Space Around New Dwellings and Flats". Policy AH5 recognises that there is a trend towards a reduction in household sizes in the District and states that there will be a presumption in favour of the supply of dwellings suitable for small households, while maintaining a mix of dwelling types within the locality.

Policies DEV4-5 of the Structure Plan require adequate and safe access to and from development sites, encouragement of alternative forms of transport and adequate provision for parking to avoid environmental or safety problems. Contributions are required towards sustainable transport provision in accordance with these policies.

Residential Amenity

It is not considered that the change in design of the roof of the proposed bungalow will impact on the adjacent neighbouring dwellings. The neighbouring properties which could potentially experience effects from the proposal are the existing dwelling on the application site (to the east), No. 78 Greentrees Crescent (to the west) and Nos. 37 and 39 Boundstone Lane (to the south).

The building has been designed so that all of the windows are located in the front and rear elevations which face directly north and south. This does not result in any direct overlooking of neighbouring dwellings. To the north is the street, with the rear garden area of No. 47 directly opposite. To the south are the rear gardens of the properties along the west side of Boundstone Lane, with their associated dwellings being located 20 metres to the south-east along the road frontage of Boundstone Lane and rear windows facing directly west. There are no windows proposed for either the east or west elevations which prevent any overlooking of the facing windows in dwellings to the east and west and also prevents overlooking of the proposed dwelling from these existing buildings.

The positioning of the building on site does not result in any significant effects on the outlook or access to daylight for the neighbouring properties. There is approximately 8 metres separation from the closest dwelling, No. 78, and the two dwellings will be situated on a similar building line so that the proposed dwelling does not result in any interference of light to the windows on the front or rear elevations of this building. Light to windows on the eastern side elevation is not considered to be significantly reduced given the distance between the buildings and the existing trees on the boundary.

There are no changes proposed to the layout or external and internal areas. The general standard of amenity for the site is considered acceptable. Amenity space is provided for in a garden at the east side and rear. While the depth of the garden is 6 metres which is less than the 11 metre depth usually required, the overall garden area is over 90m² which is in excess of the minimum area required for a two-bedroom dwelling. As there are no dwellings immediately to the rear and as the proposed building is small in scale, this is considered acceptable and not over development of the site. A condition is recommended removing permitted development rights from the site with respect to extensions and cartilage buildings to ensure that the site does not become over developed at a future date.

The existing dwelling on the site will retain a garden with a depth in excess of 11 metres and an area of 120m² which is consistent with the standard. The dwelling is designed and oriented so that all rooms have adequate and uninterrupted access to daylight and a pleasant outlook.

Parking and Access

The proposed vehicle access to the site is from Greentrees Crescent, located approximately 30 metres from the intersection with Boundstone Lane. One parking space is proposed within the curtilage of the site.

The Highways Authority has commented on the proposal and has no objections subject to standard conditions relating to storage of plant and machinery and cycle parking provision.

Visual Amenity

The surrounding area is exclusively residential in nature, comprising of a general mix of dwelling types and sizes and site areas. The area in the immediate vicinity of the application site contains simple bungalows to the west (Nos. 78 and 76 Greentrees Crescent), a converted bungalow with rooms in the roof to the east (the existing dwelling at No. 41), two storey semi detached houses to the north and south (on the western side of Boundstone Lane and on The Martletts). In the wider area, bungalows are the predominant building style. The majority of dwellings in the area have existing vehicle accesses and front hard stand parking areas.

The proposed building is very simple in design, comprising of a general rectangular shape with a hipped roof as opposed to the previously permitted full gable ended roof on both sides. There are two small forward projecting gables on the front elevation with the recessed entrance way in the centre. The applicant proposes face brickwork on all ~~applications~~ elevations under a tiled roof which are typical building materials within this area. It is also of a small scale, being single storey only and having a floor area which is around 30% smaller than the small bungalows existing at Nos. 76 and 78.

There are properties with a mixture of roof designs within the surrounding area, although the bungalow directly to the west of the site is of a simple gabled roof design there are other hipped roof buildings around the site and the projecting gables at the front of the building will relate to the adjacent gabled roof bungalow.

As previously stated the layout on site is acceptable, and accords to the DC standards in terms of separation from boundaries and continuing the general building line of the street. The appearance of the front yard area will be consistent with other dwellings in the street, with the front hard stand area for car parking being softened by proposed by boundary plantings.

The amended design and appearance of the building is considered to be in keeping with the character of the area and acceptable in this case.

Recommendation

APPROVE for reason that :- 2PPI

1. C1Ci
2. C18B
3. C12Ai
4. C18E3
5. C8Bi
6. C9Ai
7. C9F
8. The dwelling shall not be occupied until provision has been made for covered and secure cycle storage facilities on site and such provision shall thereafter only be used for the parking of cycles incidental to the use of the site.
   Reason: To ensure adequate parking for cycles clear of the highway and to encourage use of alternative forms of transport and to comply with Policies DEV4-5 of the West Sussex Structure Plan.
9. C7Ci
10. C9N

Case Officer..... Date... 13/11/08

PB 14/11/08