Development Management - Delegated Officer Report

Application Number: AWDM/0676/20 Recommendation – APPROVE

Site: 84 Southview Road, Southwick

Proposal: Construction of 4 no. bedroom chalet style dwellinghouse with 2 no. dormer windows and rooflights to west and 3 no. rooflights to east, to the rear of 84 Southview Road.

Date of site visit: 22nd June 2020

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site is to the rear of 84 Southview Road a detached bungalow on the eastern side of the street with a large rear garden. It is a modern bungalow within a street characterised by terraced, semi detached and detached Victorian traditional style two storey dwellings. The bungalow has off street parking to the front and a vehicular access to the southern side leading to a garage set back to the rear. The bungalow has an unusually large rear garden. There are bungalows to the rear (east) of the site in Green Field Close, to the north is the side boundary of the neighbouring house and to the southern boundary is the rear side of a garage block serving dwellings beyond.

The current application seeks consent to develop the rear of the garden at no. 84 with a detached bungalow with rooms in the roof and two parking spaces. The bungalow has 4 bedrooms, two of which are in the roof. The access to the dwelling will be from Southview Road along the side of no. 84, the existing access to the side garage which will be demolished.

Representations

None received.

Consultations

Southern Water: - Southern Water requires a formal application for a connection to the foul sewer to be made by the applicant. Standard informatives to be attached.

West Sussex County Council: The **Highways Authority**

The proposed dwelling will utilise the existing access to the site, shared with the existing dwelling. Visibility at the access appears restricted to the south, due to the boundary wall. However, due to the presence of on-street parking, it is not anticipated that vehicles will be travelling at the posted speed limit in this location. The proposal is not anticipated to result in a material intensification of use of the

access. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is operating unsafely or that the addition of a single dwelling would exacerbate an existing safety concern.

The proposed plans indicate that two parking spaces will be provided for the proposed dwelling. The WSCC Car Parking Demand Calculator anticipates that a minimum of three parking spaces would be required for a dwelling of this size and location. The proposed spaces meet minimum specifications of 2.4 x 4.8m as set out in Manual for Streets. Sufficient space is provided to the rear of the parking spaces to enable a multi-point manoeuvre for vehicles to turn on site and exit onto Southview Road in a forward gear. The proposal would also see the loss of parking provision for the existing dwelling. Currently at least two parking spaces are available on the site frontage, plus additional parking capacity to the rear and within the existing garage. The loss of the garage and at least one parking space for the existing dwelling could result in a requirement for up to two overspill parking spaces to be required on-street for the existing dwelling. In addition, the shortfall in parking provision of one space for the proposed dwelling could result in a total of overspill demand of three on-street parking spaces. We would not consider that highway safety would be detrimentally affected through the proposed car parking provision. However, the Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view. The site is sustainably located within Southwick; walking distance from Southwick Train Station and within short walking distance of bus stops providing links to surrounding areas. Cycling is a viable option within the vicinity and the applicant proposes to include secure and covered cycle storage to encourage sustainable transport methods.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. Due to the small scale nature of this proposal, the anticipated provision of active EV spaces for this development would be 1 space and should be provided in accordance with the above WSCC guidance. Details of this can be secured via condition.

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 109), and that there are no transport grounds to resist the proposal. If the LPA are minded to approve the application, the following conditions should be applied:

Conditions

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.
Reason: To provide adequate on-site car parking and turning space for the development.

Electric Vehicle Charging Spaces
No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Cycle parking
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plan.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Adur and Worthing Councils:

Technical Services: - Laura Gibbons: - Flood Risk – The application is within Flood Zone 1, the site is also not shown as being at risk from surface water flooding. We therefore have no objections to the proposals from a flood risk perspective. Surface Water – The application form submitted indicates that surface water will be disposed of via soakaway this is acceptable in principle. Surface water must not be discharged into the foul sewer. Due to the scale and location of the proposed development we have no conditions to request. The design and construction of surface water drainage must be in accordance with building regulations.

Environmental Health: - Works of construction or demolition shall be limited to following times: -

Mon-Fri 08:00 – 18:00 Hours
Saturday 09:00 – 13:00 Hours
Sunday and Bank Holidays no work permitted.

In addition a Construction Management Plan is required.

Private Sector Housing: - No objections

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 20, 22
Development Management Standard No. 1 Space Around New Dwellings and Flats
National Planning Policy Framework (February 2019)

Planning Assessment

Principle

The Development Plan comprises the adopted Adur Local Plan (2017). The proposed development would make a minor contribution to meeting housing targets including Objectively Assessed Need under the tests of the National Planning Policy Framework.

New residential development can be supported in principle under Policy 15 of the Adur Local Plan (2017), which allows for new residential development within the built-up area, subject to its appearance, character of the site, and the prevailing character of the area, in terms of proportion, form, context, massing, siting, layout, density, height, size, scale materials detailed design features and landscaping.

Visual amenity, Character and Street Scene

As stated above the street is characterised by mainly terraced dwellings. With some detached and semi detached, traditional style Victorian properties. The detached bungalow occupying this site is wider than the terraced dwellings and therefore as a result of the increased width the generous long gardens here give rise to a property with a very large rear garden, wider and longer than many of those adjacent. The applicants have fenced off the rear section of the garden (the building plot) and use the space to the rear of the bungalow as amenity space which provides ample garden area for a family dwelling. The garden area is overly large within the context of the existing built environment and in terms of its use, and it is considered that this space could be used more efficiently providing space for an additional dwelling.

The spacing between the bungalow and the adjacent end of terrace also gives rise to an access leading to an existing set back garage. This side access can be seen replicated in some other developments within Southview Road where similar, backland development has occurred over time. These can be seen in the satellite image of the area submitted by the applicant's agent and photographs provided in their supporting statement. These examples show an access between two buildings visible from the street with the development hidden and not impacting upon public views.

The proposed chalet bungalow will give rise to an appropriately scaled dwelling which will not over dominate the site or surrounding dwellings, including the bungalows to the rear. Due to its position to the rear and its limited height it will not be visible within the street scene as the side access already exists therefore the impact upon the street scene is minimal.

The application forms and plans state that the building will be white render with roof tiles to match the existing house (no 84) with aluminium and uPVC crittal style windows. The proposed materials are acceptable within the context of this development, the building will not be visible, as stated above, other than glimpsed via the access.

Residential amenity - effect on neighbouring properties

The main properties to be affected by the proposed development are no. 84 the host dwelling, no. 78 Southview Road, the terraced property adjacent to the proposed

access, the bungalows to the rear in Green Field Close and the property to the north of 84, no. 86 a detached dwelling.

The current access to the side of no. 78 and 84 will be more frequently used with increased activity than currently exists, however it is considered that this increased vehicular movement serving the proposed bungalow and access to two parking spaces with turning space would not give rise to a significant amount of noise and disturbance which would warrant a refusal in this case. As stated above other similar arrangements occur within this street.

The proposed bungalow is limited in height and set in away from the boundaries. The plans as amended show the position of the bungalow shifted slightly westward to allow for a distance of 22 metres to the rear of the bungalow in Green Field Close, no. 9, to avoid any overlooking and limit the impact of the development. Both the proposed bungalow facing east and the neighbouring bungalow do not have any first floor facing windows (the proposed bungalow has rooflights) therefore despite this increase in spacing it is not considered any overlooking will occur and the distance set out in the Development Management Space Standard No. 1 has been met.

There is a distance of 22 metres also retained between the new dwelling and the rear of no. 84. There are dormers proposed within the roof, however at a minimum distance of 22 metres this relationship is acceptable and meets the Development Management Standard and obscure glazing is not necessary in this case. The rear of the dwellings either side, nos. 86 and 78 Southview Road are at a greater distance than 22 metres so similarly there is not concern with regards to overlooking. The limited height of the proposed development, spacing between dwellings and ample scale of the site will give rise to a suitable development which will not result in any loss of light, privacy or overbearing impact in this case. There would be no justification for a refusal here.

It is considered appropriate to remove permitted development rights in this case by condition to limit any unneighbourly development such as further roof extensions or increased footprint that would result in a detrimental impact to the adjacent dwellings particularly the bungalow to the rear.

Residential amenity - living conditions of future occupiers

The proposed dwelling will provide four bedrooms with two on the ground floor and two in the roof space. It does therefore offer flexibility and could be a two bedroom dwelling with increased ground floor living space. The National Standard for a four bedroom dwelling is 124 metres squared. This dwelling exceeds this at 33 metres squared.

The garden is over the 11 metre depth requirement and no. 84 will also meet this minimum garden depth. Both gardens will exceed the minimum garden area of 100 metres squared. The new dwelling will have in excess of 180 metres squared of garden.

The new dwelling will provide suitable external and internal living space for future occupiers, with two parking spaces provided. There is sufficient light, outlook and

privacy provision here. The proposal makes good use of land within the built up area without compromising the adjacent occupiers, future occupiers or the character of the locality.

Parking and Access

Off street parking is currently provided to the front of the bungalow at no. 84 Southview Road. Consent was granted in 2018 for the widening of the vehicular access to the frontage of the bungalow to allow parking, AWDM/0374/18. The proposed dwelling has two parking spaces shown with turning space. The Highways Authority, subject to conditions, has stated that they have no objections and consideration should be given to the impact upon on street parking pressure as a result of the development. It is considered that the parking provision for both dwellings is sufficient and that any additional parking requirements could be provided within the surrounding streets. The increased pressure would not give rise to highway safety concerns or amenity issues. Cycle parking provision is shown on the submitted plans and a condition is attached to ensure this. There is also the requirement for an Electric Vehicle charging point which is also conditioned.

It should also be noted that the site is within a sustainable location being within close proximity to the train station and bus routes, with shops and local amenities accessible by bicycle or on foot.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials render, plain tiles, aluminium and uPVC crittal style windows.
4. Hours of work
5. Parking and access
6. No additional openings on elevations
7. CMP
8. Electric vehicle charging point.
9. PV panels
10. P.D rights removed.
11. Retain cycle parking.

Is recommendation contrary to letter(s) of representation? N

1. Proactive with amendment
2. Street naming
3. Highway license
4. Vehicular crossover
5. Sewer connection
6. Sewer on site

Case Officer: Hannah Barker Date: 14th July 2020

Authorised by: Peter Barnett Date: 14 July 2020