Development Management - Delegated Officer Report

Application Number: AWDM/1289/19 Recommendation – Approve

Site: 46 Victoria Road, Southwick

Proposal: Demolition of existing dwelling and garage, proposed detached two storey dwelling

Date of site visit: 25th February 2019

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

Victoria Road is a residential street, characterised by a mix of period and modern buildings. No. 46 is a derelict detached bungalow with detached garage which occupies a triangular shaped plot with the bungalow and garage occupying the deepest part of the site to the east with the site tapering to the west. The bungalow is on the south side of Victoria Road and the railway line is to the south.

The proposed development is to demolish the current bungalow and garage, replacing it with a detached two-storey gabled roof dwelling with two bedrooms. The building is of simplistic design with front porch canopy the building is shown to be rendered and tile hung. Hardstanding is to be provided on the western side of the site with parking shown for 2 cars.

Originally consent was sought for a two storey block of flats with parking and amenity space under AWDM/1687/18. This could not be supported by officers due to the excessive footprint of the building and its scale and character in relation to the street scene and lack of amenity space. It was subsequently withdrawn. The current application was originally submitted with a proposal for a large three bedroom, two storey dwelling with garage. It was also advised that this could not be supported and that the redevelopment of the site should seek to retain as much usable amenity space as possible and the removal of the garage and relocation of the car parking area would facilitate this. The scheme as reduced in footprint and scale as described above is for consideration here.

The dwelling is 7.2 metres deep and 5.9 metres wide. The layout shows a kitchen, lounge/dining room, hallway and W.C at ground floor and two bedrooms and a bathroom at first floor.

Consultations

West Sussex County Council: The Highway has no objection subject to conditions and informatives as set out below: -
A new vehicle crossover is proposed to the west of the site to serve two off-street parking spaces. The applicant is advised that the proposed crossover must be

constructed to a specification agreed with the WSCC Area Engineer, and that a second vehicle crossover is unlikely to be granted a licence due to existing on-street parking pressures. The applicant should consider closing off the existing vehicle crossover and demonstrating this on the proposed plans. Visibility appears to be sufficient at the proposed access; furthermore, 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 proposed access would exacerbate an existing safety concern. The proposed westernmost parking space appears to fall slightly short of the required full 4.8m depth, however this is not anticipated to result in a highway safety concern in this location as vehicles would likely overhang the hard-standing within the site, but would not overhang the highway in this location. The site is sustainably located within walking distance of bus stops, Southwick train station and local shops and services. This reduces the reliance upon the private car. Cycling is a viable option within the vicinity and details of secure and covered cycle storage 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. Whilst there are no in principle concerns to the proposed access arrangements, the applicant is advised that the Area Engineer is unlikely to grant a licence for the second crossover, should the existing crossover not be proposed for closure. If the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions
Access
No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with the approved plan.
Reason: In the interests of road safety
Car parking space
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. Additional information about the licence application process can be found at the following web page:
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f
or-driveways-licence/
Online applications can be made at the link below, alternatively please call 01243 642105.
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f
or-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/

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

Adur & Worthing Councils: The **Environmental Health** Officer advises that hours of work should be restricted and a noise assessment is required due to noise and vibration from the adjacent railway.

The **Private Sector Housing** Officer has no objection.

The **Engineer** states that the application is within Flood Risk Zone 1 the site is shown to be at risk from extreme surface water flooding events. The application form indicates that surface water drainage is proposed to be discharged to soakaway. There appears to be very little space on site for the use of traditional soakaway. Please can the applicant supply further information regarding their proposals evidencing that there is sufficient space for surface water drainage.

Representations

Email representation on behalf of local residents submitted following the first submission: -

- Appearance – we are keen to ensure that this development is in keeping with the surrounding area. The bungalow as existing is in keeping with the other bungalow opposite a natural and sympathetic end to the street.
- Lack of understanding of the look of other properties in the street. Having just built a house at 55 I feel that this application has shown no effort in trying to match the look and feel of the existing and other properties in the area. For example no detailed planning, sympathetic and in keeping windows and doors and observance of the general area.
- The site is incredibly tight and only has one parking space. The road is often heavily parked up (garages at end of the street.) This would mean that access during a build would be very challenging.
- No. 44 are considered with the proximity of the property to her boundary wall.
- Maybe a better option would be to do the work needed to improve the bungalow – it is a shame to see it go completely. At least something needs to be sympathetic to what is already there.

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 20, 28
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'
National Planning Policy Framework
Technical Housing Standards – nationally described space standard (DCLG 2015)

Planning Assessment

Principle

The proposal comprises upgrading the existing housing stock 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 and the effect on the character and appearance of the dwelling and its surroundings.

Visual amenity

The existing bungalow is in a poor state with a dwarf wall along the property frontage. There is much vegetation in the south west corner of the site and a hedge screening much of the front of the bungalow from the street. There are a few bungalows within the street including opposite the site however the street mainly comprises of houses, many of which are substantial in character, and some more modern development with a mixture of building style directly adjacent to the application site. The existing detached flat roof double garage dominates to the side of the hipped roof bungalow. The bungalow does not offer any character value within the street scene there is no objection in principle therefore to its demolition and replacement with a house.

As stated above the building as amended is considered to be appropriate in scale, simplistic in design and, although not seeking to replicate adjacent development, it is of gable roof design matching the adjacent two storey dwellings to the east. The design is similar although not matching which is in keeping with the street variation which already occurs here. The use of traditional materials, render and tile hanging and the form and style this dwelling will be in keeping here. It will not dominate the street scene as a result of its scale, appearance or use of materials. It is considered to enhance the street scene and be an improvement upon existing.

The loss of the garage on site gives more space for the proposed development allowing for sufficient space around the building and to the side of the site. The amount of building footprint covering the site has been reduced an improvement to the sprawling development of the bungalow and garage. This in turn improves the character of the area and the street scene. The house width is in keeping with those two storey, detached dwellings to the east.

The spacing between the new building and the dwelling adjacent to the east is greater than currently exists and is similar to the spacing between other dwellings within the street scene. There is however some variation here, the spacing in this case is not considered to be visually harmful.

Residential amenity – existing occupiers

The main property to be affected is the two storey dwelling to the east no. 44 Victoria Road. There are no windows proposed on the side elevation of the building adjacent to the neighbouring property. There are no windows at first floor at no. 44 which will be affected by the increased height in development. The existing bungalow already impacts any ground floor side windows. The proposed dwelling will give greater distance between the dwellings and the depth of the building is reduced shown in line with the rear of no. 44. A condition is attached to ensure that no windows are inserted in the east side elevation of the new dwelling to protect the amenities of no. 44, subject to this there will be no loss of light, privacy or overbearing impact to the occupiers of no. 44 as a result of the proposed development.

As stated above there are bungalows and houses opposite the site. The replacement dwelling will not result in a significant impact here. The additional storey may give rise to increased overlooking due to the first floor windows however this is not such to warrant a refusal and is commonplace in a residential street such as this.

Residential amenity – future occupiers

Due to the proximity of the new dwelling to the railway line Environmental Health have advised that a Noise Assessment is required to measure and assess noise and vibration from the adjacent railway to establish the potential for loss of amenities. The condition as set out below is required. Construction measures can then be detailed and carried out in accordance with the subsequent report.

The proposed two bedroom, two storey house meets the internal living space standard of 70 m2 which is the minimum requirement for such a dwelling. The proposed layout and outlook is acceptable and will provide a modest new home making best use of this site. The removal of the garage and relocation of parking area gives rise to the improved use of the space around the site. Maximising the space available, there is a 3 metre depth of garden to the rear of the dwelling however the main space is to the side. Despite the Development Management Standard being 11 metres, this is acceptable and is usable space - once vegetation is cleared the use of space can be maximised. The plans show there to be 149 m2 of amenity space provision, this is above the 85 m2 stated in the Development Management Standard and in the light of it being to the side and not to the rear this provision is acceptable.

Parking and Access

The existing garage is to be demolished to allow improved use of the land to the side of the dwelling for amenity space. This vehicular access will be stopped up and a new access created to the south west end of the site. There will be hard standing and parking provided for two cars. The Highway Authority has no objections and their comments are set out above. This is subject to the conditions attached.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Landscaping
4. Construction Management Plan
5. Stopping Up
6. Surface water drainage
7. Materials details to be submitted.
8. Noise assessment
9. Demolition prior to works
10. Hours of work
11. Removal of PD
12. No openings on east side
13. Access and parking

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

1. Pro active with amendments

2. Demolition Notice

3. Highway Licence

4. Southern water sewer maybe on site

5. Southern water sewer connection.

Case Officer: Hannah Barker Date: 12th May 2020

Authorised by: Peter Barnett Date: 13 May 2020