Development Management - Delegated Officer Report

Application Number: AWDM/0560/19 Recommendation – APPROVE

Site: 10 Grinstead Lane, Lancing, West Sussex

Proposal: Demolition of existing bungalow and garage and construction of semi detached pair of three bedroom houses with associated bin store and parking

Date of site visit: 4.06.19

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site is on the west side of Grinstead Lane near to the Lancing Manor roundabout. It is a generous site for a single dwelling, 19 metres in width and 36 metres deep. Currently a modest bungalow is positioned to the north side of the plot and a flat roof single garage to the southern side. The bungalow is set back from the highway behind a wall and some vegetation and is not clearly visible within the street scene. The bungalow is in a poor state of repair and appears to be suitable for redevelopment.

There are various dwelling types within close proximity to the site with both bungalows and two storey dwellings. To the north of the site is a pair of semi detached dwellings, traditional in style. To the south are bungalows of varying styles and scale.

Consent was originally sought to demolish the existing bungalow and garage and to construct a pair of semi detached two storey, four bedroom dwellings. Despite being set in by 1 metre from each of the side boundaries this development was very wide and the proportions of the building were not in keeping with the more traditional and modest proportions of the semi detached pair to the north. The proposals were considered to dominate the street scene and were disproportionate in relation to adjacent development due to the full width of the plot being utilised.

Officer's recommended that the scale and width of the scheme were reduced to allow for a more modest and scaled down version of the original proposal with two, three bedroom dwellings narrower in scale with 1.4 metre gaps to either side boundary. Due to highway comments requiring larger garages to facilitate a parking space these have also been amended to comply and the parking turntables have also been removed.

The building as amended is 13.8 metres wide and has a maximum depth of 11.7 metres. Off street parking provision is to the property frontages with each dwelling having its own access from the highway. Planting is shown to the frontage. Bin storage is to the side of the dwellings, permeable block paving is to be used. The

application forms state that brick, render and stained timber boarding will be used with concrete roof tiles and white uPVC windows.

Lancing Parish Council: - No objection

Consultations

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

Original Application

Summary
This proposal is for the demolition of an existing bungalow and the erection of 2 x semi-detached
4-bedroom houses with vehicle turntables. The site is located on Grinstead Lane, an A-class road subject to a speed limit of 30 mph.
Access and visibility
The southern dwelling will use the existing access point that currently serves the existing bungalow. The northern dwelling will have a new access. A dropped kerb already exists on Grinstead Lane to the front of the property, which both accesses will utilise. Visibility from these accesses onto Grinstead Lane is sufficient. An inspection of collision data
provided to WSCC by Sussex Police reveals no recorded injury accidents within the vicinity of the site resulting from road layout. Therefore there is no evidence to suggest that the existing access is operating unsafely or that the proposed development would exacerbate an existing concern.
Parking and turning
Each dwelling will have 2 car parking spaces. This includes a single car garage and space outside for an additional vehicle. The plans also include a vehicle turntable, allowing vehicles to exit the site in a forward gear.
The WSCC Car Parking Demand Calculator indicates that the 2 dwellings combined would create a demand for 5 car parking spaces. There is sufficient space for 2 cars to be parked on the area of hardstanding if required, but this would not allow for the vehicle turntable to be operational. Therefore in this scenario, vehicles may have to exit the site onto Grinstead Lane in a reverse gear. Given that the existing dwelling and neighbouring properties have similar arrangements and have operated safely, this is not considered a highways concern.
The garage dimensions demonstrated in the plan measure approximately 2.6m x 4.9m. This does not meet the minimum internal garage dimensions for single car garages of 3m x 6m as set out in Manual for Streets (MfS). The LHA recommends revising the garages in the plans to meet MfS minimum internal dimensions, so they can be considered for parking provision.
Sustainability
The site is situated in a sustainable location within walking distance of shops and schools. Nearby bus stops offer connections to Salvington, Shoreham, Arundel and Worthing. Lancing Train Station is also within walking distance of the site.
The applicant proposed to use the garages for secure and covered cycle storage. However, the garages do not meet MfS minimum dimensions and therefore cannot be considered for parking provision. The LHA recommends enlarging the garages to meet these dimensions so they can be considered for parking provision and cycle storage.
Conclusion
The LHA does not consider that the proposal would have ‘severe’ impact 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 and informative should be applied:

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.

Amended Plans

The LHA approve the amended plans.

Southern Water

Standard Southern Water advice with requirement for informatives to be attached referring to connection to public sewerage system.

Adur and Worthing Councils:

Technical Services: - Ken Argent: -

Thank you for the opportunity to comment on this application, whilst the application form states that the site is in flood zone 1 it is actually partially in flood zone 3 and almost entirely in flood zone 2.

The FRA provided acknowledges the risk of surface water flooding affecting the property; this flooding is associated with failure of the highway drains and or issues with the pumping station: therefore I am a little concerned with having level thresholds into the property.

The use of permeable paving under the parking areas and soakaways are essential Therefore the applicant needs to assess if the use of soakaways is viable on this site. The proposed location for the soakaway will need to be more than 5m from existing or new structures, and there will need to be a soakage test undertaken each location to ascertain if a soakaway will adequately empty. There appears from the drawings to be sufficient area to adequately site soakaways, in the gardens and under the parking areas.

In the absence of any ground investigation details or detailed drainage details in support of the application we request that should approval for these new build be granted it be conditional such that *'no development approved by this permission shall commence until full details for the disposal of surface water has been approved by the Planning Authority'*

Soakage tests in accordance with DG 365 (2016) or similar will need to be undertaken on the proposed site to provide the data to ascertain the size of the soakaway required for the impermeable areas.

Environmental Health: -

The area of development, has been identified by DEFRA as an area severely affected by traffic noise and no scheme based on good acoustic evidence has been provided to protect the new residential dwellings from noise.

I would therefore recommend the following noise condition on any permission given.

"The development hereby permitted shall not be commenced until a scheme for protecting the proposed dwellings and outside amenity areas, at the rear of the property, from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall follow the ProPG: Planning and Noise process and shall comply with the internal noise level guidelines set out in BS8233:2014 and night time Lmax noise levels. Where windows need to remain closed to achieve these internal noise guidelines then mechanical ventilation with heat recovery, MVHR, shall be provided. The scheme shall also try and achieve as far as reasonably practicable the WHO guidelines for external amenity areas. All works which form part of the agreed scheme shall be completed before the permitted dwellings is occupied."

Please can you also add an informative to any permission advising the applicant to contact Environmental health for a demolition notice under the Building Act 1984 prior to any demolition works taking place.

Representations

3 representations have been received relating to the original plans from owner/occupier of No. 2 Eighth Avenue, No.4 Eighth Avenue and 8 Grinstead Lane.

- New houses will overlook our garden, loss of privacy, loss of light to garden, noise pollution.
- Concerns regarding flooding, shared sewers, light, noise and dust.
- Light will be blocked in our garden, property value reduced.

1 representation received from 4 Eighth Avenue in relation to the amended plans : - Still concerned about the sizes of the proposed buildings it will block light and will be overlooked.

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 a mixture of building types. The plot as existing appears overly wide for a single bungalow and it is considered that the site could be used more efficiently and the building which is in a poor state of repair could be redeveloped to allow for visual improvements in this case.

The proposed development as amended will give rise to an appropriately scaled development which is in keeping in form and scale with other properties within the vicinity of the site and which will not be unduly dominant within the street scene.

The materials used include stained weather boarding, render and brick which will give variation to the pair of dwellings, adding to the variety of building style within this location. Details of materials are conditioned below.

Parking is to the front of the property in keeping with the pattern of surrounding dwellings. Planting is proposed to the property frontage, which softens the open frontage of the site, dividing the areas of hardstand which is wide and would be detrimental to the street scene if as a single expanse. The planting will be conditioned to ensure it is installed and remains.

Residential amenity – effect on neighbouring properties

The main properties to be affected by the proposed development are those either side of the development and to the rear. Due to the proposed use of the site the building will be closer to the boundaries and higher than existing. However the site as existing is considered to be under used and it is not unusual to have the proposed form of development adjacent to neighbouring dwellings as is the case proposed here in a built up area such as this.

The spacing of 1.4 metres from either side boundary is greater than that recommended by Development Management standards. To the south is a bungalow, the proposed dwellings adjacent to the bungalow do not extend any further to the rear than this neighbouring property and due to the proposed set in there will not be any significant loss of light or overbearing impact in this case. The south side elevation has a first floor bathroom window only and this will be conditioned to be obscurely glazed and non opening except for above 1.7 metres finished floor level. A condition will also be attached to ensure that no additional openings are inserted in the side elevation. The same will be the case on the northern side which has a matching first floor bathroom window. Therefore no overlooking or loss of privacy will occur.

To the north is the semi detached, two storey dwelling , no. 8. There is a first floor secondary side window facing onto the site, but there will be no overlooking, harmful loss of light or overbearing impact to the property to the north. There is a rear extension at no. 8 which has a blank side elevation. This will be adjacent to the dwelling. The proposed development will have a greater impact than the existing sparse, low level use of the site, yet not to such a degree that this would warrant a refusal and that would outweigh the more efficient use of the site.

Neighbouring residential properties to the rear of the site have objected on the grounds of overlooking and loss of light. As existing due to the use of the site there are no first floor windows facing toward the west. The proposal will result in first floor windows facing west toward the dwellings to the rear of the site. However this will be at a distance well in excess of 22 metres (the standard required by Development Management Standard No. 1.) Therefore this increased overlooking is not considered to be to such a degree to warrant refusal. As stated above such a relationship between properties within a residential area such as this is commonplace

One of the neighbour representations referred to sewers and drainage. A condition is attached in relation to drainage and other matters will be checked at building control stage.

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Residential amenity – living conditions of future occupiers

The proposed dwellings provide three bedroom family accommodation with an ensuite and bathroom at first floor. A kitchen with living and dining space with integral garage are at ground floor. The space provided exceeds the National Standards. The garden is in excess of the required 11 metres depth at over 17 metres and exceeds the space standard required for dwellings of this size.

Environmental Health has made reference to the requirement for protection of the future occupiers from road noise, details of which are conditioned below for submission prior to commencement of works.

The new dwellings will provide suitable external and internal living space for future occupiers, sufficient parking space is 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 area.

Parking and Access

Sufficient off street parking and access is provided for both dwellings, cycle parking provision can be made in the garage and rear garden if necessary. The Highways Authority are in support of the proposal as amended, the loss of the vehicular turntable was not of concern as due to slow moving traffic near to the roundabout it is possible to reverse safely onto the highway. There is not considered to be any adverse impact with regards to parking and highway safety, subject to the safeguarding conditions recommended which are attached below.

Recommendation

APPROVE

Subject to Conditions:-

1. Standard 3 year time limit
2. Materials details to be submitted.
3. Hours of work
4. Road noise protection
5. Hard and soft landscaping
6. Demolition
7. Parking and access
8. Surface water disposal details
9. Obscure glazing
10. No additional openings on site elevations
11. Construction management plan
12. Approved plans

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

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

Case Officer: Hannah Barker Date: 23rd July 2019

Authorised by: Peter Barnett Date: 23 July 2019