Expiry Date - 08/04/2008

Development Control – Delegated Officer Report

Application Number: **Recommendation – APPROVE**
AWDM/0993/12

Site: **21 Halewick Lane Sompting Lancing West Sussex**

Proposal: **Demolition of existing bungalow and erection of 2 pairs of semi detached 3 bedroom houses 8 car parking spaces and cycle storage.**

The Application

The site has been subject to two former refused applications (and two dismissed appeals) for the demolition of the existing hipped roof bungalow, and residential redevelopment for, initially a terrace of four houses (ADC/0363/07) and then latterly three detached houses (ADC/0297/09). Following these refusals a subsequent application was submitted and approved for a pair of semi detached houses with off street parking and attached garage to the side, ADC/0084/11.

The site is located within the built up area of Sompting. As existing there is a single storey bungalow on site which is side on to the highway, the 750sqm plot is relatively large in relation to the size of the existing bungalow and to other plot sizes within the vicinity of the site. The character of the surrounding area comprises of bungalows, chalet bungalows, 2 storey semi-detached dwellings and terraced properties. However to the north of the site on both sides of the road there is a dominance of semi detached two storey dwellings of a similar design and scale which follow a uniform building line. The existing bungalow has a flat, rear garden bounded by a 2 metre hedge with land to the rear which has been developed following the approval of ADC/0379/07, for a pair of semi detached bungalows.

The current application seeks full permission for the demolition of the bungalow and the erection of two pairs of semi detached two storey, three bedroom dwellings. The houses will have hipped roofs and each will have off street parking to the front for two cars.

Full planning permission was refused in July 2007 for the demolition of the existing bungalow and the erection of a terrace of 4, three bedroom, 2 storey dwellings (ADC/0363/07), and a subsequent appeal was dismissed. The Inspector concluded that the scheme would not materially harm highway safety. However the development would cause unacceptable harm to the character and appearance of the area.

A further outline application (with all details reserved) for the erection of three detached dwellings on the site (ADC/0297/09) was also refused on the grounds that: *The proposal constitutes overdevelopment that would be out of keeping with and detrimental to the environmental character and visual*

amenities of the locality and the submitted illustrative plans do not demonstrate that this site is of a sufficient size to accommodate 3 detached dwellings and 6 parking spaces in a satisfactory manner. Therefore the proposal is contrary to the policies of the Adur District Local Plan (AG1, AH2).

A subsequent appeal was also dismissed. The inspector noted that the three plot sizes would be narrower than other plots in the area, and that owing to the size of the plots there was a likelihood of the dwellings having pyramid shaped roof forms, which would be an unusual feature in the area. It was concluded that three dwellings on the site would result in a development that would appear cramped in relation to its surrounding area, thus conflicting with policies AG1, AH2 of the ADLP.

The current application seeks to address the issues relating to the previous refusals and appeal decisions. Being a full planning application the proposal plans submitted can demonstrate how the dwellings can be accommodated onto the site satisfactorily. A contextual plan has been submitted which shows the two pairs of semi detached dwellings placed within the street scene. It shows the levels, relative building heights, spacing and form.

Each pair of dwellings is matching and is 10 metres wide, has a maximum height of 7.4 metres and maximum depth of 12.3 metres. The houses are designed with the main entrance on the side with a living room to the front and kitchen/diner to the rear. Three bedrooms and two shower/bathrooms are at first floor. The rear section of each building is reduced in height and width. As stated above each dwelling has two parking spaces to the front. These spaces are enclosed by proposed hedging on the side and adjacent to the front of the house.

Consultations and Representations

Consultations/Comments

Adur and Worthing Councils: - The EHO states that a precautionary informative relating to contaminated land should be attached to any permission granted.

West Sussex County Council: The Highways Officer raises no objection to the development.

West Sussex County Council was consulted previously on highway matters for this location under the previous planning applications at this site.

The most recently available verified accident records reveal there have been no personal injury accidents in the vicinity of the existing point of access. There is no concern over visibility from the proposed points of access onto Halewick Lane.

As stated in the consultation to the previous application under ADC/297/09, the site is located on Halewick Lane close to its junction with Meadowview

Road. Whilst it would not be desirable for vehicles to reverse onto Halewick Lane at such a close proximity to the junction, the principle of a new access in this location was established in the appeal under ADC/363/07 in which the inspector acknowledged that there are many existing examples that have not created safety issues. Given that the principle of this scheme has been accepted by the inspector, no highway objection to this proposal is raised. Any new planting along the frontage should be no higher than 0.6m metres above carriageway level to ensure adequate pedestrian visibility.

Each dwelling will be provided with two car parking spaces. This would be considered an appropriate level of car parking per dwelling and no overriding highway safety concern would be raised. It would be anticipated that occasional on street car parking related to the development may take place, for example, by visitors. The LPA may wish to consider the implications that this will have towards on street car parking. These spaces should be 2.4m x 4.8m in accordance with guidance from Manual for Streets. It should be confirmed that there is sufficient space to ensure that vehicles do not overhang the public highway. Cycle parking should be included and must be secure, covered and provide 2 spaces per dwelling. The actual details of the cycle parking facilities should be submitted to and approved by the LPA.

If the LPA are minded to approve this application we would ask conditions securing the following are included:

- Access
- Car Parking
- Cycle Parking
- Pedestrian Visibility
- Construction and Plant Materials

A TAD contribution of £5,300 is required.

Sompting Parish Council: No objection.

Third Parties: - 4 letters of support have been received stating that: -

- The houses are in keeping with the rest of the road.
- The houses are affordable to young people.
- Adequate parking and space.
- They would replace an existing house which sits oddly on the site.
- Work would be provided for local builders.
- It would help the housing shortage.
- Boost local economy.
- The bungalow has been empty for sometime and the dwellings will benefit more than just one family.

2 letters stating no objection: -

- No objection subject to a six foot fence being erected between no. 23 and the rear garden of the new dwellings. Also any windows overlooking at the back be obscurely glazed.

2 letters of objection: -

- Overdevelopment of the site.
- Out of keeping and out of place 'proportionately' with properties in the surrounding area.
- Increased traffic
- Restricted vision of oncoming traffic driving up and down Halewick Lane, hazardous to current local residents and local bus service.
- Loss of privacy to rear garden.
- Congestion due to additional parking.
- How would this development fit onto the site without over spilling onto the highway.

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2, AH7 and Appendix 11 'Supplementary Planning Guidance' comprising:
Development Control Standards No.2 'Space Around New Dwellings and Flats' and No.3 'Extensions and Alterations to Dwellings'
Good Practice Guidance Note: 'Internal Space Standards for New Homes' (ADC 2010)
South East Plan (GOSE 2009): CC1, CC6, BE1
National Planning Policy Framework (CLG 2012)

Planning Assessment

Policies

Local Plan policy AH2 relates to new residential development (by way of infilling and redevelopment) and states that new dwellings should be designed so that their appearance, character and scale create a pleasant place in which to live and are in keeping with and enhance the existing local environment with particular attention being paid to architectural form, height, materials, density, layout of buildings and hardsurfaced areas; they do not have an unneighbourly effect due to loss of privacy; daylight/sunlight; outlook or open space, incorporating adequate standards of residential amenity for the new dwellings in terms of amenity space, daylight, outlook and privacy; access and parking provision meets the adopted standards; and they accord with the Council's DC Standard No.2 'Space around New Dwellings and Flats', and the adopted Good Practice Guidance Note 'Internal Space Standards for New Homes'.

The National Planning Policy Framework (NPPF) states that housing applications should be considered in the context of the presumption in favour of sustainable development. The NPPF also attaches great importance to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings. It states (paragraph 58) that planning decisions should aim to ensure that developments (amongst other things):-

- Add to the quality of the area;
- Establish a strong sense of place;
- Optimise the potential of the site to accommodate development;
- Respond to local character and history and reflect the identity of local surroundings an materials, while not prevent or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Density, character and appearance

As stated above two appeals have been dismissed on the site. The first for a terrace of four houses, which was considered to have resulted in an unacceptable harmful impact on the character of the surrounding area (which was identified was made up of predominantly pairs of semi-detached houses). The appeal for three detached houses was determined to be unduly cramped owing to the smaller plot size and uncharacteristic pyramid shaped roof.

Each pair of dwellings is 10.1 metres wide. The semi detached dwellings to the north are approximately 15 metres wide, with larger proportions and a wider ridge. The proposed dwellings are also lower than the semi detached dwellings to the north at 7.5 metres as opposed to 8 metres. The bungalows to the south have narrower plots and have naturally lower ridge heights. It is considered that the width, height and proportions of the proposed semi detached dwellings are acceptable in this case. The site forms a transition between the more uniform and larger scale semi detached dwellings to the north and the more mixed variety of properties to the south with bungalows and chalet bungalow and properties of various styles. The proposed dwellings are smaller scale buildings with hipped roofs to relate to the existing buildings within the street. There is sufficient spacing between the buildings, a minimum of 2 metres.

In terms of the specific appearance of the pair of dwellings, the houses would have a tiled hipped roof matching those on the surrounding dwellings, with a brick and tile exterior finish. The width of the site does not allow for semi detached dwellings to replicate the width of the dwellings to the north. However this is not of concern, the new dwellings vary in scale and appearance from the existing buildings within the street also the main entrances are on the side. However it is not considered that this would detract unduly from the character or appearance of the area. The site is considered to be in a fairly robust location directly opposite the junction with Meadowsview Road, and the dwellings would act as a natural transition between the bungalows to the south and the two-storey houses to the north. Adequate

separation is provided between the pair of houses and the adjacent dwellings. The appearance of the overall scheme in terms of the plot width and building design is therefore considered to be acceptable.

The northern most pair of semi detached dwellings follows roughly the line of the semi detached dwellings to the north. The proposed southerly pair is set in by 1 metre so the buildings are slightly staggered. This pair is positioned 3.9 metres forward of the chalet bungalow to the south. With regards to overall site layout and impact on the street scene this is considered to be acceptable. The position of the dwellings still allows for sufficient rear amenity space and off street parking and planting to the property frontage. It is considered that, on balance, owing to the angled siting of the adjacent dwellings, and their large set back from the road, the proposed southerly pair of houses would not appear unduly prominent as viewed from the south.

As stated the new dwellings will have two parking spaces per dwelling to the front of the site. It could be argued that this parking layout is not characteristic of this area. Properties within Halewick Lane on the whole have off street parking to the front along with front garden areas with lawn and/or landscaping. However it is considered that on balance this arrangement is acceptable. Other property owners within the street could hard surface their frontage under permitted development to provide additional off street parking which would result in a similar impact. There will be some vegetation to the property frontage around the parking areas and this is conditioned to be retained. It is considered that the benefit of the development providing 2 off street parking spaces per three bedroom dwelling is out weighed by the concerns relating to the lack of soft landscaping at the property frontage.

Residential amenity – proposed dwellings

Both the pair of dwellings have the same interior layout in terms of room sizes and positioning, except that each pair are handed. It is not therefore considered that there would be an issue with disturbance due to a poor stacking relationship.

All of the dwellings meet the minimum standards as set out in the Council's Good Practice Guidance Note, with the overall floor area being 104.8sqm, (the minimum being 93sqm) with a living/cooking/eating area of 36.76sqm (minimum being 30sqm), and the three bedrooms comprised of 9.8sqm, 8.7sqm and 8.3sqm respectively totalling 27sqm, which is slightly below the 31sqm contained in the space standards. The exterior gardens meet the 11m length and provide 85msq of garden area per dwelling which taking all matters into consideration is acceptable being slightly deficient of the 100msq requirement.

The orientation of the dwelling is such that the front of the house would face the morning sun, and the back of the houses would face the west, much like the majority of dwellings on the west side of the road. It is not considered that there would be not an inadequate level of daylight or outlook as a result of the

siting or orientation. There are patio doors providing dual aspect from the rear kitchen/diner onto the garden.

Residential amenity – surrounding dwellings

The main properties to be affected by the proposed development are the semi detached two storey dwelling to the north, no. 23 and no. 19 the semi detached chalet bungalow to the south. The existing bungalow is currently sited on an overly large plot and is low level with space to either boundary. The proposed redevelopment of the site will inevitably result in a much more intense use of the site with a higher density of development which will be larger and higher in form and closer to each of the neighbouring properties. Despite this it is considered that the proposed two pairs of semi detached dwellings, on balance, will not result in a loss of light, privacy or overbearing impact that would warrant a refusal in this case. No. 23 to the north has a single storey side extension with small windows on the side which appear to be secondary windows as they currently face directly onto the side elevation of the existing garage at the application site. There is also a landing window at first floor.

At no. 19 to the south there is a side, 'back' door to the bungalow with a ground floor window adjacent, there is also a first floor side window which is obscurely glazed. There is as existing open aspect to the side of this bungalow onto the application site. This spacing will be lost with the southernmost pair of semis being 3.8 metres from the side of the bungalow and the buildings being set forward by 4 metres. The side windows appear to be secondary and therefore not serving main habitable rooms and not providing the only aspect and light to those rooms. The current open space on the site is unusual within the built up area and although the building will be closer and result in more intense development this is not considered to be such to warrant a refusal in this case. The proposal is not considered to be overdevelopment of the site.

The proposed dwellings will not result in any overlooking to either side as they have a small toilet and utility window at ground floor adjacent to the main entrance door and a first floor bathroom window which will be obscurely glazed and openable unless 1.7 metres above internal floor level.

There is a distance in excess of 30 metres between the dwellings to the rear (west) of the site and the proposed dwellings. Therefore there will be no loss of privacy to these existing dwellings. Improved fencing will be provided on the rear boundary.

Currently the boundaries which serve the north (to No.23) and south (to No.19) are very low and provide no sense of privacy to either of the adjacent dwellings. It is thought that as the existing bungalow on site has been vacant for a number of years that these boundaries have not caused any problems thus far. The increased level of occupancy on the site would be such that it is considered that appropriate replacement boundaries should be installed prior

to occupation of the houses. This is to be carried out in accordance with details on the submitted drawings.

Access and Parking
The former appeal decisions have effectively dealt with the acceptability of a more intensive use of the site, and the associated vehicular movements. The current proposals involve a dropped kerb across the front of the site to accommodate off street parking. There have been no objections raised by WSCC with regards to the location of the access in terms of the relationship with the existing highway network and it is therefore considered that the level of parking and access locations are acceptable.

A unilateral agreement has been completed for the payment of £5,300 towards sustainable transport within the area this is payable on commencement of works.

Recommendation

APPROVE for reason that:-

The proposed development would not detract from the local environment and can take place without resulting in unacceptable detriment to the amenities of neighbouring properties. It would consequently not conflict with the saved policies of the Adur District Local Plan (AG1, AH2, AH7) or the policies of the South East Plan (CC1, CC6, BE1)

Subject to:-

1. standard time limit
2. dwellings shall not be occupied until parking spaces and accesses have been provided and shall be retained for such use.
3. The access shall be laid out to provide pedestrian visibility splays on each side of its junction with the existing public highway. These splays shall be 2 metres by 2 metres on each side of the access no other works shall be carried out on site until the splays have been provided and shall be kept free from any obstruction to visibility in excess of 0.6 metres above the level of the adjoining carriageway.
4. temporary parking or contractors vehicles and materials.
5. sample materials to be submitted and approved to include brick, tile, windows, fencing and block pavers.
6. no dwelling shall be occupied until the laurel hedging to the front of the dwellings has been planted if within 5 years from the completion of the development the hedge dies is removed or becomes seriously damaged or diseased it shall be replaced in the next planting season with others of similar size and species.
7. Details of the cycle stores shown on the site plan shall be submitted to and approved and shall thereafter be retained permanently solely for such purposes.
8. C14H – demolition of existing buildings and structures.

9.the first floor windows on the south and north side of each building shall be non openable and be fitted with obscure glazing at all times.
10.Permitted development rights removed for extensions/alterations and buildings within curtilage.
11.C18Li – permeable materials on driveway.
12.Approved plans.
13. The ground floor windows serving the W.C shall be obscurely glazed and shall remain as such.
14. no additional windows in north and south side elevations.

Informative

1.Contaminated land informative

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Case Officer: - Hannah Barker Date: - 5th December 2012
Authorised by: - Gary Peck Date: - 5 December 2012