Dxp 18/7

Development Control – Delegated Officer Report

Application Number: ADC/0284/08 **Recommendation – Refuse Application**

Site: **148 Abbey Road Sompting Lancing West Sussex**

Proposal: **2 detached three-bedroom bungalows (with rooms in roof) with attached garages (instead of semi-detached bungalows previously approved)**

The Application

The site is triangular in shape and is located within the built up area of Sompting in a residential area. The site fronts onto Abbey Road, Cokeham Road is to the south. Previously at the site there was a detached bungalow and single garage which were set back within the site. The site is enclosed to the front by a hedge and there is an existing vehicular access from Abbey Road.

Surrounding the site are mainly semi detached chalet style bungalows to the north, west and south, these are uniform in layout. The site itself and the plots to the east and opposite side of Abbey Road are more irregular due to the layout of the highway. There are some examples of detached bungalows opposite namely, nos. 18 and 24 Cokeham Road and no. 6 Abbey Road.

Outline permission have been granted for a pair of semi detached bungalows each with single garages in December 2007, ADC/0655/07. The permission includes the closure of the existing vehicular access and two new accesses from Abbey Road. Approval was given for the layout, scale and means of access. The dwellings proposed were modest in scale and footprint, shown on the submitted indicative plans as single storey, two bed dwellings. The approved siting is central to the site set back from the highway by 4 metres, each dwelling is 6 metres wide and 10 metres deep.

The current application seeks full planning permission for two detached three bedroom bungalows with attached single garages. The bungalows are handed in design with a maximum width of 14 metres and depth of 6.5 metres. They are of pitched roof design with a room in the roof each with a rear flat roof dormer. The maximum height of the bungalows 5.8 metres and they are set back from the highway by 4 metres. Two vehicular access are proposed from Abbey Road.

Consultations and Representations

Third Parties: - 3 letters of objection have been received making the following comments: -

- Loss of privacy, over looking.

- Highway safety, increased traffic and accesses on the 'blind' bend.
- Increased noise and disturbance in quiet area.

West Sussex County Council: - The Highway's Authority have given advice, there is no apparent visibility issue at the point of access onto Abbey Road, any approval will be subject conditions. Cars must be able to leave the site is a forward gear.

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-2016 (WSCC 2005): LOC1, ERA1, CH1-2, DEV1, DEV4-5.
Adopted Adur District Local Plan 1993-2006 (ADC 1996): AG1, AP3, AH1-2, AH5 and Appendix II 'Supplementary Planning Guidance' comprising Development Control Standard No. 2 'Space Around New Dwellings and Flats.'
PPS1 'Delivering Sustainable Development'
PPS3 'Housing' (2006)

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 area subject to the design, construction and layout being of high quality, integrating with, and enhancing adjoining land uses and minimising conflicts and taking into account the distinctive character of area. Policy NE1 requires the provision of new residential development of sizes, types and tenures to suit the varied needs of local households and to minimise the need to develop Green sites.

Local Plan policy AH2 encourages new development by way of infilling provided that 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.'

Residential Amenity

The main property to be affected in this case is no. 146 Abbey Road the semi detached dwelling to the west of the site. Prior to demolition the bungalow at the site was sited 2 metres from the boundary of this neighbouring property

adjacent to the rear garden. The garage of the proposed most northerly bungalow will be at a minimum distance of 0.5 metres from the boundary with this property, with the proposed bungalow being a minimum of 3.5 metres from the boundary. Having said this, the side elevation of the proposed building will be adjacent to the side elevation of no. 146 where there are no windows which will be affected in this case. The proposed rear dormer is in close proximity to the boundary and will over look the rear garden of the adjacent property.

The bungalow opposite at no.6 Abbey Road is screened from the highway by a 2 metre high hedge and is set back from the highway by 9 metres. There will be no adverse impact on this property in this case. The other bungalows opposite at nos. 4 and 8 Abbey Road will be able to view the proposed development from their properties however there is considered to be no adverse impact in this case.

The dwellings to the south of the site nos. 26-32 Cokeham Road have long rear gardens which back onto the site however the dwellings are at a minimum distance of 25 metres from the proposed building, an objection has been received from the owners of no. 32 Cokeham Road with regards to over looking as a result of the rear dormers however due to the distances it is not considered that this impact would be such to warrant a refusal in this case.

Visual Amenity

In general design terms, the bungalows with rooms in roof are similar to other buildings within the street and surrounding locality. The building heights relate to other properties adjacent to the site. It is however considered that the two detached bungalows with garages represent over development of the site. The footprints of the building are overly large in relation to the site with limited rear amenity space and distances to the side and rear boundaries, which will result in a cramped appearance. The previously approved scheme for a pair of semi detached bungalows is appropriate for this site allowing for spacing between dwellings and development consistent with the density and scale of the surrounding existing built environment.

Access and Parking

As with the previously approved scheme two parking spaces are proposed for each dwelling, accommodated by a single garage and hard standing to the front. There has been concern expressed by local residents with regards to highway safety matters, however the view of the Highway Authority on the previous scheme was that the increase of one dwelling would not have any material impact upon the highway given the minor increase in additional vehicle movements.

Recommendation

REFUSE for reason that :-

1. H13AR ... not permit development with 2 detached bungalows in a manner compatible ... (DEV1) ...

Case Officer... J Baker ..... Date... 4/7/08

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