Expiry Date – 4/5

Development Control – Delegated Officer Report

Application Number: AWDM/0396/21 Recommendation – Refuse

Site: 37 Western Road North, Sompting.

Proposal: **Proposed two storey dwelling, with 2no. parking spaces and widening of existing crossover (existing garage and shed to be removed)**

Neighbours checked: Y

Additional neighbour notifications: N

Date of Site Visit: 9/4

Site and Surroundings

This application relates to the side garden of a simple hipped roof semi detached bungalow on the west side of Western Road North opposite the junction with Osborne Road. The bungalow has a rear conservatory extension. It also has a couple of single storey garden buildings. Its semi detached neighbour has a forward projecting front gable. This detail is repeated elsewhere in the street. The site has a crossover which opens onto zig zags in front of the pedestrian crossing outside the surgery to the north.

Both sides of the road southwards are characterized by bungalows. To the north of the site is the two storey Ball Tree Surgery building which is set further back from the road. The car park of this surgery extends behind the rear of the site. Slightly further north and on the opposite side of the road are three storey flats.

The site is not in a conservation area, is not listed and there are no protected trees on the site.

Proposal

Planning permission is sought to remove the garden buildings and to erect a two storey detached two bedroom house. The plans show the existing crossover widened in both directions to create parking for 2 cars for the new house whilst maintaining access to the existing parking space in front of the bungalow.

The new house is double gabled and is lower, narrower and less deep on the southern side. The northern element sits forward of the front building line of the bungalow. It has the same rear building line.

The new site boundary is set 1100mm off the side wall of the bungalow leaving rear garden access. The new house is set a minimum of 108mm off the common boundary. On the north side the boundary angles and the house is set off it by between 320mm and 981mm.

The house has an open plan kitchen, diner and living room at ground floor with a WC and cupboards. Upstairs there are 2 bedrooms and a shared bathroom. Bin storage and cycle storage are shown along the southern flank.

Relevant Planning History

None.

Consultations

Sompting Parish Council:

> *The Council objects to this application on the grounds that it considers the proposed development to be out of character and scale with the neighbouring properties and the design for this development is not sympathetic to the properties around it.*

WSCC Highways:

This proposal is for demolition of the existing garage and shed and construction of 1 x 2 bedroom and extension of the existing vehicle crossover (VCO). The site is located and accessed via Western Road North which is a C-classified road subject to 30mph speed restrictions.

Vehicular Access
Access to the site will be utilised through the existing access arrangements. The existing vehicle crossover at the adjoining point with the carriageway will be extended to serve both properties. The proposed extension works must be implemented under a licence obtained by WSCC Highways to a specification agreed with them. A number of dwellings are already served from the access road and whilst a small rise in vehicle activities may occur, it is considered unlikely that any adverse impacts will result from this proposal onto the wider road network.

Car Parking
Onsite parking provision of 2 spaces will be provided for this development and this accords with the WSCC Car Parking Demand Calculator for dwelling of this size and location. The demolition of the existing garage may result in a loss of a parking space. The LHA does not anticipate that such a small shortfall would result in highway safety concern, however the LPA may wish to assess any potential implications from an amenity perspective.

A turn on site would be preferable, enabling vehicles to exit onto the public highway in a forward gear, although it is acknowledged that this may not be achievable due to site constraints. The existing dwelling seem to operate with no turn on site without any evidence of highway safety concern.

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 all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments). Ducting should be provided to all

remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

Sustainability
The site is situated within residential area in Sompting. In order to promote the use of sustainable transport methods, the LHA recommends that safe and secure cycle storage is provided for the dwellings. Details of this can be secured via planning 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 this application, the following conditions and informative are advised.

Conditions
Access
The use of the access shall not commence until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing no 2177(21)100 Rev D.
Reason: In the interests of road safety.

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 drawing no 2177(21)100 Rev D. 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.

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.

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.

Technical Services:

Flood risk- The application is within flood zone 1, but is shown to be at moderate risk from surface water flooding.
Surface water drainage design will have to be carefully considered as a result.
Surface water drainage- the application form indicates it is proposed to discharge surface water to soakaway. It does not appear that there is sufficient space within the proposed layout to form soakaways that are 5m away from buildings and highways, and 2.5m from boundaries. There are no public surface water sewers in this location. We wish to raise a holding objection at this time. To overcome the holding objection please can the applicant submit the following information:
1. Confirmation of if the existing garage is positively drained, and if so where this drains to.
2. High level proposals (quick storage estimate calculations) and a sketch of drainage proposals demonstrating where there is room for drainage within the proposed scheme.

Once this information is adequately provided detailed drainage design can be secured via our standard pre-commencement condition. Please re-consult us once the above information has been submitted.

Southern Water:

'Please see the attached extract from Southern Water records showing the approximate position of our existing water main crossing the access of the development site. The exact position of the public asset must be determined on site by the applicant in consultation with Southern Water before the layout of the proposed development is finalised.
- The 4 inches diameter water main requires a clearance of 6 metres on either side of the water main to protect it from construction works and to allow for future maintenance access.
- No excavation, mounding or tree planting should be carried out within 6 metres of the external edge of the public water main without consent from Southern Water.
- No soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of water mains.
- All existing infrastructure, including protective coatings and cathodic protection, should be protected during the course of construction works.

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.'

Environmental Health: Dust suppression scheme required and hours of construction condition advised.

Representations

None received.

Relevant Planning Policies and Guidance

The National Planning Policy Framework 2019
Adur Local Plan 2017 Policies 1, 2, 3, 10, 15, 18, 20, 21, 22, 35 and 36 including 'Development Management Standard No.1 Space Around Dwellings' and 'Development Management Standard No 2 Extensions and Alterations to Dwellings'.
WSCC Guidance on Parking at New Developments (Sept 2020).
Technical Housing Standards 2015

Planning Assessment

Principle

The principle of development can be supported as it creates a new house within the built up area boundary. For consideration is the impact of the proposal on the character and appearance of the area, neighbour amenity, existing and future occupiers living conditions, the highway network and drainage.

Housing Supply

In February 2021 the Government published the Housing Delivery Test 2020 measurement results. Adur delivered 48% of its requirement, and therefore the presumption in favour of sustainable development applies.

However, the Local Plan trajectory demonstrates that, when measured against the Local Plan delivery target, this shortfall can be addressed later in the plan period. Commitments are predicted to increase significantly in 2023/24.

Character

The general character of this area is that of modest bungalows with a strong front building line. The bungalow on the site clearly delineates where housing ends. The surgery to the north of the site is well separated from the site and is set further back in the street. The three storey flats are further north and on the opposite side of the road.

Policy 15 of the Adur Local Plan asks that development:

'be of a high architectural quality and respect and enhance the 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. Development should:
- *Enhance the local environment by way of its appearance and character, with particular attention being paid to the architectural form, height, materials, density, scale, orientation, landscaping and layout of the development;*
- *Include a layout and design which take account of the potential users of the site;*

• Make a positive contribution to the sense of place, local character and distinctiveness of an area; and not have an unacceptable impact on adjacent properties, particularly residential dwellings, including unacceptable loss of privacy, daylight/sunlight, outlook or open amenity space;
• Respect the existing natural features of the site, including land form, trees and biodiversity and contribute positively to biodiversity;
• Have safe access to the highway network, and not result in harm to highway safety;
• Have acceptable parking arrangements (in terms of amount and layout);
• Take into account the need for waste reduction and recycling, both during the construction phase and over the lifetime of the development;'

The proposed two storey house would be uncomfortably close to the bungalow and the northern site boundary and would appear cramped in the plot and within the streetscene. Its height, design and position would appear as a cramped and incongruous end stop to this row of bungalows. It would not make a positive contribution to the sense of place or local character. Its proportion, form, context, massing, siting, layout, density, height, size, scale, materials and detailed design features would all be out of keeping.

Neighbour amenity

The proposed house would be overbearing to the parent building and would obstruct light to a side facing window in it.

No other neighbour would be directly affected.

Living conditions

The proposed 2 bed, 4 person unit, has a floor area of 92.2 sqm which exceeds the minimum requirement of the DCLG's Technical Housing Standard. Adequate light to the new dwelling can be provided.

Adopted Local Plan policy 22 states:

Proposals for new dwellings will be expected to comply with the criteria contained in the Council's adopted Development Management Standard No.1 "Space Around New Dwellings and Flats" or any other appropriate national standard.

Adopted Development Management Standard No.1 "Space Around New Dwellings and Flats"

Dwelling Type	**Garden Area required (square metres)**
Small semi-detached and detached dwelling (up to 3 bedrooms or 120 square metres)	85

A private rear garden of 54.7 sqm is provided. This falls well short of the minimum garden size of 85sqm required under the Council's adopted Supplementary Planning Guidance No. 1 Space Around Dwellings. Further the parent bungalow is left with a garden of less than 30sqm. The development is cramped and would result in two inadequately sized gardens and under resourced family homes.

Drainage

The site is identified as being at moderate risk from surface water flooding. The applicant has failed to respond to a request for further information regarding how surface water is to be drained from the proposal given the apparent absence of surface water drains in the area and the restricted size of the plot.

Highways

The highway authority does not object to the extension of the crossover over the zig zags towards the lights and pedestrian crossing. Two parking spaces for the new dwelling are shown together with cycle parking. The existing bungalow would retain one off street space. This is an acceptable level of provision. Parking on street can occur beyond the immediate plot.

Conclusion

This proposal represents cramped development which fails to provide adequate garden space for occupiers of the existing and proposed houses. It would also be out of character in the streetscene and harmful to light to the parent building. Notwithstanding the Council's failure to meet its housing target it is considered that there are significant shortfalls in this proposal which outweigh its negligible contribution to local housing need.

Recommendation

REFUSE for the following reasons:

1. The proposal would be cramped within the plot, out of character in the streetscene and would provide inadequate private gardens for the proposed and existing houses. It would also be overbearing to the existing bungalow and harmful to light. It is therefore considered to be contrary to policies 15 and 22 of the Local Plan, adopted 'Development Management Standard No.1 Space Around Dwellings' and the National Planning Policy Framework.
2. It has not been adequately demonstrated that surface water from the development can be properly drained from the site. The proposal is therefore contrary to policy 36 of the Local Plan and the National Planning Policy Framework.

Informative

1. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and determining the application within a timely manner, clearly setting out the reason(s) for refusal, allowing the Applicant the opportunity to consider the harm

caused and whether or not it can be remedied by a revision to the proposal. The Local Planning Authority is willing to meet with the Applicant to discuss the best course of action and is also willing to provide pre-application advice in respect of any future application for a revised development.

Is recommendation contrary to any representations? No.

Case Officer signed:	MOK	Date: 23/4/21
Authorised and signed by:	Peter Barnett	Date: 23 April 2021