Development Control – Delegated Officer Report

Application Number: ADC/0364/09 Recommendation – APPROVE

Site: 13 Slonk Hill Road, Shoreham-by-Sea BN43 6HX

Proposal: Construction of a detached two-bedroom bungalow (with rear dormer and with access and parking for 2 cars) on east side of existing bungalow (No.13)

The Application

The site is situated on a steep hill, sloping downwards to the south (rear). The existing bungalow at No.13 is situated on a bend in the road and occupies a markedly large plot than the other bungalows. Whereas the other bungalows face northwards onto the road and have conventional front and rear gardens, No.13 faces westwards and has garden areas on all sides.

It is proposed to erect the proposed small bungalow on the garden area on the east side. The proposed plot measures 7.5m wide and 40m deep, leaving the existing bungalow on a plot 9m-18m wide and 31m-38m deep. The new boundary would be 1m away from the east side of the existing bungalow.

The proposed bungalow would be 5.5m wide and 10m-11m deep, with a gabled roof with a ridge height of 5.2m and a large flat-roofed rear dormer (5m wide by 2.4m high), plus a small flat-roofed 1m deep rear projection. It is shown on a lower ground level than the existing bungalows either side to maintain the same ridge line. Its internal floor area is 82sqm, comprising a livingroom, kitchen, bathroom and very small bedroom on the ground floor and a large master bedroom with ensuite above.

At the front would be a new access driveway with parking space for 2 cars. The existing bungalow has its driveway and garage on the western side.

Consultations and Representations

West Sussex County Council: No objection subject to a sustainable transport contribution and a condition requiring secure covered provision to park 2 cycles.

Third Parties: No comments received.

Relevant Planning Policies and Guidance

The South East Plan (GOSE 2009): SCT1, SCT5, H1-2, H5, T4, BE1-2
Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2 and Appendix 11 'Supplementary Planning Guidance' comprising Development Control Standard No.2 'Space Around New Dwellings and Flats'
PPS1 'Delivering Sustainable Development (ODPM 2005)
PPS3 'Housing' (DCLG 2006)

Planning Assessment

Policies

The relevant Local Plan policy AH2, relating to residential infilling and redevelopment, 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'

Government policy guidance in PPS3 encourages best use of urban land for housing development, particularly affordable housing and a mixture of types to create a balanced community, at higher densities (avoiding developments at less than 30 dwellings per hectare) and without rigid application of parking and amenity space standards. However, it also seeks to improve the quality and attractiveness of residential areas and urges imaginative designs and layouts which make more efficient and sustainable use of land without compromising the quality of the environment.
PPS3 also states that Councils should "facilitate good design by identifying the distinctive features that define the character of a particular local area..... ...Careful attention to design is particularly important where the chosen local strategy involves intensification of the existing urban fabric... .....successful intensification need not mean high rise development or low quality accommodation with inappropriate space.....The density of existing development should not dictate that of new housing by stifling change or requiring a replication of existing style of form.....If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment."

Visual amenity and character

The proposal is narrower than the bungalows either side and others in this part of the road. However, there are examples of very narrow front/rear gabled bungalows further to the west, on smaller plots.

The front of the proposed bungalow aligns with the 'building line' of the existing bungalows either side and its ridge line also follows that of its neighbours, albeit achieved by having a lower floor level. A minimum 1m gap would be provided on either side of the building, which accords with the Council's DC Standard, giving a 2m wide overall gap either side between the buildings.

Overall, while the shape of the bungalow is narrower, its design style respects that of its neighbours and others in this road. On balance, it is not considered that it would appear too diminutive or cramped to such a noticeable degree as to harm the character of the locality. It differs from a proposal to erect a bungalow to the east of No.2 (obliquely opposite to the west) which was much closer to the road (SU/42/01).

The rear dormer is very large and is not in keeping with the scale of the roof. This has occurred partly because of the need to keep the ridge of the roof low, in order to fit in with the bungalows either side. It is considered that it would be unreasonable to refuse it in this case because of the existing larger dormer at the rear of No.9 and other dormers at the rear of No's 7 & 10 and further to the west plus in Downside to the south, which have changed the character of the area, and the fact that such rear dormers can usually be added under 'permitted development' rights. In any event, the rear dormer would not affect the streetscene and its visual effect would be relatively limited.

Residential amenity

The proposed bungalow would have an adequate standard of amenity both internally and externally. Its rear garden would be 18m deep with an area of 135sqm (as compared to the minimum standards of 11m and 85sqm). Its internal area is 82sqm and, apart from the very small second bedroom (5.5sqm), all rooms are adequate in size and outlook. There is no sound reason to remove 'permitted development' rights for any future extensions.

The only other dwelling affected is the existing bungalow (No.13), the effect being on windows in its east side. As the rooms concerned can be served by windows in the north and south elevations, however, this is not considered to be a significant problem. Its remaining rear garden would still exceed the minimum standards (19m deep and 200sqm area).

The bungalow to the east (No.11) has a blank side wall. Given the proposed 2m gap between the buildings and the same building line at the front and a similar one at the rear, it is not considered that there would be unacceptable loss of amenity. The rear dormer would enable some overlooking of the rear garden of No.11 but this is no different from dormers added to other bungalows in the locality.

The bungalows to the rear, in Downside (No.48 being directly to the south), are 45m away which is double the normal minimum standard (22m). This is considered ample, notwithstanding the steep slope, as there is also significant screening with small trees and large shrubs.

Parking and access

The plans show the provision of a driveway and 2 parking spaces at the front. The layout and amount of parking provision is considered appropriate to this edge of town location at the top of a hill, being to the maximum standard. Bicycle provision can be required by condition.

The Highways Authority has no objection to the proposal subject to relevant safeguarding conditions and a TAD contribution. The necessary section 106 Obligation undertaking to pay £1,800 was completed on 23 November 2009.

Recommendation

APPROVE for reason that:-

The proposed development is within the built-up area and would help meet the need for new housing without detracting from the existing local urban environment. It can take place without resulting in unacceptable detriment to the amenities of neighbouring properties and without detraction from highway safety. It would consequently not conflict with the relevant policies of the Adur District Local Plan (AG1, AH2) and The South East Plan (SCT1, SCT5, H1-2, H5, T4, BE1-2).

Subject to:-

1. C1Ci
2. C7Ci *R. .....AH2...*
3. C8Biii .....until space to park at least one car and secure covered storage for 2 cycles has been provided..... These shall not thereafter be used for any other purposes.
4. C9N
5. C12Ai
6. The ridge height of the building shall be the same as the neighbouring bungalows either side as shown on the submitted plan. *R. as C12Ai*

Case Officer..... [redacted] Date...2/12/09....