Development Management - Delegated Officer Report

Application Number: AWDM/1836/19 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 cycle stores and parking. (Revision to planning permission AWDM/0560/19)

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 granted under AWDM/0560/19 for the demolition of the existing bungalow and construction of a pair of semi detached three bedroom houses with integral garages.

The current application seeks an amendment to the previously approved development. To allow for wider kitchens the integral garages have been decreased from 3 metres in width to 2.5 metres.

The depth of the building at ground floor has also been increased to infill the section that was stepped in on the original consent. The increase in depth of the depth of the ground floor is 0.6 metres, there is also a slight increase in depth at first floor. The plans also show cycle stores and details of the hard and soft landscaping and materials have been submitted. A Construction Management Statement is also submitted for consideration here.

Representations

Lancing Parish Council: - No objection

Consultations

West Sussex County Council: The Highways Authority

Previously the Highway Authority supported the proposals. The garages have been reduced and comments are as follows: -

This proposal is for the demolition of an existing bungalow and the erection of 2 x semi-detached 3-bedroom houses. The site is located on Grinstead Lane, an A-class road subject to a speed limit of 30 mph.
WSCC in its role as Local Highway Authority (LHA) was previously consulted regarding highway matters for this site under application AWDM/0560/19, raising no objections. This application was permitted by the planning authority.

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 safety concern.

Parking and turning
4 car parking spaces are proposed for this development. Each dwelling will have a single car integral garage and driveway with room for 1 additional parking space. The WSCC Car Parking Demand Calculator indicates that the 2 dwellings combined would create a demand for 5 car parking spaces. Consequently, any overspill parking may have to be accommodated on-street. Whilst on-street parking is limited in the immediate vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be detriment to highway safety. The LHA does not anticipate that highway safety would be detrimentally affected through this proposal. The planning authority may wish to consider the potential impacts on on-street parking from an amenity point of view. The garage dimensions demonstrated in the plan measure approximately 2.7m x 5.7m. 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 to meet MfS minimum internal dimensions, so they can be considered for parking provision and cycle storage. On-site turning does not appear achievable, so vehicles may have to exit the site onto Grinstead Lane in a reverse gear. However, this is as existing and neighbouring properties also appear to operate similar arrangements with no known safety concern. WSCC adopted new parking standards in August 2019. 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 new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. Due to the small scale nature of this proposal, the anticipated provision of active EV spaces for this development would be 1 space and should be provided in accordance with the above WSCC guidance. In terms of cycle parking, each dwelling will be provided with a cycle store to the rear of the plots. The application form states that the garages will also be utilised for cycle storage. However, as the garages do not meet MfS specifications, they cannot be considered for cycle parking at this stage. The LHA recommends enlarging the garages to meet the MfS minimum dimensions so they can be considered for parking provision and cycle storage.

Sustainability
The site is situated in a sustainable location within walking distance of shops, schools and other amenities. Nearby bus stops offer connections to Salvington, Shoreham, Arundel and Worthing. Lancing Train Station is also within walking distance of the site. Cycling is a viable option in the area and future residents may not necessarily have to rely on the private car.

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.
However, as mentioned above, the LHA requests that the proposed garages are modified to meet MfS specifications of 3m x 6m.

Further comments following discussion with HA: -

Ideally, garages should meet the minimum internal specifications of 3m x 6m as set out in Manual for Streets (MfS). The Local Highway Authority (LHA) does question whether there is room within the site to accommodate larger garages.
It is noted that separate cycle stores are proposed for the dwellings to the rear of the plots and that the site is situated in a location considered sustainable. Furthermore, the LHA acknowledges that whilst the garages won't be formally counted as parking provision, the proposed dimensions are of sufficient size to allow for a small car to be parked inside. Taking all of this into consideration, it would be difficult for the LHA to substantiate an objection on this basis alone.

Adur and Worthing Councils:

Technical Services: - Ken Argent: - Original comments for AWDM/0560/19

> 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.

Comments for AWDM/1836/19: - Laura Gibbons: -

I have concerns regarding the proposed development as it will intercept existing flow paths and could increase flood risk elsewhere. This is contrary to policy.

Surface Water Drainage: - The application form indicates that it is proposed to dispose of surface water to soakaway. If soakaways are constructed inappropriately they could form a pathway for groundwater emergence and increase flood risk elsewhere. Therefore I currently object to the application. Sufficient information must be submitted to demonstrate that flood risk will not be increased elsewhere and that the proposed development can be adequately drained.

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 are 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.

Comments received in relation to the Construction Management Plan: - The CMP is acceptable and covers everything mentioned in the condition.

Representations

None received for this application

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.

The planning assessment is not significantly different here in comparison to the already approved scheme. The only matters for consideration here is the impact of the reduction of the size of the integral garages for each of the houses and the increase in depth of the dwellings. All other matters remain as previously assessed.

There are also details submitted in relation to condition 3 – materials and finishes, condition 6 – hard and soft landscaping and Condition 12 – Construction Method Statement.

Parking and Access

Sufficient off street parking and access is provided for both dwellings, cycle parking is provided in cycle stores in the rear garden. The Highways Authority has advised that although they would like to see the garages meet the standard for use for parking a vehicle there is sufficient space to the front of the dwellings and on surrounding streets. The garage as reduced can provide space for a small car. In the light of the changes there is not considered to be a severe impact with regards to parking and highway safety, subject to the safeguarding conditions recommended which are attached below.

Drainage Issues

The latest comments in relation to the flooding and drainage express concerns. It should be noted that the current consent exists and was granted in the light of the original drainage comments set out above. This current application shows no significant changes which would alter the drainage situation from that already permitted. The condition is set out below as with the previous consent in relation to surface water drainage details which will need to be submitted. Therefore this will be attached to this consent also.

Residential Amenity

The increase in depth of the dwellings must be considered here. There is a 1.4m set in from either side boundary and this will remain, however there is an increase in depth both at ground and first floor. Consideration must be given as to how this will impact upon the adjacent dwellings. To the south is a bungalow and the previous scheme showed the new building to be in line with the rear of the main part of the bungalow. There is a lean to glazed extension to the rear. The building overall will extend 2.6 metres beyond the rear of the bungalow with 1.7 metres being single storey only. On balance and considering the 1.4 metre gap and taking into account Development Management Standards which state that a 3.5 metre extension is

considered acceptable at single storey on an attached dwelling and that within 2 metres of a boundary a first floor addition at 2 metres in depth could be supported.

Similarly when looking at the dwelling to the north the first floor addition is 2.3 metres beyond the rear of the first floor of the dwelling to the north and the single storey of the new development is 3.2 metres beyond the main part of the rear of no. 8 (there is a single storey addition). In the light of the above it is also considered here that this relationship is acceptable. The revisions will not give rise to any significant loss of light or overbearing impact which would warrant a refusal in this case.

Submission of Details

Condition 3 Materials and finishes: - white render and brick with oak stained timber is proposed. White uPVC windows and doors – the details shown on the submitted plans are acceptable and condition 3 can be removed from the conditions attached below. Details of the cycle stores are also shown and these are acceptable. The details proposed are conditioned below.

Condition 6 Hard and Soft Landscaping: - The plans show the planting, patio and hard standing proposed. These are considered acceptable. A condition is attached below to ensure the works are carried out in accordance with the approved details.

Condition 12 Construction Method Statement: - Details have been submitted and Environmental Heath has no concerns on this case.

As these details have been provided and are satisfactory therefore the conditions are not required to be attached below.

Recommendation

APPROVE

Subject to Conditions:-

1. Approve Plans
2. Standard 3 year time limit
3. Materials
4. Hours of work
5. Road noise protection
6. Landscaping
7. Demolition
8. Parking and access
9. Surface water disposal details
10. Obscure glazing
11. No additional openings on site elevations
12. CMP

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 December 2019

Authorised by: Peter Barnett Date: 23 December 2019