Development Management – Delegated Officer Report

Application Number: AWDM/0207/24 Recommendation: APPROVE

Site: 80 Southview Road, Southwick, West Sussex

Proposal: Subdivision of dwelling to form 2 no. dwellings, including insertion of door.

Date of Site Visit: no visit, considered in relation to AWDM/0676/20.

Neighbours Checked: Y

Additional neighbour notification: N

Proposal, Site and Surroundings

80 Southview Road is a detached chalet bungalow which was built within the rear garden of no. 84 Southview Road, approved under AWDM/0676/20. It has rooms in the roof, two bedrooms in the roof and two on ground floor and two parking spaces. The access to the bungalow is to the side of 84 and 78 Southview Road. There is a rear garden, parking, turning space and refuse and cycle storage.

The current application seeks consent to divide the single dwelling into two smaller dwellings. The existing building will not be enlarged, the existing space will be altered internally and a new front door added. There will be a hall, lounge, W.C and kitchen diner on ground floor with two bedrooms, an ensuite and bathroom in the roof.

An additional parking space is provided for visitors with 1 remaining space for each dwelling, along with cycle and refuse storage. The supporting information submitted states that energy efficient appliances will be installed and there would be no addition of hardstand therefore no change to the existing surface water arrangement. The building has solar panels as existing.

Consultations:

West Sussex County Council: The Highways Authority: -
The existing vehicular access point on Southview Road is to be utilised, with no alterations to this arrangement proposed. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on to Southview Road. Whilst the internal access road appears too narrow for two cars to pass one another, given the small scale of the development, the LHA anticipates that the chances of vehicular conflict will be very low. Three existing car parking spaces are

to be retained for use by the development. The WSCC Car Parking Demand Calculator indicates that a development of this size and
location would require three car parking spaces. Therefore, the proposed parking provision is considered sufficient. From inspection of the plans, the proposed parking layout appears acceptable, with on-site turning for a car demonstrated via swept path tracking.
The site is situated in a sustainable location within walking distance of local services, amenities and public transport links. Cycling is a viable option in the area and both dwellings will be provided with secure cycle stores in accordance with WSCC Parking Standards.
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 115), and that there are no transport grounds to resist the proposal.
If the LPA are minded to approve the application, the following condition should be applied:
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.

Adur and Worthing Councils: Environmental Health: - Private Sector Housing - No objection

UK Power Networks: - No objection however informative added.

Environmental Health: - Hours of work

Southern Water: - Standard informatives

Drainage Engineers WSP: - Recommend approval

Representations: - None received

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 20, 28, 34, 36
'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings''
National Planning Policy Framework (December 2023)

WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

Principle

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the area.

Visual amenity, Character and Street Scene

When the original application was assessed it was considered that due to the width of the site the garden was overly large and with the building plot removed there will remain an ample size garden for a family dwelling. Therefore within the context of the existing built environment it was considered that this space could be used more efficiently providing space for an additional dwelling. The side access was considered acceptable as it could be seen replicated within the street.

The building was considered to be appropriately scaled and would not dominate the site or surrounding dwellings including the bungalows to the rear. Its limited height meant that it would not be visible within the street scene and the side access already existed therefore no impact upon the street scene.

The proposal here will not alter the access or the scale and design of the building. The only external change is the introduction of an additional front door. The parking arrangements show an additional parking space. This will not alter the character or appearance of the existing site or street scene, the hardstand will remain the same.

Refuse and cycle sheds are proposed to the rear of each property, replacing those which are currently at the site frontage. These will be modest and not close to any neighbouring dwellings.

Residential amenity - effect on neighbouring properties

As was previously the case, the main properties to be affected by the proposed development are no. 84 and 78 Southview Road, the bungalows to the rear in Green Field Close and the property to the north of 84, no. 86 a detached dwelling.

The current access will be more frequently used with the addition of another dwelling and the associated activity. However, on balance, the dwellings are smaller and the building will not change in form and there is an additional single space, therefore the impact in terms of additional activity and traffic is not considered to warrant a refusal in this case. This is balanced with the need for additional housing and this being an example of efficient use of land within a residential, sustainable location.

As with the previous application permitted development rights will be removed to avoid any increased development here.

Residential amenity - future occupiers

The previously approved bungalow was considered to provide ample living space for a single dwelling and the garden provision was also in excess of that required. The proposal will result in two semi detached two bedroom bungalows which will provide 93 sqm of internal space which is in excess of the 70 sqm which is stated in the internal space standards. The gardens will also be over 11 metres in depth and over the required 85 sqm. Light, outlook and space is provided for the future occupiers along with parking, cycle and refuse storage. Therefore a good standard of accommodation provision and efficient use of the site.

Parking and Access

The Highways Authority has no objection to the proposal in terms of parking and access, there is sufficient parking and turning space on site. A condition is attached in relation to cycle parking provision.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials to match
4. Hours of work
5. Parking and access
6. No additional openings on elevations
7. P.D rights removed.
8. Cycle and refuse store

Is recommendation contrary to letter(s) of representation Y/N

1. 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.

2. Street naming
3. We may have Electrical equipment within the boundaries including underground cables. All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA. Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.

Case Officer: Hannah Barker Date: 21st March 2024

Authorised by: Peter Barnett Date: 21 March 2024