# Development Management – Delegated Officer Report

**Application Number: AWDM/0075/23 Recommendation: REFUSE**

**Site: 1 Hamble Road, Sompting, West Sussex**

**Proposal: Construction of single storey 1 bed dwelling attached to west elevation**

**Date of Site Visit: visited to assess previously withdrawn application**

**Neighbours Checked: Y**

**Additional neighbour notification: N**

**Proposal, Site and Surroundings:**

The application site is a two storey end of terrace property within a residential area in Sompting. There is a parade of local shops to the north and the service road which serves these is adjacent to the boundary. Consent is sought for a new single storey dwelling to be attached to the existing end of terrace dwelling. The building is of flat roof design and is described in the applicant's Design and Access Statement as a single bed flat for a disabled person in a wheelchair. The conservatory and rear extension are to be removed at the host dwelling. The building will be completed in materials to match the host dwelling.

**Planning History:**

AWDM/0674/16 - Demolition of existing conservatory to south west side and existing conservatory and extension to rear. Construction of 1 x 2 bed dwelling attached to existing dwelling, including single-storey rear extension to existing dwelling - refused and appeal dismissed

AWDM/1344/22 - Construction of single storey 1 bed dwelling attached to west elevation - withdrawn

**Consultations:**

**West Sussex County Council: The Highways Authority**

No vehicular access is associated with this site, whilst pedestrian access to the dwelling will be achieved via the west side of the plot. The LHA does not anticipate that the addition of one dwelling would give rise to a significant material intensification of movements to or from the site. No vehicular parking is proposed.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least two car parking spaces. Therefore, vehicular parking would have to be accommodated on-street. The LHA does not anticipate that the proposed nil car parking provision would result in an adverse highway safety impact, nor give rise to a parking capacity issue. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view. No details regarding cycle parking have been provided. Cycling is a viable option in the area and the LHA request that secure and covered cycle parking provision for at least one cycle be demonstrated in accordance with WSCC Parking Standards. The site is situated in Sompting, which has services and amenities within walking/cycle distance of the site. The site is also well connected by bus services, with bus stops offering regular services from Hamble Road and Western Road North. Lancing Train Station is situated approximately 1.5km east of the site. 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 111), 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.

**Southern Water: -** Standard conditions and informatives are recommended.

**Sompting Parish Council:** - The Council has no objection as this is focussed on living accommodation for a disabled person.

**Adur and Worthing Councils:**

Private Sector Housing: - No objection on PSH grounds.

**Representations: -** None received.

**Relevant Planning Policies**

Adur Local Plan 2017 Policy 15, 18, 20, 22, 28, 34, 36
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'; No.2 'Extensions and Alterations to Dwellings'
Sustainable Energy SPD (August 2019)
Adur Planning and Climate Change Checklist (June 2021)
WSCC Guidance on Parking at New Developments (Sept 2020).
National Planning Policy Framework (July 2021)

Technical Housing Standards – nationally described space standard (DCLG 2015)

**Planning Assessment**

**Principle**

The relevant issues are the effects on the amenities of existing neighbouring residential occupiers and future occupiers of the dwelling, the effect on the character and appearance of the area and highway, parking and access.

**Visual amenity and Character**

The site is prominent on the corner of an end of terrace clearly visible from the north south and west within the street scene and neighbouring properties. There is currently a side and rear boundary wall adjacent to the grass verge and highway, enclosing a side garden, with a fence enclosing the rear. The proposal would result in this being opened up to the rear and side for the entrance to the new, attached single storey dwelling. The new building would therefore be clearly visible within the street scene. Due to its scale, design and separate entrance and amenity space it would be visible in character as a separate dwelling. It would form an unusual feature within the street scene, both out of scale and character, resulting in overdevelopment which would be detrimental and inconsistent with the existing pattern of established development.

A subservient, single storey side extension could be considered here, subject to details submitted, however this would be very different to the development currently proposed.

A previous application for a dwelling was refused and dismissed on appeal. It should be noted that the Inspector's Decision made reference to the purposeful layout of houses and their generous setback from the back edges of footways resulting in a sense of space in the streetscene. It was stated:

"*While no. 1s side garden is enclosed by a wall and fencing, I nevertheless found this garden area to be contributing to the sense of spaciousness within the streetscene, given that the area above the top of the boundary enclosure is essentially free from built development and is thus open. The new house would increase the built mass within the grounds of No.1 and I consider that this would amount to an unacceptable loss of spaciousness within Hamble Road's streetscene*."

The previous development was considered to cause unacceptable harm to the character and appearance of the area.

The infill of this area with the proposal in this case would have a similar detrimental impact. While at single storey level only, it would nevertheless alter the character of the area in the same way, introducing alien development in a prominent location.

**Residential amenity future and existing occupiers**

The proposed dwelling would be seen from surrounding residential properties opposite the site however, due to its low level, the impact in terms of loss of light, privacy or overbearing impact would not be such to warrant a refusal in this case. However, the close proximity of the host dwelling with the side/rear elevation of the new building adjoining the entire side boundary of the host's garden would give rise to unneighbourly development. The host garden amenity space would also be reduced, albeit to an area similar to that of the adjacent houses in the terrace; however it is limited further by the enclosure along the boundary.

The dwelling provided for a wheelchair user is presented by the applicant as providing the internal space required, however external garden area is limited. The orientation of the building does not give rise to scope for a rear garden, its amenity space is to the side. It is narrow and the main section is directly adjacent to the front entrance of the host dwelling. 50 metres squared is required under Development Management Standards and provision here is 42 metres squared.

The applicant's agent has provided details relating to provision of the accommodation for a wheelchair user and compliance with building regulations.

**Highway, Parking and Access**

No off street parking or cycle storage is provided for the proposed dwelling. West Sussex County Council Highways Authority has advised that there is no concern with regards to this as off street parking is available. However for a wheelchair user this provision would be necessary to ease living and would be necessary to accommodate the occupier. There is no suitable space for parking in this case, this would both be harmful in visual terms and would reduce amenity space further.

**Other Matters**

The applicant's agent has presented the development as meeting a need for wheelchair user accommodation. The proposal gives rise to the harm set out above in terms of character and impact upon the existing and future occupier of the site and host dwelling. This provision is not considered to outweigh the harm caused in this case.

**Recommendation**

REFUSE

1. The proposed development in terms of its form, scale and siting would represent overdevelopment with substandard amenity space and unneighbourly impact. It would therefore be detrimental to the visual and residential amenities of the locality. It would set a precedent for further development and the cumulative effect would be harmful to the character and appearance of the area, contrary to Policies 15 and 22 of the Adur Local Plan, 'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats' and the NPPF.

**Is recommendation contrary to letter(s) of representation N**

1. Refuse proactive

Case Officer: Hannah Barker Date: 4th April 2023

Authorised by: Peter Barnett Date: 4 April 2023