Expiry Date – 3/2, ppa to 26/2

Development Control – Delegated Officer Report

Application Number: AWDM/2030/20 Recommendation – Grant

Site: 59 Halewick Lane, Sompting

Proposal: **Demolition of existing bungalow and garage and redevelopment with a pair of semi-detached 3no. bedroom two storey dwellings with 1 car parking space each; bin and cycle stores (revised proposal - re-siting of proposed houses)**

Neighbours checked: Y

Additional neighbour notifications: N

Date of Site Visit: 11/2

Site and Surroundings

This application relates to the site of a single bungalow on the west side of Halewick Lane. The property has a detached garage on its north side.

Houses either side and opposite are two storeys. No. 57a, south of the site, is separated from the shared boundary by an access to garages at its rear. No. 61 has a side passage and secondary living room windows and a utility room door in its side wall.

There is a bus stop outside the site on the opposite side of the road, on street parking tends to occur on the east side of the road, though there are no parking restrictions on the west side.

Land slopes up from the south and also from the east with the back garden rising gradually to the back boundary. The bungalow is set further back in the road than the houses either side.

Proposal

Planning permission is sought to replace the bungalow with a pair of 3 bedroom semi detached houses with gabled roofs.

The houses have been moved forward to line through with the front wall of No. 61. The proposed pitched roof porch/WC sit 1.8 metres forward of this. No. 59a, to the south, has a front porch. No. 61 has just been granted permission for one.

Relevant Planning History

None.

Consultations

Sompting Parish Council: '*Although the Council has no objection it would like to make the following comments:— The plot is very small to replace one bungalow with two semi detached houses. Loss of one of the largest green gardens in Halewick Lane with paved car parking spaces.'*

Highways:

'The proposed plans demonstrate that the existing vehicle crossover (VCO) will be retained for use by one of the proposed dwellings and a new VCO is proposed for the second dwelling. The proposed VCO will be approximately 3.1m in width. The VCO will be subject to a licence from the Area Highway Engineer and must be constructed to a specification as agreed with them.

Visibility at the proposed access appears sufficient for the anticipated road speeds in this location.
Pedestrian visibility splays of 2 x 2m have been demonstrated, with no obstructions over 0.6m in height.

One parking space will be provided per dwelling. The WSCC parking demand calculator expects a minimum of 3 parking spaces per dwelling in this location, although it is acknowledged that some of this demand would be visitor provision. As such, the proposal may generate additional on-street parking demand for up to 2 parking spaces. The LHA would not raise any highway safety concerns to the proposed provision, however the LPA may wish to consider the potential impact of this proposal on on-street parking from an amenity point of view.

The site is located within an existing residential area within close proximity to bus stops and walking distance to other local facilities. Cycling is a viable option within the vicinity and the LHA would request that details of secure and covered cycle storage be secured via condition. The LHA acknowledges that the plans demonstrate a proposed cycle-store location but no additional details have been submitted.

The proposed plans demonstrate that one dwelling will be provided with an EV charging point. 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) and Adur Local Plan policy. 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.

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 the application, the following conditions and informative should be applied:

Conditions
Access (Access to be provided prior to first occupation)
No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Proposed Floor Plans and numbered 5020:1A.
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 site plan. 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.'

Further comment:

'Yes 4.8m depth would be the minimum for a parking space to be considered towards parking provision. It is worth noting that the Area Office, in granting a crossover licence, would require a minimum site frontage depth of 6m if a parking space was in front of a means of escape such as a front door. This doesn't appear to be an issue in this situation as the front doors are not located to the rear of the proposed spaces, so I wouldn't foresee any issues with the site frontage reduced to 4.8m here, from a highways point of view. '

Technical Services:

'Flood risk- The application is within flood zone 1, the site itself is shown to not be at risk from surface water flooding. There is a significant surface water flow path down the road and there are no public surface water sewers here. Surface water drainage design should therefore be carefully considered.

Surface water drainage- the application states that surface water will be disposed of via soakaway. This is acceptable in principle. If you are minded to approve this application please apply the following condition to ensure the development is adequately drained and does not increase flood risk elsewhere:

"Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any Infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity."

and the accompanying informative:

"Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE DG365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 40% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers. Further detail regarding our requirements are available on the following webpage https://www.adur-worthing.gov.uk/planning/applications/submit-fees-forms. A surface water drainage checklist is available on this webpage. This clearly sets out our requirements for avoiding pre-commencement conditions, or to discharge conditions"

Southern Water:

'Please see the attached extract from Southern Water records showing the approximate position of our existing sewer within the development site. The exact position of the public assets must be determined on site by the applicant in consultation with Southern Water before the layout of the proposed development is finalised.

Please note:
- The 150 mm sewer requires a clearance of 3 metres on either side of the gravity sewer to protect it from construction works and to allow for future maintenance access.
- No development or tree planting should be carried out within 3 metres of the external edge of the gravity sewer without consent from Southern Water.
- No soakaway, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of a sewer.
- All existing infrastructure should be protected during the course of construction works.

Please refer to: southernwater.co.uk/media/default/PDFs/stand-off-distances.pdf
We have restrictions on the proposed tree planting adjacent to Southern Water sewers, rising mains or water mains and any such proposed assets in the vicinity of existing planting. Reference should be made to Southern Water's publication "A Guide to Tree Planting near water Mains and Sewers" (southernwater.co.uk/media/1642/ds-tree-planting-guide.pdf) and the Sewerage Sector Guidance (water.org.uk/sewerage-sector-guidance-approved-documents/) with regards to any landscaping proposals and our restrictions and maintenance of tree planting adjacent to sewers, rising mains and water mains.

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.
To make an application visit: developerservices.southernwater.co.uk and please read our New Connections Services Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements

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.
For further advice, please contact Southern Water.'

Health:

'Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times.

Monday - Friday 08:00 - 18:00 Hours Saturday 09:00 - 13:00 Hours
Sundays and Bank Holidays no work permitted

Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:- the anticipated number, frequency and types of vehicles used during construction - HGV construction traffic routings shall be designed to minimise journey distance through the AQMA's, the method of access and routing of vehicles during construction, the parking of vehicles by site operatives and visitors, the loading and unloading of plant, materials and waste, the storage of plant and materials used in construction of the development, the erection and maintenance of security hoarding, a commitment to no burning on site, the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders), details of public engagement both prior to and during construction works. methods to control dust from the site.

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers during construction.'

Representations

One objection from No. 60 – inadequate parking.

Relevant Planning Policies and Guidance

The National Planning Policy Framework 2019
Adur Local Plan 2017 Policies 1, 2, 3, 15, 18, 20, 34, 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).

Planning Assessment

Principle

The principle of development can be supported as it upgrades a dwelling within the built up area boundary. For consideration is the impact of the proposals on the character and appearance of the area, neighbour amenity, highway safety and amenity, drainage and future occupiers living conditions.

Character

The existing bungalow is anomalous in the immediate vicinity as it sits between and opposite two storey houses. It also sits further back into the plot.

The two dwellings proposed will have the same front building line as the houses to the north. The proposed porch sits forward of this. No. 61 has permission for a front porch

and No. 59a has a projecting porch. The two houses will be entirely in keeping in the streetscene.

The existing property has an extensive front lawn. This will be lost. The proposed forecourt arrangement leaves sufficient room to ensure some soft landscaping can be reintroduced. A condition securing soft landscaping is recommended.

Neighbour amenity

The scale and design of the two houses proposed is very similar to houses either side. The revised positioning of the houses closer to the road ensures less impact on the house to the north. The new house will sit 2.4 metres beyond the rear wall of No. 61 but at a distance of 3.5 metres apart. No. 61 has just been granted planning permission for a 3.5 metre single storey rear extension and porch (AWDM/2126/20 refers). No significant impact will result. No. 59a, to the south, is separated from the site by an access road to garages. Flank walls will be more than 7 metres apart.

Other than first floor bathroom windows no side windows are proposed. No overlooking will occur. Houses on the opposite side of Halewick Lane are more than 30 metres away.

Highways

Each dwelling is provided with a single off street parking space. This falls short of the expected standard of 3 spaces per dwelling, though they acknowledge one of these spaces is likely to be visitor parking. However, the Highway Authority does not wish to raise an objection on this basis as the site is positioned in an established residential area with good bus links to Worthing etc.

In amenity terms there appears to be some on street parking. The applicant has provided a parking survey which covers both weekday and weekend parking at two different times of the day.

There is no sustainable parking reason to refuse this application. Surface water drainage details and hard/soft landscaping details are also secured by condition.

Future Occupiers Living conditions

Both houses meet the minimum space standard for a 3 bed, 6p, house. They also have rear gardens 23.5 metres in depth and in excess of 165 sqm in area.

Two very good sized family houses will be provided.

Given the size of the site and the typical nature of the development it is not considered appropriate or necessary to restrict permitted development other than the installation of additional windows in the side elevations.

Recommendation APPROVE subject to the following conditions:

1. Approved Plans
2. 3 years
3. Samples of materials
4. Details of surface water drainage
5. Details of hard and soft landscaping
6. Details of CMP
7. Hours of construction
8. Access and parking constructed prior to first occupation
9. Cycle parking stores constructed in rear gardens before first occupation
10. Electric vehicle charging points provided before first occupation
11. No new windows
12. Bathroom side windows obsc/1.7m

Informative

1. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. Infiltration rates
3. Highways License
4. SW sewer connection license
5. SW sewer

Is recommendation contrary to any representations? Yes.

Case Officer signed: MOK Date: 16/2/21

Authorised and signed by: Peter Barnett Date: 22 February 2021