Development Management - Delegated Officer Report

Application Number: AWDM/1458/19 Recommendation – Approve

Site: 12 Halewick Close, Sompting

Proposal: Construction of attached 3 bedroom two-storey dwelling to west elevation

Date of site visit: 26 September 2019

Neighbours checked: Y
Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to an end of terrace dwelling fronting a small cul-de-sac off Halewick Lane. The cul-de-sac is made up of three blocks of terraced houses, the northern terrace opposite the site projecting further west, closer to Halewick Lane than the southern terrace subject of this application following the construction of a new dwelling in 2018 (AWDM/1439/17).

It is proposed to construct a new attached 3 bed hip roofed dwelling on the western end of the southern terrace on what was previously the side garden of No.12. An existing parking area at the rear of the garden, accessed from Halewick Lane, will be used for the new dwelling with an existing hardstanding in front of No.12 retained for that property.

The application has been amended from its original submission to remove a detached dwelling proposed in the rear garden and to add solar panels and an EV charging facility for the proposed attached house.

Relevant site history

AWDM/1439/17 - Proposed attached 3 bedroom dwelling to west elevation with vehicle access and parking at front (1 Halewick Close) – approved and built

Consultations

West Sussex County Council: *Comments on the original proposal for 2 dwellings:* The ***Highway*** Officer advises that the proposed plans indicate that no vehicular access will serve the proposed attached dwelling (plot 1). An existing vehicular access which currently serves the host dwelling is proposed to serve plot 2 from Halewick Lane, an unclassified road subject to a speed limit of 30mph. The access is already utilised by the host dwelling. The access indicated on the proposed plans appears to be wider than the current access in this location. Any alterations to the existing access would be subject to a licence from the WSCC Highways Engineer and must be constructed to a specification agreed with them. Details of any proposed access widening can be secured via condition.

Visibility at the access onto Halewick Lane appears sufficient for the anticipated road speeds. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is operating unsafely or that this proposal would exacerbate an existing safety concern.

Two parking spaces have been proposed for Plot 2, however, the proposed plan does not demonstrate sufficient space within the proposed hardstanding for two vehicles to park. Each parking space should be a minimum of 2.4 x 4.8m. The WSCC parking demand calculator expects a minimum of two parking spaces would be required for a dwelling of this size and location.
There appears to be sufficient space on site for this to be accommodated and the applicant is advised to revise the hardstanding area to provide sufficient off-street parking for the proposal. Should the applicant provide only one parking space, the LPA may wish to consider the potential amenity impacts of this development on on-street parking.

A nil car parking provision is proposed for plot 1. Under the WSCC Car Parking Standards, two car parking spaces would be expected for the proposal. The LHA would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view.

The site is sustainably located within Lancing, within walking distance of some local shops and services. Bus stops are located within walking distance providing access into Lancing and the train station. Cycling is a viable option within the vicinity and details of secure and covered cycle storage can be secured via condition.

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.

Adur & Worthing Councils: The **Environmental Health** Officer recommends conditions restricting hours of construction and requiring the submission of a Construction Management Plan

The **Private Sector Housing** Officer has identified that some aspects of the development may result in hazards that require action under the Housing Act 2004

Sompting Parish Council: Original Plans - The Council objects to this application as it is concerned that there is insufficient off street parking, they

would prefer to see revised plans to limit the impact on the on street parking provision (as per WSCC Consultation 27th September 2019).

It also considers it represents an unacceptable intrusion into the visual amenity of the neighbourhood.

Southern Water: In order to protect drainage apparatus, Southern Water requests that if consent is granted, a condition is attached to the planning permission. For example, “The developer must advise the local authority (in consultation with Southern Water) of the measures which will be undertaken to protect the public sewers, prior to the commencement of the development.” Plus recommend usual informatives.

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017: Policies 2, 3, 15, 18, 19, 20, 22, 28, 34, 35
Development Management Standard No.1 ‘Space Around New Dwellings and Flats’
National Planning Policy Framework (2019)

Planning Assessment

Principle

The proposal involves increasing the housing stock located within the built up area and can be supported in 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

The dwelling will match the rest of the existing terrace in form, size and appearance (with the exception of solar panels proposed for the southern roofslope). It will extend the length of the terrace, bringing it closer towards Halewick Lane. At its closest point it will be 2.76m from the site boundary, which is closer than the new house to the north. However, the line of the road curves south westwards and dwellings further south can be seen projecting beyond the line of houses in Halewick Close. Consequently, the proposal is not considered to be unduly intrusive or cause harm to the visual amenities of the street scene.

Residential amenity

The dwelling is at the end of the terrace and does not cause harm to existing residential occupiers. Adequate separation will remain to dwellings in all directions.

With regard to amenity space and floor space standards, the proposed dwelling will have a rear garden area in excess of the 65m2 required for a 3

bed terraced dwelling, as set out in DM Standard No.1. The existing dwelling will have its garden reduced significantly to approximately 54m2, below the standard and smaller than other gardens in Halewick Close. However, the land subject of the application has been sold to the applicant and, as such, the garden of No.12 has already been reduced to its current size and will remain as such irrespective of any decision on this application. A refusal on the grounds of inadequate amenity space to No.12 would not therefore be justified.

Internally, the floor area of the new dwelling will be approximately 85m2 which meets the National Standard for a 4 person, 3 bed 2 storey dwelling (84m2).

Parking and Access

The proposal, as amended, includes the existing parking space and crossover at the southern end of the site, accessed from Halewick Lane. The application also includes the provision of an electric vehicle charging point.

No.12 has parking and a crossover at the front of the property.

There is no highway objection to the proposal.

Sustainability

The plans have been revised to include the provision of solar panels on the southern roofslope and an EV charging point adjacent to the parking space.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. External materials
4. Surface water drainage
5. Protection of sewers
6. Cycle parking
7. Parking, access and EV charging
8. CMP
9. Hours of working
10. Removal of PD
11. Solar panels

Is recommendation contrary to letter(s) of representation? Y

Informatives:

1. Approved with revisions
2. Southern Water

Case Officer: Peter Barnett Date: 4 November 2019
Authorised by: Gary Peck Date: 5 November 2019