Development Management - Delegated Officer Report

Application Number:
AWDM/0033/14

Recommendation – GRANT permission subject to the completion of a legal agreement

Site: **21 Kingston Lane, Southwick**

Proposal: **Demolition of existing chalet bungalow and replace with 2 x 3 bed semi detached houses**

Date of site visit: 3 February

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site is on the eastern side of Kingston Lane and comprises a rather run-down bungalow with a window in the roofslope albeit the pitch the roof is modest. A flat roofed single garage sits forward of the bungalow on the northern boundary and also makes little visual appeal.

Although the pattern of development is generally consistent in its set back from Kingston Lane, the subject property is something of an anomaly as it is set further back than all of the other dwellings on this side of the road.

To the south is a pair of semi-detached houses with steeply pitched roofs containing accommodation in the roofspace. To the north is a bungalow, but taller than the subject property and far more heavily extended in its roofspace including a hipped gable facing the application site.

Across the road, to the west, are pairs of semi detached dwellings set back from the road.

Relevant site history

None relevant

Consultations

West Sussex County Council:

I refer to your consultation in respect of the above planning application and would provide the following comments.

The application site as described above is located on Kingston Road, which is 'C' classified and subject to a 30 mph speed limit.

The proposal as described above will see a new point of access created to serve one of the dwellings. The precedent of dropped kerb access has already been established along Kingston Lane and no concern would be raised to the additional

point of access. The crossover will need to be constructed under licence, to a specification obtained from the Community Highways Officer.

It would be advised that any boundary treatment abutting Kingston Lane be kept below 0.6 metres in height in the interest of pedestrian safety.

The existing access will be retained to serve the other dwelling. Two car parking spaces per dwelling would be considered appropriate for dwellings of this size in this location. Secure and covered cycle parking large enough to store 2 cycles per dwelling has also been indicated.

After inspection of the information provided no anticipated highway safety concerns would be raised to this application.

A TAD contribution of £2100 would be payable.

Adur & Worthing Councils:

Technical Services: The site lies outside areas affected by surface water according to the EA maps and also lies within EA flood zone 1, therefore it would be quite feasible for surface water runoff generated from this new build to be disposed of utilising soakaways, which is what the applicant states his preferred option to be.

Therefore in this instance the only comment we wish to make at this time relates to the disposal of surface water.

In the absence of any ground investigation details or drainage details in support of the application although the applicant has stated his intention to utilize soakaways, we request that should approval for this 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 BRE Digest 365 (1991) would be required to be undertaken on the proposed site to meet this requirement, to ascertain the size of the soakaway required for the new impermeable roof area.

Representations

1 letter of objection has been received from the occupier of the neighbouring property to the north on the grounds that light will be lost at the front of the property as the new building will be further forward.

Relevant Planning Policies

Adopted Adur District Local Plan 1993-2006 (ADC 1996): AG1, AH1, AH2, AT12 and Appendix II 'Supplementary Planning Guidance' comprising Development Control Standard No.2 'Space around New Dwellings and Flats'.
Revised West Sussex Planning Standards and Transport Contributions Methodology
Draft Adur Local Plan Policies 3, 11, 14, 18, 20, 22, 28 and 36
National Planning Policy Framework (CLG 2012)

Planning Assessment

Principle

The application site is within the built-up area as defined by the Local Plan and accordingly there is no objection in principle to the proposal.

Visual amenity

The existing bungalow is of poor visual appearance and together with its equally poor garage in front of it can be said to detract from the visual character of the area. Its replacement with a more modern well designed pair of dwellings would improve the visual character of the area.

Residential amenity

To the south is a pair of semi-detached houses far greater in scale than the subject property and as they are also set further forward at present can be said to dominate the bungalow. Although there are side windows in the neighbouring property, with the first floor window currently overlooking the roof of the modest subject bungalow, it is not considered that the proposed dwellings, which would be almost 2 metres lower in ridge height than the dwellings to the south, would have an adverse impact upon that property.

The key issue therefore relates to the bungalow to the north as at present it benefits from the subject property being set further back from the road. An objection letter has been received on the grounds that the new dwellings would be set further forward.

As mentioned above, in street scene terms, the subject building is the only one set further back from the road with every other building in the vicinity on this side of the road maintaining a consistent building line. As such, therefore, the bungalow to the north has a greater impact upon the subject property at present by being set further forward although it is to the north and partly obscured by the subject property's own garage.

By creating a 2 storey building to the northern boundary, set further forward to the road, there will be a greater impact upon the bungalow to the north both to its southern facing ground floor windows and its floor gabled roof extension. However, there will also be benefits in the removal of the existing garage that presents an unattractive façade to the ground floor windows (and at the time of the site visit it was noticed that a caravan was parked between the affected windows and the garage on the neighbouring property). Secondly, the consequence of the existing bungalow being set further back from the road is that in turn it is set back further into the rear garden affecting both the property to the north and to the south where the bungalow extends a significant distance further back than the neighbouring property. The rear building line as a result of the proposal would be about 7 metres further forward which would benefit both neighbouring properties.

In respect of the height of the dwellings, were the height of the proposed buildings to be similar to the properties to the south, it would be likely to cause

an unacceptable impact upon the bungalow to the north. However, as mentioned above the ridge height would be almost 2 metres lower than the properties to the south and as a result only about half a metre higher than the bungalow to the north, whose pitch is relatively steep. It is considered that the scale of the proposed dwellings therefore provides a successful transition between the houses to the south and the bungalow to the north in visual terms but also does not result in an unacceptable loss of amenity having regard to the above considerations.

Accessibility and parking

There is no objection from the Highways Authority in respect of these issues.

Recommendation

APPROVE, subject to the completion of a legal agreement securing a financial contribution towards transport infrastructure for the reason:-

The proposed development would not detract from the local environment and can take place without resulting in unacceptable detriment to the amenities of neighbouring properties. It would consequently not conflict with the saved policies of the Adur District Local Plan (AG1, AH7)

Subject to Conditions:-

1. Standard 3 year time limit
2. Materials to be submitted
3. No windows or other openings in northern side of northern dwelling, southern side of southern dwelling
4. Permission relates to approved plans:
5. Access
6. Cycle Parking
7. Vehicle Parking
8. '*no development approved by this permission shall commence until full details for the disposal of surface water has been approved by the Planning Authority'*
9. Landscaping
10. Floor Levels
11. Fencing

Informative:
Minor Highway Works
The applicant is advised to contact the Community Highways Officer covering the respective area (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Is recommendation contrary to letter(s) of representation?

Case Officer: Gary Peck Date: 16 April 2014

Authorised by: James Appleton