Development Management - Delegated Officer Report

Application Number: AWDM/1891/21 Recommendation – REFUSE

Site: 9 Priory Close, Sompting, Lancing

Proposal: Proposed garage and crossover to rear, off Dankton Lane

Date of site visit: 2nd November 2021

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site is a two storey detached dwelling within a cul de sac of similar properties. There is off street parking to the front accessed from Priory Close and to the rear is Dankton Lane where the rear boundary fence abuts the pavement.

Consent is sought to create a vehicular access from the rear from Dankton Lane to a detached garage within the rear garden to store the owners classic cars. A sliding gate is proposed which will appear as the rear boundary fence. As originally submitted the garage was shown adjacent to the northern side boundary of the site 4.5 metres wide, 7.4 metres long and 3 metres high.

Officers have advised that the proposal cannot be supported in this case due to the impact of the scale of the garage upon the adjacent neighbouring occupiers. There is also an objection to the principle of the second vehicular access being to the rear and therefore out of character in this case and the loss of rear amenity space for the current and future occupiers of the dwelling house. Amended plans have been received which show the garage reduced in height to 2.83 metres. These plans are for consideration here.

Consultations

West Sussex County Council: The Highways Authority: - The applicant proposes to implement a new access on to the site. The given plans show the new Vehicle Crossover (VCO) to measure a total roadside width of 9.7 metres.

The applicant should be made aware that VCO's under 4.5 metres or over 6.4 metres are generally not accepted at the licensing stage. Though in this instance, such a provision is not considered a highway safety concern. The applicant should be mindful that this may result in, if successful, a planning permission that cannot be implemented. Therefore, the applicant is recommended amending the plans to show a kerbside VCO of between 4.5 – 6.4 metres. Details of which can be secured via a suitably worded condition.

In principle the LHA raise no concerns over the proposal. However, given the Highways Area Office stance on 2nd accesses the applicant should be made aware that a 2nd VCO onto the same property are generally not accepted at

the licensing stage. Though in this instance, such a provision is not considered a highway safety concern. The applicant should be mindful that this may result in, if successful, a planning permission that cannot be implemented. That said, the LHA will provide comments to aid in the LPA's decision.

WSCC local mapping shows the access benefits from adequate visibility splays (2.4 x 43 metres) solely within the public highway.

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 collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the new access would operate unsafely.

With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the proposed access.

Vehicle & Cycle Parking

The garage proposed is below the minimum guidance of 3 x6 metres as set out in the WSCC parking guidance. Therefore, the LHA cannot accept the garage as a vehicle parking provision towards the site. However, the LHA believes there is scope for cycle parking within the garage as laid out in MfS. As such, the LPA may wish to investigate cycle parking details further.

To summarise the LHA raises no concerns over the Parking.

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.

Sompting Parish Council: - Although the Council has no objection to this application it feels that the adjoining neighbours comments some of which are valid should be taken into serious consideration when the committee make their final decision.

Representations

2 representations have been made from the owner/occupiers of nos 7 and 8 Priory Close objectiong for the following reasons: -

- Advice from WSCC is that a second access is unlikely to be supported.
- Highway concerns in terms of widening of Dankton Lane proposals and use of the road as it becomes busier. Pedestrian safety, lack of visibility.
- The garage will be built on the boundary line with garden will be higher than the boundary fence.Overbearing, loss of light, loss of outlook.

- Larger than average garage, existing garage at the property has been converted.
- Covenants and drainage issues
- The front of the property is paved with vehicles parked and the rear garden will become paved too.
- A business could be run from the property.
- All other properties have garages adjacent to the main frontage.
- Proposed crossover hazardous

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 28
'Supplementary Planning Guidance' comprising: Development Management Standard Development Management Standard No.1 'Space Around New Dwellings' and No.2 'Extensions and Alterations to Dwellings''
National Planning Policy Framework (July 2021)
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

The proposed garage will be clearly visible within the street scene. To the rear of the site the property abuts Dankton Lane and the garage as amended will exceed the height of the rear and side boundary fences. The creation of a vehicular access into the rear garden of the property to access the garage building will be detrimental to the character and appearance of this row of properties in Priory Close which have their main property frontages with vehicular accesses and parking onto Priory Close. The rear of the buildings are enclosed amenity space, this row of properties have a consistent appearance with close boarded fences abutting the highway. The introduction of both the building and the vehicular access will be inconsistent with this character and therefore cannot be supported. It is noted that there are other properties along Dankton Lane with vehicular accesses however these are the primary accesses for these dwellings and therefore differ in character and setting and are not comparable here.

Residential amenity

As stated above the garage as shown in the amended plans will still exceed the height of the side boundary fence. Therefore at 7.4 metres in depth this will project along the majority of the side boundary of the site and the adjacent neighbouring property. The rear gardens in this case are limited in depth; this will therefore be an oppressive feature and will result in a loss of light and overbearing impact to the rear of the adjacent dwelling.

It should also be noted that the combination of the large footprint of the garage and the limited garden area as existing means that the loss of amenity space at the application property will also be detrimental to the residential amenities of the current and future occupiers of the property.

Highway Matters

Although not a planning matter it should be noted that WSCC have advised that it is unlikely that a licence for a second vehicular access will be granted in this case. The property has vehicular access and off street parking to the property frontage.

Recommendation

REFUSE

1. The garage and vehicular access will give rise to a secondary access and structure to the rear of the property which will be detrimental to the character and appearance of the street scene and existing property. It will set a precedent for similar development which will have a cumulative detrimental impact. Therefore contrary to Policy 15 of the Adur Local Plan and NPPF.
2. The garage structure due to its excessive height, scale and footprint will result in a loss of light and overbearing impact upon the occupiers of the adjacent property and will cause a significant reduction in amenity space at the application site therefore it will be harmful to the residential amenities of the occupiers of both the host dwelling and the neighbouring property. Therefore contrary to Policy 15 of the Adur Local Plans and NPPF.

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

1. Proactive refusal

Case Officer: Hannah Barker Date: 22nd November 2021

Authorised by: Peter Barnett Date: 22 November 2021