Development Management – Delegated Officer Report

Application Number: AWDM/0837/23 Recommendation: APPROVE

Site: 46 Hamilton Road, Lancing

Proposal: Demolition of existing extension and construction of 3 bed detached chalet bungalow

Date of Site Visit: 22 June

Neighbours Checked: Y

Additional neighbour notification: N

Proposal, Site and Surroundings:

This application seeks full permission for the erection of a single bungalow with rooms in the roof on the southern side of the existing curtilage of 46 Hamilton Road which currently consists of an extension to the original property and a garage.

The application site comprises a semi-detached bungalow on the western side of Hamilton Road. The property has an extension and garage to the side (to be removed) which means the property has one of the larger curtilages in the area. Although the roof has not yet been extended, many of the surrounding properties, including the adjoining property to the north, have had roof additions. The bungalow to the south has a side rear garden area and hence there is a greater separation distance between the properties than is commonly the case along the road.

To the rear are properties in Upper Boundstone Lane. These are also bungalows, some with roof extensions, and the respective gardens are relatively short meaning that in this case, with an existing rear extension to the subject property, the distance between dwellings is only about 12 metres.

Planning History:

A current application for the removal of the extension to the existing property plus a hip to gable roof extension and rear dormer was recently permitted under reference AWDM/0816/23.

Consultations:

Environmental Health: No objection

Southern Water: No objection

Lancing Parish Council: Support the application

West Sussex County Council: The Highways Authority

Summary

This application is for the demolition of an existing extension and construction of a three-bedroom detached chalet bungalow. The site is located on Hamilton Road, an unclassified road subject to a speed restriction of 30 mph. Following an inspection of the application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

The existing vehicular access on Hamilton Road is to be retained to provide access to the proposed dwelling. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on to the maintained highway. In addition, the proposed development is not anticipated to give rise to a significant material intensification of movements to or from the site.

Parking and Turning

One car parking space is to be retained for use by the proposed dwelling. The WSCC Car Parking Demand Calculator indicates that the proposed dwelling would require three car parking spaces. Therefore, any overspill parking, including any parking associated with the existing dwelling, would have to be accommodated on-street. The LHA does not anticipate that the proposed shortfall in parking would lead to an adverse highway safety impact or parking capacity issue in this location; however, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

On-site turning does not appear achievable, so vehicles may have to exit the site in a reverse gear. However, this is the existing arrangement and is not anticipated to give rise to an adverse highway safety impact in this location.

No details of cycle parking have been provided. Cycling is a viable option in the area and the LHA request that secure cycle parking provision be provided for the proposed dwelling in accordance with WSCC Parking Standards.

Sustainability

The site is situated in a sustainable location within walking/cycle distance of local services and amenities. The site is also well connected by public transport links, with

regular local bus services available from nearby Cokeham Road. Lancing Train Station is located approximately 1.5km southeast 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.

Representations

1 letter of objection received on the following grounds:

We understand that the design proposed is for a chalet bungalow and object to this on the grounds of its design and appearance being out of keeping with the rest of the road.
Overdevelopment
The proposed property is being planned within the current boundary of 46, Hamilton Road.
Privacy and Light
The proposed property is planned very close to our boundary resulting in a loss of privacy and light. Any windows would overlook our lounge and garden
Noise and Disturbance
We understand that the original bungalow of No 46, Hamilton Road is also asking for planning to extend in the roof (AWDM/0816/23) and the owner plans to use this property for multiple occupation.
We are concerned that this new build property will also be used for multiple occupation, effectively having a capacity for up to 12 persons living within the current boundary creating an unacceptable level of noise and disturbance and also creating an unacceptable level of traffic, parking and safety on the road.

Relevant Planning Policies

Adur Local Plan 2017 Policies include 9, 15, 20 and 22
'Supplementary Planning Guidance Standard Number 1: Space Around New Dwellings and Flats
National Planning Policy Framework (July 2021)
WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

This application seeks full permission for the erection of 1 dwelling including the demolition of the existing extension to the existing property. The removal of the extension has already been permitted under reference AWDM/0816/23 which includes the remodelling of the existing dwelling as well.

The removal of the extension is considered to leave sufficient space for the erection of a new dwelling. The width of the curtilage is almost twice that of the adjoining property to the north (approximately 20 metres compared to 11 metres) and the extensions to the main property appear almost as wide as the original property itself. The removal of these extensions and the erection of a new dwelling would result in a

visual improvement to the street scene and as well providing a limited contribution to the Council's housing supply by infilling a site within the built-up area.

A dormer is proposed to the front elevation. Although in the immediate vicinity of the site, there are no such dormers, there is an example at the entrance to the road to the north as well as 2 others to the south and therefore it is not considered that permission could be withheld on this basis. It is also noted that the character of the road contains mainly semi detached bungalows although many of them have been quite heavily extended such that a distinct uniformity in the road is not really evident. The larger curtilage serving this property and its neighbour to the south also means that this particular site is not necessarily reflective of any wider character of the area and consequently given the need for new housing in the District, it is considered on balance that the provision of a new dwelling is acceptable.

The main remaining issue, therefore, is the impact upon neighbouring properties.

The property to the south in Hamilton Road is the most affected but has its own side garden area of over 6 metres. The proposed property will be 1 metre from the boundary and therefore it is considered there will be an adequate separation distance between the properties. In terms of scale, the proposed dwelling would be of a chalet dwelling found typically in the road and therefore would not cause material harm to the neighbouring property. While the submitted objection raises concerns in respect of overlooking, there is only a bathroom window proposed on the southern elevation, which can be obscure glazed by condition, and it is not considered that the proposed windows to the front and rear elevations cause any additional overlooking to that which already exists. This also applies to the properties to the rear in Upper Boundstone Lane, one of which has a large dormer in its rear roofslope facing the site. Although the distance between the rear of the respective dwellings is limited, the proposed dwelling would only reflect the distances and scale that already exist and accordingly is considered to be acceptable.

The application is therefore considered to be acceptable.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Obscure glazing…southern…
4. No additional windows on the north or south elevation of the extension.
5.

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.

6. Approval of Materials
7. Hours of Working
8. Details of Fencing

Is recommendation contrary to letter(s) of representation Y

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Case Officer: Gary Peck Date: 24 August 2023

Authorised by: James Appleton Date: 25th August 2023