~~D.C Date to:~~

Expiry 18/1/08.

Development Control – Delegated Officer Report

Application Number: ADC/0713/07 **Recommendation – Permit Application**

Site: **Land Adjacent To 60 Gordon Road Southwick West Sussex**

Proposal: **Three-bedroom house (with room in loft) attached to east side of existing house**

The Application

The site is located adjacent to an end of terrace property within the built up area of Southwick. The site is on the corner of Gordon Road which runs to the south and St. Aubyns Road which is to the east. The site is on the edge of a residential area with industrial buildings opposite to the south and to the east which form part of the Mill Road Industrial Estate. Directly to the rear (north) is a commercial building and to the north and west is a dominance of residential dwellings.

The site is currently a side garden of no. 60 Gordon Road, a row of tall leylandii run to the front and side of the site adjacent to the highway. There is also as existing a dropped kerb to the north east of the site which provides access to the rear of the site. Permission is sought to erect an end of terrace, three bedroom property at two storeys with a room in the roof. This application follows the withdrawal of a previous application ADC/601/07 which was for a similar scheme however the width of the dwelling was 6.6 metres which is wider than the existing dwellings in this row of terraces. The current application shows the width of the dwelling reduced to 5.4 metres, the same width as the adjacent property. The proposed dwelling is 8.4 metres in height with a gabled roof to match existing. The previous application also showed an existing dropped kerb which would provide vehicular access to the rear of the site for off street parking. In this current application the dropped kerb is proposed to be reinstated to restrict vehicular access to the rear of the site to allow the rear of the site to be retained as amenity space for the new dwelling. No off street parking is provided in this case, parking ancillary to the proposed dwelling is to be on street as is the case with the majority of the surrounding residential dwellings.

Consultations and Representations

Third Parties: - No third party representations have been received in this case.

County Transport Planning Services: - No objection – No objections were raised on the previous application ADC/0601/07, therefore no objection is raised in this case. The applicant is advised to consult the WSCC Local Area Engineer on 01243 642105 before carrying out any work on removing the highway access.

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-16 (WSCC 2005): LOC1, ERA1, CH1, DEV1, DEV4-5
Adopted Adur District Local Plan 1993-2006 (ADC 1996): AG1, AH2 and Appendix II 'Supplementary Planning Guidance' comprising: - Development Control Standard No. 2 'Space Around New Dwellings and Flats'
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)

Planning Assessment

Policies

The site is within a residential part of the built-up area. Both Local and Structure Plan policies (AG1, H2, LOC1, ERA1 and CH1) generally encourage new residential development by way of infilling and redevelopment within the built up area, in order to avoid a need for 'greenfield' development.

However, the policies also contain provisos requiring development not to detract from the existing local urban environment (AG1) and to have an acceptable impact on the character of the area (LOC1). DEV1 requires high quality development and that it should have regard to local context including varied traditions and character; the characteristics of the particular site, the landscape, townscape and streetscape, building styles; and to create a sense of place.

AH2, dealing with infill or redevelopment of sites, requires that each proposal should be designed so its appearance, character and scale create a pleasant place to live, inkeeping with the local environment, with particular attention being paid to architectural from, height, materials, density and layout of both buildings and associated structures and hard surfaces; so it does not have am unneighbourly effect due to loss of privacy, daylight/sunlight, outlook and privacy; so that there is adequate access and parking provision; and accordance with the Council's DC Standard No. 2 'Space Around New Dwellings and flats.'

Visual Amenity, Character and Appearance

The proposal includes the removal of the row of large leylandii which currently enclose the site. It is not considered that these trees significantly contribute to the character of the locality and the removal of these trees would not have any adverse impact on the appearance of the area.

The design, scale and appearance of the proposed dwelling would match those which exist within the row of terraces and appear as a continuation of the existing terrace. The materials used will be to match existing and a condition is attached below to ensure this.

Due to the width of the dwelling being reduced to match the width of the existing property the building proportions relate well to the existing buildings with window sizes and positions match the existing terrace. The building will be slightly set in from the boundary of the site by a minimum of 1 metre at the front eastern corner, at the side there is a minimum distance of 2.5 metres which increases to 4 metres between the building and the pavement. The building will therefore not be overly prominent within the street scene, the site is considered to be of an appropriate size and shape to accommodate the proposed dwelling. The site will be enclosed by boundary treatment such as a wall or a fence and details of which will be conditioned.

Residential Amenity

Due to the siting of the proposed dwelling the proposal will have limited impact on the occupiers of the surrounding dwellings. As mentioned to the south and east are industrial buildings and the nearest residential property is no. 60, the current end of terrace and the row of terraces to the rear which front onto St. Aubyns Road however these will be at a distance of at least 20 metres.

There will be no over looking to the rear as the proposed rear bedroom windows will overlook the existing commercial premises to the north. On the side (east) elevation there are bedroom and kitchen windows which will face towards the highway and the industrial buildings beyond. The proposed dwelling will be inline with the existing end of terrace no.60, and although the proposal will result in a loss of existing amenity space which currently benefits the occupiers of no. 60 the area which will remain is consistent with the rear amenity spaces of other properties within the terrace at approximately 35 square metres. This is below the Council's adopted standards however is considered acceptable in this case in the light of the existing development.

The proposed dwelling will have a larger amenity space to the rear of 42 square metres and also additional space to the side of the dwelling. The kerb is to be reinstated to restrict vehicular access to the rear of the site to allow the amenity space for the proposed dwelling to be retained. A condition is recommended below to ensure that this is the case.

Highway and Parking

No parking is proposed as part of this proposal, parking is to be accommodated on the street. This is the current situation with the adjacent properties which also have no off street parking. There is sufficient space available on the street to accommodate current and additional vehicles. There is also space on site for cycle parking to the side of the new dwelling.

The Highways Authority has no objection in this case and a TAD contribution of £813 is required. The applicant has been advised to consult West Sussex County Council Local Area Engineer before carrying out any works on removing the highway access.

Recommendation

APPROVE for reason that :- 2PPi

1. C1Ci
2. C7Cii
3. C8Gi
4. C9N
5. C9S
6. C11A3
7. C12Ei (amended) .....to match in design, colour and texture those of the existing attached terrace....R: AH2, DEV1
8. C18B
9. C18K
10. C9Kii (amended) .....the existing vehicular access to the rear of the site has been stopped up permanently and obliterated (including any necessary highway kerbing, footway or verge reinstatement) in accordance..... R: AH2, DEV1

Case Officer..... J Baker .....Date..... 4/3/08.

PB 10/3/08