Expiry Date - 17/01/2012

Development Control – Delegated Officer Report

Application Number:
AWDM/0964/11

Recommendation – Refuse Application

Site: **26 Roman Road Southwick Brighton West Sussex**

Proposal: **Pair of three-bedroom semi-detached dwellinghouses with 2 car parking spaces (at rear of No.26 and accessed from parking area at rear of No's 180B-180H Old Shoreham Road)**

The Application

The application relates to a detached bungalow at the northern end of Roman Road, adjacent to the site of the former Windmill PH which was recently redeveloped with flats and houses in a two to four storey block. The application proposes to construct a pair of semi-detached 3 bedroom bungalows in the rear garden of No.26, with access from the car park to the new development to the north. The site area measures 613sqm and is rectangular in shape with the exception of the eastern boundary which is angled NE-SW. The plot is 33m long and 13.5m wide on the northern boundary, shortening to 26m long on the southern boundary. The site slopes gently from north to south.

The dwellings have a chalet form from the front with part hipped roofs, measuring 6.4m high when viewed from the lower ground to the south. They will be 13m long and 5.2m wide with a single storey rear projection and front dormers. At the rear the buildings will have a two storey form with a shorter section of roofslope above first floor windows. There is a central area of flat roof containing PV solar panels. They will be finished externally in facing brick at ground floor level with timber boarding at first floor. The roof will be slate or tile.

Two parking spaces are shown on an area of hardstanding in front of the dwellings. Storage for refuse, recycling and bicycles is also shown in front of the dwellings.

No.26 is an L-shaped bungalow with a rear extension which is used as an annex to the main property. To the north is the rear of 2 storey dwellings in Old Shoreham Road which are on higher ground and separated by a rear access path which runs to the side of No. 180 and behind Nos 180-186. To the east are the angled rear gardens of dwellings in Southwick Street while to the south are the rear gardens of bungalows in Roman Road.

Consultations and Representations

Consultations/Comments

West Sussex County Council – The Transport Planning Officer has no objection. From inspection of the plans, there appears to be no apparent visibility issue at the point of access onto Roman Road. The most recently available verified accident records reveal there have been no personal injury accidents in the vicinity of the existing point of access. He does not consider that two extra vehicles using this access point would be of detriment to highway safety.

From inspection of the plans two car parking spaces will be provided for the two houses, along with associated cycle parking. A car parking provision of two spaces for the development is appropriate with regard to the latest WSCC car parking standards. The level of cycle parking proposed also seems to be appropriate; this should be secured and covered. A turn on site facility also seems to be available, which will enable vehicles to enter and exit the properties in the forward gear.

If the LPA are minded to approve this application a condition securing vehicular parking and cycle parking should be included. A sustainable transport contribution of £2,880 is required.

Adur and Worthing Councils – The Environmental Health Officer has no objection.

The Waste Strategy Manager advises that these properties can have the standard service but operatives will not go in for the bins. They would need to be presented at the end of the drive in Roman Road. They will also not provide any assisted collections for either of these two properties.

Third Parties

10 letters of objection received from the occupiers of 180a, 182 (2 letters), 184, 186 Old Shoreham Road and 4, 20, 22, 24, 26 Roman Road on the following grounds:

- Loss of privacy
- Loss of light
- Loss of wildlife
- Increased noise and smell from cars parked in garden
- Out of keeping in design terms
- Will worsen existing parking problems
- Will result in more months of disruption during construction
- 26 Roman Road has already been substantially extended
- Will result in overdevelopment
- Drainage problems

Relevant Planning Policies and Guidance

The South East Plan 2006-2026 (GOSE 2009): SCT1, SCT5-6, SP3, CC6-7, H1-2, H5, BE1-2
Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AG3, AH2-3, AH5 and Appendix 11 'Supplementary Planning Guidance' comprising:-
Development Control Standard No.2 'Space Around New Dwellings and Flats'
'Good Practice Guidance Note: Internal Space Standards for New Homes' (ADC 2010)
Revised West Sussex Parking Standards & Transport Contributions Methodology (WSCC 2003, amended 2010)
'The Provision of Service Infrastructure related to New Development in West Sussex – Part 1' (WSCC 1999)
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006, amended 2010)
PPG13 'Transport' (DTLR 2001, amended 2011)

Planning Assessment

Policies

The site is located within a residential part of the built-up area of Southwick and, is not identified or allocated for any particular use or development in the Local Plan. Residential infilling and redevelopment of unidentified sites, as in this case, is needed in order to meet the Council's 5 year housing land supply required by PPS3 and the housing requirements of the South East Plan. Priority is given to use of previously-developed land. However, PPS3 advises that development should be well integrated with, and complement, neighbouring buildings and the local area more generally in terms of scale, density, layout and access. It should also create, or enhance, a distinctive character that relates well to the surroundings. Private garden space is also important, particularly with family homes.

Local Plan housing policies AH2 and AH5 have been 'saved' and encourage redevelopment to help meet the demand for dwellinghouses suitable for small families, single persons, the elderly, and to make best use of urban land. AH2 relates to new residential development (by way of infilling and redevelopment) and states that new dwellings should be designed so that their appearance, character and scale create a pleasant place in which to live and are in keeping with and enhance the existing local environment with particular attention being paid to architectural form, height, materials, density, layout of buildings and hardsurfaced areas; they do not have an unneighbourly effect due to loss of privacy; daylight/sunlight; outlook or open space, incorporating adequate standards of residential amenity for the new dwellings in terms of amenity space, daylight, outlook and privacy; access and parking provision meets the adopted standards; and they accord with the

Council's DC Standard No.2 'Space around New Dwellings and Flats'. Also of note is the Council's 'Good Practice Guidance Note: Internal Space Standard for New Homes'.

The South East Plan sets out the long term spatial planning framework for the region with the aim of achieving more sustainable development, protecting the environment and combating climate change. Policy SCT1 gives priority to pro-actively pursuing sustainable economic growth and regeneration of the Sussex Coast whilst also protecting and enhancing its high environmental quality, its cultural and historic assets and promoting excellence in design of new developments in recognition of their importance to economic success and quality of life.

Policy SP3 seeks to achieve at least 60% of all new developments on previously developed land and through conversions of existing buildings. Developments in urban areas, including infill, should be well designed and consistent with the principles of urban renaissance and sustainable development. Policy CC6 requires development to respect, and where appropriate enhance, the character and distinctiveness of settlements and landscapes throughout the region, and to use innovative design processes to create a high quality built environment which promotes a sense of place.

SCT5 & H1 set housing targets for the Sussex coast sub-regional area and Adur for 2006-2026. These targets are to be met by focusing development in existing towns, by optimising the use of previously developed land. H5 aims to raise the quality, adaptability and sustainability of new housing and at higher densities (overall regional target 40 dwellings per hectare). T4 states that Local Development Documents should apply guidance on parking standards for housing in line with PPS3, reflecting local circumstances, and ensure sufficient and secure cycle parking for new flats and houses. BE1, entitled management for an urban renaissance, states that opportunities will be taken to improve the built environment, including by promoting design solutions relevant to their context and building upon local character and by supporting opportunities for appropriate higher density and mixed use development schemes. BE2 states that Local Development Frameworks should identify areas where suburban intensification could assist wider planning objectives subject to providing clear planning and design guidance based on local character appraisal.

Visual amenity and character

The construction of two houses in the rear garden of this bungalow is considered to be out of character with the general form and layout of development in the area. While set 45m from the road and only glimpsed from the entrance to the car park for the new development at the former Windmill Pub, the new dwellings would be an unwelcome intrusion in the rear garden of the existing bungalow.

Dwellings on this side of Roman Road have diminishing garden sizes as a result of the angled nature of the gardens in Southwick Street which back on to properties in Roman Road, but they are reasonably generous in size, ranging from 45m at No.26 (now reduced to 35m following the construction of the annex) to 11m at No.8. However, even the lower figure is greater than the garden depth proposed for the new dwellings (5-7m for the southernmost dwelling and 7-10m for the northernmost dwelling). Garden areas for the new dwellings are also below the 85sqm recommended in the Council's DC Standard (83sqm and 55sqm approximately). Furthermore, the retained garden for the existing dwelling is significantly reduced, leaving a depth from the end of the annex to the site boundary of just 5m.

The proposed development is therefore considered to be cramped, resulting in an unsatisfactory and substandard level of accommodation which is out of character with the lower density nature of existing development in Roman Road and Southwick Street.

Residential amenity

The dwellings are shown orientated east-west with main windows facing the existing bungalow and over the rear gardens of dwellings in Southwick Street. Those dwellings are angled away from the site and will be approximately 45m from the rear of the proposed dwellings. No loss of amenity is therefore expected for residents in Southwick Street.

To the north, and on higher ground, are the rear of dwellings in Old Shoreham Road which are approximately 20m from the side of the proposed buildings. The Council's DC Standard recommends that where the rear of one dwelling faces the side of another, a distance of 14m is required between dwellings. This development would therefore meet this criterion. The only upper floor side windows proposed in the nearest dwelling are 2 rooflights serving an en-suite and bathroom only. A loss of privacy to residents in Old Shoreham Road is not therefore considered to arise. Views towards other dwellings in Old Shoreham Road will be possible from the rear windows but at a distance of more than 30m. Outlook from properties in Old Shoreham Road is also not considered to be adversely affected, given the lower ground level on the site and the relatively modest height of the proposal.

To the west, the rear of the existing annex and bungalow at 26 Roman Road would be only 14m from the front of the proposed dwellings. Bedrooms served by two dormer windows would enjoy clear views into the rear garden of the existing bungalow and into the rear window of the annex at a distance below the minimum 22m Standard. While the original bungalow would not be adversely affected by the proposal, the annex extension and diminished garden area would suffer from overlooking and a loss of privacy. The distance to No.24 would be over 25m and the proposal would be acceptable in terms of the impact on that bungalow.

The proposed 2nd and 3rd bedrooms in the dwellings would also be slightly below the Council's Internal Space Standards, being too narrow in both cases and also too small in area in the case of Bedroom 3.

Parking and Access

Access to the dwellings would be via the car park serving the new development to the north. Two parking spaces are to be provided, plus cycle storage space. The Transport Planning Officer considers this arrangement to be acceptable and has not raised any objections.

Recommendation

That permission is refused for the following reasons:

1. The proposal represents a cramped form of development, with a substandard level of private amenity space and internal bedroom sizes, which is out of character in scale, density and layout with the surrounding area. The proposal is therefore contrary to saved policy AH2 of the Adur District Local Plan, Development Control Standard No.2 'Space Around New Dwellings and Flats' and 'Good Practice Guidance Note: Internal Space Standards for New Homes' (ADC 2010)

2. The proposed development would significantly diminish the garden area and length for the host dwelling at 26 Roman Road and, together with the proximity of the proposed dwellings to the annex extension, would result in harm to the residential amenities of the existing occupiers through overlooking and a loss of privacy. The proposal is therefore contrary to saved policy AH2 of the Adur District Local Plan and Development Control Standard No.2 'Space Around New Dwellings and Flats'.

3. There is no evidence that the necessary contribution would be made to improvements to sustainable transport to offset the effects of the travel and infrastructure demands generated by the proposed dwellings, as required by the Revised West Sussex Parking Standards and Transport Contributions Methodology

Case Officer Peter Barnett Date 6 January 2012

6/1/12