Development Management – Delegated Officer Report

Application Number: **AWDM/2126/21** **Recommendation: APPROVE**

Site: **36 Barfield Park, Lancing**

Proposal: **Construction of two dwellings along with provision of landscaping and a vehicle crossover on to Mash Barn Lane. Demolition of garage and provision of 2 parking spaces to 36 Barfield Park. (36 and 37)**

Date of Site Visit: **4 February**

Neighbours Checked: Y

Additional neighbour notification: N

Proposal, Site and Surroundings:

This application seeks full permission for the erection of 2 dwellings within the residential curtilage of 37 Barfield Park which will front on to and be served by Mash Barn Lane via a new crossover. The dwellings will be served by a double garage split between both properties. It is also proposed to demolish the garage of 36 Barfield Park and to replace this with 2 parking spaces, one of which will benefit from an electric vehicle charging point.

The application site comprises 37 Barfield Park which is the curtilage of a former dwelling that has been demolished following a prior approval application in 2019 as well part of the residential curtilage of 36 Barfield Park, with the existing bungalow to be retained as existing.

The site is to the north eastern corner of Barfield Park, the surrounding environs of the road contain bungalows, some of which have been extended. Although the remainder of Barfield Park is of a continuous frontage, the corner nature of this site means that the curtilage of number 37 was narrower and set back further from the road. A close boarded fence currently separates the application site from Mash Barn Lane, which is characterised by 2 storey dwellings.

Planning History:

NOTICE/0010/19- Prior approval not required for demolition of detached dwelling (number 37)

Consultations:

Environmental Health (Private Sector): No objection

Technical Services (original comments): Holding objection as it has not been evidenced that a policy compliant surface water drainage solution can be delivered here with the site layout as proposed.

(further comments following receipt of additional information):

A revised flood risk assessment has been submitted, with winter infiltration testing results presented, along with a revised surface water drainage strategy.
We note that winter infiltration testing was completed once only at each test pit location- with a rate extrapolated. Three repeat tests were not completed. We would request that a sensitivity test with a higher factor of safety (FoS=3) applied to calculations is completed to account for this deviation from requirements in this instance. A condition and informative is suggested.

West Sussex County Council Highways (original comments)

Further information was required in respect of 1. Vehicle Access 2. Pedestrian Access 3. Parking

(further comments following receipt of additional information)

WSCC acting as the Local Highway's Authority (LHA) refer to your consultation in respect of the above planning application and would provide the following comments. Site Context & History The access onto the application site is located on Marsh Barn Lane, a public maintained highway.

The LHA would view said road to be set within an urban setting and be low trafficked. The road is subject to a 30-mph speed limit. No current speed survey data is located within a reasonable distance of the access that would state otherwise. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance. West Sussex County Council were previously consulted on highway matters for this location. The LHA requested clarity on the Vehicle Access, Pedestrian Access and Parking Provision.

Access

The plans demonstrate the Shared Vehicle Crossover (VCO) measuring 9.24 metres in width at the kerbside. The applicant has proposed an informal pedestrian access path across the development, with the intentions to provide access to the training ground. The applicant proposes to provide an access through a pedestrian cross over and 'Speed Hump'. Such details 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. The applicant is advised to explore other access options. Details of which can be secured via a suitably worded condition. 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 and EV Parking

The applicant has provided for each dwelling 2 hardstanding parking spaces and 1 garage space. The LHA also notes that the hardstanding is large enough to accommodate 1 additional space. The LHA would anticipate that the proposal will supply 3.5 parking spaces per dwelling. The applicant has provided 50% EV parking coverage. The LHA accepts this provision. Upon inspection of the plans and supporting documents the LHA concludes that the applicant proposes to supply a NIL cycle parking provision. The LHA advises the following, The LHA wishes to inform the applicant that MfS and WSCC guidance also considers the utilities a garage provides, specifically the cycle storage aspect. As such, the LHA believes it reasonable to presume that the garage will provide cycle parking and can be conditioned as such.

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.

Southern Water:

No objection

Representations:

Lancing Parish Council: No comments – Cllr Bridges had declared an interest

1 letter of comment stating 'We have no objection to the plan, but would like confirmation that the footpath from no 36 Barfield Park to Mash Barn Lane will be secure and never for public use. We would object most strongly to a public footpath between Barfield Park and Mash Barn Lane.'

Relevant Planning Policies:

Adur Local Plan (2017):

Policy 3: Housing Provision, Policy 9: Lancing Policy, 15: Quality of the Built Environment and Public Realm Policy, 18: Sustainable Design, Policy 19: Decentralised Energy and Standalone Energy Schemes, Policy 20: Housing Mix and Quality, Policy 34: Pollution and Contamination, Policy 35: Water Quality and Protection and Policy 36: Flood Risk and Sustainable Drainage

National Planning Policy Framework (CLG 2019)

Planning Practice Guidance (CLG 2014)

Planning Assessment

The main issues in the determination of the application are the effect of the proposal upon the character of the area and the amenities of neighbouring properties.

The nature of Barfield Park is that there is a relatively consistent pattern of development, except in its northernmost corners where the dwellings are at an angle instead of forming a continuous street frontage. The demolition of number 37 has not therefore affected the street scene by providing a discordant gap as its set back and narrow frontage curtilage means that it is hardly visible from the west. As such, therefore, it is not considered that there is an objection in principle to the provision of dwellings fronting Mash Barn Lane.

Since the development of the Brighton and Hove Albion training ground, the nature of Mash Barn Lane has changed with the extension of the lane to the training ground. Because of the previous layout, the extended lane does not have an active frontage with the fencing to Barfield Park on one side and the sides of existing dwellings and the backs of garages serving Daniel Close on the other. The lane could certainly benefit from some frontage development and again it is considered in principle there is no objection to the provision of 2 houses fronting the lane as they will improve the visual character of the area.

The impact upon neighbouring properties is considered to be limited. To the north, the new dwellings will face on to the side of 48 Daniel Close which has a secondary first floor side window already overlooking Mash Barn Lane. While number 38 Barfield Park will be aware of the rear of the dwellings, this will be at an oblique angle and therefore no overlooking will occur. The main impact will therefore be on the retained 36 Barfield Park, but the property sits side on to the proposed new dwellings with their respective garden areas being adjacent. The new dwellings will face the rear garden of 36 but at a distance of over 15 metres.

The contemporary design of the proposed dwelling is considered acceptable.

The retained number 36 will have a smaller garden at present, albeit not dissimilar in size to many of the dwellings to its south. The representation is noted about provision of a public footpath to Mash Barn Lane, but while a footpath access is provided, this will be gated and for the new residents only.

During the consultation process, consultee responses from WSCC Highways and Technical Services sought further information as outlined above, but following further information submitted by the applicant, outstanding matters can now be controlled adequately by condition.

Recommendation

01 Approved Plans
02 Full Permission

03 Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any Infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity

04 The use of the car parking space(s) shall not commence until the vehicular access has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

05 No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall always thereafter be kept for their designated purpose.

Reason: To provide car-parking space for the use

06 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.

07 Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times:

Monday - Friday 08:00 - 18:00 Hours
Saturday 09:00 - 13:00 Hours
Sundays, Public and Bank Holidays no work permitted

Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.

Reason: In the interests of residential amenity having regard to policies 15 and 34 of the Adur Local Plan.

08 No development shall be carried out unless and until a schedule of materials and finishes to be used for the external walls (including windows and doors) and roof of the proposed building has been submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved schedule.

Reason: In the interests of visual amenity and to comply with policy 15 of the Adur Local Plan.

09 Obscure Glazing…first floor window…western elevation plot 2…

10 No windows…first floor western elevation plot 2

11 No works or development shall take place until full details of all hard and soft landscaping works and the proposed times of planting have been approved in writing by the Local Planning Authority and all soft landscape works shall be carried out in accordance with those details and at those times. Any plants which within a period of five years from the time of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenity and the environment and to comply with policies 15 and 30 of the Adur Local Plan.

Informatives

01 Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE DG365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 40% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers. Further detail regarding our requirements are available on the following webpage https://www.adur-worthing.gov.uk/planning/applications/submit-fees-forms. A surface water drainage checklist is available on this webpage. This clearly sets out our requirements for avoiding pre-commencement conditions, or to discharge conditions

02 Vehicle Crossover – Minor Highway Works: The Local Highways Authority (LHA) advises the applicant that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee the permission of a Vehicle Crossover (VCO) licence. Please see the following link on details pertaining to the licence application process: https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/ Online applications can be made at the link below, alternatively please call 01243 642105. https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-applicationform/

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

Case Officer:	Gary Peck	Date: 24 February 2022
Authorised by:	James Appleton	Date: 24th Feb 2022