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# Development Control – Delegated Officer Report

**Application Number: ADC/0363/07** **Recommendation –Refuse Application**

**Site:** **21 Halewick Lane Sompting Lancing West Sussex**

**Proposal:** **Demolition of bungalow and erection of terrace of 4 three-bedroom houses with individual accesses and parking at front**

## The Application

The site is located within the built up area of Sompting. As existing there is a single storey bungalow on site which is side on to the highway, the plot is relatively large in relation to the size of dwelling and to other plot sizes within the vicinity of the site. The character of the surrounding area comprises of bungalows, chalet bungalows, 2 storey semi detached dwellings and terraced properties. However to the north of the site on both sides of the road there is a dominance of semi detached two storey dwellings of a similar design and scale which follow a uniform building line.

The existing bungalow has a flat, rear garden bounded by a 2 metre hedge with vacant land to the rear. This site to the rear is subject to a current planning application ADC/0379/07 for 2 new dwellings. However the nature of the two sites and the siting of the proposed buildings will mean that neither proposals will prejudice the other in this case. Access to the site at the rear is via Steepdown Road.

Full planning permission is sought for the demolition of the existing bungalow and the erection of a terrace of 4, three bedroom, 2 storey dwellings. The dwellings are handed in design, with gabled roofs and a front gable section to each pair of terraces. The properties are 10 metres deep, 5.5 metres wide with a maximum height of 9.5 metres. The properties are staggered slightly with the two properties furthest south set back by 1 metre.

## Consultations and Representations

**Sompting Parish Council:** - Objection – The Council believes this would be overdevelopment and out of keeping with the area. The dwellings themselves would be too small for the space available. There would be inadequate parking facilities and the development would be too near a busy road for access.

**County Transport Planning Service:** - A Stage One Safety Audit will be required as Halewick Lane serves a bus route and is busy throughout the day, in addition a Designer's Response should accompany any audit.

On site turning for the plots should be provided although as submitted it is doubtful if this could take place as well as providing adequate parking spaces. The number of dwellings should be reduced to accommodate this to an acceptable standard.

Any amended scheme should show sight lines and pedestrian intervisibility based on current standards.

TAD contribution - £5, 850

As submitted a highway objection is raised given the poor access arrangements, lack of adequate parking and turning and lack of Road Safety Audit.

**Third Parties: -** 2 letters of objection have been received with the following objections: -

- Overlooking, loss of privacy.
- Crammed development onto small plot suitable for one or maybe two bungalows.
- Increase in cars.
- Loss of garden area, expanse of tarmac.
- Concern over overloading the current drainage systems.
- Already inadequate system, there is frequent flooding.
- Boundary fencing should be in place before any work is started.
- North facing landing window should be fitted with obscure glazing.
- An in depth highway survey should be carried out, this is a bus route and a dangerous corner.
- Loss of parking to front of property as existing.
- Any planting should have shallow roots so to not damage the drains.

**Relevant Planning Policies and Guidance**

West Sussex Structure Plan 2001-16 (2005): LOC1, CH1, NE1-2, ERA1, DEV1, DEV3-5.
Adur District Local Plan 1993-2006 (1996): AG1, AP8, AH1-2, AH5, AT12 and Appendix II 'Supplementary Planning Guidance' comprising Development Control Standard No. 2 'Space Around New Dwellings and Flats.'
Adur Development Plan – Submission Core Strategy 2006-26 (ADC 2007): R1, H1, H3, T3-4, ENV4, ENV10.
Revised West Sussex parking Standards and Transport Contributions Methodology (WSCC 2003 and ADC 2004)
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)

## Planning Assessment

### *Policies*

In principle the proposed development for residential purposes accords with both Structure and Local Plan policies. In order to meet the housing requirements of the Structure Plan, it is necessary that a significant proportion of new residential development takes place by way of 'unidentified' small infill sites such as this.

The above policies encourage redevelopment and infilling to help meet the demand for dwellinghouses suitable for small families, single persons, the elderly, as well as affordable housing, and to make best use of urban land. This is encompassed in Structure Plan policy LOC1 but it is on the proviso that "the impact on the character of the area and the environment, resources and assets of the County is acceptable" (para a) and also, in allocating sites in Local Plans, that account should be taken of "the need to protect and enhance the qualities and characteristics of settlements which local communities value" (para d).

Policy DEV1, entitled high quality development, states that development should not be permitted unless the construction, layout, scale, appearance and landscaping are of high quality taking into account the need to, amongst other things, integrate with and where possible enhance adjoining land uses and minimise conflicts between land uses and activities; have regard to context including site characteristics, townscape/streetscape, views into and out of the site and building styles/materials; give high priority to pedestrians and reduce dominance of cars; create a high quality socially-inclusive adaptable environment; protect and enhance biodiversity; ensure energy efficiency; and meet the needs of service providers.

Policy DEV4 states (amongst other things) that development should not be permitted unless the travel needs it generates are met; it achieves safe and convenient access by a choice of means of travel; it encourages and enables an increase in walking and cycling; and the number and impact of motorised journeys is minimised. DEV5 states that "Development should not be permitted unless the level of parking is compatible with the need to avoid environmental or safety problems and the need is to encourage walking, cycling and the use of passenger transport where this is or can be a realistic alternative". The explanatory text refers to a transport contributions methodology.

The relevant Local Plan policy AH2, related to housing development by way of infilling and redevelopment, expects development to be designed so that its appearance, character and scale create a pleasant place in which to live, is in keeping with and enhances the existing local environment with particular attention to the architectural form, height, materials, density and layout; respect for the natural features of the site, including trees; no unneighbourly effect on existing dwellings by loss of privacy, light, outlook or open amenity space; adequate access and parking arrangements (as required by AT12)

and accordance with adopted standards (in this case the Council's DC Standard No. 2 'Space Around New Dwellings and Flats' 1996 and the Revised West Sussex Parking Standards and Transport Contributions Methodology 2003).

Government policy guidance in PPS3 encourages best use of urban land for housing development, particularly affordable housing, at higher densities (avoiding developments at less than 30 dwellings per hectare) and without rigid application of parking and amenity space standards. However, it also seeks to improve the quality and attractiveness of residential areas and urges imaginative designs and layouts which make more efficient use of land without compromising the quality of the environment.

***Residential Amenity***

To the north of the site is no. 23 Halewick Lane a two storey semi detached property with a single storey flat roof addition to the side which is adjacent to the application site. To the south is no. 19 Halewick Lane a semi detached, chalet bungalow with rooms in the roof. There are only landing windows proposed on the side elevations of the two proposed end of terrace properties therefore there will be no over looking to the side of the adjacent properties. It is not considered that the proximity of the proposed building will be such to have an overbearing impact that would warrant a reason for refusal in this case.

Should permission be granted for the two dwellings at the vacant site to the rear, this proposal would have no adverse impact on these proposed dwellings due to the distance between the properties exceeding 22 metres, therefore there will be no loss of privacy or overbearing impact.

***Density, Character and Visual Amenity***

It is considered that the design, size and scale of the proposed terraced properties will be out of keeping with the character and appearance of the street scene. There are few other examples of terraced properties within close proximity to the site, to the north there is a dominance of semi detached modest two storey properties with hipped roofs. The proposed four dwellings are fitted tightly within the width of the site, this combined with the bulky design of the gabled roofs represents over development of the site that does not respect the existing design, scale and layout of the existing built environment. The proposed terrace is overly dominant and out of character with the street scene.

***Parking and Access***

As existing there is a vehicular access from Halewick Lane to the application site serving the existing bungalow. It is proposed that 4 individual accesses are to be created to serve each new dwelling with hard standing to the front of each property to provide parking for two cars. The Highways Authority have commented on the busy nature of this road and that it serves a frequent bus

route, and due to the increased intensification of use of the site and additional vehicular access a Stage One Safety Audit with Designer's Response will be required. There are objections to the lack of on site turning space and it is not considered possible that this space can be accommodated on site with the existing layout and density of development.

## Recommendation

REFUSE on ground that :-

1. The proposed dwellings would be out of keeping in scale and design with the existing dwellings and would be detrimental to the visual amenities and residential environment of the locality and taking into account that adequate provision cannot be made on site for the parking of vehicles in a satisfactory manner to the standard required by the Local Planning Authority, the proposals would result in overdevelopment, contrary to the policies of the West Sussex Structure Plan (CH1, DEV1, DEV5) and the Adur District Local Plan (AG1, AT12, AH7)

Case Officer.....Barker.....Date..25/7/07.....

CJ 27.7.07.