Development Management - Delegated Officer Report

Application Number: AWDM/1821/20 Recommendation – APPROVE

Site: 84 Southview Road, Southwick

Proposal: Amendment to approved application AWDM/0676/20, including adjusted house position and altered roof and front dormer design. 4no. photovoltaic panels to roof, 2no. parking spaces and external refuse and cycle stores.

Date of site visit: 22nd June 2020 – original application

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site is to the rear of 84 Southview Road a detached bungalow on the eastern side of the street with a large rear garden. It is a modern bungalow within a street characterised by terraced, semi detached and detached Victorian traditional style two storey dwellings. The bungalow has off street parking to the front and a vehicular access to the southern side leading to a garage set back to the rear. The bungalow has an unusually large rear garden. There are bungalows to the rear (east) of the site in Green Field Close, to the north is the side boundary of the neighbouring house and to the southern boundary is the rear side of a garage block serving dwellings beyond.

Consent was granted under AWDM/0676/20 to develop the rear of the garden at no. 84 with a detached bungalow with rooms in the roof and two parking spaces. The bungalow was 4 bedroom, two of which are in the roof. The access to the dwelling will be from Southview Road along the side of no. 84, the existing access to the side garage which will be demolished.

The current application seeks to amend the previous consent. The amendments include a repositioning of the footprint of the building on the site slightly to the north. The roof design is altered with a flat roof to accommodate 4 photovoltaic panels on the roof and the front dormers have been altered to include a connecting section between the two dormers adding more floor space to the first floor. Also included was a single storey projection to the rear however amended plans have been received removing that addition as officers considered that it could not be supported as it resulted in less than 22 metres between the rear of the new dwelling and the rear of the property to the rear of the site (east) therefore contrary to Development Management Standards.

The plans also show details of cycle and refuse storage provision to the front of the proposed bungalow adjacent to the proposed parking spaces.

Representations

None received.

Consultations

Adur and Worthing Councils

Technical Services: - Laura Gibbons: -

Previous comments still apply: -

Flood Risk – The application is within Flood Zone 1, the site is also not shown as being at risk from surface water flooding. We therefore have no objections to the proposals from a flood risk perspective. Surface Water – The application form submitted indicates that surface water will be disposed of via soakaway this is acceptable in principle. Surface water must not be discharged into the foul sewer. Due to the scale and location of the proposed development we have no conditions to request. The design and construction of surface water drainage must be in accordance with building regulations.

Environmental Health: - Works of construction or demolition shall be limited to following times: -

Mon-Fri 08:00 – 18:00 Hours
Saturday 09:00 – 13:00 Hours
Sunday and Bank Holidays no work permitted.

In addition a Construction Management Plan is required.

Private Sector Housing: - No comment

West Sussex County Council: - Highways Authority: -

The LHA raised no highway safety concers to AWDM/0676/20. The LHA was also consulted on an application at this site under ref: AWDM/0374/18 for the widening of the existing dropped kerb to provide additional off-street parking for the existing dwelling. The LHA raised no highway safety concerns to the proposal. The LPA approved the application, although it appears that these works have not yet been implemented to date. The proposed dwelling will utilise the existing access to the site, shared with the existing dwelling. Visibility at the access appears restricted to the south, due to the boundary wall. However, due to the presence of on-street parking, it is not anticipated that vehicles will be travelling at the posted speed limit in this location. The proposal is not anticipated to result in a material intensification of use of the access. 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 accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is operating unsafely or that the addition of a single dwelling would exacerbate an existing safety concern.

The proposed plans indicate that two parking spaces will be provided for the proposed dwelling. The WSCC Car Parking Demand Calculator anticipates that a minimum of three parking spaces would be required for a dwelling of this size and location. The proposed spaces meet minimum specifications of 2.4 x 4.8m as set out in Manual for Streets. Sufficient space is provided to the rear of the parking spaces to enable a multi-point manoeuvre for vehicles to turn on site and exit onto Southview Road in a forward gear. The proposal would also see the loss of parking provision for the existing dwelling. Currently at least two parking spaces are available on the site frontage, plus additional parking capacity to the rear and within the existing garage. The loss of the garage and at least one parking space for the existing dwelling could result in a requirement for up to two overspill parking spaces to be required on-street for the existing dwelling. In addition, the shortfall in parking provision of one space for the proposed dwelling could result in a total of overspill demand of three on-street parking spaces. We would not consider that highway safety would be detrimentally affected through the proposed car parking provision. However, the Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view.

The site is sustainably located within Southwick; walking distance from Southwick Train Station and within short walking distance of bus stops providing links to surrounding areas. Cycling is a viable option within the vicinity and the applicant proposes to include secure and covered cycle storage to encourage sustainable transport methods.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. Due to the small scale nature of this proposal, the anticipated provision of active EV spaces for this development would be 1 space and should be provided in accordance with the above WSCC guidance. Details of this can be secured via condition.

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 109), and that there are no transport grounds to resist the proposal. If the LPA are minded to approve the application, the following conditions should be applied:
Conditions

Vehicle parking and turning
No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.
Reason: To provide adequate on-site car parking and turning space for the development.

Electric Vehicle Charging Spaces
No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Cycle parking
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plan.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 20, 22
Development Management Standard No. 1 Space Around New Dwellings and Flats
National Planning Policy Framework (February 2019)

Planning Assessment

Principle

The Development Plan comprises the adopted Adur Local Plan (2017). The proposed development would make a minor contribution to meeting housing targets including Objectively Assessed Need under the tests of the National Planning Policy Framework.

New residential development can be supported in principle under Policy 15 of the Adur Local Plan (2017), which allows for new residential development within the built-up area, subject to its appearance, character of the site, and the prevailing character of the area, in terms of proportion, form, context, massing, siting, layout, density, height, size, scale materials detailed design features and landscaping.

Impact of changes on visual amenity, character and street scene and residential amenity

As consent has already been granted here consideration can only be given to the changes proposed. It was considered that the proposed chalet bungalow will give rise to an appropriately scaled dwelling which will not over dominate the site or surrounding dwellings, including the bungalows to the rear. Due to its position to the rear and its limited height it will not be visible within the street scene as the side access already exists therefore the impact upon the street scene is minimal.

Therefore it is considered that the re-siting of the building slightly to the north will not impact upon this original assessment. It will have no greater impact than the siting as approved. There will be no harm to adjacent dwellings despite the building being closer to the boundary. There is a substantial distance from the main dwelling house adjacent, no. 86 so no adverse impact will occur. Similarly the changes to the front dormers and the increased bulk which will occur as a result of connecting the two

dormers will not be a feature that will be overly dominant or detrimental to the overall design and appearance of the building. This change can be supported, it will not be visible in the street scene.

The changes to the roof are necessary to accommodate the PV panels. Although the flat roof with projecting panels will result in these being higher than the roof and a visible feature it is on balance considered that such a design can be supported here. The benefits of this addition to the building, in terms of sustainability; out weigh the concern that this is visually unusual. This combined with the building being to the rear of the site and not visible within the street scene result in support being given here.

The plans show the refuse and cycle storage buildings, these are adjacent to the parking area and boundary fence, modest in scale and will serve the required purpose here. These are acceptable.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials render, plain tiles, aluminium and uPVC crittal style windows.
4. Hours of work
5. Parking and access
6. No additional openings on elevations
7. Electric vehicle charging point.
8. PV panels – remain at all times
9. P.D rights removed.
10. Retain cycle parking.

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

1. Proactive with amendment
2. Street naming
3. Highway license
4. Vehicular crossover
5. Sewer connection
6. Sewer on site

Case Officer: Hannah Barker Date: 11th December 2020

Authorised by: Peter Barnett Date: 14 December 2020