Development Management - Delegated Officer Report

Application Number: AWDM/0138/18 Recommendation – Approve

Site: 13 Manor Hall Road, Southwick

Proposal: Conversion of 1 no. 4 bed bungalow to 1 no. 3 bedroom and 1 no. 1 bedroom dwellings with two car parking spaces at front

Date of site visit: 5 July 2017

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site is a detached bungalow located on the north side of Manor Hall Road, Southwick on a corner plot with Milton Drive. The bungalow was extended under SW/6/02/TP with front and rear extensions and side dormers incorporating a granny annexe. To the rear a detached garage is accessed off Milton Drive. As the property is sited on a corner plot it has a large front garden that extends around to the east and rear. The property is bounded to the north and west by further detached and semi-detached bungalows of similar age.

This proposal seeks permission to convert the property into two dwellings (one 1-bed and one 3-bed).

Access to the one bed dwelling (Unit 1) will be via a new door on the east side with a secondary access on the west side. Unit 2 is to be accessed via an existing rear door. A dropped kerb is to be installed off Manor Hall Road to incorporate a hardstanding at the front of the property for 2 vehicles. The applicant has confirmed that the front dwelling will use this space with the existing garage and drive at the rear reserved for the use of the rear dwelling.

Unit 1 will incorporate the front of the building on the ground floor with a garden area provided on the east side. A new 1m high fence is proposed to be erected along the frontage, running in line with the front of the existing front projection, to form a private garden area at the side of the building. Unit 2 will incorporate the rear of the building and the rooms within the roofspace and will have use of the rear garden.

Relevant site history

SW/6/02 – Rear Extn (Part Hipped Roof/Part Flat Roof) & Rooms In Roof Space With E & W Side Dormers; Front Hip-Roofed Extn (To Provide Annex For Elderly Relative) – approved subject to condition that accommodation permitted was occupied incidental to the property as a whole and not as a separate unit of accommodation.

ADC/0680/07 – Conversion into 3 flats (2 two-bed and 1 three-bed) with east side/front extension and enlarged hipped roof with dormer windows in rear and east and west sides – refused for the reasons:

1. *The proposals 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, if permitted, the Local Planning Authority would find it difficult to resist further similar proposals related to other dwellings in the road, the cumulative effect of which would be to spoil the character and appearance of the area, contrary to the policies of the Adur District Local Plan (AG1, AH7)*

2. *Having regard to the limited size and type of property involved, its conversion into 3 flats would give rise to an over intensive use of the site and an unsatisfactory standard of residential amenity for the occupiers. The proposal would therefore be detrimental to the residential environment of the locality, contrary to the policies of the West Sussex Structure Plan (CH1, DEV1) and the Adur District Local Plan (AG1, AH9).*

AWDM/0681/17 - Front extension and conversion of 3 no. bedroom bungalow into 1x 2 no. bedroom and 1x 3 no. bedroom dwellings. Construction of vehicular access and hardstanding to front – refused for the reason:

1. *The conversion of the existing bungalow into 2 flats would give rise to an over intensive use of the site and an unsatisfactory standard of residential amenity for the future occupiers. The proposal would also be in conflict with the predominant character and mix of dwellings in the area and could set an unfortunate precedent for future similar conversions, the cumulative effect of which would be to spoil the character and appearance of the area, contrary to saved policies AG1 and AH9 of the Adur District Local Plan, Supplementary Planning Guidance' comprising: Development Control Standard No.4 'Flat Conversions', policy 21 of the Submission Adur Local Plan and the relevant paragraphs of the National Planning Policy Framework.*

Consultations

West Sussex County Council: The **Highway Officer** has no objection.

Access
The proposed point of access is sited just over 10m from the junction to Milton Drive, visibility at this point is considered sufficient due to the presence of a wide footway fronting the property. Visibility splays are accommodated for wholly within the highway boundary.

In relation to the pedestrian visibility there should be splays between a driver's viewpoint 2m back into the access and a distance measured along the back of the footway for 2m on each side of the viewpoint. These splays must be kept free of obstructions over 0.6m in height. This is to enable adequate visibility of approaching pedestrians.

The boundary wall fronting the property does extend beyond the grassed area and obstructs a small portion of hardstanding. The LHA advises that this should be removed to allow sufficient space for a second vehicle to manoeuvre into and out of the site; this should be demonstrated prior to works commencing.

The access can be constructed to a dropped kerb arrangement; this can be obtained via a minor works licence, I advise that you contact WSCC Highways to obtain formal approval from the Area Officer to carry out the works on the highway. The kerb radii can be removed from this plan also and replaced with a standard dropped kerb arrangement.

Space is not available for vehicles to turn on site so a reverse manoeuvre will be required to either enter or exit the site. It is anticipated that this could be carried out safely due to the nature of Manor Hall Road, being subject to slow speeds and being relatively straight in nature allowing good forward visibility for both manoeuvring and oncoming traffic.

The site is located within a sustainable location, the LHA advises that secure and covered cycle parking is provided for both dwellings within the associated curtilage, this promotes alternative and more sustainable methods of transportation to the use of a car.

Vehicular trips are not anticipated to alter materially over those currently generated by residents of Manor Hall Road. The proposal provides off street parking for a dwelling which previously had no associated parking. Other dwellings along this portion of Manor Hall Road operate on a similar parking and access arrangement and have done so for some time with no known highways safety concerns

Based on this consideration the LHA raise no highways objections to the proposal subject to conditions (access, visibility, cycle parking)

Comments on revised plans:

The amended plans show an alternative boundary treatment to the front of the property.

The access is of sufficient width to allow two vehicles to park on the associated hardstanding.

The LHA advises that the diagonal wall in the hardstanding to the right of the parking area is not required to allow pedestrian visibility; the area is purely required to be kept free of obstructions/planting etc. exceeding 0.6m in height to achieve adequate pedestrian visibility.

The right hand side diagonal wall may be removed by the applicant should it not be serving any alternative purpose. The wall on the left hand side is considered acceptable. The LHA are satisfied that the plan submitted however does outline that pedestrian visibility can be achieved from this access point.

For all relevant conditions please see my previous response. There are no highways safety concerns with the proposed.

Adur & Worthing Councils: The ***Environmental Health*** Officer (Private Sector Housing) advises that the layout of the proposed 3-bedroom bungalow shows that the only means of escape in the case of fire from the ground floor and first floor bedrooms is through the high-risk kitchen-dining room. They are therefore 'inner' rooms.

The risk can be mitigated by installing an external door to the hallway.

The ***Drainage Engineer*** advises that the car parking area should be drained to soakaway and not allowed to discharge flows to the highway.

Southern Water: Request usual informatives

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 20
Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'
National Planning Policy Framework (March 2012)
Technical Housing Standards – nationally described space standard (DCLG 2015)

Planning Assessment

Density, Character and Appearance

The western section of Manor Hall Road, including this site, is dominated by 1930's detached and semi-detached bungalows, many of which have added small rear extensions. This consistency of built form continues around into Milton Drive. To the east Manor Hall Road begins to fragment into patches of terraced and semi-detached houses inconsistent in both form and age. Although some single flats are located above the shops on The Broadway immediately east, these are as built. There have been no flat conversions in the area.

The existing bungalow is a four bedroom bungalow and it currently provides a good sized family dwelling with appropriate amenity space within an area of similar housing stock. The conversion into two dwellings will result in a 3 bed dwelling and a smaller 1 bed property, both of which would meet a need in the District.

The conversion of the dwelling into two units would be out of character with the area, which is dominated by family dwellings similar in scale and appearance to this one. However, its position within the street makes it unlikely that it would set a precedent for future conversions elsewhere in the

street. The building is a corner plot with easy access available to the rear, a situation which is not repeated elsewhere in this run of bungalows. In addition, the character of the area changes significantly immediately to the east in the form of two storey dwellings and flats above shops.

No extensions are proposed (the proposed fence is set back from the road and at 1m high would not be unduly intrusive). Subject to consideration of space standards and amenity space in the next section, for the reasons outlined above, it is not considered that the proposal would harm the overall character of the area.

Residential Amenity

The proposal will not have a direct impact on light or outlook for neighbouring residents. The additional activity associated with two dwellings rather than one may have some impact on the amenities of the bungalow to the west, No.11, but not to the extent that is likely to result in harm.

The floor area of Unit 1 would be approximately 45sqm which exceeds the national standard of 39sqm for a 1 bed 1 person dwelling. Unit 2 would have a floor area of around 98sqm and also meets the national standard. The internal layout is well arranged so as to avoid potential noise conflicts.

The garden for Unit 1 measures approximately 35sqm which is considered to be adequate (a 2 bed dwelling requires 50sqm). Unit 2 will have a garden area of 164sqm which is comfortably in excess of the minimum standard.

Access and Parking

The proposal includes a new hardstanding at the front accessed off Manor Hall Road to serve Flat 1. The rear garage is to be retained for Flat 2. No highway objections have been raised in respect of this arrangement.

Recommendation

APPROVE subject to the following conditions:

1. Approved Plans
2. Time limit
3. No development shall commence until the vehicular access serving the development has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
4. No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the proposed site vehicular access onto Manor Hill Road in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
5. 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 submitted to and approved by the Local Planning Authority.

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

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Southern Water x 2

The applicant is advised to contact the Highway Licensing team (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Case Officer: Peter Barnett Date: 22 March 2018

Authorised by: Gary Peck Date: 22 March 2018