expires 27/4

Development Control – Delegated Officer Report

Application Number: ADC/0386/08 **Recommendation - Application Refused**

Site: **100B Grand Avenue Lancing West Sussex BN15 9QD**

Proposal: **New dwelling attached to south side (with three bedrooms in roofspace)**

The Application

The application site is located on the eastern side of Grand Avenue and comprises a bungalow with rooms in the roof. To the south of the bungalow is a detached single garage with an area of garden behind. It is proposed to demolish the garage and construct an additional dwelling, to be attached to the south side of 100B.

Grand Avenue contains a number of dwelling types and sizes. There are bungalows directly to the south and north, with 2 storey houses further along to the south and directly to the rear.

The proposed dwelling would match the ridge and eaves height of the parent dwelling with rooms in the roof served by a front dormer

Consultations and Representations

Consultations/Comments

West Sussex County Council – The Transport Planning Officer has no objection. A TAD contribution of £1,680 is required.

Lancing Parish Council – No comments

Third Parties

No representations received

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-2016 (WSCC 2005): LOC1, NE1, CH1, ERA1, DEV1, DEV4-5
Adopted Adur District Local Plan 1993 – 2006 (ADC 1996): AG1, AH2 and Appendix II 'Supplementary Planning Guidance' comprising Development Control Standard No.2 'Space Around New Dwellings and Flats'
PPS1 'Delivering Sustainable Development (ODPM 2005)

PPS3 'Housing' (DCLG 2006)

Planning Assessment

Policies

Structure plan policies give significant weight to making the best use of land through higher density development provided that the impact on the character of the area and environment is acceptable (LOC1, ERA1, CH1) and subject to policy DEV1 requiring high density development. 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 (now adopted as TAD payments to sustainable transport improvements).

Local plan policy 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'

Government Guidance in PPS3 encourages the maximisation of the use of urban land for housing development at higher densities and without rigid application of parking and space standards, but subject to emphasis on quality of design.

Visual amenity and character

The proposed house has been designed to match the existing dwelling, matching its ridge height and depth but being narrower (6.7m compared with 9.4m for the existing dwelling). Consequently, it will have the appearance of an extension to the main dwelling, albeit one that is not set back from the front of the building or set down from the ridge. However, it is considered that its appearance is acceptable and will not cause harm to the street scene. A distance of 1m will remain to the boundary with 100A

The dormer proposed for the front roofslope is larger than that on the existing house but it still retains a reasonable amount of roofslope around it and does

not dominate the building. From the side, the proposed dwelling will have a gable facing the adjoining dwelling (100A) with a hipped roofed projection at the rear. A flat roofed porch is proposed for the front elevation, similar to the porch on no. 100B.

The proposed dwelling is an improvement on the previous scheme which showed a building which was unsympathetic in appearance to the existing dwelling. The current proposal is considered to be of an acceptable design and scale which will make effective use of the side garden without appearing unduly cramped or out of keeping.

Residential amenity

The main impact of the development will be on the occupiers of 100A Grand Avenue to the south. That property is a detached bungalow, the garage of which sits on the site boundary. The proposed dwelling will be as deep as the existing dwelling at 100B but will come to within 1m of the boundary. There are no side windows proposed, with the exception of a rooflight to serve a bathroom, and the roof will pitch away from the boundary with the eaves at ground floor level.

The dwelling will project 7m beyond the rear of 100A. At the rear of that property there is a small conservatory which serves as a playroom but there are no main living room windows affected by the increased bulk of building on their boundary. 100A also has planning permission to extend at the rear which will further reduce the impact of the development.

The existing dwelling at 100B has a flat roofed conservatory in the recess of the L-shape of the property which will be enclosed by the new dwelling and covered with a new roof and external wall to form a new room. The existing garden of 100B is to be divided, retaining 135sqm of garden for 100b and providing 123sqm for the new dwelling which is well in excess of the Council's requirements for 3 bedroom dwellings.

The rear garden extends to a rear access road which runs between Grand Avenue and First Avenue. An existing garage at the rear is to be retained with the new dwelling.

The dwelling will have a first floor bedroom window at the rear but there will be a distance of 40m between them which is well in excess of the Council's minimum standard.

Parking and access

In addition to the retained garage at the rear, 2 parking spaces are shown at the front with access from Grand Avenue. No turning space is able to be provided without compromising the design and layout of the development and the Highway Authority has no strong objection to this arrangement which is repeated elsewhere in the street.

A TAD contribution of £1,680 is required towards sustainable transport measures. This was required to be executed as a deed and the Council should have been in receipt of this by 27 April 2009 (the date that the statutory period for determining the application expires). This agreement has not been received, however, and therefore the application does not comply with Policies DEV3-5 of the Structure Plan and revised West Sussex Parking Standards and Transport Contributions Methodology.

Recommendation

REFUSE on ground that:

There is no evidence that the necessary contributions would be made to improvements to sustainable transport to offset the effects of the travel and infrastructure demands generated by the proposed dwelling, as required by the West Sussex Transport Contributions Methodology and policies DEV3-5 of the West Sussex Structure Plan.

Case Officer. [redacted] Date. 27/4/09