Development Control – Delegated Officer Report

Application Number: AWDM/0292/12 **Recommendation – APPROVE**

Site: **50 Overhill Southwick Brighton West Sussex**

Proposal: **Detached four-bedroom chalet bungalow with access and driveway (to south-east of No. 50)**

Neighbours checked: Y

Additional neighbour notifications: Y

Owner of stables in adjoining field

Proposal, Site and Surroundings

The site comprises the side garden of 50 Overhill, a detached bungalow on the east side of that road. The road rises to the north and there is a difference in levels of approximately 2.7m across the site and No.50. The site itself is of irregular shape with a curved boundary to the south in front of a grassed verge, a straight boundary with the paddocks and cemetery to the east and a stepped boundary with the existing bungalow to the north. The garden contains a large number of shrubs and trees of small to medium height. There is a taller tree on the southern boundary which overhangs the site.

The application is proposing the construction of a detached 4-bed bungalow within the garden. It will be hip-roofed with a front part gable feature and would be finished in brickwork with painted render above, vertical tile hanging and a tiled roof. Accommodation is to be provided within the roofspace to be served by rooflights with a small dormer on the south side. A new vehicular access is to be formed off Overhill at the northern end of the site with a driveway running along the northern boundary for the full length of the bungalow. No garage is proposed.

Relevant Planning History

SW/48/82 – an outline application for a detached chalet bungalow was refused in 1982 on the grounds that (1) it was out of keeping with more conventional hip-roofed bungalows in the street and (2) that the LPA was not satisfied that the shape and size of the site could comfortably accommodate a dwelling, with associated access, parking and garden and would harm the standard of residential and visual amenities in the locality.

The officer's report at the time stated that it may be possible to accommodate a very small hip-roofed bungalow similar to others in the vicinity.

Consultations

West Sussex County Council: No objections from a highway point of view. From inspection of the plans, there appears to be no apparent visibility issue at the point of access onto Overhill. Evidence suggests that developments of this type are unlikely to result in increased access or safety concerns.

From measuring the plan the access width will be 3.0 metres. This is considered appropriate for a single dwelling access. The driveway area and car parking spaces should be constructed in a bound material and suitable drainage methods should be installed to prevent private surface running onto the public highway.

The proposed level of vehicular parking does meet the latest WSCC appropriate level of parking standards. The access arrangement of 'stacking' vehicles on the driveway is not ideal; however it would not be considered detrimental to highway safety as other properties in close proximity to the site appear to be operating safely with the same arrangement. Cycle parking should be included with this proposal to encourage sustainable methods of transport. The cycle parking provision must be secure, covered and be capable of storing at least two cycle. The actual details of the cycle parking facilities should be submitted to and approved by the Local Planning Authority (LPA).

Adur District Council: The Environmental Health Officer recommends the precautionary contaminated land informative

Representations

No third party representations received

Relevant Planning Policies and Guidance

The South East Plan 2006-2026 (GOSE 2009): SCT1, SCT5, SP3, CC6, H1-2, H5, BE1-2
Adur District Local Plan (1996): AG1, AH2, AH5, AB23, AB25-27 and Appendix 11 Supplementary Planning Guidance comprising Development Control Standard No.2 "Space Around New Dwellings and Flats"
'Good Practice Guidance Note: Internal Space Standards for New Homes' (ADC 2010)
Design Bulletin "Trees and Landscaping" (ADC 1996)
Revised West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003, amended 2010)
The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1 (WSCC 1999)
National Planning Policy Framework

Planning Assessment

Principle

The site is located within a residential part of the built-up area and the proposal constitutes redevelopment and infilling as provided for in Local Plan policies. There is no objection in principle to infill development within the built-up area and, in order to meet the housing requirements of the approved South East Plan and Local Plan, a significant proportion of housing development by way of development of 'unidentified' infill sites is necessary. However, the suitability of individual sites for development depends upon many factors including the adequacy of the means of access to the land, the character of the locality and the siting and configuration of existing and proposed dwellings. The main relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the site and its surroundings.

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'.

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out a presumption in favour of sustainable development which means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole; or if specific polices in the NPFF indicate development should be restricted.

Housing applications should be considered in the context of the presumption in favour of sustainable development. LPAs should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

Visual amenity

The proposed bungalow shall have a hipped roof with a front gablet, similar to others in the vicinity. It shall be of similar height and scale to the other bungalows in the street and will continue the step down in ridge level. It will consequently not appear out of character or dominant in the street scene.

The rear garden of the bungalow will be short due to the angle of the rear boundary but there is adequate space to the south where a decked area is proposed as well as lawn. The garden areas of both the host dwelling and the proposed new bungalow will exceed 100sqm and therefore they accord with the DC Standard for large detached dwellings (4 bedrooms or over). The proposed dwelling will not therefore appear cramped in the plot or seriously diminish the plot for No.50.

Residential amenity

The plot is on the corner of Overhill and backs onto open land to the rear, the access to which is directly to the south. Consequently, the nearest dwelling to the south is approximately 20m away to the south and is not adversely affected by the proposal. A dormer window is proposed in the southern roofslope of the new dwelling which will face the side of No.48 but the distance between the dwellings is adequate to ensure no loss of privacy to the occupiers of that dwelling.

To the north, No.50 is on higher ground and has a conservatory on its southern side, as well as a bay window at ground floor and a single rooflight. The new dwelling would be 1.4m lower than No.50 and 5.9m from the side of No.50 (but only 4.5m from the conservatory). A 25 degree line measured from the windows of the conservatory shows that no part of the roof of the new dwelling will transcend that line and, consequently, the amount of light loss to the conservatory and side windows of No.50 should not be substantial, in accordance with BRE guidance.

Five rooflights are proposed on the north side facing No.50. Of these, 2 will serve the ground floor. The other 3 serve bedrooms and the stairwell. The applicant's agent has confirmed that they will all be 1.7m above finished floor level and will not cause overlooking. It is considered that they should also be obscure glazed and this can be controlled by condition.

A window is proposed in the front part-gable which will face towards the bungalows opposite over 20m away and will not cause any undue loss of privacy.

A new access and driveway is proposed which will run along the south side of No.50 just 1.2m from the conservatory. This arrangement is common in Overhill and it is not considered that the level of activity associated with the new dwelling will be so significant as to result in harm to the amenities of the occupiers of No.50.

Internally the proposed bungalow comfortably meets the Council's space standards, having a total floor area of 142sqm for a 4-bed dwelling. Private amenity space, as discussed earlier, also meets the Council's Standards.

Accessibility and parking

The new access and driveway is acceptable in highway terms. No garage is to be provided and a tandem parking arrangement on the driveway is proposed instead, which is a common approach in the street. The proposed level of vehicular parking meets the latest WSCC appropriate level of parking standards. Cycle parking should be included and this can be reserved by condition.

Recommendation

APPROVE for the reason:-
The proposed development is within the built-up area and would help meet the need for additional housing without detracting from the existing local urban environment. It can take place without resulting in unacceptable detriment to the amenities of neighbouring properties and without detraction from highway safety. It would consequently not conflict with the relevant policies of the Adur District Local Plan (AG1, AH2).

Subject to Conditions:-
1. Standard 3 year time limit
2. Details of boundary fences/walls
3. Access to be constructed
4. Cycle parking
5. Pedestrian visibility splays
6. Landscaping
7. Materials
8. Floor levels
9. Obscure glazing to north side windows
10. Permeable surfaces to hardstandings
11. Approved Plans

Informatives
1.Precautionary contaminated land
2. Access Construction

Is recommendation contrary to any representations? N

Case Officer signed: PB Date: 17/4/12

Authorised and signed by: Date: 18 4 12