Development Management - Delegated Officer Report

Application Number: AWDM/0880/20 Recommendation – REFUSE

Site: 46 Victoria Road, Southwick

Proposal: Demolition of existing dwelling and garage, proposed two-storey detached 3 bedroom dwelling.

Date of site visit: 25th February 2019

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

Victoria Road is a residential street, characterised by a mix of period and modern buildings. No. 46 is a derelict detached bungalow with detached garage which occupies a triangular shaped plot with the bungalow and garage occupying the deepest part of the site to the east with the site tapering to the west. The bungalow is on the south side of Victoria Road and the railway line is to the south.

Originally consent was sought for a two storey block of flats with parking and amenity space under AWDM/1687/18. This could not be supported by officers due to the excessive footprint of the building and its scale and character in relation to the street scene and lack of amenity space. It was subsequently withdrawn. Following this consent was granted under AWDM/1289/19 for the demolition of the existing dwelling and garage and proposed detached two storey, two bedroom dwelling. This was originally submitted with a proposal for a large three bedroom, two storey dwelling with garage. It was also advised that this could not be supported and that the redevelopment of the site should seek to retain as much usable amenity space as possible and the removal of the garage and relocation of the car parking area and reduction in footprint of the building would facilitate this. The space available within the site is limited due to its shape and limited depth.

The current application proposes a similar design to that proposed as part of the previous negotiations prior to consent being granted. It is wider in scale than that approved and double fronted in design. It has a much greater footprint than that previously approved. The approved dwelling was 5.9 metres wide this is 9.5 metres in width being slightly shallower at 7.1 metres (previous approval was 7.2 metres in depth.) The new design has an entrance hall, lounge, kitchen dining room, 3 bedrooms and two bathrooms. Two parking spaces are shown. The existing garage is to be removed.

Consultations

West Sussex County Council: The Highway has no objection subject to conditions and informatives as set out below: -

The LHA was consulted on a similar application previously for a three bedroom dwelling. The LHA requested additional information pertaining to the vehicular access and off-street parking provision; the scheme was then revised and reduced to a two bedroom dwelling and subsequently permitted by the LPA. The LHA was also consulted on a previous application at this site for demolition of dwelling and erection of two-storey block of two flats with associated parking. The LHA raised no highway safety concerns. The application was later withdrawn by the applicant. As also indicated within the LHA's response for AWDM/1289/19, the plans do not indicate whether the existing crossover will be closed off. A new vehicle crossover is proposed to the west of the site to serve two off-street parking spaces. The applicant is advised that the proposed crossover must be constructed to a specification agreed with the WSCC Area Engineer, and that a second vehicle crossover is unlikely to be granted a licence due to existing on-street parking pressures. The applicant should consider closing off the existing vehicle crossover and demonstrating this on the proposed plans. Visibility appears to be sufficient at the proposed access; furthermore, 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 proposed access would exacerbate an existing safety concern. The proposed westernmost parking space appears to fall slightly short of the required full 4.8m depth, however this is not anticipated to result in a highway safety concern in this location as vehicles would likely overhang the hard-standing within the site, but would not overhang the highway in this location. The WSCC Car Parking Demand Calculator expects that a minimum of two parking spaces would be required for a dwelling of this size and location. The site is sustainably located within walking distance of bus stops, Southwick train station and local shops and services. This reduces the reliance upon the private car. Cycling is a viable option within the vicinity and details of secure and covered cycle storage 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. Whilst there are no in principle concerns to the proposed access arrangements, the applicant is advised that the Area Engineer is unlikely to grant a licence for the second crossover, should the existing crossover not be proposed for closure. If the LPA are minded to approve the application, the following conditions and informative should be applied:
Conditions
Access
No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with the approved plan.
Reason: In the interests of road safety
Car parking space
No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use
Cycle parking

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 to be submitted to and approved by the Local Planning Authority.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.
Informative
Vehicle Crossover – Minor Highway Works
The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f
or-driveways-licence/
Online applications can be made at the link below, alternatively please call 01243 642105.
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f
or-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/

Southern Water: - Southern Water requires a formal application for a connection to the foul sewer to be made by the applicant or developer. Standard informatives should be attached.

Adur & Worthing Councils: The **Environmental Health** Officer advises that hours of work should be restricted and a noise assessment is required due to noise and vibration from the adjacent railway and a Construction Management Plan is required.

The **Private Sector Housing** Officer has no objection.

The **Engineer** states the following: - Flood risk- The application is within flood zone 1. The site is shown as being at low risk from surface water flooding in the current day, and moderate risk as a result of climate change. Surface water drainage design should be carefully considered. We would advocate raising of threshold levels and flood resilient design. Surface water drainage- The application form submitted indicates that surface water will be disposed of to soakaway. This is acceptable in principle and follows the hierarchy for sustainable drainage. Deliverability of this on site will depend upon winter infiltration testing results and winter groundwater monitoring results. The site is fairly constrained due to its shape and the requirement to keep soakaways 5m away from buildings and the public highway. If you are minded to approve this application please apply the following condition to ensure it is adequately drained and does not increase flood risk elsewhere: “Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or

similar approved, will be required to support the design of any 6/19/2020 Adur & Worthing Councils Mail - Consultee Comments for Planning Application AWDM/0880/20
https://mail.google.com/mail/b/ALGkd0zNSgV481mmxU60fYSoi7ocqfmfZxoHk1sjlSie0_SyQdlp/u/0?ik=2d6ae820de&view=pt&search=all&permth… 2/2
Infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity." and the accompanying informative:
"Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE DG365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 40% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers. Further detail regarding our requirements are available on the following webpage https://www.adurworthing.gov.uk/planning/applications/submit-fees-forms. A surface water drainage checklist is available on this webpage. This clearly sets out our requirements for avoiding pre-commencement conditions, or to discharge conditions"

Representations

None received.

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 20, 28
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'
National Planning Policy Framework
Technical Housing Standards – nationally described space standard (DCLG 2015)

Planning Assessment

Principle

The proposal comprises upgrading the existing housing stock located within the built up area and can be supported in principle. The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwelling and its surroundings.

Visual amenity

The existing bungalow is in a poor state with a dwarf wall along the property frontage. There is much vegetation in the south west corner of the site and a hedge screening much of the front of the bungalow from the street. There are a few bungalows within the street including opposite the site however the street mainly comprises of houses, many of which are substantial in character, and some more modern development with a mixture of building style directly adjacent to the application site. The existing detached flat roof double garage dominates to the side of the hipped roof bungalow. The bungalow does not offer any character value within the street scene there is no objection in principle therefore to its demolition and replacement with a house.

The previously permitted scheme was considered to be appropriate in scale, simplistic in design and of gable roof design to match the adjacent two storey dwellings to the east. The current scheme being wider has a more prominent appearance and is out of scale with the limited site area here and its proportions do not complement the adjacent dwellings on this side of the road. Its position in close proximity to the road contributes further to its dominant appearance in scale and design. Although the existing bungalow is wide its low scale does not give rise to a dominant style of development as would be the case with the proposed building.

Residential amenity – existing occupiers

The main property to be affected is the two storey dwelling to the east no. 44 Victoria Road. There are windows proposed on the side elevation of the building adjacent to the neighbouring property, lounge at the ground floor and ensuite at first floor. There are no windows at first floor at no. 44 which will be affected by the increased height in development or the ensuite window. The existing bungalow already impacts any ground floor side windows. As with the approved case the proposed dwelling will give greater distance between the dwellings and the depth of the building is reduced shown in line with the rear of no. 44.

As stated above there are bungalows and houses opposite the site. The replacement dwelling will not result in a significant impact here. The additional storey may give rise to increased overlooking due to the first floor windows however this is not such to warrant a refusal and is commonplace in a residential street such as this.

Residential amenity – future occupiers

Due to the proximity of the new dwelling to the railway line Environmental Health have advised that a Noise Assessment is required to measure and assess noise and vibration from the adjacent railway to establish the potential for loss of amenities.

The proposed three bedroom, two storey house meets the internal living space standard of 102 m2 which is the minimum requirement for such a dwelling.

The removal of the garage and relocation of parking area gives rise to increased space around the site. The previously permitted scheme proposed a small dwelling with limited footprint which gave rise to maximising the amenity space to the side and rear of the dwelling. Although the main amenity space is to the side there was a 3 metre depth to the rear which was additional, although limited in use. On balance, despite the required standard being a garden depth of 11 metres, the area to the side was accepted as usable space once the vegetation is cleared and the use of the space could be maximised. The approved plans showed the garden area to be 116m2, this is above the 85 m2 stated in the Development Management Standard and in the light of it being to the side and not to the rear this provision was acceptable.

The current scheme has a larger building footprint as discussed above therefore giving rise to less available amenity space. The depth to the rear of the building remains although this limited space is greater in width, taking space which was previously available to the side. (Also being the removing more of the deepest section.) The available amenity space to the side is also reduced from that previously approved as the site narrows to the side and therefore this further reduces the amenity space available. The plans show the space to remain as 116m2 as with the previous consent however this is reduced to 100m2. Although this is above the required 85m2 requirement for amenity space it is argued here that the reduction from the previous provision is to such a degree that this would give rise to substandard amenity space provision due to the nature of this space being adjacent to the dwelling, fronting the highway. The previous approval was considered acceptable in the light of the limited building footprint and maximum space being utilised, this enlarged scheme represents over development and therefore cannot be supported here.

Parking and Access

The existing garage is to be demolished to allow improved use of the land to the side of the dwelling for amenity space. This vehicular access will be stopped up and a new access created to the south west end of the site. There will be hard standing and parking provided for two cars. The Highway Authority, subject to conditions, has no objections and their comments are set out above.

Recommendation

REFUSE

1. The size and shape of the plot and the its relationship to existing properties is incompatible with existing development in the area and the proposed dwelling, by reason of its size and scale, constitutes overdevelopment that would be out of keeping with and detrimental to the environmental character and residential amenities of the locality, contrary to Policy 15 of the Adur Local Plan and the NPPF.

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

Case Officer: Hannah Barker Date: 3rd August 2020

Authorised by: Peter Barnett Date: 4 August 2020