Development Management – Delegated Officer Report

Application Number: AWDM/1774/22 Recommendation: Refuse

Site: 15 Larkfield Close, Lancing

Proposal: Proposed 2no. bedroom attached house to North elevation

Date of Site Visit: 5th December 2022

Neighbours Checked: Y

Additional neighbour notification: N

Proposal, Site and Surroundings:

The application relates to an end of terrace house within a cul-de-sac off Freshbrook Road. The property has a side and rear garden and it is proposed to construct an attached dwelling to the west side of the house. There is a communal parking area immediately to the west and a playground/open space to the north. The end gable of 16 Larkfield Close is to the south, 12m away.

There are errors in the Planning Statement which refers to the application property being a bungalow, and refers to the proposal being, at various places within the text, for one, two and three houses. The application form refers to a single attached dwelling and the plans only show a single dwelling so the application has been assessed on that basis.

The proposal is for a 2 bedroom house, 5.6m wide to match the attached house. It will, however, project beyond the rear of the existing house by 1.5m at ground floor level. No off street parking is proposed. The house will match the form and appearance of the existing house.

The site lies in Flood Zone 3a.

Planning History:

None

Consultations:

West Sussex County Council: The Highways Authority has no objection.
Access

No vehicular access is associated with this site. The LHA does not anticipate that the proposed addition of one dwelling would lead to a significant material intensification of movements to or from the site.

Parking

A nil car parking provision is proposed for the new dwelling. The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require two car parking spaces. Therefore, vehicular parking would have to be accommodated on-street.

Whilst on-street parking is limited in the area, there are comprehensive parking restrictions in place on nearby roads prohibiting vehicles from parking in places that would be a detriment to highway safety. The LHA does not anticipate that the proposed nil car parking provision would result in a detrimental highway safety impact nor give rise to a parking capacity issue in this location. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

Regarding cycles, no details have been provided in the plans. The applicant is requested to demonstrate secure and covered cycle parking provision for at least one cycle in accordance with WSCC Parking Standards.

Sustainability

The site is situated in a sustainable location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. Bus and rail services are also within walking distance of the site.

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 111), and that there are no transport grounds to resist the proposal.

Conditions

Cycle parking

Adur and Worthing Councils: Private Sector Housing: No objections in principle, but the layout is unsympathetic with the new staircase and bathroom directly next to habitable rooms and bedrooms. The new dwelling should be reconfigured to avoid neighbour disturbance

Environment Agency: Object, as this development poses an unacceptable risk to life and property from flooding. The site lies within Flood Zone 3a, which is land defined by the Planning Practice Guidance as having a high probability of flooding. Notwithstanding the mitigation measures proposed, the risk to life and/or property, from tidal inundation would be unacceptable if the development were to be permitted.

The application does not demonstrate that occupants can remain safe for the lifetime of the development when allowances for climate change are taken into consideration. There is insufficient flood risk mitigation up to the design flood level. The submitted Flood Risk Assessment (FRA) states that the design flood event would result in a flood depth of 3.29 m which is likely to put occupants of both the ground and first floors at risk of flooding. This means there would be no safe refuge within the property.

Southern Water: There is an existing sewer in the vicinity of the development site. The exact position of the public assets must be determined on site by the applicant in consultation with Southern Water before the layout of the proposed development is finalised.

Lancing Parish Council: Object to this application due to overdevelopment/parking/loss of amenity concerns

Representations

3 objections received from the occupiers of 10, 17 and 18 Larkfield Close:

- Lack of parking available in Close
- Loss of garden
- Increased flood risk
- Added strain on sewage infrastructure
- Demolishing existing house
- Harmful to character of Close
- Too many discrepancies in the application/supporting statement

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 18, 20, 22, 28, 34, 36
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'
Sustainable Energy SPD (August 2019)
WSCC Guidance on Parking at New Developments (Sept 2020).
National Planning Policy Framework (July 2021)
Technical Housing Standards – nationally described space standard (DCLG 2015)

Planning Assessment

Principle

The site lies in the built up area where a new dwelling is acceptable in principle. The relevant issues are the effects on the amenities of neighbouring residential

occupiers, the effect on the character and appearance of the area, parking and access and flood risk.

Visual amenity

The proposal would continue the terrace and there is considered to be adequate space to the side of No.15 to accommodate the house. The side of the dwelling would be set back behind the line of the terrace to the south and it is not considered that it would appear cramped or unduly intrusive.

The house would be 12m from the side of No. 16 to the south which is less than the recommended 14m distance as set out in the Council's DM Standard No.1. This distance is specified for reasons of avoiding an overbearing effect and to ensure an adequate outlook and daylight rather than for any character issue. It is noted that elsewhere on this estate there is a distance of 10m between the rear of 21 Larkfield Close and the side of 119 Freshbrook Road. It is considered that the proposal would not have a harmful impact on the character of the Close.

Residential amenity

The proposed house would be 12m from the side of No.16 but the first floor rear windows are shown as being obscure glazed. Consequently, there is no concern about inadequate outlook for the proposed occupiers or about overlooking to the side window of No.16. The proposed floor plans show a bathroom and bedroom window at the rear but the bedroom also has a side window facing the parking area to the west and therefore will have an outlook.

The Council's Private Sector Housing team has raised a concern about the layout, with the proposed stairs and bathroom being alongside the existing bedrooms within No.15. A revised layout is therefore necessary which may result in a less acceptable layout in terms of outlook for the proposed occupiers. While a reason for refusal on this ground is probably not justified, it is recommended that an informative be included to make the applicant aware of this issue.

The proposed house would have a floor area of 83m2 which is slightly larger than the minimum standard for a 2 bed house. The proposed rear garden would be 56m2, which would be similar to other gardens in the Close. The host dwelling would have a reduced garden of 52m2 which also is in keeping.

The small rear projection at ground floor will not have an adverse impact on the host dwelling.

Parking and access

No parking is proposed on the site. The application states that the communal parking area to the west would be used. There is concern among the objectors that the proposal will lead to increased parking problems. The applicant has submitted a parking survey which suggests that there is capacity within the parking area, which has been disputed by residents.

West Sussex Highways have advised that two car parking spaces would be expected and, whilst on-street parking is limited in the area, they do not anticipate that the proposed nil car parking provision would result in a detrimental highway safety impact nor give rise to a parking capacity issue in this location. However, they have asked the LPA to consider the potential impacts on on-street parking from an amenity point of view.

In light of there being no highway objection, and the parking survey which suggests that there is capacity, it is considered that it would be difficult to justify or sustain a reason for refusal on this ground.

Flood risk

The site lies within flood zone 3a. The submitted FRA suggests that in a flood event water levels could be as high as 3.29m which would inundate the house on both floors. It is not clear whether the FRA is accurate and the applicant has been asked to submit a revised FRA but this has not been forthcoming. Furthermore, a sequential and exception test is required for development within Flood Zone 3a and it is not considered that there is sufficient justification for granting permission for this new dwelling, particularly in light of the EA objection.

In view of the length of time that the application has been held in abeyance, it is considered that a refusal on flood risk grounds should be included.

Sustainability

No sustainability or energy efficiency measures have been included in the application.

Recommendation

REFUSE for the following reasons:

1. The development poses an unacceptable risk to life and property from flooding as the application does not demonstrate that occupants can remain safe for the lifetime of the development when allowances for climate change are taken into consideration. The proposal is therefore contrary to policy 36 of

the Adur Local Plan, paragraphs 159-169 of the NPPF and the PPG on Flood Risk and Coastal Change

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 with the proposal and discussing those with the Applicant. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason(s) for the refusal, approval has not been possible.

Informative: The internal layout of the proposed dwelling is unsympathetic with the new staircase and bathroom directly next to habitable rooms and bedrooms in the host dwelling. The new dwelling should be reconfigured to avoid neighbour disturbance.

Case Officer: Peter Barnett Date: 8 August 2023

Authorised by: Gary Peck Date: 8 August 2023