Development Management – Delegated Officer Report

Application Number: AWDM/1108/23 **Recommendation: Approve**

Site: **57 The Lawns, Sompting**

Proposal: **The erection of 1 no. attached dwelling. Parking for 1 no. car with associated new crossover.**

Date of Site Visit: 14 September 2023

Neighbours Checked: **Y**

Additional neighbour notification: **N**

Proposal, Site and Surroundings:

The application relates to an end of terrace property on the corner of Maple Walk and The Lawns. It is proposed to construct a new attached 2 bed dwelling in the side garden of No. 57, with a new vehicular crossover to serve 1 off-road parking space, with access from The Lawns.

The site has a tall hedge along its eastern boundary and the proposed plans show this is to be largely retained, other than where sections are to be removed to form the new crossover and a pedestrian access.

The site fronts a cul-de-sac at the western end of The Lawns and on-street parking was evident at the time of the site inspection.

The plans show a dwelling that will match the size, design, materials and proportions of the adjoining terrace.

Planning History:

None relevant to the application property

Consultations:

West Sussex County Council: The Highways Authority has no objection. Access and Visibility
A new 3m wide vehicle crossover (VCO) is proposed to serve the dwelling. From inspection of WSCC mapping, vehicular visibility appears suitable for the anticipated road speeds in this location. The addition of a single dwelling is not anticipated to give rise to a significant material intensification of movements to or from the site.

The proposed access works will be subject to a licence obtained through the local Highway Area Office, and constructed to a specification agreed with the local Highway Area Engineer.

Parking and Turning

One car parking space is proposed to serve the new dwelling, whilst existing hardstanding will be retained for use by the existing dwelling. On-site turning does not appear achievable, so vehicles may have to exit the site in a reverse gear. However, this is not anticipated to give rise to an adverse highway safety impact in this location. Neighbouring properties operate similar access arrangements with no known safety concerns.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require two car parking spaces. Therefore, any overspill parking would have to be accommodated on-street. The LHA does not anticipate that the shortfall of one parking space would lead to a highway safety concern or parking capacity issue in this location, but the LPA are advised to consider the potential impacts on on-street parking from an amenity point of view.

Provision for the secure storage of bicycles has been demonstrated in the plans, in accordance with WSCC Parking Standards.

Sustainability

The site is situated within walking/cycle distance of local services and amenities. Cycling is a viable option in the local area. Local bus services can be caught from nearby Busticle Lane, providing links to Lancing and Worthing

Conditions

Car parking, cycle parking

Adur and Worthing Councils: Private Sector Housing: No objections to the development overall, but the layout is not sympathetic and consideration should be given to reversing the layout so that the stairs, hallways, etc are next to the existing house's hallway to reduce the likelihood of neighbour disturbance

Public Health: Recommend working hours condition

Southern Water: Standard advice

Sompting Parish Council: No comments received

Representations

9 objections received from the occupiers of 39, 40, 41, 44, 47, 50, 51, 55, 56 The Lawns:

- Increased traffic and pressure on parking
- On street parking in The Lawns is already at a high level and obstructs the road

- Corner of Maple Walk and The Lawns can be dangerous
- Risk to pedestrian safety
- Concern about construction lorries using the road
- Increased noise, dust and disturbance
- Loss of privacy
- Loss of light

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 18, 19, 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)
Adur Planning and Climate Change Checklist (June 2021)
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 construction of a new dwelling within the built up area 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 and parking/highway safety considerations.

Visual amenity and character

The proposed dwelling would sit on the end of the terrace and would extend the terrace eastwards. From the south it would be visible beyond the line of houses fronting Maple Walk but it would be seen against the backdrop of existing houses to the north in The Lawns and would not appear out of place or unduly intrusive. A gap to the pavement to the east of 2.68m would be retained, as would the boundary hedge.

Its form and size would be in character with the rest of the terrace, being 5.6m wide, and following the window and door arrangement of the adjoining houses. It is considered that it would be a modest extension to the terrace which would be in keeping with the street scene and would not result in visual harm.

Residential amenity - future occupiers

The house is shown as having 2 double bedrooms with a floor area of 83m2, which exceeds the minimum standard of 79m2. The Private Sector Housing team has

advised that the original layout is poor however, with the bedrooms next to the host dwelling's staircase and they have requested that this is reversed. An amended plan has been received showing this change.

Externally, 78m2 of garden area is shown as being provided for the new dwelling, with 52m2 retained for the host dwelling. This compares favourably with the other dwellings in the terrace who have gardens between 40m2 and 48m2 in area and meets the Council's requirement for small 2-bed terraced houses (50m2).

Residential amenity - neighbouring properties

Being at the end of a terrace and separated from other neighbouring properties, the proposed dwelling will not have a harmful impact on neighbouring residential amenity. To the north, houses opposite are on the other side of the road, around 28m away from the site, and will not be adversely affected. Any overlooking from first floor windows is not likely to be intrusive at that distance.

To the east, there are bungalows in Maple Walk facing the site, about 16m away. This exceeds the minimum acceptable distance for where the front of one property faces the side of another (14m) and there are no first floor side windows proposed.

To the south, the rear windows of the new house will face across the front of dwellings in Maple Walk which are positioned further west. At the angle involved, any overlooking is limited and not expected to be intrusive. The relationship between the proposed dwelling and the side of the nearest dwelling at 7 Maple Walk is no more intrusive than that experienced further along in the same terrace.

Parking and access

One of the main concerns raised by local residents has been with traffic and parking. The Lawns and Maple Walk experience high levels of on-street parking and there are concerns that a new dwelling will add to the pressure for on-street parking space. There are also safety concerns at the position of the property on a corner/bend in the road.

The plans show an off -street parking space is to be provided for both the existing and proposed dwellings. The local highway authority has not raised any concerns with the proposed position of the access and, while a dwelling of this size and location would usually require two car parking spaces, they do not anticipate that the shortfall of one parking space would lead to a highway safety concern or parking capacity issue in this location. Cycle parking storage is also shown to be provided.

The property is small (2 bedrooms only) and the level of traffic and parking demand associated with it is not expected to result in serious problems locally. While the

concerns of residents are understandable, in this case it is not considered that a highway reason for refusal can be sustained.

A construction management plan is to be required, by condition, to ensure that the impact from contractors' vehicles, etc is minimised during the construction phase.

Sustainability and energy efficiency

A Sustainable Construction and Energy Efficiency Statement has been submitted which advises that the new dwelling will be water efficient in line with Policy 18. A heat pump and PV panels are also being considered. Final details can be confirmed by condition.

Conclusion

This proposal will provide a small dwelling and will make a modest contribution towards meeting local housing delivery targets. For the reasons set out in the report, there is not considered to be sufficient harm to justify refusal of the application.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials to match attached dwelling (No.57)
4. Remove PD
5. Cycle parking
6. Car parking
7. Surface water drainage
8. CMP
9. Hours of working
10. Hedge to be retained and protected
11. Final details of energy efficiency measures to be submitted and approved prior to occupation

Is recommendation contrary to letter(s) of representation Y

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.

Case Officer: Peter Barnett Date: 29 September 2023

Authorised by: Gary Peck Date: 29 September 2023