Development Management - Delegated Officer Report

Application Number: AWDM/1182/18 Recommendation – APPROVE

Site: 75 Manor Road, Lancing, West Sussex

Proposal: Demolition of existing detached bungalow and replacement with semi-detached pair of 1 no. bedroom chalet style cottages with 1 no. room within the roof space. Associated landscaping, new wider vehicular access and formation of one parking space for each house.

Proposal, Site and Surroundings

The application site is on the south side of Manor Road in north Lancing, to the west of the Grade II* Listed church and within the Conservation Area. This is a residential area with dwellings of various types and ages within the wider area surrounding the site. The application site is occupied by a detached bungalow with hipped roof garage set back to the side, the garage, as shown on the submitted plans has been removed. Directly either side are bungalows of a similar scale and density, set back from the highway with some vegetation and boundary treatment to the frontage. There is informal off street parking to the property frontage. Directly opposite the site are two storey dwellings on raised ground level which date around 1970. The site is approximately 38.5 metres deep (slightly deeper on eastern side,) and 11.7 metres wide.

The submitted plans show the bungalow to have two bedrooms, a living room, kitchen and conservatory and porch at ground floor and the roof space is labelled as a bedroom. Excluding the porch and conservatory the building is of gable roof design. The ground level drops to the rear of the site.

Consent was sought under AWDM/0479/18 for the demolition of the bungalow and construction of a pair of semi detached two storey dwellings. The entrances to the dwellings were on the side, three bedroom dwellings were proposed with Kitchen/dining/living space on ground floor with separate living space W.C and utility. There were steps down to the rear of the site and the height of the development reduced to the rear. This application was refused for the following reason: -

The site is within an area designated as a Conservation Area and the proposal, by reason of its excessive scale, height, layout, design and form would be out of character with the scale and form of development adjoining the site and would fail to preserve or enhance the character or appearance of the Conservation Area. The proposal represents overdevelopment and would be detrimental to the visual and residential amenities of the locality therefore conflicting with policies 15 and 17 of the

Adur District Local Plan and the relevant paragraphs of the National Planning Policy Framework.

The current scheme has developed following pre application advice and discussions with the planning department. It represents a significant reduction in scale, height, footprint and bulk. Two dwellings are still proposed yet these are 1 bedroom, modest properties with a single parking space serving each dwelling. The dwellings represent a low key, sympathetically designed development. The use of flint work, lead and simplistic building design with attention to detail offer a much improved scheme.

The dwellings have the majority of living space at the ground floor with a living room to the front, bathroom and rear, open plan kitchen dining space. The main entrance is to the front with a projecting canopy. At first floor is a single bedroom.

The building is 13.6 metres deep and 9.4 metres wide, the main bulk of the building, excluding the single storey projection is 8 metres deep. There is a minimum of 1 metre between the building and the boundaries on either side. The building has a maximum height of 5.6 metres.

The main part of the building is half hipped with a flat roof section, to allow the height of the building to be limited. There is a rear flat roof projection which accommodates the main living space at ground floor to the rear, the levels internally step down to this section of building due to the change in ground levels, this also keeps building height lower. There are two flat roof dormers to the front roof slope, flint work is proposed to the front elevation. Timber sash windows are proposed. An additional drawing has been submitted which adds detailing to the design and use of materials. It shows lead to the dormers and porch roof, plain clay tiles to the roof, bonnet hip tiles on the roof and half rounded ridge tiles to the front and side elevations. An additional more detailed plan has also been submitted showing parking layout to the front with raised planting areas. It is proposed that the planting will improve the openness of the front parking area as was a main concern with the previous scheme. The reduction to 1 parking space per dwelling and proposed planting will reduce the openness of the frontage, which was previously considered to be out of keeping.

Consultations

West Sussex County Council: Highways

West Sussex County Council, in its role as the Local Highway Authority (LHA), was previously consulted on application no. AWDM/0479/18 for the existing dwelling to be replaced with 2 two-storey, 3-bedroom houses which was refused. The LHA had requested further details regarding the proposed access, but these were not provided.

The current application is for the existing dwelling to be replaced with 2 1-bedroom chalet style cottages with 1 room within the roof space.

The site is accessed from Manor Road, a ‘C’ class road with a speed limit of 30mph in this location. The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury accident in the vicinity of the site. However, from an inspection of accident data it is clear that this was not due to any defect with the road network.

Access

The applicant has not indicated where the existing or proposed sections of dropped kerb are to be located. The applicant should provide a scaled plan showing the proposed extent of the dropped kerb. If the application is approved the applicant will be required to apply for a vehicle cross over (VCO) licence from the local area office before any works to the accesses can commence.

The applicant should be aware that all street furniture, including telephone poles must be relocated to at least 1.5m away from the top of the ramped kerb of the crossover to avoid obstructing the visibility splay. It is the applicants' responsibility to liaise with the appropriate utility company to arrange the relocation of the telephone pole and to cover the cost of the works.

Parking

The WSCC car parking calculator would envision a total of 3 car parking spaces for the 2 dwellings. The applicant has shown 2 car parking spaces that meet Manual for Streets (MfS) dimensions of 2.4m x 4.8m. Any vehicles unable to be parked on the frontage could be parked on-street. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions in the form of double yellow lines prohibiting vehicles from parking in places that would be detriment to highway safety. We would not consider that highway safety would be detrimentally affected through the proposed car parking provision. The Local Planning Authority (LPA) may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view.

Sustainability

The site is approximately a 10 minute bicycle ride from Lancing train station and only a few minutes' walk to local bus stops. The LHA would advise that secure and covered bicycle storage is provided to encourage the use of sustainable transport methods.

Conclusion

The LHA does not consider that the proposal for the demolition of existing dwelling and replacement with 2 dwellings would have 'severe' impact 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. If the LPA are minded to approve the application, the LHA would ask that the following conditions and informative are secured:

Access (details required, access provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Car parking space (details approved)

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 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.

Adur & Worthing Councils: The **Private Sector Housing Manager**
Please could the following informative be placed on any planning permission given:

The Private Sector Housing team of Adur & Worthing Councils have identified that some aspects of the development may result in hazards that require action under the Housing Act 2004. Typical hazards can include 'inner' rooms (where the only means of escape in the case of fire is through another risk room i.e. bedroom, living room, kitchen, etc.) or where there are inadequate windows or outlook from habitable rooms. Compliance with Building Regulations will not necessarily address the hazards identified and you should contact the Private Sector Housing team to confirm that the layout of the property is acceptable prior to commencing the development in order to avoid the need for any formal intervention or the requirement of retrospective works.

Environmental Health: -
Given the proximity to the other property can I request a construction management plan condition for any permission given. This should cover, among other things, dust control, noise, deliveries, material storage, waste removal etc; during both the demolition and the construction phase of the development.

Please can you also include an informative on the permission advising that the developer contact environmental health for a Demolition Notice prior to any demolition work

Waste and Refuse: - These new properties can be serviced with standard wheeled bins collected from the front edge of the property. I have no further comments to make.

Drainage Engineer: - The site lies in flood zone 1, is unaffected by predicted surface water flooding and has no history of flooding.

The application states surface water from roofs will be disposed of via soakaways, whilst the car parking areas will drain via a shingle filled geogrid system.

The applicant therefore needs to assess if the use of soakaways and direct infiltration is viable on this site. The proposed location for the soakaway will need to be more than 5m from existing or new structures, and there will need to be a soakage test undertaken at that location and in the vicinity of the car parking area to ascertain if a soakaways will adequately

empty, and natural soakage will occur. There appears from the drawings to be sufficient area to adequately site soakaways.

In the absence of any ground investigation details or detailed drainage details in support of the application we request that should approval for this new build be granted it be conditional such that *'no development approved by this permission shall commence until full details for the disposal of surface water has been approved by the Planning Authority'*

Soakage tests in accordance with DG 365 (2016) would be required to be undertaken on the proposed site to provide the data to ascertain the size of the soakaway required for the impermeable areas.

Southern Water Services:
A formal application for connection to the public sewerage system is required in order to service this development. The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

Design and Conservation Architect: - Comments received in relation to the original proposal are set out below. The Design and Conservation Architect supports the current scheme. It is advised that the design detailing shown on the most recent plans should be conditioned and that this should include details of front doors to be submitted also.

75 Manor Road is a 1920s built, gabled bungalow, within the North Lancing Conservation Area. The hub of this conservation area is based around the historic settlement of North Lancing (Upper Lancing in the nineteenth century) which prior to the construction of the Upper Brighton Road, had been sited along the Chichester to Brighton Road. This historic route through North Lancing follows the line of Manor Road, past the Norman Church, St James The Less.

The North Lancing Conservation Area was last reviewed in 1992, when Adur District Council confirmed the addition of the area west of the junction of Manor Road and Greenoaks.

Bungalows were first erected at 73, 75 and 77 Manor Road, in the 1920s. Subsequently No. 77 was demolished and replaced with the current bungalow in 1977, whilst the bungalow at No.73 was re-clad in a brickwork skin in 1986. The established lower scale was along this side of the road was therefore maintained.

The main materials characteristic of the conservation area are clay tiles and thatch, whilst windows are mainly timber or metal casements. However, a few slate roofs and sliding sash windows can be found within this area. Buildings predominantly have simple gables or hipped roofs, although roof pitches are steeper than those proposed.

Lancing Parish Council: No objection.

Representations

4 letters of support received: -

Letter of support from owner/occupier of 69 Valley Road, Sompting

- The property will improve the Conservation Area and will help with much needed houses in the area. Its better to development old property than build on green belt destroying our countryside., the current building is an eyesore.

Letter of support from owner/occupier of 20 Meadowview Road, Sompting

- Currently the existing site is an eye sore and the proposed option would improve the look and feel of the area.

Letter of support from owner/occupier of 2 Abbotts View Sompting

- This is a drastic improvement on the eye sore that is currently there.

Letter of support from owner/occupier 53 Fircroft Avenue, Lancing

- It has been good to see that there is a diverse range of properties within Manor Road and that slowly there has been regeneration. In my opinion it will enhance the area whilst in keeping with its immediate surroundings, whilst providing affordable housing within a sought after location.

Relevant Planning Policies and Guidance

Adur Local Plan 2017: Policy 2, 15, 17, 20, 22
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats';
West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003)
West Sussex 'Guidance for Parking in New Residential Developments' and 'Residential Parking Demand Calculator' (WSCC 2010)
National Planning Policy Framework (July 2018)
National Planning Practice Guidance
Technical Housing Standards – nationally described space standard (DCLG 2015)

Planning Assessment

Principle

The Development Plan comprises the adopted Adur Local Plan (2017.) The proposed development would make a minor contribution to meeting housing targets including Objectively Assessed Need under the tests of the National Planning Policy Framework.

New residential development can be supported in principle under Policy 15 of the Adur Local Plan (2017) which allows for new residential development within the built up area subject to its appearance, character of the site, and the prevailing character of the area in terms of proportion, form, context, massing, siting, layout, density, height, size, scale materials detailed design features and landscaping.

This site as stated above is also located within a Conservation Area. The Grade II* listed church is sited to the east. In addition to the above The Planning Authority must therefore consider the requirement to preserve and enhance Conservation Areas as required by Policy 17 of the Adur Local Plan.

The relevant considerations here are the impact upon residential amenities of both the existing adjacent residents and the future residents of the new dwellings, the character and appearance of the site and surrounding area and impact upon the Conservation Area, parking and access issues.

Visual Amenity and Impact upon character and appearance of the Conservation Area

As stated above the existing bungalow at the site sits within a row of bungalows of similar scale and density. It is acknowledged that other dwellings of larger scale, density and including two storey development are within this locality, including directly opposite the site. Yet looking at the directly adjacent buildings on the south side of the street the proposed scale of previously refused development was considered to be out of keeping, representing over development of the site which in turn was detrimental to the character and appearance of the street scene and which was not considered to preserve or enhance the Conservation Area.

The existing bungalow currently does not maximise the full width of the site with access to the eastern side of the bungalow to the (previously sited) garage. The adjacent bungalows when viewing the location plans show a wider footprint relative to their site width. Therefore it is considered that there is scope here for redevelopment of the site to include a greater footprint than currently exists. The scheme as presented here does increase scale and footprint however it is considered that its modest size, (being only 1 bedroom) with rear section at single storey only and with the flat roof keeping the building height to a minimum the building form is appropriate here. The design detailing mentioned above with use of high quality materials and finishes give the building its own unique character whilst not detracting from the surrounding area. The existing bungalow does not contribute individually to the quality of the Conservation Area and does not warrant retention. Its replacement with this current scheme is considered to preserve and enhance the Conservation Area in this case. Of particular note here in relation to the impact upon the Conservation Area is the property frontage. The refused scheme gave rise to the entire frontage of the site being cleared of any established planting and means of enclosure. Parking areas exist to adjacent property frontages yet these are more informal in layout and less visible from the street. They do not have wide, open frontages. The current scheme works to improve this, the reduction in scale of the scheme has given rise to the need for only 1 parking space per dwelling allowing for planting and less open hard surface to the frontage.

Residential amenity – for proposed dwellings

The dwellings provided do allow for sufficient living space, both internally and externally. The internal space provision exceeds that required by national space standards. The gardens exceed the required 11 metres in depth at 18.25 metres as

shown on the submitted plans. They are also of sufficient area exceeding standard set in Development Management Standard No. 1 which requires 85 metres squared and here 97 metres squared and 92 square metres are provided. Such development will provide a positive contribution to housing stock. The applicant's agent states "The layout of the cottages is set out to appeal to first time buyers and downsizers." There will be space for refuse and cycle storage, parking and amenity space.

Residential amenity – effect on existing dwellings

The visual impact upon the street scene and Conservation Area has been set out above. The occupiers of dwellings adjacent and opposite the site will view the new development and in the case of no 73 directly adjacent to the east the building will be closer. However due to the rear section of the building being single storey this will be at a lower height than the existing roof. No 73 has as existing 3 high level windows along the side, west elevation which face onto the site. The building will be closer to these windows however no significant loss of light, overbearing impact or privacy will occur. The only window to the side of the new development will be a hall window, this only serves a corridor and the neighbouring windows are at a higher level.

No. 77 to the west is set back into the rear of the site with a flat roof detached garage to the frontage. This garage is adjacent to the side elevation of the new dwelling, the side hall windows face to the blank side elevation. The rear section of the new building is on a similar position and proximity to the adjacent dwelling than the existing bungalow. Yet the rear section is limited to single storey therefore potentially an improvement to the current relationship. It is not considered that there will be any significant adverse impact upon the amenities of this adjacent dwelling as a result of the development.

Accessibility and parking

West Sussex County Council as Highway Authority are satisfied with the proposed access arrangements and parking for the proposed development subject to the recommended safeguarding conditions and informatives set out above which will be attached to the consent. They require further details relating to the position of the dropped kerb.

Recommendation

Conditions

1. Standard time limit
2. No work on Sundays or public holidays
3. Construction management plan
4. Removal of PD
5. Cycle parking
6. No additional windows on east or west elevation
7. Parking and access details of dropped kerb
8. No development until full details for the disposal of surface water has been approved.
9. Details of walls and fences

10. Accesses kept free from obstruction
11. The development hereby permitted shall be carried out in accordance with the approved drawings including design and materials detailing shown on Drawing no.JB 401/planning 20 Received 3rd September 2018, Drawing no.JB 401/planning 21 Received 4th September 2018 and Drawing no.JB 401/planning 05C Received 3rd September 2018. The detailing includes, half round ridge tiles to the front and side elevations, timber framed sash windows, plain clay tiles, bonnet hip tiles, use of lead to dormers and porch canopy. This also includes details of the raised planters and planting which shall be maintained at all times.
12. Details of the front doors shall be submitted and approved prior to commencement of works. Work shall be carried out in accordance with such details and shall remain unless otherwise approved in writing by the Local Planning Authority.
13. Approved plans

Informatives

1. Proactive with amendments
2. Southern water infs
3. Drainage informative
4. The applicant should be aware that all street furniture, including telephone poles must be relocated to at least 1.5m away from the top of the ramped kerb of the crossover to avoid obstructing the visibility splay. It is the applicants' responsibility to liaise with the appropriate utility company to arrange the relocation of the telephone pole and to cover the cost of the works.
5. Crossover consent
6. Private sector housing
7. The developer is advised to contact Environmental Health for a Demolition Notice prior to any demolition work.

Case Officer	Hannah Barker	Date	25th September 2018
Signed	Peter Barnett	Date	25 September 2018