Application Number: ADC/0488/08 Recommendation - APPROVE

Site: **148 Abbey Road Sompting BN15 0AD**

Proposal: **Demolition of existing bungalow and erection of a pair of semi-detached three-bedroom bungalows with rooms in roof (with rear dormers) and detached garages**

The Application

This is a revised application following an earlier outline permission for redevelopment with a pair of single-storey semi-detached bungalows and a subsequent refusal for 2 detached three-bedroom bungalows with rear dormer.

The site is triangular in shape and is located on the west side of Abbey Road, 50m north of its junction with Cokeham Road. Previously on the site was a detached bungalow and single garage which were set back. The site is enclosed to the front by a hedge and there is an existing vehicular access.
Surrounding the site are mainly semi-detached bungalows, some with rooms in the roof with dormers, on fairly uniform plots to the north, west and south. The site itself and the plots to the east on the opposite side of Abbey Road are more irregular due to the layout of the highway.

Outline permission has already been granted (in December 2007) to build a pair of semi-detached bungalows, each with single garages either side (ADC/0655/07). The permission included approval of the layout, scale and means of access, with closure of the existing access and two new accesses from Abbey Road. The bungalows were shown on the indicative plans as single storey (with two bedrooms), 13.2m wide overall and 10.2m deep, positioned centrally on the site and set back from the highway by 4 metres. The hipped roof was shown 5.6m high to the top of its short ridge.

A subsequent application for two detached three-bedroom bungalows with attached single garages was refused in July 2008 (ADC/0284/08). The bungalows were each shown a maximum of 14m wide and 7.4m deep, with a ridge height of 5.7m, and included a room in the roof with a rear flat-roofed dormer. The grounds of refusal were overdevelopment and detriment to the environmental character and residential amenities of the locality.

The current application seeks full planning permission for a pair of semi- detached three-bedroom bungalows with rooms in roof, rear dormers and detached garages. The two bungalows together have a width of 19.9m overall and depth of 6.8m-8.2m. The maximum height of the hipped roof is 5.5m. There is a distance of 4m-4.5m between the highway and the front of the proposed dwellings. The detached single garages are adjacent to the side boundaries of the site with 5.2m long driveways in front. The dwellings have two bedrooms, a kitchen, bathroom and living/dining room on the ground floor and a bedroom and bathroom within the roof space.

Consultations and Representations

West Sussex County Council: Highways comments awaited.

Sompting Parish Council: Object on grounds that it is overdevelopment and unneighbourly in the impact it will have on adjoining properties and the area as a whole.

Third Parties: 2 letters of objection have been received from the residents of No's 32 and 34 Cokeham Road to the rear (south west). No.32 repeat their previous objection that the rear dormers will overlook the rear of their property (garden, lounge and kitchen) and result in loss of all privacy. No.34 state that their objection is that their bungalow has enjoyed privacy since 1931 by not being overlooked and they wish this to continue.
[NB. the residents of No.32 have requested to speak at the Committee meeting]

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-2016 (WSCC 2005) (saved policies): LOC1, CH1, NE1, ERA1, DEV1, DEV4-5
Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2, AH5 and Appendix 11 'Supplementary Planning Guidance' comprising Development Control Standard No. 2 'Space Around New Dwellings and Flats'
Revised West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003 and ADC 2004)
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)

Planning Assessment

As stated above, permission already exists to redevelop this site with 2 small semi-detached bungalows and the relevant planning considerations, in effect, now only relate to the increase in the size of the bungalows as now proposed, including the inclusion of rooms in the roof with rear dormer windows .

Policies

In order to meet the housing requirements of the Structure Plan, it is necessary that a significant proportion of new residential development takes place by way of unidentified sites such as this. The above policies encourage redevelopment and infilling to help meet the demand for dwellinghouses suitable for small families, single persons, the elderly, and to make best use of urban land. This is encompassed in Structure Plan policy LOC1 but it is on the proviso that 'the impact on the character of the area and the environment, resources and assets of the County is acceptable".
Policy DEV1, states that development should not be permitted unless it is of high quality taking into account the need to, amongst other things, have regard to context including site characteristics, townscape/streetscape views into and out of the site and building styles/materials.
DEV4 states, amongst other things, that development should not be permitted unless the travel needs it generates are met; it achieves safe and convenient access by choice of means of travel; it encourages and enables an increase in walking and cycling; and the number and impact of motorised journeys is minimised. DEV5 includes a requirement that development should not be permitted unless the level of parking is compatible with the need to avoid environmental or safety problems.

Local Plan policy AH2, related to housing development by way of infilling and redevelopment, expects development to be designed so that its appearance, character and scale create a pleasant place in which to live, is in keeping with and enhances the

existing local environment with particular attention to the architectural form, height, materials, density and layout; does not have an unneighbourly effect on existing dwellings by loss of privacy, light, outlook; has adequate rear garden space; adequate access and parking arrangements and accordance with adopted standards (in this case the Council's DC Standard No. 2 'Space Around New Dwellings and Flats' 1996.)

Government policy in PPS3, generally encourages the maximisation of the use of previously developed land for housing development at higher densities (avoiding developments at less than 30 dwellings per hectare) and without rigid application of parking and amenity space standards. However, it is also states that "Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted" (para 13).
It states "Careful attention to design is particularly important where the chosen local strategy involves intensification of the existing urban fabric. More intensive development is not always appropriate. However, when well designed and built in the right location, it can enhance the character and quality of an area. "The density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment".

Residential Amenity

The closest dwelling to the proposed bungalows is the semi-detached bungalow to the north west side, No.146 Abbey Road. Prior to its demolition, the previous bungalow on the application site was sited 2 metres from the side boundary with No.146, being adjacent to its rear garden. As now proposed, the rear corner of the garage of the northernmost bungalow will be at a minimum of 0.5 metre from the boundary with this property, with the Rear corner of the proposed bungalow itself being a minimum of 4.6 metres from the boundary. There are no windows affected on the side elevation of No.146 although there is a conservatory The proposed rear dormer will face obliquely towards the rear garden of No.146, at a distance of 10m-14m from the boundary but its direct view is only towards the rear corner of the garden. Given the modest size of the dormer, it is not considered that unacceptable overlooking of No.146 would result.

The two pairs of semi-detached bungalows to the rear/south side of the site (No's 26-32 Cokeham Road) and No.34 have relatively long rear gardens (approximately 20m long) which back mainly onto the south side of the proposed southernmost plot. These bungalows are at a minimum distance of 23 metres from the proposed southernmost bungalow. The residents of both No.32 & No.34 Cokeham Road have objected on grounds of overlooking and loss of privacy as a result of the proposed rear dormers. Although it is acknowledged that the dormers will result in some overlooking because of the triangular shape of the proposed rear gardens, this would be over the ends of neighbouring rear gardens, mainly the ends of No's 30 & 32. The windows of habitable rooms are 28m-32m away from No.32 (and further from No.34) which considerably exceed the Council's minimum standard of 22m. It is considered that the distance is such that the impact of the dormer windows would not warrant refusal. The groundfloor rear bedroom window of the southernmost proposed bungalow is only 4m-5m from the boundary with No.30 but, because this boundary is the end of the long rear garden of No.30, with the bungalow at No.30 itself 24m away, it is considered that the existing hedge/fencing is sufficient to avoid unacceptable loss of amenity for No.30.

As regards the standard of amenity of the proposed bungalows, the layout and size of the proposed accommodation is considered acceptable. Although the rear gardens are much smaller than those of neighbours, and the length of that of the southernmost plot is mostly much less than the Council's 11m standard, their areas of 88sqm and 115sqm, comply with the Council's 85sqm standard for a three-bedroom semi-detached dwelling. They also have additional garden areas at the side, as well as the front.

Visual Amenity

In design terms, the bungalows with rooms in roof are similar to other buildings within the street and surrounding locality. The building heights relate satisfactorily to other bungalows adjacent to the site.

The previously refused scheme for two detached bungalows with garages was considered to be overdevelopment of the site. The current scheme differs by reducing the scale of the development within the site. Although the detached garages are close to the boundaries on either side of the site the main buildings are set in by an additional 1.1 metres on either side. Also the garages being detached, set back and with reduced roof heights, further breaks down the mass of the development. The bulk and scale of the proposal is now considered to be more consistent with the existing built environment.

The proposed materials are bricks, tiles and render and these are acceptable, subject to samples being approved prior to commencement of work, as they would be in keeping with the dwellings in the locality.

Access and Parking

As with the previously approved scheme, two parking spaces are proposed for each dwelling, accommodated by a single garage and hardstanding to the front. The Highways Authority has no objection to the proposal subject to relevant safeguarding conditions and a TAD contribution of £1,800. A draft document has been submitted but is yet to be completed.

The Highways Authority has stated that the road alignment appears to restrict visibility from the proposed accesses but note that the existing access is nearer the bend. It is therefore considered that the net increase of a single dwelling would not have any material impact upon highway safety given the minor increase in additional vehicle movements.

Recommendation

A. Subject to completion by 26 January 2009 of a satisfactory section 106 Obligation undertaking to pay the sustainable transport contribution of £1,800, APPROVE for reason that:-

The proposed development is within the built up area and would help meet the need for additional housing without detracting from the residential amenities of neighbouring properties, from the visual amenities of the locality, and without detriment to highway safety. It would consequently not conflict with the relevant policies of the Adur District Local Plan (AG1, AH2) and the West Sussex Structure Plan 2001-16 (LOC1, NE1-2, CH1, ERA1, DEV1, DEV4-5)

1. C1Ci (Standard time limit)

2. C12Aii (External materials for walls and roofs of buildings to be approved)
3. C7Cii (Details of walls/fences related to buildings to be approved and implemented)
4. C8Bv (Parking spaces garages and access facilities for dwellings to be constructed and retained)
5. C9Aii (Pavement crossing details)
6. C9F (Visibility splays for individual access to be provided and retained)
7. C9Kii (Existing access to be closed prior to occupation of building)
8. C11A3 (Hard and soft landscaping scheme)
9. C18K (Provision of waste storage)

B. In the event that by 26 January 2009, a satisfactory Section 106 obligation (undertaking to pay the contribution of £1,800 to sustainable transport in the area) has not be completed, that authority be delegated to the Executive Head of Planning, Regeneration and Wellbeing to refuse the application on grounds that it does not comply with Structure Plan policies DEV4-5 and the Revised West Sussex Parking Standards and Transport Methodology.

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