Development Control – Delegated Officer Report

Application expiry: 14.03.07

Application Number: ADC/0019/07 **Recommendation - Refuse**

Site: **Land Adjacent 212 Manor Hall Road Southwick West Sussex**

Proposal: **Detached three-bedroom house on south side with 2 parking spaces**

The Application

The application relates to the land making up the south part of the garden of 212 Manor Hall Road, adjacent to the existing semi-detached dwelling. The existing property fronts a private access road which also serves as the main access to the units making up the 0.83 hectare Chalex Industrial Estate.

The proposal is to erect a detached three-bedroom house with two parking spaces, on the south side of site fronting the access road.

The Chalex Industrial Estate has had permission granted (ADC/97/06) to partially demolish the existing building and refurbishment of the remainder with an additional storey to east part to provide 15 Class B1/B8 units in 2 blocks with 57 parking spaces.

Consultations and Representations

Consultations/Comments

Chief Environmental Health Officer - The property is in close proximity to industiral premsis. I would advise that a noise assessment be undertaken by the developer in accordance with PPG24 to establish what noise exposure category the development falls.

Leisure Services - As long as there is enough space to stand two wheeled bins adjacent to the highway for collection, on the day of collection, and that this site is secure if used throughout the week.The rough footprint should be 1m x 0.5m, so the bins can be accessed side by side not one in front of the other, with free egress.Storage during the week would be at the resident's discretion, if another point for storage was chosen.No other concerns regarding waste at this site.

WSCC Transport Services - West Sussex County Council Transport Services state the proposed dwelling is to be accessed off a private access road that is currently used by a number of small industrial units. The access road connects to Manor Hall Road, which is a C class road with a speed limit of 30mph.

The relationship between the proposed dwelling and the existing house (No.212) would be at odds due to the angled location of the proposal which would result in an irregular shaped garden for both properties and a loss of direct sunlight to a large portion of the south elevation of No.212. The plans do not show the existing large single storey flat roofed extension at the rear of No.212 which would impact on the amount of garden space left for this property in an adverse way.

The Highways Officer states in his comments that there would appear to be no off-street parking for the existing house due to the proposals, which would have a negative impact on the parking levels on the access road which already appears to be a problem. The property at No.210 is a newsagents and convenience store at ground floor level which results in a lot of parking and turning in and around this part of Manor Hall Road adding to the pressure of on-street parking.

Recommendation

REFUSE for the reason that:-

H13BR – amended.

1. The size and shape of the plot and its relationship to the existing properties and surrounding industrial area would not permit development of a standard compatible with existing development in the area and in consequence the proposal would constitute overdevelopment that would be out of keeping with and detrimental to the environmental character and residential amenities of the locality, contrary to the policies of the West Sussex Structure Plan (CH1, DEV1) and the Adur District Local Plan (AG1, AH2).

2. The loss of off-street parking at No.212 Manor Hall Road would generate additional parking on the adjacent private access road to the east, which would be detrimental to the visibility of vehicles emerging from the proposed dwelling, contrary to the policies of the West Sussex Structure Plan (DEV4~~+~~5) and the Adur District Local Plan (AT12).

Case Officer: [signature]
Date: 13.03.07

and the safety of road users,

[signature] 13/3

On street parking along Manor Hall Road does limit visibility for vehicles emerging from the private access road, although it is apparent that visibility to the appropriate standards could be achieved. The construction of the dwelling would not materially intensify the use of the access road or adversely affect highway safety. Some car parking does occur along the private access road that does serve to restrict the width and apparent visibility from the proposed access point.

From inspection of the submitted plans, the car parking arrangements are very cramped although both spaces are independently accessible. No on-site turning space is proposed consequently vehicles would have to reverse either off or onto the access road. I would request the boundary treatment along the proposed dwellings frontage is kept below 600mm thereby allowing some intervisibility. It would be beneficial if the boundary wall of the adjoining property is also reduced, although I would not make this a requirement.

It is noted that there is an existing garage that is to be demolished as part of these proposals and it would seem that the off-street car parking for the existing dwelling is to be lost. Whether or not replacement car parking is to be provided should be clarified as this may result in additional cars being parked on the private access road to the detriment of visibility for vehicles emerging from the proposed dwelling.

In principle, this proposal is acceptable although I have concerns in respects of the parking layout and visibility for vehicles emerging. However, I do not believe that these are reasons for objecting as highway safety is unlikely to be impacted upon. A TAD contribution of £1,625 would be applicable.

Third Parties
Three letters of representation have been received from neighbouring sites. Two from occupiers of the industrial estate, one of which is concerned that the noise and smells from industrial estate users could result in complaints from the householders of the proposals. The other has requested consideration be given to major parking problems and row's with 212 Manor Hall Road in the past.

The occupier of the attached property (No.210) thinks the development will affect the light in their garden, and they don't think the road that will lead up to the house can cope with the amount of traffic which already goes into the industrial estate. Parking and other aspects will also be a problem.

Relevant Planning Policies and Guidance

PPS1 'Delivering Sustainable Development' (2005)
PPG24 'Planning and Noise' (1994)
Adopted West Sussex Structure Plan 2001-16 (WSCC 2005): LOC1, NE1-3, CH1, ERA1, DEV1, DEV3-5.
Adopted Adur District Local Plan 1993-2006 (ADC 1996): AG1, AH1, AH2, AT12, and Appendix II 'Supplementary Planning Guidance' comprising:- Dev Control Standard No.2 'Space Around New Dwellings and Flats'.

Planning Assessment

The main planning considerations are whether the proposed dwelling would provide a sufficiently high standard of residential amenity for its occupants, also the effect the proposed development would have on highway safety and the residential amenity of other surrounding properties.

Policy DEV1 requires high quality development taking into account the need to have regard to integrate with and, where possible, enhance adjoining land-uses and minimise potential conflicts between land-uses and activities.

Policy AH2 requires that development by way of infilling will be acceptable in the built up area provided it is designed so that, its appearance, character and scale create a pleasant place in which to live and is in keeping with and enhances the existing local environment with particular attention being paid to the architectural form, height, materials, density and layout of both buildings and associated structures and hard surfaced areas; it should also incorporate adequate standards of residential amenity for the new dwellings in terms of open amenity space, daylight/sunlight, outlook and privacy.

Properties No's 210 & 212 are located in an end of row site, triangular in shape, adjacent to the access road which mainly serves the industrial estate. Due to the shape of the site the properties No's 210 and 212 are angled so they front the access road rather than Manor Hall Road.
Due to the site constraints the proposed new dwelling would be angled further away from the existing property at No.212 so that the front elevation would face directly east, looking at the access road, a pedestrian footpath which serves Fishersgate Railway Station and the rear of properties in Shelldale Crescent. The rear rooms would have an outlook directly west toward the proposed garden space.

The proximity of the proposed house (0.25m) to the boundary with the industrial estate and its closeness to the front boundary would result in the outlook from both the front rooms and the upper rooms at the rear of the property being of road and of traffic movements associated with the industrial estate. The proposed living room window would be 0.8m from the highway and with the request that the boundary treatment be kept below 600mm would result in an unacceptably low level of privacy for the occupants.

The room sizes of the proposed development and the amenity space available are in some cases slightly below the minimum standards as set out in the above Dev. Control Standard but it is considered would not be sufficient to warrant a refusal purely on this basis, however it is considered that the impact of the surrounding industrial area would be so detrimental to the residential amenity of the proposed dwelling that it would result in a property that would not be considered a pleasant place to live without adequate standards of outlook or privacy, contrary to Policy AH2 of the ADLP.