PLANNING APPLICATION REPORT

REF NO: FP/154/08/

LOCATION: 44 Firs Avenue
Felpham

PROPOSAL: To build a two bedroom chalet bungalow with materials to match existing building, demolish existing garage

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	Detached 2 bedroom chalet bungalow to measure (at maximum) approximately; 5.7m in height, 14.5m in length, and 7.3m in width
SITE AREA	Approximately 0.0168 hectares
RESIDENTIAL DEVELOPMENT DENSITY (NET)	59 dwellings per hectare
TOPOGRAPHY	Predominantly flat
TREES	None worthy of Tree Preservation Order
BOUNDARY TREATMENT	Close boarded fencing approximately 1.8 - 2m
SITE CHARACTERISTICS	Parcel of garden land currently serving No. 44 Firs Avenue (detached bungalow). Consists largely of lawn with some shrubbery, plus several ancillary garden outbuildings.
CHARACTER OF LOCALITY	Residential with mix of styles and design, largely bungalow and chalet bungalow. Isolated detached two-storey inter-war period property opposite site.

RELEVANT SITE HISTORY

FP/147/00/	Outline application for one 2 bed dwelling	Inc Docs Ret'nd 09-11-2000
FP/193/05/	Proposed side extension to dwelling.	Approve Cond 03-11-2005

REPRESENTATIONS

Representations received:

Felpham Parish Council

Felpham Parish Council: Objection
Overdevelopment
Negative consequential impact on street scene. Front of bungalow protrudes beyond existing building line

Presents a danger to highway safety
Exacerbates existing parking congestion

The Roundle Residents' Association Limited: Objection
Presents a danger to highway safety
Overdevelopment
Not in keeping with street scene
Exacerbates existing parking congestion
Discrepancies in application form and Design and Access Statement
Dispute content of Design and Access Statement

5 letters of objection:
Overdevelopment
Loss of property value
Presents a danger to highway safety
Exacerbates existing parking congestion
Reduction in light onto neighbours
Out of character
Sets precedent
Noise and dust during construction

Comments on Representations received:

Noted. Disturbance as a result of construction works is not a material planning consideration. Neither is loss of property value. Each application is determined on its own individual merits; approval would, therefore, not set a precedent.

County Highways have raised no objection to the proposal with regard to highway safety and capacity. Both existing and proposed plots exhibit the potential for on-site parking provision to accord with WSCC maximum standards, so the proposal is not considered to materially exacerbate on road parking circumstance.

The new building is not forward of the existing property. However, it is agreed that the proposal is over-development, and, as such, would adversely impact upon the character and appearance of the street scene. It is also agreed that the proposal would adversely impact upon the amenities of the neighbouring property to south. It is recommended the application be refused on these reasons alone.

CONSULTATIONS

Head of Highways and Transport

Horticulturist - Mr Everson

Consultations responses received:

District Arboriculturist: Only trees on site are outside the boundary on roadside verge.

County Highways: No objection

Roundle Square is a private road; not maintained by WSCC.

No apparent visibility issue at point of access onto Roundle Square Road. Checked our most recently available verified accidents records, which reveals there have been no personal injury accidents in vicinity of proposed point of access, indicating a low risk of highway safety issues with this proposal.

The provision of one car parking space would be within WSCC maximum car parking

standards. Although turning does not look to be achievable on-site, Roundle Square is thought to be a quiet residential road and, therefore no highway safety concerns would be raised.

The drive is to be constructed from gravel or key blocks. The use of gravel may result in material being dispersed onto the highway, affecting the surface of the road. A gravel trap or an area of block paving should be provided at point of access onto Roundle Square road in land within the applicants control.

In terms of transport, the property is situated in a sustainable location. The property is within walking distance of a range of services and public transport, hence there should be reduced reliance on the use of the private car. The nearest bus stop is approximately 354 metres away in Felpham Way. This application therefore is in compliance with PPG13 and policy DEV4of the West Sussex Structure Plan 2001- 21016 in encouraging the use of sustainable transport.

Cycle parking should be included, if not already available.

Archaeology had the following comments to make. The proposal is modest development in terms of footprint and likely ground disturbance from services but this area of the coastal plain has produced evidence of Roman and prehistoric activity. Suggest low-key archaeological response: a watching brief on the results of the excavations for foundations, services and any over site ground reduction. This can be accommodated on a ¿call out¿ basis using an appropriately qualified archaeological contractor to identify and record any visible archaeological features. A negative condition following the PPG16 para 30 or Circular 11/95, App. A. cond. 55 model would be appropriate (but the written scheme of investigation or WSI, would be a simple written project design based on the WSCC archaeology standard guidelines for watching briefs)

Comments on Consultation responses:

Noted. There is ample space within the site to provide cycle storage. To condition is therefore unnecessary. In event of approval, the suggested condition relating to archaeology would be imposed.

POLICY CONTEXT

Designation applicable to site:
Within Built up area boundary
Tree Preservation Order

DEVELOPMENT PLAN POLICIES

West Sussex Structure Plan:	LOC1	Locational Strategy
	CH1	Character
	CH7	Archaeology
	NE17	Roads
	DEV1	High Quality Development
	DEV5	Parking Provision
	ERA1	Making the best use of land
Arun District Local Plan:	GEN7	The Form of New Development
	GEN9	Foul and Surface Water Drainage
	GEN12	Parking in New Development
	AREA17	Sites of Archaeological Interest

PLANNING POLICY GUIDANCE

PPS1	Delivering Sustainable Development
PPS3	Housing
PPG13	Transport
PPG16	Archaeology and Planning

POLICY COMMENTARY

The above policies combine to describe the criteria against which the application will be assessed particularly with regard to visual and residential amenity of the locality and its character, parking provision, and highway safety and capacity.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to conflict with relevant development plan policies in that it would have a materially adverse effect on the visual amenities of the locality and have an adverse impact upon the established character of the surrounding area, and would have an adverse impact the residential amenities of the occupiers to the neighbouring property to the south.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

CONCLUSIONS

It is considered that the proposal will represent an over-development of the site that would be out of character with the area, leaving little amenity space around the building. The character of the area is detached properties with reasonably sized gardens. This proposal is for a similarly sized and designed building to those surrounding, but on a much reduced plot area. As a result a building of the size, scale, and bulk as is proposed, would be an unduly cramped form of development within the street scene, with very little space between the built form and side boundaries, to the detriment of the established character and appearance of the locality. These detrimental impacts would be exacerbated if planning permission FP/193/05 were fully implemented.

In addition, the close proximity of the new build to the south boundary, with the greater of that building¿s dimensions (approx. 16m length) set against that boundary, together with a height of approximately 5.7m, would also have an adverse overbearing and overshadowing effect on the occupiers of the neighbouring property to the south, to the detrimental of their residential amenities. It is recognised, however, that no unacceptable overlooking would result.

It is therefore recommended that the planning application be refused, for the following reasons.

RECOMMENDATION

REFUSE

1 The site by virtue of its size and shape, is considered unsuitable to accommodate a 3 bedroom chalet bungalow and private amenity space satisfactorily without damaging the character of this established residential area. The proposal would therefore result in an unduly cramped form of development which would be detrimental to the character and amenities of the surrounding residential area, contrary to policies DEV1, LOC1 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.

2 The development by virtue of its size, scale, bulk, and siting within the site, would result in an adverse overbearing and overshadowing form of development which would be detrimental to the residential amenities of the occupiers of the neighbouring property to the south, contrary to policies DEV1 of the West Sussex Structure Plan and GEN7 of the Arun District Local Plan.