Development Management - Delegated Officer Report

Application Number: AWDM/0613/20 Recommendation – Refuse

Site: Land at Stills Yard, 15-17 Riverside Road, Shoreham-By-Sea

Proposal: Two storey detached dwelling with two parking spaces and access off Riverside Road

Date of site visit: 20 June 2020

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The site lies to the north of Riverside Road and is accessed via a narrow driveway which also serves Stills Yard which is used for car repairs. It sits behind dwellings which front Riverside Road and is adjacent to the River Adur and the new flood defence walls which surround the site.

In order to construct those flood defence walls a previous derelict house on the site (known as Fisherman's Cottage, 17 Riverside Road) was demolished. The original building was two storey with rooms within the roofspace. It was of timber construction and measured 6m high and 7.2m deep. Its main span was 5.2m wide and it had a flat-roofed extension on the west side, 2.8m wide.

The proposal is to construct a new house of a similar style. However, it will be taller at 7m high with the roof spanning across the full width of the house, 8m wide. It will also be deeper at 8m length and will be closer to the river (11m compared with the previous 18m). It is to be finished with rendered ground floor, black timber boarding to first floor and concrete plain tiles. Two parking spaces are shown to the rear of the building. The house has no curtilage.

It appears from aerial photos that the previous dwelling did not have a garden either as the rear is occupied by vehicles associated with the car repairs business.

Relevant Planning History

NOTICE/0004/17 - Prior Notification of proposed demolition of No.17 Riverside Road.

Consultations

West Sussex County Council: The **Highways Authority** has no objection.
Access and Visibility
The applicant proposes to utilise the existing access on Riverside Road, with no alterations to the arrangement proposed. There are no apparent visibility issues at the existing access. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site.

Therefore, there is no evidence to suggest the existing access is operating unsafely or that the addition of a single dwelling would exacerbate an existing safety concern.

The Design & Access Statement states that the proposed dwelling is a replacement dwelling on the site of an original house that has been demolished. As such, the LHA does not anticipate that this proposal would give rise to a material intensification of movements to or from the site.

Parking and Turning

The applicant proposes two car parking spaces to serve to the proposed dwelling. The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least two car parking spaces. Therefore, the LHA considers the proposed parking provision to be sufficient. From inspection of the plans, there appears to be adequate space for cars to turn and exit the site in a forward gear.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, the Local Highways Authority (LHA) request that developers provide all new homes with electric vehicle (EV) charging points. Based upon current EV sales rates within West Sussex, the applicant should provide a minimum of 20 % of all proposed parking spaces with active charging points, with ducting in place for the remaining 80% to provide 'passive' provision for future upgrades. Due to the small-scale nature of this proposal, the anticipated provision of active EV spaces for this development would be one space, in accordance with the above WSCC guidance and Adur Local Plan.

The application form states that two cycle parking spaces are proposed. However, the applicant has not demonstrated this in the site plans. Cycling is a viable option in the area and the inclusion of cycle parking helps promote the use of sustainable alternative modes of travel to the private car. The applicant should demonstrate cycle parking provision in the form of covered and lockable cycle storage.

Sustainability

The site is situated in a sustainable location in Shoreham, within walking distance of shops, schools and other amenities. In terms of public transport, regular bus services can be caught from the A259, approximately 550m north of the site and Shoreham Train Station is situated approximately 900m north of the site, all within walking distance.

The **Fire and Rescue Service** advises that evidence will be required that all areas of all domestic properties are within 45 metres of a fire appliance in accordance with Approved Document B Volume 1 2019 Edition para 13.1 (page 97); all points inside each dwelling is to be within 45 metres of a fire appliance. This is due to the minimum length of firefighting hose connected to the appliance used to fight fires.

The access road needs to be 3.7 metres wide to allow access for a fire appliance to gain access. The distance from the main road to the flat entrance is 50 metres before entering the property. There would also need to be a turning area large enough for the appliance to turn round to make an exit. A fire appliance should not need to reverse more than 20 metres AD-B Vol. 1

para 13.4. Any areas not within the 45 metre distance will need to be mitigated by the fitting of domestic sprinklers.

Adur and Worthing Councils: The **Environmental Health Officer** recommends conditions to control working hours, submission of a Construction Management Plan and Contaminated Land

No objection on Private Sector Housing grounds

The **Drainage Engineer** advises:
Flood risk- The application is within flood zone 3. The site is not shown as being at risk from surface water flooding. The submitted flood risk assessment stipulates that sleeping accommodation will be located on the first floor. Sleeping accommodation must be located 300mm above future predicted flood elevations of 5.39m. Safe access and egress is not provided.

Surface water drainage- The FRA states that the existing site is impermeable so the proposals will have no impact. No evidence has been submitted showing that the existing site is positively drained, a residential dwelling must be positively drained. Therefore, the development could increase flood risk if inadequately designed. The flood risk assessment states that water will be discharged unrestricted to the River Adur. Unrestricted discharge is acceptable as it is to a tidal body. However, if discharge is through the tidal defences it is essential that attenuation is provided to allow for tidal locking of the outlet. Roof water could be discharged over the defences unrestricted.

Full details to be reserved by condition.

Environment Agency: No objection subject to condition: "*The development shall be carried out in accordance with the submitted Flood Risk Assessment (ref: Flood Risk Assessment 5415- 17 Riverside Road Shoreham-By-Sea West Sussex May 2020) and the following mitigation measure it details:*

- *Sleeping accommodation is to be located on the upper floor of the development.*

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements.

The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development."

Southern Water: Recommends usual informatives

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017 Policies 15, 18, 20, 22, 30, 34, 35, 36

‘Supplementary Planning Guidance’ comprising: Development Management Standard No.1 ‘Space Around New Dwellings and Flats’
Sustainable Energy SPD (August 2019)
West Sussex ‘Guidance on Parking at New Developments’ and ‘Parking Demand Calculator’ (WSCC 2019)
National Planning Policy Framework (February 2019)
Technical Housing Standards – nationally described space standard (DCLG 2015)

Planning Assessment

Principle

The proposal comprises upgrading the existing housing stock located within the built up area and can be supported in principle. The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwelling and its surroundings.

Visual amenity

The proposed house will be taller with a greater roof span and deeper, coming closer to the river than its predecessor. The design does not include a chimney unlike the previous building and has a less pleasing front elevation with a smaller bay window, offset to the side. The windows do not line up as they did on the original. The increased width, height and set back closer to the river will increase its prominence, as will its more solid construction.

A smaller building, which does not project any further than the workshop to the west, and is no higher than the original, may be more acceptable here. Improvements to the design are required though as well as evidence of sustainable design. However, it will be located within a car repairs yard at the rear of the established line of dwellings that front Riverside Road. Notwithstanding the previous dwelling on this site, the location is considered to be inappropriate for residential use given the proximity of the car repair yard and its prominent position next to the river.

There is also a lack of information relating to previous occupation of the dwelling and images from Google Street View suggest that it was boarded up at least as early as 2009 which would mean that there has been no residential use there for at least 11 years. It is also unclear who occupied the building and whether it was linked to the car repair business. The previous building was in a poor state of repair and, given the length of time that has passed since it was last used for residential purposes, it is not considered that it is appropriate to construct a new building its place.

Residential amenity

The proposed building would meet the space standards for a 2 bed house but would fail to provide any curtilage. Indeed, it would be surrounded by a car repair yard on 3 sides, with car repairs and stored vehicles providing an unsatisfactory residential environment for future occupiers. No objections have been raised by Environmental Health Officers but it is considered that, were permission to be granted, occupation would have to be restricted to the

operator of the car repair business as it would not be an acceptable relationship between uses otherwise.

Parking and access

Two parking spaces are proposed and the Highways Authority have no objections. They require one of the spaces to be an EV charging space and cycle storage is also required. The lack of curtilage and storage space within the building makes it unlikely that cycle storage could be provided.

Flood risk

The application is within flood zone 3. The submitted flood risk assessment states that sleeping accommodation will be located on the first floor.
The Environment Agency has no objections subject to a condition requiring the development to accord with the FRA.

Recommendation

REFUSE, for the following reason:

The proposed dwelling, by reason of its size, design and siting, would be a more prominent building than the previous building on the site to the detriment of the visual character of the area, while its location immediately adjacent to a car repairs yard and with no residential curtilage, would result in an unsatisfactory and inappropriate residential environment which would be detrimental to the amenities of future occupiers. The proposal is therefore contrary to policies 15 and 34 of the Adur Local Plan, Development Management Standard No.1 ‘Space Around New Dwellings and Flats’ and the relevant paragraphs of the NPPF relating to sustainable development and good design

Is recommendation contrary to letter(s) of representation? N

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing those with the Applicant. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason(s) for the refusal, approval has not been possible.

Case Officer: Peter Barnett Date: 3 December 2020

Authorised by: Gary Peck Date: 3 December 2020