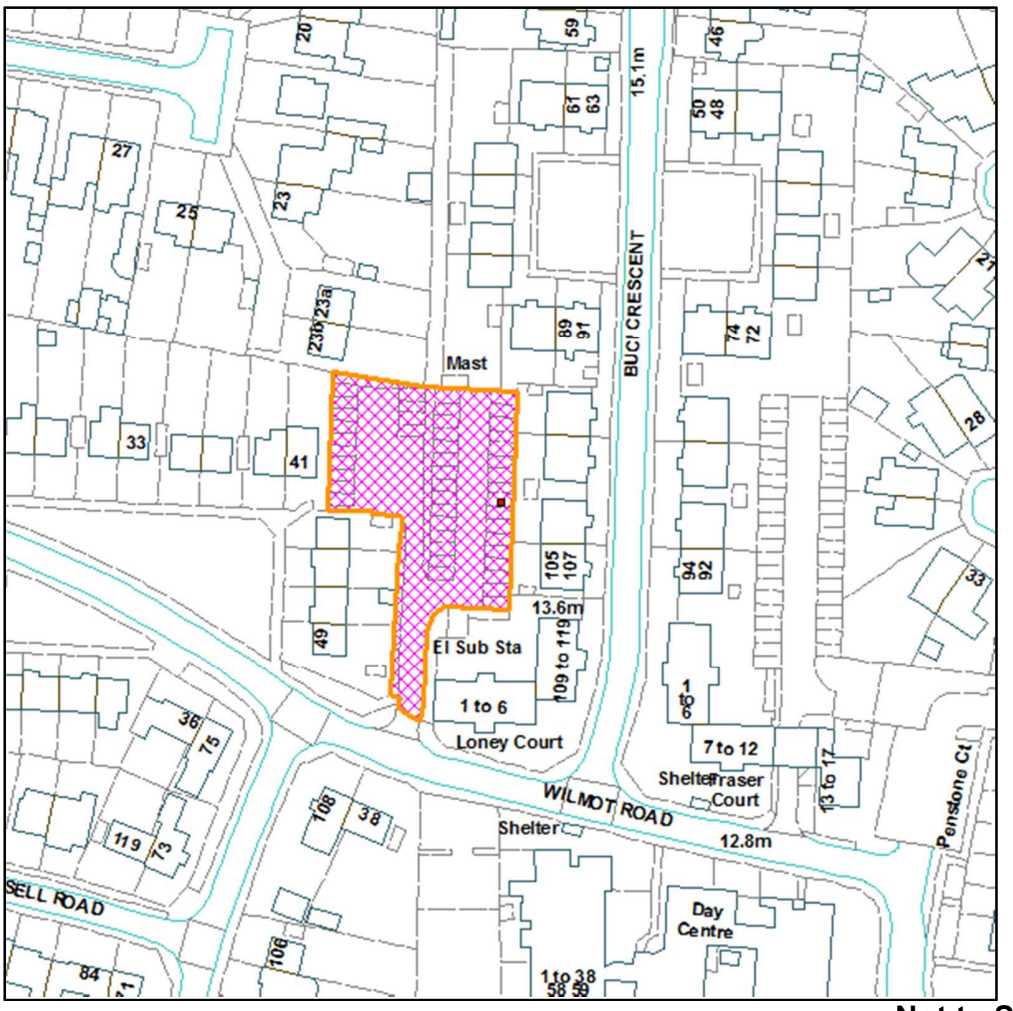
Application Number:	**AWDM/1434/21**	**Recommendation - APPROVE**
Site:	**Garage Block 123 To 139 Wilmot Road, Shoreham-By-Sea**	
Proposal:	**Demolition of existing garages and construction of a terrace of 4no. 2 bed dwellings and 1 no. 1 bed wheelchair accessible bungalow and associated works.**	
Applicant:	Mr J Lock, Adur District Council	Ward: Southlands
Agent:	Neal Thompson, Robinson Escott Planning	
Case Officer:	Gary Peck	



Not to Scale

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Proposal, Site and Surroundings

This application seeks full permission for the demolition of 4 blocks of existing garages and their replacement with a terrace of 4 x 2 bed dwellings and 1 x 1 bed wheelchair accessible bungalow. The site is split level and in an L shape. 2 of the houses would be on the higher level (western side) with the remainder on the lower eastern side. 9 parking spaces would be provided (2 of which would be disabled access spaces) to the front part of the site, with the residential development to the rear (north). Landscaping would be provided between the parking area and the proposed site for the houses.

The proposed dwellings would be 80 square metres, therefore meeting relevant space standards. It is stated that in order to provide privacy to existing houses to the south west of the site, the two westernmost dwellings (on the higher level of the site) have obscured / opaque glazing installed to the first floor bedroom windows.

The application site is within the built-up area as defined by the Local Plan and is located to the north of Wilmot Road. The application site is accessed between Loney Court, a 3 storey block of flats fronting Wilmot Road and numbers 43 to 49 Wilmot Road which sit at a right angle to the road, and therefore side on to the access, facing a triangular area of green space. The site widens beyond the rear curtilage of Loney Court and becomes split level with the higher level to the western side and the lower level to the east. Both parts of the site contain a run of garage blocks running north-south, generally in poor visual condition. The gap between the 2 garage blocks on the lower part of the site is below 6 metres and therefore appears quite narrow although there is a slightly greater separation distance between the blocks on the western part of the site.

The eastern part of the site is overlooked by dwellings in Buci Crescent facing across the site and as these properties have quite shallow rear gardens, they appear close to the application site. The garage blocks sit adjacent to their rear boundaries. The western part is adjacent to the aforementioned properties in Wilmot Road that run adjacent to the access. The closest dwelling to the north western part of the application site is 41 Wilmot Road which is side on to the application site. To the north of the application site are further properties in Buci Crescent that are both orientated north- south and east-west but at a slight angle to the application site and separated by their respective gardens.

The proposal has been subject of pre-application discussions which resulted in the deletion of 1 dwelling to the western side of the site which allowed greater separation distance to surrounding residential dwelling to the west and also gave greater clearance to a water main.

Relevant Planning History

None relevant to the determination of the application

Consultations

Environmental Health (Private Sector Housing)

No objection

Technical Services

Flood risk - The application is within flood zone 1, and the site has small areas shown to be at risk from surface water flooding. We therefore have no objections on flood risk grounds.

Surface water drainage- the application includes a surface water drainage strategy. This proposes investigating infiltration, and utilising soakaways and permeable surfacing. This is acceptable in principle, design must be informed by winter groundwater monitoring and winter infiltration testing.

Southern Water

No objection

West Sussex County Council Highways

Site Background

The proposal is for the demolition of existing garage complex then the construction of 4 no. 2 bed dwellings and 1 no. 1 bed dwelling.

The application site is located on Wilmot Road a publicly maintained, low trafficked, unclassified road subject to a 30-mph speed limit. As a result, the Local Highways Authority (LHA) will refer to the Manual for Streets (MfS) as guidance.

Access

The site will utilise the existing access point already established and used by the garage complex.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is currently operating unsafely.

With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the existing access.

Vehicle Parking

Under WSCC Car Parking Guidance (adopted August 2019), the LHA would expect that 9 parking spaces would be enough for a development of this size and location.
For the LHA and MfS to consider parking spaces towards the provision of a site they must first meet minimum requirements of,

- Single bay parking space or carport - 2.4 x 4.8 metres,
- Single garage space - 3 x 6 metres (Internally),
- Single parallel parking space - 2 metres (obstruction free i.e. fence) or 2.4 metres x 6,
- Disabled Bay parking - 2.4 x 6 metres,
- Disabled Tandem parking - 2.4 x 6.6 metres,
- Hardstanding space abutting an exit deemed an emergency escape – 2.4 x 6 metres.

Following the above guidance, the LHA supplies the following comments.

The applicant proposes a parking provision of 9 spaces for the new dwelling(s). These are in the arrangement of 9 unallocated bay parking space(s). The dimensions of the space(s) are - Bay Parking Spaces – Measures 2.4 x 4.8 metres,

For the LHA to consider bay parking spaces towards the parking provision of the site they must first measure 2.4 x 4.8 metres (as per MfS guidance). The applicant has proved such. As a result, the LHA would consider the parking spaces to supply a provision of 9 spaces.

To summarise the LHA raises no concerns over the Vehicle Parking as the applicant has met all minimum requirements.

Cycle Parking

Upon inspection of the plans and supporting documents the LHA concludes that the applicant proposes to supply cycle parking within Garden Sheds. This conforms to requirements set out by Manual for Streets (MfS) and WSSC guidance for covered, lockable storage.

To summarise the LHA raises no concerns over the Cycle Parking.

Electric Vehicle (EV) Parking

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, electric vehicle (EV) charging points should be provided for all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Adur Local Plan policy. Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via a

suitably worded condition which is advised below.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

Representations

1 representation has been received from the residents at 41 Wilmot Road who comment that they are not agreeable to a fence boundary, in view of currently having a hard structure. I note that the current plans include a fence boundary. They comment they would like a masonry boundary in place and understand the boundary materials need to be confirmed at this stage in the development. A masonry boundary will allow us greater security, as well as being a similar structure/strength to what they have now.

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policies 2, 15, 18, 19, 20, 22, 28, 30, 33, 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)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

It is considered that the main issues in the determination of the application are the effect of the proposals upon the visual character of the area, the amenities of neighbouring properties and highway safety..

The application site is within the built-up area as defined by the Local Plan and is considered to be in a sustainable location close to Shoreham Academy, local bus and cycle routes and with the centres of both Southwick and Shoreham reasonably nearby. The garage complex comprises previously developed land and therefore as a matter of principle, the redevelopment of the site would be in accordance with government guidance.

In the recent appeal decision at The Haven, Lancing, the Inspector gave weight to the lack of a 5 year housing supply in the District and that the Council had only managed to deliver 48% of the housing requirement during the measurement period of 2017-2020. He concluded that '...*set in this context, the need for housing is urgent and a step change in delivery is required.'*

Given the constraints of the District such as flood risk and proximity to National Park and sea, it is clear, therefore, that a redevelopment of a site such as this should be looked at positively subject to Development Management criteria.

The garages themselves are of little visual merit, constituting a large unbroken run of buildings, most particularly on the lower eastern side of the site (the longest is in excess of 40 metres). Their removal would improve the visual character of the surroundings. It is also noted that the longest block is adjacent to the very short gardens in Buci Crescent and while they are of low height, their removal would also seem to offer an opportunity to soften the impact upon these properties.

The site is not especially visible from the public viewpoint as only the brick side ends of the garages are visible from the south, and therefore the development itself will have little impact upon the wider character of the area.

The key issue, therefore, is that the site is in close proximity to surrounding houses with different constraints to be considered, namely the short gardens of properties in Buci Crescent to the east, the split level of the site and the varied orientations of properties in Wilmot Road to the west. These issues were discussed at the pre-application stage and reflected in the application submission.

The key issue was that it would not be appropriate to locate a dwelling closest to the eastern boundary of the site and indeed there should be a gap between the side elevation of the nearest property and those in Buci Crescent. This has been achieved by siting the bungalow on the eastern side, which would be in excess of 9 metres from the nearest properties in Buci Crescent, with the roof of the bungalow being hipped away from the neighbours. There would be some opportunity for limited soft landscaping which would be an improvement upon the unbroken run of garaging at present. This element of the proposal is therefore considered acceptable and by providing a wheelchair accessible

bungalow would also provide a specialist type of accommodation.

The 2 dwellings on the eastern part of the site would then be 20 metres from the Buci Crescent properties which is considered to be an acceptable distance, as in effect only the hipped roofs of the dwellings would be visible from the existing dwellings with no facing windows.

There would be no adverse impact upon the flats in Loney Court to the south which are in excess of 14 metres from the site boundary and will additionally have the proposed parking area in between it and the proposed residential properties. The nearest property to the north east in Buci Crescent, which faces towards the application site, would be about 19 metres from the proposed bungalow, but not at a direct angle to the new dwellings and accordingly there would be no objection on overlooking grounds to this property.

The remaining issue in terms of residential amenity therefore concerns the properties to the west that run alongside the access and western part of the site. The key consideration here was to firstly ensure a sufficient gap to 41 Wilmot Road to the west, which has been achieved with a 9 metre side on separation distance between the westernmost dwelling and that property. A shorter distance could have been considered acceptable but consideration also needed to be given to 43 which sits at a right angle to the site and therefore its back garden sits adjacent to the site boundary. By leaving a 9 meter gap between the existing and new buildings to its north, it is not considered that the new development would be overbearing in terms of scale. It will be necessary, though, as set out in the applicant's supporting documentation to obscure glaze the lower part of the first floor bedroom bungalows of the 2 westernmost dwellings to prevent overlooking to rear amenity areas of number 43 and indeed the 3 other properties that sit adjacent to it.

It is noted that a representation has been received in respect of boundary treatment from the residents of number 41. This is a matter which can be controlled by planning conditions, albeit in planning terms there does not appear to be any reason why the proposed fencing would be unacceptable given the gap between number 41 and the new dwellings as explained above. The applicant can consider whether this is necessary/desirable in the interests of neighbourliness.

It is concluded that there is no objection to the development in terms of the impact upon residential amenity and it is noted that no surrounding residents have objected specifically on such a basis.

There have been no objections to the loss of the garages either, nor any concern raised by the Highways Authority. As with many of the garages constructed at the time, they do not look of a sufficient size for the parking of most modern cars and the limited gap between the two blocks on the eastern side of the site would appear to make manoeuvring difficult in any case. It appears more evident that some parking is taking place on the hardstanding instead and this will be displaced onto the road in an area seemingly of some parking pressure but also unrestricted with reasonable capacity. As government advice is to only resist applications on highways grounds where the impacts would be severe, there would be no grounds to refuse the application given the wider housing need.

The Energy Statement outlines that the energy strategy for the proposed development scheme has been assessed using the Energy Hierarchy. Following this approach has resulted in an energy efficient scheme that has reduced the CO2 emissions through passive design measures, increasing insulation in the building fabric to reduce heat loss, efficient heating systems, and LED lighting with lighting controls. The Lean and Green measures result in a CO2 reduction of just over 33%.

In conclusion, a site like this must be looked at positively if the Council is going to attempt to meet its housing needs. Suitable amendments were discussed at the pre-application stage which have been incorporated into the application submission and accordingly it is recommended that permission is granted.

Recommendation

APPROVE

Subject to conditions:-

1. Approved Plans

2. Full Permission.

3. Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any Infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

4. Development shall not commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

5. 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 always thereafter be kept for their designated purpose.

Reason: To provide car-parking space for the use.

6 No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved site plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

7. No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

8. No development shall be commenced until plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractor's vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

9. No works or development shall take place until full details of all boundary treatment (including fencing) and hard and soft landscaping works and the proposed times of planting have been approved in writing by the Local Planning Authority and all soft landscape works shall be carried out in accordance with those details and at those times. Any plants which within a period of five years from the time of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

10. The windows in the first floor southern elevations of proposed plots 1 and 2 hereby approved shall at all times be obscure-glazed and non-opening (except that part which is above 1.7 metres above the floor of the room in which the window is installed) and they shall not subsequently be altered in any way.

11. No additional windows shall be installed in the southern or western elevations of the dwellings hereby approved.

12. Approval of Materials.

13. Removal of permitted development rights for any extensions/alterations.

14. Hours of Construction to be limited to 0900 to 1700 hours Monday to Friday, 0900 hours to 1300 hours on Saturday and no working on Sundays or Bank/Public Holidays.

Informative

Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE DG365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 40% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers. Further detail regarding our requirements are available on the following webpage https://www.adur-worthing.gov.uk/planning/applications/submit-fees-forms. A surface water drainage checklist is available on this webpage. This clearly sets out our requirements for avoiding pre-commencement conditions, or to discharge conditions"