Development Management - Delegated Officer Report

Application Number: AWDM/2247/21 Recommendation – Approve

Site: St Peter's House, 107A Gardner Road, Southwick

Proposal: Proposed two storey detached house with rooms in roof, rear dormer and 2no. parking spaces (East of 107A). Alterations to fenestration of 107A

Date of site visit: 12 January 2022

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The site comprises the east side garden of 107A Gardner Road (former Vicarage). The site measures 8.5m wide at the front and 7.5m wide at the rear.

A motorcycle distribution centre is located on the opposite side of the road to the north; Fishersgate Recreation Ground is to the south, with an all-weather football pitch closest to the site. To the west there is an end of terrace dwelling.

It is proposed to construct a detached two storey 3-bed dwelling on the site with accommodation in the roofspace and a rear dormer. It will measure 6m wide, 8.8m deep and 8.5m high. It will have a floor area of 103.8m2. It will have a pitched roof with side gables and projecting gable feature at the front. It is shown as being finished in brick and tile with render at first floor.

Two parking spaces are shown on the site frontage. An existing garage and single storey side extension at 107A is to be demolished to accommodate the new dwelling.

Relevant Planning History

AWDM/1896/19 - Proposed two storey detached dwelling (now 107B) approved

AWDM/1527/21 - Proposed two storey detached house with rear dormer (west of 107A) - approved

Consultations

West Sussex County Council: The Highways Authority:

Context & History West Sussex County Council was consulted previously on Highway Matters for this location under planning application AWDM/1527/21

which sought the erection of a two-storey detached house with rear dormer on land south and west of 107A Gardner Road. No highways concerns were raised, consent was granted by the Local Planning Authority. This current application seeks the erection of a two-storey detached house with rooms in the roof, rear dormer and 2no. parking spaces on land east of 107A Gardner Road.

West Sussex County Council was consulted previously on Highway Matters for this specific application and provided comments dated 07/01/2022, 26/01/2022 and 31/01/2022. Ultimately no highway safety or capacity concerns had been raised however some limitations were raised with regard to the location of the new vehicle crossover, manoeuvring and the sizing of the proposed off street car parking areas. Subsequently revised proposed plans have been submitted, namely ADC1174/14 Revision D. The comments below have been prepared after review of the latest plans.

Access (New Dwelling) The proposed dwelling will be accessed via an existing dropped crossing which currently serves 107A Gardner Road. It is proposed to widen this existing crossover slightly to circa 4 metres. Given this access point currently serves one dwelling this proposal does not represent any net change in the vehicular use of this access point. As such the widening works would be seen as a benefit and not a highways concern. The access widening works must be implemented under licence to specification obtained from WSCC Highways.

Access (107A Gardner Road) The proposal also included a dropped crossing point of access to serve 107A Gardner Road. Gardner Road is a 'C' classified road subject to a 30-mph speed limit at this point. While visibility splays have not been demonstrated by the applicant the Local Highways Authority is satisfied that suitable visibility splays (2.4 x 43 metres as per Manual for Street Guidance) can be accommodated wholly within the extent of public highway. While a vehicle turning right into the site would need to cross the while line markings of the pedestrian crossing point this would not be an overriding concern. The Local Highways Authority is satisfied that manoeuvring would be achievable without demonstration via swept path tracking plans. The access works must be implemented under licence to specification obtained from WSCC Highways.

Parking (New Dwelling) The frontage hardstanding area is quite constrained. A minimum area of 2.4 x 4.8 metres is required to fully accommodate a car. Plan ADC1174/14 Revision D indicates a car can be parked perpendicular within the frontage with another at a slight angle utilising the remaining space. Using the WSCC Car Parking Demand Calculator it would be anticipated that a dwelling of this size in this location would attract a minimum demand of 2 car parking spaces. As such it would be concluded that that parking demand of the dwelling can be accommodated off street. In the interests of sustainability and as a 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. Full details of this can be secured via condition and a suitably worded condition is advised below. The dwelling should be provided with secure and covered cycle parking provisions which can be secured via a suitably worded provision.

Parking (107A Gardner Road) The frontage hardstanding area is quite constrained. A minimum area of 2.4 x 4.8 metres is required to fully accommodate a car. Plan ADC1174/14 Revision D indicates a car can be parked perpendicular within the frontage with another at a slight angle utilising the remaining space. This quantum of parking is comparable to what the property currently benefits from and will be lost by the erection of the proposed dwelling. As such this aspect of the proposals would be considered acceptable from a highway perspective.

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

Adur and Worthing Councils: Public Health request an hours of construction condition. Also advise that there appears to be an existing structure on site to be developed, which will need to be demolished prior to construction. If this is the case then recommends a condition relating to dust management

PSH: No objection

Trees and Landscape: I consider that the impact on the existing trees would be minimal, and have no objections

Technical Services:Flood risk- The application is within flood zone 1, and is not shown to be in an area at risk of surface water flooding. We therefore have no objections on flood risk grounds. Surface water drainage- the application form states that the proposals are to discharge surface water to soakaway. However, it does not appear that there is sufficient space for this when considering necessary easements, i.e. 5m from buildings and 2.5m from boundaries. There is a surface water sewer nearby, attenuated discharge to this may be possible. However, we believe that the applicant should first consider changing the proposed scale of development to try to facilitate infiltration. If alterations to layout cannot be made then we would request that our standard drainage condition is applied

Southern Water: The exact position of the surface water sewer crossing the site must be determined on site by the applicant in consultation with Southern Water before the layout of the proposed development is finalised.
It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.
Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer

Representations

Objection received from occupiers of 107 Gardner Road:

- This will be very close to my house
- Already lots of development in the area

Relevant Planning Policies

Adur Local Plan 2017 Policy 12, 15, 18, 19, 20, 22, 28, 34, 36
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'
Sustainable Energy SPD (August 2019)
Shoreham Harbour Joint Area Action Plan 2019
National Planning Policy Framework (July 2021)
WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

Principle

The proposal involves increasing the housing stock within the built up area and can be supported in principle, particularly as the Council cannot currently demonstrate 5 year housing supply. The relevant issues are the effects on the amenities of neighbouring residential occupiers, parking and highway considerations and the effect on the character and appearance of the surrounding area.

Visual amenity

The house will be detached with gabled ends and front gable projection which will match the new houses to the west of St Peter's House. The proposed building would not therefore be out of character in design terms.

The site is narrow and there is a slight concern that it will appear cramped. A gap of only 1m at the front and 0.4m at the rear will be maintained to the boundary with St Peter's House. However, the side wall of St Peter's House will be 1.3m away in total ensuring that a gap will be maintained between buildings. There is greater separation to the side of 107 to the east, with 4.7m maintained between buildings.

The width of the plot is not considered to be unduly narrow when compared with the terraced houses to the east and west which have plots of between 4.5-6m width.

Externally, the materials will be similar to those on the new houses to the west and it is not considered that the proposed house would cause harm to the visual amenities of the locality.

Residential amenity – existing residents

St Peter's House to the west currently has several openings facing the site. However, these are secondary windows which are to be removed and the

openings blocked up as part of this development. An obscure glazed window is proposed for the side elevation to protect privacy.

107 to the east has a ground floor entrance door and secondary window at first floor on the west side elevation facing the site. A distance of 4.7m is shown between the properties and it is not considered that the proposal will cause an adverse loss of light or outlook.

Residential amenity – future occupiers

At around 103sqm the internal floor area complies with the minimum standard for a 3 bed, 5 person 3 storey dwelling (99sqm).

Externally, the rear garden measures only 4.4m deep and has an area of around 33sqm. St Peter's House would retain a garden of around 62sqm. The Council's SPD requires a minimum depth of 11m where one house backs onto another (not the case here) and an area of 85sqm for a small detached dwelling (up to 3 bedrooms or 120sqm). The rear garden would therefore fall considerably short of this minimum area and would be less than the gardens of the other 2 new houses built to the west of St Peter's House and other houses closeby in Gardner Road which have garden areas of between 44sqm and 66 sqm, with an average of 55sqm.

The site is in close proximity to an area of public open space, namely Fishersgate Recreation Ground which is to the rear of the site and easily accessible by footpath from Gardner Road.

The rear garden depth is just 4.4m and this leaves very little scope for future extensions which could reduce the garden area further. In the circumstances, permitted development rights for extensions and outbuildings should be removed by condition.

Parking and access

Two parking spaces are to be provided for both the existing and proposed dwellings which meets the requirement for a 3 bed dwelling in this location. One of the parking spaces should be constructed with an active EV charging point and this can be conditioned, as can cycle parking provision, which is shown on the plans as being provided.

A new crossover is to be provided for the existing dwelling with a widening of the existing crossover to serve the proposed dwelling. The Highway Authority is satisfied with the parking and access proposals following several amendments and has no objection.

Sustainability and Energy

The site lies within the Shoreham Harbour Regeneration Area where all new development should undertake an assessment of energy demand through the submission of an Energy Statement, in line with the Council's adopted SPD (August 2019).

The submitted statement shows a reduction in CO2 emissions through the use of PV panels on the rear roofslope.

Hazard

The site lies within consultation distance of a major hazard site, Local Fuel at Shoreham Harbour. The HSE has considered the proposal and does not advise against the granting of permission in this case.

Trees

A tree survey has been submitted which shows that there are trees outside of the site which will not be harmed by the proposed development.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Site set up
4. Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times. Monday - Friday 08:00 - 18:00 Hours Saturday 09:00 - 13:00 Hours Sundays and Bank Holidays no work permitted Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.
5. Work shall not commence until a scheme for the protection of the existing neighbouring premises from dust has been submitted to and approved by the local planning authority. The scheme as approved shall be operated at all times during the demolition and construction phases of the development.
6. Materials
7. Drainage
8. Remove PD Classes A, D, E, F
9. Access
10. Car parking
11. Cycle parking
12. EV charging
13. Windows in 107A to be blocked up as per approved plans prior to occupation
14. PV panels and energy efficient measures to be implemented

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 within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in

favour of sustainable development, as set out within the National Planning Policy Framework.

Case Officer: Peter Barnett Date: 1 April 2022

Authorised by: Gary Peck Date: 1 April 2022