Expiry Date - 16/11/2023

Development Control – Delegated Officer Report

Application Number: AWDM/1325/23 Recommendation – APPROVE

Site: 34 Garrick Road Worthing West Sussex

Proposal: Proposed change of use from 2no. one-bedroom flats to three-bedroom single dwelling house including formation of 1no. on-site parking space to frontage and cycle store to rear

Date of site visit: 27.10.2023

Neighbours checked: Y

Additional neighbour notifications: Y – Amended plans

Site and Surroundings

The application relates to a semi-detached property located on the east side of Garrick Road within an inner residential suburb of the town. The property is currently in use as 2 flats, one each on the ground and first floor. The building is set back from the highway behind a front garden enclosed by a boundary wall with shrubs/hedging above. To the rear is a reasonable sized garden which has been foreshortened at its eastern end by a block of 3 garages. These occupy the full width of the plot, sited parallel to the rear of the dwelling, and accessed from the south side of Marston Road, close to the entrance to St Andrew School. The block of garages are not included as part of the application site, but are 'blue land' within the ownership of the Applicant.

Garrick Road and Marston Road are characterised by similar style pairs of mid-20C, semi-detached houses with front and rear gardens, typically with driveways to the side and garaging set back into the rear gardens.

Attached to the north of the application property, No.36 is a single dwelling house. A detached double garage at the rear shares the same vehicle access off Marston Road as the garage block to the rear of No.34.

No.32 to the south is also a similar styled semi-detached house, but with a drive to its north side.

The property is not listed, or within a conservation area. There are no preserved trees on the site.

Proposal

Permission is sought to revert the property to a single 3-bedroom dwelling house.

Following discussions the application has been amended to create a parking space on the site frontage with a new vehicle access off Garrick Road.

Relevant Planning History:

There are no planning records relating to the creation of 2 flats at No.34 and it is likely that the conversion pre-dates modern planning legislation.

463/86 Erection of block of three garages at rear of existing flats. Allowed on appeal. Condition 2 states: "The garage hereby permitted shall only be used for the accommodation of private motor vehicles or for purposes incidental to the enjoyment of the flats at 34 Garrick Road."

Consultations:

WSCC:

Initial Comments:

"The proposal seeks to change the use of the existing 2 x 1 bed flats into a single three bedroom dwelling. The property currently has no allocated parking provision and this will be the case for the proposed dwelling.

The WSCC Parking Demand Calculator indicates that 3 parking spaces would be sufficient to serve the existing 2 flats, this demand is also anticipated to be generated by the proposed single dwelling, therefore no change in demand should be generated over the current arrangement.

There is a permit scheme operating in Garrick Road which will require any future resident to apply for this arrangement to park between the hours of 10-11am and 2-3pm.

Cycle parking has been outlined as being provided within a shed in the associated garden, the LPA may wish to condition this if it is deemed necessary- condition advised below.

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 111), and there are no known transport grounds to resist the proposal."

The following condition is recommended:

Cycle parking
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

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

Comments on Amended Plan:

Additional Comments

“The applicant is now proposing to create a new VCO and hardstanding area by extending the existing dropped crossing currently serving 32 Garrick Road. The VCO extension will be subject to a license obtainable by the Area Office (informative below on how this is to be achieved). The license process considers additional factors which cannot be considered at the planning phase. I have independently contacted the Local Area Officer for comments regarding the suitability of this proposal and additional comments will follow upon receipt of these.

From a highways safety perspective there appear no highways safety concerns with the proposal to create a parking area within the frontage of 34 Garrick Road. Sufficient space exists between the highway edge and building line to accommodate an average sized vehicle and facilitate safe access and egress from the property.

Garrick Road is a D class 30mph road in Worthing.

Although pedestrian visibility splays have been provided they have been drawn incorrectly and intersect third party land (no32 Garrick Road). The LHA does however support the proposal to facilitate pedestrian visibility and therefore advises that 2m x 2m visibility splays be provided at the northern side of the access onto Garrick Road, and for 2m back along the boundary with no 32 to the south. There should be no obstructions to visibility over 0.6m within those splays and this should be maintained to ensure visibility in perpetuity.

Sufficient vehicular visibility appears achievable within the publicly maintained highway at the proposed point of access given the presence of the wide footway. A reverse manoeuvre may be required to either enter or egress the space, this is a precedent with other accesses along Garrick Road and operates with no known highways safety concern.

Conclusion
The LHA does not consider that the proposal would have a ‘severe’ impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 111), and there are no known transport grounds to resist the proposal.”

If the Local Planning Authority is minded to approve this application the following conditions and informative are advised.

Pedestrian Visibility (details required)

No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres has been provided to the north side of the proposed site vehicular access and 2m back along the boundary to the south, onto Garrick Road in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
Reason: In the interests of road safety.

Cycle parking
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Informative
Vehicle Crossover – Minor Highway Works

Southern Water:

A formal application for any new connection to the public sewer should be made by the developer.

The hierarchy for surface water disposal should be followed in accordance with part H3 of the Building Regulations.

A sewer now deemed to be public may be crossing the site.

For further advi9ce the developer should contact Southern Water.

Adur and Worthing Councils:

Private Sector Housing: No objection.

Public Health: No adverse comments.

Representations: None received.

Relevant Planning Policies

Worthing Local Plan 2020-2036 (WBC 2023): Policies:
SP1 (Presumption in Favour of Sustainable Development)
SS1 (Spatial Strategy)
DM1 (Housing Mix)
DM2 (Housing Density)
DM5 (Quality of the Built Environment)
DM15 (Sustainable Transport and Active Travel)
DM16 (Sustainable Design)
DM17 (Energy)

DM20 (Flood Risk and Sustainable Drainage)
DM22 (Pollution)

National Planning Policy Framework (HCLG 2023)
National Planning Practice Guidance
Strategic Market Housing Assessment (2020)
SPD 'Space Standards' (WBC 2012)
SDP 'A Guide to Residential Development' (WBC 2013)
CIL Charging Schedule (Aug 2021)

Planning Assessment

Principle of Development

The Worthing Local Plan was adopted on 28th March 2023. Policy SS1 sets out the Housing supply over the period 2020-2036 and gives a total figure of 3672 (an annual target of 230 dwellings per annum).

Paragraph 74 of the NPPF states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement. The supply of deliverable sites should include a buffer of 5% to ensure choice and competition in the market for land, or 20% where there has been a significant under delivery over the previous three years.

The Inspectors report at Paragraph 176 states:

"I am satisfied that this is a reasonable assessment of likely deliverable supply. This comfortably exceeds the likely five-year housing land requirement. It is possible that some sites may stall or take longer to start delivering new housing, especially taking into account uncertainties surrounding the outcome of Brexit and COVID-19. However, there is sufficient headroom to be reasonably confident that a five-year supply of deliverable housing land would exist at adoption."

The Inspector was satisfied that the housing requirement represents a reasonable and realistic assessment of the limited capacity of the Borough.

The most recent housing trajectory and 5 year housing land supply for Worthing can be found in the Annual Monitoring Report. Table 9 indicates the Five Year Supply and includes a 20% buffer, which results in a 6.5 year supply of deliverable sites.

The fourth Housing Delivery Test was published in January 2022, and covers the period from 2018/19 - 2020/21 (therefore prior to adoption of the Local Plan). Worthing Borough Council scored 35%. Therefore the presumption in favour of sustainable development applies as the delivery of housing was less than 75% of the housing requirement over the previous three years. An Action Plan will be produced to identify new measures or updates to existing measures that will assist in the improvement of housing delivery.

The site is within a highly sustainable location with good access to public transport and within walking distance of a range of local facilities including shops, schools and public open space. The proposal would result in the net loss of a dwelling unit.

WLP Policy DM1(e) states that planning applications that result in the loss of residential accommodation will not be permitted unless one or more of a number of listed exceptions apply. The conversion of flats back to family sized homes will be considered on their merits taking account of other considerations including amenity considerations and the need for family homes.

The most recent SHMA was undertaken in 2020 and identifies a need for all different sizes of homes in the market and social housing sectors for Worthing. However the need for 3-bedroom family housing is 35-40% compared to 5-15% for 1-bedroom flats.

Visual Amenity

The only external change would be the formation of a parking space on the site frontage.

The majority of houses in this area have driveways to the side of the plot. However, that is not the case here, where off-street parking was originally provided to the rear of Nos 34 and 36. The proposed frontage parking space would involve the removal of a small section of the existing attractive front boundary wall. Although regrettable it is considered the impact in visual amenity terms is outweighed by the benefit of providing the proposed family-sized dwelling with off-street parking provision.

Residential Amenity – Future Occupiers

The proposed single dwelling would have a GIA of 111.56sqm and 3no double bedrooms, exceeding the Government's minimum standard of 102sqm for a 3-bedroom, 6-person dwelling.

The rear garden is roughly 90sqm and exceeds the minimum external space standard of 85sqm for a small semi (3 bed max), but is below the minimum 100sqm required for a large semi-detached house.

The rear garden is not subdivided and it is unknown whether it is currently shared by both flats, or available only to the ground-floor flat.

Residential Amenity - Neighbours

The only adverse amenity impact would relate to the loss of an existing on-street parking space on Garrick Road as a result of providing an off-street space on the site frontage.

Access and Highways

The LHA has not raised any objection in principle to the proposed off-street parking space subject to the provision of pedestrian visibility on the north side of the access.

The amended plan shows provision of covered cycle storage in the rear garden which can be secured by condition.

Sustainable Development

The proposal involves the re-use of existing building stock which is inherently sustainable.

CIL

No additional floor area is created by the proposed development and therefore no CIL is payable.

Conclusion

The reversion of this property to a single dwelling would be consistent with the character of this and nearby roads which predominantly consist of family housing. The property is well-placed within easy walking distance of local primary and secondary schools. A good standard of family housing would be provided for the future occupiers. The standard of the existing flat accommodation is unknown, although as the flats were created many years ago it is unlikely the conversion works would meet modern day standards (particularly with regard to sound attenuation between the flat units).

Garrick Road and other nearby roads often become congested with traffic and on-street during school term-time drop-off and collection times, but are located in the CPZ where parking controls are otherwise enforced (between 10-11am and 2-3pm). It was suggested to the Applicant that the existing rear garage block within the 'blue' land should be included as part of the current submission as this would undoubtedly enhance the amenity and attraction of the property as a family dwelling. However it is understood that despite the above-mentioned restrictive condition, the use of the garages has become severed from the existing flats, albeit in the same ownership. [It has been suggested that the Applicant makes a CLEUD application to regularise this use.] Nevertheless, it is considered that the provision of a parking space on the site frontage would enhance the amenity of the property as a single dwelling, and would be consistent with the amenities of other family dwellings in this locality.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbers

2. Standard time limit
3. Provide cycle parking prior to first occupation
4. Provide pedestrian visibility splay to north side of vehicle access
5. Parking space provided in accordance with approved plan prior to first occupation

Informative

Pro-Active Amendment.

WSCC Informative – VCO Licence

Southern Water

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

Case Officer:	Jo Morin	Date:	22.12.2023
Authorised by:	Gary Peck	Date:	22 December 2023