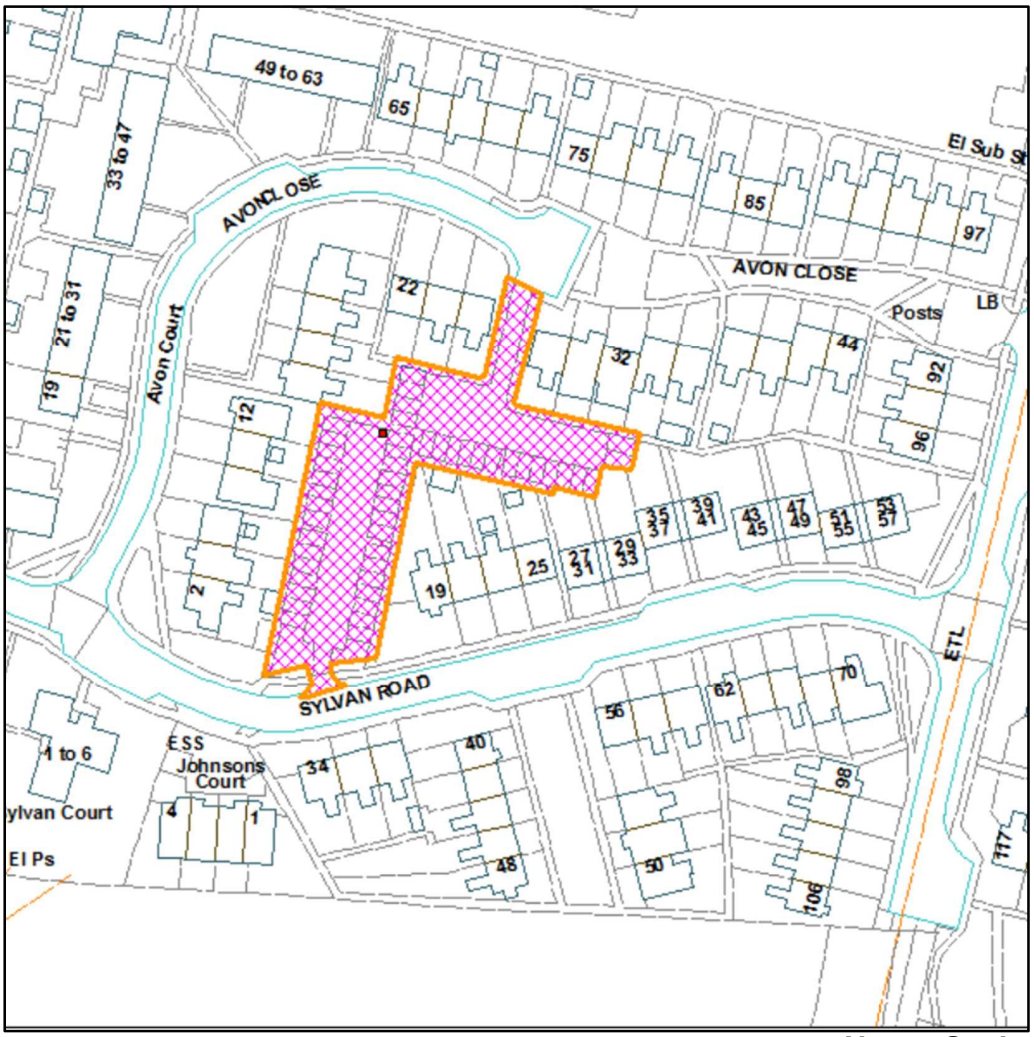
Application Number:	**AWDM/1063/21**	**Recommendation - APPROVE**
Site:	**Garage Site Off Avon Close And West Of 19 Sylvan Road, Sompting**	
Proposal:	**Demolition of garage blocks and construction of 6 dwellings (4 x 2 storey dwellings and 2 x single storey bungalows) with access off Sylvan Road and Avon Close**	
Applicant:	Mr J Lock, Adur DC	Ward: Peverel
Agent:	Neal Robinson, 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 removal of existing garages and their replacement on the southern part of the site with 6 dwellings comprising 4 x 2 storey houses and 2 x 1 bed bungalows. The proposed dwellings would be 79 square metres and the proposed mono pitched bungalows, 50 square metres.

The proposed dwellings would be arranged in 2 blocks of 3, with a north-south orientation with the respective rear gardens being located adjacent to each other. The bungalows would be to the western side of each block. The main elevational material is brick.

22 car parking spaces would be retained, the majority of which would be located to the north of the proposed dwellings, but 3 would be sited in front of the southern block of 3 units to serve those properties and it is assumed that 3 of the spaces to the north would be reserved for the occupiers of the northern block. There are 49 garages at present.

The application site is within the built-up areas as defined by the Local Plan and is described as '*roughly an upside down 'L' shaped parcel of land'.* The application site comprises two garage compounds; one accessed off Avon Close and running from east to west and the second compound running north to south and accessed from Sylvan Road. The site is relatively flat and has two vehicular access points from the existing roads.

To the western boundary are dwellings in Avon Close which would be side on to the proposed dwellings as they sit in an east-west orientation. To the north of the site, beyond the proposed car parking spaces, the properties in Avon Close then sit north-south. To the south east are properties in Sylvan Road which sit at an angle to the application site and Sylvan Road itself is to the south.

Relevant Planning History

None relevant to the determination of the application

Consultations

Technical Services - 2nd response:

Thank you for re-consulting us. The revised strategy submitted is sufficient to remove our holding objection. We expect infiltration to be utilised to its fullest potential.

If you are minded to approve this application please ensure that the surface water drainage strategy and accompanying drawings are NOT listed as approved and conditions are applied.

1st response:

Flood risk- The application is within flood zone 1, the site is also not shown as being at risk from surface water flooding. We therefore have no objections to the proposals from a flood risk perspective.

Surface water drainage- the surface water drainage strategy indicates it is proposed to discharge surface water to soakaway. Infiltration may be possible in this location, but there is potential for seasonally high groundwater levels. The presence of chalk may also increase required offset distances. It is important that winter groundwater monitoring and winter infiltration testing is completed to facilitate the design of drainage and ensure that flood risk is not increased elsewhere.

Given the proposed site layout it is apparent that proposals are tight and require careful consideration. It should also be noted that there is conflict between the proposed site layout and the drainage strategy submitted. We would like to place a holding objection at this time. It is essential to establish if there is adequate space for surface water drainage prior to agreement of site layout. Drainage should be a fundamental consideration in design. Failure to secure a robustly evidenced implementable drainage strategy at this stage will likely unduly prejudice the drainage design and result in proposals failing to meet policy requirements. To overcome this holding objection the applicant should submit: 1. High level calculations to support the drainage strategy layout, with assumptions on infiltration rate and groundwater level clearly defined. 2. High level proposals for an alternative blanket infiltration solution , i.e. drainage connections into a shallow sub-base to the formal permeable paved surface. This is required due to the potential for shallow groundwater at this location. As a result please can the applicant supply high level calculations and supporting strategy level drawings to evidence that a shallow infiltration solution can be achieved with the proposed site layout. 3. Update the proposed layout plan to show permeable surface rather than tarmac. If this information is satisfactorily submitted detailed drainage design can be left to pre- commencement conditions.

Southern Water

1st response:

The attached plan shows that the proposed development will close to an existing 150 mm foul sewer, which will not be acceptable to Southern Water. The exact position of the foul apparatus must be determined on site by the applicant before the layout of the proposed development is finalised. It might be possible to divert the sewer, so long as this would result in no unacceptable loss of hydraulic capacity, and the work was carried out at the developer's expense to the satisfaction of Southern Water under the relevant statutory provisions.

Members are requested to note that further comments from Southern Water in respect of the amended plans will be reported verbally at the meeting. It is noted that the applicant has commented: *the [updated] Drainage Report confirms that correspondence has been undertaken on [Southern Water's] comments and outlines that whilst Unit 03 property will*

be within the standard Southern Water public sewer easement, Southern Water have agreed that this is acceptable in principle as sufficient unrestricted access is available on the western side of the sewer.

West Sussex County Council Highways

The application is for the demolition of the 2 existing garage blocks and the construction of 6 residential dwellings and a car parking area for the displaced parking.

There are currently 49 parking spaces (garages) and the proposal includes the construction of a car parking area for 19 cars (plus and additional 3 car parking spaces fronting the dwellings).

There are 2 existing access points which will remain. The access from Avon Close will serve the car park and will be widened to 4.1 m to allow for 2 vehicles to pass clear of the public highway. The access from Sylvan Road will serve the 3 car parking spaces and is to remain unaltered.

Both access points provide good visibility in excess of 43m which is acceptable to the highway Authority.

Following recommendation from WSCC, a survey of the garages has been undertaken by the applicant to determine usage and the impact the loss of garages may have on parking in the local area. It was found that of the 49 garages 10 were used for parking, 20 for storage with the remainder vacant or of unknown usage. It is also agreed that modern vehicles are generally too large for these garages which are smaller than the current standards. In addition a car parking survey of the local area has been undertaken (to acceptable standards) which found there to be a spare capacity of 82 spaces (minimum). The current on-street capacity along with the 22 car parking spaces which are to be provided along with the limit use of garages currently used for parking, it is not considered that the loss of garage space to be a highway safety issue.

Swept path analysis has been undertaken which shows there are spaces within the parking area for large vehicles to enter, turn and leave in a forward gear. Communal bin stores have been provided to the north and to the south of the site. Cycle parking is to be provided in secure shed in each of the gardens

No highway objection. The Local Highway Authority does not consider that the proposal for 6 dwellings would have and 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 109), and that there are no transport grounds to resist the proposal.

Environmental Health

No objection

Representations

3 letters of objection have been received on the following grounds:

- there is already inadequate parking in the vicinity and the loss of garaging would further exacerbate this
- loss of light and privacy
- it should be stipulated that the parking spaces should not be for commercial vehicles
- loss of garage would be inconvenient as there are no other storage options available

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, loss of parking and highway safety..

The application site is within the built-up area as defined by the Local Plan. The site is close to the local shopping parade, school and bus route and considered as a sustainable location for new housing development. 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 with a number of them needing repainting and looking as if they are only used intermittently. From Sylvan Road, they relate poorly to the street scene being situated side on and the areas of grass verge in front of them towards the road appear to be used for casual parking. The current layout of the site also includes some passageways between the garages themselves as well as between the garages and neighbouring properties and again cannot be considered an attractive environment. There is a clear opportunity for visual improvement to occur therefore, especially to the Sylvan Road side of the development as the new dwellings would form an active frontage commensurate with the surrounding street scene.

As with the sites for garage redevelopment that the Committee have previously considered, the main constraint is the proximity of neighbouring dwellings, most particularly those to the west in Avon Close and to the south/south east in Sylvan Road.

The dwellings to the west have quite short rear gardens, between 7 and 9 metres from the back of the original dwelling but a number have added rear extensions reducing their amenity space and hence it is important that the new development does not have an overbearing impact. In this respect, during pre-application discussions it was not considered that 2 storey properties on the western side would be appropriate and therefore 2 bungalows are proposed to the western side of the site. This means that the view from the properties would be of a mono pitched single storey roof sloping away from the boundary at the nearest point, set against the profile of the 2 storey dwellings which themselves would be in excess of 10.5 metres away from the rear of the existing properties which is considered to be an acceptable rear facing to side elevation distance.

While there would be an increase in built form when viewed from the Avon Way properties, it should be noted that the single storey garages appear to project slightly higher than the rear fence line and as mentioned above are of little visual merit. Furthermore, while the garages are currently a continuous run, save for a narrow gap, along the rear of the properties, there will now be the back gardens of the new dwellings running alongside the central part of the site, thus reducing the built form in that area and the bungalows will also have side accesses of 1.7 and 1.9 metres respectively to the side boundaries. It is considered, therefore, that the proposal can be accommodated without material harm to the properties to the west.

To the south east of the site, 4 existing dwellings in Sylvan Road sit at an angle to the

application site. Their gardens are longer than those in Avon Close (in excess of 19 metres at their longest points) and the relationship with the site more oblique. This suggests that 2 storey dwellings can be accommodated, therefore, acceptably, and again it is noted that the rear gardens of these properties are entirely encircled by the garaging at present. The removal of these are considered to improve the environment of these properties.

In terms of overlooking, there are no first floor windows proposed to the western elevation and only high level windows to the ground floor of the bungalow and therefore there will be no impact upon the properties directly to the west in Avon Close by way of overlooking. As the backs of the proposed dwellings face each other, the main overlooking will be between the new dwellings, but the distance between the rear of the houses meets the Council standard of 22 metres.

The remaining issue, therefore, is the distance to the properties in Sylvan Road. At the nearest point the distance between the small rear addition to number 19 and the new dwellings is about 16 metres, but this is not a direct face to face relationship and ordinarily a distance of this length, which is the closest across the site, is considered acceptable in an urban setting given the oblique angle.

Representations have been received on the impact of the loss of garages in respect of parking. However, the existing garages appear little used for actual parking (a survey suggests only 10 of them area) and the provision of 22 spaces of the remaining northern part of the site would therefore appear more than adequate to cover this. It was evident at the site visit that there is parking pressure in the area, given a number of vehicles were parked on grass verges, but it is not considered that the loss of garages and hence the development will exacerbate this and in any case, government guidance is that planning applications should only be resisted on highways grounds when the impact of the development would be 'severe' which cannot be considered to be the case in this instance in light of the provided parking spaces to the north of the site.

An Energy Statement has been submitted which 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 by just over 35% through passive design measures, increasing insulation in the building fabric to reduce heat loss, air source heat pumps, and LED lighting with lighting controls. The new dwellings will achieve a water efficiency standard of no more than 110 litres/person/day as required by Policy 18 of the Adur Local Plan

The proposed development is therefore considered acceptable in all respects and would make effective use of a brownfield site and provide much needed additional affordable housing. It is therefore considered that the application is acceptable.

Recommendation

GRANT planning permission subject to the following 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 such time as the vehicular access serving the development has been constructed in accordance with the details shown on the approved plan. Reason: In the interests of road safety.

6. 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 thereafter be retained at all times for their designated purpose.

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

7. No development shall be commenced until such time as 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 contractors 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.

8. 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 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.

9. The developer must advise the local authority (in consultation with Southern Water) of the measures which will be undertaken to divert the sewers, prior to the commencement of the development.

10. No works or development shall take place until full details of all 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.

11. No additional windows shall be installed in the 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.

Informatives

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 details 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"