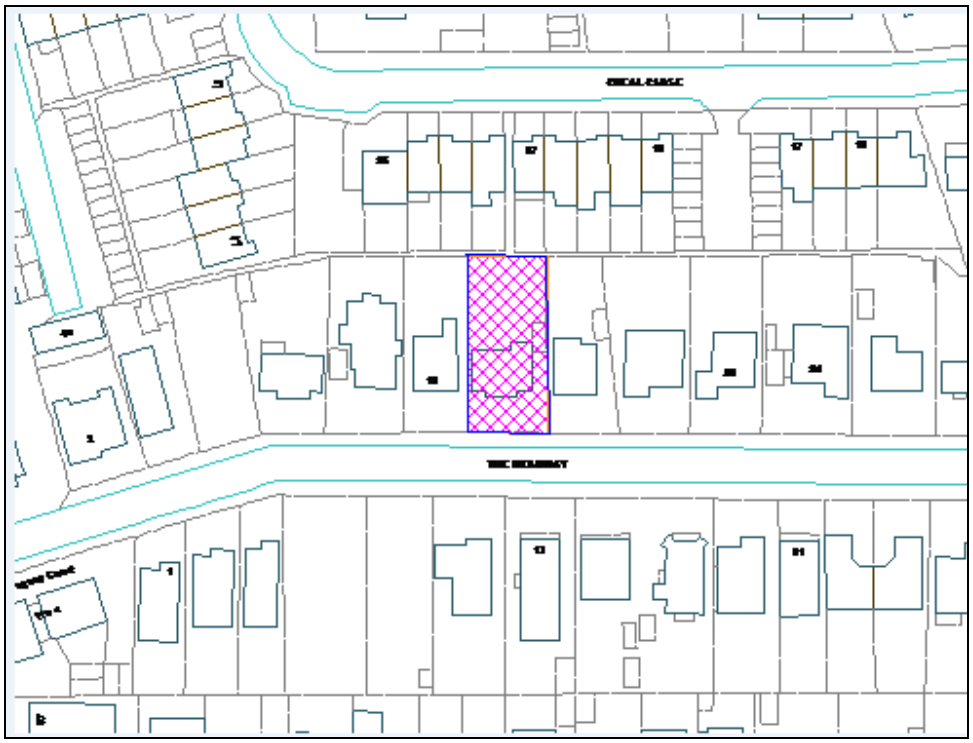
Application Number: AWDM/1616/15 **Recommendation – APPROVE**

Site: 14 The Meadway, Shoreham-by-Sea

Proposal: **Replace existing detached bungalow with a pair of semi-detached chalet style dwellings with two parking spaces on each frontage**

Applicant: Miss Smith Ward: Marine
Case Officer: Matthew Porter



Not to Scale

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Proposal, Site and Surroundings

The proposal is for the replacement of an existing bungalow with a detached chalet style building, accommodating a pair of 3-bed dwellings. This new pitched roof building

would measure (at max) 8.4 metres in height, 12.8 metres in length, and 12 metres in width. A separation distance of 1.2 metres is proposed between the new building and the buildings either side of it, with some 22 metres distance between it and the buildings at the rear.

Built in brick, the upper-storey of the new building would be clad in light honey colour European Mountain Larch. A large chimney and brickwork buttresses are proposed, with balconies at the front. The rear protrusion would have a lower ridge than the main roof, with further side additions at single-storey. The entrances to each dwelling are to be at the side. Each dwelling would have a private rear garden of 77.6 square metres with a depth of 11.5 metres.

Each dwelling would be served by two off-street parking spaces at the front. These would be accessed by a 6.3 metre dropped kerb off from the 'D' classified highway, which is subject to a 30mph speed restriction. Cycle storage would be available at the rear.

The Meadway is a residential street on Shoreham Beach. It is made up mostly of chalet style buildings and bungalows of the late post-war and modern periods, as well as more recent infill schemes. Although there is a mixture of building styles in the street, there is a general consistency in the scale and form of buildings along its stretch.

Relevant Planning History
None

Consultations

West Sussex County Council:

1st consultation summary:

Requires modification to access before proposal deemed acceptable. Parking in front of each property would require modification of existing crossover. Space for two vehicles side by side in front of each new dwelling would require each crossover be at least 4.5m in width at the point of dropped kerb. Accesses shown are slightly short of this requirement. Advised that frontage is fully open and does not have segregation through the centre. This will allow cars to park in a workable manner. Extended access should not exceed 6.3 metres. No recorded injury accidents in vicinity of site or at nearby junctions. No evidence to suggest access point is operating unsafely, or proposal would exacerbate an existing safety concern. Visibility exiting site is sufficient. WSCC Car Parking Demand Calculator envisions 5 spaces should be provided. There is space for 2 vehicles per dwelling. Consequently, demand for the 1 additional space and any other visitor parking could be accommodated on street nearby. Double yellow lines at junctions on The Meadway would prohibit on street parking in locations that would prove detriment to highway safety. A turn on site would be preferred, clearly though there is insufficient space to achieve this. However other properties have similar arrangements

and balanced against this is benefit of providing an opportunity to remove vehicles that would otherwise be parked on the highway in a location where the existing practice is on-street parking by residents of adjoining properties which results in a noticeable narrowing of the existing available carriageway space. Location lends itself well to sustainable modes of transport. Applicant has provided cycle storage space for 3 cycles per dwelling. Nearest bus stop is 3 minute walk away opposite Waterside Inn with services on to Shoreham and Brighton. Street lit footways that lead into Shoreham centre and train station is approximately 12 min walk away.

2nd consultation: *awaited*

Southern Water Services: Request informative attached to consent: "A formal application for connection to the public sewerage system is required in order to service this development".

Adur & Worthing Councils Environmental Health: no objections. Please add informative advising they need to contact environmental health for a demolition notice, under the Building Act 1984, prior to any works commencing.

Adur & Worthing Councils Engineers: Site lies in flood zone 1 and unaffected by surface water flooding. Applicant indicated intention to use soakaways/sustainable drainage for disposal of surface water; this should not present a problem on Shoreham Beach. Applicant needs to assess if use of soakaways is viable on this site. Proposed location for soakaway(s) will need to be more than 5m from existing or new structures, and there will need to be soakage test undertaken at that/each location to ascertain if soakaway will adequately empty. Appears sufficient area to adequately site soakaways. In this instance only comments relate to disposal of surface water. In absence of any ground investigation details or detailed drainage details ,although the applicant indicates his intention to utilize soakaways, we request that should approval for this new build be granted it be conditional such that 'no development approved by this permission shall commence until full details for the disposal of surface water has been approved by the Planning Authority' Soakage tests in accordance with BRE Digest 365 (1991) would be required to be undertaken on the proposed site to provide the data to ascertain the size of the soakaway required for the impermeable areas. Full design calculations should be provided for the soakaway soakage test result, and the ensuing soakaway and permeable paving designs, along with the rainfall calculations with the additional rainfall quantities appropriate for climate changes, as required under planning policy.

Representations

1 letter of objection received on the following grounds:

- Insufficient off road parking without garages.
- Swapping 3 bedrooms for 6 is an overdevelopment of a small site.
- Design does not enhance existing street scene.

9 letters of support received on the following grounds:

- Vast improvement on some newer beach projects.
- Will replace old building with energy saving technology without impacting on neighbour's outlook.
- Will assist Shoreham Local Plan Framework which indicates need for additional housing.
- Design in keeping with area and in line with other new buildings. Ideal for growing family as well as family down-sizing.
- We need smaller bedroom houses.
- Desperately short of houses in general so the extra house makes complete sense, especially for young families to get on the property ladder but also for couples considering downsizing but also wanting to stay on the sought after Shoreham Beach area.

Relevant Planning Policies and Guidance

National Planning Policy Framework (March 2012)
Saved Adur District Local Plan 1993-2006 (ADC 1996): AG1, AH2, AH3, AH5, AH6
Supplementary Planning Guidance Development Control Standard No.2 'Space Around New Dwellings and Flats'
'Good Practice Guidance Note: Internal Space Standards for New Homes' (ADC 2010)
West Sussex 'Guidance for Parking in New Residential Developments' and 'Residential Parking Demand Calculator' (WSCC 2010)

Relevant Legislation

The Committee should consider the planning application in accordance with Section 70 of the Town and Country Planning Act 1990 (as amended) that provides 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

Principle

Saved and emerging Local Plan policies identify the need to deliver a wide choice of homes in Adur, with future housing provision concentrated on mid-market two/three bedroom family homes. Government continues to instruct local authorities to make efficient use of land.

Unlike other parts of Shoreham Beach, The Meadway is outside of designated flood risk. Government is clear that development should be directed away from areas at highest risk.

The proposal would, by its efficient intensification of land that should be developable before other land at greater flood risk, achieve a very modest increase of housing provision against an existing shortfall.

Density, townscape character and appearance, and visual amenity,

The existing bungalow is a low key building with little design merit; its loss is not resisted.

Buildings along The Meadway are predominately chalets with steeply pitched roofs or bungalows with upper floor accommodation. Most have wide frontages, and there is a fairly inconsistent spacing between buildings. It is these building forms which define the local distinctiveness of the street.

At 7 metres each, the width of each of the new plots would be less than the majority of plots in the street (which range from 9 to 12 metres), but comparable to plots directly north along Cheal Close.

The new building would have the appearance of a single dwelling when seen from the street; the entrance doors are to the sides and the fenestration arrangement at the front is symmetrical. The open frontage would reinforce this, as would the separation distances between it and the buildings to either side. It would not have the appearance of being overdevelopment or a cramped pair of semis - it would look comparable to other buildings in the street of similar width and scale.

The new building would respect the building line. Its eaves would sit at a similar height to the existing chalet alongside it to the east, and its ridge height would sit comfortably midway between the bungalow and existing chalet either side of it. There would be a notable height and scale difference between it and the bungalow to the west. However similar variations exist between buildings in the street already, so this relationship would not be markedly out of keeping.

A palette of modern materials and some interesting architectural detailing is proposed, which is commendable. This would give the building a strong visual presence. It is an opportunity to raise the standard of design more generally in the area, which is endorsed by Government.

The driveway would be put over to parking to satisfy the requirements of the highway authority which is common to the street.

Residential amenity – for proposed dwellings

Future occupiers would benefit from logical layouts and room sizes that exceed the Council's adopted standards in most respects.

The size of both private gardens falls short of the Council's adopted standards. However the garden depth does meet the Council's standard, and the garden sizes are comparable to those gardens directly north along Cheal Close. The scheme is close to satisfying the garden standard, and the beach is close by.

Residential amenity – effect on existing dwellings

Those neighbours principally impacted upon by this development are those to either side and at the rear (it is physically removed from the remainder, including by overlooking across the public street).

The buildings to either side of the new chalet do not have principle windows that face onto the application site. Views from the new chalet's rear facing fenestration onto these neighbours would be oblique, and some 22 metres would exist between the new chalet building and the buildings at the rear.

The footprint of the new chalet building would sit beyond the rear walls of the buildings to either side. However the rear of the new chalet reduces in scale, dropping to single-storey closest to the shared boundaries. It has been demonstrated that both neighbour's rear facing fenestration would continue to receive adequate outlook and light.

Such circumstance would be sufficient to negate the potential for harm to occur to the living conditions of neighbours by way of overbearing or overshadowing, and intrusive overlooking and loss of privacy.

Accessibility and parking

Revised plans have been received in response to the comments from the highway authority. The dropped kerb is now 6.3 metres wide but the site is still segregated through the centre.

The highway authority has been re-consulted but their response is awaited. Members will be updated at the Committee Meeting.

Subject to resolution on the means of vehicular access, the highway authority has raised no objection to the proposal on highway grounds, including safety.

It is their opinion that the parking provision is sufficient, and that the local highway network has the capacity to accommodate the additional parking demand not provided for on site. The local planning authority agrees.

Recommendation

APPROVE subject to securing resolution on means of vehicular access prior to the issuing of planning permission, and the following Conditions:-

1. Standard time limit
2. Build out in accordance with approved plans
3. Materials and samples to be submitted and agreed
4. Prior to commencement disposal of surface water agreed and provided
5. Prior to occupation vehicular access and parking provided and thereafter retained
6. Notwithstanding “pd” no further external alterations/extensions/outbuildings

Informatives:

i) Southern Water
ii) Contact environmental health for demolition notice