Development Management - Delegated Officer Report

Application Number: AWDM/0331/17 Recommendation – Approve

Site: Land at 10 John Street, Shoreham-By-Sea

Proposal: Demolition of existing garages and erection of pair of semi-detached three-storey dwellings to frontage facing John Street and one single-storey detached dwelling to rear with associated parking and landscaping.

Date of site visit: 21 March 2017

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to an L-shaped site within the Shoreham Conservation Area located between John Street and Middle Street. It currently contains 16 lock-up type rented garages that are used for parking and storage purposes. Three garages front John Street with the remainder at the rear, accessed via a driveway which runs along the northern boundary of the site, adjacent to a chapel. To the south there are two houses, 6 and 8 John Street; No.8 is a tree storey building set back from the road, behind the front of the westernmost garage block.

The rear of the site is surrounded by development. To the north lies the Middle Street public car park while to the east there is a terrace of 2 storey dwellings, at the north end of which is the Royal Sovereign Pub. To the south there is a commercial yard/parking area.

The application proposes to demolish all of the garages and to construct 3no. dwellings. Two dwellings will face John Street and will take the form of a pair of staggered, gable-fronted three storey semi-detached houses, each with a parking space in front. The third dwelling will be located at the rear of the chapel and will be a part two storey/part single storey building. It will not have a parking space.

External materials will comprise brickwork and plain clay tiles on the front houses and brickwork with zinc roof for the rear dwelling.

Relevant site history

None

Consultations

West Sussex County Council: The **Highway Officer** has no objection subject to conditions requiring car and cycle parking and a construction management plan. Comments that, given the town centre context of the sites

location, in highways terms the principle of three dwellings in this location would not be considered to give rise to any capacity concerns.

Two of the dwellings will be provided off street car parking, both of which would access St John Street utilizing the existing dropped crossing which would have served the garages. In essence no intensification of use would be occurring and no concerns would be raised to the continued use of the crossover for this purpose.

Consideration does need to be given to the loss of the garages and the potential this would have to displace parking to on street locations. However he is mindful that the garages seem to be a private concern so presumably the owner could allow the leases to expire resulting in the same potential parking displacement.

From experience of similar developments of garage provisions such as this, the garages are not typically large enough to accommodate larger modern vehicles; as such it is likely not all the garages will be used for private parking. This is confirmed within the Technical Note which details how the site is currently being used for parking of 7 vehicles, 2 of which are permanently stored vehicles unlikely to be displaced onto public roads.

Consideration needs to be given to the parking demand of the dwellings themselves, which the WSCC Car Parking Demand calculator anticipates would create the demand for 4 car parking spaces, two of these have been accommodated on site.

The Parking Survey Technical Note demonstrates that parking capacity greater than levels reasonably expected to be displaced on street is available within walking distance of the site. This is made up from unrestricted on street provision, restricted on street provisions and paid for parking provisions.

The Local Highways Authority are only in a position to object to a development citing on street car parking pressure if a highway safety issue is to be created. In urban environments such as this appropriate junction protection and parking restriction are in place to prohibit parking in unsafe locations.

On balance the Local Highways Authority does not feel that any objection citing on street car parking is one that could be substantiated. The LPA may wish to consider the amenity implications of the development in relation to parking pressures in the area.

The County **Archaeologist** has no objection subject to a condition requiring an archaeological investigation.

Adur & Worthing Councils: The **Environmental Health** Officer has advised that the hallway containing the stairs to the first floor in Unit 3 is open to the living room/kitchen and is the only means of escape in the case of fire for the first floor rooms, making them ‘inner’ rooms.

The risk can be mitigated by either installing a close fitting substantial doorway between the hall and living room, or by installing a suitable fire suppression system in the kitchen/living room area.

The **Drainage Engineer** has no objection. The site lies in flood zone 1, is unaffected by surface water, flooding, has no history of flooding and is not served by surface water sewers.

The applicants' proposals are set out in the RGP consultants' document, the content of which is acceptable to me.

I would suggest that the standard surface water condition is used, requiring on site infiltration testing to be undertaken to confirm the viability of the proposals, before construction commences.

Southern Water: Request informatives

ADCAG: Approve

Representations

2 letters of objection received from the occupiers of 4 Middle Street, 20 Slonk Hill Road:

- Loss of 16 garages in busy town centre will lead to increased parking congestion on streets
- Overlooking of houses in Middle Street
- Loss of light
- Two storeys more appropriate

2 letters of support received from the occupier of 5A Middle Street and 5 John Street:

- Excellent development of a town centre site
- Would expect existing boundary wall to be replaced once garages have been demolished
- Not keen on black brick plinth or solar panels

1 letter received from the occupier of 21 John Street, not objecting to the proposal but requesting that parking for each dwelling is provided within the development as parking in John Street is already a problem.

Relevant Planning Policies

Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2 and Appendix 11 'Supplementary Planning Guidance' comprising: Development Control Standard No.2 'Space Around New Dwellings and Flats'
Submission Adur Local Plan (2016) Policies 15, 16, 17, 19, 21
National Planning Policy Framework (March 2012)

Planning Assessment

Principle

The proposal comprises increasing the housing stock on non-allocated land within the built up area and can be supported in principle. The relevant issues are the effects on the amenities of neighbouring residential occupiers and consideration as to whether the development will preserve or enhance the character and appearance of the Conservation Area.

Visual amenity

The front dwellings are three storeys high and gable-fronted. They have been staggered and are set back behind the front elevation of the chapel to the north but forward of 8 John Street to the south. Their ridge and eaves height matches that of 8 John Street and 16 John Street further north. In terms of scale, therefore, the buildings are considered to be appropriate to the street and will not appear unduly dominant in the street scene. Other dwellings in the street tend to be hip roofed but gable features can be found on the chapel and St Johns Court opposite, as well as on other buildings in the area.

There is a mixture of render, flint and brickwork visible in the street. Dark grey brickwork at ground floor and lighter grey brickwork for the upper floors would not be in keeping therefore and discussions have taken place with the applicant in respect of all the external materials, not just the brickwork. The final details can be reserved by condition but at this stage the applicant has amended the scheme to include whitewashed brickwork on the ground floor rather than a dark engineering brick. Rooflights are confirmed as being flush fitting conservation-style windows.

The front units have also been amended to include a low boundary wall along the frontage to give the edge of the site some definition where it abuts the pavement. Such improvements are considered to enhance the scheme and its impact on the Conservation Area.

The rear unit will be largely screened from public view but the upper floor will be visible above the boundary wall with the public car park. The proposed use of cor-ten steel panels was not considered to be appropriate and these have now been replaced with slatted timber panels which are more acceptable. The modest scale of Unit 3 will ensure that it is not overbearing and is appropriate to its backland setting.

Residential amenity – existing occupiers

The front dwellings have been set back from the street and staggered to ensure that the closest dwelling to 8 John Street (Unit 2) does not project too far forward of that dwelling's principal windows, thereby avoiding a loss of light or outlook for those occupiers.

At the rear, Unit 2 will project 3m beyond the rear of 8 John Street. There is an existing 3.5m high flint and brick wall on the boundary which already overshadows the existing ground floor rear window at No.8. The upper floor windows are a sufficient distance from the boundary to not be adversely

affected by the proposal, which is sited to the north and will not therefore result in loss of sunlight.

The site backs on to a terrace of dwellings in Middle Street and the two dwellings at the southern end both have two storey outrigger extensions. The separation distance between the rear of these dwellings and Unit 2 will be 20.3m at first and second floor levels (the upper floors of the proposed dwellings are recessed by 3m from the ground floor. The separation distance to Unit 1 will be 23.6m. Unit 2 will therefore fall short of the Council's standard of 22m, although being a three storey dwelling a distance of 28m would normally be sought). In order to overcome any possible loss of privacy, the second floor of both Units 1 and 2 has been reconfigured to include a bathroom at the rear rather than a bedroom, thereby enabling an obscure glazed window to be installed. The separation distance at first floor level in respect of Unit 2 and Middle Street properties, while slightly closer than would normally be expected, is considered to be acceptable in a tight urban location such as this. It is also sufficient to prevent any harmful loss of light to the rear of those dwellings in Middle Street.

The rear dwelling is a smaller unit and, while more closely located to the boundaries with neighbouring buildings, it will not cause any loss of light or overlooking, being screened by relatively tall boundary walls.

Residential amenity – proposed occupiers

The proposed front dwellings will have a floor area of 123sqm which comfortably exceeds the 99sqm required by the National Space Standards for a 5 person 3 bed 3 storey dwelling. Internally, individual room sizes meet the necessary standards. Externally, the rear amenity space for both units is 66 and 67sqm respectively. This is less than that required in the Council's SPG, which seeks 85sqm for a 3 bed dwelling (a dwelling in excess of 120sqm should in fact have 100sqm). However, given the tight urban location, it is considered that the level of amenity space to be provided is acceptable and will not result in a substandard living environment for the future occupiers.

The rear dwelling will have a floor area of 87sqm which exceeds the 79sqm required by the National Standards for a 4 person, 2 bed 2 storey dwelling. Individual rooms meet the necessary minimum standards. External amenity space measures 52sqm which falls short of the Council's SPG but, as with the larger dwellings, it is considered to be adequate for the location.

The rear dwelling will be located close to the rear wall and roof terrace of The Royal Sovereign Pub. However, the terrace is not for patrons use and the house has been designed to ensure that no adverse overlooking occurs. First floor windows in the new dwelling will face towards the public car park or south towards the gardens of Units 1 and 2. These latter windows serve a hall and ensuite only and can be required to be obscure glazed.

Bin and cycle storage is shown for all dwellings.

Parking and access

The development will result in the loss of 16 garages of which only 7 are currently in use for storing/parking cars. The loss of these garages will lead to increased parking on local roads. The proposed front dwellings will be served by 1 parking space each on the frontage, with the rear dwelling having no parking.

West Sussex Highways has advised that parking capacity exists in the vicinity of the site, made up from unrestricted on street provision, restricted on street provisions and paid for parking provisions (including the public car park to the north of the site). Furthermore, the site lies within a sustainable town centre location, close to public transport, and there is a reasonable expectation that parking demand would be less than in a more remote location.

On balance the Highway Authority has not objected to the proposal as they do not feel that any objection on the grounds of increased on street car parking is one that could be substantiated. There may be some implications arising from increased parking pressures in the area but this is more a matter of convenience rather than a loss of amenity or increased harm to highway safety.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials to be agreed, including windows, doors, external materials
4. Car parking
5. Cycle parking to be provided as shown
6. Construction Management Plan
7. Removal of PD rights Classes A-E
8. Surface water drainage
9. Obscure glaze side and 2nd floor rear windows Units 1 and 2
10. Obscure glaze south side windows Unit 3
11. Bin store to be provided as shown and used at all times, except on collection days
12. Archaeological investigation

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.

Southern Water x 2

Case Officer: Peter Barnett Date: 16 May 2017

Authorised by: Gary Peck Date: 17 May 2017