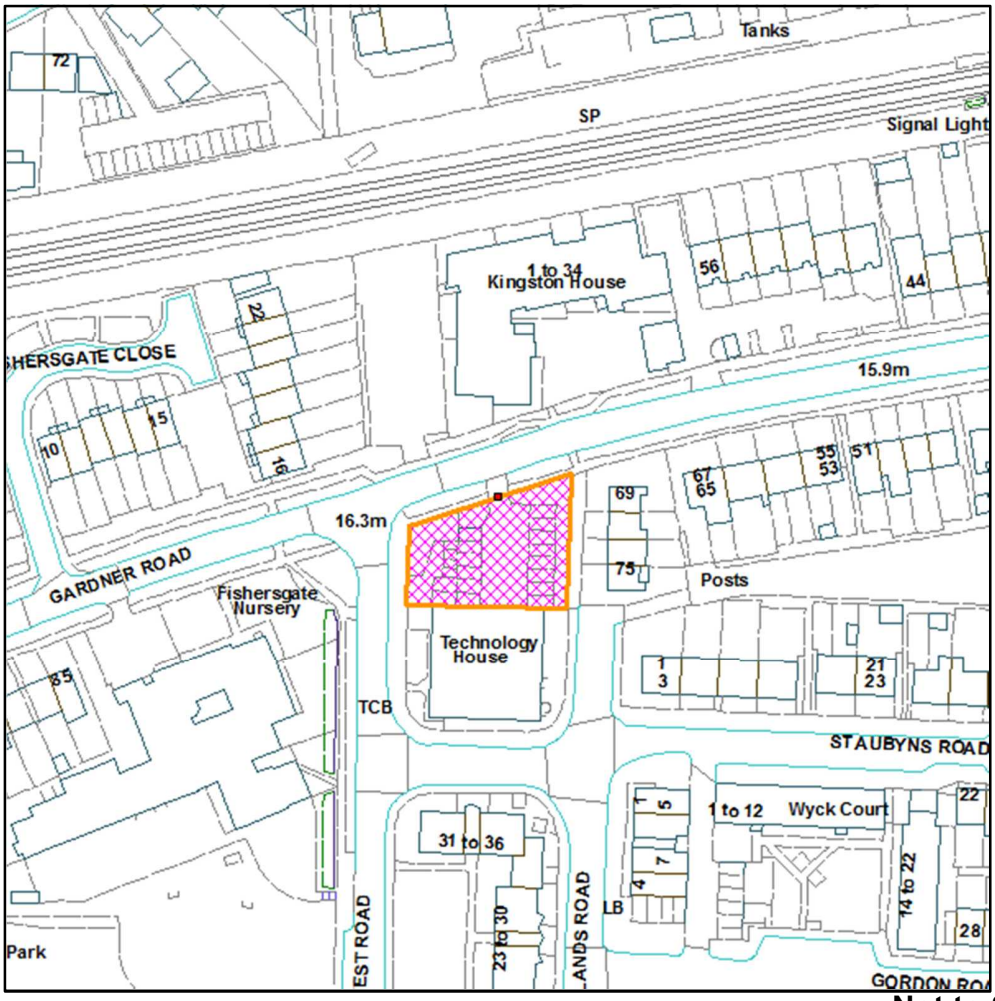
Application Number:	**AWDM/1247/21**	**Recommendation - Approve**
Site:	**Garage Compound 1 To 20 Gardner Road, Southwick**	
Proposal:	**Demolition of existing garage blocks; erection of 2no. 3 bed semi-detached dwellings with associated works and car parking**	
Applicant:	Adur District Council	Ward: Eastbrook
Agent:	Robinson Escott Planning	
Case Officer:	Peter Barnett	



Not to Scale

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Proposal, Site and Surroundings

This application, submitted by Adur District Council, relates to a block of 20 garages at the junction of Gardner Road and West Road. It is one of a number of garage sites in the District which are being redeveloped for housing by the Council.

To the south of the application site is a large two storey commercial building which faces onto West Road and to the west is Eastbrook Manor Community Centre. North of the site are three and four storey apartment buildings (Kingston House). To the east and further south is residential development which is characterised by a planned layout of two and three storey buildings.

The application proposes to demolish the garages and to replace them with a semi-detached pair of two storey, three-bedroomed, hip-roofed dwellings. The dwellings will face West Road with rear gardens backing onto Laylands Road. Vehicular access will utilise the existing access from Gardner Road, with four parking spaces to be provided.

The dwellings are shown with a traditional palette of materials including grey roof tiles and varied multi-stock red brick to blend with neighbouring properties. Entrance canopies are proposed in front of each property which will also accommodate refuse storage areas.

Relevant Planning History

None

Consultations

West Sussex County Council: No objection from a transport/highways aspect subject to conditions requiring car parking, cycle parking and electric vehicle charging spaces. Comments:
:
Access and visibility: The site is accessed via a vehicular crossover serving the existing garage compound. The proposed plans demonstrate that the existing access will be utilised for the proposed dwellings, with no alterations to the existing access arrangements. Visibility at the existing access appears sufficient for the anticipated road speeds in this location and splays are maintainable wholly within the public highway.

Trip generation: The results of TRICS analysis for the proposed development have been presented in the Transport Note, indicating that the proposal would be anticipated to generate 12 two-way movements per day. The Transport Note has taken a robust, worst case, view that the existing site does not produce any regular vehicle trips to or from the site. As such, the proposed dwellings are not anticipated to result in a material intensification of use of the site.

Parking displacement: The Transport Note sets out the results of a survey of the existing garage use to determine the number of garages in use for car parking and therefore the potential displacement of vehicle parking as result of the proposed development. The survey indicates that the development could result in potential displacement of 4 parking spaces. A Car Parking Capacity Survey has been undertaken by an independent traffic

survey company on two separate weekdays between 03:30 and 05:30 in accordance with the Lambeth Council Methodology. The survey was conducted to establish the existing on-street parking pressure within the vicinity. The survey refers to the Layland's Road parking area which is considered to provide up to 40 parking spaces. The LHA assumes that this parking area is the private access road/parking area to the rear of 37-67 Gardner Road. As this appears to be privately owned land, LHA cannot consider that it would be an alternative available parking area as it is not classified as a public highway. The survey also monitored vehicles parked within the site (not within a garage) overnight, and recorded one vehicle each night. As such, together with the estimated four garages being used for parking, there could be the potential displacement of 5 vehicles as result of the proposal. Disregarding the Laylands Road private parking area, the survey revealed there are a total of 547 available car parking spaces, of which 16 are disabled spaces and 140 are single yellow line spaces which restrict daytime parking but permit parking overnight. In total, between 206-224 spaces were available during the overnight survey period (59-63% available capacity). If the LHA were to be over-cautious and exclude the single yellow line and disabled parking spaces from the survey, there still appears to be between 50-68 (12-17% capacity) available parking spaces, which would be considered sufficient capacity for accommodating the 5 displaced vehicles from the garage compound.

Parking and turning: The proposed plans indicate that four parking spaces will be provided on site for the two dwellings. Whilst the plans and supporting documents do not specify, these spaces appear to be provided on an unallocated basis. As the proposed dwellings fall within the WSCC Parking Behaviour Zone 4, a provision of 1.7 spaces is expected per dwelling. As such, the provision of 4 unallocated spaces is considered to be sufficient for the development and provide sufficient provision for visitors. The Transport Note demonstrates, via swept path tracking, that a vehicle parked in each parking space can turn on site, enabling vehicles to enter and exit the site in a forward gear.

Sustainability: The site is sustainably located within walking distance of local shops and services, including Fishersgate train station. Secure and covered cycle storage is proposed within the rear gardens within a shed providing space for 2 cycles. 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. The proposed plans demonstrate that each parking space will be provided with EV charging facilities.
Conclusion: The LHA does not consider that this proposal would have 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 111), and that there are no transport grounds to resist the proposal.

Adur & Worthing Councils:

The ***Environmental Health*** Officer: To be reported

Technical Services: We confirm that the revised SuDS assessment is sufficient for us to remove our holding objection. If you are minded to approve this application please apply the standard condition to ensure that the site is adequately drained and does not increase flood risk elsewhere.

Southern Water Services: To be reported

Representations

1 letter of objection received from a resident of Kingston House:

The area is already too built up, the garages get used by people who need them , there are already so many flats going up. People need garages to put their cars and for storage. The site opposite is bigger and more suited and is deemed unsafe, so maybe look to build there. The garages are fit for purpose; there is a waiting list for garages so there will always be an income to the Council

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policies 2, 3, 15, 18, 20, 22, 28, 34, 34, 36
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'
Sustainable Energy SPD (August 2019)
WSCC Guidance on Parking at New Developments (Sept 2020).
National Planning Policy Framework (July 2021)
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

Principle

The site lies within the built up area and is not allocated for any use or development. It is therefore deemed to be acceptable in principle for residential redevelopment, subject to the usual considerations.

Visual amenity

The garages themselves are of little visual merit, nor is the expanse of hardstanding that serves them. The proposed dwellings are to be sited at the western end of the site, in line with the front of Technology House. They have a simple, rather plain, form with a palette of materials which will complement the existing development in the area. Design improvements, such as adding chimney stacks, have been requested to add interest to the buildings and to be more in keeping with dwellings to the east. However, there are cost implications and the response of the applicant was awaited at the time of writing.

The low density of the development ensures that it will not appear cramped or overdeveloped with space available for soft landscaping to soften the appearance of the site. A fence is shown around the north, east and west boundaries of the dwellings which would be out of keeping. Other boundary features in the area consist of low front walls, railings or hedges. It is recommended that the front boundary should therefore have a low wall only. The side boundary would be improved with a wall rather than fence and the applicants have been asked to consider such a change. However, as stated above, there are cost implications and the response of the applicant was awaited at the time of writing. Final details can be reserved by condition. Should a wall not be viable, enhanced landscaping will help to soften the edge of the development and partially screen any fence.

Overall the development is considered to provide an enhancement to the area and is visually acceptable.

Residential amenity - for proposed dwellings

The proposed dwellings will have three bedrooms with a floor area of 98sqm. This complies with the Nationally Described Space Standards for new dwellings. Externally the dwellings will have a small front garden and a rear garden of 14m length and around 100sqm area which exceeds the Council's standard. Each garden will have a storage shed for 2 bikes.

Residential amenity - effect on existing dwellings

The buildings will be 25m from the front of the dwellings to the east and will not cause a loss of light, outlook or privacy. The flats to the north are 27m away and will similarly not be adversely affected by the proposal.

Accessibility and parking

The development utilises the existing crossover from Gardner Road and provides 4 unallocated parking spaces. This meets the County parking standards and no highway objection has been raised.

The development will see the loss of 20 garages and the possible displacement of parking onto surrounding streets. A Transport Note was submitted with the application which states that it is evident that of the 20 garages only four are predicted to be used for the

parking of cars. Furthermore, there is an area of hardstanding located off Laylands Road which provides an area of informal car parking for the surrounding area, and which has the ability to provide approximately 40 car parking spaces. A parking survey was carried out and this found that any parking lost due to the removal of the garages associated with the proposed redevelopment could be accommodated within the existing highway capacity or within the Laylands Road parking area.

West Sussex Highways are satisfied with these findings and have no highway concerns over capacity.

Flood risk and drainage

Following an initial holding objection from the Council's Engineer, a revised drainage and Suds assessment has been submitted which is understood to have overcome her concerns. A formal response withdrawing the objection was awaited at the time of writing and this will be confirmed at the meeting.

Sustainable and resource efficient buildings

An Energy Statement has been submitted which outlines the energy strategy for the proposed development.

As stated in the Planning Statement:

"*The scheme has been assessed using the Energy Hierarchy. Following this approach has resulted in an energy efficient scheme that has reduced the CO2 emissions through passive design measures, increasing insulation in the building fabric to reduce heat loss, efficient heating systems, and LED lighting with lighting controls. The Lean and Green measures result in a CO2 reduction greater than the desired 19%, providing a 35.16% reduction over the TER. 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 proposals will incorporate new green infrastructure including front and rear gardens on a site which is currently devoid of any landscaping. This will enhance the public realm as well as create new habitats for ecology. Biodiversity enhancements including bird and bats boxes will be created into the scheme to maximise opportunities for ecology in line with Policy 31 of the Adur Local Pla*n."

The houses will not use gas central heating and will instead use an all electric scheme with Air Source Heat Pumps. The plans also show the potential for PV panels on the front roofslope, although these are not required in order to meet energy targets. It is considered that overall this small development will be adequately sustainable and energy efficient.

Contaminated land

A Contamination Risk Assessment and Remediation Strategy Report has been submitted which recommends a remediation strategy and this can be secured via planning conditions.

Hazardous Substance

The site lies within the Inner consultation zone for a hazardous substance site at Shoreham Harbour. However, due to the low density of the development, the Health and Safety Executive does not advise against the granting of planning permission in this instance.

Conclusion

There is a critical need for new housing in the District, and opportunities to redevelop a site like this must be looked at positively if the Council is going to attempt to meet its housing needs. Accordingly, therefore, subject to the imposition of appropriate conditions, the application can be supported.

Recommendation

Approve

Subject to conditions:-

1. Approved Plans
2. Time limit
3. Materials
4. Boundary treatment
5. Landscaping
6. Car parking
7. Cycle parking
8. Electric vehicle charging spaces
9. Drainage
10. Contaminated land