Exp: 12/8, ppa to 25/9

Development Control – Delegated Officer Report

Application Number: AWDM/0799/20 Recommendation – Grant

Site: **11 North Road, Lancing**

Proposal: **Change of use at first floor level from commercial to flats, including first floor extension, to provide 2 flats (Use Class C3), roof light to existing roof and additional windows to north and west elevations. Separation at ground floor to form 3no. office units (Use Class E(g))**

Date of site visit: 6/8

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application site relates to a part single, part two storey detached building set back behind commercial premises on the west side of North Road. The building is currently vacant but was last occupied, last year, by Ambex Limited who supply equipment to the marine industry.

The site is backland and accessed between 9 and 13 North Road via a narrow passage. There is currently parking and bin storage on the forecourt.

Proposal

The application seeks permission for a first floor extension. The extension will create a two bedroom flat and the existing first floor will form a 1 bed flat. The ground floor is to be separated into 3 separate office suites (B1).

The application has been revised since first submitted to reduce the size of the proposed first floor extension, involving the loss of 1 flat.

Cycle parking and bin storage is shown in the forecourt.

Relevant Planning History:

NOTICE/0013/19 - Application for permitted development for prior approval for change of use from offices (Use Class B1a) to 4no flats comprising 3no studio flats and 1no 2 bedroom flat (Use Class C3). Refused 8.10.20

ADC/0210/07 - Alterations, refurbishment and general improvements to offices/light industrial premises (rear of 3-9 North Road). Granted 8.6.07

ADC/0220/06 - Redevelopment of existing commercial buildings at rear of No's 3-9 to create a terrace of 3 two-bedroom houses (plus detached cycle/bin store). Refused 11.9.06

L/215/87 - Application For Certificate Of Established Use As Printing Works. Issued 26.1.88.

L/76/80 - Demolish Existing Building And Erect Single-Storey Office Building. Granted 29.5.80
L/376/79 – Rebuilding of extension with flat roof. Refused 14.1.80
L/393/78 - Two Storey Extension. Granted 16.11.78

Consultations:

Environmental Health:

'Hours of construction condition recommended. If no ground works involved a contamination informative is recommended.'

'The Private Sector Housing team of Adur & Worthing Councils have identified that some aspects of the development may result in hazards that require action under the Housing Act 2004. Typical hazards can include 'inner' rooms (where the only means of escape in the case of fire is through another risk room i.e. bedroom, living room, kitchen, etc.) or where there are inadequate windows or outlook from habitable rooms.

Compliance with Building Regulations will not necessarily address the hazards identified and you should contact the Private Sector Housing team to confirm that the layout of the property is acceptable prior to commencing the development in order to avoid the need for any formal intervention or the requirement of retrospective works.'

Highways:

'Access and Trip Generation
The applicant will provide no vehicle access to the site. All proposed access appears to be via foot traffic in an area where this is common practice.
With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the existing access.
Vehicle Parking and Cycle Parking

The applicant has supplied details on the square meterage (sqm.) of the existing building. These show that the footprint measuring 173 sqm. The applicant states per the application form that the change of use would see 43 sqm of floor space becoming residential use and 130 sqm. of floor space being retained for B1 use.

Under WSCC Car Parking Guidance (which states that one space per 30 square metres is adequate for a B1 use) (adopted August 2019), the LHA would expect that four spaces for the office use and three spaces for the flats would be adequate. The applicant proposes a parking provision of NIL spaces for the new development. This would substantiate a shortfall of seven spaces. However, the LHA wishes to raise the following sustainability point.

The site is in a sustainable location within walking and cycling distance of a range of public services, amenities and employment options. Lancing bus and train station are located within 100 metres of the site and provide a realistic travel opportunity. The Local Highways Authority (LHA) would not anticipate that future occupiers of the dwelling or workplace would be reliant on the use of a private motor vehicle. As a result, the LHA would like to see the implementation of cycle storage space, with a suitably worded condition provided below.

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 109), and that there are no transport grounds to resist the proposal.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following condition:

Condition
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.'

Technical Services

'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 application does not include changes to impermeable area, we therefore have no conditions to request. Any proposed alterations to surface water drainage must be designed and constructed in accordance with building regulations, any opportunities to reduce runoff should be considered.'

Southern Water

'Thank you for your letter dated 24/06/2020.

Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer. We request that should this application receive planning approval, the following informative is attached to the consent:

A formal application for connection to the public sewerage system is required in order to service this development. Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements

Our initial investigations indicate that there are no public surface water sewers in the area to serve this development. Alternative means of draining surface water from this development are required. This should not involve disposal to a public foul sewer.

Please note: There is a 150 mm private foul sewer within the site. It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site. For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119). Website: southernwater.co.uk or by email at: developerservices@southernwater.co.uk'

Representations:

One objection from the Travel Agents at 5 North Road as follows:

'This area is already overdeveloped and our rear fire exits constantly blocked. The drive up to it is also fire exit for shops and flats this is also constantly blocked with cars parking where it is clearly marked no parking fire exit.

To have another 3 one bedroom flats could potentially mean another 6 plus residents where anti social behaviour is already a problem.'

Relevant Planning Policies and Guidance

The National Planning Policy Framework 2019
Adur Local Plan 2017 Policies 1, 2, 3, 4, 9, 15, 20, 22, 2, 33, 34, 35, 36
West Sussex 'Guidance on Parking at New Developments' and 'Parking Demand Calculator' (WSCC 2019)
Technical Housing Standards – nationally described space standard (DCLG 2015)

Planning Assessment

Principle

The principle of development can be supported as it creates two additional units of residential accommodation and 3 self contained offices within Lancing town centre. For consideration is the impact of the proposals on the character and appearance of the area, the impacts of the development on neighbour amenity, employment and on the highway network.

Character

This flat roofed building has an attractive front parapet visible down the access road from North Road. The proposed extension does not interfere with this. The extension is on the right hand side of the frontage with the nearest part set back behind this parapet. To the south is the pub car park and to the west is a three storey, flat roofed, block of flats. The flat roof will not be out of keeping.

There are flats above the shops on the main road. Flats at first floor level will be in keeping.

Neighbour amenity.

The new extension faces the rear of flats above 5 and 7 North Road at a distance of 14 metres. One new bedroom window is proposed to face the existing flats. Three existing first floor windows will now be to a living room and face down the access road. The nearest property, north, No. 13 has a first floor bathroom window nearest. In a town centre environment it is considered that these distances are acceptable.

To the rear is a block of flats with communal gardens abutting the common boundary. These flats have one window on each floor stacked facing the site. A secondary high level bedroom window is proposed to be introduced into the existing rear (west) wall together with an obscurely glazed shower room window.

The extension does not include rear facing windows. South facing windows in it light a living room. These face over the car park of the pub.

A bedroom window in the north wall has been moved as far westwards as possible. This will face over outbuildings in the garden of 13 North Road. It is shown as openable but obscurely glazed. This is considered to be acceptable.

Highways

This development is intended to be car free, which is appropriate given its highly sustainable location. The forecourt will be given over to bin stores and cycle parking. The Highway Authority is not objecting to the proposal.

Employment

The site had a light industrial use previously. It is not an employment site. A small amount of light industrial floorspace will be lost at first floor but 3 individual ground floor offices will be created out of the existing floorspace.

This office floorspace is protected by condition.

Recommendation APPROVE subject to the following conditions:

1. *Approved Plans*
2. *3 years*
3. *Materials to Match*
4. *Class E(g) floorspace protected*
5. *Rear (west) bedroom window high level, shower room obsc/1.7, north bedroom window obscure*
6. *No new windows*
7. *Cycle parking/bin stores provided before first occupation*
8. *Hours of construction*

Informatives

1. 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.
2. Contamination
3. Private Sector Housing
4. SW connection
5. Public sewer crossing the site

Is recommendation contrary to any representations? Yes.

Case Officer signed:	MOK	Date: 24/9/2020
Authorised and signed by:	Peter Barnett	Date: 25 September 2020