expires 8/4/08

Application Number: ADC/0092/08 **Recommendation – APPROVE (subject to S106 obligation)**

Site: Land at 60-66 Busticle Lane, Sompting

Proposal: Demolition of existing building and erection of block of 8 self contained flats (4 two bed, 3 one bed and 1 three bed) with 9 parking spaces at the rear (7 new spaces plus 2 existing garage spaces)

The Application

Outline planning permission was granted in 2004 for the redevelopment of 60-66 Busticle Lane to provide 6 x 1 bed and 1 x 2 bed flats within a two storey block with accommodation within the roofspace and parking at the rear (S/79/04/TP refers). This proposal is a full application for a larger building which broadly follows the outline layout but will provide 8 flats rather than the 7 previously approved.

The site lies within a residential part of the built up area of Sompting. It was formerly a post office and general store with accommodation above. The site slopes up to the rear (east). To the north there is a 2 storey block of flats separated from the site by a shared driveway, while to the south there is a bungalow.

Consultations and Representations

County Transport Planning Services – No highway objection subject to TAD payment of £5,440. The provision of nine spaces is within and does not exceed the WSCC Parking Standards. Cycle parking to the WSCC minimum standards should be provided, although this may be secured via condition rather than requiring a revised drawing. I would confirm that 12 secure and covered cycle parking spaces does need to be provided for the proposed flats.

The access arrangements have been the subject of fairly detailed discussion and were initially approved under S/79/04, and then amended under ADC/401/07. To confirm, the occupiers of the development will enter the site using the northern entry point only. The occupiers of No. 68 Busticle Lane will continue to use the northern access for entry and exit. The southern access will be used by the occupiers of the development only to exit. A suitable condition should be added to any planning permission securing the above access arrangements and also requiring the submission of a plan showing the proposed signing and lining implemented to highlight the accepted arrangements.

A condition to ensure the provision of pedestrian visibility splays on both sides of each access should be added to any planning permission.

Environmental Health – Express concern at internal layout with bedrooms above living rooms and vice versa leading to risk of noise disturbance between units of accommodation. No sectional drawings and as such it is not possible to assess the heights within such areas, nor 'usable' floorspace.

Sompting Parish Council – Object. It is felt to be an over-development which is out of scale with, and likely to invade the privacy of, the neighbouring properties.

Third parties - No third party representations received

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-2016 (WSCC 2005): LOC1, NE1, NE2, CH1, ERA1, DEV1, DEV3-5

Adopted Adur District Local Plan 1993 – 2006 (ADC 1996): AG1, AH2, AH5
Development Control Standard No.2 'Space Around New Dwellings and Flats'.
Revised West Sussex Parking Standards and Transport Contributions Methodology
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)

Planning Assessment

Policies

The site is located within a residential part of the built-up area of Sompting and the proposal constitutes redevelopment as provided for in both Structure and Local Plan policies. The principle of redevelopment was established at the outline stage.

Structure Plan policies give significant weight to making the best use of land through higher density development provided that the impact on the character of the area and environment is acceptable (LOC1, ERA1, CH1) and subject to policy DEV1 which requires high quality development.

Local Plan policy AH2 relates to new residential development (by way of infilling and redevelopment) and states that new dwellings should be designed so that their appearance, character and scale create a pleasant place in which to live and are in keeping with and enhance the existing local environment with particular attention being paid to architectural form, height, materials, density, layout of buildings and hard surfaced areas and the impact on neighbouring residential amenity in terms of privacy, daylight/sunlight and outlook.

Government policy guidance in PPS3 encourages best use of urban land for housing development, particularly affordable housing and a mixture of types to create a balanced community, at higher densities (avoiding developments

at less than 30 dwellings per hectare) and without rigid application of parking and amenity space standards. However, it also seeks to improve the quality and attractiveness of residential areas and urges imaginative designs and layouts which make more efficient and sustainable use of land without compromising the quality of the environment. PPS1 states:-

> "Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted."

PPS3 also states that Councils should "facilitate good design by identifying the distinctive features that define the character of a particular local area..... ...Careful attention to design is particularly important where the chosen local strategy involves intensification of the existing urban fabric... .....successful intensification need not mean high rise development or low quality accommodation with inappropriate space.....The density of existing development should not dictate that of new housing by stifling change or requiring a replication of existing style of form.....If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment."

Density, character and appearance

The proposed building largely reflects the scale and design of the building submitted for illustrative purposes only at the outline stage (i.e. two storeys with rooms in the roof). However, on the southern elevation, a previously shown single storey projection is now shown as two storeys and there is greater use of the rear roofspace, with a new rear dormer and balcony at second floor (roof level) and a balcony added at first floor level at the rear. The roof level has been raised by 0.3m at the front and 0.7m at the rear but the width and depth of the building is unchanged.

From the street, the building will appear much as it did at the outline stage, albeit with a subsidiary two storey side extension which is set back 5.2m from the front of the building and set 1m down from the ridge. The building will be sited forward of the flats to the north and the bungalow to the south and will be prominent in the street, as is the existing building. The form and appearance has been previously accepted and there is little change at this full application stage. Consequently, there is no objection to the proposal in terms of its massing or design.

Residential amenity

The main change from the outline stage is the addition of a two storey extension to the southern elevation. This will bring the building to within 1.8m of the boundary with the bungalow to the south. It is considered that sufficient space is to be retained around the building to avoid any overbearing effect on neighbouring properties or light loss. The bungalow is to the south of the site and will continue to receive sunlight and daylight as at present.

There are no principal windows on the first floor side elevations, except for obscure glazed bathroom, kitchen and hall windows, to prevent any overlooking. The rear balconies will not result in any loss of privacy due to their position well beyond the rear of the neighbouring properties. The houses to the rear of the site have substantial gardens and are at least 50m away.

The Environmental Health section has raised concerns about noise disturbance between flats as a result of the internal layout on the upper floors. However, the applicants have responded by stating that the living room of flat 7 is entirely over the living rooms of flats 4 and 5 below, while the bedrooms to flat 7 are over the bedrooms and hallways of flats 4 and 5.

The living room of flat 8 is partly over the living room of flat 6 below but it is not considered to be to such an extent as to result in serious noise disturbance. Similarly, the kitchen of flat 8 is not located above a significant proportion of the bedroom below and consists of the kitchen units themselves rather than an area likely to receive footfall. In any event, Annex 7 of PPG24 states that the Government considers that the Building Regulations are the most appropriate means of control for sound insulation in conversions and that planning conditions should not be used to control sound insulation in such cases. It refers to Approved Document E - Resistance to the passage of sound which was updated in June 2004 and a sound test is now required to be carried out to justify the adequacy of sound insulation between new dwellings. Consequently, the internal layout is not considered to be a concern.

The amount of amenity space to be provided around the building was previously found to be substandard at the outline stage, but it is not dissimilar to that which can be found at the flats to the north. Three of the flats will have private balconies and the ground floor flat 2 will have its own private garden. The remaining flats would have little or none external amenity space but, on balance, a refusal on this ground alone is not considered to be warranted.

Access and Parking

The existing garages are included as part of the development proposals, with a total of 9 parking spaces provided at the rear of the building and a visitor space at the front. The additional flat is unlikely to increase activity at the site to any significant degree. The access arrangements have been the subject of fairly detailed discussion and were initially approved under S/79/04, and then amended under ADC/401/07. The occupiers of the development share the northern access as an entry point with the occupiers of No. 68 Busticle Lane who will continue to use the northern access for both entry and exit. The southern access will be used only as an exit by the occupiers of the development.

A bin store is shown on the site frontage and is to be screened by a suitable enclosure. A cycle store is shown as being provided at the rear of the building, in front of parking spaces 8 and 9.

A TAD contribution of £5,440 is required. The outline permission was the subject of a completed S106 Agreement requiring the payment of £4,590 towards sustainable transport improvements. A revised S106 is to be prepared to cover the difference.

Recommendation

APPROVE for reason

2PPi

Subject to the satisfactory completion of a S106 Agreement to secure sustainable transport improvements and the following conditions:

1. C1Ci
2. C8Bi Delete Policy AT12
3. C9Aii Delete Policy AT12
4. C9F The site accesses shall not exceed the widths as shown on the approved plan and shall.... Delete Policy AT12
5. C9N Delete Policy AT12
6. Details of signing and lining within the site shall be submitted to and approved by the local planning authority in writing prior to first occupation of the development hereby approved.
   Reason - In the interest of highway safety having regard to Policy DEV4 of the West Sussex Structure Plan
7. Access arrangements shall be as shown on the approved drawing no. 497/01 date stamped 12 February 2008, i.e. the northernmost access shall be used as an entrance and exit with the southernmost access used as an exit only.
   Reason – In the interest of highway safety having regard to Policy DEV4 of the West Sussex Structure Plan
8. The building, hereby approved, shall not be occupied until details of the cycle parking facilities for 12 cycles have been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be provided and retained for the benefit of the occupiers of the flats.
   Reason – To encourage the use of sustainable transport in accordance with policy DEV4 of the West Sussex Structure Plan.
9. No development shall be carried out unless and until a schedule and samples of materials and finishes to be used for the external walls, windows, balconies and roof of the proposed building have been submitted to and approved in writing by the local planning authority.
   Reason – In the interests of visual amenity and to comply with policy AH2 of the Adur District Local Plan and DEV1 of the West Sussex Structure Plan
10. Lighting of communal areas shall be provided prior to occupation of the dwellings/flats in accordance with details to be submitted to and approved in writing by the local planning authority

Reason – In the interests of amenity and crime prevention and to comply with policy AP9 of the Adur District Local Plan and DEV1 of the West Sussex Structure Plan

11. C18A
12. C11Ai
13. C18Cii The full height glazing in the north and south side elevations of the building shall...
14. C18E3 north and south side elevations of the building without....

Case Officer ..P. Barnett..... Date 2/4/08

Planning Services Manager .....[signature]..... Date..2-4-08.....

P & R Committee Chairman.....[signature]..... Date..4-4-08