Development Control – Delegated Officer Report

Application Number: AWDM/1858/15 Recommendation – APPROVE-

Site: 1 – 3 Sompting Road, Lancing, West Sussex BN15 9HW

Proposal: Change of use of existing offices and showroom (formerly Lancing Double Glazing) to 1no. 3 bedroom house and 1no. Studio flat on the east side together with the removal of the rear (south) single storey extension and external staircase.

Date of site visit: 21.01.2016

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application property is located on the south side of Sompting Road, and adjoins the Lancing Railway Station Car Park to the east, and a detached residential dwelling to the west. The railway tracks lay directly to the south of the site. The property is currently used as a double glazing retail unit. Parking for the property is to the east, and garden land lies next to the existing parking area to the east.

The property currently has several shopfronts on its front elevation i.e. facing Sompting Road, together with many advertisements on this elevation. There is also a front flat roof dormer.

The street scene comprises predominantly residential properties, with three storey blocks of flats opposite. The neighbouring properties to the west, no.'s 5, 7 & 9 are bungalows, and then no. 11 & 13 are two storey, next to that is St. Michael's Court,(flats) which is three storey. Further to the east is the retail town centre of Lancing.

The application seeks permission for a change of use of the existing offices and showroom to residential use comprising a 3 bedroom house on the 1 ½ storey section (west), and a studio flat on the single storey section (east). The rear single storey flat roof extension between the proposed house and the railway lines and the external staircase, will be demolished.

The external changes include the creation of a new door on the rear elevation and 2no. new windows on the rear elevation to serve a hall and a bathroom to the house, and the removal of the shopfronts and doors on the front elevation to provide 4no. windows to serve a living room; dining room; bedroom and living room, plus an entrance door to the house. Another change will be the provision of front steel railings and a brick plinth as a partial new boundary to the front of the building.

The car parking area for the 2no. units will be located to the east of the proposal, in the same position as currently existing.

The garden for both of the properties will be positioned between the car parking area and the railway public car park, again as currently existing, subdivided with the smaller garden for the studio flat directly behind the car parking area, and the larger garden beyond for the new house.

Consultations:

Environmental Health

"*The amended plans are much better than the earlier application. There is no mention of how the new dwelling will be protected from railway noise and I would request that the following condition be attached on any permission given.*

'The development hereby permitted shall not be commenced until a scheme for protecting the proposed dwellings from railway noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate good acoustic design and shall comply with the internal noise level guidelines set out in BS8233:2014. All works which form part of the agreed scheme shall be completed before the permitted dwellings are occupied.' "

If approved an informative regarding new connection to the public foul sewer be applied

WSCC Highways
The property benefits from an existing dropped kerb crossing leading to a small parking area. It is unclear whether a turn on site would be achievable, however, due to the parking area currently being utilised by large vans and a more intensive B1A use, then it is not anticipated that cars utilising this area would become a detriment to highway safety in doing so.
The proposal requires 4no parking spaces, and there is on street parking in the vicinity, therefore Highways do not wish to raise any parking capacity concerns.
The site lends itself well to sustainable modes of transport.

If approved conditions regarding cycle parking and provision of car parking spaces should be applied.

Response: Cycle storage has been identified on an amended plan.

Network Rail
No object or further observations to make.

Environmental Health
Require asbestos informative and a contamination condition. If any groundworks then a full contamination condition.

Southern Water

The following informative to be attached to any consent:-

"A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk"

The applicant is also advised to discuss the changes in legislation with Southern Water.

Representations:
Lancing Parish Council : No objections.

Relevant Planning Policies

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2, AH7
Good Practice Guidance Note – Internal Space Standards for New Homes
National Planning Policy Framework (CLG 2012).

Planning Assessment

Principle

There is no objection in principle to the proposed development which involves the change of use of the existing commercial building to residential use, subject to respecting the existing character and appearance of the area specifically with regards to visual amenity and the residential amenity of existing and future occupiers.

Visual amenity

The existing property is at the end of a line of existing residential properties, before the start of the railway car park and railway station, and barring the shopfronts and advertisements, the physical built form of the development, is not too dissimilar in design to the neighbouring bungalows.

Residential amenity of neighbours

The separation between the new dwelling and the neighbouring property no. 5 is considered acceptable for the existing visual and residential amenities not to be compromised.

There will be a window to the side elevation facing no. 5 which will serve a kitchen, and this will be approx. 1m from the side boundary to no. 5 which is considered a reasonable distance from a boundary so as not to result in a loss of residential amenity for the neighbour. This is an existing window which served the previous commercial use. The first floor window on this same elevation, will serve a w.c. and had previously served a w.c. within the retail showroom.

The parking for the development will be located in the same place as the existing commercial unit, thereby maintaining the existing status from the neighbouring properties point of view.

It is thereby considered that the proposed residential use will not compromise the residential amenities of neighbouring residential properties.

Residential amenity of future occupiers

The visual amenity for the proposed house will be poor from the rear, as the building is located quite close to the railway lines and there will be only a limited courtyard area available (approx. 20 sq. m) at the rear for this property. The distance from the rear elevation to the railway lines will be some 7m. The view to the rear is limited as there is screening at the back to a height of approx. 2m and this view would not be unlike the view to the rear from the existing residential properties to the west of the site. Indeed no. 5 has planted landscaping on their back boundary, to soften views. The outlook for future occupants from the front will also not be dissimilar to other residential properties that exist in the locality, i.e. facing the street and residential properties over the road. Any occupant would be aware of the close proximity of the railway line. However, it is incumbent on the development management process to minimize the negative impact of the railway line on the occupants of the residential property if approved. This will be achieved by a condition requiring railway noise protection to be provided.

The removal of the existing rear extension will provide a better outlook for the future occupier of the house, and will mean that there will be the provision of an accessible, contained courtyard area in addition to the larger garden to the east of the site.

The studio flat will have no views to the rear of the property as there will be no windows on this elevation, but the rear rooms within the flat at this point will be a kitchen and bathroom. There will be an entrance door to the side, thereby the occupant will have limited views of the railway site on entering/leaving the property, limited as there is a concrete panel wall around the site at the rear, to a height of approx. 2m.

The windows to the front will be facing north, and the Studio flat will have an outlook onto a very small, enclosed amenity area. The other source of light for the flat will be via roof light domes. The main living areas of the flat will thereby have acceptable visual amenity and available light source. .

A condition will be attached on any permission granted to requiring protection from railway noise which is considered vital given the position of the residential units to the railway line. A further condition requiring soft landscaping would also be appropriate.

Minimum internal floorspace standards

3 bedroom house

Minimum floor area
Bed 1 15 sq.m

Under eaves storage	4.4 sq.m
Bed 2	9.28 sq.m
Bed 3	8.96 sq.m
Hall/w.c.	5.5 sq.m
Cupboard	2.2 sq.m
Kitchen	13.65 sq.m
Living/Dining	27.20 sq.m
Bath	5.95 sq.m
Hall	3.5 sq.m
Stairs	2.8 sq.m
Total	98.44 sq.m

The minimum standard for a 3 bedroom house is 93 sq.m - proposal exceeds minimum
The minimum standard for storage is 4.5 sq.m – proposal exceeds minimum
The minimum standard for Living, cooking & eating is 30 sq.m – proposal exceeds minimum
The minimum standard for sleeping is 31 sq.m – proposal exceeds minimum
The minimum floor area standard for bedrooms is 12 sq.m for double bed – proposal exceeds minimum (bed 1)
The minimum floor area standard for bedrooms is 7 sq.m for a single person bed is 7 sq.m – proposal exceeds minimum for bed 2 and bed 3

Studio Flat

Minimum floor area	
Bedroom(inc. 1.3 sq.m storage)	9.9 sq.m
Bathroom	5.8 sq.m
Living	15.96 sq.m
Kitchen	8.4 sq.m
Total	40.06 sq.m

The minimum standard for Studio Flat is 32 sq.m – proposal exceeds the minimum.
The minimum standard for Storage space is 1.5 sq.m – proposal does not meet minimum.
The minimum standard for Living, Cooking & Eating area is 22 sq.m – proposal at 24.36 sq.m exceeds the minimum.
The minimum standard for Sleeping area is 7 sq.m – proposal exceeds the minimum.

The minimum standard for Rear Garden Area for a new 3 bedroom semi-detached house is 85 sq.m – the proposal provides some 120 sq.m of amenity area, thereby exceeding the minimum.

The minimum standard for a studio flat is 20 sq.m – the proposal provides some 41 sq.m of amenity area, thereby exceeding the minimum.

It is considered that the proposed use and physical changes to implement the use, will represent a continuation of the existing residential properties within

the street, and will assimilate well within the character and appearance of the locality.

Recommendation

APPROVE

Subject to Conditions:-

1. Standard time limit
2. Approved plans
3. Materials to match existing
4. Contamination investigation
5. Protection from railway noise
6. Cycle parking
7. Car parking
8. No PD right
9. Hard/Soft landscaping
10. Boundary treatment

Informatives

1. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concer 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. Southern Water

Is recommendation contrary to letter(s) of representation? N

Case Officer: Eve Hearsey Date: 22.04.2016

Authorised by: Jo Morin Date: 25.04.2016