DELEGATED APPLICATIONS ASSESSMENT SHEET

APPLICATION NO./ADDRESS: 219 Tarring Road WB/09/0042/FULL

DATE OF SITE VISIT: 8.9.08 (and meeting on-site 22.9.08)

NEIGHBOURS CHECKED: Y

ADDITIONAL NEIGHBOUR NOTIFICATIONS: N

PROPOSAL, SITE AND SURROUNDINGS:

The application relates to a 2-storey, mid-terrace unit located on the south side of Tarring Road comprising a ground floor retail shop ('The Money Exchange'). The upper floor flat (No.219A) is not included within this application. The site is located within the core area of the Neighbourhood Shopping Parade.

Access to the shop is from Tarring Road but a rear service road provides a secondary access. The first-floor flat is accessed from the rear via external steps and a 'gantry' framework extending over the flat-roof of the ground-floor shop below. There are yellow lines outside the shop fronting onto Tarring Road.

The proposal is to reduce the size of the shop area (by 42%) to 58.5 sqm and convert and enlarge the rear shop/store into a House in Multiple Occupation (HMO) comprising 2 bedrooms, a communal living/kitchen area and communal bath/shower room plus WC. The accommodation would be accessed from the rear service road. Provision is shown for bin storage and bike storage within the rear yard.

An outside WC attached to the rear of the existing ground-floor building (underneath the access gantry to the first-floor flat) would be removed and the existing flat-roofed building enlarged on the west side, extending deeper into the rear yard area by 1.8m. On the west side, the extension would angle back into the site towards the common boundary with 217/217A, with the main entrance to the proposed bedsitting rooms sited under the above-mentioned gantry. Part of the existing building would be removed on the west side, with the existing flank wall (adjacent to the boundary with 221/221A) reduced in height to 1.8m and a new flank wall set in by 1m to create a narrow yard enclosed at both ends. There would be 4 windows positioned within the new flank wall serving the proposed bedrooms (2 each).

RELEVANT PLANNING HISTORY:

Permission to convert the rear part of the shop/store to an HMO comprising 4 bedrooms with communal facilities was refused in September 2008 under WB/08//0669/FULL on the following ground:-

"*The proposed House in Multiple Occupation, by reason of the small room sizes, unsatisfactory outlook, natural daylighting and ventilation, poor layout*

with inadequate provision for communal/shared living facilities, and lack of amenity space, would provide an unacceptable quality of accommodation and environment for future occupiers. As such the proposal is an over intensive use of the site and conflicts with Saved Policy H18 of the Worthing Local Plan 2003, Saved Policy DEV1 of the West Sussex Structure Plan 2001-2016 and PPS3 : Housing (2006)."

Planning permission was granted to convert the 2-storey rear store/offices at 217 Tarring Road to 2 self-contained flats in May 2008 (08/0280 refers), and more recently in February this year, the conversion of the existing 3 bedsits at 217a Tarring Road to provide 2 self-contained flats together with alterations to the shopfront to create a new entrance from Tarring Road (08/1194 refers).

RELEVANT SAVED PLANNING POLICIES:

West Sussex Structure Plan 2001-2016 – LOC1, NE1, DEV1, DEV4, DEV5, CH1, ERA1

Worthing Local Plan 2003 – H13, H18, TR9, S11

REPRESENTATIONS AND RELEVANT CONSULTATION RESPONSES:

Highway Authority: *"WSCC was consulted previously on highway matters for this location under planning application WB/08/0669/FULL to which no objections were raised. The proposal is for the separation of the ground floor shop to provide a two bedroom house for multiple occupation. Vehicular access will be onto the access road to the south of the property via an existing access point. One car parking space has been proposed; this would be within WSCC maximum Car Parking Standards. The supporting application form states that no secure covered cycle parking is being proposed in association with the new dwelling. PPG13 identifies that cycling has the potential to substitute for short car trips, particularly those under 5 km, and to form part of longer journey by public transport. Policy DEV5 requires new development to provide convenient, attractive and safe cycle storage. WSCC standards would require 1 space for each dwelling and therefore the applicant should identify suitable cycle storage to satisfy policy DEV5. In sustainable terms, the property is within walking distance of a range of services and public transport; the nearest bus stop is approximately 50m north-east of the property; this would give residents and visitors of the development a choice of travel modes in accordance with sustainable travel objectives. Any approval of planning permission should be subject to a condition requiring cycle storage provision."*

Head of Strategic Planning and Regeneration: No comments received but previously commented:-

"The relevant saved Local Plan policies are H18, BE1, TR9 and S12. The relevant saved Structure Plan policies are ERA1.

Housing provision
The increase in dwellings is supported under Structure Plan policy ERA1 making best use of land and in general by PPS3.

Retail
Policy S12 protects retail use from changing to a non-retail use. As the use is only reduced in size but the retail element is retained this does not cause any concern with regard to policy S12.

Parking and access requirements
No on-site parking spaces are being proposed. As this proposal is located close to shops and public transport this is considered a sustainable location and the lack of car parking spaces is not an issue.

Conclusion
There are no objections to this proposal from a planning policy point of view.

No comments have been received from the **Environmental Health Manager** other than recommending the pre-cautionary contamination condition.

No third party representations have been received.

PLANNING ASSESSMENT:

Principle of Development

As before, the is no objection in principle to the conversion of the rear part of this ground-floor retail premises to a residential use, on the basis that a viable retail unit (with basic staff facilities) would still be retained fronting Tarring Road, within the Retail Core of the Neighbourhood Shopping Centre (subject to policy S11). The shop unit would no longer be accessible from the rear, which would necessitate all loading/deliveries etc. being from Tarring Road (subject to parking restrictions). However, access to the rear is restricted by the narrow width of the service road and the limited area available for parking. It is not therefore considered that the viability of the shop unit would be seriously undermined through the removal of this alternative means of access for deliveries.

The principle of a residential use (including HMOs) which would contribute towards Structure Plan targets is supported by Local Plan policy H13, as well as Government Guidance contained within PPS3.

Standard of accommodation for future occupiers

The internal floor area of the individual bedrooms would vary between 9 sqm to 13.4 sqm. Whereas previously the amount of useable space within these bedrooms was shown to be restricted by the position of supporting columns, these are now shown within an airing cupboard (within the bathroom) and at the edge of the smaller bedroom. Both bedrooms would have windows facing onto the yard area (having a wall 1m distant). Whereas previously the only natural light and ventilation to the proposed bedrooms would have been received from the adjoining enclosed lightwells, they would now have windows opening onto the adjacent yard with the adjacent lowered wall allowing for a reasonable degree of natural daylight. The outlook from these

bedrooms would still be very limited but could be improved by painting the inner face of the lowered wall white to reflect as much light as possible. The communal living/kitchen area (previously shown as less than 10 sqm) would now be 20 sq with windows facing onto the adjacent rear yard (south).

A small area for bins and cycle storage is shown under the existing external steps/gantry, and whilst constrained is considered adequate for the reduced number of rooms it is intended to serve compared to the former proposal.

The current proposal has been negotiated with the applicant and would provide an improved standard of accommodation and residential environment for future occupiers, compared to the earlier refused scheme. Although the outlook from the bedrooms would still be restricted by their proximity to the lowered boundary wall and the need to maintain the privacy of the occupiers of the neighbouring flat at 221A, the resulting layout is not dissimilar to that of other residential units located at the rear of this shopping parade. There are no formally adopted standards or specific policies concerning the size or standard of residential accommodation for future occupiers. Government Guidance contained within PPS3 highlights 'good design' as fundamental to the development of high quality housing. Local planning authorities are urged to promote good designs and layouts which make efficient and effective use of land, and encourage innovative approaches that help deliver high quality outcomes. The extent to which a development is "*well laid out so that all the space is used efficiently, is safe, accessible and user-friendly*" is identified as a relevant matter to consider when assessing design quality.

It is considered the proposed accommodation would provide bedrooms and communal facilities of a reasonable size and layout, with natural daylight and ventilation, and albeit with limited outlook, would not be so poor as to warrant refusal on this ground alone.

Impact on living conditions of neighbouring occupiers

The principle of residential use is well established in an around this parade of shops with flats contained within the flanking properties on either side (ground-floor rear and first-floor) and above (219A).

The proposals involve lowering a 7m wide section of the flank wall of the existing building to 1.8m high (not the boundary wall which is attached and is lower). The proposed 4 bedroom windows would be set in 1m to the east. Floor levels within the rooms would be slightly raised so that it may be possible to see over the wall and overlook the neighbouring property 221A. Windows in the flank wall of the latter serve a bedroom, kitchen (x2) and a glazed door serving the entrance lobby. The height of the wall enclosing the newly created 'yard' could be raised to 2m as a taller screen to prevent overlooking the windows in the neighbouring flat, but this would limit the daylight/sunlight reaching the proposed bedroom windows. Bearing in mind the outlook from these windows would only be onto the yard wall 1m distant, a reasonable compromise would be to require the lower element of the windows to be obscure-glazed and fixed shut, whilst retaining an opening fanlight and views of the skyline. The proposed extension, extending the parapet wall on

the boundary a further 1.8m southwards would have no significant impact on the amenities of No.221A.

A gantry providing the means of access to No.219A currently spans the east side of existing flat roof, but the latter is not used as a sitting out or amenity terrace. Consequently it is considered that there would be no loss of amenity to the occupiers of No.219A.

Parking and Access

The maximum parking standard for the existing pawnbroker (Class A2) floorspace is 2.45 spaces, compared to 1 space for the 2-bedsitting rooms (0.5 spaces each). Contrary to the comments of the Highway Authority no on-site parking is now proposed (the available area being reduced in depth by the proposed extension). Furthermore, the submitted drawing does show the provision of secure, covered cycle parking underneath the access steps to the first-floor flat. Whilst the area identified may be too small to accommodate the 4 spaces indicated, it would be large enough to satisfactorily accommodate 2 cycles in accordance with the standard (1 cycle space per room). Taking into account the comments of the Highway Authority regarding the sustainable location of this property, there is no objection on parking or highway grounds, particularly since the on-site parking shortfall would be reduced by 0.45 spaces.

RECOMMENDATION: APPROVE:-

1. Standard time limit
2. Materials to match
3. Refuse storage
4. Cycle storage
5. Bedroom windows in west elevation to be obscure-glazed and fixed shut below 1.7m
6. Paint inner wall white
7. Pre-cautionary contamination

HUMAN RIGHTS:

Article 8 (Right to Respect of a Private and Family Life) and Article 1 of the First Protocol (Protection of Property) of the Human Rights Act 1998 are relevant to this application. It is accepted that the proposal, if approved, would have some impact on the neighbouring properties. However, it is considered that on balance, existing residential quality of life would not be significantly adversely affected as a result of the proposal. Accordingly it is considered that it is acceptable with regard to Article 8 and Article 1.

IS RECOMMENDATION CONTRARY TO LETTER (S) OF REPRESENTATION?

No

DELEGATED

Case Officer Sign..... Date 5.3.09

Authorising Officer Sign..... Date 9.3.09