Development Control – Delegated Officer Report

Application Number: ADC/0417/09 **Recommendation – Permit Application**

Site: **116 High Street Shoreham-by-Sea West Sussex BN43 5DB**

Proposal: **Conversion from shop and offices to office (groundfloor front); one-bedroom garden flat (groundfloor rear with single-storey rear extension); and two-bedroom maisonette above, with cycle parking and bin storage at rear**

The Application

The site is located within the built up area of Shoreham a two storey mid terrace property within the area allocated for shopping and business use within the Local Plan. The site is to the north of the main shopping area and is currently vacant having previously been used as retail at ground floor with ancillary storage/office space above. As existing there is a rear garden with a large shed and rooms in the roof.

Permission is sought to extend the building to the rear to provide space to convert the ground, first and roof space to two dwellings. A one bedroom flat at ground floor with a bedroom, bathroom and combined living space, with access to the rear garden. A two bedroom unit is to be accommodated at first floor and within the roof space. A living room, kitchen, bathroom and bedroom at first floor and further bedroom in the roof space. The existing lean single storey section to the rear is to be demolished and replaced with a deeper and wider single storey flat roof extension attached to the existing two storey projection. The extension has a maximum depth of 5.6 metres, a maximum width of 4.1 metres and will be 2.7 metres in height. It will provide the main part of the living space for flat 1.

The front part of the ground floor will remain with a commercial frontage with a proposed office use with ancillary WC and kitchen area. The frontage of the unit will be altered to provide two separate entrance doors.

Consultations and Representations

West Sussex County Council: **-** The Highways Authority advise that under the WSCC car parking standards a maximum of three car parking spaces may be provided for the proposed flats. Consequently, as the maximum is not being exceeded no concerns would be raised. Whilst on street car parking is limited in the immediate vicinity, I would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking. Cycle parking must be included and must be secure, covered and be capable of storing at least one cycle per bedroom of the proposed flats. A TAD contribution of £1,000 is required.

Adur District Council: **-** Environmental Health have no adverse comments to make in this case.

Third Parties: **-** No third party representations have been received.

Relevant Planning Policies and Guidance

The South East Plan 2006-2026 (GOSE 2009): SP3, H1, H2, SCT5
Adur District Local Plan 1993-2006 (1996) (saved policies): AG1, AH2, AH5, AE5-6, AS1 and Appendix 11 'Supplementary Planning Guidance' comprising Development Control Standard No. 4 'Flat Conversions' and No. 2 'Space Around New Dwellings and Flats.' Revised West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003 and ADC 2004)
Good Practice Guidance Note: Internal Space standards for New Dwellings (ADC 2010)
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)
PPS6 'Planning for Town Centres' (ODPM 2005)

Planning Assessment

Policies

The South East Plan sets out the long term spatial planning framework for the region with the aim of achieving more sustainable development, protecting the environment and combating climate change. It provides a spatial context within which Local Development Frameworks and other strategies should be prepared.

Policy SP3 seeks to achieve at least 60% of all new developments on previously developed land and through conversions of existing buildings. Developments in urban areas, including infill, should be well designed and consistent with the principles of urban renaissance and sustainable development.

Policy H1 sets out the housing delivery requirements for the region and districts while H2 sets out the factors to be considered when planning for the delivery of housing, including encouraging development of previously developed sites and realising opportunities for intensification consistent with advice in PPS3. SCT5 reiterates the Sussex Coast's housing delivery targets.

The general policies relating to new residential development encourage redevelopment and infilling to help meet the demand for dwellinghouses and to make best use of urban land. The relevant Local Plan policy AH2, related to housing development by way of infilling and redevelopment, expects development to be designed so that its appearance, character and scale create a pleasant place in which to live, is in keeping with and enhances the existing local environment with particular attention to the architectural form, height, materials, density and layout; it does not have an unneighbourly effect

on existing dwellings by loss of privacy, light or outlook; it incorporates adequate standards of open amenity space, daylighting, outlook and privacy; plus adequate access and parking arrangements and accords with adopted standards (in this case the Council's DC Standard No. 2 'Space Around New Dwellings and Flats', No. 4 Flat Conversions and the Revised West Sussex Parking Standards and Transport Contributions Methodology 2003.

PPS3 gives no specific guidance on flat conversions except for the general statement that "conversions of existing housing can provide an important source of new housing" (para 31) but it encourages the 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. PPS6 also encourages residential provision within town centres.

With regards to the change of use from A1 to B1, as stated above the site is located within the area allocated as Business and Shopping in the Local Plan, (AS1). Although there is an existing use for A1 the premises are currently vacant. This is due to the position of the site being away from the main shopping street and fronting onto a less commercial, mixed used part of the town. Policy AS1 states that development which involves the loss of existing shopping provision will not be permitted if the proposal is likely to detract from the character and vitality of the area. Policy AE6 states that change of use to office use within the main shopping area will be considered on the basis of the need to retain the character, viability and vitality of the shopping centre. It is considered that in this case the principle of the change of use is acceptable on the basis of the siting of the premises away from the main shopping street and therefore it is not considered that there will be any adverse impact on the vitality and viability of the town centre.

Residential Amenity

The main properties to be affected by the development are those either side of the site. The property to the north is an office use with residential above and to the south is a takeaway/restaurant use. The proposed rear extension will not have any adverse impact as it will extend 2.4 metres deeper than the rear of the single storey projection at the adjacent property to the north. To the south the extension will bring the building closer to the boundary which is currently a 2 metre high brick wall. There are no ground floor windows on the side elevation of the neighbouring building which will be affected by the extension. There will be no overlooking or loss of light.

Also for consideration in this case are the residential amenities of the future occupiers of the proposed flats. The internal space provided complies with the standards set out in DC standard no. 4 Flat Conversions, however the space provided falls short of the minimum standards as set out in the recently adopted guidance 'Good Practice Guidance Note: Internal Space Standards for New Dwellings (ADC 2010.) Notwithstanding this it is considered that this does not warrant a refusal in this case. The flats provide an acceptable level

of accommodation within a town centre sustainable site. Refuse and cycle storage is provided for both dwellings with the ground floor flat benefiting from the rear amenity space. On balance the scheme is therefore considered to be acceptable. Due to the limited amenity space, lack of parking and size of the units provided it is highly unlikely that the flats will be occupied by families, more likely to be a single person or couple, therefore a sufficient level of accommodation is provided. (n.b the Internal Space Standards were not adopted until Jan 2010, this application was submitted and considered in November 2009 and has been pending completion of the Section 106.)

Visual Amenity

The proposed extension is to the rear of the site and is therefore not visible within the street scene. The flat roof design is therefore considered acceptable, the extension is not overly large in relation to the existing building. The change to the shopfront is considered acceptable and only represents a minor change to an already modern shop frontage.

Highways Issues

There is no parking provided for the proposed development, however this is considered acceptable as the site is within a sustainable location within close proximity to the town centre and public transport links. Cycle parking is to be provided and secured by condition. A TAD contribution of £1000 has been secured via a section 106 agreement which has been completed.

Recommendation

APPROVE for reason that :- The proposed development is in a highly sustainable location within the built-up area and would help meet the need for additional dwelling units without detracting from the existing local urban environment or from the viability and vitality of the shopping centre. It can take place without resulting in detriment to the amenities of nearby properties or detraction from highway safety. It would consequently not conflict with the relevant policies of the Adur District Local Plan (AG1, AS1, AE5-6, AH5).

1. C1Ci
2. C8Gi
3. Prior to commencement of use of the property as 2 dwelling units, waste storage shall be provided as shown on the submitted plan and shall remain as such unless otherwise approved in writing by the LPA. Reason: To ensure adequate storage space for refuse and to comply with policy AH2 of the Adur District Local Plan.
4. The development hereby permitted shall be carried out in accordance with the following approved plans: -
   Block and Location Plan Drawing No. 3 – Date stamped received 2nd Nov 2009.

Plans and Elevations as Proposed Drawing No.2 – Date stamped received 2nd November 2009.
Reason: - For avoidance of doubt and in the interests of proper planning.

5. A window display shall be provided in accordance with details to be submitted to and approved by the LPA.
Reason: To retain the character of the town centre shopping area having regard to AS1 of the Adur District Local Plan.

Case Officer. [redacted] .....Date.....5\3\10.....

PB 5/3/10