Expiry Date – 4/2

Development Control – Delegated Officer Report

Application Number: AWDM/2052/20 Recommendation – Grant

Site: 13-15 South Street, Lancing

Proposal: **Change of use of 13 and 15 South Street from commercial use to 1no. three-bedroom dwelling and 1no. four-bedroom dwelling, with new gates, parking and bike stores.**

Neighbours checked: Y

Additional neighbour notifications: N

Date of Site Visit: 23/1/20

Site and Surroundings

This application relates to the site of two detached two storey buildings on the east side of South Street close to, south of, Lancing railway station. Built as houses originally No. 13 is occupied by a Foster agency for a mixed B1/D1 use. No.15 has a lawful A2 use or D1 educational training use. The buildings are separated centrally by access to a rear car park for 6 to 8 cars.

This site sits in the heart of Lancing Town Centre in a primary shopping frontage.

Proposal

It is proposed to convert both properties back into single family dwellings. Using the existing vehicle access between the existing buildings two parking spaces are to be created in each of the rear gardens together with cycle storage, a patio and separate lawn area.

The application has been revised since first submitted to remove any front gardens and red edge the site along the front wall of each property to avoid publicly maintained land.

Relevant Planning History

13 and 15

AWDM/1882/19 – Application for Outline Planning Permission with all matters reserved for demolition of No. 13 and 15 South Street and construction of three storey building comprising 188 sqm of ground floor commercial units (A1/A2/B1a or D1) with 6 flats on upper floors. Withdrawn

L/537/73 – Outline application for 5 shops with offices over and car parking at rear. Granted 22.1.74

13 South Street

AWDM/1800/15 - Change of use from B1 (offices) to mixed use D1 and B1 (foster care agency) with communal car park shared with No. 15 South Street to be used 9am-6pm Mon-Fri, and 10am-4pm Sat (variation of condition 3 of ADC/0365/08), together with bin and bike store. Granted 7.3.16

L/29/79 – 10. No. 1 bed flatlets with ancillary car parking (land rear of 13-15) Granted 9.7.79

15 South Street

ADC/0365/08 - Change of use from Class A2 office to Class D1 (Education and training). Granted 16.09.2008

L/96/98 - Change Of Use Of Ground floor To Class A2 Offices (Financial & Professional Services) Retaining Class B1 (Business) Offices On First Floor. Granted 23.7.98

L119/91 - Enclosed Staircase Extension At Rear (To Self-Contained First-Floor Offices). Granted 28.10.91

Consultations

Highways:

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.
I refer to your consultation in respect of the above planning application and would provide the following comments.
Summary
The LHA has been re-consulted on this proposal following submission of revised plans demonstrating removal of the proposed front gardens for each dwelling. The revised plans demonstrate the proposal being situated on land within applicants' ownership and not encroaching within land considered as publicly maintained highway.
Vehicular access and Capacity
Vehicular access to the site will be utilised through the existing access arrangements onto South Street. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.
Taking into account the existing permitted B1/D1 usage in terms of highway safety and level of activity of the site, it is unlikely that this proposal to change to C3 would have an adverse impact on the local highway network. The LHA would not wish to raise any highway capacity concerns to this application.

Car Parking for the proposed development
Onsite parking provision of 2 spaces per dwelling will be provided for this development. The parking area appears of sufficient size to accommodate The WSCC Car Parking Demand Calculator (PDC) would expect 5 parking spaces, breakdown of 3 parking spaces required for the 4-bedroom dwelling and 2 spaces required for the 3-bedroom dwelling. It would be hard to substantiate that the shortfall of 1 space would result in a highway safety concern, however the Local Planning Authority (LPA) may wish to asses this application from an amenity perspective.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Adur Local Plan policy. Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future.

Sustainability
The site is situated within a sustainable area, close to local shops and amenities in Lancing. Lancing train stations is approximately 100yards from the site. The proposed site plan demonstrates bikes stores for each dwelling which promotes the use of sustainable transport methods and details of this are acceptable.

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.

If the LPA are minded to approve this application, the following conditions are advised.

Conditions
Car parking space (details approved)
No part of the development shall be first occupied until the car parking has been constructed in accordance with the revised proposed plan numbered 05 Rev B. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

Cycle parking
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the revised proposed plan numbered 05 Rev B.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Electric Vehicle Charging Spaces
No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Southern Water:
Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.
To make an application visit developerservices.southernwater.co.uk and please read our New Connections Services Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements
The Council's technical staff and the relevant authority for land drainage should comment on the adequacy of the proposals to discharge surface water to the local watercourse.
Please find attached a plan of the sewer records showing the approximate position of the private sewers 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: SouthernWaterPlanning@southernwater.co.uk

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 includes only minor changes in impermeable area, and it is noted that hard surfaces will be permeable 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.

The ***Environmental Health*** officer: No objection.

Lancing Parish Council: No objection

Representations

Two letters of support received – 'good for Lancing' subject to no increase in height and hours of work being controlled.

Relevant Planning Policies and Guidance

The National Planning Policy Framework 2019
Adur Local Plan 2017 Policies 1, 2, 3, 9, 15, 18, 20, 22, 25, 27, 34 and 35 including 'Development Management Standard No. 1 Space Around Dwellings' and No.2 'Extensions and Alterations to Dwellings'
Sustainable Energy SPD (August 2019)
Planning Contributions for Infrastructure Provision (ADC 2013)

Design Bulletin No.1 ‘Trees and Landscaping’ (ADC 1996)
Lancing Vision 2012
WSCC Guidance on Parking at New Developments (Sept 2020).
Technical Housing Standards – nationally described space standard (DCLG 2015)
Circular 11/95 ‘The Use of Conditions in Planning Permissions’ (DoE 1995)

Planning Assessment

Principle

The principle of development is acceptable as it proposes the creation of two family dwellings in buildings built as houses in Lancing town centre. The proposal should be considered in terms of the loss of employment floorspace, adequacy of accommodation to be provided for future occupiers, neighbour and visual amenity and highways.

Loss of employment floorspace

Policy 25 seeks to protect employment floorspace in B1, B2 and B8 uses. No. 13 is a mixed D1/B1 use and No. 15 is in D1 use. Strictly speaking therefore policy 25 should not be applied to this application as it does not involve the loss of B1, B2 or B8 floorspace.

Nonetheless the supporting statement refers to the failure to sell the site at auction for commercial use or redevelopment purposes. This is largely due to the presence of a sewer running through the site. Spratt and Sons has also supplied a letter outlining the state of the office market locally with supply greatly outweighing demand. They also point out that these houses, as built, do not readily lend themselves to modern office use. This coupled with more people working from home also points to why the site did not sell at auction in October 2020.

This loss of this commercial floorspace will not significantly harm local supply but will create two valuable family houses.

Future occupiers Living conditions

Built as houses these properties will revert to single family use. No. 13 will have 4 bedrooms, one in a ground floor extension, as well as two reception rooms, a study, kitchen, bathroom and two WC’s. No. 15 will have 3 bedrooms, a bathroom, to reception rooms. A kitchen and ground floor WC. These are generously proportioned houses and meet the minimum space standards set out in the DCLG’s National Space Standards.

Part of each rear garden is dedicated to parking for 2 cars per dwelling and turning areas but both houses have patios and lawned areas. No. 13’s garden is 11 metres deep. No 15’s is only 9.5 metres deep. As this is a conversion the garden depths and overall sizes are constrained but both are considered to be acceptable in this town centre location.

The existing buildings first floors are within 21 metres of the newer flats built at the rear, 'The Willows'. The ground floor flats here were built with shallow rear gardens generally less than 7 metres in depth. Only No. 13 is shown with a proposed first floor east facing habitable room window. It is not considered that this level of intrusion warrants a refusal nor that overlooking from this bedroom will be significantly more intrusive than from the former commercial use.

However because of the restricted depth of the gardens and at The Willows, together with the need to protect the proposed turning areas, and the appearance of the streetscene it is considered appropriate to restrict permitted development for future extensions, including upwards, and garden outbuildings.

Visual amenity

It is not proposed to alter the buildings themselves. Electric gates are shown to be erected in the shared drive set back from the front of 13 by 4.3 metres. The shared drive and turning areas are to be reset in block paving with scope for further soft landscaping in the rear lawn areas.

Highways

Both houses have 2 car parking spaces and cycle storage. These house are very close to Lancing train station. There are no highway implications.

Recommendation

APPROVE s**ubject to Conditions:-**

1. Approved Plans
2. Standard 3 year time limit
3. PD restricted - no extensions/alterations or outbuildings
4. No new windows
5. Car/cycle parking provided before occupation
6. Details of all gates/fences - to be agreed and erected prior to occupation
7. Details of hard and soft landscaping - to be agreed and built/planted before first occupation
8. Details of Electrical Vehicle Charging Points - to be agreed and erected prior to occupation

Informative

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. Southern Water sewer connection
3. Southern Water sewer on site

Is recommendation contrary to any representations? No.

Case Officer signed:	MOK	Date: 29.1.2021
Authorised and signed by:	Peter Barnett	Date: 29 January 2021