Development Management - Delegated Officer Report

Application Number: AWDM/1807/21 Recommendation – Approve

Site: 229 Old Shoreham Road, Southwick

Proposal: Conversion of 4 bedroom detached house into 1no. 1 bedroom and 1no. 2 bedroom self contained flats.

Date of site visit: Not Visited

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application property is currently a semi-detached 4 bedroom house on the north side of Old Shoreham Road. It is proposed to convert the house into 1no. 1 bed and 1no. 2 bed flats. No external changes are proposed.

Relevant Planning History

None

Consultations

West Sussex County Council: The Highways Authority has no objection. Access and Visibility The site is served by an existing dropped kerb access fronting the property. From inspection of local mapping, there are no apparent visibility issues with the existing point of access on Old Shoreham Road. The LHA does not anticipate that the proposed conversion would give rise to a material intensification of movements to or from the site. Parking and Turning The applicant proposes to retain three existing car parking spaces for this development. However, the LHA notes that the existing parking area is not deep enough to accommodate three parking bays perpendicular to the carriageway. As per Manual for Street Guidance, parking bays must have minimum dimensions of 2.4m x 4.8m, which this site lacks, and it appears that vehicles parking here would overhang onto the footway, potentially posing as an obstruction to pedestrians. The LHA acknowledges that this parking arrangement has occurred for some time; however, the LHA has assessed this application on the basis that one car parking space parallel to the carriageway is proposed. The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least four car parking spaces. Therefore, any overspill parking would have to be accommodated on-street. Whilst on-street parking is limited in the area, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be a detriment to highway safety. Old Shoreham Road is sided by double-yellow lines in this location. The LHA does not anticipate that the shortfall of three car parking spaces would result in a highway safety concern or parking capacity issue. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity

point of view. On-site turning does not appear achievable, so vehicles may have to exit the site in a reverse gear. However, this is the existing arrangement which has operated as such with no known highway safety issues. In addition, Old Shoreham Road has good forward visibility in this location. Regarding cycles, the applicant has not demonstrated secure cycle parking provision. Cycling is a viable option in the area and the LHA requests that cycle parking is implemented in accordance with WSCC parking standards. The applicant should provide secure and covered cycle storage for at least two cycles, for a development of this size. Sustainability The site is situated in a sustainable location within walking/cycle distance of local services and amenities. The site is also well connected by public transport, with regular buses available nearby on Old Shoreham Road. Fishersgate Train Station is located approximately 1km southeast of the site. Alternatively, Southwick Train Station is located approximately 1.3km southwest of the site.

Adur and Worthing Councils: Public Health: This property is positioned close to Old Shoreham Road which has been identified on Defra Noise Maps as having elevated noise levels of up to 69.9dB during the day and 59.9dB during the night. I would advise the following condition: Construction work shall not commence until a scheme for protecting the proposed noise sensitive development from external noise has been submitted to and approved by the local planning authority. All works, which form part of the scheme, shall be completed before any part of the noise sensitive development is occupied. The scheme shall have regard to the principles contained within the ProPG: Planning & Noise – New Residential Development, 2017 and achieve the indoor ambient noise levels for dwellings specified in BS8233:2014. The scheme should be of good acoustic design, include full details of glazing, and a strategy to prevent overheating. The noise level of any ventilation units when in use should not exceed the levels specified in BS8233:2014 and all duct work should be fitted on anti-vibration mounts. Following approval and completion of the scheme, a test shall be undertaken to demonstrate that the attenuation measures proposed in the scheme are effective and protect the residential unit from noise.

The plans show the stacking of rooms between the ground and first floor flats is poor with dissimilar rooms adjacent to each other, this is likely to result in loss of amenity and noise complaints. I would advise the applicant to reconfigure the layout of the rooms so similar room types are stacked. In addition, there does not appear to be a toilet serving the ground floor flat.

Private Sector Housing: There is unsympathetic stacking of uses with the ground floor kitchen below a first floor bedroom and similarly a first floor kitchen above a ground floor bedroom. In addition the first floor bathroom and toilet is above the ground floor bedroom. This gives the potential for neighbour disturbance which could not be resolved through intervention at a later date. If the officer is minded to approve the application, the layout of one or other of the flats should be altered to a more sympathetic design

Technical Services: Flood risk- The application is within flood zone 1, but the site is shown to be at risk from surface water flooding. Predicted surface water flood depths appear to be relatively shallow. Surface water drainage-the application includes no/minor increase in impermeable area. Due to the scale and location of development we have no conditions to request. Any alterations

to surface water drainage must be designed and constructed in accordance with building regulations.

National Highways: No objection

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 18, 20, 22, 28, 34
'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'
Sustainable Energy SPD (August 2019)
Adur Planning and Climate Change Checklist (June 2021)
WSCC Guidance on Parking at New Developments (Sept 2020).
National Planning Policy Framework (July 2021)
Technical Housing Standards – nationally described space standard (DCLG 2015)

Planning Assessment

Principle

Policy 20 of the Local Plan states that new development should provide a range of dwelling types, tenures and sizes (including affordable housing) that reflect and respond to Adur's identified housing needs and demands. The principle of the conversion of a family dwelling to flats is therefore acceptable in principle.

When considering proposals for the conversion of dwellings into flats or maisonettes, account will be taken of the size and type of property to be converted, the effects the proposal will have on the amenity of adjoining dwellings and the character of the area, including the current mix of dwellings.

Visual amenity and character

The proposal will not result in any external changes to the building. The property lies within an area of semi-detached and detached dwellings and there do not appear to have been any previous conversions to flats (although one property has been converted to a vets). Despite introducing a new dwelling type into the area, it is not considered that this proposal is harmful to the overall character of the area.

Residential amenity - proposed occupiers

The proposed flats will have a floor area of 77sqm (ground floor) and 67sqm (first floor). Internal stacking has been improved through the submission of amended plans and a small bedroom in the first floor flat has been amended

to a study as it did not comply with space standards for a bedroom. The ground floor flat will also have use of an existing rear conservatory.

Externally, the large rear garden will be for the ground floor flat only meaning that the first floor flat will have no external amenity space. While it would have been preferable for the upper floor flat to have access to some amenity space, it is also not always the case that converted older properties have access to a garden. On balance it is considered that the level of amenity for proposed occupants is acceptable.

A Noise Assessment will be required to protect future residents from traffic noise.

Residential amenity - existing occupiers

The conversion is not expected to cause serious harm to the amenities of neighbouring residents.

Parking and Access

2 parking spaces are shown at the front of the property, 1 for each flat, although there is some doubt as to whether these can be provided without vehicles overhanging the footway, as is currently the case. Nevertheless, WSCC Highways have not expressed any highway concerns. Cycle storage is proposed and the site is in a sustainable location close to bus stops and railway stations.

Sustainability

The conversion of this house to 2 flats does not include any sustainable energy measures and, as it is not a new build development, it is considered that this is acceptable in this case.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Car and Cycle parking
4. Noise assessment
5. Waste storage

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

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.

Case Officer: Peter Barnett Date: 14 January 2022

Authorised by: Gary Peck Date: 14 January 2022