DELEGATED APPLICATIONS

ASSESSMENT SHEET

APPLICATION NO./ADDRESS

WB/11/ 0217/FULL

10 Station Parade
Tarring Road
Worthing
West Sussex

DESCRIPTION OF DEVELOPMENT

Change of use from office to residential with ground and first floor extensions to create 5 No. new dwellings consisting 3 no. one bedroom apartments and 2 no. studio apartments and the removal of two car parking spaces accessed off Valencia Road

This involves converting the single storey rear part of the existing commercial premises to 2 x one bed room flats, including infilling a recessed section facing Valencia Road and building a small single storey rear extension on what is currently an open parking and service area for the existing building. The infill area is 1.6 metres deep and 9.5 metres wide; and the rear extension 3.3 metres deep and 7.9 metres wide – the width of the existing building. The infill and rear extension are of uniform height to align and integrate with the eaves, flat roof and new parapet added to the single storey building. This parapet has a height of 3.5 metres. The alterations to the single storey rear building introduce six windows serving living rooms or bedrooms and two doors in the Valencia Road (east) elevation and the western parts of the building are lit by five rooflights.

An open compound for 3 bicycles and 5 bins is located in the southern end of the retained part of the rear yard adjacent to the neighbouring property to the west at No.

A second storey is also added to the single storey building on the corner of Valencia Road and Station Parade. This follows the footprint of the existing single storey building with its chamfered corner and measures 10.7 metres deep by 8.1 metres wide and is 3 ms tall, including parapet (but just 2 metres above the height of the existing parapet). This accommodates two studios. The new upper floor follows the style of the existing Edwardian corner buildings with timber sash widows, key stone window heads parapet/cornice and pilasters and is faced in painted render to match the existing building.

The agent has confirmed that the bulk of the ground floor of the corner building would be continue to be used for A1 purposes (54 sq metres) with corner access retained.

The proposal follows withdrawal of an earlier scheme in November 2010 (WB/10/535/FULL) involving a second storey above the existing single storey rear building, following office concerns over design and neighbour impact, amongst others.

The application is supported by a Design and Access Statement; sustainability statements and parking study.

DATE OF SITE VISIT: 10.5.11

NEIGHBOURS CHECKED : Y / ~~N~~

ADDITIONAL NEIGHBOUR NOTIFICATIONS (LIST ADDRESSES):

SITE AND SURROUNDINGS:

The property which is the subject of this application lies in the inner suburb of West Worthing on the corner of Station Parade and Valencia Road in the defined core zone of a designated Tarring Road Neighbourhood centre. It comprises a grand single storey building on the corner of Station Parade and Valencia Road which was purpose built as a bank in 1919 and sits hard up against the back edge of the pavement. A single storey rear addition was added in the 1960s which also abuts the pavement , save for a shallow recess in the middle. Sundry alterations have been made to the extension. The premises were last used as a funeral directors with main office in the corner building and back offices/etc at the rear but have been vacant for at least 6 months. An open parking area for two cars sits at the rear, accessed from Valencia Road.

The premises are flanked to the west by 11 Station Parade - a Chinese take away on the ground floor and flat above with rear garden containing mature coniferous trees close to the common boundary. The single storey rear building abuts the common boundary. To the rear is an electricity sub station which is enclosed by a 1.8 tall timber fence. Behind this is a vehicular access to a two storey backland dwelling at 29 Valencia Road which also serves the rear of 11 Station Parade and provides parking.

West Worthing station is very closeby and Tarring Rd is served by several bus routes. The site is outside a Controlled Parking Zone but there are parking restrictions on Station parade and Valencia along its approach to the junction.

RELEVANT PLANNING HISTORY:

Application Number	Development Description	Decision	Decision Date	Appeal Decision	Appeal Decision Date
10/0535/FULL	New two storey development of six flats to side elevation (Valencia Road) whilst retaining existing commercial unit at the front (onto Station Parade).	WITHDRAWN	15-11-2010		
11/0217/FULL	Change of use from office to residential with ground and first floor extensions to create 5 No. new dwellings consisting 3 no. one bedroom apartments and 2 no. studio apartments and the removal of two car parking spaces accessed off Valencia Road	PENDING			
345/82	ERECTION OF A SINGLE-STOREY EXTENSION AT REAR OF EXISTING	APPROVED WITH	08-06-1982		

	BANK PREMISES TO PROVIDE ENLARGED MACHINE ROOM AND NEW RECORD STORE. 10 STATION PARADE TARRING ROAD	CONDITIONS	
586/60	ERECTION OF CORRUGATED ASBESTOS LEAN-TO SHELTER FOR CYCLES ETC FOR USE OF STAFF AT REAR OF BANK PREMISES. 10 STATION PARADE TARRING ROAD	APPROVED	19-07-1960
815/70/A	INT ILLUM FASCIA BOXSIGNS TO READ NATIONAL WESTMINSTER BANK ON TARRING ROAD AND VALENCIA ROAD FRONTAGES WITH MOTIF ON CORNER SPLAY. 10 STATION PARADE TARRING ROAD	APPROVED WITH CONDITIONS	13-10-1970
908/67	ERECTION OF SINGLE-STOREY EXTN TO PROVIDE OFFICE STAFFROOM TOILETS AND STATIONERY STORE WITH CAR PARK ON VALENICA ROAD FRONTAGE BANK PREMISES. 10 STATION PARADE TARRING ROAD	APPROVED WITH CONDITIONS	08-12-1967
909/67/A	INSTALLATION OF INTERNALLY ILLUMINATED DOUBLE SIDE PROJECTING BOX-SIGN WIDTH 2'6" HEIGHT 2'10" TO READ NP BANK FIXED TO WEST END OF TARRING ROAD ELEVATION BANK PREMISES. 10 STATION PARADE TARRING ROAD	APPROVED WITH CONDITIONS	08-12-1967
93/0777	CONSTRUCTION OF BOUNDARY FENCE AND GATES AND ALTERATIONS TO SOUTH ELEVATION TO PROVIDE ACCESS DOOR FROM EXISTING PARKING AREA. 10 STATION PARADE TARRING ROAD	REFUSED	14-12-1993
94/0535	RETROSPECTIVE APPLICATION FOR AN ACCESS DOOR TO THE REAR OF THE EXISTING PREMISES. 10 STATION PARADE TARRING ROAD	APPROVED	05-09-1994

RELEVANT PLANNING POLICIES:
(Refer to national, structure and local plan policies where relevant)

Saved Worthing Local Plan Policies H13, H18, TR9 and H16,
Core Strategy Policies 4, 6, 7, 8, 9, and 16
Planning Policy Statement: 1 Delivering Sustainable Development
PPG13: Transport
Planning Policy Statement 3: Housing
PPS4: Planning for Sustainable Economic Growth

REPRESENTATIONS AND RELEVANT CONSULTATION RESPONSES :

Strategic Policy : Relevant comments 30.7.10 in respect of previous application WN/10/0535/FULL

Saved Local Plan Policy

S11 Ground Floor Uses in Core Areas of District and Neighbourhood Shopping Centres
The last use of this now empty shop unit was a funeral director which I understand to be A1 therefore the new use as part of this development continues to be A1. It is noted that the area for commercial use is being reduced and used for residential accommodation. The new unit will be 69m2 which means a reduction in size of 93m2. The viability of a reduced size unit may need to be looked at.

Submission Core Strategy

The development of six flats contributes to the housing supply and assists with meeting the housing need as set out in ***Policy 7****.*

Policy 8 *Getting the right mix of Homes focuses on the need for family housing which 1-bed flats and studios would not be able to provide. PPS3 sets out the need for the most efficient use of land. Given the location and available space and the fact that this is making the best use of land, an exception can be made not to provide family housing on this site.*

Policy 6 Retail
The shop unit falls within Tarring Road Neighbourhood Centre, now referred to as medium-scale local centres and these need to be protected and enhanced. As mentioned under Local Plan policy S11, the unit is reduced in size in this proposal and it has to be considered whether the size of the remaining unit is viable.

Conclusion
Provided the size of the shop unit is considered viable we have no objection to this proposal.

The Executive Head of Health and Community Safety raises no objections, subject to precautionary land contamination informative .

Highway Authority;

There is no objection to this application. No TAD contribution is payable. The Design & Access Statement states that the development has been designed to encourage the use of transport modes other than the private car. The County Council considers that the nature of the development and the existence of good local transport links supports this assertion. The Design & Access statement also states that Valencia Road and Station Parade are in a controlled parking zone. No evidence can be found for this statement. There is no longer a bus service along Station Parade, though adequate bus services are available on Tarring Road and South Street. West Worthing railway station is opposite the development with frequent train services to a variety of destinations. It is considered that there is adequate on-street parking available locally to accommodate the needs of the development and the cycle parking proposed is adequate.

A condition regarding the management of construction to prevent obstruction and contamination of the highway is suggested.

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 the level of development proposed would not cause undue harm in terms of additional noise, disturbance and loss of privacy and that, on balance, existing residential quality of life would not be adversely affected as a result of the proposal. Accordingly it is considered that it is acceptable with regard to Article 8 and Article 1.

PLANNING ASSESSMENT: (Include any impact on Crime & Disorder and Issues identified above)

The principal issues raised by this proposal are:-

- Principle of change of use
- Impact on the amenity of future occupiers and neighbours
- Impact on the integrity of the design of the property and character of the townscape.
- Access and parking

Principle of development

The loss part of the funeral directors (A1 use) is in principle acceptable under Saved Worthing Local Plan Policy S11, even in the core part of the centre, as the key part of the designated retail frontage remains, namely the corner. The vitality and continuity of the frontage is therefore unblemished as the rear part of the premises was effectively a back office, ancillary, unanimated and subordinate to the corner shop element. Accordingly, it would not result in an unacceptable block of non-retail frontage, there being a newsagent to the west and car sign A1 to the east of the application premises. The last survey showed the overall non-A1 usage of the designated centre as some 36%, only marginally above the minimum of 65% required under Policy S11.

The rump corner unit is still a sizeable and viable a retail unit with back office and toilets/kitchen.

The addition of the flats will, arguably, contribute to the vitality and viability of the centre, not least from the custom generated and general activity.

Flats are appropriate on this brownfield site in a highly sustainable location. High density development of one bed units and studios are compatible with Core Strategy spatial and dwelling mix policies and exploit the character and acceptability of the location, as well as contribute to Core Strategy Policy housing targets.

Impact on the amenity of neighbours and quality of accommodation

The current scheme has, by removing the second storey above the rear addition, addressed a major shortcoming of the previous withdrawn scheme. The new build

above the corner unit sits against the blank flank of the adjacent building at No11 an, is modest in scale and is remote from any other neighbour. All windows serving habitable rooms look out to Tarring Road or Valencia Road and the only south facing window serves a bathroom whish would be obscure glazed by condition.

The single storey extension at the rear is modest in scale and abuts a substantial fence at the very rear part of reasonable back garden of No 11 and enclosed service area to No 11 and the backland dwelling at No 29. There are no overlooking windows and it is well screened by trees.
The flats/studios are all self contained with convenient and safe access. The proximity to the pavement of the ground floor windows serving habitable room facing onto Valencia Road is of concern in terms of privacy, disturbance and security. Whilst the lower panes in the sashes have been specifically obscure glazed to try to preserve privacy, the overall situation is less than ideal. However, it would be difficult to justify refusal, notwithstanding the provisions of Planning Policy Statement 3: Housing without detailed Supplementary Planning Document guidance and especially given this arrangement is not that unusual in heritage environments.

Station Parade is busy and the premises adjoin a take away and so appropriate secondary glazing will be necessary, secured by condition. Trading hours of the shop may also be controlled by condition.

Two of the one bed flats and one studio are significantly below the overall floorspace standards promoted by the Housing and Community Agency and Adur Development Control and the rear part of the ground floor flats lack any outlook, ventilation and light being provided by a rooflight. However, notwithstanding the guidance in paragraphs 16 of Planning Policy Statement 3: Housing, the layout would be difficult to resist as the council has not yet adopted any specific floorspace standards and the proposal is essentially a conversion.

There is no amenity space provided and no scope on site which is disappointing as the area is not well served by parks but insufficient to justify refusal, given the dwellings are small and unlikely to attract families with children.

The dwellings are served adequately with refuse storage.

The proximity of the flats to the electricity substation and potential for electro-magnetic fields. The Health Protection Agency advises that ;

NRPB has surveyed representative local area substations in order to characterise magnetic fields along enclosure boundaries. Magnetic field measurements taken at 1 m above ground level revealed an overall magnetic flux density of 1.1 microteslas, with individual substation flux density means ranging from 0.1 to 6.6 microteslas. Highest individual measurements of magnetic flux densities in the range 2 to 10 microteslas were encountered in close proximity to the feeder cables. In all cases, at distances varying between 5 and 10 m from the boundary fence, magnetic fields due to substations were undetectable above between 0.02 and 0.05 microteslas; levels typical of low household magnetic fields associated with the electricity supply system. Along the path of cables and lines, magnetic field strengths of up to 1 microtesla were measured.

A National Grid Company survey [1]of suburban substations, with measurements taken at 0.5 m above ground level within 1 m of enclosures, revealed mean magnetic flux densities of about 1.9 microteslas falling by a half over an average distance of 1.3 m, and in the vicinity of housing becoming indistinguishable from the background due to other domestic sources within 5 m.

Electric field strength measurements close to local area substations indicate that electric field strengths are often below 1 volt per metre and this is attributed to the shielding provided by the metallic casing on components and cables, and to the enclosure walls. Only where overhead feeder lines occur, are electric fields likely to exceed a few volts per metre. Up to a few tens of volts per metre have been measured beneath associated high voltage supply lines; circuit configurations which are generally rare.

The power frequency magnetic fields recorded around local area substations are much less than the ICNIRP reference levels for public exposure of 100 microteslas and 5 kilovolts per metre, which are based on preventing well established biological effects [2].

This suggests no likely harm.

Impact on the integrity of the design of the property and character of the townscape

The second storey above the shop has been remodelled and refined to reflect the period character of the bank below and its scale and design is sensitive. It harmonises well. Details of architectural features and facing materials may be secured by condition.

The conversion and extension to the rear building is also sympathetic and suitably unassertive.

The submitted sustainability statement incorporates welcome sustainable design measures.

Access and parking

The site is in a highly sustainable location very close to local facilities and public transport. The Highway Authority has accepted that no on site parking is acceptable here, despite complaints from Valencia Road residents in the past over on-street parking pressure. The applicant have submitted a parking survey which appears to be a competent and professional assessment and shows significant available on street capacity to absorb the additional demand generated above the existing parking demand. The sizeable street frontage to Valencia Road of the site is relevant here, notwithstanding the on street parking controls. Given the above and the small size of the units, plus the cycle parking provided (subject to this being made secure and sheltered by condition) this arrangement is acceptable.

RECOMMENDATION:

Grant Permission subject to conditions on time; compliance with approved drawings external materials to match existing external finishes; architectural details; cycle provision; refuse provision; sound insulation; obscure glazing to ground floor Valencia Road windows; compliance with sustainable statement; precautionary land contamination informative .

REASONS FOR RECOMMENDATION:

The proposal retains viable, albeit reduced sized, A1 premises on the prominent corner site and the proposed dwellings will contribute to meeting identified housing requirements in this sustainable neighbourhood centre location, as well as maintain the vitality of the centre. The quality of the accommodation offered is disappointing but not unacceptable in the particular circumstances, subject to the safeguards imposed. The scheme has been sensitively designed to avoid material harm to any neighbour and to visually integrate successfully with the townscape and existing retained building. Though there is no off street car parking, it has been demonstrated that that there is sufficient on street capacity to meet any increase in demand, bearing in mind the accessible location, type and size of the dwelling and cycle parking provided. As such, and subject to the conditions imposed, the proposal is acceptable taking into account Saved Worthing Local Plan Policies H13, H18, TR9 and H16; Worthing Core Strategy Policies 4, 6, 7, 8, 9, and 16; Planning Policy Statement: 1 Delivering Sustainable Development; PPG13: Transport; Planning Policy Statement 3: Housing and PPS4: Planning for Sustainable Economic Growth.

IS RECOMMENDATION CONTRARY TO LETTER(S) OF REPRESENTATION?
Y / ~~N~~

DELEGATED

Case Officer sign..... [redacted] ....Date.....26.5.11.....

Authorising Officer sign..... [redacted] .....Date.....31.5.11.....