9/10/07
copy.

Development Control – Delegated Officer Report

Application Number: ADC/0487/07 **Recommendation – Permit Application**

Site: **Flat 1 Pebble View 62 Brighton Road Lancing**

Proposal: **Conversion of existing 3-bed maisonette (Flat 1) to 1 x 2 bed flat and 1 x 1 bed flat (both fully self contained)**

The Application

The site is located within the built up area of Lancing, to the south of Brighton Road. The building is a two storey building, increasing to three storeys at the rear due to the drop in ground levels it has a pitched roof providing accommodation for four flats, 1-4 Pebble View. The building is set back from the highway by 19 metres with access from Brighton Road. There is hard standing to the front of the property which provides parking for the four flats, there is also landscaping and planting to the front of the building.

To the east of the site is Shopsdam Road, a private access track, beyond this is No. 64 Brighton Road a commercial property. The site is enclosed to the east by a 1.8 metre close boarded fence. To the south is the neighbouring residential property, 'The Boat House'. To the west is a two storey dwelling which is built onto the boundary which is set forward closer to the highway than No. 62 Brighton Road.

Permission is sought to divide Flat 1, which as existing is a three bedroom maisonette over two floors the lower ground floor and the ground floor, into a two bed flat at ground floor level and a one bed flat at lower ground floor level. Internal alterations proposed are the removal of the internal staircase to be replaced with a cupboard. The lower ground floor already has a small kitchen area, bedroom, bathroom and lounge area. The erection of a fence with trellis is proposed to the rear of the site to divide the existing garden terrace to provide private amenity space for the proposed flat.

Consultations and Representations

County Transport Planning Services: - No objection – In respects of car parking based on the size of the existing and proposed units, the WSCC Standards would imply that no increase in car parking would be required. It is evident that additional car parking could take place within the site without any adverse impacts if needs be. It is requested that vegetation be cut back to the west to ensure adequate visibility.

No TAD contribution will be required due to the minor intensification that would result from the increased number of units.

Environment Agency: - No objection in principle but give advice with regards to surface water drainage and protection of controlled waters.

Director of Services: - Environmental Health have commented on the limited size of the kitchen area, the bedroom opens onto the kitchen, levels of ventilation and lighting are queried.

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

Relevant Planning Policies and Guidance

West Sussex Structure Plan 2001-16 (2005): ERA 1, NE1, DEV1, DEV4-5, LOC1
Adur District Local Plan 1993-2006 (1996): AG1, AH2, AH9, AH7, AT12 and Appendix II 'Supplementary Planning Guidance' comprising Development Control Standard No. 4 'Flat Conversions'
Revised West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003 and ADC 2004)
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)

Planning Assessment

Policies

The above Structure and Local Plan policies encourage redevelopment and infilling to help meet the demand for dwelling houses suitable for small families, single persons, the elderly, as well as affordable housing and to make best use of urban land. This is encompassed in Structure plan policy LOC1 but it is on the proviso that 'the impact on the character of the area and the environment, resources and assets of the County is acceptable.'

Policy DEV1, entitled high quality development, states that development should not be permitted unless the construction, layout, scale, appearance and landscaping are of high quality taking into account the need to, amongst other things, integrate with and where possible enhance adjoining land uses and minimise conflicts between land uses and activities; have regard to context including site characteristics, townscape/streetscape, views into and out of the site and building styles/materials; give high priority to pedestrians and reduce dominance of cars; create a high quality socially-inclusive adaptable environment; protect an enhance biodiversity; ensure energy efficiency and meet the needs of service providers.

Policy DEV4 states (amongst other things) that development should not be permitted unless the travel needs it generates are met; it achieves safe and convenient access by a choice of means of travel; it encourages and enables an increase in walking and cycling; and the number and impact of motorised journeys is minimised. DEV5 states that 'Development should not be permitted unless the level of parking is compatible with the need to avoid environmental or safety problems and the need is to encourage walking,

cycling and the use of passenger transport where this is or can be a realistic alternative.'

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; respect for the natural features of the site, including trees, no unneighbourly effect on existing dwellings by loss of privacy ,light, outlook or open amenity space; adequate access and parking arrangements (as required by AT12) and accordance with adopted standards (in this case the Council's DC Standard No. 2 'Space Around New Dwellings and Flats', DC Standard No. 4 'Flat Conversions'1996 and the Revised West Sussex Parking Standards and Transport Contributions Methodology 2003)

Visual Amenity

There are no external changes to the building proposed other than the proposed fence to be erected to divide the amenity space between the two flats. The fencing is proposed at a height of 1.5 metres with 0.46 metres of trellis above for 1.9 metres, reducing to 1.2 metres of fencing with 0.46 metres of trellis for a further 1.2 metres to the end of the garden. When viewed from within the street scene there will be no change to the appearance of the building.

Residential Amenity

As stated above the existing building is a two storey purpose built development of 4 flats. The ground level to the rear is lower and further accommodation is in the lower ground floor of the building. The main dwellings to be affected by the proposal in this case are Flats, 2, 3 and 4 within the existing building. Flat 3 is located at first floor level above Flat 1 which is three bedrooms covering the ground floor and lower ground floor both flats are accommodated within the western end of the building. Flats 2 and 4 are accommodated within the eastern end of the building.

As no external changes are proposed to the building other than the proposed fencing to divide the garden terrace. The issue for consideration is the intensification of the use of the building to accommodate an additional unit and the impact this and the associated, related activities may have on the residential amenities of the occupiers of the existing flats.

The site is of sufficient size to accommodate private amenity space for the proposed additional unit and enough parking spaces are provided on site. There will be no increase in the number of bedrooms within the building. As existing the building is a three bedroom maisonette and this is to be divided into a one bed flat and a two bed flat. It is not considered that the minor increased intensification of the use of this site would have any adverse impact

on the character of the locality or the residential amenities of the occupiers of the adjacent dwellings.

With regards to the residential amenities of the future occupiers of the one bedroom flat objections have been raised by Environmental Health with regards to the living conditions proposed as set out above. These concerns have been discussed with the applicant and amended plans have been received to show a change to the proposed layout of the flat. The bedroom is to remain as existing with the ensuite. However the kitchen as shown on the original submission has been changed to be a lobby/hall leading from the main entrance. This space was considered to be unacceptable as a kitchen area due to the limited size of the kitchen and the potential fire risk with the kitchen having direct access to the bedroom. An area in the corner of the main living space has been allocated as a kitchen area with the remained of this large space being the lounge. The room sizes all exceed the standards as set out in D.C Standard No. 4 apart from the proposed bedroom which is slightly smaller than the required standards. However on balance this is considered to be acceptable as it is likely due to the layout and size of this flat that it will be occupied by a single person and therefore this is not considered to warrant a refusal in this case. There is ventilation and lighting to all habitable rooms with access to the private amenity space to the rear from the lounge area which also provides a pleasant outlook.

Access and Parking

There is an existing vehicular access to the site from Brighton Road which leads to a landscaped parking area with space for 6 cars, the hard standing could be increased if required (subject to planning permission) to provide additional off street parking.

The Council parking standards state that the maximum standard for the development proposed would be 8 parking spaces. Having said this the site is located within a sustainable location in close proximity to local amenities and public transport links therefore the parking levels are sufficient in this case.

This arrangement is considered acceptable in this case, by the Highways Authority. The site is located in a sustainable location in close proximity to the town centre and access to local services therefore the provision of one parking space per flat is considered to be sufficient in this case. Cycle parking is also provided for both flats to the front of the property. The Highways Authority have no objection in this case subject to the visibility to the west being improved by cutting back existing vegetation.

Recommendation

APPROVE for reason that :-2PPi

1. C1Ci
2. C18K - amended - The building shall not be occupied until the associated facilities for storing refuse and waste, including for waste

that can be recycled, have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of amenity and to comply with Policy DEV1 of the West Sussex Structure Plans and G12 of the West Sussex Waste Local Plan Deposit Draft.

3. Prior to commencement of development, the vegetation adjacent to the existing vehicular access to Brighton Road shall be cut back to provide a visibility splay of 2.4 x 70 metres to the west, details of which shall be submitted to and approved by the Local Planning Authority.
   Reason: - In the interests of highway safety and to comply with policy AT12 of the Adur District Local Plan and DEV 4 of the adopted West Sussex Structure Plan.
4. C14A3 ...17th September 2007.. DEV1, AH2,

Case Officer.....Date 24/9/07 CM.