Development Management - Delegated Officer Report

Application Number: AWDM/0399/22 Recommendation – Approve

Site: 15 South Street, Lancing

Proposal: Single storey rear extension

Date of site visit: 26 May 2022

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to a detached two storey dwelling on the east side of South Street. Permission was granted in 2020 for it to change to its current use from a previous mixed B1/D1 use.

Permission is sought for a single storey flat roofed rear extension measuring 5.5m deep.

Relevant Planning History

AWDM/2052/20 - 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.

Consultations

West Sussex County Council: The Highways Authority has no objection. West Sussex County Council was consulted previously on highways matters for this location under planning application reference AWDM/2052/20 which sought approval for 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. The Local Highways Authority raised concerns regarding ownership for the site frontage which was resolved prior to determination. This application was granted planning permission. This proposal is for single storey rear extension to the rear comprising of kitchen/dining area for no. 15 South Street. The site is located and accessed via South Street which is a C-classified road subject to 30mph speed limit. There are no proposed alterations to the existing access 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. This proposal is not anticipated to result in material intensification onto South Street or the wider road network.

The area proposed for the extension is currently used as patio. The existing hedge beyond the turning space is to be removed as a result of the proposal. The turning area will be decreased by 0.8m and this may result in parking

space needing a multipoint manoeuvre to exit onto the public highway in forward gear.

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 111), and that there are no transport grounds to resist the proposal.

Subsequent comments: From memory I thought some turning space is to be retained, however having looked at the plans again it seems like the entire turning area will be grass which isn't ideal. We would not object on the basis that no turning space is provided, given the presence of the large footway and double yellow lines preventing vehicles parking and obstructing the view of oncoming vehicles along South Street. In addition, looking at google street mapping it appears the opposing access operates with similar arrangements without any evidence of highways safety concern.

Representations

Objection received from occupier of 13 South Street:

In the approval for AWDM/2052/20 a condition was set out that no extensions would be permitted. The proposed plans would also do away with the secure cycle storage that was another condition of the previous development.
I have heard that No15 was going to be turned into flats, though I would be happy to see it remain a house as shown in the proposed designs. I would, however, be concerned by any extension due to the limited parking available and the tendency for vehicles to park on the pavement behind the yellow lines in front of my house, number 13. If number 15 were to be extended and turned in to flats or an HMO I imagine that parking issue could only get worse as there are only 2 parking spaces on the property.

Relevant Planning Policies

Adur Local Plan 2017 Policy 15
'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings''
National Planning Policy Framework (July 2021)
WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

Principle

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the area.

Visual amenity

The extension is at the rear and, while it will be glimpsed from South Street, it will be largely hidden behind the fence which runs along South Street to the

south. While larger than most extensions, at 5.5m deep, adequate space remains for it not to appear cramped.

Residential amenity

The depth of the extension will reduce the gap to the rear boundary with The Willows to the east and will leave only 11m or so between the dwellings. However, there is a wall on the boundary with vegetation growing behind, above the top of the wall, and the extension is single storey only. Overlooking is not therefore considered to be an issue.

The reduction in the garden area was a concern but the applicant has subsequently increased the amount of amenity space by reducing the width of the driveway/parking area at the side/rear of the property and adequate space now remains.

Parking

The approved parking area under AWDM/2052/20 has been altered but sufficient space remains on the driveway. The alterations to the driveway will remove a turning area but there are no highway safety concerns to vehicles reversing out of the driveway on this occasion.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Matching materials

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

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: 28 July 2022

Authorised by: Gary Peck Date: 28 July 2022