Development Management - Delegated Officer Report

Application Number: AWDM/2135/21 Recommendation – Approve

Site: 168 Brighton Road, Lancing

Proposal: Sub-division of existing maisonette to form 2no. three bedroom flats, incorporating remodelling of property with a second floor flat roofed extension including timber and zinc cladding and white render.

Date of site visit: 16 December 2021

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to a detached three storey building with a pitched roof and accommodation within the roofspace. The building has a two storey appearance at the rear due to the change in ground levels, with the rear garden stepping down to the Widewater Lagoon.

The building sits alongside a similar property to the west, which is divided into flats, and a modern three storey building to the east which is a pair of semi-detached dwellings.

The site is divided into two flats currently, a ground floor flat and a maisonette on the upper floors. The proposal seeks to divide the maisonette into 2 flats. The proposal also involves remodelling the property by adding a second floor extension to 'square off' the roof to form a flat roofed 3 storey building, with new timber and zinc cladding and white render. A new jetty was also proposed into the lagoon but has subsequently been withdrawn from the application.

The plans show a 3 bedroom flat at first floor and a 3 bedroom flat at second floor.

Relevant Planning History

None

Consultations

West Sussex County Council: The Highways Authority has no objection. No vehicular access is associated with this site. The LHA does not anticipate that the proposed sub-division would give rise to a material intensification of movements to or from the site. The applicant proposes a nil car parking provision, as per the existing arrangement. The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require four car parking spaces. Therefore, vehicular 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. The LHA does not anticipate that the nil car parking provision would give rise to a detrimental highway safety impact. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view. The applicant has not provided details of cycle parking provision. Cycling is a viable option in the area and the LHA request the applicant to provide secure cycle parking in accordance with WSCC parking standards. The applicant should demonstrate covered and lockable cycle storage for at least four cycles. 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 Brighton Road. Lancing Train Station is within cycle distance, approximately 2.3km northwest of the site.

Adur and Worthing Councils: Technical Services: Flood risk- The application is within flood zone 3, and is not shown to be at risk from surface water flooding. The development proposals do not include proposals for sleeping accommodation at the ground floor. We therefore have no objections on flood risk grounds. Surface water drainage- the application includes no/minor increases 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.

Private Sector Housing: No objections on PSH grounds

Public Health: With reference to the above application, Defra noise mapping indicates elevated road noise in this area which could negatively affect amenity if not appropriately mitigated. I would therefore recommend the following condition:

Construction work shall not commence until a scheme for protecting the proposed noise sensitive development from traffic 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.

Southern Water: standard comments

Representations

None received

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 square form of the building will reflect the increasingly contemporary redevelopment of these older properties along Brighton Road. Seen alongside 170/170A to the east it will not appear out of keeping and its use of timber, zinc and render for external materials will 'freshen up' the appearance and enhance the street scene.

The height of the building is not increasing, indeed it is slightly lower, so it will not appear overbearing or dominant in the street.

Residential amenity

The house to the east is a new build and it has several high level obscure glazed windows on its west elevation which are secondary/non habitable openings. The proposal will not cause a harmful loss of light or amenity to those occupiers.

To the west, 166 Brighton Road is divided into flats and there are several rooflight openings on the east side, as well as a window and door opening at first floor. The increased bulk of the vertical wall will bring the properties closer together and will cause some loss of light and outlook. However, there is a separation distance of approximately 3m between the buildings and there are openings to the front and rear of the top floor flat at 166, including a double doors opening to the south.

Concerns about overlooking have subsequently been overcome by amending the plans to part obscure the new side windows at 2nd floor.

On balance, and in view of there being no objections received, it is considered that the impact is acceptable.

Parking and access

No car parking is to be provided for the upper floor flats. A development of this size would normally require four car parking spaces and parking will therefore have to be accommodated on-street, as existing. On-street parking is limited in the area and there may be some amenity impacts arising from the additional parking demand. The site is situated in a sustainable location however and cycle parking is shown to be provided in the form of a secure store at the side of the building. The amenity impact of the lack of parking is not considered to be so harmful as to justify refusal of the application on this ground.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials
4. Cycle storage
5. Obscure glaze side windows and part obscure below 1.7m bedroom windows on second floor
6. Construction work shall not commence until a scheme for protecting the proposed noise sensitive development from traffic 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
7. CMP

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: 7 February 2022

Authorised by: Gary Peck Date: 7 February 2022