Development Management – Delegated Officer Report

Application Number: AWDM/0791/21 Recommendation – APPROVE

Site: 117-119 Sompting Road, Lancing, West Sussex

Proposal: Separation of existing single storey rear extension to facilitate use as a separate dwelling unit (resubmission of AWDM/0454/17)

Date of site visit: 18.10.16 to assess original application.

Neighbours checked: Y

Additional neighbour notifications: N

Site, Surroundings and Planning History

The application relates to the rear, extended part of nos 117-119 Sompting Road. It is on the south east corner of the junction between Sompting Road and Leconfield. The site lies within the built up area of Lancing within a residential area. The existing buildings at the application site comprise of a convenience store fronting Sompting Road at ground floor across both 117 and 119. Consent was given in 2011 for a hipped roofed single storey rear extension with some demolition works and a first floor west side extension, ADC/0023/11. This results in the current situation of a 1 bedroom flat above the shop at 117 (with use of the roof space second floor plan not provided.) With a further original 3 bedroom maisonette which is currently benefitting from the extension to the rear which provided an additional two ensuite bedrooms and a lounge with loft storage all linked internally to the shop. The rear of the site is enclosed with fencing and a block wall, there is some existing amenity space, bin storage within this enclosed area.

Proposal

In July 2017 consent was granted under AWDM/0454/17 to separate the existing single storey rear addition (with roof storage space) to facilitate its use as a separate dwelling.

The current application seeks consent for the same proposal which has not been implemented and has since lapsed.

The permitted floor plans show internal walls at ground floor blocking the internal connection between the rear section of the building and the shop therefore providing a three bedroom maisonette at no. 119, (which no longer would have an internal connection to the shop and has a proposed new external entrance on the western side of the building.) A one/two bedroom first/second floor flat self-contained with external access was unchanged from existing, (117) The rear section of the building had the internal connection to the shop and maisonette removed and be a self-contained two bedroom ground floor unit with access to storage in the roof space.

There is already an entrance from the west side of this part of the building into the existing lounge. This became the primary entrance and the lounge is shown on the approved plans as being changed to a lounge/kitchen.

The approved plans also indicate the division of amenity space within the area of land surrounding the buildings. A condition was previously attached below seeking details of how the amenity space will be formally divided and the form of boundary treatment proposed. Also required by condition are details of how the frontage on the western side of the site adjacent to the main entrance to the new dwelling will altered to address the street scene and frontage onto Leconfield Road. Cycle storage is also proposed as requested by officers. The current use of rear/side amenity space appears to be informal with no division of space. No car parking is provided and with the previous consent the applicant's agent confirmed that deliveries to the shop will be through the front entrance and the plans show that the shop will no longer be internally connected to the residential accommodation.

In relation to the current application the applicant's agent has confirmed that there are no changes to the proposal from that which was granted consent in 2017 under AWDM/0454/17.

Consultations have been carried out as before and the comments in relation to the current proposal are set out below: -

Consultations:

Southern Water: The following advice is given:
- The 100mm public foul sewer requires a clearance of 3 metres on either side of the public foul sewers to protect it from construction works and to allow for future maintenance access.
- No development or new tree planting should be located within 3 metres either side of the centreline of the public sewer and all existing infrastructure should be protected during the course of construction works.
- No new soakaways should be located within 5 metres of a public sewer.
- The applicant requires a formal application for a connection to the public foul water sewer.
- Informative relating to connection to public sewer.
- All existing infrastructure should be protected during the course of construction works.
- Should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

West Sussex County Council Highways Authority: -

West Sussex County Council was consulted on Highways Matters for this location under planning application AWDM/0454/17 which sought approval for separation of existing single-storey rear extension to facilitate use as a separate dwelling unit (re-submission of AWDM/1106/16). No highways objections were raised, and this application was granted planning permission.

This proposal is resubmission of AWDM/0454/17 and seeks approval for separation of existing single storey rear extension to facilitate use as a separate dwelling. The proposal will result in 1 x 2 bedroom and 1 x 3 bedroom dwellings across the first and second floor. The site is located on the corner plot between Sompting Road (C-class road) and Leconfield Road (unclassified road) both subject to 30mph speed limit. There is no access or parking associated with this development and this appears to be the existing arrangement. Data supplied to WSCC by Sussex Police over a period of the past five years, reveals no recorded injury accidents within the vicinity of the site, therefore there is no evidence to suggest that the subdivision of the property would exacerbate an existing safety concern. This proposal is not anticipated to result in a material intensification of use. A nil car parking provision is proposed for resultant dwelling. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detriment to highway safety. We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking.
In order to encourage an alternative transport methods, the Local Highway Authority recommend that secure and covered cycle storage is provided. A suitably worded condition is included below if the Local Planning Authority considers cycle parking achievable.

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

Condition
Cycle parking
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Adur and Worthing Councils – Environmental Health - Technical: - No comment.

Private Sector Housing: - No objections in principle but the ground floor bedroom windows need to comply with fire escape window requirements as they are inner rooms.

Drainage Engineers: - Flood Risk – The application is within Flood Zone 1 and is not shown to be at risk from surface water flooding. We therefore have no objections on flood risk grounds.
Surface Water Drainage: - The application includes no 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 b designed and constructed in accordance with building regulations.

Representations: None received.

Relevant Planning Policies

Adur Local Plan 2017 Policy 15, 22
'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings''
Development Management Standard No. 1 Space Around New Dwellings and Flats
National Planning Policy Framework (February 2019)
WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

There is no objection in principle to the creation of a new dwelling within the built up area. Consideration must be given to the standard of accommodation that will be created as a result of the proposal, the provision of amenity space, outlook etc. There should also be consideration of the impact upon the character and appearance of the locality. The impact upon the local highway network is also for consideration here.

The current application seeks consent for development which has already been permitted in 2017. There is no justification to withhold a further consent for this development. The assessment remains as previously considered and relevant conditions are attached as was the case previously.

Visual Amenity and Character

The proposal here is formal separation of the rear part of the building to facilitate the use of this part of the building as a separate dwelling unit. This change does not entail any external changes to the building. However in line with the condition set out below the division of amenity space and opening up of the property frontage to address the highway will result in some visual changes to the site. The submitted plans show a replacement 1 metre fence with gates to the individual dwellings with some planting, hard standing and bin storage. These works are conditioned below. Cycle storage is shown yet no details of the proposed structure has been provided. These works will be subject to conditions attached below to require the submission and approval of such details prior to first occupation of the separate unit of accommodation.

The internal separation of the building will result in an additional independent dwelling than already exists at this site, (117-119 Sompting Road.) This is a residential area therefore such a development in principle would not be out of character. It is likely that there would be more activity associated with the site in the light of the division of the building to create an addition dwelling unit. Yet the number of bedrooms remains unchanged and the occupation could potentially remain the same. It is therefore not considered that any increased activity would be significant and therefore be detrimental and alter the character and appearance of this residential locality. It should be noted that there is storage space shown on the plans in the roof space which is internally accessed from the ground floor of the unit.

Permitted development rights in relation to this unit have also been removed to retain control over possible future enlargement of the new dwelling, or introduction of additional roof openings, in the interests of safeguarding residential amenity.

Residential Amenity

The rear addition forms the section of building to be divided off as a further dwelling unit. This is a logical way to subdivide the building and it is not considered that the use of this part of the building as a separate unit would give rise to any loss of privacy, loss of light or overbearing impact between dwellings. The amenity space is currently enclosed from the surrounding highway yet it is open and shared between the dwellings at 117-119 Sompting Road including the shop. The formal subdivision here should allow for division of such space to ensure each unit has space for refuse and cycle storage and some external space. Subject to submission of details of this subdivision and external boundary changes this is on balance considered to be acceptable.

The new unit provided is of two bedrooms both with en-suite with a combined living/kitchen space, storage is within the roof space. It would have a floor area of 78.7 sqm (not including the loft storage) which meets the Internal space Standards of 70 sqm for a 2-bedroom dwelling and would provide sufficient living accommodation that does not differ greatly from the current provision.

Highways

Comments from the Highways Authority are set out above and advise that the proposal would not give rise to a severe impact upon the highway network. Although no parking is provided at the site no additional bedrooms are created here albeit a new dwelling unit is to be created. This is considered to be a sustainable location on a public transport route. There are some local parking restrictions which will limit any inappropriate parking and residential streets surrounding the site provide on street parking. This development may create additional pressure yet it is suggested that this would not be greatly different from existing.

Cycle storage is shown on the submitted block plan. A condition is attached to ensure that details are submitted and approved and such provision remains at all times.

Other Matters

The comments from Southern Water are set out above. As the proposal does not involve any construction works it is not necessary to attach the standard conditions and informatives as advised here.

Recommendation

APPROVE

1. Approved plans
2. Standard time limit

3. Cycle storage & refuse storage
4. The planting, landscaping and boundary treatment shown on the approved plans shall be carried out in line with the approved details prior to occupation of the dwelling hereby permitted and shall remain in place and be maintained at all times. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
5. Remove PD rights – Classes A, B, C, D, E.

Informatives

1. Proactive no amendments

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

Case Officer: Hannah Barker Date: 8th June 2021

Authorised by: Peter Barnett Date: 9 June 2021