Expiry Date – 19/11, ppa to 13/12

Development Control – Delegated Officer Report

Application Number: AWDM/1456/18 Recommendation – Grant

Site: **1 Windmill Parade, 163-183 Old Shoreham Road, Southwick**

Proposal: **Construction of first floor extension to west elevation with dormers to north, south and west elevations to provide 2 additional residential units including new and relocated flue for restaurant.**

Neighbours checked: Y

Additional neighbour notifications: N

Date of Site Visit: 8/11

Site and Surroundings

This application relates to a two storey end of terrace building on the north side of Old Shoreham Road and the corner of Overhill in Southwick. The property is part of a commercial terrace with the ground floor occupied by an Indian restaurant and the upper floor a self contained three bedroom flat. The restaurant at ground floor has been extended to the side with a curved fronted flat roofed extension which extends along the back edge of the pavement beyond the original rear wall. A single storey rear extension has also been added.

The site has a detached garage and store at the back accessed off Overhill. A small restaurant patio area sits between. The garage adjoins an access road to at least two other garages to the rear of Windmill Parade commercial properties. Next door, No. 2 is a chemist with flat over. One of the garages belongs to this site. The owner of the chemists also owns the flat over. As built the flat has a rear staircase down to a rear garden which is also used by the chemists for access and amenity.

Land rises up from Old Shoreham Road into Overhill such that bungalows in Overhill, a wholly residential street, are on higher ground. On the opposite corner fronting Old Shoreham Road is a more modern two storey flat roofed Mitsubishi car showroom and garage with showroom parking on both road frontages and garage access off Overhill. Other properties in the terrace have extended into the roofslope with flat roofed dormers.

The site is not in a conservation area and is not listed. It is in Flood Zone One and is susceptible to surface water flooding.

Proposal

Permission is sought to add a hipped roof extension to the first floor side, extending to the back edge of the existing side addition. Dormer windows are also proposed in the three front, side and rear roofslopes. Two additional flats are to be created. 3 flats in total are proposed on site, 2 x two bed and 1x one bed. Bin storage and cycle storage is shown between the detached store and the rear patio.

The application has been revised since first submitted with the pitched roofs to all dormers removed and the side dormer reduced in width.

Relevant Planning History

SW/27/03/TP - Single-storey rear extension to restaurant kitchen & staff bedroom/ensuite WC in roofspace with side and rear dormers. Granted 24.9.03

SW/7/96/TP - Change of use of remainder of ground floor to take-away/restaurant; front and rear single-storey extensions; and alterations (incl. external stairs, etc). Granted 25.3.96

SW/11/95/TP - Change of use from Shop (Class A1) to hot food takeaway (Class A3) (closing earlier than 11PM). Refused 27.3.95

SW/1/95/TP - Change of use from Shop (Class A1) To Indian hot food takeaway (Class A3). Refused 6.2.95

SW/66/82 - Change of use to separate Shop for sale of pets and petfood (Retention of extension without complying with condition 3 Of permission SW/90/80/TP). Granted 22.11.82

SW/49/82/TP - Bedroom - En Suite bathroom and two dormer windows. Granted 1.9.82

SW/90/80/TP - Alterations and extension at side (to enlarge retail sales area ttc.) and lean to extension on garage at rear (for cold store & general storage). Granted 8.12.80

SW/205/77/TP - Extension and wall. Granted 2.12.77

SW/157/77/TP - Stores for shop. Granted 18.10.77

Consultations

Southern Water

'Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer. We request that should this application receive planning approval, the following informative is attached to the consent:

A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO212SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link https://beta.southernwater.co.uk/infrastructurecharges.

It is the responsibility of the developer to make suitable provision for the disposal of surface water. Part H3 of the Building Regulations prioritises the means of surface water disposal in the order
a Adequate soakaway or infiltration system
b Water course
c Where neither of the above is practicable sewer

Southern Water supports this stance and seeks through appropriate Planning Conditions to ensure that appropriate means of surface water disposal are proposed for each development. It is important that discharge to sewer occurs only where this is necessary and where adequate capacity exists to serve the development. When it is proposed to connect to a public sewer the prior approval of Southern Water is required.

Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk".'

Technical Services

The proposed site is situated in flood zone 1 with the garage and store areas predicted to suffer from surface water flooding.

However this is first and second floor works which do not affect surface water discharge, and are not affected by the predicted surface water flooding.

The proposals for draining the site are appropriate.

Highways

'This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

This proposal is for the construction of first floor extension and loft conversion to create 2 additional residential units. The site is located on Windmill Parade, an unclassified road subject to a speed limit of 30mph.

The site benefits from a vehicular crossover onto Overhill serving the existing use – no alterations to the existing access or parking arrangements are proposed. The first floor currently comprises a single residential unit; this proposal will result in a total of 3 dwellings on the site. A nil parking provision is proposed for the two proposed units. Under the WSCC Car Parking Standards, three car parking spaces may be provided for the proposal. 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 from an amenity point of view.

The site is located within walking distance of a variety of local shops and services, including local schools. Bus stops and Southwick train station are located within walking distance of the site providing access into Brighton, Worthing and further afield. Cycling is a viable option within the vicinity and the applicant has indicated that secure and covered cycle storage for three bicycles will be provided on site.

In conclusion, the LHA does not consider that the proposal for two dwellings would have 'severe' impact 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.

If the LPA are minded to approve the application, the following condition should be secured:

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 the approved plan.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.'

Health:

No objections on PSH grounds.

I am concerned that the re-positioned kitchen extract will be discharging close to bedroom windows and I would like to see the proposed details of the extract system and any odour abatement equipment before making my comments. This can be dealt with by pre-commencement condition.

Representations

None received.

Relevant Planning Policies and Guidance

The National Planning Policy Framework 2018
Adur Local Plan 2017 Policies 1, 2, 3, 12, 15 and 36 including adopted Development Management Standard No. 1 'Space Around New Dwellings and Flats' and No. 2. 'Extensions and Alterations to Dwellings.'

Planning Assessment

Principle

The principle of development can be supported as it provides additional units of residential accommodation on a brown field site within the built up area boundary. For consideration is the impact of the proposals on the character and appearance of the area, impacts of the development on neighbour amenity and highways too. The quality of accommodation to be provided is also to be considered.

Character

The existing property has a large flat roofed, high sided, single storey extension on the side which abuts the back edge of the pavement and extends beyond the back wall of the premises. It is set back from the main front wall and has an imperforate flank wall. The existing restaurant flue is visible over it from both road frontages.

The existing extension has a curved front/side wall. The proposed extension follows the line of the side extension and so has a ridge line lower than the original terrace. Otherwise the eaves line follows the original and the roof is fully hipped to respect the original property. The first floor extension beyond the main rear wall has a much lower fully hipped roof typical of rear outriggers.

There are front and rear dormers on several of the properties in the terrace. The application has been revised to remove the originally proposed pitched roofs to the three dormers proposed. The front and rear dormers sit comfortably within the roofspace now. The side dormer has also been halved in width to ensure it too sits comfortably within the side roofslope.

Whilst this is a large extension up to the back edge of the footpath it is considered that the site can take it and that the first floor will actually improve the appearance of this corner plot. The site and the commercial terrace relate entirely separately to the bungalows in Overhill and even with the extension beyond the main rear wall of the terrace it is considered that sufficient separation is retained between the proposed extension and first bungalow so as not to interfere with the residential character of Overhill. The car showroom opposite is fully two storeys to a similar depth.

The new flue is to be positioned closer to the back of the extension but it will be less visible from the road behind the new extension. This is a commercial terrace and a flue is a necessary ancillary addition to a restaurant. A new similarly scaled flue, as shown, will not be harmful to character.

Neighbour amenity

The extension is 6.5 metres off the boundary with No. 2 Windmill Parade and 165a above. No. 2 is part of the commercial terrace, a chemist. There is a separate flat above, No. 2. The extension does not break a 45 degree angle when measured from the mid point of the nearest first floor rear window in the flat. This site has a lawned rear garden with garage accessed from the rear service road. This garden is used by occupiers of the shop and also for access to the service road and garage by shop staff. The extension is sufficiently removed from the garden boundary not to be overbearing. The proposed roof hips away from the common boundary too. In addition the extension extends only half the depth of the garden. Adequate afternoon sunlight will continue to reach this garden.

No. 2 Overhill is the nearest bungalow to the north of the site. This bungalow is beyond the site boundary and beyond the service road. The extension is 12 metres from the nearest point of the front garden of No. 2. No. 2 is also on higher ground. The extension is entirely forward of the front wall of No. 2.

It is not considered that at this distance the extension will be overbearing to occupiers of No. 2 nor will it lead to any significant loss of light or outlook. A window proposed in the first floor rear wall of the extension is the second window proposed to a living room. In the interest of privacy it is considered appropriate to require this window to be obscurely glazed and non opening below 1.7 metres thus reducing any perception of overlooking to No. 2.

Future occupiers living conditions

A two bedroom flat is to be created in the new extended loft space. Another two bedroom flat will occupy the front first floor of the original building and the extension with a one bedroom flat in the rear. The one bedroom flat meets the floorspace standard for a single double bedroom unit. The two bedroom flats meet the floorspace standard for two bed, 3 person units. The proposed stacking arrangement works. The units will provide 3 acceptable sized flats.

The restaurant flue is to be replaced in a new position closer to the back of the outrigger. Environmental Health has raised concerns about the juxtaposition of this and the new rear dormer. They are satisfied that this can be left as a pre-commencement condition. The agent has agreed to this.

Highways

Car parking is not provided to any of the units. However, this site is sustainably located within easy reach of bus stops to Brighton and Shoreham. It is also within walking distance of Southwick railway station. There is parking available outside the commercial units on Old Shoreham Road, limited to 1 hour during the day. Restrictions at the junction will prevent dangerous parking. The absence of car parking is this location is not significant. Cycle parking is shown within the development.

Recommendation APPROVE subject to the following conditions:

1. Approved Plans
2. 3 years
3. Materials to Match
4. Prior to any works commencing on site details of the new restaurant flue shall be submitted in writing to the Local Planning Authority for approval. Only such details as approved shall be installed prior to first occupation of the new development and retained.
5. No new windows
6. Rear first floor window (north) obscure and non-opening below 1.7 metres
7. The cycle parking and bin storage shown on drawing 1388/P02 Rev B received 28.11.18 shall be provided on site prior to first occupation of the extension and retained thereafter.

Informatives

1. 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.

2. A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO212SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

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3. Southern Water sewer maybe on site.

Is recommendation contrary to any representations? No.

Case Officer signed:	MOK	Date: 11.12.18
Authorised and signed by:	Peter Barnett	Date: 12 December 2018