Development Control – Delegated Officer Report

Application Number: ADC/0555/07 **Recommendation – Permit Application**

Site: **134 Brighton Road Lancing West Sussex BN15 8LN**

Proposal: **Change of use and conversion of first and second floors flats to two self contained residential units, including roof extension with front and rear dormers**

The Application

The existing detached, pitched roof two storey building accommodates a one bedroom flat and single, integral garage at ground floor level and a five bedroom dwelling above at first floor level with two bedrooms and a bathroom in the roof space. There is no planning consent of the use of the ground floor as a single unit although this is likely to be immune from enforcement action as the applicant has indicated that the use has been carried out for more than ten years.

The building fronts onto Brighton Road, with the ground level dropping to the rear where there is a rear garden area which looks onto the sea. The building is on the end of a row of similar properties which were originally built of matching design. Overtime these adjacent buildings have been extended with large dormers to both sides and the rear with other extensions and alterations added. The applicant has provided photographs of the developments which have taken place at these sites. On a wider scale much redevelopment and other alterations and extensions have been carried out to buildings within Brighton Road, resulting in buildings of varying scales and designs.

Permission is sought in this case to convert the existing building into two dwellings. This will also involve roof extensions in the form of dormers to the east and west roof slope and to the rear. The ground floor and first floor of the building will accommodate one dwelling and the other dwelling will be at second floor level and the roof extensions will provide additional floor space at second floor level. A rear balcony is also proposed at this level.

At ground floor the existing garage will remain with a shower room, gym and utility/storage area this space forms part of the first floor dwelling were there are three bedrooms, a lounge dining room, kitchen and bathroom. At second floor level there is two bedrooms, two bathrooms and a combined kitchen living space. Each dwelling will have its own entrance and the ground floor flat will have use of the existing rear garden area.

A previous application was submitted and was withdrawn in August 2007, ADC/0441/07. This proposal was for three flats in total including a self contained unit at ground floor level. It also included rear and side dormer extensions to the roof similar to that proposed in the current application

however these have been reduced in scale to relate to the scale and size of the existing similar dormers at the adjacent dwellings. No Flood Risk Assessment was submitted with this original application and also the room sizes did not meet the required standards. The ground floor flat did not provide an acceptable standard of living due to its size and limited light and outlook.

Consultations and Representations

County Transport Services: - It would be difficult to resist this current application in the light of advice given previously on this site in connection with a different and slightly larger scheme. Relevant safeguarding conditions are recommended and a TAD contribution of £1,853.

Environment Agency: - No objection provided that the mitigation measures indicated in the Flood Risk Assessment are included in the final development.

Director of Services: - Environmental Health there may be some concerns over the stacking of bedrooms above bathroom, lounges etc however these issues can be addressed by building control to ensure adequate noise insulation.

Lancing Parish Council: - No objection

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

Relevant Planning Policies and Guidance

West Sussex Structure Plan 2001-16 (2005): LOC1, NE1, CH1, ERA1, ERA4-5, DEV1, DEV3-5
Adur District Local Plan 1993-2006 (1996): AH2, AH5 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)
PPS 1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)
PPG13 'Transport' (DTLR 2001)
PPG24 'Planning and Noise' (DoE 1994)
PPS25 'Development and Flood Risk' (DCLG 2006)

Planning Assessment

Policies

The principle of residential development is accepted in this case by Policies AG1 and AH2 of the Adur District Local Plan. Policy AH2 states that new residential development will be acceptable provided that the character, design and scale are in keeping with the surrounding area, it does not have an unneighbourly impact, it incorporates adequate standards of residential

amenity, access and parking arrangements accord with Policies DEV3 and DEV4 of the West Sussex Structure Plan and the proposal accords with the standards adopted by the District Planning Authority. Policy DEV1 of the West Sussex Structure Plan states amongst other things that development should minimise conflicts between land uses and activities.

Residential Amenity

There will be no adverse impact on the residential amenities of the occupiers of the dwellings either side of the site to the east and west. The proposed dormers and rear balcony will result in no additional over looking than existing.

The increased intensity of use of the site and the activities related to this are not considered to have a significant impact on the amenities of the occupiers of the adjacent properties. Many other buildings in close proximity have been divided into flats and this would therefore not be out of character with the local area.

The layout of the flats, the room sizes and amenity space provided will allow for an acceptable level of residential accommodation to be provided. It will be an improvement on the existing situation where the ground floor is being used as a single dwelling with limited space, light and outlook. There is private amenity space provided for both flats in the form of the existing rear garden and the proposed rear balcony.

Visual Amenity

The external changes to the building are the side and rear dormer extensions and the rear balcony. The dormers as originally submitted are set back from the front elevation of the building by 2.5 metres to reduce their dominance within the street scene. Amended plans have been submitted which show the dormer on the west elevation set back by 3.1 metres in total. The ridge has also been reinstated to improve the visual appearance of the roof when vieing the site from the west. The height of the dormers are also slightly lower than the main ridge height. Although the proposed dormers are large and cover the majority of the roof area they are replicating the design and scale of other developments which have been carried out at the adjacent properties which would have originally been of similar design when built. Therefore a precedent has been set for this form of development and it would be very difficult to resist this similar proposal. The scale and bulk of the dormer extensions have been reduced from that previously submitted under application ADC/0441/07 to replicate the adjacent extensions. It is considered that with the amendment the extensions and alterations are acceptable.

Flood Risk

A Flood Risk Assessment has been submitted with this application and the Environment Agency is satisfied that the risk of flooding to this development can be adequately managed.

Highway Issues

The Highways Authority has no objection to the proposed development in this case. One off street parking space is provided for the proposed development in the form of the integral garage at ground floor level. Any additional parking requirements are to be met on street and it is considered that there is adequate car parking facilities on-street to accommodate any minor increases in car parking demand that may result from this proposal. Brighton Road is also a main bus route and cycle parking is to be provided for each flat to encourage sustainable modes of transport and to not encourage the use of the private car.

A TAD contribution of £1, 853 is required towards sustainable transport in line with Structure Plan policies DEV3-4. The applicant has submitted a signed Section 106 agreement to secure this payment.

Recommendation

APPROVE for reason that :- 2PPi

1. C1Ci
2. C12~~[illegible]~~Ai ..of the proposed extensions & alterations has been.... R ..AH7 of ADLP..DEV1
3. C8Fi
4. C8Gi (amended).. The flats shall not be occupied until provision for parking of cycles has been made.. . . . only for pkg of cycles...
5. The ~~details of~~ mitigation measures set out in the Flood Risk Assessment which accompanies this application shall ~~form~~ be completed as an integral part of the proposed development and shall remain as such.
   Reason: - To safeguard against flooding in line with ~~the principles~~ PPS 25 policies.
6. C9N
7. C14Aii plan (Rev. B) rec'd on ...12th November 2007....AH2, DEV1.

Case Officer.....[signature].....Date....12/11/07.....