Development Management – Delegated Officer Report

Application Number: AWDM/0276/22 Recommendation: APPROVE

Site: 23 Brunswick Road, Shoreham-By-Sea, West Sussex

Proposal: Ground and first floor rear extension; alterations to existing shop front to create entrance to new self-contained 1 no. bedroom flat at first floor.

Date of Site Visit: 16th May 2022

Neighbours Checked: Y

Additional neighbour notification: N

Proposal, Site and Surroundings

The application site is a ground floor vacant shop with first floor ancillary space and a small rear yard. Consent is sought to alter the existing shop front to create an entrance to a new first floor, self-contained 1 bedroom flat within the first floor space. The application also includes a ground floor extension to the shop and first floor extension to accommodate the residential space on the first floor. The original proposals showed a ground floor entrance as a dominant feature to the shop front and provided a first floor flat which was accommodated within the existing space and infill first floor extension. There was concern that there wasn't sufficient light and outlook to the flat and that there was no cycle and refuse storage available as the rear yard area is enclosed. The site is within a Conservation Area and there was also concern that the design of the proposed altered shop front did not preserve or enhance the appearance of the Conservation Area and degraded the existing shopfront, there was concern that a precedent would be set for similar properties adjacent.

The amended plans show a shared covered porch to the side of the shopfront to allow for entrances to the shop and the flat. Some of the ground floor area of the shop has been used to provide refuse and cycle storage leading to stairs to the first floor flat. Also shown on the revised plans are three roof lights within a proposed vaulted ceiling and the rear bedroom window is shown as obscurely glazed.

Consultations:

West Sussex County Council: The Highways Authority

Vehicle Parking

The application site is anticipated to produce a maximum of 1 parking space that would need to be accommodated off site. Experience has shown through other similar applications, that to substantiate that a shortfall of 1 car parking space could result in an unacceptable highway safety issue would be difficult to uphold. Therefore, the LHA does not consider this a justification for refusal on highways grounds. It should also be noted that Traffic Regulation Orders (TRO's) are enforced in the surrounding areas, protecting carriageways that would not be deemed adequate to accommodate on street parking. The LPA may wish to consider the amenity implications caused by a small increase in the on-street parking demand. To summarise the LHA raises no concerns over Vehicle Parking.
Cycle Parking
The applicant has proposed a NIL cycle parking provision, the LHA advises the Local Planning Authority (LPA) that if they deem cycle parking justifiable then the applicant should show this in the form of lockable covered storage.
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.

Adur and Worthing Councils:

Technical Services

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 objection on flood risk grounds.

Surface water drainage- the application includes a minor increase in impermeable area. Due to the scale of development we have no conditions to request. Any alterations to surface water drainage must be designed and constructed in accordance with building regulations.

Environmental Health

Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times.

Monday - Friday 08:00 - 18:00 Hours
Saturday 09:00 - 13:00 Hours
Sundays and Bank Holidays no work permitted

Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The

contractor shall notify the local residents in writing at least three days before any such works.

In order to safeguard the residential amenity of the area in accordance with Policy 19 of the Adur Local Plan

Environmental Health, Private Sector Housing

No objections on PSH grounds.

Adur District Conservation Area Group

Approve

Southern Water

Standard conditions and informatives.

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 both adjacent to the site and the future occupiers of the proposed flat. The impact of the proposed works upon the character and appearance of the street scene and Conservation Area. Highway matters are also of consideration here.

Visual amenity and Impact upon the Character and Appearance of the Conservation Area

The proposed shopfront will replicate others within the street scene, an example is on the other side of the road. It is a traditional design with recessed entrance and retains a dominant shopfront whilst allowing for the separate flat entrance, refuse

storage and secure cycle storage, it provides a suitable design solution here. The shopfront and doors will all be timber and a low level stall riser to match existing is proposed. The Council's Architectural Advisor has advised that this approach to the separate entrance is sensitive and therefore acceptable and in addition he would require full details of the timber 'matching' first floor front window. This appears to be an original feature and we need to agree details prior to its loss. This is conditioned below.

The proposed alterations to the rear of the building will not be clearly visible within the street scene and will therefore not impact upon the Conservation Area. The ground floor extension is set behind the adjacent building and will be timber clad with lead imitation roof. Aluminium rooflights are proposed to the roof and the first floor addition will be finished on cream white render to match existing and timber windows. The additions are subservient and in keeping and will not be overly dominant within the street scene. The proposed works will preserve the character and appearance of the Conservation Area.

Residential amenity

Current Occupiers

The site is between two terraced properties, to the south is a commercial use at ground floor with residential above, 21A. There is a side ground floor entrance to the rear from Western Road. The first and ground floor additions are to the north of this and due to the blank side elevation there will be no adverse impact here. On the other side it does not appear that the first floor is in residential use and is used ancillary to the ground floor commercial use, there is an adjacent first floor rear window. However as the proposed first floor rear extension is only infilling a recessed section on the south side there will be no adverse impact here. The ground floor extension is 2.7 metres in depth up to the side boundaries, this will have no impact upon the commercial units directly on either side.

To the rear of the side is the side elevation of a residential property. On this neighbouring elevation there is a clearly glazed window facing the application site. The rear bedroom window of the proposed flat will face onto this neighbouring property. However the amended plans show this as obscurely glazed with a roof light also, therefore no overlooking will occur in this case. The proposed extension will not result in any significant loss of light or overbearing impact to this adjacent property in this case.

Future Occupiers

There was concern when the first submission was made that the proposal did not provide adequate, outlook, light and amenities for the future occupiers of the flat. The

flat is deep and the front window is limited in size, the rear window needed to be obscurely glazed therefore light and outlook was limited. This combined with the lack of refuse and cycle storage deemed the development substandard. However the proposed ground floor arrangement gives rise to a successful design in terms of both visual amenity and provision for the future occupiers of the flat. In addition a rooflight allows for light and outlook to the rear bedroom and a vaulted ceiling is proposed to the central part of the flat with rooflights to allow for more light and a more spacious feel. The flat provides 46 square metres of space, the Technical Housing standards state that a single storey dwelling for a single person should provide at least 39 square metres for a single person flat and 50 for a 2 person flat. On balance with these changes the proposals give rise to suitable accommodation in terms of light, outlook, space and amenity provision and can therefore be supported.

Highway Matters

No parking is provided for the proposed flat and this is acceptable due to the town centre's sustainable location. Secure cycle parking is provided for the occupiers of the flats. This is acceptable to the Highway Authority.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Hours of work
4. Cycle and refuse storage
5. Details of replacement first floor window.
6. Rear window obscurely glazed, no additional openings.
7. Materials tiles and render to match existing, ground floor extension timber clad with imitation lead roof, aluminium and timber windows and shop front as shown on the approved plans.

Is recommendation contrary to letter(s) of representation N

1. Proactive with amendments
2. Southern Water

Case Officer: Hannah Barker Date: 12th July 2022

Authorised by: Peter Barnett Date: 13 July 2022