P.E 24/5/07
Expiry 20/6/07

# Development Control – Delegated Officer Report

**Application Number: ADC/0231/07** **Recommendation – Permit Application**

**Site:** **92 Penhill Road Lancing West Sussex BN15 8HG**

**Proposal:** **Conversion to 2 flats (1 two-bedroom and 1 one-bedroom) with ground floor rear extension**

## The Application

The application site is a two storey, three bedroom, semi detached property located within the built up area of Lancing. The street comprises a variety of styles of properties, to the east is the attached semi detached property, to the south is the rear garden of the property, to the west is the adjacent neighbouring, detached property, a shared access runs in between these properties. To the front of the property as existing is a front garden area and on the opposite side of the road are mainly detached properties with a purpose built block of flats directly opposite.

Permission is sought to divide the existing three bedroom dwelling into 2 flats, a ground floor two bedroom flat and a first floor one bedroom flat. Also proposed is a single storey flat roof rear extension to provide a kitchen and bathroom for the ground floor flat. The extension has a maximum depth of 3.4 metres and is proposed to be built up to the boundary with 94 Penhill Road, the attached neighbouring property. The width of the extension is 6.2 metres and the maximum height is 2.8 metres.

Permission is also sought as part of the application for alterations to the front of the property to lower the kerb and provide two off street parking spaces to serve each of the flats. It is also proposed that the single garage to the rear of the property is to be removed to allow for access to the rear section of garden which will be allocated to the first floor flat. The remainder of the garden adjacent the rear of the property will be allocated to the ground floor flat.

## Consultations and Representations

***Third Parties:*** - Two letters have been received making some comments: -

> No objection provided access is not required to the site through the car park at Beach Croft.
>
> Parking is to be at the rear of the property and the existing shared right of way does not include flats it is only for the property while it is a house.

The second comment is not a planning matter in this case and for clarification no parking is proposed to the rear of the property, therefore no vehicular access will be used in this case.

***County Highways Authority:*** **-** No objection, subject to safeguarding conditions– Concern is expressed over the visibility to the front of the property as it is on the inside of the bend, however given that there is an existing vehicular access it is considered that there would be little material increase in terms of vehicular movements.

A TAD contribution of £975 would be applicable.

**Relevant Planning Policies and Guidance**

West Sussex Structure Plan 2001-16 (2005): ERA 1, NE1, DEV1, DEV4-5, LOC1
Adur District Local Plan 1993-2006 (1996): AG1, AH2, AH9, AH7, AT12 and Appendix II 'Supplementary Planning Guidance' comprising Development Control Standard No. 4 'Flat Conversions'
Adur Development Plan – Submission Core Strategy 2006-26 (ADC 2007): R1, H1, H3, T3, T4, ENV4, ENV10
Revised West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003 and ADC 2004)
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPS3 'Housing' (DCLG 2006)

**Planning Assessment**

***Policies***

The above Structure and Local Plan policies encourage redevelopment and infilling to help meet the demand for dwellinghouses suitable for small families, single persons, the elderly, as well as affordable housing and to make best use of urban land. This is encompassed in Structure plan policy LOC1 but it is on the proviso that 'the impact on the character of the area and the environment, resources and assets of the County is acceptable.'

Policy DEV1, entitled high quality development, states that development should not be permitted unless the construction, layout, scale, appearance and landscaping are of high quality taking into account the need to, amongst other things, integrate with and where possible enhance adjoining land uses and minimise conflicts between land uses and activities; have regard to context including site characteristics, townscape/streetscape, views into and out of the site and building styles/materials; give high priority to pedestrians and reduce dominance of cars; create a high quality socially-inclusive adaptable environment; protect an enhance biodiversity; ensure energy efficiency and meet the needs of service providers.

Policy DEV4 states (amongst other things) that development should not be permitted unless the travel needs it generates are met; it achieves safe and

convenient access by a choice of means of travel; it encourages and enables an increase in walking and cycling; and the number and impact of motorised journeys is minimised. DEV5 states that 'Development should not be permitted unless the level of parking is compatible with the need to avoid environmental or safety problems and the need is to encourage walking, cycling and the use of passenger transport where this is or can be a realistic alternative.'

and AH9

The relevant local Plan policy AH2 related to housing development by way of infilling and redevelopment, expects development to be designed so that its appearance, character and scale create a pleasant place in which to live, is in keeping with and enhances the existing local environment with particular attention to the architectural form, height, materials, density and layout; respect for the natural features of the site, including trees, no unneighbourly effect on existing dwellings by loss of privacy ,light, outlook or open amenity space; adequate access and parking arrangements (as required by AT12) and accordance with adopted standards (in this case the Council's DC Standard No. 2 'Space Around New Dwellings and Flats' 1996 and the Revised West Sussex Parking Standards and Transport Contributions Methodology 2003)

***Access and Parking***

There is an existing vehicular access from Penhill Road to the site, with hardstanding to the side of the property. It is proposed that the existing dropped kerb is to be widened to 6.3 metres to provide two parking spaces to the front of the property one for each flat. This arrangement is considered acceptable in this case, by the Highways Authority. The site is located in a sustainable location in close proximity to the town centre and access to local services therefore the provision of one parking space per flat is considered to be sufficient in this case. Cycle parking is also provided for both flats to the front of the property.

***Residential Amenity***

The main property to be affected by the proposed development in this case is the attached property to the east No. 94 Penhill Road. The external changes to the building include a rear flat roof extension which will provide space for the kitchen and bathroom for the ground floor flat. The extension will be built up to the boundary with the neighbouring property however will only be 3.4 metres in depth which is considered to be acceptable in this case and comply with the Council's D.C standards. There will be no adverse impact with regards to loss of light or loss of privacy in this case.

The change of use of the single dwelling to two flats is an intensification of residential use at this site. It is however considered that the additional traffic movements and activities related to this change of use will not be such to have a significant adverse impact on the amenities of the occupiers of the surrounding neighbouring properties. The existing dwelling is a three bedroom house and the proposed two flats will also provide three bedrooms in total.

With regards to the residential amenities of the future occupiers of the flats, the internal room sizes and layout are considered to be acceptable in this case. In addition parking and outside amenity space is provided for both flats therefore providing an acceptable level of residential accommodation.

***Visual Amenity***

When viewed within the street scene the existing building will remain unchanged other than parking spaces provided to the front. Many properties within the street have hard standing to the front and therefore this arrangement will not be out of keeping or have an adverse impact on the street scene. The rear flat roof extension will not be visible within the street scene and is therefore acceptable in this case. The flat roof keeps the height of the extension to a minimum and therefore reduces the impact on the neighbouring property. The rear garden will be divided into two separate garden areas by fencing, the details of which shall be submitted to and approved by the LPA to protect the visual amenities of the occupiers of the adjacent properties and the area in general.

## Recommendation

APPROVE for reason that :-2PPi

1. C1Ci (Standard time limit)
2. C12Ei (External materials to match existing)
3. C7Ci (Details of walls/fences related to building to be approved and implemented)
4. C8Bi (Parking spaces and access facilities related to building to be constructed and retained.)
5. C9Ai (Pavement crossing details)
6. C8Gii (Details of car parking related to building to be approved, provided and retained.
7. The building shall not be occupied until the associated facilities for storing refuse and waste, including for waste that can be recycled, have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of amenity and to comply with Policy DEV1 of the West Sussex Structure Plans and G12 of the West Sussex Waste Local Plan Deposit Draft.
8. No development shall take place until a Planning Obligation pursuant to Section 106 of the Town and Country Planning Act 1990 relating to the application site has been completed and lodged with the Local Planning Authority and the Local Planning Authority has given notification of its approval. The said Obligation shall provide a contribution of £975 that will be paid to the Local Planning Authority towards sustainable transport improvements in the area.
   Reason: To promote sustainable travel and discourage car usage as required by policies DEV4-5 of the West Sussex Structure Plan.

Case Officer H Barker Date 19/6/07.

CS 19.6.07.