RECOMMENDATION SHEET

Ward: TAR

APPLICATION NO: WB/08/0294/FULL

LOCATION : 15 Lincett Avenue Worthing West Sussex

PROPOSAL : Proposed end of terrace two bed room house.

OFFICER : Ms J Morin TEL: 01903 221350

APPLICANT:	**AGENT:**
Mr P Bezencon 28 Melrose Avenue Worthing West Sussex	K G Designs F A O D Grout 129 Tarring Road Worthing West Sussex BN11 4HE

Agent's Tel No: [redacted]

DATE REGISTERED: 18th March 2008

DATE ADVERTISED: 3rd April 2008 DATE ADVERT EXPIRES: 24th April 2008
EXPIRY DATE: 13th May 2008

NEIGHBOUR NOTIFICATIONS STATUTORY SITE NOTICE SITE NOTICE

Init. Letter : Date Posted : Date Posted :
Extra Cons : Expiry Date : Expiry Date :
Expiry Date : 17.04.08

EARLIEST DATE DECISION POSSIBLE :
TARGET DATE: COMM/~~DEL DATE~~: 6/5

INITIAL ASSESSMENT :

RECOMMENDATION :- **CONSENT/REFUSE/APPROVE**

SUBJECT TO/ON THE GROUNDS THAT :- (Continued overleaf)

see report

DELEGATED DECISION CONFIRMED BY DCM BY : DECISION NOTICE CHECKED BY OFFICER DATE DESPATCHED BY : [redacted]

K G Designs F A O D Grout
Mr P Bezencon

WB/08/0294/FULL
TAR
JMO

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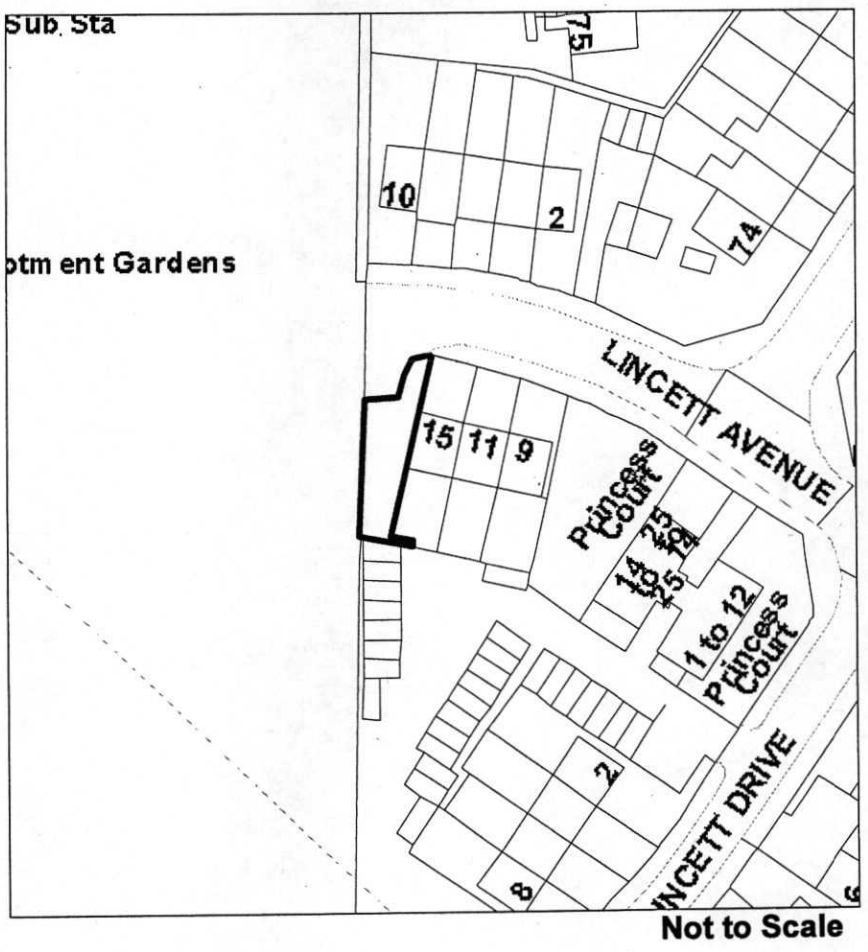

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1. THE PROPOSAL AND THE SITE

The application site consists of an irregular-shaped plot currently comprising part of the frontage and side garden of a modern end-of-terrace house dating from the mid-1960s. The latter occupies a wider than average plot at the far western end of Lincett Avenue, a cul-de-sac. The site adjoins the hammerhead turning area within the public highway, the position of which accounts for the unusual shape of the plot. The terraced block is made up of 3 houses constructed of fair face brick under a concrete-tiled, gable-ended pitched roof, although the external finish of the mid-terraced house differs from the others being tile-hung at first-floor with a rendered panel below. The front gardens are open-plan with little to define the individual plots other than

the pedestrian access paths. Off-street parking is provided to the rear (south) within a communal garage compound accessed from Lincett Drive. The site adjoins allotment gardens to the west.

The surrounding residential area is of a medium-high density, characterised by similar terraced houses in blocks of varying length, and some flat blocks including Princess Court, a 6-storey flat block set in open grounds on the west side of the junction of Lincett Avenue with Lincett Drive. Typically, the individual houses within each terrace block are not all identical in appearance, some having differing external finishes, some with bay window features and others with large picture windows.

Permission is sought to erect an extension on the west side (5.3 metres wide and 6.1 metres deep), to create an attached 2-bedroom house. The front of the attached house would be set back 1.2 metres from the main front wall of the terrace, and would have a pitched and gable-ended roof positioned approximately 0.5 metres below the main roof ridge of the terrace. A distance of 1.45 metres would be retained between the front north-west corner of the proposed house and the side boundary with the allotment gardens, narrowing to 0.1 metres at the south-west corner, reflecting the tapering line of the boundary. The proposed 2-bedroom dwelling would have a rear garden 10.6 metres deep, narrowing to 3.1m in width at it southernmost end. A garage within the adjacent compound (highlighted in red on the submitted plan) would be allocated to the new dwelling, and it is proposed to create a parking space within the front garden of the existing house served by a new vehicular access off Lincett Avenue. The existing public footpath would be extended (within the site area) around the west side of the front garden retained by No.15 to provide pedestrian access to the new dwelling.

2. APPLICANT'S DESIGN AND ACCESS STATEMENT.

The salient points of the Applicant's Design and Access Statement are summarised below:-

"Amount
The site area is 120 sqm plus a garage in the compound. The amount of development is a 2-bedroom, end-of-terrace home to the corner plot. The proposed ground-floor footprint is 32.2 sqm. 15 Lincett Avenue would retain adequate amenity space and a new parking space to the front.

The current proposal has taken into account the previous concerns raised by the Planning Officer and the Highway Authority and is to read as an extension to No.15, set back from the front and with the entrance to the side. The proposal does not affect the existing hammerhead arrangement.

The proposal would relate sympathetically with and be subservient to the existing terrace. Account has been taken of the site topography and the proximity to adjoining properties. The orientation reflects the orientation of the existing terrace and streetscene.

Layout

The proposed dwelling would be an infill development and an assessment of the surrounding area has lead to the proposed unit as consistent with the local vicinity. The design is in keeping with the locality.

Energy conservation has been considered and evaluated as the proposed dwelling would meet the current requirements of Part L.

Scale

The height of the building is proposed to be 8 metres. The proposed dwelling is scaled to provide a 2-bedroom dwelling whilst also taking into account the plot and minimising any adverse impacts to the terrace and overlooking aspects reference the adjoining properties. The existing garage located in the compound is being retained and a parking space provided in the front of No.15.

The proposal is to maximise the site area by taking into the development the strip of land adjacent to the boundary so avoiding a useable [sic] strip of land which would be of limited amenity value.

Permission was granted for a new dwelling and the proposal represents a very limited increase over the approved dwelling (increase gross external area of 10.7 sqm) although providing additional accommodation.

The aspects of the original approval in terms of access from the rear and parking provision along with the set back and elevational treatment have been reflected in the proposed dwelling so the application is substantially in line with the approval, in essence extending the gable wall.

The proposed height and dimensions produce a well-designed dwelling in scale with surrounding development and of appropriate scale and mass.

The proposal has taken regard of Local Plan policies BE1, H18 and TR9. The siting, layout, scale, height, massing and proportions are compatible with the surroundings and take full account of the characteristics of the site and are in line with the approval WB/07/1485/FULL.

Landscaping

A private garden would be provided to the rear, with adequate provision for cycle storage.

Appearance

The overriding principle of the design is to ensure a well-designed and visually attractive dwelling so making a positive contribution to the visual environment and adding to the housing stock. The proposed dwelling would blend with the terrace and reflect the character of the area.

Access

Pedestrian access is from Lincett Avenue. Car parking for the existing house is currently one space within a compound. This would be transferred to the

proposed dwelling and additional parking provided for No.15 within the front garden. The site is close to railway and bus links. The sustainability of the proposal would be considered a positive aspect."

3. CONSULTATIONS

The **Highway Authority** comments as follows:-

"This application has been dealt with in accordance with the Development Control Scheme protocol in respect of proposals for the development of single residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by the Highway Authority should be considered to be advice only, with respect to this planning application.

The Highways Authority was consulted previously on a similar application for this location under planning application WB/07/1485/FULL to which no objections were raised.

The proposal is for an end of terrace two bed house with access onto Lincett Avenue. This proposal has been considered using drawings submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

From an inspection of the plans alone, there is no apparent visibility issue at the point of access onto Lincett Avenue. I have also checked our most recently available verified accident records, which reveals there have been no personal injury accidents in the vicinity of the existing point of access, indicating a low risk of highway safety issues with this proposal.

Secure and covered cycle parking should be included if this application gained planning permission.

Any approval of planning permission would be subject to the following conditions:

Cycle parking
No dwelling, hereby approved, shall be occupied until covered secure cycle parking spaces have been provided in accordance with a detailed construction plan to be submitted to and approved by the planning authority.
Reason: To provide alternative travel options to the use of the car in accordance with PPS3 and DEV4 of WSCC Structure Plan.

Construction plant and materials
No works shall be carried out on site unless provision is available within the site (or other adjacent land within the applicants control) in accordance with details approved by the Local Planning Authority, for all temporary contractors buildings, plant and stacks of materials associated with the development and

such provision shall be retained for these purposes throughout the period of work on the site.

Reason: To avoid undue congestion of the site and consequent obstruction to access."

The **Strategic Housing and Planning Manager** comments as follows:

"Local Plan Policies that apply are:-

Saved Local Plan policies

- *H18 Residential Amenity*
- *BE 1 Good standards of design and materials.*
- *TR9 Parking requirements*

Saved West Sussex Structure Plan

- *ERA1 Making best use of land.*

Housing provision

The increase in dwellings is supported under Structure Plan Policy ERA1 making best use of land and in general by PPS3.

Parking and access requirements

The maximum parking standards for a 2-bedroom house are 1.5 car spaces. There will be parking for 1 car in the existing garage. Given the sustainable location the provision of 1 space is deemed to be sufficient.

The proposed changes to the access to the site has to be agreed with the Highways Department of West Sussex County Council.

Conclusion

The design issues need to be assessed by the case officer and access to be discussed with the Highways Department at the County Council.

There are no objections to this proposal from a planning policy point of view."

The **Head of Service for Health, Housing and Community Safety** has no objection.

4. REPRESENTATIONS

3 letters of objection have been received from the residents of Nos. 2, 4, and 6 Lincett Avenue raising the following concerns:-

i) To build in this area would take away a car turning point, and possibly add more cars in this small area, causing havoc, not to mention deliveries.

ii) Parking in the road is bad already as few people use their garages and the resulting congestion is a nightmare for emergency vehicles. The situation should be viewed between 6 and 7pm . People even park in the turning head at the end of the cul-de-sac especially at weekends.

The plans suggest the turning point would be reduced to allow entrance to a hardstand for the proposed property. The creation of a dropped kerb will limit the space available to park on-street.

iii) The proposed house will reduce light to the front of the terraced houses opposite.

iv) The proposed development is a cramped and oppressive overdevelopment. It would be harmful to neighbour amenity and detrimental to the preservation order on the adjacent stone [flint] wall.

v) A poor living environment would be provided for future occupiers due to inadequate amenity space and poor outlook to the rear.

vi) A parking space in the front garden of No.15 would appear out of place and detrimental to the streetscene.

5. RELEVANT PLANNING HISTORY

Planning permission was granted earlier this year for a similar one bedroom attached end of terrace dwelling on this site (WB/07/1485/FULL). Prior to this an earlier application for a 2-bedroom attached house on this site having a larger footprint and involving the existing hammerhead being fore-shortened in length, was withdrawn by the applicant following an objection raised by the Highway Authority and concerns expressed by the Planning Officer (WB/07/1235/FULL).

6. PLANNING ASSESSMENT

In accordance with the provisions of the Planning and Compulsory Purchase Act 2004, the Worthing Local Plan (2003) and the West Sussex Structure Plan 2001-16 have now lapsed. However, in recognition of the still emerging status of the of the Local Development Framework and Regional Spatial Strategy, and in order to avoid a policy vacuum, the Secretary of State for Communities and Local Government has issued a Direction allowing specific Local Plan and Structure Plan policies to be 'saved', against which development proposals will continue to be considered during the ensuing period. The application should therefore be considered in relation to the saved Local Plan policies BE1, H18 and TR9, and the saved Structure Plan policies LOC1, NE1, DEV1, DEV4, DEV4 and ERA1. National Government Policy in the form of the relevant Planning Policy Statements and Guidance constitute a material consideration in the determination of the proposed development (in particular PPS1, PPS3 and PPG13). The proposal comprises infilling within the built-up area and is therefore generally supported in policy terms in that it would make more efficient use of existing brownfield land and would assist toward achieving Structure Plan targets for new dwellings. As before, the main concerns are the effects on the visual amenities of the locality, the impact on the living conditions of the occupiers of neighbouring properties, and parking and highway considerations.

As previously approved, the siting, scale, massing and external appearance of the proposed new dwelling had been designed to appear as an extension to

the existing end of terrace house, subservient in its form and detailing and with the main entrance door to the side. The main difference from the earlier approved scheme is that the proposed 2-bedroom attached house would now be 0.8 metres wider, extending closer to the west site boundary. In your officer's opinion, the increased width and larger area of brickwork results in a building that is less subservient in scale to the existing end-of-terrace house, disproportionate and somewhat ungainly in appearance.
It has been suggested to the applicant's agent that a more successful solution in visual terms would be to revise the front elevation so that the proposal appears as a separate dwelling in its own right, with an entrance door at the front. The plot is not wide enough to allow a new dwelling unit that would exactly mirror the size and detailed design of the other units in this terrace, and the proximity of the 'turning head' prohibits the inclusion of a bay window. However, providing some harmonious elements can be provided through matching the proportions of adjacent windows and doors, it is considered that there is sufficient diversity in the appearance of this terrace, and those houses opposite, that the proposed dwelling would not appear as an unduly discordant or incongruous addition. Owing to the slight bend in the road, combined with the set back position of the proposed 2-bedroom unit, it would not be an unduly prominent or conspicuous feature within the surrounding streetscene. A gap between the front corner of the proposed house and the west side boundary would be retained, although this tapers significantly owing to the angle of the boundary as a result of which the rear south-west corner of the dwelling would be sited very close to the boundary wall (within 0.1 metres). Seen in the context of its position at the end of the cul-de-sac, and in relation to the adjacent open allotment gardens, it is considered this siting would not result in excessively cramped appearance such as to warrant refusal on this ground. Amended drawings showing a revised front elevation are currently awaited.

The boundary of the adjacent allotment gardens is defined by a low flint wall (in a relatively poor condition) with overgrown hedgerow above. The boundary wall is a historic feature of the former market garden on this site, but has no formal status and is not Listed. As stated above, the rear corner of the proposed dwelling would now extend close to this wall, which it is considered should be adequately protected during construction, and any damage to it made good in matching flintwork.

As before, the proposed attached dwelling would have no adverse impact on the amenities of neighbouring properties. With regard to the comment raised by the third party, it would be sited in excess of 25 metres south of the terrace opposite (Nos. 2 -10 Lincett Avenue). Thus, despite its orientation to the south of the latter, it would not result in any significant loss of light or overshadowing.

In terms of the living conditions of future occupiers, the only concern relates to the potential for overlooking and lack of privacy owing to the proximity of the extended public footpath in relation to the ground-floor front window (serving the kitchen). However, it is unlikely that the new section of footpath would be

greatly used other than by the future residents of the proposed dwelling itself, in view of its position at the end of the cul-de-sac.

The entrance to the pedestrian access path running around the edge of the adjacent allotment gardens is positioned adjacent to No. 10 Lincett Avenue, to the north of the site, and is well-used as a cut-through to Ringmer Road. However, the pedestrian desire line to cross from the south side of the Lincett Road to the entrance of the path is to the east of the proposed site and unlikely to follow the line of the extended pavement around the edge of the turning head.

A similar concern relates to the turning head which is sometimes used by residents to park vehicles, particularly during evenings and weekends when demand for on-street parking is higher. The surface material of the hammerhead differs from the adjacent tarmac road, and has deteriorated over time so that it is not immediately apparent that it forms part of the public highway (although the Highway Authority has confirmed that it does). In approving the earlier scheme for a one bedroom dwelling it was considered that the occasional use of this area for parking would not raise such serious implications for the privacy of the future occupiers of the new dwelling. If anything, the extension of the public footpath around the turning head would make it appear more obvious that this area forms part of the public highway and encourage its proper use as a turning head, thereby deterring parking other than for short periods of time. On this basis the level of parking provision (1 space each for the existing and proposed dwelling) is considered adequate.

The concern that the creation of a parking space within the front garden would be out of keeping in this area is understandable, however, a hardstanding with associated access to serve existing dwelling house could be undertaken at any time as 'permitted development'.

7. RECOMMENDATION

THAT SUBJECT TO THE RECEIPT OF A SATISFACTORY AMENDED PLAN, PLANNING PERMISSION BE GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:-

1. C1AREV Standard time limit
2. C4B Screen walls/fences to be provided at rear/side (including making good of flint wall as necessary) with open plan frontage retained
3. C5A Use as garage only
4. C5B Parking to serve existing and proposed dwelling to be provided before occupation
5. C6A Access to parking space in front of No.15 to be provided
6. C6K Parking/unloading facilities to be provided during construction
7. C6L Materials/plant storage area to be provided during construction
8. C7C No extensions/alterations without permission
9. C7G Limit hours of construction

10. C8A Landscaping scheme to be agreed and provided
11. C9B Samples of materials to be agreed before construction
12. C13A Permission relates to amended plan
13. C13L Sustainable design measures
14. Provide cycle storage for new dwelling

8. BACKGROUND PAPERS

Observations of the Highway Authority
Observations of the Head of Service for Health, Housing and Community Safety
Observations of the Strategic Housing and Planning Manager
Letters of representation from members of the public

6th May 2008