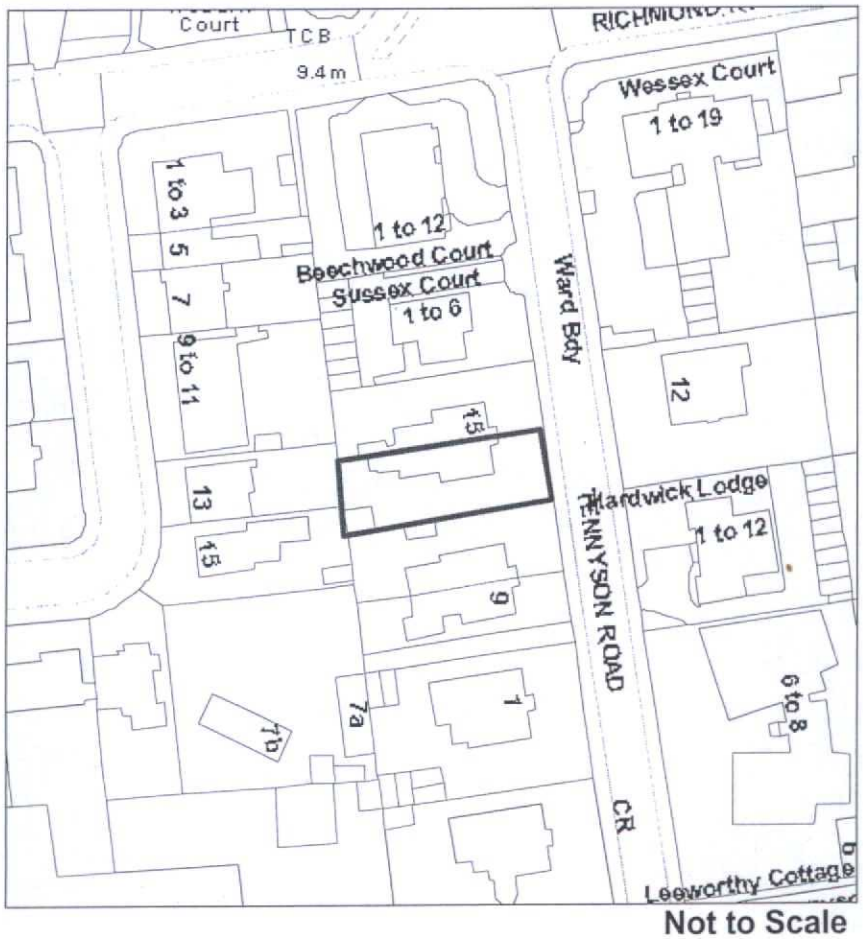
Colin Jessey Associates.
Peter Wheeler

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Location : 13 Tennyson Road

Proposal: Alterations and erection of single storey extension and two dormer windows on south elevation in connection with conversion of existing property into 4 x one and two bedroom self contained flats together with extension to existing garage to form a one bedroom detached bungalow (total 5 residential units).



Not to Scale

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1. THE PROPOSAL AND THE SITE

The proposal concerns a traditional bay-fronted Victorian semi-detached property, formerly a dwelling and presently comprising two self-contained flats. Whilst the building has a distinctive form and character, it is not a Local Interest Building and is not in a Conservation Area.

Permission is sought for the conversion of the main building into three 1-bed flats and a 2-bed flat utilising the loft space and the creation of a 1-bed bungalow by way of extending an existing detached garage at the rear of the site.

External alterations proposed to the main building include Conservation rooflights in the front and rear roof slopes, a new mono-pitch lead roof dormer in the side roof slope, the addition of a pitched roof over an existing flat roof extension and the squaring off of the rear elevation as well as two new entrance doors on the southern flank elevation.

A pitched roof side extension to the existing garage is proposed and alterations, including full-height glazing to the front east elevation, entrance door, two windows on the rear west elevation, a stable style door and single door with side lights to the northern elevations looking across the back of the main building. The roof of the resulting building would be decorated by way of a white painted dovecote.

Roofs will be tiled with natural blue slates and walls finished in facing brick and painted render to match the existing building.

Three off-street parking spaces are proposed using an existing vehicular access and bin storage and cycle storage facilities are proposed along the common boundary with No. 11 Tennyson Road.

2. DESIGN AND ACCESS STATEMENT

The applicant has submitted an access and design statement. The key supporting paragraphs are quoted below:-

"3. Amount & Nature of the Project

Our client, Mr Peter Wheeler, the freehold owner of the above premises, and a resident of Worthing Town Centre, wishes to undertake all the necessary repairs and put the building back into good condition.

It is considered that refurbishment and/or redevelopment of the existing building back into a spacious residential house would not be economically viable, and that conversion and extension to provide a number of self contained one/two bedroom flats would provide much sought after and needed starter homes, single person and new couple's homes, and building stock.

It is important that any improvements and the refurbishment is undertaken in such a way that the finished conversion provides accommodation, which is both needed and sought after in the town centre.

It is also important that the conversion compliments the character of the Town Centre and the West Worthing Local Plan.

It is considered that the outbuilding should be included in the scheme, rather than leaving it redundant and subject to disrepair and dilapidation. It is an important feature and shows the development of the property over the years. It should be retained and refurbished, and a suitable use found to ensure its preservation.

The proposed scheme allows for four self contained units to the main building; comprising a ground floor one bedroom flat to the front, a two bedroom maisonette above, a ground floor one bedroom flat to the rear, and a one bedroom maisonette above. The scheme also allows for extending and converting the outbuilding/coach house into a one bedroom flat at ground floor only.

4. Scale & Design Criteria

The design criteria is to undertake the proposed conversion while retaining the character and style of the existing building, neighbouring properties and surrounding area, and to take into consideration without detriment the position of any adjoining property.

The proposed conversion of the main building includes a small ground floor extension (of 4.5 square metres) to the rear of the main building to square off the rear floor plan, and replacement of the small flat roof with a monopitch slate roof.

The conversion also includes provision of accommodation in the roof space. Light and ventilation is to be provided by a small traditional leaded dormer with a monopitch roof, and two conservation roof lights.

The proposed conversion of the coach house includes a modest ground floor extension of 20 square meters to provide the minimum necessary accommodation required.

These small extensions will not create any overlooking or loss of light to neighbouring properties.

The existing dwelling house has a spacious and attractive entrance hallway which will be retained to provide access to the front two flats, Units 1 & 2. The two rear flats, Units 3 & 4, and the coach house, Unit 5, will each have their own separate access at the rear.

Sound insulation to each unit shall be included throughout, all in accordance with the Building Regulations.

5. Materials.

Coach House

The concrete interlocking tiles to the coach house roof are to be stripped off and the new and existing roofs are to be recovered in natural blue slates.

The red brick elevations are to be extended; all new brickwork is to match the existing.

The front elevation will include a full length glazed panel with charcoal glass and vertical frames, to retain the identity of the original opening.

All doors, windows, fascias and joinery will be in timber and decorated in black to retain the character of the coach house.

Main Building

Materials shall match existing.

The existing weathered roof tiles are to be retained, but the proposed new traditional dormer will be finished in lead, with lead cheeks.

The two small Velux roof lights are selected from the Conservation range, with slim line sections and vertical glazing bars.

All elevations will be re-rendered with a smooth colour wash finish and have a rendered plinth.

All new windows will be of traditional design in white upvc to match existing, and in keeping with many adjoining properties.

The footpaths will be finished in red brick pavers. Parking bays shall be outlined in red brick pavers and finished in blue tar-macadam. Planting will be provided.

6. Access & Parking

New pedestrian access is proposed from the pavement to the main front entrance. A new wrought iron gate is to be set between brick piers, within the existing front boundary wall.

The existing combined vehicular and pedestrian access is to be utilised for vehicular access.

Two parking spaces are to be provided at the front of the site, plus a third bay for turning and visitors.

While additional parking could be provided at the rear, this has been avoided to prevent traffic movements in front of the residential units, and to provide generous amenity space.

While the restricted parking is not considered a problem, as the property is within easy reach of the Town Centre with its amenities and public transport, an Infrastructure Contribution may be considered appropriate.

8. Planning Issues

The proposals comply with Council Policy H13 in respect of conversion of residential accommodation into flats, as the character appearance and amenity of the area is not adversely affected, and the property is capable of being converted without detriment to adjoining properties through increased traffic or people movements and overlooking.

The proposals provide generous amenity space around the building, and for the new accommodation.

The land is not subject to any other proposal and is suitable for the general demand for starter homes, small dwelling units, and single person homes.

The proposals do not result in any overlooking, loss of light, or have an overbearing effect on any property.

The design and materials are sympathetic to the existing building, to neighbouring properties, to the character of the area, and to the adjoining Conservation Area.

The design quality and detailing clearly comply with Council Policies BE1 & BE2, and makes improvements on the existing building.

The design quality, detailing and choice of materials also complies with Council Policy BE24, development adjacent to a conservation Area.

9. Impact on Area & Adjoining Properties

While, the proposed scheme is designed to improve the property and provide five new starter homes by way of one and two bedroom flats with modern facilities, the scheme shall improve the visual appearance of the property, the neighbouring properties, the street scene, the adjoining Conservation Area, and the West Worthing Local Area.

The redundant coach house, which is of some historic interest to the property, shall be retained and put to good and much needed use. The extended building sits neatly under the existing high boundary walls. As a single person or starter home, it will create fewer disturbances than its designed use as a garage or coach house.

Other than the visual improvements, there would be no impact on the area and adjoining properties."

3. CONSULTATIONS

The **Highway Authority** raises no objection subject to the agreement of the precise siting of the parking spaces, the removal of a pier in the front boundary wall and the enlargement of the proposed covered cycle storage building to accommodate a higher number of bicycles.

4. REPRESENTATIONS

None.

5. PLANNING ASSESSMENT

The principal issues to be considered include the acceptability of the proposed development in principle, effect upon neighbour amenity, the design and appearance in relation to the existing building and the street scene, and parking and highway safety. As such the proposal should be weighed against Policies H13, H18 and BE1 of the Worthing Local Plan and Policies NE1, NE2, NE3, DEV1, DEV4, DEV5 and CH1 of the West Sussex Structure Plan 2001-2016.

The site is within the former Policy H11 area which sought to safeguard further loss of family dwellings. However, the proposal site presently comprises two flats and in any case Policy H11 does not form part of the saved development plan. Therefore, in principle the proposal should be supported in your Officers' view, because it would result in a net increase of three residential units on a previously developed site and would help meet Structure Plan housing targets. Furthermore, there are other flatted developments in the vicinity of the proposal site and it is not considered the proposal would be incongruous with adjoining land uses.

The proposed external alterations are considered acceptable with the existing façade remaining largely unchanged aside from a small Conservation rooflight in the front roof slope. To the southern flank elevation two new entrance doors are proposed in a pitched roof addition to the original projection behind the building.

The proposed conversion and extension of the detached garage building is considered acceptable. The siting and position of windows and openings would ensure the amenities of future occupiers of the main building would not be affected whilst the building would be bounded on two sides by a tall brick wall. Some 5.5 metres beyond the rear boundary wall is No. 15 Winchester Road, which has a first floor window in the rear elevation. In order to safeguard residential amenity it is suggested a condition is imposed requiring the secondary bedroom window on the western elevation of the bungalow is obscure glazed and fixed shut. The bedroom would still be served by a door and windows on the northern elevation overlooking an outdoor amenity space.

Turning to the main building, only one of the windows in the southern flank elevation will serve a habitable room, being a living room on the first floor at the back of the building. This living room would also be served by a window in the rear elevation, which is west facing. The window would be situated some 14 metres from the flank wall of No. 11 Tennyson Road and it is not considered undue overlooking would arise as there are no habitable room windows in the flank elevation of No. 11 Tennyson Road.

Presently off-street parking is provided by 4 or 5 spaces and the garage. The current use would require a maximum of 3 spaces under current adopted standards. The proposed use would require 5.5 spaces, whilst 3 are proposed. This presents a shortfall of 2.5 parking spaces. However, the proposal site is in a sustainable location, within walking distance of the railway station, town centre and local bus routes and the covered secure cycle storage facility would compensate for the parking shortfall. The Highway Authority has raised no objection subject to minor changes to the position of the parking spaces, and increase in the width of the access, and supports the level of parking proposed. There is some concern, however, about the loss of a section of flint wall to provide improved visibility, particularly when the application proposes a reduction in number of car parking spaces. The Highway Authority has been re-consulted and its comments will be reported at the meeting.

In summary it is considered the proposal is acceptable in principle and would not give rise to adverse effects upon residential or visual amenity or materially worsen existing highway conditions.

6. RECOMMENDATION

THAT THE APPLICATION BE DELEGATED TO THE ASSISTANT DIRECTOR (PLANNING SERVICES) TO APPROVE THE APPLICATION, SUBJECT TO THE FOLLOWING CONDITIONS, AFTER THE EXPIRY OF THE ADVERTISING PERIOD AND SUBJECT TO NO NEW RELEVANT ISSUES BEING RAISED.

1. C1AREV Standard full condition.
2. C9A Agree schedule of materials.
3. C12L Provide refuse/bin stores for flats.
4. C5K Provide secure and covered cycle parking for flats.
5. C8A Agree/provide landscaping scheme.
6. C4B Erect boundary and screen walls/fences before occupation.
7. C11A Agree/implement sound insulation.
8. C12F Provide combined aerial and satellite dish facilities.
9. Retain parking for private motor vehicles.
10. Sustainable design features.
11. Obscure glaze and fix window in west elevation (detached bungalow).

7. BACKGROUND PAPERS

Observations of the Highway Authority.
Observations of the Assistant Director (Health and Housing Services)

23rd October 2007