Development Control – Delegated Officer Report

Application Number: AWDM/0435/24 Recommendation: Approve

Site: 27 Grove Road, Worthing

Proposal: **Change of use from 2 converted flats to a single dwelling house as originally designed. Removal of existing Rear West sun room and replaced with extension having flat roof detail.**

Date of site visit: 21.05.2024

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application site relates to a semi-detached building on the west side of Grove Road that has been separated into two flats, known as No.27 and No.27a. This is a predominantly residential area comprising of a mix of dwelling types and designs. The site does not contain a listed building and is not within a conservation area. There are no protected trees within the site but TPO No.12 of 1996 and TPO of No. 6 of 2011 apply to several trees and a group of trees at land to the west (rear) of the site.

Proposal

Permission is sought for the conversion of the building back to a single dwelling house. A single storey extension is also proposed to the rear following removal of the existing lean-to structure. This would replace the existing side lean-to sunroom structure and extend further to effectively square off at the corner where the rear lean-to would be incorporated to form a wrap-around extension across the width of the building. It would have a flat roof up to 3 metres in height. A rendered finish is proposed to the walls and GRP roof.

Relevant Planning History:

WB/128/51/FULL Conversion to 2 flats Approved 20.03.1951

09/0942/FULL - Proposed conservatory on rear elevation.
STATUS: CCN 24th December 2009.

Consultations:

The **Highway Authority** has made the following comments:

This proposal is for the change of use from 2 converted flats to a single dwelling house as originally designed. Removal of existing Rear West sunroom and replaced with

extension having flat roof detail. The site is located on Grove Road, an unclassified road subject to a speed restriction of 30 mph.

There are no proposed changes to access arrangements for this development. The LHA does not anticipate that the proposals would give rise to a material intensification of movements to or from the site.
No vehicular parking is to be provided for this development as per the existing arrangement. The development will create a similar parking demand to that of the existing residential use. Consequently, vehicular parking would have to be accommodated on-street.

Whilst on-street parking is limited in the immediate vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be a detriment to highway safety. The LHA does not anticipate that the proposed nil car parking provision would result in a detrimental highway safety impact, nor give rise to a parking capacity issue.

No details of cycle parking provision have been provided. Cycling is a viable option in the area and the LHA would request that secure cycle parking provision be provided in accordance with WSCC Parking Standards.

The site is situated in a sustainable urban location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. The site is also well connected by public transport, with regular buses available from Broadwater Street. Worthing Train Station is situated approximately 2km south of the site.

In summary, 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 115), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

Cycle parking
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Southern Water has commented as follows:

Foul and Surface Water Drainage
Southern Water requires a formal application for any new connection to the public sewer to be made by the applicant or developer.

To make an application visit Southern Water's Get Connected service: developerservices.southernwater.co.uk and please read our New Connections

Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements
For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).
Website: southernwater.co.uk or by email at: SouthernWaterPlanning@southernwater.co.uk

The Council's **Drainage Consultant** has commented as follows:

The applicant is applying for the change of use from 2 converted flats to a single dwelling house as originally designed. Removal of existing Rear West sunroom and replaced with extension having flat roof detail.

Following a review of the submitted information, we have no objection on surface water grounds. Due to the site, size, location, and type of development we would recommend the approval of the application.

The Council's **Private Sector Housing** team has confirmed no objections.

The Council's **Environmental Health** officer has raised no objection and has recommended a condition to control hours of construction/demolition.

Representations:

None received.

Relevant Planning Policies

Worthing Local Plan 2020-2036 (WBC 2023): Policies:
SP1 (Presumption in Favour of Sustainable Development)
SS1 (Spatial Strategy)
DM1 (Housing Mix)
DM2 (Housing Density)
DM5 (Quality of the Built Environment)
DM15 (Sustainable Transport and Active Travel)
DM20 (Flood Risk and Sustainable Drainage)
DM22 (Pollution)

National Planning Policy Framework (MHCLG 2023)
National Planning Practice Guidance

Planning Assessment

Principle of Development

The use of the building as two flats appears to go back to the 1951 permission. The proposal would result in the loss of one residential unit. Policy DM1 seeks to resist the loss of existing homes and states that:

Planning applications that result in the loss of residential accommodation will not be permitted unless one or more of the following exceptions apply:

i) it can be demonstrated that the accommodation cannot be renovated to achieve satisfactory housing standards;

ii) the proposal would result in a net gain in units of affordable housing;

iii) the loss would enable residential units to be enlarged to meet residential space standards;

iv) the proposed change of use will provide a local community service/ facility that meets an identified need;

v) it can be demonstrated that a proposed change of use is the only practicable way of preserving the special architectural or historic interest of a listed building or other building of heritage significance; or

vi) applications for the conversion of flats or Houses in Multiple Occupation (HMO) back to family sized homes will be considered on their merits taking account of other considerations including, for example, amenity considerations and evidence regarding the need for family homes.

Criteria (vi) is the most relevant in this case relating to a conversion of the flats back to a 4-bedroom dwelling house.

As set out in Worthing's Strategic Housing Market Assessment, the trend for new dwellings has been for smaller units which "contributes to above average levels of overcrowding and constraints growth in family households". It is noted that there is a need for a mix of units and that 10-20% of market units should have four or more bedrooms.

In view of this, although the proposals would technically result in the net loss of 1 dwelling, there would be a net increase in the family housing stock as the proposal would provide a good sized 4-bedroom family house, returning to its original use. This would be achieved by removing an internal wall and door, resulting in a straightforward conversion helping to restore the original character.

Also relevant is criteria (iii) relating to residential space standards. The proposed conversion would result in two of the existing ground floor bedrooms which fall below space standards being redesignated as a home office room and utility room within the ground floor living accommodation, and with all of the bedroom accommodation proposed on the upper floors where the new bedrooms would have acceptable room sizes and the overall floorspace would meet space standards.

Therefore, on balance, the benefits of reinstating a good-sized family home and to the character of the area would outweigh the loss, and the proposal can be accepted in principle.

Visual Amenity

The proposed extension would be at the rear of the building where it would replace the existing lean-to structure and extend further to its rear. Although it would be a standard flat roof design, it would not be readily visible in the streetscene and as such it would not cause any significant harm to visual amenity. A door is indicated to be removed on the side (north) elevation) and would be acceptable subject to the use of matching materials. Other changes to facilitate the conversion would not result any external alterations including no changes at the frontage.

Subject to the use of matching materials, design an impact on visual amenity are considered acceptable.

Residential Amenity

The conversion back to one dwelling house would not cause any significant impact on neighbouring occupiers in terms of the intensity of the use compared to the existing use as two flats.

In terms of the proposed rear extension, the main impact would be to the occupiers of the immediate neighbouring dwellings at No. 25, which is the adjoining two storey dwelling to the south, and No.29, which is a bungalow to the north. Given the scale of the proposed extension and separation, there would be no significant impact to occupiers of dwellings to the rear in Lamorna Grove.

On the north side, the extension would incorporate the footprint of the existing rear lean-to structure with no increase in depth on this side and an existing north side window would remain unaltered. The height would be increased with the inclusion of a flat roof but given the separation with No.29 is approximately 2.9 metres and it would not increase the depth on this side, there would be no significant impact to the amenities of occupiers of No.29.

No.25 to the south is the adjoining dwelling which largely mirrors the application site in terms of its general form with a two storey rear projection set away from the common boundary, and has been extended to the rear of that with a single storey flat roofed extension. There is a rear window which serves the neighbours dining room within the main rear wall which is set within the recess between the two rear projections. The internal arrangement of No.25 includes a wide section of glazed panels and glazed doors internally between the front and rear rooms of the house which allows some daylight to penetrate from the front living room window into the rear dining room. There are no side windows in the neighbours' rear outrigger or rear extension facing the application site.

Although the extension would replace the existing sunroom structure and is also indicated to be no deeper than the existing rear lean-to, it would infill at the corner adjacent to boundary which would further enclose the neighbours rear dining room window and the adjacent amenity space as well as at an increased height close to the boundary.

Given the depth of the proposal, attempts have been made during the course of the application to negotiate a reduced size, and whilst the applicant has provided drawings

that reduce the height from 3.8 metres as originally proposed to 3 metres as revised, they have not been willing to reduce the overall size of the extension.

However, taking into account the impact of the existing lean-to structure which encloses the neighbours rear window at present, and having regard to the site orientation, where the extension would be to north and would not have any significant impact on light, the main impact is from additional enclosure where such a relationship already exists immediately adjacent to the neighbours' rear dining room windows/glazed door. An additional 2 metres depth is proposed at the revised height of 3 metres. It is noted that no objections have been received and although a reduction in depth would make an improvement to the proposals, it is considered that the effect of the additional depth and height would not have such an impact to warrant refusal in this instance given the existing relationship with the adjoining dwelling. The existing lean-to at No.27 sits within the existing boundary wall and this relationship would remain, with the extended south side wall shown following this same alignment. It is also noted that the main amenity space for the neighbour is at the rear, with the side area adjacent to the proposed extension used partly for storage. Nevertheless, the finish of the walls would be painted render and a condition for this to be painted white for the south side wall would help to minimise the sense of enclosure felt within the rear amenity space. On balance, the impact to the amenities of the neighbouring occupier would not warrant refusal of the application in this instance. A condition is recommended to prevent any windows in the south side wall in the interests of protecting privacy.

Access and Highways

There would be no changes to the existing parking and access arrangements. No parking exists at the site currently and no car parking spaces are proposed. No objection has been raised by the Highway Authority to a nil parking provision and no highway safety concerns have been raised. The site is located within a sustainable location with access to local services and amenities, including public transport connections to the wider area, where occupiers need not be reliant on the use of a private car. The Highway Authority has recommended cycle parking to be provided prior to occupation and this can be accommodated with the rear garden. A condition is recommended to secure this in the interests of encouraging alternative sustainable means of travel.

Drainage

In terms of flood risk the proposal does not result in a change in the vulnerability of the use on site, and the Council's Drainage Consultant has not raised any objection in relation to surface water drainage.

CIL

The development would not be liable for CIL as its not creating a new dwelling for CIL purposes and the additional floorspace created would be less than 100sqm.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbers
2. Standard time limit
3. Hours of construction
4. Matching materials
5. Cycle parking to be agreed/provided
6. South side wall to be painted white
7. No windows/openings to south side elevation of extension

Informative

- The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
- Southern Water – application required
- New address

Is recommendation contrary to letter(s) of representation? N

Case Officer: Rebekah Hincke Date: 22.07.2024

Authorised by: Louise Prew Date: 24/07/2024