Expiry Date - 19/06/2023

Development Control – Delegated Officer Report

Application Number: AWDM/0558/23 Recommendation – APPROVE

Site: 3 Abbotts Close Worthing West Sussex BN11 1JB

Proposal: Proposed two storey rear extension; replacement black upvc windows (part retrospective); retrospective application for rooms in roof consisting of dormer to east elevation. Hard surfacing to frontage for off road parking with crossover requiring removal of 4 parking spaces (nos. 3 & 3A Abbotts Close)

Date of site visit: 16.05.23

Neighbours checked: y

Additional neighbour notifications: N

Site and Surroundings

The site is located on the north side of Abbotts Close within a small cul de sac of individual houses off Christchurch Road. The property is an older style property set back in the plot mainly white/cream rendered with a tiled two storey bay to the southern elevation and plain tiled roof.

The property is in two flats (converted in the 1950s), a ground floor flat and a first and second floor flat. The property appears to have a large shared front garden which has mature planting and a large rear garden which is divided between the two properties. The property is surrounded by approx. 1.8-2m high fencing.

1 and 2 Abbotts Close to the south east are set much further forward and face onto the close. They both have driveways and parking to the frontage.

Nos 4 and 5 to the west are on a similar line to No 3 set back and have driveways and parking to the frontage.

Abbotts Close has restricted on street parking within the CPZ (Zone F). There are 4 parking spaces on the public highway in front of No 3

The property is not within a conservation area and is not a listed building.

The surrounding area is predominantly residential and has a wide range of property types including houses, bungalows and chalet bungalows. The materials, design and form of properties is varied.

Proposal

The application which has been amended since originally proposes

1. A vehicular crossover onto Abbotts Close and the use of part of the front garden area for parking for both properties. At least 50% of the front garden area would be retained as garden. The crossover requires the removal of 4 on street parking spaces.

   The agent has advised that the parking is primarily required for the resident of the ground floor flat who have mobility issues and requires on plot parking.

2. Two storey rear extension to the north elevation, which has been amended to have a gully pitched roof. The extension would project 3m and would provide a dining room walk in wardrobe and en-suite for the ground floor flat and a dining, study and en-suite bathroom for the first floor flat. An outside circular staircase is also proposed to the rear elevation of the extension providing additional access from the first floor flat to the garden

   The application seeks to retain:

3. Replacement windows. The windows have recently been replaced like for like from white UPVC to black UPVC.
4. A loft conversion and a dormer to the east elevation. The loft conversion involves a further bedroom, bathroom and study. The dormer to the east elevation has a flat roof with plain concrete hanging tiles to match the existing roof. Two roof light lines are proposed to front roof slope

Relevant Planning History:

None relevant

Consultations:

WSCC Highways

This proposal is for a construction of two storey rear extension; replacement black upvc windows (part retrospective); retrospective application for rooms in roof consisting of dormer to east elevation. Hard surfacing to frontage for off road parking with crossover requiring removal of 4 parking spaces (nos. 3 & 3A Abbotts Close). The works for this proposal, as stated in the application form, have been completed in April 2022.

The proposal includes construction of a vehicle crossover onto Abbots Close. As a result of the proposed VCO 4 on-street parking bays would need to be removed. I have consulted WSCC CPZ team who have advised that they

would not support the creation of a VCO because it removes a disproportionate amount of parking for one VCO.
As this application is part retrospective, it is unclear if the VCO has already been constructed. The proposed access works would need to be implemented under a licence obtained by WSCC Highways. The application for a VCO is unlikely to be permitted by WSCC Highways.

This proposal is not anticipated to result in a material intensification of use onto Abbots Close or the wider road network.

The proposed hardstanding area appears of sufficient size to accommodate a single vehicle, considering the minimum requirements of 2.4 x 4.8m as outlined in Manual for Streets (MfS) guidance.

From a highway safety perspective, the LHA cannot justify an objection as there are no overriding safety concerns, therefore is not contrary to the National Planning Policy Framework (paragraph 111), however WSCC Highways have confirmed that they will not grant a licence in this location.

If the LPA are minded approving this application the following conditions and informative are advised.

Conditions
Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the proposed site plan .

Reason: In the interests of road safety.

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Informative
Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/

Online applications can be made at the link below, alternatively please call 01243642105.
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-applicationform/

Representations:

None received.

Relevant Planning Policies

Worthing Local Plan policies (WBC 2023): SP1, DM5, DM16
National Planning Policy Framework (HCLG 2021)
National Planning Practice Guidance
SPG 'Extending or Altering Your Home' (WBC)

Planning Assessment

There is no objection in principle to extensions and alterations to residential dwellings within the built-up area. The key considerations are the effects on the visual and residential amenities of the locality, car parking and access.

Policy DM5 of the WLP states:

All new development (including extensions, residential annexes, alterations, ancillary development, change of use and intensification) should:

i) be of a high architectural and design quality and respect and enhance the character of the site and the prevailing character of the area. This will include consideration of proportion, form, design, context, massing, siting, layout, density, height, size, scale, materials, detailed design features and landscaping;
ii) enhance the local environment by way of its appearance and character, with particular attention being paid to the architectural form, height, materials, density, scale, orientation, landscaping, tree canopy, impact on street scene and layout of the development;
iii) make a positive contribution to the sense of place, local character and distinctiveness of an area;
iv) respect, preserve and where appropriate enhance, heritage assets and settings;
v) be well built, accessible, fit for purpose, and adaptable to changing lifestyle, demography and climate;
vi) include a layout and design which: take account of potential users of the site; create safe conditions for access, egress and active travel (walking and cycling) between all locations; provide good links to integrated public transport; and have

acceptable parking arrangements (in terms of amount and layout);

vii) make a positive contribution to creating a safe and secure environment by integrating measures for security and designing out opportunities for crime;

viii) not have an unacceptable impact on the occupiers of adjacent properties, particularly of residential dwellings, including unacceptable loss of privacy, daylight/sunlight, outlook, an unacceptable increase in noise giving rise in significant adverse impacts, or vehicular movements resulting in severe cumulative impacts on the road network, or loss of important open space of public value (unless it satisfies any of the exceptions set out under Policy DM7 – Open Space, Recreation and Leisure);

ix) respect the existing natural features of the site, including landform, trees and biodiversity and contribute positively to biodiversity net gain. Where appropriate, this will include the protection and integration of existing trees and green infrastructure into new developments;

x) ensure that lighting incorporated into developments provides the minimum for public safety, is energy efficient and avoids light pollution

Visual Amenity

The existing dwelling is an older style dwelling probably 1930s it is a mix of predominantly white/cream render. The property is set back and due to its corner position and existing screening is not prominent in the street scene.

Policy DM5 requires development to be of a high architectural and design quality and respect and enhance the character of the site and the prevailing character of the area.

The 'Extending or altering your home' SPG) indicates that When designing an extension and deciding on an appropriate siting, the two most important things to ensure are; that the design of your extension achieves an appropriate relationship with the design of the existing house and; that it also takes into account any impact on the street scene and neighbours.
There are 4 main elements to the proposal.

1. Cross over and opening up the frontage to form parking.

The onsite parking is required primarily to provide parking on site for the occupant who has restricted mobility. The site is currently enclosed behind fencing/gates. The opening up of this corner plot will be create much greater visibility from the public highway. The garden is well kept and currently secluded. The site is however the only property on this small cul de sac which does not have a driveway and parking to the front. The four parking spaces on the road in front and the close boarded fencing are not attractive but equally do not detract from the area. The access point to the road to No 3 is relatively

narrow and with proposed retention of half the garden for landscaping should ensure the landscaped soft character of the garden would be maintained. It is not considered that the cross over and parking on the frontage would have a detrimental impact on the character of the street scene or the dwelling.

2. Two storey extension and external staircase

The two storey extension would be at the rear of the property. In view of the existing dwelling and other nearby development the proposed extension would not be unduly visible from the street scene.

The proposed design of the extension has been amended to create a more appropriate roof form. The property sits in a good sized plot and it is not considered that the extension would be out of scale or charter with the existing building.

3. Replacement windows

The windows have already been altered from white UPVC to black, it is advised that the windows were replaced on a like for like design. Although the majority of the windows to properties in the near vicinity are white frames, it is not considered that the black frames as now on the property are out of character with the age and style of the property.

4. Loft conversion and Side dormer

The conversion of the loft has created a 2 bedroom dwelling now over two floors. Together with the proposal extension to the rear the first and second floor flat provides good size accommodation in terms of space standards and light.

The proposed dormer is on the east elevation and is discreet with a flat roof and matching tiles, it sits comfortably on the roof slope and does not have an impact on the character of the building or street scene in general.

Residential Amenity

DM5 requires new developments not have an unacceptable impact on the occupiers of adjacent properties, particularly of residential dwellings, including unacceptable loss of privacy, daylight/sunlight and outlook.

1. Cross over and opening up the frontage to form parking.

The proposed crossover and parking would be to the west side of No 2 Abbotts Close, the side/rear of this property which is set forward of No 3. No 2 has an unusual plot with a wide frontage and narrow rear garden. The proposed parking would be closer to No 2 however there is currently parking on the street within close proximity of the side of this property. The property has borrowed light and view over this front garden area with its large bays and relatively close proximity to boundary however in view of the existing

relationship, existing fencing and landscaping to the boundary it is not considered that parking in this area would have such a detrimental impact on No 2 as refuse the application. A condition to provide parking layout details and landscaping is considered appropriate.

No 4 to the west already has access and parking to the frontage and on a similar set back to No 3 it is not considered that this part of the proposal would have a detrimental impact on this property.

2. Two storey extension and external staircase

The proposed two storey extension would be to the rear of the property it would project 3m. The proposed extension would as extended have a similar rear two storey line to No 4. No 4 has a single storey lean to garage to the east side of its plot closest to No 3, the main dwelling is therefore set off the boundary.

The proposed extension would not cause detrimental loss of light or visual impact to No 4.

In terms of overlooking, the application proposes a high level window at first floor on the west elevation facing No 4. The ground floor window would look towards the fence and the side elevation of the garage of No 4. It is not considered that the extension would cause detrimental overlooking.

The application also involves a spiral staircase from the first floor of the proposed extension to the garden level. This will be centrally located at the rear. Its location set well off the boundaries and of limited use should ensure that this element of the proposal would not cause unacceptable overlooking of adjoin properties.

The proposed extension would be set well behind No 2 and would not cause detrimental loss of light, visual impact or overlooking of this property.

3. Replacement windows

The replacement windows are like for like replacement and would therefore not cause detrimental overlooking.

4. Loft conversion and Side dormer

The loft conversion involved a new dormer to the east roof slope and roof light windows to the south elevation.

The rooflight windows face into the street and would not cause overlooking.

The dormer window on the east elevation looks towards the garden of No 2, its size and location would ensure that it does not cause detrimental overlooking or visual impact.

Access and parking

The proposal includes construction of a vehicle crossover (VCO) onto Abbotts Close. As a result of the proposed VCO 4 on-street parking bays would need to be removed. The LHA have consulted WSCC CPZ team who have advised that they would not support the creation of a VCO because it removes a disproportionate amount of parking for one VCO.

The LHA advise that the proposed hardstanding area appears of sufficient size to accommodate a single vehicle.

From a highway safety perspective, the LHA cannot justify an objection however WSCC Highways have confirmed that they will not grant a licence in this location.

If the LPA are minded to approve the application the LHA have requested 2 conditions for the construction of the vehicular access and details of car parking 'prior to occupation'. As the wider development and the principles are considered to be acceptable it would be inappropriate to restrict the conditions to 'prior to occupation' as the applicants may wish to commence and occupy other elements of the development including retrospective development. The condition should therefore be worded to reflect the position that the crossover and parking may not get constructed. As such a more appropriate condition is proposed:

The car parking area shown on the approved plans shall not be constructed or used until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the proposed site plan. The car parking area shall thereafter be retained at all times for their designated purpose.

Reason: In the interests of road safety**.**

CIL

The application proposes 97sqm of additional floor space

Second floor loft conversion 49sqm
First Floor rear extension 24sqm
Ground Floor Rear Extension 24sqm
Total 97sqm

The CIL officer has confirmed that there is no charge applicable.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbers

2. Standard time limit
3. Matching materials
4. Car parking and vehicular crossover
5. Car parking details and landscaping

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.

Highway license required for VCO

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

Case Officer: Jackie fox Date: 13.06.23

Authorised by: Jo Morin Date: 14.06.2023