Development Management – Delegated Officer Report

Application Number: AWDM/1018/23 Recommendation: APPROVE

Site: 46 Downlands Avenue, West Sussex

Proposal: Proposed front dormer to roof conversion (with hip to gable roof extension and rear dormer to be completed under Permitted Development); Detached self-contained annexe building to replace existing garage.

Date of Site Visit: 27/9/2023

Neighbours Checked: Y

Additional neighbour notification: N

Site and Surroundings

The application site is a semi detached, bungalow on the south side of Downland Avenue in Southwick. There is an existing rear single storey extension and rear garden. The property hosts a detached garage to the rear which has a separate access to the side. There is a vehicular access to the side of the property leading to a garage block. Consent is sought to add a single storey flat roof building in the rear garden adjacent to the rear boundary.

Downland Avenue has no set character with a mix of two storey dwellings with the occasional mix of bungalows. The topography of the location is on the side of a hill with the gardens significantly lower than the road for the properties on the southern side.

The wider character of the area comprises a number of properties which have converted the roof space into residential accommodation, this comes in multiple forms with box extensions to the rear and hip to gable alterations also being a common feature.

Proposal

The amended application is for a front dormer following the conversion of the roof space into residential accommodation through the introduction of a rear dormer and hip to gable conversion.

The other aspect of the application is to convert the detached garage into an ancillary annex for a dependent relative. This would include extending the annex to

the rear and amending the fenestration. The extension of the annex will also allow for a store to the rear.

Consultations:

Adur and Worthing Councils:

Environmental Health - Private Sector Housing: - The annex has been presented as a self-contained unit of accommodation but falls below the GIA requirements in the National Technical Space Standards. The annex is located far enough away from the main building not to be considered as part of the main building. If the officer is minded to approve the application, robust conditions should be in place to ensure that the use of the annex is ancillary to the main building and cannot be rented, let or sold as a separate dwelling.

Environmental Health – Public Health: - Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times.
Monday -Friday 08:00 -18:00 Hours Saturday 09:00 -13:00 Hours Sundays and Bank Holidays no work permitted
Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.
Reason: To safeguard the residential amenity of the area

WSCC Highways: - Access and Parking
The existing garage is served via a shared driveway with no 48Downland Avenue. The driveway is a single width vehicular crossover leading to two garages, one for each property. The garages are set backapprox20m from the highway. It is unknown from the documentation provided whether this access is used for parking or if there is an agreement with the neighbouring property on the use of this hardstanding. There is space within this route to accommodate a number of vehicles but this would ultimately prevent access to both garages.
The proposal would see the loss of a single garage space. It is unclear if this was/is used for parking at present however the access to the garage appears narrow and may be undesirable or unfit for use for some vehicles.
The WSCC parking demand calculator outlines hat 3 parking spaces would be sufficient to serve a dwelling of this size in the Hillside ward. On a worst case scenario where the annexe is not used in conjunction with the host dwelling, this is thought to generate the requirement for an additional two parking spaces.
No parking has been proposed within the associated submitted documentation. Therefore it is anticipated that parking provisions will be made up via on street parking provisions. There are no highways safety concerns with the practise of on

street parking and it appears an existing arrangement along Downland Avenue and adjoining roads. There are no personal accidents or injury claims recorded within close proximity of the site to flag an existing concern with this practise. The Local Planning Authority may wish to consider the impact of this overspill parking from an amenity perspective however this is not a consideration for the Highways Authority. Secure and covered cycle parking is proposed to the rear of the proposed annexe and is advised to be sealed via planning condition to ensure sustainable alternatives to the use of a car.
Sustainability
The site is located within a residential area of Shoreham, it is served with linked and street lit footways which connect to various public transport links for travel further afield. Shops and amenities are situated a short walk/cycle from the site. Regular bus services run from the nearbyA270 to Rottingdean and Southwick. Southwick railway station is also a6minute cycle from the site which allows sustainable transportation further afield.
Conclusion
The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 111), and there are no known transport grounds to resist the proposal.

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: - Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017 Policy 15
'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings''
National Planning Policy Framework (July 2021)
WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

Principle

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.

Visual amenity

With the hip to gable and rear dormer being completed under permitted development they are not being considered within the assessment of this application.

Due to the nature of the proposed front dormer it will be highly visible from within the street scene as well as the wider locality. Dormers to the front are considered to be a common feature along Downland Avenue. The closest example of this is No.41 on the northern side of the road. Other forms of roof conversion to the front can also be visible within the locality with a number of roof lights located to the front facing the highway. As such the dormer in terms of visual amenity is considered acceptable within the street scene. A number of the neighbouring properties hosting similar forms of development it is not considered to be demonstrable to the application.

The conversion of the garage will be visible from the street scene with the garage being detached. The only visible alteration would be in the form of the garage door being removed and being replaced with a window on the northern fenestration. The extension of the garage to facilitate the annex is also considered to be appropriate with the neighbouring property having extended their garage. As such the annex is considered to be visually acceptable.

Residential amenity

The main concerns within this application relate to the relationship with the neighbouring properties. The main impact will come from the front dormer. It is not considered that this form of development in this location would result in any unacceptable overlooking or overbearing impact on the neighbour. This is due to the windows facing the street scene and not directly looking at any neighbouring properties or providing views which are not currently available within the public realm.

There will be views of the annex available to the neighbouring properties however its low level scale and position adjacent to the neighbouring garage and its current use limits its impact. There will be no loss of light, overbearing impact or loss of privacy as a result. The openings are mainly onto the garden of the host dwelling and its use will be ancillary. There will however be a window that will face the street scene (on the northern elevation) this window has the small potential to provide some inter-looking to the rear doors of the property to the east, as such a condition has been

attached to the permission to obscure the glazing on this window. Therefore there will be no additional activity which would create a significant harmful impact to adjacent occupiers.

Public Health has recommended a condition to control hours of working. However, such a control is not normally imposed on a domestic extension such as this.

The annexe falls below the space standard for a separate dwelling but, in this case, it is to be used for purposes ancillary to the main dwelling where there is likely to be some sharing of accommodation within the main house. As such, the standard of accommodation is considered to be acceptable. A store is shown at the rear of the annex and the suggested condition by WSCC Highways is not considered to be necessary on this occasion as space will exist within the store room for bicycles.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. Materials to match
4. Ancillary only
5. Obscure Glazing

Is recommendation contrary to letter(s) of representation N

1. 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.

2. You are reminded that, in order to be permitted development, the proposed first floor window in the side gable must be obscure glazed and non-opening below 1.7m above the floor level.

Case Officer: Finlay Gardner Date: 06/10/2023

Authorised by: Peter Barnett Date: 6 October 2023