Expiry Date - 18/06/2024

Development Control – Delegated Officer Report

Application Number: AWDM/0468/24 Recommendation – APPROVE

Site: 54A Marine Crescent Worthing West Sussex BN12 4JG

Proposal: Loft Conversion with half gable roof extension, front cabrio roof lights, rear and side roof lights, along with a vehicle access

Date of site visit: 20/05/2024

Neighbours checked: Y

Additional neighbour notifications: Y – Notified of the change in description and amended plans.

Site and Surroundings

The application relates to 54A Marine Crescent which is accessible via Beachside Close to the east. 54A is a first-floor flat within a two-storey detached building comprising a total of 2No flats; No. 54 occupies the ground-floor of the building. The properties occupy a corner plot with the adjacent roads Marine Crescent to the south and Beachside Close to the east. The curtilage of the property fronting the highways land comprises a shallow brick wall measuring approximately 1m high with 3No. openings for access (2 serving No. 54 and 1 serving No. 54A) along with a hardstanding to the rear which serves the garages to the respective flats. The applicant is in ownership of the north-east garden space of the plot to the south of hardstanding.

The property is not located within a Conservation Area and is not a Listed Building.

Proposal:

The application which has been amended seeks permission for a hip to half-gable roof extension to create a master bedroom with en suite and storage space. The ridge would be extended approximately 2.65m to the east and the newly formed gable face would be finished in matching brickwork.

A Velux cabrio balcony is proposed to the front (south) along with another roof light. 3No. roof lights are proposed to the rear (north) and 1No. to the side (west).

A vehicle access is proposed to serve a newly constructed hardstanding accessible via Beachside Close to the east.

Relevant Planning History:

Replacement UPVC windows and doors at ground and first floor. New glass balustrade at first floor under AWDM/1800/22, decision issued 13 Jan 2023.

Application for Certificate of Lawfulness for proposed 1m high gates adjacent to highway on East boundary, 1.8 high fence to North boundary reducing to 1m high under AWDM/0290/24, decision issued 09 May 2024. This had not been implemented at time of site visit.

Consultations:

WSCC Highways Authority:

'This application seeks a loft conversion with half gable roof extension, front and rear dormers and creation of new vehicular access point. The proposed access will be located on Beachside Close, an unclassified cul-de-sac subject to a speed restriction of 30 mph.

A new 3m wide vehicle crossover is proposed on Beachside Close to serve the site. The proposed access works will be subject to a licence obtained through the local Highway Area Office, and constructed to a specification agreed with the local Highway Area Engineer.

Visibility does appear a little restricted, in particular to the south of the proposed access point. However, section 10.6.1 of Manual for Streets 2 (MfS2) states that the absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously, similarly to how vehicles emerge onto the highway when visibility along the carriageway is restricted. Section 10.6.2 also states that the frequency of vehicular movements should also be taken into account, and given that the number of vehicular movements generated during the peak hours for this proposal is not anticipated to be high, the access arrangements as proposed are unlikely to result in detrimental impact.

Weight is given to the fact that Beachside Close is anticipated to be low speed and lightly trafficked in this location. I have also inspected collision data provided to WSCC by Sussex Police from a period of the last five years which reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest the local highway network is operating unsafely, or that the proposals would exacerbate an existing safety concern.

Taking the above points into consideration, 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.'

Representations:

Representations have been received from 54 Marine Crescent, 1 Beachside Close, 3 Beachside Close, and 56 Marine Crescent in response to the original plans, objecting to the proposal on grounds relating to (material considerations only):

- Design not in-keeping with the existing building
- Loss of privacy and amenity, mainly through proposed rear dormer
- Overdevelopment
- Loss of light
- Noise
- Highway access and parking/ hazard concerns
- Loss of open character

Representations have been received from 54 Marine Crescent and 1 Beachside Close in respect to the amended plans on grounds relating to (material considerations only):

- Design not in-keeping with the existing building
- Loss of privacy and amenity, mainly through proposed rear roof lights
- Overdevelopment
- Intensification at the property which will generate noise, disturbance, and parking pressures.
- Highway access and parking/ hazard concerns

Relevant Planning Policies and Guidance

National Planning Policy Framework (Revised December 2023)
National Planning Practice Guidance
SPG 'Extending or Altering Your Home' (WBC)

Worthing Local Plan (2023) 2020-2036
SP1 (Presumption in Favour of Sustainable Development)
DM5 (Quality of the Built Environment)

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.

Visual Amenity

The application has been amended to omit the originally proposed front and rear dormer in view that they would be a discordant feature within the street scene. Instead, roof lights have been proposed along with a front facing Velux cabrio balcony. Whilst the Velux cabrio balcony would modernise the aesthetic of the property and present a noticeable alteration from the street scene, this is not considered to be unacceptable in this context owing to the

diverse mix of housing designs along Marine Crescent, particularly to the west where some properties exhibit bespoke windows to their façade. Similarly, whilst the hip to half-gable extension would create a visual imbalance of the building, this is not considered to be so significant to result in a materially adverse impact on the visual amenities of the area owing to the relatively modest sized extension and the diverse roof forms within the immediate and wider street scene. Following discussions with the agent, it was agreed that the gable face be finished with facing brick to match the existing building rather than vertical hanging tiles in order to more closely reflect the character of the building.

The formation of the hardstanding would appear to provide parking for 2No. vehicles which would result in the loss of some outdoor amenity space. Notwithstanding, a sufficient amount of amenity space would still be retained and the submitted plans indicate that planting will take place to the boundary treatment adjacent the highways which would enhance the appearance of the space from views of the street scene. The formation of the hardstanding would not pose an unacceptable impact on the visual amenities of the area and the applicant would still enjoy a reasonably sized outdoor space.

The proposed development would not significantly detract from the appearance of the existing building and would not result in unacceptable harm to visual amenity.

Residential Amenity

As previously mentioned, the originally proposed front and rear dormers have been omitted and replaced with roof lights. Whilst some neighbouring residents' concerns remain in respect to overlooking by virtue of the rear roof lights, this is not anticipated to result in an unacceptable loss of privacy for surrounding neighbours; the overlooking situation into the ground-floor flat's (No. 54) rear garden space would not worsen owing to the already established first-floor windows to the application property which are significantly more noticeable and views into the rear garden spaces of No. 56 and of those properties to the west side of Beachside Close would only be achievable from an oblique angle. In any event, the roof lights are considered to be situated a sufficient distance from these properties to overcome material issues in relation to overlooking. The proposed front and side roof lights would have no effect on the amenity of surrounding neighbours.

The hip to half-gable roof extension would not result in a materially overbearing or overshadowing effect for neighbours owing to the modest scale of the proposal together with its relationship with neighbours and the open character of the area.

Whilst the comments made from neighbours in respect to the intensification of use of the property are noted, there is nothing before me which indicates that the proposal would generate an increase in noise, disturbance, or parking pressures.

There are no residential amenity grounds to resist the proposal.

Highways

The consultation response from the LHA indicates that the proposal would not have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network. Therefore, there are no transport grounds to resist the proposal.

Recommendation:

APPROVE subject to Conditions:-

1. Approved Plans
2. Standard Time Limit
3. Matching Materials

Informatives:-

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. 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 01243 642105.
   https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-applicationform/

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

Case Officer: Jason Albon Date: 17.06.2024

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Authorised by: Jo Morin Date: 18.06.2024