Expiry: 3/1

Development Control – Delegated Officer Report

Application Number: AWDM/1554/23 Recommendation: Grant

Site: 7 Lansdowne Close, Worthing

Proposal: Existing garage to be removed and replaced with a double garage. Part single/part two storey rear extension. Alterations to existing fenestration. New boundary wall to East elevation

Date of site visit: 23/11

Neighbours checked: y

Additional neighbour notifications: n

Site and Surroundings

This application relates to an attractive detached Edwardian house at the end of a cul de sac and on the south side of Lansdowne Close. The house is rendered and painted with some clay tile hanging on the frontage and a clay tiled hipped roof and leaded windows. On approach only the front garden and garage are visible in the street. The pitched roof garage is in the north west corner of the front garden facing east. The house itself is at the end of a row of detached houses.

The front garden is at a slightly lower level than the road and the rear garden is down several steps from a terrace off of the living room.

This is a residential suburb of West Worthing. It is not a conservation area and the house is not listed. There are no protected trees on the site.

Proposal

Planning permission is sought to replace the single garage with a double width flat roofed garage which will sit closer to the west boundary abutting the rear garden boundaries of Southview Drive properties. The garage measures 7 metres in width, 7 metres deep and with a maximum height of 2.8 metres. It is to be rendered and painted.

Also proposed is a part single storey, part two storey rear extension in place of an original curved bay window and conservatory.

The ground floor extension measures 4.7 metres in depth, which includes a 600mm deep covered terrace area. It has a maximum height of 3.8 metres which includes two steps down to the lawn.

A first floor extension measures 1.8 metres in depth. It has a matching eaves height and a lower hipped and flat roof.

Again the extension is to be rendered and painted with some vertical cladding detail.

The application has been revised since first submitted to retain the clay tiles on the roof and hanging clay tiles on the frontage.

Relevant Planning History:

None.

Consultations:

Highways:

This application is for the removal of an existing garage and erection of a replacement garage, with extensions and alterations to existing dwelling and new boundary wall. The site is located on Lansdowne Close, an unclassified road subject to a speed restriction of 30 mph.

The proposed replacement garage will be larger than the existing, now accommodating two cars. I would note that the proposed garage does not meet the minimum internal specifications for a double-bay garage of 6m x 6m as outlined in Manual for Streets (MfS). The LHA would advise the applicant to consider increasing the depth of the garage to 6m; however, the LHA acknowledges that the proposed depth is the same as the existing garage, whilst the proposed width exceeds MfS specifications to compensate.

A widened vehicular access is proposed, and the LHA would request that the existing dropped kerb fronting the site also be widened to allow for access without bumping of the kerb. These works would be subject to a licence obtained through the local Highway Area Office and constructed to a specification agreed with the local Highway Area Engineer.

The LHA notes that there appears to be a street light close to the existing access within publicly maintained highway on Lansdowne Close. To implement the widened access point, the streetlight must be situated at least 1m from the location of the top of the ramped kerb of the proposed crossover. Therefore, the existing streetlight may have to be relocated. These relocation works will need to be agreed with the operators and relocated at the expense of the applicant. Alternatively, the widened access could be designed to ensure the streetlight is located at least 1m away from the crossover. Such dialogue can be had with the Area Office when obtaining a licence for the works.

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 111), and that there are no transport grounds to resist the proposal.

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

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 because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:
http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways-licence/

Representations:

One response received from No. 8 as follows:

'The notification mentions "new boundary wall to east elevation", i.e. the side of the property which abuts our property at 8 Lansdowne Close. This is not directly referred to in the application form, but P002 Block Plan 08112023 shows with a purple line a "new boundary" at the front of our properties. (No changes are shown at the back.)

Our neighbour has discussed this with us. He has said that he will only be removing part of the existing brick wall at the front of our properties, to make vehicle access wider for his proposed new double garage. The part to be demolished will be from the existing garage's driveway, southwards as far as the street lamp post, which is marked on P003 23 Latest Plan 08112023. He has explained that he hopes to be able to reuse bricks from the demolished section to build a new pillar near the lamp post, in the same style as the current pillar. This will ensure that the wall is very much in keeping with the other walls at the fronts of Lansdowne Close properties and we are happy with this.

Our neighbour has also given us information about the part single / part two storey rear extension and we have looked at the relevant application plans. We do have one side window on our west elevation from which the new extension will be visible. It will have more impact than the current lower and smaller extension. However, we have noted that there will not be any windows added in the east elevation of our neighbour's house and the new extension is to be constructed without any windows on the east side. Also the extension will either not be visible from the windows in the back (south side) of our house or only very slightly visible. Therefore we are not making any objection to the proposed extension.'

Relevant Planning Policies

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

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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 garage is the most prominent addition proposed in terms of the Lansdowne Close streetscene. It is twice the width of the existing garage but 800mm less tall than the existing ridge height. It will also sit further back from the road. To the north is a garage belonging to No. 6.

The garage will sit comfortably in the spacious front garden and will not detract from the setting of the original house.

The extensions otherwise are to the rear of the property. They are designed to respect the character of the original house and will not be visually intrusive for neighbours.

The revised proposal, retaining the hanging front tiles and clay tiles to the roof improves the overall appearance and retains the original frontage character and appearance of the streetscene in this small cul de sac.

Residential Amenity

No. 8, to the east, sits further back in their plot and has a deeper ground floor rear extension than that now proposed. It also has a single storey side extension. The first floor extension will not extend to the depth of No.8' first floor. A flank window at No. 8 is closer to the road than to the rear wall. There is a gap of at least 3.5 metres between this window and the extension. It will continue to receive sufficient light and outlook.

Southview Drive properties have rear gardens approximately 12 metres in depth and the rear extensions proposed are 2 metres off the shared boundary. The garage is only 2.8 metres in height. Although on the rear garden boundary of Southview Road properties sufficient separation exists.

It is not considered that any significant harm to neighbours light and outlook will result from these extensions.

A side window is to be added to the original first floor west side wall to light and ventilate a relocated bathroom. A condition is added to ensure this window is obscurely glazed and non-opening below 1.7 metres. A condition preventing the installation of side windows in the extensions is also recommended.

Highways

The intention is to widen the vehicle crossover and opening in the boundary wall. A new pier is to be built adjacent to the existing street lamp. Highways may require the pier/crossover to be built 1 metre away from the street lamp or for the applicant to pay for it to be relocated. This they say they can be negotiated at license application stage.

The crossover and pier at the proposed width or 1 metre narrower is acceptable in planning terms.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbersmokeeff
2. Standard time limit
3. Materials as shown on approved elevation.
4. No openings to side elevations of extensions
5. New bathroom window obsc and 1.7m cill level

Informative

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2. Vehicle crossover - minor highway works

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

Case Officer:	MOK	Date:	13/12/23
Authorised by:	Jo Morin	Date:	14.12.2023