Expiry Date - 22/11/2023

Development Control – Delegated Officer Report

Application Number: AWDM/1345/23 Recommendation – APPROVE

Site: 93 Princess Avenue Worthing West Sussex BN13 1AS

Proposal: Demolition of garage and construction of single storey extension linked to existing

Date of site visit: 31/10/2023

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

The application property is situated to the north-west of Princess Avenue within a residential area of Worthing. The property is a semi-detached two-storey household comprising predominantly facing brick elevations with composite cladding to first-floor of the façade, a concrete pantile gable roof, and white UPVC openings. The property comprises a moderate plot size, relatively deep to the rear. A concrete hardstanding extends from the public realm alongside the south-west side elevation of the house to serve a detached garage, located behind high access gates which project from the side wall, and beyond the rear building line of the house, abutting the shared boundary to the adjacent neighbour No. 91 Princess Avenue. The layout of No. 91 mirrors the application property in this respect and has an aligned high access gate and garage. A flat roof extension projects from the rear elevation parallel to the shared boundary with the attached neighbour No. 95 Princess Avenue and is set in from the side (south-west) elevation. The footprint of the extension allows for a square void to the west corner to allow access to the rear garden between the extension and garage. No. 95 exhibits a rear conservatory which projects at a lesser depth compared to the application property's extension. No. 91 exhibits an extension which projects from its north-west rear elevation, along the shared boundary with its attached neighbour No. 89 Princess Avenue.

A secondary road doglegs north-west off the main road of Princess Avenue and runs parallel with it, separated by a green verge. This results in the recessed position of properties No. 85 – No. 135 (odd) in the context of the highways, creating a wider streetscape along this rear section of Princess Avenue. The property is consistent with the prevailing character of the properties which are in a recessed position along Princess Avenue. These consist of mirrored semi-detached pairs of relatively wide spacing intervals corresponding in form, scale, design, and alignment, and of similar footprints and plot sizes, with the exception of the end plots (No. 85 and No. 135 Princess Avenue) of which benefit from larger plot sizes.

The property is not within a conservation area, is not a listed building, and there are no protected trees on site.

Proposal:

Permission is sought to demolish the existing garage and construct a single storey rear extension that connects with the existing rear extension to provide an additional habitable room and en suite facility. The existing extension would be retained and the aforementioned square void to the west corner infilled. The proposed extension would project an additional approximately 6.3m from the existing extension, have a width of approximately 3.75m, and flat roof height to match that of the existing extension (2.8m). The extension would have a window to the rear (north-west), a portrait window to the side (north-east), and a window to the front (south-east). Materials for the extension would comprise facing brick to front elevation and vertical cement board cladding to the remainder elevations, roofing felt to the flat roof, and white UPVC openings.

Relevant Planning History:

Permission granted at the application property for a rear extension. Decision issued 30 March 1985.

Permission granted at the attached property No. 95 for proposed single storey rear extension under AWDM/1105/21, decision issued 14 Jul 2021. This had not been implemented at time of site visit.

Consultations:

WSCC Highways Authority:

This application is for the demolition of existing garage and construction of a single-storey extension linked to existing dwelling. The site is located on Princess Avenue, an unclassified road subject to a speed restriction of 30 mph. No alterations are proposed to the existing vehicular access arrangement.

The LHA does not anticipate that the proposed development would give rise to a material intensification of use of the existing access point. A single-bay garage will be lost as part of the proposals. However, it should be noted that the existing garage does not meet the minimum specifications for a single-bay garage of 3m x 6m as outlined in Manual for Streets (MfS).

The LHA would not consider the existing garage for parking provision, as it is unlikely to be of suitable size to accommodate a modern sized car. Notwithstanding this, an existing driveway is to be retained with provision for 2-3 cars, which is considered sufficient to serve the dwelling.

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.

Representations: None received.

Relevant Planning Policies and Guidance
National Planning Policy Framework (Revised September 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 front elevation of the proposed extension would be visible to the street scene when viewed through the relatively wide gap between the application property and the adjacent property to the south-west No. 91. The extension would not dominate views or adversely affect the street scene by virtue of its siting a sufficient distance away and in the context of what already exists to the rear of the property; the extension would largely replace views of the existing garage and would only differ by way of its positioning set slightly further from the adjacent boundary and the slight increase in roof height which would harmoniously match the height and sit flush with the existing extensions flat roof. Thus, the impact this would pose on the street scene would be negligible.

Following discussions, the agent agreed to a matching facing brick finish to the front elevation rather than vertical cement board cladding as originally proposed in the interests of the visual amenities of the area. Together with the existing extension, the projection to the rear of the property would have an irregular and rather awkward shape, however, this would not result in material harm to visual amenity in view that it mostly retains the footprint and mass of the structures that already exist in this location.

Rear extensions and garage conversions/ alterations are common along this section of Princess Avenue and the wider locality. Whilst the cumulative works to the rear of the application property would be generally larger in scale than others in the immediate surrounding area, this would not be to the detriment of visual amenity in view of the above.

The proposal is acceptable on visual amenity grounds.

Residential Amenity

The proposed extension would be pulled away from the shared boundary with No. 91 to approximately 0.9m compared to the 0.3m at present through the garage. Further, the extension would not be pulled forward of this neighbours garage and would remain aligned as exists. Whilst the proposed extension would be approximately 0.4m taller and extend approximately 0.7m deeper than the existing garage, no material impact to this neighbours living conditions is anticipated owing to the established presence of the application property's garage at closer proximity to this neighbours amenity and the siting of this neighbours garage which would mostly screen the proposal.

The existing extension projects approximately 4.25m from the rear of the property and is located close to the boundary with the attached neighbour No. 95 (approximately 0.15m). This is approximately 1.75m forward of this neighbours rear conservatory and this situation will remain unchanged. Whilst it is acknowledged that this neighbour has recently achieved permission for a rear extension (under AWDM/1105/21), this had not been implemented, nor had it appeared to have commenced at time of site visit, thus, the application has been assessed having regard to the existing situation. Irrespective of this, the proposal under AWDM/1105/21 would measure approximately 3.7m deep which would remain set back from the extent of the application property's existing extension so the circumstance would not be materially different.

The proposed extension would be located some approximately 3.25m from the shared boundary with No. 95. Although the proposal may pose a visible alteration from the outlook of this neighbours rear garden space, this distance is considered sufficient enough to overcome any potential overbearing or overshadowing impact. Following discussions, the agent agreed to replace the French doors and side lights to the side (north-east) elevation as originally proposed with a portrait window close to the rear face of the existing extension. This was found necessary in order to overcome the perception of overlooking into the rear garden space of No. 95 owing to the cumulative width of the originally proposed French doors and side lights. The portrait window would not result in unacceptable overlooking to this neighbour given its positioning, the separation distance, and the high fence to the shared boundary (approximately 1.8m).

The proposed front and rear windows would not give rise to overlooking issues as they would face into the applicants own property at a sufficient distance from residential amenity.

There are no residential amenity grounds to resist this proposal.

Other

In light of the comments made by WSCC Highways Authority, the proposal would not give rise to issues in relation to highways safety.

Recommendation:

APPROVE subject to Conditions:-

1. Approved Plans
2. Standard Time Limit
3. Materials
4. No Openings South-West Side
5. No Add Openings North-East Side

Informatives:-

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.

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

Case Officer: Jason Albon Date: 20.11.2023

Authorised by: Jo Morin Date: 21.11.2023