Development Control – Delegated Officer Report

Application Number: AWDM/1523/23 Recommendation: Approve

Site: 4 Ladydell Road, Worthing

Proposal: **Removal of rear projection, conservatory and sheds, and construction of Single-storey Side & Rear extension, including Garage**

Site visit: 08.01.2024

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site relates to a semi-detached two storey house located on the east side of Ladydell Road. It has a 2-storey bay window with tile hanging and arched entrance detail in brick to its front elevation, with part brick/part render to its front wall, matching that of the adjoining dwelling including a hipped roof form. There is a modest lean-to addition to its rear elevation and there are two sheds linked by covered areas to the north side of the dwelling, which are positioned beyond a close-boarded timber fence at the frontage. There is also a timber garden building in the rear garden. There is parking on a tarmac and concrete hardstanding to the frontage which is gated at its entrance.

This is a predominantly residential area with some variation in dwelling types and designs but with similarities in traditional detailing. The adjoining dwelling at No. 2 to the south has been extended to its south side wall with a garage structure, and has a single storey rear extension. To the north, No.6 is a detached dwelling set back slightly in its alignment from No.4 and it has a garage added to its side elevation set back from its front wall. There is also a single storey extension to its rear.

Permission is sought for the construction of a single storey side and rear extension to wrap around its north and east walls. This would replace the existing rear lean-to structures and outbuildings at the north side of the dwelling. The extension would measure approximately 2.5 metres in width from the north side wall and across its full width at the rear where it would measure approximately 2.5 metres in depth from the main rear wall. There would be a setback of approximately 0.4 metres from the main front wall of the house. A pitched roof is proposed which would include a hip at its north-east corner and would measure up to 3.5 metres in height. Matching materials are proposed.

Relevant Planning History:
None relevant

Consultations:

The **Highway Authority** has commented as follows:

This application is for the removal of rear projection, conservatory and sheds, and construction of a single-storey side and rear extension, including a new garage.

The site is located on Ladydell Road, an unclassified road subject to a speed restriction of 30 mph. No alterations are proposed to the existing access arrangement. The proposed extensions are not anticipated to give rise to a material intensification of use of the existing access.

The siting of the proposed garage will reduce the length of the existing driveway, with space for one car being retained on the driveway. From inspection of the plans, the proposed garage does not meet the minimum internal specifications for a single-bay garage of 3m x 6m as outlined in Manual for Streets (MfS). As such, the LHA would not consider the proposed garage for parking provision, as it would likely be too small to accommodate a modern sized car.

The LHA would advise the applicant to enlarge the garage to MfS specifications, although the LHA also recognise there may not be sufficient space within the site to do this.

Nevertheless, no highway safety or capacity concerns are raised over the proposals. 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
Worthing Local Plan 2020-2036: SP1, DM5
National Planning Policy Framework (HCLG 2023)
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.

Visual Amenity

The proposed extension would infill at the side where it would reduce the sense of separation between the application dwelling and No. 6 to the north. However there is no consistent spacing or rhythm seen between dwellings generally in the streetscene. Although it would extend forward of No.6 to the north, the full extent of the proposed

extension where it would wrap around the rear would not be readily visible in the streetscene and a small setback has been included to the frontage which combined with its single storey scale would still appear reasonably subservient. The extension would also be similar to the addition at the side of the adjoining dwelling at No. 2 when seen at the street frontage and so would have the effect of re-balancing a sense of symmetry to this pair as a result. Subject to the use of matching materials design and impact on visual amenity is considered acceptable.

Residential Amenity

The main impact as a result of the proposals would be to No. 6 and No.2 Ladydell Road which are sited to the north and south of the site respectively. There are bungalows to the rear (east) and other two storey dwellings on the opposite side of Ladydell Road but these would be sufficiently separated to avoid any significant impact arising given the scale of the proposals.

To the south side, the adjoining dwelling at No.2 has its own rear extension which is set away from the boundary with No.4 by approximately 3.5 metres and has a side window facing north towards No.4 and a windows with outlook towards the rear (east). There are fully glazed doors in the main rear wall close to the proposed extension and these would appear to serve a habitable room. The proposed extension would replace the existing conservatory but would be slightly deeper (by approximately 0.07m) and taller at its ridge (by approximately 0.4m). Although the neighbours rear window would be enclosed on both sides including by the neighbours own extension on the south side, given the limited depth proposed which would replace an existing structure, the site orientation, and having regard to permitted development allowances, it is considered that a refusal on neighbour amenity grounds would not be justified in terms of loss of light or outlook.

To the north side, there would be a separation distance of approximately 2.8 metres between the side wall of the proposed extension and the main side wall of No.6 which contains a clear glazed window towards the frontage, facing south towards the application site. The extension would be sited in front of this window to its south side, but this appears to be a secondary window with main outlook from the main front bay window and, having regard to the impact of the existing two storey wall beyond, it is considered that there would be no significant loss of amenity. Set beyond this there is a side garage at No.6 that extends to the common boundary and has no side windows. The proposed extension would not extend beyond the rear of the neighbours garage which would limit its impact on this side. There are rooflight windows proposed in the side (north) roof slope but these would be high level and would not pose any significant threat to residential amenity.

A condition can be attached to ensure no side windows are installed to the north or south side walls in the interests of protecting privacy.

Other issues

The comments of the Highway Authority relating to the size of the garage and reduction in car parking have been brought to the attention of the applicants who are aware of the limitations of the use of the garage by modern larger vehicles but have

confirmed that they do not does not intend to adjust the layout to increase its length internally, and given the limited width of the site the layout is unable to achieve the minimum width dimensions. Whilst the proposals would therefore result in a reduction in parking available at the site with one space remaining available, no objection has been raised by the Highway Authority and a refusal on transport or highway safety grounds would not be justified in this instance.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbers
2. Standard time limit
3. Matching materials
4. No further windows etc (north and south elevation)

Informative
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.

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

Case Officer: Rebekah Hincke Date: 23.01.2024

Authorised by: Louise Prew Date 23/01/2024