Expiry Date: 01st March 2022

Development Management – Delegated Officer Report

Application Number: AWDM/1618/24 Recommendation – APPROVE

Site: 33 Whitelot Way, Southwick, BN42 4YF

Proposal: Single storey side extension and conversion of garage to habitable room.

Date of site visit: Assessment has been assisted using the Applicants plans; Earthlight mapping; and Google 3D of the site.

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application site is positioned on the west side of Whitelot Way and is a semi-detached, two storey dwelling, with a side garage and there is a covered store between the garage and the house. There are also some outbuildings within the rear garden. The site backs onto a garage compound.

The adjoining neighbour no. 35 has a rear flat roof extension across the rear of the house, and also has a side garage.

Whitelot Way is on rising land with each pair of semi-detached dwellings stepping up higher than its neighbour to the south. The street comprises predominantly two storey dwellings, and mainly in semi-detached form.

The site is not a Listed Building or within a Conservation Area.

Proposal

The application seeks permission to:-

- Convert the existing side garage into habitable accommodation;
- Provide a single storey side extension to the back of the former garage building measuring approx. 5.8m long x 3.20 wide x 2.6m high on the front (east) elevation and 3m high on the side (south) elevation and 2.8m high at the mid point on the rear (west) elevation.

Relevant Planning History:

AWDM/1617/24 Householder application for permitted development for prior approval for single storey extension to rear of property measuring 6m from rear wall of the original dwelling maximum height 3m and height of eaves of the extension 2.93m **Approved 14.02.2025**

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Consultations: WSCC Highways:

No alterations are proposed to the existing access arrangement. The proposed development is not anticipated to 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 internal specifications for single bay garages of 3m x 6m as outlined in Manual for Streets. Therefore, the LHA would not consider the existing garage for parking provision, as it is likely too small to accommodate modern sized cars. It is not unreasonable for the LHA to assume the existing garage may be being used for other purposes, such as storage.

As such, no concerns are raised regarding the loss of an existing parking provision. An existing driveway is to be retained with provision for at least one car.

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 NPPF (para) 116), and that there are not transport grounds to resist the proposal.

Representations: None received

Relevant Planning Policies

Adur Local Plan Policies 1, 15
Supplementary Planning Guidance comprising: Development Management Standard No. 2 'Extensions and Alterations to Dwellings
National Planning Policy Framework 2024

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 & Residential Amenity

No. 33 is on higher land than its neighbour to the south, and the proposed extension will sit close to the mutual boundary with that property.

The height of the existing garage is some 3m and the former garage extension will also be some 3m in height. But as the land at no. 33 is higher than that of no 31, the garage sits quite high in comparison to the garage by approx. 1.6m.

However, the existing garage is located approx. half way down the side elevation of no. 31, and the proposed extension will be approx. the same depth as the rear position of the garage at no. 31. The neighbouring garage will act as a visual buffer to the former garage extension. And because the extension is to the north of no. 31, it is not considered that the extension will result in any unacceptable loss of residential amenities to no. 31.

The former garage and the extension will be a residential extension and it will be linked to the use of the existing dwelling. Thereby it will be a reasonable use of the former garage, and the associated extension.

The extension will be some 14.6m distant to the other adjoining neighbouring property to the north (no. 35) which has standard height fencing and trellis over to just over 2m in height. There will be 2no. windows in the elevation facing no. 35 one of which will serve a home office and the other serving a living area (snug), but both of these are not considered to result in unacceptable harm to no. 35.

From the street the rear extension will not be readily viewed, and there is a garage compound to the rear property along with no. 10 Whitelot Close which only has a partial view of the application site, and sits approx. 14m from the proposal, and although there will be a window in the rear elevation of the extension it is not considered would give rise to unacceptable overlooking to the rear property, particularly as it has been agreed that this window will be obscure glazed

Recommendation

APPROVE subject to Conditions:-

1. Approved plans
2. Standard time limit
3. Materials
4. Obscure glazed window

Informative

1. Approved without amendment

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

Case Officer: Eve Hearsey Date: 19.02.2025

Authorised by: Jo Morin Date: 20.02.2025