Expiry Date - 03/11/2025
Extension of Time -

Development Management – Delegated Officer Report

Application Number: AWDM/1129/25 **Recommendation: – APPROVE**

Site: 46 Quicksilver Street Worthing West Sussex BN13 1FN

Proposal: Conversion of existing garage to habitable accommodation and single storey rear extension.

Date of Site Visit: 14/10/2025

Neighbours Checked: Y

Additional Neighbours Notified: N

Site and Surroundings

The site, 46 Quicksilver Street, is situated within a modern residential estate within an outer suburb of the town. The surrounding area consists of predominantly red-brick housing. The property comprises a link-attached two-storey dwelling with a pitched roof. To the rear the property benefits from a private garden enclosed by close-boarded fencing. When viewed at the front of the property, an open-fronted garage is located on the left-hand side, adjoined to the neighbouring property's garage (now enclosed with a garage door). The garage extends slightly further rearward into the garden than the main rear elevation of the dwelling.

The property is not a listed building and is not located within a conservation area. There are no Tree Preservation Orders affecting the site.

Proposal

Planning permission is sought for the conversion of the existing garage and a single-storey rear extension to provide ancillary annexe accommodation for a dependent relative, together with a dining room to the main dwelling.

The proposed conversion of the garage involves infilling the existing front opening with a single door and window. The proposed extension will extend across the full width of the plot to the rear of the main dwelling and the rear of the garage. It will have a maximum depth of 3.68m by 7.7m wide with a lean-to roof 3.25m in height where it attached to the rear of the existing dwelling/garage, sloping down to 2.5m high at eaves.

The extension will be of red-facing brick to match the existing building, will have a single ply membrane roof, and white uPVC window and door frames.

The annexe accommodation will provide a single bedroom with small kitchenette and an ensuite shower room. It will have its own entrance from the front (via the existing driveway) with an inter-connecting door to the main house.

A letter in support of the proposals has been received from a Senior Support Worker at The Carers Centre.

A letter of support has also been received from the adjoining neighbours at No.44 Quicksilver Street.

Relevant Planning History:

No relevant planning history.

Consultations

WSCC Highways

"This application seeks the conversion of an existing garage to habitable accommodation and single-storey rear extension. The site is located on Quicksilver Street, an unadopted road – as such, these comments should be considered as advice only.

No alterations are proposed to the existing vehicle access arrangement. The proposed development is not anticipated to give rise to a material intensification of movements to or from the site.

The proposals will result in the loss of an existing garage. As such, this could result in one displaced car needing to be parked on-street. The LHA does not anticipate that this would give rise to a highway safety concern, but the LPA are advised to consider the potential impacts on on-street parking from an amenity point of view.

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

Neighbour Representations

None.

Relevant Planning Policies:

Worthing Local Plan policies (WBC 2023): SP1, DM5
National Planning Policy Framework (MHCLG 2024)
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.

Policy DM5 states that residential annexes must be designed as ancillary to the main dwelling and be capable of satisfactory conversion for use in association with the main dwelling when it is no longer required by a relative or dependent. The supporting text (paragraph 5.67) clarifies that such annexes should be ancillary to the main dwelling both in scale and range of accommodation and facilities and must not assume a detached or independent identity by design or sub-division of the curtilage of the main dwelling.

The internal floor area of the proposed annexe it extremely modest (20sqm) with only a single bedroom, shower room, small kitchenette and no separate living area. An interconnecting internal door will enable the occupier to share the enlarged main living accommodation, and this can be secured as a condition of planning permission.

Visual Amenity

Open-fronted garages are a distinctive, deliberate design feature which is repeated throughout this estate. The intention being that the 'open front' would ensure they would be used for their intended purpose of parking vehicles (by discouraging use for domestic storage etc.). However, over the 8-10yr period since the estate was completed, planning permissions have been granted on an ad hoc basis for householders to enclose the garages (either fully or in part) with the addition of garage doors. In granting permission, a consistent approach has been taken to the style and colour of the garage doors, namely a white, roller shutter type, to maintain a sense of visual cohesion throughout the estate.

The proposed alterations to infill the front of the garage with a door and window will result in a notable change in appearance that will be prominently visible from the street.

Whilst the principle of residential annexes can be supported as outlined above, it is not normally accepted for annexe accommodation to have its own separate front entrance door to ensure that it does not assume the identity of a separate dwelling. However, in this case the main dwelling is accessed from the road by a short path and a series of 4 steps leading up to the front door. The existing stepped entrance will not be accessible for the dependent relative. [The shallow depth of the dwelling frontage leaves little room create a ramped access to the existing front door.] In the circumstances it is accepted the separate entrance to the annexe is necessary to meet the needs of the intended occupier. Although the introduction of a door and window infilling the existing opening will conspicuously differ from the largely uniform appearance of other garages on the estate where a standard approach to their enclosure has typically been adopted, the proposed window and door will be sympathetically proportioned, in-keeping with the style of the host dwelling.

The proposed single-storey rear extension would be subsidiary in form and scale to the existing building and would be finished in red brick to match the existing building. It would therefore relate well to the existing building and will not appear out of place.
It is very unlikely that views of it will be visible from the road. Consequently, the addition of the extension will not appear visually out of keeping and will not detract from the character of the area.

Residential Amenity

The most affected neighbours are those to the sides at 44 Quicksilver Street and 48 Quicksilver Street.

44 Quicksilver Street

44 Quicksilver Street is located to the south of the application site and consists of a link-attached two-storey dwelling with a garage on its right-hand side. The properties are separated by close-boarded low fencing. No openings from this property directly face the application site.

At 3.68m the proposed single-storey rear extension exceeds the maximum depth for single-storey extensions to semi-detached and terraced properties set out in the above mentioned SPG and fails the BRE 'rule of thumb' 45-degree daylight test in relation to the openings in the rear elevation of No.44. However, the pitched roof form of the extension with an eaves height of only 2.5m at its rearmost extremity will help to avoid a visually overbearing impact viewed from the rear windows of No.44. Its orientation to the north of No.44 will avoid any additional overshadowing impacts.

Although not in itself a determining factor it is noted this neighbour is in support of the proposals.

Moreover, supporting information has been received from the Carers Centre and from the Applicant's Agent explaining the need for the accommodation for the Applicant's Mother, which is a material consideration of some weight. On balance, taking all things in consideration, it is considered the impact on receipt of daylight to and outlook from the rear windows of No.44 would not be unacceptably severe and although the 45-degree daylight test would not be met, this is outweighed in this case by the accepted need for the accommodation.

No openings on the proposed extension will directly face 44 Quicksilver Street. As such, there would be no overlooking or loss of privacy to neighbours.

48 Quicksilver Street

48 Quicksilver Street comprises the link-attached two-storey dwelling to the north of the application site, separated by close-boarded fencing, the linked garage, and an existing shed that extends from the garage into No.48's rear garden.

Given the single-storey scale, the separation created by the existing garage building and shed, and the fact that there are no side openings on the proposed extension, there would be no adverse impact on amenity.

Highway Safety and Parking

WSCC Highways confirmed that the loss of the existing garage would not result in a material intensification of movements to or from the site, nor would it give rise to any highway safety concerns. They advised the LPA to consider the potential impacts on on-street parking from an amenity perspective. It is noted that the applicants do not

currently use the existing garage for parking but instead utilise the area in front of the garage. This arrangement would remain unchanged as a result of the proposed works. As such, there would be no adverse impact on amenity.

Recommendation:

APPROVE subject to condition(s):-

1. Drawing Numbers
2. Standard time limit
3. Matching materials
4. No openings to side elevations of extension
5. Annexe to be ancillary to main dwelling and internal inter-connecting door between annexe and main dwelling to be retained at all times.

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:	Tom Westerman	Date: 16/12/2025
Authorised by:	Jo Morin	Date:17.12.2025