Development Control – Delegated Officer Report

Application Number: AWDM/0809/24 Recommendation: Approve

Site: 31 Aldwick Crescent, Worthing

Proposal: **Single-storey rear extension; and conversion of existing garage to habitable space including changes to fenestration**

Last visited: 30.07.2024

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The site relates to a semi-detached hipped roof bungalow located on the north side of Aldwick Crescent. Ground levels slope down to the west. No.31 has a garage attached to its west side, set back from the frontage. The bungalow has been extended to the rear with a single storey addition sited closely to the eastern boundary.

Proposal

Permission is sought for the construction of a single storey rear extension which would replace and extend the existing rear structure adjacent to the eastern boundary. The proposals also include the conversion of the garage to form a utility room and wc. A new pair of glazed doors would be installed in the front (south) elevation and a new window and door at the rear (north).

The proposed extension would measure approximately 5.9 metres in depth from the main rear (recessed) wall and 4.1 metres in width at its widest point across the rear. It would have a flat roof up to 2.45 metres in height and with a roof lantern protruding above. A rendered finish is proposed.

Relevant Planning History:
None relevant

Consultations:

The Highway Authority has raised no objection and comments as follows:

This proposal is for a single-storey rear extension; and conversion of existing garage to habitable space including changes to fenestration. The site is located on Aldwick Crescent, an unclassified road subject to a speed restriction of 30 mph.

There are no proposed changes 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 (MfS). 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 loss of existing parking provision. An existing driveway is to be retained with provision for 1-2 cars.

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

Representations:
None received

Relevant Planning Policies

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

In relation to the conversion of the garage to form additional living accommodation, amended plans have clarified that there would be no alteration to the roof of the existing garage. External alterations are limited to the changes to the fenestration only. The position of the garage, its set back from the site frontage, and the scope of changes proposed would limit the impact and would not cause any significant harm to visual amenity.

The proposed rear extension would be relatively large, and a standard flat roof design is proposed, but its position would be at the rear where it would not be readily visible in the streetscene. The proposed rendered finish to the external walls would help blend with the recipient building. As such design and impact on visual amenity is considered acceptable.

Residential Amenity

The main impact arising from the proposals would be to the occupiers of the adjoining dwelling at No.33 to the east and No.29 to the west. Neighbouring dwellings to the front and rear would be sufficiently remote from the proposed development to avoid any significant impact.

No 33 to the east is the attached bungalow and has been extended with an infill conservatory adjacent to the common boundary with the site which encloses the neighbours main rear window in this recess. Floor levels at the site are consistent with the adjoining bungalow at No. 33 despite the site levels sloping down to the west.

The proposed extension would be relatively deep, extending well beyond the existing structure that it would replace, but its additional depth beyond the neighbour's own conservatory would be approximately 2.7 metres and, having regard to the height at 2.45 metres, this would limit the impact to the adjoining occupier and would not pose any significant threat to residential amenity. No side windows are proposed and a condition to prevent any further windows in the east side elevation is recommended in the interests of protecting privacy.

No. 29 to the west is sited on substantially lower ground. It has a detached garage on its east side adjacent to the boundary and garage of No.31. The position of the proposed extension would be relatively remote from No.29 and would not cause any significant impact in terms of loss of light or outlook. A set of glazed doors are proposed on the west side facing towards No.29, but the intervening garages would provide some screening and their position approximately 7.7 metres from the west side boundary would limit their impact and would not cause any significant loss of privacy.

In terms of the loss of the existing garage, the Highway Authority has not raised any objection and it is considered that the existing driveway can accommodate adequate car parking for the dwelling.

The converted garage would not be directly linked to the main living accommodation internally, but its limited size, layout, and relationship would limit its use and, as additional living accommodation, it would not pose any significant threat to residential amenity. The proposals would involve limited alterations externally and would not cause any significant impact to residential amenity.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbers
2. Standard time limit
3. Matching materials
4. No further side windows/openings (east wall of extension and west wall of converted garage)

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: 10.09.2024
Authorised by:	Jo Morin	Date: 10.09.2024