Expiry Date - 28/04/2023

Development Control – Delegated Officer Report

Application Number: AWDM/0330/23 Recommendation – APPROVE

Site: 63 Upper Kingston Lane Shoreham-by-sea West Sussex BN43 6TG

Proposal: Demolition of existing garage and proposed construction of rear (West) ground floor extension.

Date of site visit: 17/04/2023

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

The application property is situated on the west side of Upper Kingston Lane within a residential area. The property is a semi-detached bungalow with loft conversion. Elevations are comprised of facing brick to lower and render to upper with a tiled hipped roof. The property is set back behind a gravel driveway large enough to accommodate at least 2No. cars. An access gate to the side (south) of the property leads to a side passage and brick garage which is attached to the dwelling via a rear porch and flat roofed rear extension. The garage abuts the south boundary with No. 61 and projects approximately 5.05m into the garden from the rear porch. The rear garden space if of a good size and comprises a raised patio area with a large grass area and outbuilding abutting the north boundary with No. 65.

Both the southerly neighbour at No. 61 and the attached neighbour to the north No. 65 exhibit flat roofed rear extensions. The extension at No. 61 also projects from their side (south) elevation. Ground levels rise relatively steeply from south to north.

Proposal:

Permission is sought for the demolition of the existing garage and rear porch and the construction of a single-storey rear (west) extension comprising matching elevations and a flat roof with large roof lantern. Openings are proposed to the rear and side (north and south) elevations.

The existing porch measures approximately 1.35m deep and 2.5m wide and the existing garage measures approximately 5.05m deep and 3.3m wide. The two elements together measure a maximum depth of approximately 6.4m and maximum width of approximately 5.05m, and are at a lower height level than the existing dwelling and rear extension. By contrast, the proposed extension would project a maximum of approximately 4.5m from the rear and 1.4m from

the side (south). It would have a width of approximately 4m and maximum height of 3.4m at flat roof level (4m at roof lantern level).

Representations: None received.

Consultations:

***West Sussex County Council – Highways Authority*:**

No changes to access.

No detrimental loss to parking.

The applicant has proposed a NIL cycle parking provision, the LHA advises the Local Planning Authority (LPA) that if they deem cycle parking justifiable then the applicant should show this in the form of lockable covered storage.

Conclusion
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.

Relevant Planning History:

No planning history at the application property.

Planning permission granted at the neighbouring property to the south at No. 61 for demolition of existing garage and single storey extension to rear and side under AWDM/0146/21, decision issued 30/03/2021.

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 1, 15
Supplementary Planning Guidance comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings'
National Planning Policy Framework 2021

Planning Assessment

Principle

The proposal comprises upgrading a residential property located within the built-up area and can be supported in principle. The relevant issues are the effects on the character and appearance of the surrounding area and the effects on the amenities of neighbouring residential occupiers.

Visual Amenity

Only a small section (the side profile) of the extension would be readily visible from the public realm and it would therefore not be dominant in the street scene. Whilst the extension would be of an increased massing and form in relation to the existing garage which currently occupies views to this direction, it remains set back from the principal front of the dwelling and adjoins from the rear. The extension would be subservient, would align with the existing flat roof at the rear of the dwelling, and proposes the use of suitable materials which respect the character of the existing dwelling and wider area.

There are multiple examples of rear extensions along Upper Kingston Lane, most notably the recent approval at the neighbouring property to the south No. 61.

The proposed extension would not be materially harmful to the visual amenities of the area.

Residential Amenity

The most affected properties would be the adjacent neighbours to the south (No. 61 Upper Kingston Lane) and north (No. 65 Upper Kingston Lane).

Although it is acknowledged that the proposed extension by way of its projection would exceed the rear building line of No. 61, this would not be to an unacceptable degree owing to the projection and positioning of the existing garage adjacent the boundary with No. 61. The proposed extension would be noticeably taller and of an increased mass in relation to the garage, however, it would project approximately 1.9m less from the rear of the dwelling and would be distanced 1.2m from the boundary with this neighbour. It is also of note that this neighbour is situated to the south of the application property. Therefore, on balance, it is considered that the proposed extension would be acceptable in this context.

No. 65 is notably situated on higher land than the application property and separated by a good sized boundary fence. The proposed extension would not adversely impact the residential amenities of this neighbour owing to the separation distance and topography.

Openings are proposed to the south elevation of the extension. The proposed door would be orientated towards the side extension of No. 61, it is considered that overlooking would not be materially harmful; the high horizontal window to this elevation would have no material impact. The large doors proposed to the side (north) elevation would not result in material overlooking to No. 65 by virtue of the separation distance and topography.

Other

In light of the comments made by WSCC Highways Authority, it is considered the proposed development would not give rise to any materially harmful issues that would render it unacceptable on highways grounds.

Recommendation:

APPROVE subject to Conditions:-

1. Approved Plans
2. Standard Time Limit
3. Materials
4. No Add. Windows South Elev

Informatives:-

1. Proactive No Amendment

   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: Jason Albon Date: 28.04.2023

Authorised by: Peter Barnett Date: 28 April 2023