Expiry Date - 12/08/2024

Development Control – Delegated Officer Report

Application Number: AWDM/0678/24 Recommendation – APPROVE

Site: 35 Arundel Road Salvington Worthing West Sussex

Proposal: Retrospective planning permission for the erection of a 2-car 'car barn' at the front of the property on an existing hard standing.

Date of site visit: 01/07/2024

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The site is located to the north side of the A27 trunk road (Arundel Road) within a residential area of Worthing. The property comprises a detached two-storey house featuring a virtually full-width dormer to the front which acts as the first-floor level fronting Arundel Road. The property comprises white render elevations, a plain tiled gable roof with complementing pitched roof front dormers and tile hung elevations, and white UPVC openings. The property is set back a relatively far distance and in an elevated position in the context of the street scene, which reflects the situation of other properties along this north side of Arundel Road. The property is set behind a shallow rendered wall with close boarded fence panels above and has a vehicle access to its east side. A tall (approximately 3m high) and continuous stretch Leylandii hedge borders the inside of the front boundary wall and fence. Beyond the front boundary and access, the front garden comprises two-tiers, firstly a hardstanding with a double ‘car barn’ constructed to the south-west corner of the plot, followed by a stepped-up front lawn and pathway behind a brick wall and access gate. The driveway extends from the public realm along the east side of the plot to serve the property’s attached garage. Ground levels rise at a moderate degree to the north.

The site is not within a conservation area, is not a listed building, and there are no protected trees on site.

Proposal

Retrospective permission is sought for the existing double car-barn on the hardstanding to the south-west corner of the plot. The car-barn has a square shaped footprint and is open in nature, constructed with 8 timber posts along with timber gable faces to the east and west elevations. The roof is corrugated and pitched and finished in green coloured roof felt.

The footprint of the car-barn measures 5520mm x 5180mm and has a ridge height of 4030mm, shallowing to 2050mm at eaves level.

The applicant has indicated that the works were completed on 20/09/2022.

Relevant Planning History:

Plentiful history at the application property. Approvals for extensions and alterations to the dwelling dating back to 1982. Under WB/148/82, WB/1284/88, 03/00323/FULL.

Refusals for detached double garages at nearby properties along Arundel Road: No. 39 (under 01/01147/FULL), No. 29 (under 02/00145/FULL), and No. 49 (under 04/01109/FULL).

Consultations:

WSCC Highways

'This application seeks retrospective permission for the erection of a double-bay car barn within existing hardstanding. The site is located on Arundel Road (A27), which is maintained by National Highways. Therefore, the comments provided here should be considered as advice only, and the LPA should seek formal comments from National Highways also.

The proposals are retrospective, with the works having been completed on 20/09/2022. From inspection of the submitted plans, the proposed car-barn appears of suitable size to accommodate two car parking spaces. There also appears to be suitable space within the site frontage for cars to turn on-site and exit in a forward gear.

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

National Highways

'We are satisfied that the development will not materially affect the safety, reliability, and/ or operation of the strategic road network in this location and its vicinity.'

Representations: None.

Relevant Planning Policies

National Planning Policy Framework (Revised December 2023)
National Planning Practice Guidance
SPG 'Extending or Altering Your Home' (WBC)

Worthing Local Plan (2023) 2020-2036
SP1 (Presumption in Favour of Sustainable Development)
DM5 (Quality of the Built Environment)

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

Properties along this section of road have a diverse character but maintain a reasonably consistent set-back position from the public realm, predominantly behind varying sized brick built walls. There is ample vegetation in the surrounding area, particularly to the front boundaries of properties fronting Arundel Road, as exemplified at the application property.

It is evident from the Council's planning records that no structure has been permitted to the front of the properties' building lines along this section to the north side of the road. Rather, there is a history of refusals in relation to double garages to close-by properties No's 29, 39 and 49, as provided in the relevant section of this report. Whilst the car-barn accommodates 2-cars alike with a double garage, it does not exactly replicate the appearance of a conventional garage, which incorporates solid elevations. Nonetheless, the car-barn is visible when viewed from certain vantage points along Arundel Road, most noticeably from the east through the gap in the frontage created by the site entrance, and above the wall and hedge fronting the neighbouring property (No.33). To the front and west of the site the car-barn is effectively screened by the tall Leylandii hedge (approximately 3m high) on the front boundary of the application property and by similarly tall vegetation to the front boundary of No. 37. From the front only the uppermost part of the green-coloured roof of the car-barn is visible above the existing vegetation. Thus despite its position well forward of the dwelling it does not make an overtly assertive or conspicuous addition to the streetscene. It is acknowledged that the existing hedging could die or be cut back which would expose to the car barn structure to greater views along Arundel Road. However, the Applicant is willing to accept a condition requiring the hedge to be maintained at a minimum height of 3m and to be re-planted in the event that it dies or becomes diseased. Taking into consideration the open nature of the structure and its construction materials, together with the specific circumstances of the site which mean that the car barn is well screened and has only a very limited impact on the street scene, it is considered the resulting visual harm is not so severe in this case as to justify refusal.

Residential Amenity

The garage is visible to immediate neighbours but is sufficiently well separated and built on lower ground such that there is no adverse impact on amenity in terms of loss or light or overbearing effect,

Highways

In light of the comments received by the respective highways authorities, there are no transport grounds to resist the proposal.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbers
2. Retention of Hedge
3. No external alterations

Informatives

1 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: 08/08/24

Authorised by: Jo Morin Date: 08.08.2024