Development Control – Delegated Officer Report

Application Number: AWDM/0059/25 Recommendation – APPROVE

Site: Land Between 66 And 68 Ladydell Road Worthing West Sussex

Proposal: Application to vary condition 1 (approved plans) of previously approved AWDM/0976/22. Amendment includes a new flat roof rear dormer and alterations to placement, materials and glazing of front dormer windows ORIGINAL DESCRIPTION: Demolition of existing garage and construction of a detached two bedroom chalet property with associated parking and access.

Date of site visit: Various

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The site is located to the East side of Ladydell Road with the railway line situated at the North end of the road and the school playing fields of Chesswood School to the West. Surrounding development comprises of residential dwellings which are a mix of detached and link-detached bungalows and two storey houses.

To the immediate north is a pair of link-detached bungalows of modest size with barn hip roofs. The host property to the south has recently been extended to form a two storey gabled front extension. Further to the south is a two storey detached house with hipped roof and small gable feature. To the rear are the gardens of No.72 Ladydell Road and No.119 Chesswood Road. Opposite the site is a detached bungalow with double gable to the front.

The site for development comprises the land between No.66 and 68 currently part of the garden for No.66 and includes the garage for this property. To the front boundary is a flint and cobble wall of 1.8m high with a pedestrian gate and vehicular access to the north side in front of the garage.

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

Proposal

The application is a variation to planning permission AWDM/0976/22 for demolition of the existing garage and construction of a detached two bedroom chalet dwelling with associated parking and access.

The variation involves an amendment to the roof to the rear to replace the 3 roof light windows with a flat roof rear dormer and alterations to placement, materials and glazing of front dormer windows.

The new dormer would provide more headroom to the landing, a bathroom and an en-suite shower room. The windows would be obscure glazed. The dormer would be rendered.

At the front from the approved dormer windows, the apex glazing would be removed, the dormers would be rendered and the dormers repositioned towards the centre.

Relevant Planning History:
AWDM/0976/22- Demolition of existing garage and construction of a detached two bedroom chalet property with associated parking and access. (Resubmission of AWDM/2062/21)-APPROVED

AWDM/2062/21 - Demolition of existing garage and construction of a detached two bedroom chalet property with associated parking and access – Refused

No.66 – Host Dwelling

AWDM/1779/18 - Application for a non-material amendment to previously approved AWDM/1082/18. Amendments: move chimney to south wall, change existing kitchen window/door for window only (east elevation), insertion of new narrow window next to front door, change two windows on west elevation to one window and reduce width of French doors to south elevation – Approved

AWDM/1082/18 - Two storey pitched roof front extension with roof lights to north, south and east roof slopes. Resubmission to previously refused AWDM/1875/17 – Approved

AWDM/1875/17 - Two storey pitched roof front extension and conservatory. - Refused

Consultations:

Environmental Health **-** Provided conditions are carried over from the previous permission then we have no adverse comments.

WSP - Following a review of the submitted information, we have noted no change to drainage or flood risk and therefore **would recommend the approval of the application**

WSCC Highways -

From inspection of the plans, the proposed amendments appear minor and are not anticipated to adversely impact highway safety. As such, no concerns would be raised to the variation of Condition 1. The LPA may wish to refer to the LHAs consultation response for application AWDM/0976/22, as the comments provided can be applied to the current set of plans. I do include an updated conclusion paragraph below to reflect the change in NPPF, as well as the conditions and informatives previously advised.
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.
If the LPA are minded to approve the application, the following condition and informatives should be applied:
Conditions
Car parking space (details approved)
No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

Cycle parking
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Informatives
Residents Parking Permits in Controlled Parking Zones (CPZs)
The applicant and potential future occupiers of the development are advised that future tenants/homeowners may not be entitled to purchase Resident or Visitor Permits that entitle users to park on-street in the roads around the development site. Alternatively, Non-Resident permits may be available in some roads where capacity allows or some tenants/homeowners may have to join a waiting list before permits are issued. Eligibility for permits will be in accordance with existing WSCC parking policy and procedures. Tenants/homeowners are advised to contact the local District/Borough Parking Services Team for further clarification.
Further information and key questions and answers about how Controlled Parking Zones work can be found here:
https://www.westsussex.gov.uk/roads-and-travel/parking/residents-parking-schemes/how-parking-schemes-work/

Vehicle Crossover – Minor Highway Works
The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage. Additional information about the licence application process can be found at the following web page:
http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways-licence/

Southern Water - Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

Representations:

None received

Relevant Planning Policies

National Planning Policy Framework (HCLG 2024)
National Planning Practice Guidance

Worthing Local Plan 2020-2036
SP1 (Presumption in Favour of Sustainable Development)
DM1 (Housing Mix)
DM2 (Density)
DM5 (Quality of the Built Environment)
DM15 (Sustainable travel and Active Travel)
DM20 (Flood Risk and Sustainable Drainage)
DM22 (Pollution)

Planning Assessment

The principle of the development has been accepted the main issues are whether the changes to the design are acceptable.

Visual Amenity

The additional dormer would be to the rear of the building and although flat roofed and across the rear roof slope would not be unduly visible from the street scene. The proposed dormer would be set down from the ridge and set in from the side elevations.

At the front the dormers would be retained set slightly towards the centre but still symmetrical and well spaces and proportioned to the building. The dormers would be rendered which would be appropriate for the design of this modern building.

The proposed dormers are in scale with a pitched roof design that would not dominate the roofscape or significantly detract from the character of the surrounding street scene or the character of the dwelling.

Residential Amenity

The most affected properties are No.66, the neighbour to the north at No.68 and to the rear at No.72.

The additional dormer to the rear would face towards the rear of the rear garden of No 72. The proposed openings although now as part of a dormer extension would still be obscure glazed. There would be no overlooking or loss of privacy to the garden of No.72 as a result of this variation.

The variation to glazing and materials to the front dormers would not result in any additional overlooking or loss of privacy to neighbouring properties.

Residential Amenity – living conditions of future occupants

The amendments would not impact on future occupants and would provide for improved head room to the landing, bathroom and en-suite.

Highways

There is no impact on the highway from the amendments.

CIL

CIL is required for the proposed development as it creates a new dwelling and will be charged in line with the adopted CIL Charging Schedule.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbers
2. time limit 01.12.22
3. Materials as specified
4. No additional windows in north or south sides
5. Surface Water drainage
6. Car parking

7. Secure cycle parking
8. EV charging point provided
9. Precautionary contaminated land
10. Dust control
11. Hours of construction
12. PD removed Class A & B
13. Obscure glazed windows to rear dormer

Informative

1. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2. Surface Water Drainage
Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The infiltration tests must be carried out in accordance with BRE365, CIRIA R156 or a similar approved method. All design storms must include a climate change allowance, as per https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances, on stored volumes or rainfall intensity. Infiltration structures must cater for the critical 1 in 10 year storm event, (plus40%) between the invert of the entry pipe to the soakaway and the base of the structure. All surface water drainage design must also have provision to ensure there is capacity in the system to contain the critical 1 in 100 year storm event (plus 45%). Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest groundwater table in support of the design. The applicant is advised to discuss the extent of ground water monitoring with the council's engineers. Further detail regarding our requirements are available on the following webpage https://www.adur-worthing.gov.uk/planning/applications/submit-fees-forms. A surface water drainage checklist is available on this webpage. This clearly sets out our requirements for avoiding pre-commencement conditions, or to discharge conditions.

3. Residents Parking Permits in Controlled Parking Zones (CPZs)
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4. Vehicle Crossover - Minor Highway Works
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https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/
Online applications can be made at the link below, alternatively please call 01243 642105.
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-applicationform/

5. Southern Water Sewer Connection
Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

To make an application visit Southern Water's Get Connected service: developerservices.southernwater.co.uk and please read our New Connections Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements

In situations where surface water is being considered for discharge to our network, we require the below hierarchy for surface water to be followed which is reflected in part H3 of the Building Regulations. Whilst reuse does not strictly form part of this hierarchy, Southern Water would encourage the consideration of reuse for new developments.
- Reuse
- Infiltration
- Watercourse
- Storm sewer
- Combined Sewer

Guidance on Building Regulations is here:
www.gov.uk/government/publications/drainage-and-waste-disposal-approved-document-h

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation

of the sewer will be required to ascertain its ownership before any further works commence on site.

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).
Website: www.southernwater.co.uk or by email at: SouthernWaterPlanning@southernwater.co.uk

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

Case Officer: Jackie Fox Date: 05.03.25

Authorised by: Louise Prew Date: 05/03/2025