Expiry Date - 16/12/2024

Development Control – Delegated Officer Report

Application Number: AWDM/1289/24 **Recommendation – APPROVE**

Site: **44 Mendip Road Worthing West Sussex BN13 2LP**

Proposal: **Proposed 2-bedroom house attached to west side of existing house**

Date of site visit: 08.11.2024

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application site comprises the western part of a garden belonging to a 2-storey, end-of-terrace house occupying a corner plot on the north side of Mendip Road to the east of its junction with Pentland Road. Mendip Road comprises a residential through-road made up – in this part – of short terraces of mid-20C housing. Pentland Road is made up of a series of short terraces of 4 dwellings of a similar age and style. The end plots adjoining the junction are wider than average and are characterised by open front gardens splayed at the corner.

The site and surrounding land slope gently down to the south.

Proposal

Permission is sought for a new 2-bedroom terraced house attached to the west side of the existing house. The new dwelling would align with the front of the terrace and has been deliberately designed match the design and proportions of the existing dwelling, but with the ground-floor footprint extended deeper at the rear (north) to accommodate a WC. Parking provision for the new house would consist of the existing detached garage in the rear garden, accessed from Pentland Road. A new parking space would be provided for the existing dwelling within the front garden (within the ‘blue land’).

Relevant Planning History:

AWDM/0634/13 Proposed 2-bedroom house attached to west side of existing house with parking for existing house provided at front. Approved 19.07.2013 – lapsed without implementation.

<u>Nearby Sites</u>

1A Mendip Crescent (WB10/0908/FULL) Two storey dwelling house attached to north end of terraced properties. Resubmission of WB/10/0132/FULL. Permitted 14.12.2010 - implemented.

5A Mendip Crescent (WB/1249/FULL) Proposed new dwelling attached to existing end of terrace. Permitted 15.12.2005. Implemented.

22 Mendip Crescent (AWDM/1534/22) Construction of a new two storey dwellinghouse to the north of 21 Mendip Crescent. Permitted 30.11.2022 – Implemented.

51A Mendip Road (AWDM/0025/23) Proposed single storey rear (South) extension to No51 Mendip Road and proposed new three-bedroom terrace to the East (Adjoining Side) of No51 Mendip Road. Permitted 22.02.2023. Implemented.

61A Mendip Road *AWDM/0032/13) Attached 2-bedroom house with parking at rear (access from Mendip Crescent). Permitted 08.03.2013 – Implemented.

Consultations:

WSCC: The Local Highway Authority (LHA) has raised no objection commenting: -

"This proposal is for a proposed 2-bedroom house attached to west side of existing house with parking for existing house provided at front. The site is located on Mendip Road, an unclassified road subject to a speed restriction of 30 mph. Following an inspection of the application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access
The applicant proposes a new vehicular access on to Mendip Road for the existing dwelling. The proposed access works will be subject to a licence obtained through the local Highway Area Office and constructed to a specification agreed with the local Highway Area Engineer.

From inspection of local mapping, there are no apparent visibility concerns with the proposed access point on to Mendip Road.

The proposed dwelling will use the existing vehicular access point onto Pentland Road, an unclassified road subject to a speed restriction of 30 mph. This proposal is not anticipated to result in an increased intensification of use on the property.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals one recorded collision within the vicinity of the site. However, this was not attributed to the existing access to the property or road layout. Therefore, there is no evidence to suggest that the access has

been operating unsafely, or that its continued use would exacerbate an existing safety concern.

Parking
The applicant proposes three car parking spaces for this development, comprising of a single-bay garage and one parking space on each driveway. The WSCC Car Parking Demand Calculator indicates that each dwelling of this size in this location would require at least two car parking spaces.

From inspection of the plans, the existing garage is smaller than the minimum internal specifications for a single-bay garage of 3m x 6m as outlined in Manual for Streets (MfS). Therefore, the LHA would not consider the existing garage for parking provision. Consequently, any overspill parking would need to be accommodated on-street.

Overspill parking could be accommodated on-street, and the LHA would not anticipate that this would give rise to a highway safety concern or parking capacity issue in this location. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

Both driveways are suitably sized for one car however on-site turning does not appear achievable, so cars may have to exit the site in reverse gear. However, this is not anticipated to give rise to an adverse highway safety impact, owing to good forward visibility in this location. Neighbouring properties operate similar access arrangements with no known highway safety concerns.

Regarding cycle parking, the garage will provide secure cycle parking provision in accordance with WSCC Parking Standards for the proposed dwelling.

Sustainability
The site is situated in a sustainable town location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. The site is also well connected by public transport, with regular buses available from Exmoor Drive. Durrington-on-Sea Train Station is situated approximately 2.6km south of the site.

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

The following informative is recommended in the event of approval: -

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-orvehicle-crossovers-for-driveways-licence/

Southern Water

Connection to Public Sewer
Investigations indicate that Southern Water can facilitate foul sewerage /surface water run off disposal to service the proposed development.

Southern Water will require a formal application for a connection to the public sewer to be made by the applicant or developer.

We request that should this planning application receive planning approval, the following informative [sic] is attached to the consent: "*Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water.*"

Disposal of Surface Water
In situations where surface water is being considered for discharge to the Southern Water network, Southern Water 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

Where a surface water connection to the foul or combined sewer is being considered, this should be agreed by the Lead Local Flood Authority, in consultation with Southern Water.

WSP: The Council's Drainage Consultant has no objection in principle on surface water grounds but advises that the following conditions are imposed owing to the size, site, location and type of development proposed: -

1. Construction shall not begin until a detailed surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must prioritise the use of source control Sustainable Drainage Systems (SuDS) in consideration of the Non-Statutory Technical Standards for SuDS and demonstrate no increase in flood risk as a result of the Proposed Development with sufficient supporting evidence provided to support its viability including supporting calculations for the 100% AEP (1 in 1 year), 3.33% AEP (1 in 30 year), 3.33% AEP (1 in 30 year) plus climate change, the 1% AEP (1 in 100 year) and the 1% AEP (1 in 100) plus climate change critical storms. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any infiltration drainage. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To ensure the flood risk is adequately addressed and not increased in accordance with NPPF and Policies of Adur & Worthing Council.

2. The development hereby approved shall not be occupied until details of the maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:-
   (i) a timetable for its implementation.
   (ii) details of SuDS feature and connecting drainage structures and maintenance requirement for each aspect including a drawing showing where they are located.
   (iii) a management and maintenance plan for the lifetime of the development which shall include details of design life and the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. This will include the name and contact details of any appointed management company.

Reason: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed for each new dwelling and not increased in accordance with NPPF and Policies of Adur and Worthing Council.

Adur and Worthing Councils:

The EHO (Public Health) has no adverse comments on this application.

Representations: None received.

Relevant Planning Policies

Worthing Local Plan 2020-2036 (WBC 2023): Policies:
SP1 (Presumption in Favour of Sustainable Development)
SS1 (Spatial Strategy)
DM1 (Housing Mix)
DM2 (Housing Density)
DM5 (Quality of the Built Environment)
DM15 (Sustainable Transport and Active Travel)
DM16 (Sustainable Design)
DM17 (Energy)
DM20 (Flood Risk and Sustainable Drainage)
DM22 (Pollution)

National Planning Policy Framework (MHCLG 2024)
National Planning Practice Guidance
SPD 'Space Standards' (WBC 2012)
SDP 'A Guide to Residential Development' (WBC 2013)
CIL Charging Schedule (Aug 2021)

Planning Assessment

Principle of Development

The Worthing Local Plan was adopted on 28th March 2023 (base date of Plan 2020). Policy SS1 sets out the Housing supply over the period 2020-2036 and gives a total figure of 3672 (an annual target of 230 dwellings per annum).

Paragraph 78 of the NPPF (2024) requires that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. The supply of specific deliverable sites should, in addition, include a buffer (moved forward from later in the plan period) of:
a) 5% to ensure choice and competition in the market for land; or
b) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply; or
c) From 1 July 2026, for the purposes of decision-making only, 20% where a local planning authority has a housing requirement adopted in the last five years examined against a previous version of the Framework, and whose annual average housing requirement is 80% or less of the most up to date local housing need figure calculated using the standard method set out in national planning practice guidance.

The most recent 5 Year Housing Land Supply (5YRHLS) position for Worthing (as at 01/04/2023) demonstrates a 6.3 years supply applying a 20% buffer as at that time Worthing had failed the then current Housing Delivery Test (HDT) (2022 published December 2023).

However, the most recent HDT 2023 (published December 2024) shows that Worthing scored 107% and therefore faces no consequences from the HDT.

Having a 5YRHLS position and having passed the HDT with no consequences means that for Worthing Paragraph 11 c) of the NPPF applies which states: '*For decision-taking this means: c) approving development proposals that accord with an up-to-date development plan without delay* '.

Visual Amenity

The spatial strategy for development in the adopted Worthing Local Plan is to achieve the right balance between planning positively to meet the development needs of the Borough whilst continuing to protect and enhance the Borough's high quality built environments and open spaces. An overarching objective is to maximise appropriate development on 'brownfield' (previously developed) land and increase the rate of housing delivery from small sites.

Local Plan Policy DM2 sets out a design-led approach to determining the capacity of development sites, with particular consideration given to the site context and the character of the area in which it is located.

Policy DM5 requires all new development to respect and enhance the character of the site and the prevailing character of the area, stating that new development should make a positive contribution to the sense of place, local character and distinctiveness of an area. The supporting test to this policy states at paragraph 5.65 that private residential gardens within the built-up area are excluded from the definition of brownfield (previously developed) land and that inappropriate development of residential gardens will generally be resisted, although may be acceptable in some circumstances. It states that applications for the development of private gardens will be considered carefully and each case will be determined on its own merits taking into consideration the size and shape of the garden, impact on neighbouring properties, biodiversity, density and the character of the area.

The Council's SPD 'A Guide to residential development' acknowledges that some infill development can provide a welcome addition to the Borough's housing stock. However, paragraph 4.33 makes it clear that infill development requires sensitive design and good landscaping if new buildings are to be fitted successfully into small sites in established residential areas. It states that insensitive infilling that will negatively impact on an areas character or amenity will be resisted.

Several new 'attached' infill dwellings have been constructed in recent years on corner plots in the vicinity of this site, including 1A Mendip Crescent. 5A

Mendip Crescent, 22 Mendip Crescent, 51A Mendip Road and 61A Mendip Road. A new dwelling is currently under construction on a corner plot (No.34) at the junction of Pentland Road and Brendon Road to the northwest of the site.

The proposed end-of terrace house has been designed to match the form, layout, proportions, detailed design and external finishes of the existing terrace.

The proposed new dwelling would be provided with an enclosed rear garden 5m wide and maximum 9m deep (41sqm) with an open side garden retained adjoining the western site boundary onto Pentland Road. The latter would vary in width from 3.8m, narrowing to 3m towards the rear of the plot.

The front south-west corner of the new house would be sited only 1.6m from the edge of the splayed corner of the junction, but this relationship is little different to that of the new dwellings built nearby at 1A Mendip Crescent and 22 Mendip Crescent.

The existing dwelling is already sited forward (west) of the front building line of the short terrace to the north in Pentland Road (61-67) and the siting of the new dwelling would accentuate this relationship having a more prominent presence in the street scene than the existing dwelling. However, the forward siting of the new dwelling would not be inconsistent with the pattern of existing development in Pentland Road where the siting of the short, terraced blocks is stepped on both sides in response to the angled road alignment.

An element of openness would be retained directly on the corner. The existing tree in the side garden will be retained and the provision of 2no additional trees will be a welcome addition to the landscape.

On balance it is considered the proposed new dwelling would not appear cramped or unduly assertive in the street scene as to warrant refusal on this ground.

Residential amenity – Future Occupiers

The proposed 2-bedroom dwelling would have a single and double bedroom, and have a GIA of 70.8sqm, which would meet the minimum internal space standard for a 2-bedroom 3-person house set out in the Government's so-called nationally described space standards.

All the main habitable rooms would be provided with an aspect to the front or rear.

The proposed rear garden area (41sqm) would be below the minimum of 50sqm required for a 2-bedroom house. However, it is considered the proposed dwelling would provide accommodation of an equitable standard to the existing dwelling at No.44; the slightly smaller rear garden off-set by provision of a downstairs WC.

Residential Amenity - Neighbours

The slightly deeper footprint of the proposed new dwelling would protrude 1.4m beyond the rear of the existing house (No.44) but would not have an unsatisfactory impact on the amenities of this property.

The blank west elevation of the proposed house would be sited 22m east of the front elevation of No.58 Pentland Road opposite. It would have some enclosing effect on the front of this dwelling but would not be physically overbearing or visually intrusive as to warrant refusal on this ground. Additional overshadowing impacts in the morning would not significantly detract from the receipt of light to the front windows of this property.

The safeguards included within the provisions for permitted development set out in the GPDO relating to the insertion of new upper floor windows located in the side elevation of a dwelling are sufficient to protect neighbours from unacceptable overlooking as a result of windows being inserted in the side elevation in the future.

Access and Highways

For the most part the existing terraced houses in the vicinity do not benefit from on-site parking provision as the original estate layout included separate garage compounds supplemented with on-street parking provided in lay-bys. The existing dwelling, No.44, is relatively unusual in having off-street within a detached garage in the rear garden accessed from Pentland Road. The size of the garage no longer meets WSCC minimum standards to be considered as providing parking provision. One space would be provided on the drive in front of the garage.

The submitted drawing shows a new frontage parking space would be provided for the existing dwelling (No.44). Although this falls outside the ‘red line’ of the application site it is ‘blue land’ within the control of the applicant.

A similar arrangement with front garden parking exists at No.42.

The Highway Authority has raised no objection.

Sustainable Development

Policy DM16 of the Worthing Local Plan states that all new build housing should achieve a minimum 20% CO2 reduction compared to Part L of the Building Regulations (2013) through energy efficiency measures. In addition, all new build housing should seek to achieve an Energy Performance Certificate A rating (with a minimum expectation of B rating).

No details have been provided of how the required level of carbon reduction would be achieved. However, this could be dealt with by a condition requiring

submission of SAP calculation reports at design and build stages, and submission of a minimum B-rating EPC on completion.

Policy DM17 of Worthing Local Plan states that all new housing should incorporate renewable and low carbon energy production equipment to meet at least 10% of predicted total energy requirements (after CO2 reductions from energy efficiency measures). Again, no details have been provided of the renewable/low carbon energy production equipment necessary to achieve the required 10% of predicted energy needs. This could take the form of solar PVs on the south-facing roof of the new dwelling, or an ASHP, either of which would be acceptable in principle. Precise details should be submitted and agreed as a condition of planning permission.

BNG

Policy DM18 requires all new development to provide a minimum 10% net gain for biodiversity – where possible on site. A minimum 10% BNG is mandatory for small sites since April 2024.

Given the nature of the proposal involving the sub-division of an existing dwelling plot to create a new infill dwelling, it will not be possible to achieve 10% BNG onsite. The Small Site Metric (SSM) has been used to calculate the amount of offsite units that will need to be purchased to meet mandatory BNG.

CIL

A CIL charge will apply to this proposed development for market housing.

Recommendation

APPROVE subject to Conditions:-

1.Standard 3 year time
2. Approved plans
3. Implement boundary fences on approved drawing with front garden retained as ‘open plan’
4. Provide parking for existing dwelling
5. Agree surface water drainage
6. Agree management and maintenance of surface water drainage
7. Agree surface water and foul drainage
8. Agree and implement Construction Method Statement
9. Agree and implement hard and soft landscaping scheme
10. Remove ‘permitted development’ entitlements for extensions
11. Construction to take place only between 8.00am and 6.00pm (Mon-Fri) and 9.00am to 1.00pm on Sats
12. Agree materials and finishes to match existing house
13. Energy statement detailing necessary carbon reductions and 10% renewable energy

Expiry Date - 16/12/2024

Informative

1. Pro Active – No Amendment
2. BNG – Biodiversity Gain Plan
3. CIL
4. WSCC Highway Licence
5. New Address
6. Southern Water

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

Case Officer: Jo Morin Date: 27/02/2025

Authorised by: Louise Prew Date: 04/03/2025