Expiry Date - 16/01/2025

Development Control – Delegated Officer Report

Application Number: AWDM/1458/24 **Recommendation – APPROVE**

Site: **42 Fernhurst Drive Worthing West Sussex BN12 5AU**

Proposal: **Detached garage to south side**

Date of site visit: 26/11/24

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The site is located to the south-west corner of Fernhurst Drive and forms the end property adjacent to the Ilex Avenue footpath and Goring Hall Conservation Area. The property comprises a detached bungalow with brick elevations, a tile hung gable to the front, a gable extension to the south side, converted garage to the north side and conservatory extensions to the rear. The property is set back a good distance from the road behind planting to the front boundary and a deep front garden. There is a driveway to the front leading to the converted garage and a large garden to the rear.

The mature trees lining the Ilex Avenue footpath are over 4m from the boundary fence to the south of the site.

The property is not listed and there are no protected trees on site.

Proposal

Planning permission is sought for the construction of a detached garage to the south side of the property.

The proposed garage would be positioned adjacent to the south side boundary of the site and approximately 0.6m from the front corner of the side extension and 18.6m from the front boundary of the site. The garage would measure approximately 4.5m wide x 5.7m deep with a barn hip roof of 2.35m high to eaves and 4.1m high to the ridge.

The garage would be finished in timber cladding stained a dark colour to the elevations and cedar shingles to the roof. There would be double timber doors to the front and a door and window to the west side.

The application has been significantly amended since its original submission for a flat roof, UPVC clad structure adjoining the house. The design of the garage has been updated to a pitched roof design with barn hips to the front and rear and the materials have been updated to timber cladding, cedar

shingles and timber doors. The position has also been amended to leave a small gap between the garage and the bungalow wall.

The driveway would be extended across the front of the house using permeable/porous materials or with provision to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the property. This aspect of the proposal would therefore be within permitted development.

Relevant Planning History:

08/0226/FULL - Conversion and extension to existing garage to provide habitable accommodation. - Approved

07/1547/FULL - Conversion and extension of existing garage to create living accommodation and new detached garage. – Refused

Consultations:

WSCC Highways - *This proposal is for a detached garage to south side. The site is located on Fernhurst Drive, an unclassified road subject to a speed restriction of 30 mph.*

There are no proposed changes to the existing access point. The proposed development is not anticipated to give rise to a material intensification of use of the existing access point.

The proposed single-bay 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. The applicant is advised to enlarge the garage to meet the MfS specifications if they wish it to be considered for parking provision.

The existing driveway will be extended as part of the proposal with space for several cars and on-site turning appears achievable.

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.

Tree & Landscape Officer - I do not consider that any conditions regarding the trees will be required.

Representations:

One objection received:

I would like to object to the planned detached garage at 42 Fernhurst Drive, Goring-By-Sea, Worthing, West Sussex, BN12 5AU on the following basis.

The property had a previous planning application (Ref: WB/07/1547/FULL) in December 2007 for a detached garage in the exact same location and which was subsequently refused permission, the reasons given:

"The scale, position, and design of the proposed garage, extending forward of the established building line and adjoining the Ilex Way Conservation Area would be harmful to the appearance of the streetscene and to views into the conservation area and beyond over the designated seafront area. This would be harmful to local amenity and contrary to saved Local Plan polices CT3, BE1, H16 and H18 and saved West Sussex Structure Plan 2001-2016 polices DEV1 and CH4."

This new planning application (Ref: AWDM/1458/24) should also be refused due to the above and also that it would be out of keeping with the planned layout of houses on this estate. This mainly impacts the line of sight from the properties numbered 34, 36, 38 and 40 three of which were not on the Neighbours Notified list when they were in 2007 and all of whom objected to the application at the time.

When the planning application in 2007 was refused the owners then were told that they could only have a prefab concrete garage on a concrete base due to it being so close to the mature Ilex trees and their root system so long as it was to the south side of the property and behind the established building line of all the properties above.

Relevant Planning Policies

Worthing Local Plan policies (WBC 2023): SP1, DM5, DM23, DM24
National Planning Policy Framework (MHCLG 2024)
National Planning Practice Guidance
SPG 'Extending or Altering Your Home' (WBC)
Goring Hall Conservation Area Appraisal

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 and the setting of the adjacent conservation area.

Background

An application for a garage in a similar position was refused under application 07/1547/FULL for the following reason:

The scale, position, and design of the proposed garage, extending forward of the established building line and adjoining the Ilex Way Conservation Area

would be harmful to the appearance of the streetscene and to views into the conservation area and beyond over the designated seafront area. This would be harmful to local amenity and contrary to saved Local Plan policies CT3, BE1, H16 and H18 and saved West Sussex Structure Plan 2001-2016 policies DEV1 and CH4.

The garage refused consent under the 2007 application was for a larger scale double garage (5.18m wide x 6.01m deep) projecting further forwards in front of the house and positioned further away from the south boundary. The design was for a shallow pitch roof constructed from timber.

Visual Amenity and Setting of the Goring Hall Conservation Area

The Goring Hall Conservation Area lies directly to the south of the site and includes the mile-long Ilex Avenue which formed the historic access to the Goring Hall estate from the east and west. The CA Appraisal states that:

'The Ilex Avenue forms a barrier between the suburban development of the north and the more open fields to the south of the Goring-Ferring Gap. The Ilex Avenue is a key aspect of the landscape character of the conservation area… the majority of trees are mature in appearance and provide an enclosed walkway with glimpses over the open fields to the sea beyond.

Views
Due to the enclosed nature of the Ilex Avenue and its historical approach to Goring Hall views are channelled along this approach from the east and west. These are kinetic (changing) views that are best appreciated while progressing along the avenue. They contribute to a sense of the original access to the estate of Goring Hall and today obscure the more modern housing to the north and south of the conservation area. However, the overgrown nature of some of the trees provides a dark enclosed space with little opportunity to view the sea to the south.

Setting
The open fields to the south of the western section of the avenue are in contrast to the suburban built form to the north which has eroded the once open land in this direction. To the eastern end of the avenue, the modern housing to the north and south of the track has eroded this appreciation.

Assessment of Condition
The Ilex Avenue is an important route through the conservation area, but a lack of proper management has led the track to become worn. The loss of the former grass verges and the lack of pruning of the trees has resulted in a dark enclosed space with limited views to the sea when facing south and has altered its historic character.'

In respect of the previous refusal in 2007 it is recognised that there have been significant policy changes over the last 18 years and whilst these still seek to prevent harmful development, the application must be assessed against the current policies and documents relevant to this site. A recently updated

conservation area appraisal has been carried out for the Goring Hall CA and this is of further relevance to consideration of this application. The updated CAA refers to there being '*little opportunity to view the sea to the south'* due to *'the overgrown nature of some of the trees providing a dark enclosed space'.* The garage would not be visible in views beyond the conservation area or the designated seafront which is over 1000m south of the site.

The current views of the site from the Ilex Avenue and within the conservation area are not of high quality, consisting of fencing and trellis to the boundary in varying states of repair with outbuildings and sheds (painted blue) adjacent to the boundary within the rear garden of the application site. The side gable of the bungalow is also clearly visible from the conservation area and is typical of modern housing on this estate. The current views do not make a positive contribution to the setting of the conservation area but are part of the suburban development to the north which it is recognised as having '*eroded the once open land in this direction* and notes that *the modern housing to the north and south of the track has eroded this appreciation.'* It is therefore considered that a garage of high quality design, finished in dark stained timber and cedar shingles, as now proposed, is more sympathetic than the 2007 proposal and would not result in further erosion of the setting for the adjacent conservation area.

The refused application was significantly different in terms of form and design proposing a double garage with a shallow pitch roof, larger proportions and projecting further forwards in front of the bungalow. Conversely the current application following amendments, demonstrates an improved design forming a pitched roof single garage with barn hips, which is set back into the site and uses better quality materials of cedar shingles to the roof and dark stained timber cladding to reflect the backdrop of trees it is viewed in context with. The design, form and scale of the garage in context with its conservation area setting (adjacent) are considered to respect the special qualities of the conservation area.

The position of the garage is similar to that previously refused for reasons including its extension forwards of the established building line to the front of the bungalow. Although typically development should follow established building lines this is less prescriptive when considered in relation to an end plot such as this. This bungalow is detached which differs from the other bungalows to the north to this side of the road that are link detached by garages recessed behind the front building line. These bungalows are viewed in context with the neighbouring front gardens of the adjacent plot which are open in character. The application property differs in that it is viewed against a backdrop of dense trees to its southern boundary and planting to the front. The traditional form and design together with the use of quality materials, specifying dark stained timber to the elevations and cedar shingles to the roof would help the garage blend in with the backdrop of trees, reflecting these natural features of the setting and receding into views rather than detracting from them. This setting is unique to the application site in context with the other properties in Fernhurst Drive none of which are adjacent to a backdrop of trees or form the edge of development.

It is important to recognise that a garage in the same position but adjacent to the north boundary of the site would not be acceptable as this would be visually intrusive and out of keeping with the street scene, viewed in context with the other bungalows rather than the backdrop of trees. Similarly, a garage placed at the front corner of the site and adjacent to the south boundary would not have been acceptable as this would have been widely visible, becoming a prominent feature in the street scene.

The proposed garage as amended, is not considered to have a significant harmful impact on the appearance of the streetscene or the visual amenities of the locality, or appear out of keeping, due to the backdrop of trees it is viewed in context with. Views in to the site from the conservation area are possible but are limited by the mature trees lining the Ilex Avenue which direct views along the avenue rather than towards the established modern housing development to the north. The addition of a garage in this position adjacent to the conservation area would not exacerbate the current impact of existing housing development along this boundary or undermine the importance of the conservation area designation. The use of traditional timber materials for the garage would be sympathetic to the conservation area setting and the design would not detract from the character and appearance of the conservation area. The proposal would not result in harm to the setting of the adjacent conservation area.

Residential Amenity

As there are no neighbours adjacent to the south boundary of the site where the garage is proposed there would be no detrimental impact on the residential amenities of adjacent occupiers as a result of this application. Although the garage would be visible from neighbouring properties, this would not adversely affect outlook, privacy, light or amenity.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbers
2. Standard time limit
3. Materials as specified – dark stained timber, timber shingles, timber doors
4. No openings to rear elevation of garage
5. Garage position as per plan 02 Rev B
6. The extended driveway/hard standing shall be constructed using either porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse, to ensure that this aspect of the development complies with the provisions of Schedule 2, Part 1, Class F of the Town and Country Planning General Permitted Development Order 2015 as amended (or any Order revoking and re-enacting that Order with or without modification).

Expiry Date - 16/01/2025

Informative

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.

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

Case Officer: Amanda Haslett Date: 05/03/25

Authorised by: Jo Morin Date: 05.03.2025