Expiry Date - 14/04/2025
Extension of Time - 06/03/2026

Development Management – Delegated Officer Report

Application Number: AWDM/0168/25 **Recommendation: – APPROVE**

Site: **9 Station Parade Tarring Road Worthing West Sussex**

Proposal: **Proposed single-storey 1-bedroom dwelling unit attached to rear (south) elevation of No.9.**

Date of Site Visit: Various (most recently 02.02.2026)

Neighbours Checked: Y

Additional Neighbours Notified: Y – amended plans

Site and Surroundings

The application relates to a ground-floor shop unit within a late Victorian/Edwardian 2-storey end-of-terrace building occupying a corner plot at the junction of Station Parade with Valencia Road. The application site includes an open parking area adjoining the rear (south) of the shop premises, accessed from Valencia Road. There are 2 flats on the first floor above, 40A and 40B Valencia Road.

The site is located within core area of the Tarring Road (Medium Scale) Local Shopping Centre. West Worthing rail station is located directly opposite the site on the north side of Tarring Road.

The attached building to the east is in use as offices on the ground-floor (8a) with a residential flat above accessed from the rear (38). Beyond that is a vehicle repair garage (8) with a brick workshop building attached to the rear. A fenced parking area wrapping round to the rear of 8a is accessed from the workshop building.

On the opposite (west) corner of the junction, is a part single, part 2-storey early C20 building (formerly a bank) comprising a ground-floor commercial unit (apparently vacant) and 5no residential flats (above and to the rear of commercial unit, fronting Valencia Road).

Proposal

Permission is sought to extend the building southward at single-storey into the open parking area and convert the rear part of the shop unit, to create an attached, 1-bedroom, 2-person dwelling unit.

There would be no parking provision to serve the proposed flat. A store attached to the south of the extension would be used for cycle storage.

Relevant Planning History:

AWDM/1371/17 - Erection of new single-storey 1-bedroom dwelling unit attached to rear (south) elevation of No.9.

STATUS: Application Permitted 8th December 2017. Lapsed without implementation.

AWDM/0404/22 - Erection of new single-storey 1-bedroom dwelling unit attached to rear (south) elevation of No.9.
STATUS: Application Permitted 14th October 2022. Lapsed without implementation.

Consultations

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

"This application seeks the erection of a single-storey one-bedroom dwelling unit attached to rear. The site will be located off Valencia Road, an unclassified road subject to a speed restriction of 30 mph.

WSCC in its role as Local Highway Authority (LHA) previously provided consultation advice for this site for similar application AWDM/0404/22, raising no highway safety concerns. The Local Planning Authority (LPA) permitted the application, but it does not appear to have been implemented. The current submission appears to be a resubmission of the previous permission.

As per the LHAs previous comments for application AWDM/0404/22, the site location lends itself to sustainable forms of transport in the form of rail, bus, by foot and by cycle. Provision for secure bicycle storage has been demonstrated in the plans.

No off-street car parking provision will be allocated to the proposed flat. As such, parking would have to be accommodated on-street. The LHA does not anticipate that this would give rise to a highway safety concern in this location, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

The extension works will be on ground floor only and on footprint of existing off-street car parking area served by a dropped kerb. We advise that the kerb be reinstated to a specification agreed with the local area engineer.

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."

The following conditions and informative are recommended in the event of approval:

<u>Access closure (prior to first occupation)</u>
No part of the development shall be first occupied until such time as the existing vehicular access onto Valencia Road has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
Reason: *In the interests of road safety.*

<u>Cycle parking</u>

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 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.*

Informative
The applicant is advised to contact the Highway Licensing team (01243 642105) to obtain formal approval from the highway authority to carry out the kerb reinstatement works on the public highway.

Southern Water

Comments reproduced from AWDM/0404/22: -

SW requires a formal connection to the public foul sewer to be made by the applicant or developer.

In situations where surface water is being considered for discharge into the SW network SW require the hierarchy for surface water to be followed reflected in Part H3 of the BRs. Whilst reuse is not strictly part of this hierarchy SW would encourage the consideration of reuse for new developments.

It is possible a sewer now deemed to be public could be crossing the site. 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 the site.

The following SW comments are made in addition to those dated 19th April 2022:

"Under certain circumstances SuDS will be adopted by Southern Water should this be requested by the developer. Where SuDS form part of a continuous sewer system and are not an isolated end of pipe SuDS component, adoption will be considered if such systems comply with the latest Design and Construction Guidance (Appendix C) and CIRIA guidance.

Where SuDS rely upon facilities which are not adoptable by sewerage undertakers the applicant will need to ensure that arrangements exist for the long-term maintenance of the SuDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system. Thus, where a SuDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

- *Specify the responsibilities of each party for the implementation of the SuDS scheme.*
- *Specify a timetable for implementation.*
- *Provide a management and maintenance plan for the lifetime of the development.*

This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. This initial assessment does not prejudice any future

assessment or commit to any adoption agreements under Section 104 of the Water Industry Act 1991. Please note that non-compliance with the Design and Construction Guidance will preclude future adoption of the foul and surface water sewerage network on site. The design of drainage should ensure that no groundwater or land drainage is to enter public sewers."

WSP: Initially objected as follows: -

1. Sequential Test – The Sequential Test has not been correctly applied. As stated in paragraph 172 of the National Planning Policy Framework (NPPF) "*all plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property"*. Therefore, the applicant must demonstrate that there is no other site available with a lower flood risk.
2. Safe Access and Egress – The applicant has not demonstrated that safe access and egress can be achieved for the proposed development. As stated in paragraph 44 of the Planning Practise Guidance (PPG) "*if the probability of inundation is high, safe access and escape should be maintained for the lifetime of the development". Furthermore, paragraph 47 of the PPG states that "wherever possible, safe access routes should be provided that are located above design flood levels and which avoid flow paths. Where this is not possible, limited depths of flooding may be acceptable, provided that the proposed access is designed with appropriate signage etc. to make it safe. The acceptable flood depth for safe access will vary depending on flood velocities and the risk of debris within the flood water. Even low levels of flooding can pose a risk to people in situ (because of, for example, the presence of unseen hazards and contaminants in floodwater, or the risk that people remaining may require medical attention)".*
3. Drainage – The applicant has provided drainage details proposing the use of a soakaway and permeable paving. However, no infiltration testing or groundwater monitoring has been provided to support the viability of the drainage design.

We recommend the application is not approved until updated information is received that addresses the above points.

Reason: *To prevent flooding in accordance with National Planning Policy Framework paragraphs 165-175 by ensuring the satisfactory management of local flood risk, surface water flow paths, storage, and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development.*

Following the submission of an updated Flood Risk Assessment (FRA), Surface Water Drainage Strategy and Sequential Test, the Council's drainage consultant has commented:

"We note that since our last response dated 5th February 2026, the LPA have determined the Sequential and Exception Tests passed. As mentioned in our previous letter, we have concerns regarding the surface water drainage scheme. The principles

of the strategy are acceptable, but the proposed discharge rate of 0.1 l/s is too low and poses a risk of blockage. We also note that information regarding the maintenance and management of the surface water system has been provided and this is considered sufficient. We would recommend the orifice plate be adapted to allow a higher discharge rate from the site to avoid the risk of blockages within the system. We note that this information could be provided now within application AWDM/0168/25, or at detailed design stage under the following condition:

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 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 and Worthing Councils."

Adur and Worthing Councils

Environmental Protection, Environmental Health & Licensing: Recommends the following condition: -

1. Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times. Monday - Friday 08:00 - 18:00 Hours Saturday 09:00 - 13:00 Hours Sundays and Bank Holidays no work permitted. Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.
   Reason: *To safeguard the residential amenity of the area.*

Environmental Health Private Sector Housing: No comments received.

Representations: None received.

Relevant Planning Policies:

Worthing Local Plan (2023): SP1, SS1, DM1, DM2, DM5, DM13, DM15, DM16, DM17, DM18, DM19, DM20
National Planning Policy Framework (MHCLG 2024)
National Planning Practice Guidance

Planning Assessment:

Principle of Development

Local Plan policy SS1 sets out housing supply over the plan period 2020-2036 and gives a total figure of 3,672 (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 position for Worthing (as at 01/04/2024) demonstrates a 6.3 year 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 5-year housing land supply 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* '.

As part of the Council's commitment to plan positively to meet housing needs it is anticipated that smaller sites (under 10 dwellings) will play a greater role in housing delivery. LP policy SS1 specifically states that the Local Plan will seek to increase the rate of housing delivery from small sites.

Paragraph 125(d) of the NPPF requires planning decisions to promote and support the development of underutilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively, for example by (amongst other things) building on service yards, car parks.

Policy DM2(a)(ii) explains that making the most efficient use of land will usually mean developing at densities above those of the surrounding area, with higher densities achieved in town centre developments and in areas close to public transport interchanges and services.

Policy DM13(b) states that changes of use within local centres will be carefully controlled to ensure that they support rather than detract from the successful functioning of the centres and their ability to meet local needs according to their function and hierarchy with consideration given to whether an individual proposal (amongst other things) makes a positive contribution to the vitality, viability and diversity of the centre; will not unacceptably impact on daytime footfall; maintains a strong role for the centre in providing a varied range of convenience goods and meeting other day-to-day needs; and maintains the continuity of the active frontage.

In this case the proposal will result in the loss of 24% of the gross internal floor area of the existing commercial shop unit (comprising the rear part of the shop and a small, attached external store). The shop unit would retain a gross internal floor area of 54.2sqm, with the shop window and entrance fronting Station Parade remaining unaltered. No active shopfront would be lost as a result of the proposals. It is not considered the loss of the rear part of the shop comprising ancillary floor space would detract from the commercial viability of this unit or undermine the role and function of the local shopping centre.

Consequently, there is no objection in principle to the part change of use and enlargement of the existing building to provide an attached new dwelling. The key considerations are the effects on visual amenity and local character, the amenities of existing and future occupiers, flood risk, access and highway safety matters, biodiversity and sustainability.

Visual Amenity

The proposed extension would wrap around the existing narrow 2-storey rear protrusion at the rear of the building, having a maximum overall depth of 9.3m and a width of 4.7m. The frontage elevation onto Valencia Road would be stepped back 218mm from the western flank of the main 2-storey building to allow for the stepped entrance into the dwelling and to retain sufficient space within the curtilage of the site to accommodate a hopper and downpipe serving the proposed parapet flat roof (3.3m high). A small flat-roofed cycle store (1.4m deep x 2.6m wide x 2.5m high) would be attached to the southern end of the extension.

The detailed design of the extension has been designed to complement the traditional character of the existing building and will mirror the form of the development directly opposite on the west side of Valencia Road.

There is a large street tree (a pine) in the pavement adjacent to the proposed extension. It is somewhat anomalous in the street, but it does make a striking contribution to the amenity of the area. The Council's Tree Officer previously advised (AWDM/1371/17) that the foundations of the extension will require hand-digging to prevent damage to the health of the tree. This can be dealt with as a condition of planning permission.

Residential Amenity – Standard of accommodation for future occupiers

The proposed 1-bedroom unit would have gross internal floor area of 50sqm which adheres with the Government's so-called nationally described minimum space

standard for a 1-bedroom 2-person flat unit. The individual rooms are of a regular shape with a good level of natural daylight albeit single aspect (west-facing). The proposed bathroom would have no natural daylight or ventilation, but this is not unusual. It is considered a reasonable standard of residential amenity would be provided for the future occupier(s).

Residential Amenity – Effect on neighbours

The most affected properties are those on the first floor above (40A and B Valencia Road) and the first-floor flat above the attached premises to the east (38 Valencia Road). The latter has an aspect north onto Station Parade and south facing onto a flat-roofed addition to the ground-floor offices (8a Station Parade) and a fenced area of land to the rear used by the adjoining vehicle repair garage for parking. There is a shallow open terrace at first floor and external stairs to a path leading to the rear of the application site and Valencia Road beyond. This somewhat winding route appears to be the sole mean of access to the flat (No.38). Already enclosed one one-site by the above-mentioned fenced-off parking area, it will also become enclosed on the west side by the 'bulk' of the proposed extension which will extend some 7.5m beyond the ground-floor rear of 8 Station Parade. However, the resulting somewhat confined effect on the entrance route is not considered sufficient reason to justify withholding permission and there will be no other adverse implications for the occupier of this flat.

No.40A and B have their own separate entrance off Valencia Road. The occupiers will likely suffer some short-term disturbance during construction but otherwise will not be adversely affected by the proposals.

Access and Parking

There would be no parking provision to serve the proposed flat or the reduced shop area. It is understood the 2 retained car parking spaces which fall outside the application site area serve the upper floor flats (40A and B). The Highway Authority has raised no objection on the basis that the site is within a highly sustainable location with good accessibility to public transport alternatives.

The suggested condition requiring kerb reinstatement is not necessary since the existing VCO only extends across the southernmost part of the parking area (to be retained).

Valencia Road is within the CPZ where parking controls are enforced. Dedicated secure, covered cycle storage provision is shown on the submitted drawing and can be secured by condition.

Flood Risk

The updated FRA (v1.1) identifies the site to be within EA Flood Zone 1 but within an area of 'high' risk of surface water flooding now and in the future (2040-2060) with a maximum flood depth of 0.2m for the 1:100yr+CC planning event.

The proposed residential development is a 'more vulnerable' form of development.

The proposed flood risk mitigation strategy will involve raising the finished floor level of the residential unit by 425mm above ground level, plus a 15mm for the bedroom, resulting in a total 440mm above ground level for the proposed sleeping area.

In addition, it is proposed that the development will utilise floodable voids under the concrete floor. There will be no increase in impermeable areas as part of the proposals and no unacceptable loss of fluvial or pluvial floodplain storage. It is intended that safe escape will be provided by a formal flood warning and evacuation plan.

Safe access and egress have been considered and a pedestrian access route to higher ground identified via Rugby Road, which is shown by EA surface water mapping and FRA analysis to remain outside significant flood extents under present day and future climate change scenarios.

Flood resilient and flood resistant construction measures are incorporated into the proposed design to reduce potential damage and facilitate rapid recovery in an extreme surface water flood event. These measures include a screed concrete floor slab above a 200mm void, use of water-resistant materials and finishes, raised electrical sockets and services and the installation of a non-return valve within the drainage system to prevent sewer backflow.

The existing site is understood to discharge surface water to sewer at an unattenuated rate. Soakaways are not feasible at the site owing to site constraints. A surface water drainage strategy has been prepared incorporating permeable surfacing and on-site attenuation to control runoff rates and volumes with discharge limited to 0.1l/s for all storms up the 1 in 100-year + 45% CC rainfall event via an orifice plate. The Council's consultant has commented that whilst the principles of the strategy are acceptable the proposed discharge rate of 0.1l/s is too low. It is suggested that the submitted strategy is adapted to allow a higher discharge rate to avoid the risk of blockage within the system. However, the Council's consultant is satisfied this matter can be dealt with by a pre commencement condition in the absence of this information being provided whilst the application is still running. The Applicant is willing to accept a pre commencement condition on this basis.

A Sequential Test has been undertaken based on a search area comprising the built-up area of Worthing and drawing on sites identified in the SHLAA, 5-yr Housing land Position Statement (April 2024), the Brownfield Land Register and a review of publicly available land and market listings. All identified sites were assessed against flood risk from all sources, availability, scale, planning status and deliverability but none was found to represent a reasonably available, deliverable and lower flood risk alternative capable of accommodating a comparable residential development within similar time frame.

Following review, the Council's Principal Planning Policy Officer is satisfied that the sequential and exceptions tests are passed with it being demonstrated: -

- The site will be safe for its lifetime taking into account climate change, without increasing flood risk elsewhere.
- The development will bring forward wider sustainable benefits through the creation of a new dwelling on a underutilised, brownfield site and contribute toward meeting high levels of housing need in the area.

Sustainability

Policy DM16 states that all new housing should seek to achieve an A rating (with a minimum expectation of B rating) Energy Performance Certificate. No precise details have been provided as part of the current submission. Submission of build-stage SAP calculations to demonstrate compliance with minimum 20% CO2 reduction compared to Part L of the Building Regulations (2013) and submission of a minimum EPC B rating on completion could be secured by condition in the event of approval.

Policy DM17 requires all development resulting in new housing to incorporate renewable and low carbon energy production equipment to meet at least 10% of the predicted total energy requirements (after CO2 reductions from energy efficiency measures). No details have been provided as part of the submission. This could be secured by condition in the event of approval.

The Applicant has sought a BNG exemption on the grounds of 'self-build' stating on the submitted application form that the Applicant intends to live in the proposed dwelling for a minimum 3 years. However, a 'de minimis' exemption apples here in any event on the basis that the area to be developed is either currently hard-surfaced or covered in buildings and therefore impacts less than 25sqm of on-site habitat.

CIL

Cil Form 1 has been completed claiming a self-build exemption. However, if the new dwelling is not occupied as a self-build, the net additional gross internal floorspace resulting from the development (41sqm), including the attached store, will be CIL liable.

Recommendation:

1. Approved Plans
2. Standard time limit
3. External walls shall consist of white-painted stucco render above a black plinth (to match the host building) and the parapet roof edged with decoratively profiled coping stone, as shown on the approved drawing 02D.
4. The windows in the development shall consist of vertically sliding sashes with traditional reveals and expressed cills as shown on the approved drawing 02D. The entrance door shall consist of a composite, traditional 4-panel design as shown on the approved drawing.
5. No part of the development shall be first occupied until the covered and secure cycle parking and bin storage area shown on the approved drawing 02D has been provided and shall thereafter be retained for such purposes.
6. The development shall be carried out in accordance with the flood mitigation measures detailed in the Flood Risk Assessment ref: 95586-Boys-StationRd v1.1. A flood warning and evacuation plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the proposed dwelling shall not be first occupied until the approved flood warning and evacuation plan has been implemented.

7. 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 scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
8. Hours of Construction
9. Investigate any unexpected contamination found
10. Agree foundation design and construction method to prevent damage to street tree
11. Agree surface treatment of permeable parking
12. Agree and implement sustainability measures

Informative

Pro Active Amendment

CIL

Southern Water

New Address

BNG

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

Case Officer: Jo Morin Date: 03.03.2036

Authorised by: Louise Prew Date:03/03/2026