

Development Management – Delegated Officer Report

Application Number: AWDM/0410/26

Recommendation: – APPROVE

Site: 8 Thames Way Worthing West Sussex BN13 3LA

Proposal: Two storey extension to north side, remove existing garage, replace tile hanging with render.

Date of Site Visit: 08/05/2026

Neighbours Checked: Y

Additional Neighbours Notified: N

Site and Surroundings

The site is located on a corner plot to the east of Thames Way and to the south of Kennet Close within a residential area of Worthing. The property comprises a detached two storey house with brick and tile hung elevations and a pitched roof. There is an attached double garage to the north side accessed via a driveway onto Thames Way and an open grass frontage. To the rear is a good size garden enclosed by timber fencing.

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

Proposal

Planning permission is sought for a two storey extension to the north side and removal of the garage.

The garage would be demolished and replaced with a two storey extension measuring 4.6m wide x 6.2m deep matching the eaves height of the existing building and with a slightly lower ridge height. The extension would be set back from the front of the building by 0.5m. The extension would be finished in bricks at ground floor and render at first floor to the front and rear and brickwork to the side with brick quoining detail and roof tiles to match the existing building. The tile hanging to the front and rear of the existing building would be replaced with render.

The extension would accommodate a lounge at ground floor with a window to the front and glazed doors to the rear and a bedroom with window to the front and ensuite with window to the rear at first floor.

Relevant Planning History:

None relevant

Consultations

WSCC Highways: *This proposal is for a two-storey extension to north side, remove existing garage. The site is located on Thames Way, 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.*

No alterations are proposed to the existing access arrangement. The proposed development is not anticipated to give rise to a material intensification of use of the existing access point.

A double-bay garage will be lost as part of the proposals. However, it should be noted that the existing garage does not meet the minimum internal specifications for double-bay garages of 6m 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. It is not unreasonable for the LHA to assume the existing garage may be being used for other purposes, such as storage.

As such, no concerns are raised regarding loss of existing parking provision. An existing driveway is to be retained with provision for two cars.

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.

Neighbour Representations

None received

Relevant Planning Policies:

Worthing Local Plan policies (WBC 2023): SP1, DM5
National Planning Policy Framework (MHCLG 2024)
National Planning Practice Guidance
SPG 'Extending or Altering Your Home' (WBC)

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

The street scene is characterised by detached and semi-detached, two storey houses and chalet bungalows finished in a range of materials including bricks, tile hanging, render and white cladding. Several properties have extended at two storey level to the side including the property to the rear (east) of the site. Frontages are generally open with parking and driveways to the front.

The proposed extension would be the same width as the garage it is replacing and although this is relatively wide for a side extension it would remain subsidiary to the main building due to the set back from the front of the building and slightly lower ridge height.

The proposal would retain a large gap to the north side of the building which forms the side garden of the property and is enclosed by hedging. The proposed extension would not extend beyond the building line to the north formed by the properties fronting on to Kennet Close and would not disrupt the rhythm or layout of development in the area.

The extension would reflect the design and materials used on the existing building including the brick quoining detail to the corners and matching brick to the ground floor and side but would replace the tile hanging to the upper floor at the front and rear with render. Although this would contrast with the property to the south which is of the same design, the use of render is common in the locality and would not appear out of character in the street scene. The design and position of windows would be consistent with those of the existing building and would reflect the character of the property.

The proposal would not appear dominant or intrusive in the street scene or appear out of character with the wider area and there would be no significant adverse impact on the visual amenities of the locality.

Residential Amenity

The most affected neighbours are those to the side and rear at No.6 Thames Way and No.2 Kennet Close.

No.6 is located to the south of the application site and would not be adversely affected by an extension to the north of No.8.

No.2 is located to the east of the site with the side of their property facing on to the rear elevation of No.8. A distance of approximately 9m would be retained between the rear of the extension and the side boundary with No.2 which has a garage adjacent to the boundary and a two storey extension set in about 1m from this boundary. There are no openings to this side of the neighbour's property. The proposed extension to the north side of No.8 would not result in overshadowing or have any adverse impact on light to the neighbours property and would not appear overbearing or oppressive. The only first floor widow to the rear serves an ensuite and no overlooking or loss of privacy would occur.

The closest neighbour to the north is over 26m from the proposed extension and separated by a road and the closest neighbour to the front (west) is about 24m away and separated by a road. Neither of these neighbours would be adversely affected by the development.

There would be no significant detrimental impact on the residential amenities of adjacent occupiers as a result of this extension.

Parking

The proposal would result in the loss of a double garage however a separate garage would be retained to the rear of the site and parking for two vehicles retained on the drive to the front. The proposal is therefore not considered to result in additional demand for on-street parking in the locality or to adversely affect amenity.

Recommendation:

APPROVE subject to condition(s):-

1. Drawing Numbers
2. Standard time limit
3. Materials as specified

Informative

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: Amanda Haslett Date: 20/05/26

Authorised by: Jo Morin Date: 21.05.2026