CATEGORY A

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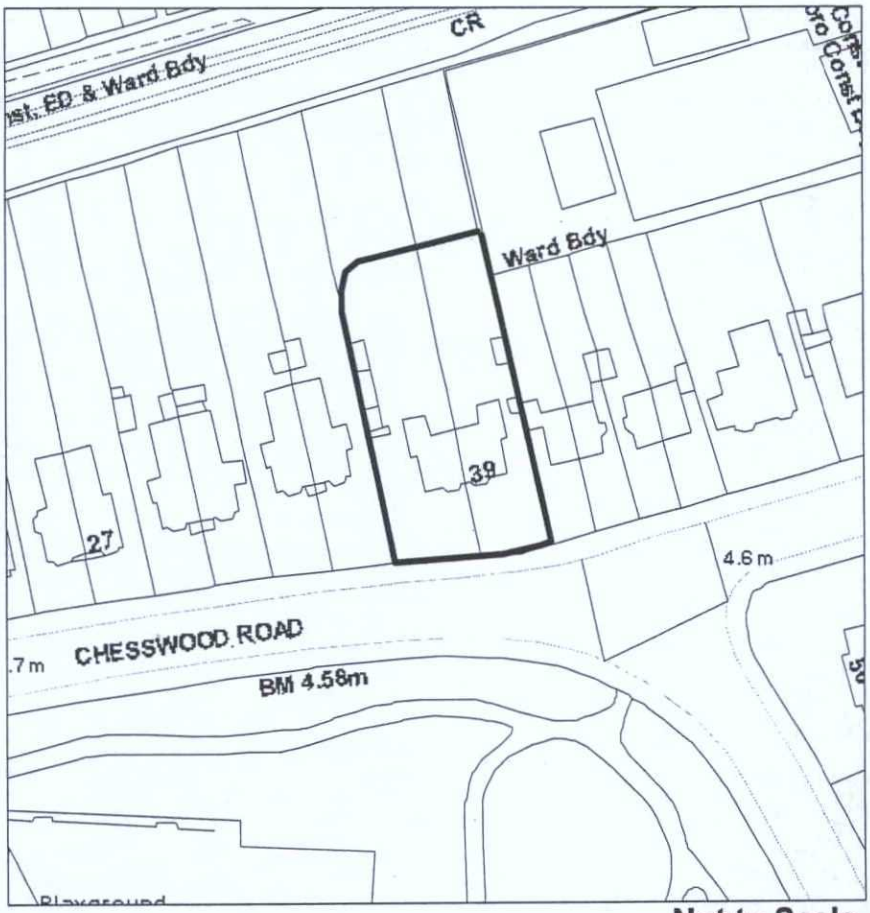
WB/08/0814/FULL
CEN
PD

Location : 37-39 Chesswood Road

Proposal: Demolition of existing dwellings at No. 37 and 39 Chesswood Road and redevelopment to provide 9 new apartments with landscaping, parking and access.



Not to Scale

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1. THE PROPOSAL AND THE SITE

This proposal is to redevelop a pair of Victorian houses and build a two and a half storey block of 9 flats.

This application follows a recent permission to convert and extend the existing houses to 7 flats and erect a small terrace of 4 cottages at the back of the long rear garden. A separate permission has, more recently, been granted to build the terrace of cottages independent of the conversion (WB/06/1418/FULL refers). Prior to that there were three refusals to redevelop the site, the last of

which was a scheme to provide a three storey block of twelve flats and this was dismissed at appeal (WB/05/1215/OUT refers). Fuller details are set out in the Planning History.

The current application site omits the land required for the approved scheme for 4 cottages but includes the land necessary for the shared vehicular access. The site is rectangular, measuring some 25 metres wide and 50 metres deep with a given site area of 0.125 hectares. It comprises the existing pair of two storey semi-detached houses and their truncated rear gardens. The site is essentially flat. The pair of houses are two storey, traditional Victorian double fronted villas whose characteristic features include slate hipped roof, cornice, dressed window arches, rear wings, contrasting brick soldier course and quoins, angular bays, sash windows, pitched roof porch and high ceilings. Both have been extended in the past at the side, principally to provide granny flat accommodation. The garden of No. 39 wraps around the rear of No 37 and both are laid mainly to lawn with some mature and semi mature trees. Substantial walls and fences, supplemented by copious planting, bound both gardens. The houses are set back and the forecourt area is screened by a line of substantial trees which runs behind a flint and brick wall. Each has its own independent vehicular access.

The site is located in a mainly Victorian residential suburb of East Worthing. To the south is Homefield Park, and the junction of Chesswood Road with Homefield Road. A series of semi-detached Victorian villas stand to the west. The immediate neighbour to the west has an osteopath clinic on the ground floor with independent residential on the first floor and in the roof with a long garage abutting the common boundary. To the north of the site is the railway and to the east, two pairs of inter war semi-detached houses and beyond these, more Victorian villas and Chesswood Middle School. The site is within a Controlled Parking Zone.

The proposal involves demolishing the two houses and building a new block of flats in roughly the same position. In comparison with the existing houses, the principal features of the new block are its larger and more rectangular footprint and increased bulk. It measures some 18.5 metres deep and wide and 10.5 metres tall to the roof ridge and, mainly, 7 metres to the eaves. It is set back some 12 metres from the road and 1 metre off the eastern boundary with No 41. The block sits 5.5 metres off the western boundary with No 35, across the access road to the rear parking and service area and approved scheme for 4 new cottages at the back.

The architectural style of the block is Victorian. It incorporates a false hipped roof with large central flat area (five rooflights) and two substantial pitched roof dormers, four rooflights and four angled bays at the front. The bays sit aside a centrally placed pitched roof projecting porch with the two inner most bays sited below the dormers.

The building steps in slightly at the sides but is uniformly two and half storeys with the second floor contained wholly within the roof. The flanks of the block feature four rooflights each and a number of windows serving habitable rooms, with the option of part obscure glazing.

At the rear is a similar arrangement to the front, though there are only two bays and the centrally placed entrance omits a porch. A large continuous dormer incorporating three roof forms features at the rear (including a large glazed central sun space with pitched roof serving the top flat).

The facing materials would match the existing brickwork and slate roof and incorporate period cornices and string course. Window details are absent but appear to be of a hung sash to match the existing. There are no chimneys.

The deep forecourt would be remodelled. A widened western access would be built with new buffer area adjacent to No 35 along the lines of that previously approved and serving a car parking court behind the development comprising turning heads and parking for 9 cars, in a similar arrangement to the approved scheme (WB/06/1418/FULL refers). Five of these spaces are dedicated to the new block in the form of a pitched roof car port. Cycle stores for 5 bicycles abut the car port. The two large lime trees at the front would remain as would a number of mature trees behind the development and adjacent to the boundary with No 41.

The existing vehicular eastern access would be retained. Parking for four cars would be provided in the forecourt, along with a bin store and remodelled brick and flint boundary wall and limited amount of soft landscaping. Pedestrian access to the block is via the front porch and rear entrance accessed via the western vehicular access and linked paths.

The two rear ground floor flats would have small private gardens at the back and the remainder share an adjacent communal area, though the penthouse flat would have access to the sun space. Another bin store sits adjacent to the amenity area.

The flats are arranged as eight x 2 bed rooms and one x 3 bedroom (with study) units.

The development would be built to the Government's Sustainable Homes Code Level 3 and finished floor levels set a 5.25 OD to prevent flooding ingress in line with the Environment Agency requirements.

2. PLANNING HISTORY

Three proposals for the redevelopment of the site have been refused in recent years. Outline application for redevelopment of the site with 12 No. x 2 bedroom flats with garaging was refused in 2001 (WB/01/00533/OUT refers) and an outline application for the redevelopment of the site with a block of 10 x two bedroom flats with covered car parking and storage and other associated site works refused in 2002 (WB/02/00538/OUT refers). Refusals were principally on design and unneighbourly impact grounds.

The most recent refusal was for the proposed redevelopment of the site in a scheme of 12 x two bedroom flats in a 3 storey building, with open parking mainly at the rear (WB/05/1215/OUT refers). This was dismissed at appeal earlier in 2007 on similar grounds.

Most recently, a proposal for the conversion and extension of the 2 existing properties at Nos. 37 and 39 into 7 self contained flats, construction of a terrace of 4 cottages in a terrace to the rear, together with open and covered parking areas, bin stores and landscaping was approved (WB/06/1418/FULL refers). A subsequent scheme to proceed with the rear terrace as an independent development was approved in 2008 (WB/08/0107/FULL refers).

3. APPLICANT'S DESIGN AND ACCESS STATEMENT

The applicant has submitted the following Design and Assess Statement:-

"Summary

Chesswood Road is in a pleasant Victorian and Edwardian district of Worthing quite close to the town centre, shops and the railway station. The site contains two moderately sized, two storey houses in large gardens. National planning policy encourages the efficient use of previously developed land, particularly in 'sustainable' locations, providing re-use or additional use of the site does not cause harm to matters of acknowledged importance. In today's town planning jargon this site is classed as 'highly sustainable' which means that people living there do not need to travel far to get to services they need, and if they do need to travel there are alternatives to the private car. The land is capable of more efficient use.

At a Planning Appeal, for a somewhat larger proposal on this site, the Planning Inspector considered that there should be no bar to re-development, that 12 new flats would have been acceptable if evidence had been provided to show how they might be laid out attractively, and that development on three floors was also acceptable. In view of these facts there can be no dispute about the principle of the present proposals. The replacement building would have a similar footprint and scale to an approved conversion permission granted in 2007, its impact on the street scene and its immediate neighbours would be much the same as that approval. The relationship between these can be seen in the attached drawings Sk11 to Sk15. Technical consultees are happy with the proposals. Financial contributions required need to be communicated to the applicant in good time.

The internal facilities within the site should be attractive: additional landscaping would soften the whole and improve screening of the neighbours; the layout of the small garden area and access through it from the garaging would make for a pleasant and practical place to be; the carport building is a relatively unusual and pleasant way of dividing up the site providing screening and shelter; the arrangements for refuse, recycling and bicycle storage are practical.

Policy favours provision of smaller dwellings and for the most part these are just that. Half the flats face south and would enjoy a sunny aspect; those to the north get either east or west sun, the ground floor flats get a small garden, the first floor ones a view to the Downs. The top flat would be

special having a sunny study and bedrooms, and the living rooms, built around the sun space would feel light and airy and have a magnificent view to the Downs. Unlike most flats the access corridors would feel open having access from both the front door and the garden with views out in both directions via glass doors; the staircase would have natural light albeit diminishing towards the ground floor.

In view of these facts it is argued that the proposals are consistent with policy, would maintain the pleasant appearance of the locality, would not harm the two immediate neighbours, and would provide an agreeable place for its residents to live. The Local Planning Authority is asked to grant Planning Permission.

Design
The Process
The Locality and the Site

The site is located in a mainly Victorian residential part of central Worthing. It is 1 km north of the town centre and coast, some 600 metres to each of two separate supermarkets, and 800 metres east of Worthing Central railway station. Worthing hospital is just to the south. Being so close to everything makes this a very convenient place to live. To the south, Homefield Park and the junction of Chesswood Road with Homefield Road are opposite the site. To the west, there is a row of semi-detached Victorian houses. These are taller and deeper than Nos. 37 & 39. Next door, to the west, No. 35 Chesswood Road has an Osteopath Clinic on the ground floor with residential use above; there is a car park serving the clinic which adjoins the mutual boundary with No. 37 Chesswood Road. To the north of the site is the railway raised on a low embankment which allows passengers to overlook the site. To the east, there are two pairs of inter war semi-detached houses, one used residentially and the other as a Nursery School. Further east, there are two pairs of Victorian houses, one used as a Care Home and the other residentially. Beyond these is Chesswood Middle School. Mature forest trees line both sides of Chesswood Road. The substantial Victorian houses on the north side of the road have a pleasant feel, and the ambience of the area is much influenced by Homefield Park opposite and softened by the presence of the tree-lined road. It is not a designated Conservation Area or an Area of Special Character, but it is an attractive locality and residents probably find it a pleasant place to live.

The layout of the houses on the north side of Chesswood Road from No. 1 to No. 51 can be seen on the Ordnance Survey map (drawing No.2006/12B/01). On close inspection Nos 37 and 39 are unique in having by far the largest area of land - deep and wide - which allows development in a way that most of the others would not. In fact, it appears unlikely that any other of those houses would be able to make a proposal similar to this one unless a number of them were to act in concert. Therefore this proposal is unlikely to provide a precedent for similar proposals.

The entire site measures approximately 25 metres wide by 80 metres deep and has an area of approximately 1980 sq.m. It is relatively level, sloping slightly down from the houses to Chesswood Road. An average level

across the site is about 5.00m OD. The topographical land survey provided did not give a level for the railway lines, but by inspection they are at about 6.2m OD.

The Existing Buildings on the Site

The existing buildings comprise two semi-detached two-storey Victorian houses. No. 37 is a single bay fronted property which has been extended to the west to include a conservatory at ground level and protruding square bay window at first floor level. No. 37 is currently in multiple occupation and has forecourt parking for 4 vehicles. No. 39 is a double bay fronted property having been extended to the east and the north. No. 39 is used as a single dwelling by the applicant. It has forecourt parking for 3 vehicles. In the garden to the rear are various sheds / summer houses and a swimming pool. The site is within the Worthing Controlled Parking Zone. Both properties have retained most of the original external features on the front elevations including the slate hipped roofs, cornices, soldier courses, dressed window arches, sash windows and pitched roof entrance porches.

The houses are set back from the street with separate vehicular entrances, and the forecourt parking is screened by a brick and flint panel wall with mature planting. The rear garden of No. 39 extends around the garden to No. 37 and both are arranged predominantly as lawns. Both gardens are bounded by substantial planting, fencing and walls.

Previously Approved Redevelopment

Planning Permission for the conversion and extension of Nos. 37 - 39 Chesswood Road to form 7 flats with 4 new houses to the rear and parking - ref: WB/06/1418/Full.

The proposal for the existing houses boils down to what is shown on drawing 2006/12/04A: six 2 bedroom flats and one 1 bedroom maisonette; no use is made of the roof space.

The proposal for the rear of the site is for four 'mews-style' terraced houses. These are one and a half storeys high with bedrooms partially in the roof space. The purpose is to keep the scale small and subservient to the principal houses in Chesswood Road.

The Planning History of the Site

There are five unimplemented permissions for this site:

1. *Planning permission for the construction of a terrace of 4 new dwellings at the rear of Nos. 37 – 39 Chesswood Road with access and parking - ref: WB/08/0107/Full - expires 6/04/2011.*

2. *Planning Permission for the conversion and extension of Nos. 37 - 39 Chesswood Road to form 7 apartments with 4 new houses to the rear and parking - ref: WB/06/1418/Full - expires 18/03/2010.*

3. *Planning Permission for the erection of a four bedroom detached bungalow with two bedrooms in the roof (& rooflights) on garden land to the rear of the existing properties and a new garage to serve No. 39 Chesswood Road - ref: WB/03/00380/Full - this may have expired, if not it will later this year.*

4. *Planning Permission for an extension and garage to the west of No. 37 Chesswood Road - ref: WB/03/00145/Full - expired 18/03/2008.*

5. *Outline Permission for the erection of a detached bungalow and garage - ref: WB/02/00355/out - expired 20/05/2005.*

There have been three previous applications by other agents which have been refused. These were:

1. *An outline application for the redevelopment of the site with 12 no. x 2 bedroom flats and garaging, Ref: WB/01/00533/OUT.*

2. *An outline application for the redevelopment of the site with 10 no. x 2 bedroom flats with covered parking and storage and other associated site works Ref: WB/02/00538/OUT.*

3. *An outline application for the redevelopment of the site with 12 no. x 2 bedroom flats with parking and cycle storage Ref: WB/05/1215/OUT. This latter was dismissed on Appeal referenced APP/M3835/A/06/2020273/NWF. The Inspector's letter dated 18th January 2007 is attached. The grounds for dismissal were that the Inspector was not (1) able to ascertain with certainty that 12 flats could be achieved with a satisfactory design and (2) that there was no provision made of financial contributions. However, he considered acceptable (a) the principle of redevelopment (b) the effect upon the character and appearance of the area (c) the effect upon the living conditions of adjoining occupiers.*

<u>Detailed issues from the Inspector's Decision Letter - (and see part plan attached)</u>
The Inspector made the following points - using his paragraph numbers:

Principle of redevelopment
5. *There is no reason why a suitably designed replacement building would not complement the character of the area.*

6. *.....I have no evidence to indicate that there is a need to retain such [larger family] properties.*

7. *Overall, I conclude that there is no objection to the principle of redevelopment of the site for flats and that redevelopment is supported by policy.*

<u>Character and appearance</u>
8. *... need to be satisfied that 12 flats can be accommodated without harm to the character and appearance of the area.*

9. *This paragraph needs to be read in its entirety together with paragraph 8.....I see no objection in principle to a building 3 storeys high..... illustrative elevation ..... height would lie between the taller Victorian villas to the west and the more conventional houses to the east. ..... this would be an acceptable relationship.*

   ..... doubts about whether such a height [3 full storeys and roof] *across the frontage would produce an acceptable overall design.*

10. *Incorporation of part of a 2nd floor accommodation within the roof space may be necessary to achieve an acceptable solution.*

Living conditions of adjoining residents

11. *Overlooking of garden No. 41 from 2nd floor east windows a concern. ...satisfied that a rear wing of the projection shown would not be overbearing in the outlook from the garden of No.41.*

12. *No problem with intervisibility of windows with No. 35.*

13. *The paragraph needs to be read in its entirety. Overlooking of No. 41 from the 2nd floor east window was a concern.*

Infrastructure

14 - 18 Detailed comments .... some contributions would be required.

Conclusions drawn from the foregoing planning history

Towards the end of 2006 it was clear from reading the planning history and from discussions with the planning officers that retention of the existing Victorian houses was an important issue for the Local Planning Authority – the Local Planning Authority was obviously keen to maintain the character of the area. Other concerns were the impact of any new buildings on the street scene and neighbouring properties, particularly the patio area of the rear garden of No. 41. Others included the proposed design, scale, massing, layout and footprint of any new buildings. The conclusions made in relation to the foregoing were taken into consideration in the development of the application WB/06/1418/Full which was approved on 19th March 2007. Whilst that application was under consideration by the Local Planning Authority, the conclusions of the Planning Inspector for the appeal mentioned above became known.

The driving force behind this present application

After the permission WB/06/1418/Full was granted (4 new dwellings on land to the north and conversion of the two houses into 7 flats) the applicant got costings for carrying out the work and after several months came to the conclusion that it was feasible to build the 4 new houses but uneconomic to convert and extend the houses into flats - the works would be very costly, the flats would be a design compromise constrained by the existing fabric, it

would be impossible to achieve good energy efficiency, and as a result the flats would not be worth the effort of doing the conversion work. As a result we were asked to seek a permission for the four houses alone (WB/08/0107/Full) and the applicant would retain the two existing houses as they are.

Upon further reflection it was obvious from the conclusions of the Planning Inspector that there is no impediment to redevelopment, which is what the applicant originally had wanted. So we were asked to reconsider it. We came to the conclusion that the site lends itself to redevelopment with good quality flats on two floors and with one rather super flat in the roof space. This can be done within much the same footprint as the scheme approved for conversion, hence this application.

Aims for this proposal

1. *Inspector's points 3(a) and 3(b): to reproduce a building with a similar appearance to the existing Victorian houses having similar materials, proportions, detailing, eaves and ridge heights. This would retain the street scene in Chesswood Road unharmed and relatively unchanged, maintaining the quality and attractiveness of the residential area - a worthwhile desire of the LPA and probably local residents.*

2. *Inspector's points 3(a) and 3(b): to ensure the scale would be appropriate for the character and appearance of the area.*

3. *Inspector's points 3(c): to design the new flats to ensure the living conditions of the neighbours would not be adversely affected.*

4. *Inspector's detailed points:*
   A three storey building would be acceptable, its height somewhere between No.35 and 41; overlooking of the garden of No. 41 to be avoided from east windows of a 2nd storey.

Infrastructure costs.

5. *To make an efficient use of the land as recommended by Government policy.*

6. *To provide 9 high quality new flats, being mostly smaller dwellings.*

7. *To encourage the reduction in use of private cars, which is made possible due to the proximity of the town's many local facilities. The nearby railway station and buses can all be reached on foot. (Dwellings at this location would be attractive to hospital workers, other key workers and commuters alike, as well as anyone who wants to be close to the town centre.)*

8. *To provide on-site parking in sufficient numbers to ensure that the existing on-street parking arrangements are not unduly affected by the development.*

Preliminary Enquiries For This Application

Detailed pre-application discussions have been undertaken with the Environment Agency and with West Sussex County Council's Highways Department and their Water & Fire management department. Copies of their letters are attached. All three are happy with the proposals. This proposal incorporates all the issues and requirements agreed for the approved application WB/06/1418/Full. In particular the Environment Agency agreed the proposed new building should have a finished ground floor level of 5.25 metres OD; this is exactly as agreed previously for the approved 4 new houses, and West Sussex County Council have agreed the new access road, parking at the rate of one per dwelling, service vehicle turning arrangements - these are as previously approved for the 4 new houses and for the conversion of the existing houses to 7 flats.

Early pre-application discussions with the Local Planning Authority did not take place as most matters had been thoroughly investigated earlier and the Appeal gave guidance on other issues. A meeting took place on the 22nd July 2008 with the Planning Officer Peter Devonport and his comments are recorded in the e-mail dated 24/7. Our thoughts are as follows:

We doubted Council's architect, Mr Small, could have offered much useful comment on a scheme he had not seen. To our mind the scale, form and composition are very much as approved and in sympathy with the existing street scene: the overall impression from the street is very similar to that which exists and that approved; it has a ridge height exactly the same as the two existing houses - lower than the neighbours to the west and a little higher than those to the east. The new proposal would create only a very minor additional impact on No. 41 from the approved scheme. Although we agree that the existing buildings sit happily in the street scene, they have been much altered and extended in the past and are no longer symmetrical in a way that many others nearby are. To our mind that is neither a merit nor a failing - that is how they are. But in this case we are proposing a new building which is what the Planning Inspector decided might be done. We have aimed to create a similar overall impression to that which exists with a view to maintaining the attractiveness of the residential area. Using our skills and experience it is evident to us that the street scene would be spoiled by subdivision into two separate buildings; that an access road through the middle of it would negate any chance of making attractive spaces within the site; that the western part would have to be next to the boundary thus crowding No.35; and that the whole would be out of keeping with the rhythm of the street's 19th century pattern and layout. We argue that a complete rethink of layout would be appropriate if we were considering the land made available from the potential demolition of say half a dozen houses (such as 29 to 39) for then there would be space where courtyards, for instance, might work; moreover that amount of change might well call for a complete rethink of the street scene. As it is, we are proposing the removal of just two houses and their replacement with a more logical plan form to allow flats to be built in lieu of two large family houses.

The proposal before the LPA is what it is being asked to consider.

Financial contributions

It is likely that financial contributions will be required, and the applicant is keen to ascertain as soon as possible what these are so that a S106 Unilateral Obligation may be drawn up and provided to the Local Planning Authority before the application is ready to be decided. Ideally this would be in the LPA's hands by say the 5th week after the application was registered. If this deadline is to be achieved Worthing Borough and the County Council will need to assist by proposing the sums involved early enough for the applicant to have them verified and for his lawyers to process the paperwork.

Planning Policies

National and Local policies support the efficient use of urban land, indeed PPS3 (November 2006) encourages it, providing development is of high quality and does not cause harm to other matters of acknowledged importance. In particular, land which has good access to local facilities such as shops and transport links should be well used, for this lessens the need for use by private cars. This site provides such sustainable development.

It is not proposed to cite all the relevant policies, the foregoing says it all, and combined with normal development control policies, no more is required.

Use

This site is situated in a predominantly residential area and both the existing properties are residential. No. 37 is currently in multiple occupation and No. 39 is used as a single dwelling. The best possible use of the site is for it to remain in residential use at an increased density.

Amount

The proposal is for a new building containing nine new flats. Based on a site area of 0.2 ha. the nine new flats with the previously approved 4 new terraced houses at the rear would result in a density of 75 dwellings per hectare. For a town centre development this is not an intensive use of the land, neither does it look it when seen on the site plan.

Layout.

The aim of this proposal is to make more efficient use of the extremely large rear gardens on this site, whilst providing an attractive and sensitive development. The layout has been designed to provide easy access for residents and visitors, and ensure an integrated and attractive relationship between the new flats, the approved new houses, the gardens, the access and the parking area.

The Site Layout

For the existing and proposed site plans, please refer to drawing no. 2006/12B/02. The layout proposals within the site are discussed under other headings within this statement.

The Adjacent Properties

The adjacent houses Nos. 35 & 41 Chesswood Road have rear gardens whose privacy needs to be respected. With regard to the overlooking of those neighbours' gardens, there is already some mature planting along both boundaries which gives screening, and space for this to be expanded is provided.

No. 35 has within its curtilage substantial mature planting along its eastern boundary.

The potential for intrusive overlooking is analysed as follows:

The ground floors are ignored as there is no overlooking now, nor could there be from the proposal.

First floors windows on the east, west and north elevations are essentially the same as for the approved conversion WB/06/1418/Full. The existing house has two east and two west windows; the approved conversion has two on the east side and three on the west; the proposal has two on each side and they are in much the same location as those existing and approved. The more northerly east window is 1.5 metres further north than that which exists, and to that extent has potentially a little more ability to annoy, but views from it are nonetheless restricted by the presence of the neighbour's garage. If the neighbour feels this to be objectionable, it would be possible to glaze the lower half of the sash with obscure glass which would leave the occupant of the bedroom with a view of the sky but no possible view of the adjoining garden. It is not proposed as we do not feel the variation from what exists is significant enough to warrant it, but if the neighbour feels it to be an issue we can do something about it.

The flat in the roof space has no windows facing east or west other than roof lights whose sills are a minimum 1.6 metres off the floor so preventing any overlooking - they provide daylight, sunlight and ventilation. The windows on the north elevation allow superb views northwards towards the Downs and rather less ability to look east and west then those below.

With the exception of the bedroom on the east side mentioned, the provision for privacy of the neighbours is considered to be unaltered from the approved conversion to 7 apartments, and as such acceptable.

Sunspace for top floor flat

The roof of it is designed to be fitted with external sun blinds on both sides for this is by far the best way of moderating unwanted heat gain in summer. To be effective the blinds needs to cover the whole of the glazing, hence the

form of its roof - with a ridge running north / south and gable to the north – as opposed to a hipped arrangement. Moreover, this simple form allows for opening lights for ventilation and cleaning, and would ensure that any cleaning can be done from within the building. These practical and safety matters are important. If it were not for these issues we would probably have made the glass roof hipped for that might look more natural on the north elevation, but in reality that part of the roof is largely invisible except when seen from afar - from houses to the north of the railway in King Edward Avenue.

The Railway

The railway lies just to the north of the boundary on a low embankment about 1.2 metres high and this results in intermittent noise. Trains move relatively slowly here as they are either just approaching or just leaving Worthing Central Station, so the intermittent noise levels are not great.

Railway Noise Prevention Measures

The proposed siting and footprint of the new building is similar to the approved conversion of the existing buildings. In addition to this, the 4 new approved houses along the northern boundary would act as a barrier to screen the railway noise. With a new building there is the ability to install modern windows with good thermal and acoustic properties.

Environment Agency Issues

As explained, correspondence took place with the Agency and copies are attached. The Agency advised that this development would not exacerbate the risk of flooding. They have agreed a level of 5.25 OD for the proposed finished ground floor levels as previously agreed for the 4 new approved houses.

Surface water drainage from the roofs would be drained to soakaways assuming that percolation tests show this to be feasible and as the Environment Agency state that the locality is an aquifer whose purity needs to be protected, it is suggested that the surface water from the new roadway be drained to the public surface water sewer. However, if this is no longer acceptable and a SUDS approach is required then suitable interceptor gullies will need to be installed and the driveway be drained to soakaways, again assuming that percolation tests show that this would be effective.

Energy Conservation

The new houses would be constructed in accordance with Part L of the Building Regulations and the Code for Sustainable Homes, (Code 3 as a minimum; Code 4 as an aspiration), all of which would result in hugely improved insulation and energy efficiency compared with what would be possible with the approved conversion.

Scale.

The proposed new building is to replicate the existing semi-detached buildings in terms of eaves heights, ridge heights and general proportions. The relationship between these and what has been approved can be seen in the attached drawings Sk11 to Sk15.

Landscaping.

For the landscaping proposals and tree survey please refer to drawing no. 2006/12B/02. This application does not require the removal of any of the existing trees on the site.

To the rear of the new building, new gardens would be created to provide private space for flats No. 3 and 4, and an open communal space for the remaining flats in the conversion. Worthing Borough Council (WBC) do not specify requirements for the sizes of amenity spaces and Homefield Park is just across the road. To the north of the communal space, a new parking carport is to be included to create a sense of enclosure and a visual break from the parking area and new houses beyond it. As for the previously approved scheme, the existing mature oak tree in the centre of the site is to be retained and would be a feature of the site, creating a sense of arrival to the parking area. The proposed surface of the parking areas is to be decided. Around the existing oak tree, there would be a gravel finish which would act as a pervious layer allowing water to get through to the roots. All footpaths are to have level surfaces constructed using non-slip materials. The landscaping proposals are to provide an attractive environment, using easily maintainable planting and materials. (The 4 new approved houses are to be located to the rear of the existing gardens and north of the proposed parking area, with their own private rear spaces to the north and larger private south facing front gardens. All as shown on drawing no 2006/12B/02.)

Appearance.

The new building should fit in well with the locality - ditto Sk11 to Sk15.

Access
Vehicular and Transport Links

The site is 1km north of the town centre and within easy access of the town's many local facilities. The nearby railway station and buses can all be reached on foot. This proposal can be expected to encourage the reduction in use of private car due to the availability of the existing excellent vehicular and transport links.

This proposal adheres to the previously agreed requirements as set out by West Sussex County Council and approved under Local Planning Authority ref: WB/08/0107. Following pre-application consultations West Sussex County Council has confirmed that it has no objection to these proposals - see attached letter.

1. *A car parking provision of 9 spaces is proposed, comprising of 1 space per dwelling. This would be in addition to the 4 spaces to be provided for the 4 new approved houses at the rear of the site.*

2. *The existing vehicular access to No. 39 Chesswood Road is to be retained with parking for 2 cars as existing; parking for 2 cars is to be provided to the south of No. 37 Chesswood Road, located in the front garden area; a new carport is to be included for 5 cars to the north of the new communal garden.*
   2006/12B No. 37 - 39 Chesswood Road, Worthing CAD Data/Plg App/D&A Final 31/07/2008 Page 7.

3. *The existing access to No. 37 Chesswood Road is to be widened to 4.1 metres as previously approved. Pedestrian intervisibility splays of 2 metres x 2 metres are to be provided as shown on drawing No. 2006/12B/02. Highway visibility splays 2.4 metres back from the kerb line are 70 metres to the west and 40 metres to the east as shown on drawing no. 2006/12B/01; a 2.4 x 70 metres splay to the east is achievable if the effective edge of highway is taken to be the outer side of the on-street parking zone. (It should be noted that the Highway Authority did not object to the previous three outline applications one of which was considered on appeal and for which the Inspector made no adverse comment.)*

4. *The vehicular access proposal is for an extension of the existing dropped crossover, fully reconstructed to West Sussex County Council Heavy Duty specification to allow for the additional surface wear resulting from the increased traffic movements.*

5. *Within the site, the access width of 4.1 metres would be continued onto the site for at least 10 metres from the back edge of the footpath fronting Chesswood Road.*

6. *Access for fire appliances is provided in accord with the Building Regulations. Service vehicle turning, large enough to allow for a refuse vehicle, will also be provided within the site. The Highway Authority have made it a requirement that the access be a substantial small cul-de-sac with the possibility to turn large service vehicles. The latter somewhat compromised the initial concept with regard to new house no. 1 by biting into its garden. Subsequent to the previous approval, we have received confirmation from West Sussex County Council (please refer to attached letter dated 12.02.07) stating "that provided the area to the front of house No. 8 (renumbered as no. 1 for this application) is reserved as an "emergency turning area" and has a suitably solid surface to withstand the weight of a fire appliance, access routes for a fire appliance will be satisfactory. This area can be reserved as a front garden screened by gates or removable fence for the occupiers of the property, provided no permanent structures are placed on the area".*

7. *Secure and covered cycle parking and motorcycle parking spaces are to be provided in accordance with the approved parking standards, designed to compliment the new houses.*

8. *Bin storage facilities are to be provided as illustrated on the drawings.*

Inclusive Access

The site is predominantly flat and the proposed layout has been designed to provide easy access for residents and visitors. Access to the new houses will be provided for wheel chair users in accordance with Part M of the Building Regulations.

Access to rubbish bins and bicycle stores have been laid out for the maximum convenience of each new flat. Parking is located adjacent to the new dwellings."

4. CONSULTATIONS

The Strategic Planning and Regeneration Manager comments that the previous observations on the earlier application apply:

"The site is not within an area allocated for any particular land use on the proposals map and appears to make the best use of land by contributing to Worthing's overall housing stock, in line with saved Structure Plan policy ERA1.

Worthing's saved policy H16 instructs that ancillary development of this type will only be permitted provided that the scale, design and site coverage is in line with the predominant characteristics of the area as a whole. The proposal should also not result in an unacceptable degree of overlooking or overshadowing for neighbouring properties. The building design must be of a good standard compatible with saved policy BE1 and the siting, density and orientation should take full account of the characteristics of the site. The inclusion of passive solar gain considerations is welcomed under this policy and saved Structure Plan policy DEV1.

Structure Plan policy DEV1 also calls for the protection and enhancement of biodiversity onsite and should therefore be referred to in relation to the quite high number of established tree's onsite. It also states development should not be permitted unless the construction, layout, appearance and landscaping are of a high enough quality.

The site lies on Brickearth over London Clay, which means the groundwater is particularly susceptible to issues such as pollution and must be protected. Structure Plan policy ERA5 states development should not be permitted unless the quality of ... water resources is protected. Because the application is accompanied by a commentary from the Environment Agency which sees no objection to the aforementioned proposal, I see no relevant policy objection on these grounds.

The proposal makes provision for a total of 6 parking spaces. Based on a calculation according to current WSCC TAD guidelines, the maximum number of spaces required for a development of this size is 8 spaces (based on 4 x 2 bed houses). Therefore a transport contribution for the additional two spaces will be required. There is also a requirement within these standards for cycle storage provision, this is also referred to in structure plan policy DEV 5. Therefore Planning Policy would recommend the provision of such storage before the proposal was grated permission. The views of the Highways Authority should be obtained regarding the increased use of the access road into the site.

Conclusion:

Subject to the considerations mentioned above, provided that the lack of cycle storage is addressed. I see no relevant policy objection why this proposal should not be approved."

The Environmental Health Manager raises no objections subject to suitable condition on dust suppression during construction; controls of construction hours and provision of suitable refuse storage facilities.

West Sussex County Council including Highway Authority comments that:

"This response comprises of the views of West Sussex County Council. The highways and archaeological implications of this proposal have been considered and these views are incorporated within this response.

In principle no significant concerns would be raised.

Comments have been made on several different planning applications at this site and at no time have WSCC Highways objected to the proposals that were being presented. The current application proposes an additional two apartments to the seven apartments and 4 dwellings approved under WB/06/01418. Consequently, the implications of the current proposal would signify only a small increase in traffic generation to that already approved. It is also noted that improvement works to the access have already been secured under WB/06/01418 and WB/08/0107, it would be requested that the access is constructed as per drawing no. 2006/12B/01 prior to the occupation of the apartments proposed as part of the current application.

In terms of car parking, nine spaces are proposed although a plan does not appear to have been produced actually indicating the car parking layout. Plans and details showing the car parking layout should be secured and delivered by means of condition. In regards of actual numbers, nine spaces is within the WSCC maximum parking standard and no highway safety concerns would be raised as a direct consequence of the proposed provision. The Planning Authority may wish to consider the impacts of this proposal upon on-street car parking. Cycle parking in line with the WSCC minimum cycle parking standards needs also to be provided.

The proposed development would require a contribution to be made under the Total Access Demand methodology to mitigate the impact of the development

on the local highway network and to improve access to the site. Taking into account the existing dwellings and car parking on the site (2x4 bed houses with 5 parking spaces), the proposal would require a contribution of £2,280 to be made.

Comments on the archaeological implications of this scheme have been made prior to the implementation of the Development Team Consultation process under application WB/08/0107 (for a terrace of four houses to the rear of 37-39 Chesswood Road). These comments were sent directly to Peter Devonport of Worthing BC and recommended a Grampian style negative condition for archaeological recording and monitoring. In December 2005 further comments were sent regarding application WB/05/1215 that then proposed conversion and redevelopment with a rear extension to number 37 and 39 to comprise a total of 12 flats. At that stage, taking the proposed conversion/rear extension proposals in isolation it was considered that the footprint of the extension could be considered a de minimis proposal and a condition for recording was not recommended. However, in the light of the proposed terrace of four houses in the rear garden (which clearly forms part of the overall development plan for the site) it would be recommended that a planning condition should be imposed and it is considered that it would be appropriate to monitor the groundworks for foundations and services on the rear extension to the houses to complement (or corroborate) any results from the recording and monitoring of the terrace of houses.

No objection would be raised to this proposal."

The **Environment Agency** comments that:

It has no objections, in principle, to the proposal as submitted provided the following Planning Conditions are imposed on any planning permission granted:

"Planning Condition

1. Finished floor levels should be set at 5.25mAOD.

Reason: To protect against flooding.

The submitted plans show that the applicant intends to dispose of surface water to soakaway. No design data has been incorporated with we cannot comment specifically upon whether they will be acceptable at this location.

Generally we would recommend that infiltration rates for soakaways to be based on permeability tests undertaken over the winter period and not those done during the drier months. The design needs to be based upon BRE365 and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway and the highest recorded water table, and also have provision to ensure there is capacity in the system to contain below lowest ground level the 1 in 100 year event plus 20%. Therefore the local geological and hydrogeological characteristics of the site will dictate whether soakaways will be applicable and an investigation would be required.

Your council's own technical services should be satisfied with the proposed method of surface water disposal.

All surface water from roofs should be piped direct to an approved surface water system using sealed down pipes. Open gullies should not be used.

Care should be taken during site works to ensure that all fuels, lubrication oils and any other potentially contaminating materials should be stored (for example in bunded areas secured from public access) to prevent accidental/unauthorised discharge to ground."

The **Borough Principal Engineer** comments that he concurs with the Environment Agency's comments on soakaways but finds the observations on finished floor levels surprising as the property is not in a flood risk area and floor levels are above the adjacent highway.

5. REPRESENTATIONS

At the time of writing seven representations from Nos. 2, 27, 31, 33 and 35 and Chesswood Road and No. 134 King Edward Avenue have been received raising the following concerns:-

i) We live immediately above our chiropractic practice and we enjoy our rear garden, which is very secluded and entirely for our own private use. We are also the immediate neighbours to the west of the proposed development and we are quite disturbed to find yet another application, this time for nine flats, in addition to the four houses approved under 08/0107/FULL totalling 13 units! Previously a 10-flat proposal was turned down. This 9 flat development alone could easily house as many residents, and maybe the top flat could be split into two?

ii) Whereas the applicant, claims financial non-viability for the conversion of the existing buildings into seven flats approved under reference 06/1418/FULL, we believe that in his greed it was no more than the 'thin end of the wedge' to get a more ambitious application through. The profit from the terraced houses is surely enough to make a sizable profit. But maybe the applicant doesn't want the view of parked cars and terraced houses.

iii) Over-development: Surely eight two bedroom flats and one three bedroom flat, in addition to already approved four terraced cottages, is excessive for a plot of this size.

iv) The top floor large north facing all glass sun lounge overlooks all the neighbouring rear gardens including our own and also the neighbouring children's nursery and Chesswood Middle School's playground as does the multitude of windows on the north elevation. The top window in the west elevation will look straight into our daughter's bedroom window.

v) The size of the development will cause traffic and parking issues. It is utopia to think that there will be only one car per flat/cottage. Chesswood Road is already overpopulated with parked cars. The proposed parking facilities will be an eyesore to the neighbours and we

will all lose the pleasant view and the atmosphere of well kept rear gardens. Albeit the already approved terraced house development will do its best to destroy this characteristic.

vi) Why lose yet another part of Victorian Worthing? Currently Homefield Road appears as the dividing line between the mish mash of properties to the east and the wonderful Victorian quarter to the west. Allowing this development will set a precedent and soon may all be gone. Chesswood Road and the area surrounding Homefield Park has, over the past ten years, seen somewhat of a revival in the shape of the restoration of many of the existing 19th Century Victorian buildings and it would be a great shame to lose yet another such property.

vii) Whereas the footprint and height of the proposed development doesn't significantly exceed the previously approved conversion, the design and the proportions of the elevations are completely out of keeping with the properties to both sides.

viii) Concern is expressed about the security with the publicly accessible yet secluded rear parking facilities. It will be an easy access point for both opportunistic and planned trespassing into the nearby private rear gardens and into Chesswood Middle School, which is the development's immediate neighbour.

ix) Some of the main issues raised in the Planning Assessment for the previous proposals for redevelopment, WB/01/00533/OUT and WB/02/00538/OUT, have not been adequately addressed in this new proposal. One is the domination of the proposed parking at the rear, which was deemed unacceptable due to the adverse effect it would have on the enjoyment of the adjacent rear gardens. The adjoining property, in particular, was mentioned due to the proposed access road along the development's western boundary. The rear of No. 35 is entirely in private garden use and it is a small haven.

x) Should these plans be passed it is requested that at least a two metre tall decorative brick wall built separating No. 35 from the redevelopment with screening plants. The wall would replace an existing shared boundary 150 cms tall Victorian wall. Although the occupiers of No. 35 consider that such a construction would be unattractive and create an undesirable claustrophobic effect in their rear garden they feel that this is the only way that they can attempt to protect their security and privacy.

xi) This is a rehash of previous application which have already been refused.

xii) Previous objections apply regarding parking generation and impact on existing problems; development would dwarf existing properties and not in keeping with the surrounding area; existing properties are not derelict and are perfectly good family homes.

xiii) Although not ideal, the proposal to convert and extend the houses was a more acceptable solution and are in keeping with the streetscene.

xiv) Object as over development.

xv) Object to more traffic movements on a busy junction and will increase risk of traffic accidents. A nursery, school and clinic nearby all produce lots of traffic and some illegal parking, also traffic from construction of development.

xvi) Rear of No. 33 and garden will be overlooked.

xvii) Movement of cars behind the block will cause noise and pollution in garden of No. 33. The number of parking spaces at 1.5 per unit is an under estimate for 2 and 3 bed flats.

xviii) Chesswood Road is noted for its larger houses and most are in single family occupation and contributes to tranquil environment. The two houses are typical of the area and the development will inject twice the number of habitable room to the detriment of local amenity.

xix) Increasing the size of the scheme will mean less amenity space for residents than previous schemes.

xx) Height and massing is incompatible with scale of streetscape, notwithstanding No. 35.

xxi) Visitor parking is not addressed and places greater pressure on street parking.

xxii) No comfort in drawings to show detailing and choice of materials will match existing quality. Perfectly sound houses are to be demolished to address (profit) margins.

xxiii) Windows will overlook No. 41 and clinic at No. 35 to the detriment of privacy and daylight and will set a precedent.

6. PLANNING ASSESSMENT

The main issues raised by this proposal are:-

- The principle of residential redevelopment and relationship to approved scheme for 4 rear cottages
- Impact on the amenities of and future occupiers neighbours
- Quality of design and impact on the character of the area including archaeology
- Access and parking
- Adequacy of development contributions

As such, the application should be principally assessed against saved Worthing Local Plan Policies RES7, RES12, BE1, TR9, TR12, H10 and H18 and Saved West Sussex Structure Plan Policies ERA1, ERA4, LOC1, NE1, CH1, CH7 DEV1, DEV3, DEV4, DEV5, and Government Policy in Planning Policy Statement 1: Delivering Sustainable Development, Planning Policy Statement 3: Housing : and PPG13: Transport is also particularly relevant and the recent planning history, including the observations of the Inspector on the recent dismissed appeal.

The principle of residential redevelopment

Previous permissions for conversion and extension of the houses and new cottages have established the principle of more intensive development of the site. The comments of the Inspector in the recent appeal decision lending qualified support for the principle of redevelopment are also relevant.

In terms of the Development Plan policy, support for the principle of residential development is provided in Local Plan Policy H10 and Saved West Sussex Structure Plan Policies LOC1, ERA1 and NE1 and Planning Policy Statement 3: Housing, since the scheme is infill development within the urban area and is

sustainably located. Certainly, It would also make more efficient use of land (resulting in a net increase of seven dwellings), and achieves a density of some 72 dwellings per hectare. This is materially higher than the density of the previous conversion/extension scheme of 56 dwellings per hectare (7 dwellings) bearing in mind the latest scheme includes a 3-4 bedroom unit. The proposed mix of dwellings is generally acceptable in housing policy terms

However, the acceptability of any particular proposal depends upon its specific circumstances and this is considered below.

Impact on amenities of neighbours

There are important similarities between the new scheme and approved conversion/extension. However, the new scheme is materially larger than or as bulky as the approved conversion/extension and, importantly, the redevelopment scheme for 12 flats refused in 2006 and dismissed at appeal in 2007 in many key measures. Critical dimensions here are the depth of the new block which, at 18.5 metres, is deeper than the approved conversion/extension by 3 metres and the refused scheme by 1.5 metres. The roof ridge height is, at 10.5 metres, taller than the refused scheme which was 9.9 metres, and, taller than No 39 element of the approved conversion/extension. Whilst the refused scheme is wider on its frontage (20 metres) than the new proposal or approved conversion/extension scheme (both 18.5 metres), the new scheme is only set in at the very rear and then to a 16.7 metres width. This compares to the refused scheme which cuts into a width of 14 metres at about half the building depth. Of most concern is the large rectangular shape and near-uniform bulk, with 3 floors of accommodation across the whole footprint. This compares to the refused scheme which is in a discernible inverted 'T' shaped footprint and approved conversion/extension which, although rectangular in footprint, cuts in and step down to single storey in the NE corner adjacent to No 41 and also significantly reduces in roof height at the rear.

The impact of this increased bulk is to create a rather monolithic block which overpowers the neighbours on both flanks. This is particularly the case for No 41, to the east, which, though having no windows serving habitable room in its facing flank and partly screened by a rear extension, lies closer and is a more diminutive building. No significant technical breaches of daylight indicators are apparent, however, the loss of natural light and overshadowing that would occur would add to the diminished outlook of No 41.

The four upper floor windows per flank in the new block which each serve a bedroom would face directly out onto the garden of No 41 and also look into a facing second floor window on No 35. Whilst the Appeal Inspector was less concerned over a similar relationship to No 35 in the refused appeal scheme because of the 10 metres separation distance, he did object to similar overlooking of No 41's rear garden in the refused appeal scheme. Notwithstanding, the screening provided by the rear extension to No 41 and the offer of part obscure glazing of the flank windows by the applicants and the arrangements in the approved conversion/extension, some concerns remain. The rear dormers and sun room would add to overlooking to properties in King Edward Avenue and in Chesswood Road from the upper floors at the rear but

not materially so and the relationship between the upper floor flank and rear windows on the existing house and the neighbouring properties and their rear gardens would be fundamentally unchanged.

The vehicular access serving the new redevelopment and the approved scheme for terraced cottages runs past No 35 at the west part of the site. However, the increase in traffic compared to the approved conversion/extension is not material and the access is screened, though there is scope to improve this.

The amenity areas are not generous but generally adequate, though the remoteness of the 3-4 bedroom penthouse flat to the ground floor communal amenity area is disappointing as this accommodation would be, otherwise, attractive to families with children and raises concerns over compliance with Planning Policy Statement 3: Housing.

Sound insulation may be required for the north elevation of the new block of flats to protect from railway noise.

Quality of design and impact on the character of the area and archaeology

Despite the alterations and extensions, the existing Victorian villas are attractive, historic and distinguished buildings in themselves and contribute strongly to the character and appearance of this pleasant Victorian residential suburb. Their loss is regrettable but cannot be resisted in principle under planning regulations and policy, since the buildings are neither listed nor in a Conservation Area. This was underlined in the comments of the Inspector in the recent appeal decision. However, their quality is a material consideration in assessing the acceptability of the design of any replacement building.

As noted, the new block is significantly bulkier than the approved conversion/extension and refused appeal schemes. With its rectangular footprint, contrived large flat central roof, near uniform two and half storey height and only limited articulation, it would appear obtrusive, incongruous, heavy and monolithic, particularly viewed from the south west.

As a composition, the front elevation is also most disappointing. The development presents itself as a villa but the scale, form and front path are at odds with this concept and create an unresolved tension. Furthermore, the four bays lend the development a repetitious and monotonous appearance, whilst the two front dormers are unduly large and sit uncomfortably forward in the roofslope atop the bays. The deep narrow porch is unsympathetic and the unsightly array of rooflights betray the contrived form of accommodation in the roof. The large and unusual dormer and sunroom feature in the rear elevation sits awkwardly in a reproduction period design and the composition, arguably, competes with the front elevation, adding to the confusion.

Some effort to reproduce a period character has been made in the block in the architectural features and detailing but no great sympathy has been shown and is undermined by the inappropriate scale and form of the block. Certainly, as a replacement building, the new block is significantly inferior to the existing building or the approved conversion/extension and repeats a number of the

mistakes of the refused appeal scheme. It would integrate poorly into the streetscene to the detriment of visual amenity.

Reference to the Appeal Inspector's comments is made by the applicants to try and justify the new block. However, whilst, the Inspector did countenance the possibility of 3 floors of accommodation, by integrating the top floor in the roof, these observations do not license the form and bulk of the current scheme which, when considered on its merits, fails Development Plan and Planning Policy Statement:1: tests, particularly:-

"Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted."

The forecourt treatment with four parking spaces and only limited soft landscaping is less sympathetic than the approved scheme and would compromise the setting. The retention of the mature trees is, however, welcomed as are the sustainable design features of the block and flood proofing proposed.

Quite apart from the design shortcomings, a convincing need for a new replacement block has yet to be made. Reference is made to conversion costs and sustainability benefits of new build but the significantly sized development already approved (conversion/extension *and* new terrace at the rear) and apparent condition of the houses need also to be borne in mind. Certainly the siting, massing and footprint of approved scheme is not necessarily a suitable template to be followed for a redevelopment scheme, as these were constrained by original building layout and form, together with the scale of development necessary to make such a conversion viable. Redevelopment presents the opportunity to reconsider the development of the whole site in perhaps afresh and more sympathetic way. No convincing evidence of such a rigorous exercise has been given.

The site has some identified archaeological interest but any finds may be safeguarded by an appropriate condition in line with Saved Worthing Local Plan Policy A2.

Access and parking

The nine parking spaces provided are functionally adequate to meet parking need, given the size of the units and the proximity of the site to shops and good public transport and the fact that the site sits in a Controlled Parking Zone. Cycle parking is adequate as are pedestrian access arrangements. The Highway Authority raises no objections, subject to suitable conditions.

Adequacy of development contributions

No unilateral undertaking has been prepared to secure required development contributions towards local transport; open space and education improvements in the local area to accommodate the additional pressure on local infrastructure. This would need to take into account the approved

scheme for four residential cottages since the site has been artificially subdivided.

Conclusions

The principle of more intensive residential development is acceptable in this brownfield sustainable location and the scheme would contribute towards meeting housing targets. The loss of the Victorian buildings which contributes to the quality of the townscape, is regrettable, and whilst, redevelopment cannot be resisted, the quality of the replacement block is disappointing. The block is unsympathetically composed, bulky and monolithic and would detract from the quality of the streetscene as well as the amenity of neighbouring properties. The need for redevelopment and the form chosen have yet to be convincingly demonstrated. Its sustainable features are, nonetheless, welcome and parking and access arrangements are adequate. No development contributions have been secured but this may be addressed by a suitable undertaking. The scheme should be rejected.

7. RECOMMENDATION

Refuse planning permission for the following reason:

1. The proposal would by reason of its siting, massing, design and layout have a unsympathetic and bulky appearance and overpower the adjacent property at No 41 Chesswood Road. It would consequently constitute an over-dominant, unneighbourly, obtrusive and incongruous feature, to the detriment of the townscape and the outlook of the neighbouring occupiers and conflicts with Saved Worthing Local Plan BE1 and H18 and Saved West Sussex Structure Plan policies DEV1 and CH1 and Planning Policy Statement:1: Delivering Sustainable Development and Planning Policy Statement 3: Housing.

8. BACKGROUND PAPERS

Observations of West Sussex County Council including the Highway Authority.
Letters of Representation from Members of the Public
Design and Access Statement
Observations of the Environment Agency
Observations of the Environmental Health Manager
Observations of the Strategic Planning and Regeneration Manager
Observations of Principal Engineer

30th September 2008