Expiry Date - 20/03/2024

Development Control – Delegated Officer Report

Application Number: AWDM/0097/24 **Recommendation – REFUSE**

Site: **Land Rear Of 161 Tarring Road Worthing West Sussex**

Proposal: **Proposed three bedroom two storey detached house with 2no. parking spaces at land to rear 161 Tarring Road**

Date of site visit: 23.02.2024

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application relates 161 Tarring Road and an unused, fenced-off piece of vacant land approximately 0.027 ha in area, located to the rear (south).

161 Tarring Road consists of a 2-storey end-of-terrace building fronting the south side of Tarring Road in use as a hot food takeaway on the ground-floor with a residential flat (161A) above over 2 floors (including rooms in the roof). There is vehicle access to an area of hardstanding/yard to the west side of the building, the width of the hardstanding/drive narrows to a gated pinch-point to the south, where it provides access to the first-floor maisonette and rear yard area. There is an external staircase leading from the rear (south) of the first-floor flat via a shallow landing, into the rear yard.

There is a traffic-controlled pedestrian crossing fronting No.161 with zig-zag road markings extending in front of the above-mentioned vehicle access.

No.161 Tarring Road (but not the unused land to the rear) is located within the designated tarring Road medium-scale local shopping centre.

The site is not within the Conservation Area, but adjoins the Shakespeare Road Conservation Area to the south.

Proposal

Permission is sought to erect a 2-storey detached dwelling on the unused land to the rear of No.161. Vehicle access would be from Tarring Road via the existing vehicle access and hardstanding to the west side of No.161. The existing hardstanding would continue to provide pedestrian access to the first-floor flat.

The proposed dwelling would be sited roughly in the centre of the plot having a rectangular-shaped plan (11m wide x 6m deep). It would have a shallow

pitched roof 5.8m high, 4.9m high to eaves. The external materials would consist of white through-coloured render at ground-floor with black Siberian larch cladding at first-floor and a 'Falzinc' (aluminium) roof with 'Lindab copper' rainwater goods.

A shallow rear garden would be provided to the west side and rear of the dwelling with provision shown for cycle and bin storage.

Two car parking spaces are shown side-by-side in front (north) of the dwelling.

Relevant Planning History:

WB/05/1001/FULL Demolition of existing buildings and erection of one detached single dwelling house. Permitted 1.11.2005 Lapsed without implementation.

WB/06/1307/OUT Outline application for the re-development of the site with a terrace of three x 2 storey dwelling houses and cycle and bin store. Refused - Appeal dismissed.

Consultations:

WSCC: The ***Local Highway Authority*** has no objection in principle, commenting:-

Summary
The proposal seeks to erect a two storey detached house with 2 parking spaces at land to the rear of 161 Tarring Road. Tarring Road is an A classified road in Worthing subject to 30mph speed restrictions. The proposal seeks to make use of an existing VCO at this point serving 161 Tarring Road. From observation of the most up to date WSCC accident data, there appears to have been a collision within the vicinity of the access point, however this was not attributed to an existing defect with the publicly maintained highway at this point nor as a result of the use of the access.

Access
The proposed access is considered to be quite narrow, measuring 2.11m at the most narrow point between the boundary wall and exterior of no 161. Although there is no passing place within this access, the LHA are mindful of the nature of trips associated with a single dwelling and the risk for conflict within the access would be considered low. The access may not be desirable or suitable for all vehicles given the restrictive width, however as this is an existing arrangement with no known highways safety concerns, the LHA do not raise concern with the continued use of such. Deliveries would be anticipated to be serviced via Tarring Road and not accommodated for within the site given the restrictive widths.

Refuse collection and Fire Access

In line with Manual for Streets guidance residents should not be required to carry waste and recycling more than 30m (excluding any vertical distance) to the storage point; waste collection vehicles should be able to get to within 25m of the storage point. The applicant may wish to contact the waste disposal authority to discuss the appropriate means of collection for this property.

I have discussed the proposal with the WSCC FRS Water and Access Manager who has advised that they will be providing comments separately on this application.

Parking
Parking has been provided for two vehicles within the site, in line with the requirement outlined within the WSCC Parking Demand Calculator. The spaces adhere to manual for streets standards for a parking space at 2.4m x 4.8m. The space to the rear of the parking spaces is quite narrow and therefore may prompt a multiple manoeuvre to access/egress the spaces. Manual for Streets Section 8.3.53 advises that where space is limited it may not be possible to provide for vehicles to get into the spaces in one movement. Some back and fore manoeuvring may be required. This is likely to be acceptable where traffic volumes and speeds are low.

Sustainability
The site is located within reasonable walking distance of shops and local amenities, including surgeries and schools. Sustainable alternatives to the use of a car are available within proximity of the site, both Worthing and West Worthing railway stations are located a short walk from the site, Tarring Road is served with a regular bus route for travel around Worthing. The nearby A24 to the east is served with a number of bus routes offering services to Durrington, Crawley, Midhurst, Lancing and Tarring.

Secure and covered cycle parking is also demonstrated with the associated plans and is advised to be sealed by planning condition alongside any approval of this application.

Construction Management
I note that the planning statement outlines the site layout has been considered to accommodate for construction vehicles. Although not a matter for consideration during the planning process, the LHA advise that a suitably worded condition is sealed alongside any permission of this application, in order to secure a construction management plan. This should outline the types of vehicles expected during the construction phase and the frequency of such, with any mitigations to ensure no stacking of vehicles or offloading of materials within the highway. It should also be demonstrated by means of a site set up plan that these vehicles would have the ability to access and egress safely either with a turn on site or a banksman assisting. The plan should demonstrate where materials will be delivered & stored, contractors parking, welfare and any wheel washing that may be necessary to prevent overspill of debris into the highway.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 115), and there are no known transport grounds to resist the proposal."

The following conditions are recommended in the event of approval:-

Car parking space (details approved)
No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking
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 to be 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.

Construction plant and materials
No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Fire & Rescue Service (Water & Access Manager):

"*Having viewed the plans for the planning application no. ADWM/0097/24 for the proposed three-bedroom two storey detached house with 2no. parking spaces at land to rear 161 Tarring Road, evidence is required to show that all points inside the dwelling are within 45 metres of a fire appliance location in accordance with Approved Document B Volume 1 2019 Edition B5 section 13. This is to be measured along the hose lay route, not in a direct line or arc measurement. Any areas not within the 45-metre distance will need to be mitigated by the installation of domestic sprinkler or water mist system complying with BS9251 or BS8458 standard.*

The access route to this new build dwelling appears to be less than 2.5m wide, meaning a fire appliance will not be capable of gaining access to the property and would have to attend from Tarring Road. The minimum access width for a fire appliance to gain access is 3.1m through any gateway or

narrowing, 3.7m between curbs or roadsides. If these widths are not met and the fire appliance attends from Tarring Road it is unlikely all parts inside the dwelling will be within 45m of the fire appliance location, so a sprinkler or domestic water mist system will be required. The access requirement and turning facility are given in AD-B Volume 1: B5 section 13."

Southern Water has commented as follows:-

Protection of Public Apparatus

The attached plan shows that the proposed development will lie over an existing public surface waters sewer which will not be acceptable to Southern Water. The exact position of the public apparatus must be determined on site by the applicant before the layout of the proposed development is finalised.

It might be possible to divert the sewer, so long as this would result in no unacceptable loss of hydraulic capacity, and the work was carried out at the developer's expense to the satisfaction of Southern Water under the relevant statutory provisions.

Please note:

- The 525 mm public surface water sewer requires a clearance of 3.5 metres on either side of the gravity sewer to protect it from construction works and to allow for future access for maintenance.

- No development or tree planting should be carried out within 3.5 metres of the external edge of the public gravity sewer without consent from Southern Water.

- No soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of a public sewer.

- All existing infrastructure should be protected during the course of construction works

There are private foul sewers within the development site.

Alternatively, the applicant may wish to amend the site layout, or combine a diversion with amendment of the site layout. If the applicant would prefer to advance these options, items above also apply.

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, 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 site.

In order to protect drainage apparatus, Southern Water requests that if consent is granted, the following condition is attached to the planning permission; The developer must advise the local authority (in consultation with

Southern Water) of the measures which will be undertaken to divert the public sewers, prior to the commencement of the development.

Foul and Surface Water Drainage

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

The supporting documents make reference to drainage using Sustainable Drainage Systems (SuDS).

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.

The Council's **Drainage Consultant (WSP)** has raised an objection as follows:-

"Following a review of the submitted information, we have noted that the proposed site is impacted by a surface water flood risk. Therefore, we would recommend the objection of the application until a Flood Risk Assessment has been submitted that addresses flooding from all sources and provides mitigation measures and proof of safe access and egress. Furthermore, information regarding pre-development and post-development impermeable areas are requested.

Informative 1: The applicant should consider the use of SuDS, where possible, within their drainage strategy to provide runoff betterment.

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"

Adur and Worthing Councils

Public Sector Housing: No objections on PSH grounds.

Public Health & Regulation

The following conditions are recommended:-

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

Prior to commencement of the development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority:
(1) A preliminary risk assessment which has identified: all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site.
(2) A site investigation scheme, based on (1) above to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
(3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
(4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying

any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the Local Planning Authority.

The scheme shall be implemented as approved above and, prior to commencement of any construction work (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a Verification Report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate, but not necessarily be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- HGV construction traffic routings shall be designed to minimise journey distance through the Councils Air Quality Management Areas (AQMA's),
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- a commitment to no burning on site,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- methods to control dust from the site,
- a commitment to following BS5228:Code of Practice for noise and vibration control on construction and open sites,
- details of public and neighbour engagement both prior to and during construction works.

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers during construction.

Representations: None received.

Relevant Planning Policies

Worthing Local Plan 2020-2036 (WBC 2023): Policies:
SP1 (Presumption in Favour of Sustainable Development)
SS1 (Spatial Strategy)
DM1 (Housing Mix)
DM2 (Housing Density)
DM5 (Quality of the Built Environment)
DM15 (Sustainable Transport and Active Travel)
DM16 (Sustainable Design)
DM17 (Energy)
DM18 (Biodiversity)
DM19 (Green Infrastructure)
DM20 (Flood Risk and Sustainable Drainage)
DM22 (Pollution)
DM24 (The Historic Environment)

National Planning Policy Framework (HCLG 2023)
National Planning Practice Guidance
SPD 'Space Standards' (WBC 2012)
SDP 'A Guide to Residential Development' (WBC 2013)
CIL Charging Schedule (Aug 2021)

Planning Assessment

Principle of Development

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

Paragraph 76 of the NPPF states that local planning authorities are not required to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing for decision-making purposes where:

a) The adopted plan is less than 5 years old; and
b) That adopted plan identified at least a five year supply of specific, deliverable sites at the time that its examination concluded.

Paragraph 77 goes on to state that where there has been a significant under delivery of housing over the previous three years, the supply of specific deliverable sites should in addition include a buffer of 20% (moved forward from later in the Plan period).

The most recent housing trajectory and 5 year housing land supply for Worthing can be found in the Annual Monitoring Report 2022-23. Table 9 indicates the Five Year Supply measured against the adopted WLP annual target of 230 dwellings plus a 20% buffer, and demonstrates a 7 year supply of deliverable sites.

To maintain the supply of housing paragraph 79 of the NPPF requires local planning authorities to monitor progress in building out sites with planning permission. Where the Housing Delivery test indicates delivery has fallen below 75% of the local planning authorities housing requirement over the previous three years, the presumption in favour of sustainable development applies, in addition to the requirement for an Action plan and 20% buffer.

The latest Housing Delivery Test was published in January 2022, and covers the period from 2018/19 - 2020/21 (prior to adoption of the Local Plan). Worthing Borough Council scored 35%. Therefore the presumption in favour of sustainable development applies as the delivery of housing was less than 75% of the housing requirement over the previous three years.

Within Worthing, the most significant constraining factor when considering future development is land availability. The overarching spatial strategy of the adopted Local Plan is to achieve the right balance between planning positively to meet the town's development need with the continuing need to protect and enhance the Borough's high quality environments and open spaces. Policy SS1 seeks to increase the rate of housing delivery from small sites, stating that development should make efficient use of brownfield land whilst also making clear that the density of development should be appropriate, and relate well to the character of the area.

The fenced-off land is unused and overgrown with vegetation. There is no objection in principle to the proposed residential development, the key considerations are the effects on local character and heritage, the impacts on the amenities of existing and future residents, highway safety and flood risk.

No material weight can be attached to the previous planning history for the development of a dwelling on this site (WB/051001/FULL), which predates the current national and local planning policy framework.

Local Character and Heritage

The NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It requires decision-making to ensure that developments are (amongst other things) visually attractive as a result of good architecture, layout and appropriate and effective landscaping; sympathetic to local character, including the surrounding built environment and landscape setting; function well and add to the overall quality of an area; and establish or maintain a strong sense of place (paragraph 135). It goes on to state that development that is not well designed should be refused,

The NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, this is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a

designated heritage asset, including from development within its setting, should require clear and convincing justification (paragraphs 205-206).

Policy DM2 sets out a design-led approach to determining the capacity of development sites, with particular consideration given to the site context and the character of the surrounding area in which it is located, the need to achieve high quality design and minimise environmental impacts, including detrimental impacts on the amenities of adjoining occupiers.

Policy DM5 requires all new development to be of a high architectural and design quality and respect and enhance the character of the site and the prevailing character of the area. This includes consideration of proportion, form, design, context, massing, siting, layout, density height, size, scale, materials, detailed design and landscaping. New development should enhance the local environment by way of its appearance and character, with particular attention being paid to the architectural form, height, materials, density, scale, orientation, landscaping, tree canopy, impact on street scene and layout of the development. It should make a positive contribution to the sense of place, local character and distinctiveness of an area.

Policy DM24 states that the Council will conserve and enhance the historic environment and character of Worthing, which includes historic areas, building, features and their settings.

The Council's SPD 'A Guide to Residential Development' describes 'backland' development as development that lies to the rear of an existing property that often, but not in all cases, fronts a road. Access can be from the road serving the original dwelling from the front, from the side or from the rear. It goes on to state that whilst some infill development can provide a welcome addition to the Borough's housing stock, backland garden development is generally regarded as an inappropriate form of development and will be resisted in most cases.

Paragraph 4.29 goes on to state that tandem backland development is more often than not an anomalous and contrived form of development that makes little contribution to local distinctiveness and generally unacceptable.

The outbuildings that previously occupied the land to the rear of No.161 were demolished some 15-20 years ago and the land has since been unused.

The terraced frontage building dates from the early-mid 20C and forms part of a parade of shops that extends westward along Tarring Road, and a shorter distance eastward, wrapping round onto the west side of Heene Road. The frontage block, and its immediate neighbours, are typically traditional in character, although varying in their architectural composition and detailed design. The rear of the nearest frontage buildings (Nos 195-205 Heene Road and Nos 157-159 Tarring Road) adjoin the unused piece of land, and are characterised by an assortment of rear additions and single-storey outbuildings typically associated with the ground-floor commercial uses. Garaging to the rear of Nos 163-165 Tarring Road adjoins the west side of the

proposed access to the new dwelling, currently the yard to the rear of 161/161A.

The rear gardens of houses in Heene Road and St Botolphs Road adjoin the remainder of the land to the rear of No.161. Heene Road is characterised by attractive late Victorian/Edwardian 2-storey dwellings, typically built in brick sometimes with render, with tiled or slate roofs with terracotta ridge tiles, frequently hipped roofs with gabled front elevations. Those numbered up to No.193 on the west side are located within the Shakespeare Road Conservation Area. The dwellings typically have good-sized, mature planted gardens, particularly No.189 (Henry House) adjoining the site to the south.

The dwellings at the northernmost end of St Botolphs Road, the rear gardens of which adjoin the proposed development site (Nos 44-50), are similar in style and character to those in Heene Road, but are not located within the Conservation Area.

Outbuildings in these adjoining rear gardens are typically small-scale and domestic in character.

The 'backland' siting of the proposed 2-storey dwelling would be anomalous in this context. Its alien appearance, visible in views from Tarring Road along the proposed access drive, would be accentuated by its contemporary form and massing with shallow-pitch roof and palette of modern materials. It would appear as a discordant and incongruous form of development, at odds with the existing pattern of frontage development and harmful to local character and distinctiveness. The siting, scale, form, massing, proportions, composition and materials of the proposed dwelling would also be inconsistent with, and detrimental to, the setting of the adjoining Conservation Area, eroding the existing sense of openness and greenery characteristic of these adjoining rear gardens.

Residential Amenity – Future Occupiers

The proposed layout shows a 3-bedroom dwelling consisting of an entrance hall, open-plan kitchen/dining/living area, WC and under-stair store on the ground-floor, with 3 bedrooms (one with en-suite shower room) and family bathroom on the first floor.

The proposed dwelling would have a GIA of 106sqm which exceeds the Government's minimum space standard of 102sqm for a 3-bedroom 6-person dwelling over 2 floors. That said, 2no of the bedrooms would be below the minimum floor area of 11.5sqm for a double bedroom, and the size of the under-stair store falls below the minimum 2.5sqm storage required for a dwelling of this size.

The proposed dwelling would have an L-shaped rear garden area to the rear (south) and west side of the dwelling. Its area, comprising approximately 75sqm, would fall below the Council's minimum external space standard of 85sqm for a detached dwelling (with up to 3-bedrooms). Its amenity value

would also be diminished by its awkward shape, extending only 3.5m deep to the rear and a maximum 5m wide to the side.

The front of the dwelling would face north towards the rear of the terraced shopping parade and residential flats above with a separation distance of approximately 14m to the first-floor residential window/door openings in the rear off-shoots of Nos 157-159, and approximately 18m to the rear first-floor door/stair landing in the rear off-shoot of 161A. Overlooking of first-floor bedroom windows in the north elevation of the proposed dwelling would result in a relatively poor standard of residential amenity, indicative of the cramped layout of the proposed development on the site.

Residential Amenity - Neighbours

The most affected properties are the residential flat/maisonettes above the frontage buildings in Tarring Road, and the adjoining dwellings in Heene Road and St Botolphs Road.

The proposed 2-storey dwelling would be prominently visible from the rear windows of the nearest dwellings in Heene Road and St Botolphs Road, but sufficiently well-separated such that its bulk and massing would not appear unduly dominant or overhearing, or result in unacceptable shadowing. The dwelling is orientated such that windows would primarily face north or south. The first-floor south-facing bedroom window in the proposed dwelling would directly overlook the adjacent rear garden of 189 Heene Road (Henry House) at a distance of only 3.5m, the effect of which would be unneighbourly.

The first-floor north-facing bedroom window of the proposed dwelling would face first-floor windows and glazed doors in the rear off-shoots of Nos 157-161 Tarring Road at distances varying between 14-18m. No floor plans of the existing residential accommodation at 161 Tarring Road have been provided with the application submission and it is unclear whether any of the affected windows in question serve habitable accommodation. However, the introduction of mutual overlooking at this distance is considered less than desirable and as highlighted above, indicative of the cramped nature and layout of the proposed development.

Access and Highways

Two on-site parking spaces would be provided for the proposed dwelling utilising the existing vehicle access off Tarring Road and the existing hardstanding to the side/rear of 161/161A to form an access drive. Although the parking spaces meet the required size criteria (2.4m x 4.8m) the manoeuvring space in front is below the minimum 6m normally required. Whilst this deficiency is recognised by the LHA an objection has not been raised to the proposed layout. It is noted that the submitted Site Plan does not show the external stairs at the rear of No.161 and given the narrow width of the proposed access (only 2.7m wide at its narrowest point) it is unclear whether the proposed parking spaces would be accessible with the staircase in situ.

The hardstanding to the side of 161 is currently used as a parking area by the occupier(s) of the frontage buildings, but this would no longer be feasible without impeding access to the proposed dwelling. It is unclear what implications this may have for deliveries/collections associated with the takeaway business on the ground-floor and is not addressed in the Design and Access Statement.

Although a highway safety objection has not been raised by the LHA, the awkward (and potentially inaccessible) on-site parking provision is further indicative of the cramped layout of the proposed development.

The site is within a highly sustainable location within easy walking distance of facilities and services of Tarring Road shopping centre and public transport including West Worthing rail station and bus routes along Tarring Road.

Cycle parking provision is shown within the side garden and could be secured by condition in the event of approval.

Sustainable Development

Policy SP2 sets out a comprehensive and strategic approach to addressing climate change involving carbon reduction, maximising carbon sequestration and climate change adaption and mitigation measures.

Policy DM16 states that all new housing should seek to achieve an A rating (with a minimum expectation of B rating) Energy Performance Certificate.

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).

Policy DM18 requires new development (excluding change of use and householder) to provide a minimum 10% net gain for biodiversity.

The submitted Design and Access Statement outlines that the proposed dwelling will utilise air-source underfloor heating and electrical use offset by solar panels (not shown on the elevation drawings). It states the dwelling would be insulated to ‘Passivhaus’ standards and will include mechanical ventilation with heat recovery (MVHR). It is also stated that the building will utilise rainwater harvesting with excess water discharging to a SuDS system, although no details have been provided and it is unclear whether such provision could be accommodated on the site given it size and other (infrastructure) constraints.

That said, an EPC rating (minimum B) and minimum 10% of energy demand to be met by renewable and/or low carbon technologies, could be secured by condition in the event of approval.

The site is currently overgrown with self-seeded vegetation but includes no trees of any particular importance or merit. It is proposed to plant a 'Malus' crab apple tree in the front garden. Although welcome in principle, the practicality of tree planting in the limited space available in proximity to the front of the proposed dwelling and parking spaces is questionable. On the other hand small-scale hedge and shrub planting, and other measures such as the inclusion of bird/bat bricks or boxes, could be incorporated which would make a small contribution toward compensating for the loss of existing vegetation.

The LP policy does not specifically require the 'Biodiversity Metric' to be completed for small sites such as this, and it is considered this would place an unreasonable and disproportionate burden on the developer when weighed against the emphasis on maximising the delivery of new housing on suitable small sites.

Other

The site is identified at risk from surface water flooding and a site specific FRA is required in accordance with Policy DM20. Owing to the fundamental concerns raised by the proposed development as highlighted in this report, this issue has not been discussed with the Applicant's Agent.

It is known that a public sewer crosses the site from north to south, and its existence has been highlighted in the comments made by South Water. Although Southern Water has not raised an objection in principle, it is unlikely the proposed dwelling could be implemented whilst adhering to the parameters for siting the building outlined in their response.

CIL

This development is eligible for CIL.

Recommendation

It is accepted that the proposed development would make use of an existing redundant piece of land and provide a welcome addition to the local housing stock, but this does not outweigh the harm the proposed development of this small 'backland' site would cause to local character and distinctiveness, and the resulting poor living conditions for existing and future occupier deriving from its cramped layout and siting in relation to neighbouring properties.

REFUSE for the reasons:-

1. By reason of its size, siting, layout, scale, form, massing, proportions, design and materials the proposed development would constitute an incongruous and cramped form of backland development that would be out of keeping with the pattern of existing development and unacceptably harmful to local character and distinctiveness contrary to policies DM2 and DM5 of the adopted Worthing Local Plan, the

Council's SPD 'A Guide to Residential Development' and the relevant policies of the NPPF.

2. The proposed development would have an unneighbourly impact on adjoining residential properties and provide a poor standard of accommodation for future occupiers derived from its cramped siting and layout on this constrained ‘backland’ site and would be contrary to policy DM5 of the adopted Worthing Local Plan and the relevant policies of the NPPF.

3. The application is not supported by a site-specific flood risk assessment (FRA) and fails to demonstrate that the future occupants of the proposed dwelling would be safe from surface water flood risk for the lifetime of the development when allowances for climate change are taken into consideration. The proposed development is therefore contrary, policy DM20 of the Worthing Local Plan and the National Planning Policy Framework.

4. The Local Planning Authority is not satisfied that the proposed development can be implemented without causing detrimental harm to the public drainage infrastructure is therefore contrary to policies DM2 and DM5 of the adopted Worthing Local Plan.

Informative

Pro-active - Refusal

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

Case Officer: Jo Morin Date: 20.03.2024

Authorised by: Gary Peck Date: 20 March 2024