Expiry Date - 27/11/2023

Development Control – Delegated Officer Report

Application Number: AWDM/1373/23 Recommendation – APPROVE

Site: 36 Church Way Worthing West Sussex BN13 1HD

Proposal: Proposed single storey side extension and off street parking

Date of site visit: 31/10/2023

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application property is located to the north side of Church Way, a cul-de-sac off Church Road. The character of property along Church Way is diverse and comprises detached/semi-detached households of varying forms and designs to the beginning of the road which transitions to semi-detached chalet type bungalows as the road curves and followed by this are congruent two-storey terraced houses to the remainder of the cul-de-sac. The terraced houses consist of facing brick to lower elevation and vertical hanging tiles to upper elevation (with the exception of the terraced row located to the north-east corner which substitute composite cladding for vertical hanging tiles), flat roofs, and white UPVC openings.

Fronting the terraced properties are relatively wide, open plan grassed front gardens, with the exception of No. 48 which has converted their front garden into a hardstanding. These gardens are fundamental to the aesthetic of the wide streetscape and complement the character of this section of Church Way. The application property enjoys a spacious end-of-terrace plot and exhibits a considerably larger wrap-around style garden compared to other properties in the row and wider street scene.

The household itself is of a modest size and is reflective of other terraced properties along Church Way. Access to the property is located to the side (east) elevation. A fence has been erected set slightly back from the front elevation and encompasses the entire corner as the residential curtilage of the property. To the east and separated a short distance to the opposite side of the pathway is a terraced-row of 6 properties at a perpendicular angle to the application property.

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

Proposal

Permission is sought for a single-storey side extension to create an open plan kitchen/ dining and additional bedroom with en-suite facility. It would comprise facing brick elevations, a crown roof finished in plain clay tiles with flat roof behind, and white UPVC openings.

The extension would be set back from the principal front of the property (as agreed following discussions with the agent) by approximately 0.3m and would extend the full depth of the house thereafter (approximately 8.5m). It would project approximately 3.2m from the side elevation, and have a height of approximately 3.1m at peak height, shallowing to 2.4m at eaves level. The access door would be re-located to the front on the extension. A window and bi-fold doors are proposed to the side elevation along with a high horizontal window to the rear. 2No. roof lights are proposed.

Proposed off-street parking would front the existing house. The agent confirmed that porous materials would be used for its construction and thus can be achieved under permitted development rights.

Relevant Planning History:

The terraced properties to the rear of Church Way were implemented under permission WB/542/63 (decision issued 15 Oct 1963) pursuant to outline permission WB229/63 (13 Aug 1963).

Planning permission granted at the application property for retrospective application for the erection of 1.82 metre (six foot) high fence under 97/05212/FULL, decision issued 24 Sep 1997.

Planning permission refused at the application property for erection of new end of terrace dwelling attached to east elevation of No.36 with one parking space on frontage to serve new dwelling under AWDM/1717/17, decision issued 27 Dec 2017. And revised application for the works under AWDM/0406/19, decision issued 02 May 2019. Appeal dismissed under W/4000107, decision issued 25 October 2019. The decision illustrated ‘the main issues are the effect of the development on the character and appearance of the surrounding area; the living conditions of the occupiers of neighbouring properties; and whether parking proposals would result in an unacceptable loss of a front landscaped garden.’

Both refusals were on grounds relating to the following:

01. The proposed dwelling by reason of its size, siting, design and cramped appearance would be detrimental to the character and visual amenity of this part of Church Way contrary to saved policy H18 of the Worthing Local Plan, Policy 16 of the Worthing Core Strategy, the Guide to Residential Development SPD 2013 and the NPPF.

02. The proposed dwelling by reason of its location to the west and within 12.5 metres of the front elevations of 42, 44 and 46 Church Way would constitute an unneighbourly form of development having an unacceptable impact on the residential amenities of these properties contrary to saved

policy H18 of the Worthing Local Plan, Policy 16 of the Worthing Core Strategy, the Guide to Residential Development SPD 2013 and the NPPF.

03. The proposed car parking space to the proposed dwelling by reason of siting and provision would be out character and detrimental to this part of Church Way which has predominantly open landscaped front gardens. The proposal would therefore be contrary to Policy 16 of the Worthing Core Strategy, the Guide to Residential Development SPD2013 and the NPPF.

Consultations:

WSCC Highways Authority:

Summary and History
The Local Highways Authority has previously been consulted on matters at this location under application AWDM/0406/19, no highways safety concerns were raised to the proposal which at the time sought for an end terrace dwelling and a single parking space. AWDM/0406/19 was however refused by the LPA. The most recent submission seeks to extend the existing dwelling and to provide a single parking space within the frontage.

Access and Parking
Church Way is a residential D classified road subject to 30mph speed restrictions. On street parking is in practise in this location currently although there are also garages further east of Church Way for some residents.

West Sussex Parking Demand Calculator (PDC) outlines that two parking spaces are considered acceptable to serve a development of this size in this location. It is anticipated that any overspill parking would occur in the highway at this location as per the existing practise.

The LHA note a disabled parking bay within close proximity of the proposed dropped kerb, the Local Area Highway Steward has assessed the proposal and can advise that there should be sufficient space for the dropped kerb in the proposed position without interfering with the disabled parking bay. The applicant is advised that they will need to contact the Local Area Office to obtain a license to carry out the works in the highway, to the required specifications, informative included below.

Sufficient space exists within the frontage to accommodate an average sized vehicle fully off of 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 111), and there are no known transport grounds to resist the proposal.

Representations: None.

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Relevant Planning Policies

National Planning Policy Framework (Revised September 2023)
National Planning Practice Guidance
SPG 'Extending or Altering Your Home' (WBC)

Worthing Local Plan (2023) 2020-2036
SP1 (Presumption in Favour of Sustainable Development)
DM5 (Quality of the Built Environment)

Planning Assessment

There is no objection in principle to extensions and alterations to residential properties within the built-up area. The key considerations for this planning application are the effects on visual and residential amenities of the locality and the effect on highway safety.

Visual Amenity

The proposed works would be readily visible to the street scene by virtue of the open character of this section of Church Way. Although within the curtilage of the property, the proposal would occupy space between the terraced rows which is considered to contribute to the areas open aesthetic whilst providing adequate separation between the application property and adjacent terraced row to the east (north-east corner). Whilst the proposal would close the gap and result in the loss of the aforementioned visual amenity that the space provides, this is not considered to be to a significant degree and would not result in the cramping of the space; the property would be single-storey and would not extend to an excessive depth or height. Moreover, the rhythm of the terraced-row would not be adversely affected when read within the context of the area, owed fundamentally to the property's siting on the corner of the block and the size of the amenity space to the east. Following discussions, the agent agreed to set the extension back from the principal front of the property and the reduction in width (of approximately 0.3m each) which overcomes issues in relation to visual prominence of the extension, especially the differing roof form which would not reflect the prevailing character of the area. The set-back position would ensure the extension is subservient to the main dwelling. No's 29 (opposite) and 24 (west) have achieved single-storey side projections, albeit of a reduced scale and massing compared to what is being proposed here. On balance, the cumulative impact on visual amenity is not considered to be so significant to justify refusal on these grounds.

The formation of the hardstanding would also result in the loss of the open amenity space in a notably more prominent location in the context of the wider streetscape. However, substantial weight must be given to the fact that in using porous surface materials it would meet the requirements of permitted development.

Residential Amenity

The most affected properties would be those which belong to the terraced-row to the east (No's 38-48 even). The proposal would present an alteration when viewed from these neighbours' front facing windows and front gardens. Notwithstanding, this is not considered to be to the detriment of residential amenity owing to the sufficient separation distance in the context of a single-storey scheme; the scale and massing of the extension would not be so significant to result in an overbearing or overshadowing effect to these neighbours. Moreover, the outlook from these neighbours is not significantly altering owing to the tall boundary fence which will remain in situ adjacent the footpath and the extension would be set back some approximately 3m from this fence. The proposed openings would face into the applicants own property and at a sufficient distance from neighbouring amenity. There are no residential amenity grounds to resist the proposal.

Highways

The LHA has confirmed that it is satisfied that the proposal would not have a 'severe' impact on the operation of the highway network. Therefore, there are no highways grounds to resist the proposal.

The LHA has advised that the applicant needs to obtain a licence through the local Highway Area Office, and the access would need to be constructed to a specification agreed with the local Highway Area Engineer. An informative has been applied to the permission in respect to this.

Recommendation

APPROVE subject to Conditions:-

1. Approved Plans
2. Standard Time Limit
3. Materials

Informative

1 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2 The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The

granting of planning permission does not guarantee that a vehicle crossover licence shall be granted.

Additional information about the licence application process can be found at the following web page:
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/

Online applications can be made at the link below, alternatively please call 01243 642105.
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-applicationform/

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

Case Officer: Jason Albon Date: 23/11/2023

Authorised by: Jo Morin Date: 24.11.2023