Expiry Date - 28/02/2024

Development Control – Delegated Officer Report

Application Number: AWDM/1701/23 Recommendation – APPROVE

Site: 1 Normandy Road Worthing West Sussex BN14 7DX

Proposal: Demolition of existing garage, and erection of 1 bedroom chalet bungalow.

Date of site visit 06.02.24

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application relates to a detached two storey property on the corner of Northcourt Road and Normandy Road. The property faces onto Normandy Road with mature hedging and walling to approx. 2-2.5m to Northcourt Road and part Normandy Road. There is pedestrian gate part way along the Normandy Road frontage and a vehicular access to the northern end of the property with gates.

No 1 Normandy Road is brick and tile with a pitched roof, it has a single storey extension to the north/rear elevation.

The application site which forms the rear of the property currently comprises a detached double garage with flat roof on the north/western boundary. To the front of the garage onto Normandy Road is a paved vehicular access.

There are semi mature trees and shrubs to the southern side of the application site.

To the north side is a semi-detached property (No 3 Normandy Road) with a low wall to its southern side approx. 1.5m in height. The dwelling is set off the boundary. There are several small windows on the southern flank of the property.

To the west is the garden of 88 Northcourt Road. The boundary has approx. 1.8m high close boarded fencing.

The area generally is of mature housing.

Proposal

The application, which has been amended since submitted, proposes the subdivision of the plot and erection of a detached one bedroom dwelling with rooms in the roof space. The proposed dwelling would have an asymmetric pitched roof and gable features to the east and west elevations.

At ground floor would be an open plan lounge, dining and kitchen with a bedroom, dressing room and bathroom on the first floor. A floor area of 60sqm.

The proposed dwelling would have a parking space to the front and a rear garden. The proposed dwelling would be set 1m off the north and south boundaries and 4.6m from the western boundary.

Relevant site history

None

Consultations

West Sussex County Highways:

Summary and context
WSCC in its role as Local Highway Authority (LHA) has been reconsulted for the above application, following the applicant's submission of amended plans. The LHA previous provided comment on this application, dated 16/01/2024, commenting that the proposed parking space would be slightly short of the minimum specifications for a parking space as set out in the Manual for Streets (MfS). From inspection of the amended plans, the parking space has been altered to meet the specification.

The proposal is for the demolition of an existing garage and erection of a 1-bedroom chalet bungalow. The site is located on Normandy Road an unclassified residential road, subject to a speed restriction of 30 mph.

Access and visibility
The proposed 1-bed dwelling will make use of an existing access point. A new access point is proposed to serve the existing 2-bed dwelling, having inspected West Sussex mapping the are no apparent concerns with visibility for this new access point. The proposed access works will be subject to a vehicle crossover (VCO) licence obtained through the local Highway Area Office. The proposed VCO would be constructed to a specification agreed with the local Highway Area Engineer.

Parking and Turning
The applicant proposes three car parking spaces for the development. The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least three car parking spaces. Therefore, the LHA is satisfied with the proposed level of parking provision.

From inspection of the plans, the proposed parking bays are suitably sized. On-site turning does not appear achievable, so cars may have to exit the site in reverse gear. However, this is not anticipated to give rise to an adverse highway safety impact, owing to good forward visibility in this location. Neighbouring

properties operate similar access arrangements with no known highway safety concerns.

In addition to the above, no details regarding cycle parking provision have been provided. Cycling is a viable option in the local area and the LHA would request that secure cycle parking provision for at least one bicycle be provided to serve the proposed dwelling, as per WSCC Parking Standards

Sustainability
The site is situated in a sustainable town centre location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. The site is also well connected by public transport, with regular buses available from Northcourt Road close to the junction with Normandy Road. Worthing Train Station is situated approximately 650m South of the site.

Conclusion
The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions
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.

Informative
Vehicle Crossover – Minor Highway Works
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 because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following

web page:
http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways-licence/

Southern Water:

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

UKPower Networks

While we have no objections, points to note:

We may have Electrical equipment within the boundaries. And all works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices.

There may be underground cables on the site and prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.

Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.

Adur & Worthing Councils

Environmental health

EHO Private Sector Housing

No objections on PSH grounds

EHO (Public Health)

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

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,
-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

Drainage Consultant

Following a review of the submitted information, **we would recommend the approval of the application** with the following condition attached.

Condition 1: Construction shall not begin until a detailed surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must prioritise the use of source control Sustainable Drainage Systems (SuDS) in consideration of the Non-Statutory Technical Standards for SuDS and demonstrate no increase in flood risk as a result of the Proposed Development with sufficient supporting evidence provided to support its viability including supporting calculations for the 3.33% AEP (1 in 30 year) plus climate change, and the 1% AEP (1 in 100) plus climate change critical storms. The drainage scheme will follow the hierarchy of preference and discharge surface water at rates as close as reasonably practicable to that of greenfield. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To ensure the flood risk is adequately addressed and not increased in accordance with NPPF and Policies of Adur and Worthing Council.

Expiry Date - 28/02/2024

Representations

3 Normandy Road: Consideration be given to the proximity of the dwelling so as not to block out light to multiple windows on the south elevation of the property.

88 Northcourt Road: No objection

Relevant Planning Policies
National Planning Policy Framework (2023)
National Planning Practice Guidance
Guide for Residential Development (SPD)
CIL

Worthing Local Plan 2020-2036
SP1 (Presumption in Favour of Sustainable Development)
SP2 (Climate Change)
SP3 (Healthy Communities)
DM1 (Housing Mix)
DM2 (Density)
DM5 (Quality of the Built Environment)
DM6 (Public Realm)
DM15 Sustainable transport and active travel
DM16 (Sustainable Design)
DM18 (Biodiversity)
DM19 Green Infrastructure
DM20 Flood Risk and Sustainable Drainage
DM21 Sustainable Water Use & Quality
DM22 Pollution

Planning Assessment

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).

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).

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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 fifth HDT was published 19 December 2023 outside this AMR's monitoring period. In this latest test Worthing scored 33% and as a consequence the presumption in favour of sustainable development applies. 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.

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

The Council's SPD 'A Guide to Residential Development' describes infill development as development that fills a restricted gap in the continuity of existing buildings where the site has existing building curtilages adjoining on at least two sides. It states that infill development requires sensitive design and good landscaping if new buildings are to be fitted successfully into small sites in established residential areas, and that "insensitive infilling that will negatively impact on areas character or amenity will be resisted" (paragraph 4.33). Infill development should contribute to the character of the existing locality. In broad

terms, a proposal that fails to complement the local area in terms of design, density and layout will be refused.

The site lies within the built up area boundary on former garden/parking land. The preamble to adopted policy DM5 states:

'Private residential gardens within the built up area are now excluded from the definition of previously developed land. Inappropriate development of residential gardens will be resisted but their development in some circumstances may be acceptable. Applications for development of private residential gardens will be considered carefully and each case will be determined on its own merits. A range of issues, including the size and shape of the garden, impact on neighbouring dwellings, biodiversity, density, and the character of the area, will all be taken into account.'

The site is within a sustainable location, within walking/cycle distance of local services and amenities and well connected by public transport, with regular bus services from nearby Northcourt Road and Worthing Railway Station. There is no objection in principle to the subdivision of the existing plot to provide a detached dwelling house. The key considerations are the effects on visual amenity and local character, the amenities of existing and future occupiers, access and highway safety matters and biodiversity.

Character, appearance and suitability

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).

Normandy Road and Northcourt Road are residential in character with primarily two storey housing. There is a mixture of styles and ages of properties and plot sizes.

The application site comprises a detached brick built house with tile hung detail which lies on the corner of Normandy Road and Northcourt Avenue. The property is relatively well screened with mature hedging, wall and fence. The application site lies at the rear of the site and currently comprises a detached double garage with flat roof, it is set back on the rear and side boundary and not prominent in the street scene. To its north is No 3 Normandy Road a semi-detached property which is set further forward on the street although still set back enough to provide parking on the frontage. No 3 has a double height bay to the frontage with gable feature above.

The proposed dwelling is described as a bungalow although it has rooms in the roof space. The proposed dwelling is further forward on the site than the existing garage although still proposed to be situated slightly behind No 3 in frontage terms to its north. It would be forward of the frontage of No 1 the host dwelling.

The design of the proposed dwelling shows a gable feature to the frontage with feature first floor window in the gable. The design is relatively simple and although being a smaller dwelling in the street scene in view of the range of styles and setbacks and the existing double garage on the site it is not considered that the dwelling would be unduly prominent or out of character.

The style and set back of the proposed dwelling with the two different house types either side would retain the transition between the full two storey developments either side.

The amendments made to the design and appearance of the dwelling which include amending the first floor layout and position of the windows as well as biodiversity enhancements ensure that the proposal would respect the prevailing character of the street scene and generally make a positive contribution to the distinctiveness of the area.

Part of the front garden for the host dwelling would be replaced with hardstanding to provide 2 parking spaces for No 1. This would involve the removal of a section of wall to the front boundary and the installation of a dropped kerb. The existing driveway serving the garage would be retained and parking provided for the new dwelling. The majority of parking in the road is already provided on the frontage. The proposal would retain existing trees and walling to retain and soften the frontage.

The proposed dwelling will be of matching brick and tile with the host dwelling which also complements surrounding development, a condition to ensure matching materials is considered appropriate.

In view of the appropriate design and scale it is considered that a dwelling would be acceptable and would not have a detrimental impact on the character of the area.

Residential amenity – Future Occupiers

Internally the new dwelling would provide a kitchen/dining room, living room, and hallway at ground floor with stairs leading up to 1 bedroom, a dressing room and bathroom. The Gross Internal Area of 60sqm exceeds the minimum GIA of 58sqm (for a 1-bedroom, 2P dwelling over 2 floors) as set out in the Government's Technical Housing Standards - Nationally Described Space Standard.

The dwelling is orientated east /west with windows in both elevations and a good outlook and a good standard of natural light.

Sufficient private outdoor amenity space would be provided by the rear gardens for both the host and new dwelling. Additional amenity space would be provided to the front of the new dwelling giving a total of 93sqm (including the parking). Although not all at the rear the size and configuration would provide a good amenity space for a one bedroom dwelling.

Provision for bin storage is to the south side of the house behind a fence and gate.

A good standard of living accommodation and outdoor amenity space would be provided for the proposed dwelling and retained for the host dwelling.

Residential amenity – effect on existing dwellings

The neighbours principally impacted upon by the development are those at the rear and to either side.

The host dwelling

The host dwelling has a wraparound garden mainly private to the south, east and north. The side/rear garden to the north facing onto the garage has a single storey extension on the north elevation with windows to the north side and east side. There are also first floor windows facing north towards the proposed dwelling.

The proposed dwelling would be a small scale dwelling with no windows in the south elevation facing the host dwelling. The proposed dwelling would be situated 1m off the boundary and approx. 2.8m from the single storey extension and approx. 5.6m from the main dwelling. The proposed dwelling would be set further forward therefore not all directly behind the host dwelling. The proposed property would be north to north east. Due to the orientation, the size and height of the property it is not considered that it would cause detrimental loss of light or visual impact. There would be no inter-looking between the properties.

Neighbour the north

To the north is No 3 Normandy Road a semi-detached house which is situated approx. 1-3m from the boundary. The boundary contains a low wall. There are several windows in the side south elevation facing the application site. The occupants of No 3 have raised concerns about light and visual impact.

The proposed dwelling would be set off the boundary by a further 1m and set forward on the site. There are no proposed windows in the north elevation facing No 3 Normandy Road. The windows in the south elevation to No 3 appear to be a hall window and secondary window at ground floor and a landing and bathroom at first floor. Due to the proposed siting and height of the proposed building the most effected window is the ground floor hall window. Although there is potential for some loss of light and visual impact to this window, in view of its use as a non-habitable room it is not considered that the application could be refused on loss of light to this window. The other windows on this elevation to No 3 are already

partly impacted by the existing garage and the first floor windows would be beyond the proposed siting. It is not considered that the proposed dwelling would cause detrimental loss of light or visual impact.

Neighbours at rear

The property to the rear 88 Northcourt Road has the rear element of its garden closest to the proposed dwelling. The proposed dwelling would be situated approx. 4.6m from the boundary, the rear garden being the nearest element. There is fence between the properties. The application shows windows at the first floor to the west elevation facing No 88 would be to a dressing room, the plans show this window as fixed with obscure glazing below 1.7m. The bathroom window would be a roof light window. The proposed property would be east and as such would not cause detrimental loss of light to the rear end of the garden of No 88.

In view of the siting off the boundary, the orientation and no overlooking at first floor, it is considered that the proposal would not have a detrimental impact on No 88 Northcourt Road.

Access and Highways

The application would provide a single parking space for the proposed dwelling and provide for two spaces for the host dwelling. A condition to secure the parking in line with WSCC Highways comments would be appropriate.

The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least three car parking spaces. Therefore, the LHA is satisfied with the proposed level of parking provision.

There are no apparent visibility concerns with the proposed additional access onto Normandy Road and the proposed development is not anticipated to give rise to a significant material intensification of movements to or from the site.

The application has not shown any cycle parking, one cycle space is required. This can be dealt with by condition.

The site is within a sustainable location, within walking/cycle distance of local services and amenities and well connected by public transport. There would be no unacceptable impact on highway safety or the operation of the highway network resulting from this proposal and there are no transport grounds to resist the application.

Sustainability

DM16 of the WLP 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).

The applicant's agent has indicated that there is no south facing glazing to limit overheating. The dual aspect windows at the front and rear of the property allow for natural cross ventilation. Floor insulation and glazing can be enhanced and a SAP calculation report will be produced. All lighting will be energy efficient and high efficiency heating will be installed.

Ecology and biodiversity

Policy DM18 requires new development (excluding change of use and householder) to provide a minimum 10% net gain for biodiversity. The applicant's agent indicates that due to the existing garage being at the rear of the proposed site, most of the ground is hard standing. The proposal pushes the building forward allowing for a garden at the rear that will contain a variety of planting and grasses to provide food and habitat for wildlife. The largest mature trees are being retained. A wildflower mix will be used around the site and Bird/bat boxes will be installed. A Water butt is shown to the rear. A condition securing the described biodiversity additions is considered appropriate as part of a landscaping scheme.

Drainage

Policy DM20 of the Worthing Local Plan (2023) outlines that developments should use Sustainable Drainage Systems to reduce the risk of flooding on and around the site. The drainage consultant has requested details of a surface water drainage scheme following a review of the application which will be secured by condition.

CIL

The applicant's agent has indicated that the scheme will be a self-build. A form is required for assessment.

Recommendation

APPROVE, subject to the following conditions:-

1. Drawing Numbers
2. Standard time limit
3. Matching materials
4. Surface water
5. No additional windows
6. Obscure glazing to west first floor and roof light windows
7. Boundary treatment

8. Details of cycle parking
9. Parking Spaces
10. Construction Management Plan
11. Bin Storage
12. Hours of construction
13. PD withdrawn extensions
14. Landscaping and ecology

Informatives

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.

Change of address
Southern water connection
CIL
Vehicle crossover
UK Power Networks

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

Case Officer: Jackie Fox Date: 09/04/24

Authorised by: Louise Prew Date: 09/04/2024