Expiry Date - 07/10/2025
Extension of Time -

Development Management – Delegated Officer Report

Application Number: AWDM/1040/25 **Recommendation: – APPROVE**

Site: 36 Ethelwulf Road Worthing West Sussex BN14 7NF

Proposal: Single storey front extension and garage conversion to habitable room (dining room)

Date of Site Visit: 19/09/2025

Neighbours Checked: Y

Additional Neighbours Notified: N

Site and Surroundings:

The site is located on the corner of Ethelwulf and Peverel Road within a residential area of Worthing. The property comprises a detached two storey house with brick and render elevations a tiled hipped roof and small single storey front projection with tiled roof above. The property is a more recent addition to the road, approved in 2004. The property is set back from the road behind a brick wall, small front garden and paved driveway leading to the integral garage. There is parking for a vehicle to the front of the garage. There is a garden to the rear and a private road to the west side of the property leading to the properties at Parkfield Court to the rear.

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

Proposal

Planning permission is sought for a single storey front extension, in front of the garage, measuring 2.8m wide x 1m deep, mirroring the existing single storey projection to the front and continuing the hipped roof form across at the same eaves and ridge height. The recessed front door with roof over would be retained.

The extension would be finished in bricks and tiles to match the existing building with a window to the front.

The integral garage would be converted to habitable use as a dining room.

Relevant Planning History:

03/01392/FULL - Erection of one x two storey three bedroom detached dwelling house with integral garage
STATUS: Conditional Consent 15th January 2004.

Consultations

WSCC Highways: *This application seeks the erection of a single-storey front extension and garage conversion to habitable room. The site is located on Ethelwulf Road, an unclassified road subject to a speed restriction of 30 mph.*

An existing garage will be lost as part of the proposals. However, I do note that the garage as existing does not meet the minimum internal specifications for a single-bay garage of 3m x 6m as outlined in Manual for Streets (MfS). Therefore, the LHA would not consider the existing garage for parking provision, as it is likely too small to accommodate modern sized cars. It is not unreasonable for the LHA to assume the garage could be being used for other purposes, such as storage. Therefore, no concerns would be raised in regards to loss of parking provision.

Notwithstanding the above, an existing driveway is to be retained with space for 1-2 cars. The LHA would not anticipate that such proposals would give rise to a highway safety or parking capacity issue in this location.

In summary, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

Neighbour Representations

None received

Relevant Planning Policies:

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

Planning Assessment:

There is no objection in principle to extensions and alterations to residential dwellings within the built-up area. The key considerations are the effects on the visual and residential amenities of the locality.

Visual Amenity

The property is smaller in scale than surrounding properties and is a later addition to the street scene (2004). The building is set back behind the front elevation of No.34 to the east.

The proposed extension to the front would be visible from the road, however due to the set back position of the property it would not extend beyond the established building line formed by the adjacent properties to the east of the site. The proposal would mirror the existing front projection to the property matching this in design, form, materials, depth and height, reflecting the character of the existing building. The single

storey height and small scale of the proposal would ensure that the extension remains subsidiary to the main building.

The proposed extension would not appear dominant or intrusive in the street scene or have any adverse impact on the visual amenities of the locality.

Residential Amenity

The neighbours most affected by this proposal are those to the east side at No.34.

The extension would project 1m further forwards than existing, at a height of 2.45m high to eaves and 3.25m high to the ridge and would be adjacent to the boundary with No.34. There is a window to the side of No.34 serving the entrance hall, a non-habitable room. The proposed extension would not project directly in front of this window and would be set back just behind this. The proposed extension is small in scale and would not appear overbearing or oppressive to the neighbours or diminish light to habitable rooms. No openings are proposed to the side elevation and no overlooking or loss of privacy would occur.

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

Parking

Conversion of the garage as proposed by this application would result in loss of a garage parking space. It is noted that conditions on the original application required retention of the garage for parking of vehicles, however WSCC Highways state in their response that the garage does not meet the minimum internal specifications for a garage and therefore do not consider the existing garage for parking provision, as it is likely too small to accommodate modern sized cars. No objection is raised in relation to loss of the garage.

Parking for 1-2 cars can be accommodated on site, on the existing driveway and the proposal is not considered to give rise to a highway safety or parking capacity issue in this location.

Recommendation:

APPROVE subject to the condition:-.

1. Drawing Numbers
2. Standard time limit
3. Matching materials
4. No openings to east side elevations of building or extension

Informative

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and

subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

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

Case Officer:	Amanda Haslett	Date: 02/10/25
Authorised by:	Peter Barnett	Date: 2 October 2025