

Development Management – Delegated Officer Report

Application Number: AWDM/0371/26

Recommendation: – APPROVE

Site: 6 Celandine Road Worthing West Sussex BN13 3FW

Proposal: Loft conversion with front and rear rooflights and conversion of attached garage into a habitable room.

Date of Site Visit: 31/03/2026.

Neighbours Checked: Y

Additional Neighbours Notified: N

Site and Surroundings

The site, 6 Celandine Road, is situated within a recent largescale development of housing where some permitted development rights have been removed. The application site itself is a two-storey semi-detached dwelling with a pitched roof. A private garden containing a patio area is situated to the rear of the property enclosed by close-boarded fencing. A pitched-roof garage is attached on the left-hand side of the property with a driveway in front.

The property is not a listed building and is not located within a conservation area. There are no Tree Preservation Orders affecting the site.

Proposal

Planning permission is sought for a loft conversion with front and rear rooflights and the conversion of the attached garage into a habitable room.

There are to be four velux rooflights in total, with two at the rear and two at the front.

The conversion of the attached garage into a habitable room will involve the removal of the existing garage door, partial infilling of the opening, and the installation of uPVC windows.

Relevant Planning History:

11/0275/OUT - Outline application for development of land north of Fulbeck Avenue, West Durrington, for residential development (up to 700 units), recreation, community and education purposes; ground stabilisation; and speed management measures on Titnore Lane. Principal vehicular access and bus routing via Fulbeck Avenue, with Tasman Way providing vehicular access limited to the community facilities and bus routing, and Cherwell Road providing emergency vehicular access only.

STATUS: Application Permitted 27th April 2012.

AWDM/0569/14 - Application for approval of Reserved Matters pursuant to Planning Permission WB/11/0275/OUT relating to the appearance, landscaping, layout and scale of 93 dwellings in Areas 1b and 2b.

STATUS: Application Permitted 25th February 2015.

Consultations

Environmental Protection, Environmental Health & Licensing

“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.”

WSPCC Highways

“WSPCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for a proposed loft conversion with front and rear rooflights and conversion of attached garage to habitable room. The site is located on Celandine Road, an unadopted road – as such, these comments should be considered as advice only.

The existing garage will be lost as part of the proposals. Consequently, the proposals may result in one additional car needing to be parked on street. The LHA would not consider that this would give rise to a highway safety concern, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view. One existing off-street car parking space on the driveway is to be retained.

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.”

WSP- Sustainable Water Management Officer

“Thank you for your consultation on the above site. We have reviewed the application as the drainage consultant acting on behalf of the Council and wish to make the following comments.

The applicant is applying for a loft conversion with front and rear rooflights and conversion of attached garage into a habitable room. The application is to Worthing Borough Council.

Following a review of the submitted information, we have no objection on surface water grounds. Due to the size, site, location and type of development, we would recommend the approval of the application."

Southern Water

"Southern Water has determined that the flow rate for the above site will remain consistent, so capacity is not an issue, and no Southern Water assets will be affected. Therefore, Southern Water has no objections to this proposal. Please note surface water should not be disposed of into a public foul sewer and must comply with the Hierarchy of H3 of the Building Regulations. For more details, refer to the Drainage and Waste Disposal: Approved Document H on the GOV.UK website. Any new connections to the public sewerage system will require a New Sewer Connection application (also known as a Section 106) to be submitted and approved by Southern Water. Due to legislative changes effective from 1st October 2011 regarding the ownership of sewers, it is possible that some previously private sewers, now deemed public, could be crossing the above property and may not be shown on Southern Water records. Therefore, if any additional sewers are discovered during construction, an investigation will be required to determine their condition, the number of properties served, and potential access methods before any further work can proceed on site."

Neighbour Representations

West Durrington Resident's Association

"Thank you for reaching out and inviting us to provide formal comments regarding the proposed conversion of the garage at 6 Celandine Road.

As you've highlighted, this development consists of both private and yet-to-be-adopted sections and this road in particular forms part of a regular bus route. At present, parking is a significant concern across all roads within the development, primarily because residents do not make use of their allocated parking spaces, that under WSCC guidance includes garages. In addition, the garages themselves are generally too small to accommodate most modern vehicles.

Focusing on Celandine Road specifically, residents typically park on one side of the street, which prevents two-way traffic but fortunately does not interfere with the operation of the bus service, although it does often result in traffic having to wait when turning into Celandine Road from Sunflower Street. Visitor spaces are also regularly used by residents, leaving little to no capacity for additional visitor parking along the road. It's worth noting that West Sussex County Council did not consider it necessary to implement restricted parking in this area.

In terms of the current application, converting the garage into a habitable room would reduce the allocated parking for the property from two spaces to one. However, as the garage is not currently used for parking, this change is unlikely to have any immediate impact on the parking situation for this property or the wider street. That said, allowing this conversion could set a precedent for similar applications in the future, which may have longer-term implications for parking across the development which is something

that the current RMC directors are struggling to resolve until full road adoption is completed as parking restrictions on private roads will result in additional parking on unadopted roads.

I hope these observations are useful. Please let us know if you need any further clarification or would like to discuss this matter in more detail.”

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 proposed loft conversion with rooflights is a minor alteration to the property. Externally, the only noticeable difference on the roof will be the four rooflights. The proposed Velux rooflights are considered acceptable in size and position and will not result in any adverse visual impact.

The proposed conversion of the attached garage into habitable accommodation will involve the removal of the existing garage door, infilling of the opening, and the installation of windows. This alteration will be visible from the street, but will not result in any adverse visual impact.

Residential Amenity

Firstly, the proposed conversion of the attached garage into a habitable room will not result in any material harm to neighbouring residential amenity. The key consideration in this case relates to the four proposed rooflights. The two rooflights at the front of the property face the public highway and, given their orientation and typical separation distances, will not give rise to overlooking, loss of privacy or loss of light.

The two rooflights to the rear have the greatest potential to affect neighbouring occupiers. The properties most likely to experience any change are those to the sides at 4 Celandine Road and 2 Aster Vale, and 4 Aster Vale to the rear.

In considering the potential for overlooking, regard is had to the recent planning history at No. 4 Aster Vale. Planning application AWDM/0582/22, which proposed a loft conversion including a rear dormer, was refused and subsequently dismissed at appeal due to overlooking concerns. A revised scheme under application AWDM/0400/23 for a front dormer plus front and rear roof lights was subsequently approved. The Officer's Report notes that permitted development rights under Class

C allowing for the insertion of roof lights was not removed by the above-mentioned Outline or Reserved Matters permissions. The current proposal is comparable in that it incorporates rooflights rather than dormer projections. As a result of the above, the rooflights can be carried out as permitted development and do not require planning permission.

As such, it is just the conversion of the attached garage that expressly requires planning permission out of the proposed works within this planning application.

Highway Safety

Condition 12 of the Outline planning permission WB/11/0275/OUT requires garages to be retained for parking purposes and therefore planning permission is required in this instance for the conversion of the attached garage into habitable accommodation.

The proposal would result in the loss of the existing garage parking space. One off-street parking space would remain available on the driveway in front of the garage; however, this would not fully accord with the parking demand likely to be associated with the resulting four-bedroom dwelling. Consequently, the proposal has the potential to increase reliance on on-street parking.

In assessing this issue, consideration has been given to the characteristics of the surrounding highway network, representations received, and the potential cumulative impacts arising from similar garage conversions within the wider estate. There is a concern that approving this application could establish a precedent for further garage conversions, which in turn could contribute to increased on-street parking pressures across the development. These concerns broadly reflect those raised by the West Durrington Residents' Association, who note that parking is already a significant issue within the estate and highlight the potential for cumulative impacts arising from the loss of allocated parking spaces.

The Residents' Association also advise that Celandine Road forms part of a regular bus route and experiences parking stress with vehicles commonly parking on one side of the carriageway and visitor spaces frequently being utilised by residents. However, it is also acknowledged within their comments that garages within the development are generally too small to accommodate most modern vehicles and are not always used in practice for parking purposes. It is noted that the garage in question is not currently used for parking, and this is a material consideration in the assessment of the proposal.

Sensitivities about on-street parking pressures relate primarily to the main distributor roads through the wider estate and those such as Celandine Road which form part of the bus route rather than the internal residential estate roads. As such, whilst concerns about present and cumulative impacts are relevant, the risk of a wider harmful precedent resulting in significant or severe highway safety impacts across the estate is considered to be limited.

It is also material that the existing garage is of limited dimensions and is considered unlikely to comfortably accommodate many modern vehicles. In addition, it is noted from local representations that garages within the estate are often not used for their

intended parking function. As a result, the garage is unlikely to function effectively as a practical parking space in day-to-day use, reducing the weight that can reasonably be attributed to its retention for parking purposes.

The Local Highway Authority has been consulted on the application and has raised no objection. In particular, the Highway Authority has confirmed that the proposal would not give rise to a severe highway safety impact. While some additional pressure on on-street parking may occur, this is not considered sufficient to justify refusal of the application on highway safety grounds.

Furthermore, it is acknowledged that the amenity impacts associated with parked vehicles along this section of Celandine Road are likely to lessen over time once the land opposite the site has been developed, resulting in a more enclosed and urbanised street scene. The Residents' Association also refer to ongoing uncertainties regarding parking management and future adoption arrangements within the wider estate; however, these are not matters which alter the planning balance in respect of the current proposal.

Taking all matters into account, it is considered that the loss of the garage parking space would not result in unacceptable harm to highway safety or the character and functioning of the surrounding area.

Recommendation:

APPROVE subject to condition(s): -

1. Drawing Numbers
2. Standard time limit
3. Matching Materials

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: Tom Westerman Date: 26/05/2026

Authorised by: Jo Morin Date: 27.05.2026