Expiry Date - 19/07/2023

Development Control – Delegated Officer Report

Application Number: AWDM/0631/23 Recommendation – APPROVE

Site: 23 Brougham Road Worthing West Sussex BN11 2NR

Proposal: Vehicle access and associated frontage hardstanding

Date of site visit: 12/06/2023

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application property is located within a predominantly residential area to the north of Brougham Road, a C-classified road. The property comprises a mid-terraced two-storey household with rooms in roof. The property has a moderately sized front garden set behind a decorative flint and render wall with brick pier to front of pathway. Along with the pathway which is situated to the west, the front garden comprises a mix of shrubberies and other forms of vegetation, one of which spills over the front boundary wall onto the public realm.

The front gardens of mid-terraced properties along this terraced row share the characteristics of a flint wall and brick pier to front of their respective boundaries with vegetation aplenty relative to the modest and constrained garden sizes. The exception is the end-of-terrace properties No. 17 and No. 27 which have converted their front gardens into driveways. There are also other examples of converted front gardens into driveways along Brougham Road further west of the application property; No.9 and No. 11 Brougham Road.

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 to install a vehicular access with dropped kerb onto Brougham Road. The vehicular access would involve intersecting the public highways (pavement) before joining the road.

The driveway would comprise gravel with raised brick to front. The pathway to the west of the property would be retained along with a 300mm stretch of flint wall to the east of the front boundary which is to be made good. A raised bed is proposed to the rear of the driveway.

Expiry Date - 19/07/2023

Relevant Planning History:

Previous application at the application property for provision of a vehicular access onto a classified road refused under 02/00651/FULL, decision issued 09/08/2002.

Approvals for vehicular accesses to the end-of-terrace properties for No. 27 (decision issued 04.06.1990) and No. 17 (decision issued 15.03.1949).

Consultations:

WSCC Highways Authority:

This proposal is for the creation of a dropped kerb access and hardstanding. The site is located on Brougham Road, a C-classified road subject to a speed restriction of 30 mph in this location.

The applicant proposes a dropped kerb fronting the property, with an approximate width of 3m. The proposed access would be subject to a Vehicle Crossover (VCO) licence obtained through the local Highway Area Office and constructed to a specification agreed with the local Highway Area Engineer.

From inspection of WSCC mapping, there are no apparent visibility concerns with the proposed point of access onto Brougham Road. The proposed driveway is of suitable size to accommodate one car parking space.

On-site turning does not appear achievable, so cars may have to exit the site in a reverse gear. However, this is not anticipated to give rise to any adverse highway safety impacts in this location, due to acceptable visibility either side of the proposed access point. Neighbouring properties operate similar access arrangements with no known highway safety concerns.

In 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 111), and that there are no transport grounds to resist the proposal.

The LHA have advised that an informative be applied to the permission in relation to Vehicle Crossover (provided in the informative section of this report).

Representations: None received

Relevant Planning Policies

National Planning Policy Framework (HCLG 2021)
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, including the creation of a driveway and dropped kerb. The key considerations for this planning application are the effects on highway safety and the visual and residential amenities of the locality.

Highway safety

Contrary to the previous refusal for a vehicle access at this property under 02/00651/FULL the Highways Authority has confirmed that it is satisfied that the proposal would not result in an 'unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network.' Therefore, there are no highways grounds to resist the proposal.

Visual and Residential Amenity

As previously mentioned, there are other examples of vehicular accesses onto Brougham Road in the surrounding area, most notably via the end-of-terrace properties along this terraced row (No. 17 and No. 27) which have been long established. Additionally, properties further west No. 9 and No. 11 Brougham Road also have vehicular accesses.

The proposed front access and hardstanding would result in the loss of the aforementioned ample vegetation in the front garden along with part of the decorative flint and rendered front boundary wall and brick pier which contributes positively to the visual quality and character of the local area. Notwithstanding, the vegetation does not form part of a TPO and its clearance would not significantly alter the visual quality of the surrounding area as vegetation is still abundant in the adjacent neighbours' front gardens. Similarly, whilst the loss of the brick pier and flint and rendered wall would result in a less aesthetically pleasing appearance, the applicant has made an effort to conserve its appearance as far as is practical and possible by agreeing to retain a 300mm stretch to the easterly side of the front boundary, and to make good the edges by repairing and rendering. In view of the above, it is considered that the removal of these features and replacement with a vehicular access and hardstanding would not be so materially harmful to the visual amenities of the area to justify refusal on these grounds.

The gravel driveway would occupy the majority of the front garden space, the side (west) pathway is to be retained, and a raised bed would be situated to the rear to partly compensate for the loss of vegetation. The applicant is urged to retain any existing vegetation where possible in order to enhance the appearance of the property. The proposed driveway is considered to be of a typical size given its location within a mid-terraced plot. By contrast, the end-of-terrace driveways benefit from a larger plot and therefore a larger driveway.

In view of the above, the proposed driveway would not dominate views and would not appear out of keeping in this setting.

Vehicle activity would be consistent with a domestic dwelling as is already evident in the surrounding area and the formation of a vehicle access/hardstanding would have no adverse amenity impacts for neighbours.

Recommendation

APPROVE subject to Conditions:-

1. Approved Plans
2. Standard Time Limit
3. Raised Brick to Front

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 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. Additional information about the licence application process can be found at the following web page:

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: 17/07/2023

Expiry Date - 19/07/2023

Authorised by: Jo Morin Date: 19.07.2023