Expiry Date - 17/09/2025
Extension of Time -

Development Management – Delegated Officer Report

Application Number: AWDM/0794/25 **Recommendation: – APPROVE**

Site: **STREET RECORD Heene Place Worthing West Sussex**

Proposal **Resurfacing of southern part of the road in tarmac and installation of removable parking bollards**

Date of Site Visit: 01.08.2025

Neighbours Checked: Y

Additional Neighbours Notified: Y – Brympton Cottage (amended plan)

Site and Surroundings

The application relates to the southern half of the road carriageway comprising Heene Place, a private road.

The southern half of Heene Place is in very poor condition consisting of broken up areas of patched tarmac laying on top of the original cobbled surface. The surface is uneven with many large potholes. In places the underlying cobbles have become exposed and loose, some having eroded away altogether. There is a pavement on the west side, which has different surface treatments along its length. The pavement lies outside the red line of the application site area.

The northern half of Heene Place has a tarmac surface. There is a pavement on both sides of the road with double yellow line markings on the east side of the carriageway and (approximately 11no) low bollards interspersed within the pavement edge on this side to prevent parking on the pavement.

To the south is the junction with Brunswick Road, an adopted road with narrow pavements on both sides, street lighting and marked out parking bays within the CPZ (controlled parking zone).

The southern part of Heene Place is within the Marine Parade and Hinterland Conservation Area.

Proposal

Permission was granted earlier this year for re-surfacing of the southern half of the road carriageway in tarmac and installation of 15no removable bollards at intervals along the road (AWDM/0845/24). A condition of the planning permission requires the bollards to be cast iron.

The current full planning application is a revised proposal for surfacing the southern half of the road carriageway in tarmac and installation of 22no removable cast metal bollards at intervals along the road.

The increased number of bollards – primarily on the east side of Heene Place - has arisen to include the preferences of other additional interested parties (not previously involved as part of the earlier submission). The proposed change in the material of the bollards to 'cast metal' is because the previously approved cast iron bollards would be too heavy to be 'removable'.

The application is made by the Heene Place Residents. As before, as ownership of the road is unknown Certificate C on the application form has been completed and a Notice published in the Worthing Herald.

Relevant Planning History:

AWDM/0845/24 - Resurfacing of southern part of road carriageway in tarmac and installation of 15no removable parking bollards
STATUS: Application Permitted 31st March 2025.

Consultations

WSCC: The Local Highway Authority has raised no objection commenting:-

"*This application seeks the resurfacing of the southern part of Heene Place with tarmac and installation of removable parking bollards. This section of Heene Place is privately maintained, so WSCC as Local Highway Authority (LHA) are limited in their ability to comment on the proposals in respect of the impact on the maintained highway network. But having reviewed the submitted plans, the LHA would not anticipate that the proposals would give rise to a highway safety or capacity concern.*

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."

Southern Water

Southern Water records show the approximate position of SW existing 300ml sewer and 3-inch water main assets underneath the road. Should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

The Worthing Society Object, commenting

I have now had the opportunity to discuss the proposal with our Heritage Team. We consider that the cobble surface contributes positively to the architectural and historic character of this part of the CA. It is unfortunate that the surface has fallen into disrepair. However, the failure to maintain the area should not be a contributory factor to deciding to resurface with tarmac. The Conservation Area Appraisal Document (CAAD) refers to Heene Place as follows: *'At the rear of Heene Terrace is Heene Place, a terrace of modest cottages converted from the Mews to Heene Terrace.*

These buildings have considerable local historic and architectural interest. The street itself also is of considerable interest in that underneath the poorly maintained wearing surface, the original cobble surface still survives.'

In summary we submit that the cobble surface is an important element. We consider a tarmac surface would harm the appearance and setting of the CA which would not be consistent with the Planning (Listed Building Conservation Areas) Act 1990.

The Worthing Society previously commented in relation to AWDM/0845/24:

"Heene Place is within the Marine Parade and Hinterland Conservation Area. The plans relate to the resurfacing of the southern part of a private road together with the installation of 15no parking bollards. We appreciate the need to resurface the area which has apparently become dangerous. However the Conservation Area Appraisal document states that one of the 'Enhancement Opportunities' for Heene Place is as follows: 'Improve the road surface in Heene Place, probably reinstating the original cobble surface'. The present application may afford the opportunity to achieve this, or a similar surface to better complement the area rather than a tarmac finish. Regarding the bollards we have noted they will restrict the traffic flow on the east side and although they appear to be of good quality they may detract from the setting of the cottages."

Relevant Planning Policies:

Worthing Local Plan policies (WBC 2023): SP1, DM5, DM15, DM24
National Planning Policy Framework (MHCLG 2024)
National Planning Practice Guidance
Marine Place and Hinterland Conservation Area Appraisal

Planning Assessment:

The key considerations are the effects on highway safety, visual and residential amenity and on the historic character and appearance of the Conservation Area.

The previous planning permission granted under AWDM/0845/24 is a material consideration of substantial weight.

There is a statutory duty to have regard to the desirability of enhancing or preserving the character or appearance of the conservation area.

In granting permission consideration was given to the relevant national and local planning policies as well as the Marine Parade and Hinterland Conservation Area Appraisal. The latter explains the evolution of West Worthing and the historic significance Heene Place as the original mews to (the Grade II listed) Heene Terrace. Only the southern part of Heene Place is within the Conservation Area incorporating the terraced properties on the west side of the road comprising Nos 1-7. Nos 1-6 consist of the original 2-storey mews buildings, converted and sub-divided into to residential dwellings many years ago. No.7/7A is a modern redevelopment carried out in a sympathetic cottage style, as is 1-10 Sirena House attached to the north, and 1-10 Cavendish Mews opposite on the East side of Heene Place. Several of the original

cottages retain their ground-floor stable/carriage door openings, whilst others have replaced the original openings with windows, including several with plastic ‘bow’ windows. Whilst the introduction of new entrance doors, and ad hoc adaptation of the original door/window openings has resulted in the cottages suffering some loss of original character, they retain a group value owing to their mews setting. The Appraisal highlights that the street itself is also of considerable interest in that underneath the poorly maintained wearing surface, lies the original cobbled surface.

The CA Appraisal goes on to identify the reinstatement of the original cobble surface as a possible enhancement opportunity.

The Planning & Heritage Statement submitted with the initial application (and resubmitted with this application) explains that the existing road surface in the southern part of Heene Place has long been in a bad state of repair. Evidence of the original cobbled surface below remains. However, given its lack of maintenance over time it states that the cobbled surface would take a significant level of work to bring back into a usable state, not to mention the cost. The Statement goes on to point out that the road surface to the north of Heene Place is tarmac, as are surrounding roads in the Conservation Area. It states the road surface has become unsightly and is not reflective of the surrounding area, noting whilst a cobbled street would be preferred, a tarmac surface would enhance the setting of the Conservation Area.

It is noted that the position of the Worthing Society has shifted since the previous application with an objection now being raised.

The road is not publicly maintained. Its surface has deteriorated over many years with ad hoc tarmac patching apparently taking place from time to time, but is now in a very poor, uneven condition which residents state is dangerous for both vehicles and pedestrians. This situation is made worse by some of the underlying cobbles having become loose, spilling and causing further damage to the road surface and increasing the potential risk of damage to vehicles and pedestrians. Ownership of the road is unknown. However, the current application is made by a group of Heene Place Residents seeking to take responsibility for halting further deterioration and improving the road surface.

It is noted that the CA Appraisal document references the enhancement opportunity of reinstating the cobbed surface as a possible enhancement opportunity, but in practical terms the likelihood of being able to achieve this is low, now and for the foreseeable future. There is no public body responsible for maintenance of the road, or any other realistic prospect of finances becoming available to fund the preferred alternative of repairing and reinstating the cobbled surface. In the meantime, the road surface, including the underlying cobbles, continues to deteriorate with the risk of more cobbles coming loose and being lost. The Applicant has confirmed that it is not the intention to remove the existing cobbled surface where it remains intact, but to try to remove the existing patched tarmac, fill in and level off the potholes forming a sub-base, with a thin binder course and tarmac surface applied to achieve as level a surface as possible without increasing the existing overall road level. It is inevitable that in carrying out the proposed works the existing loose cobbles will be lost.

As before, it is it acknowledged that some harm to the historic mews setting of Heene Place will occur as a result of the proposed works. However, it is also relevant that if nothing is done more of the original cobbles will become lose and be lost over time. It could reasonably be argued that the proposed works would at least allow what currently remains of the original fixed cobbles to be preserved in situ, albeit under a layer of tarmac. Consequently, it is considered the harm to the historic character of the Conservation Area will be 'less than significant' and will be outweighed by the public benefit of providing a safer road surface for vehicles and pedestrians, which although not the preferred option in heritage terms, will nevertheless result in an improvement to the appearance of the existing road and the visual environment of Heene Place.

The current application proposes 'cast metal' bollards on the basis that the cast iron required by a condition of AWDM/0845/24 would be too heavy to be 'removable' by the Heene Place residents who wish to control on-street parking in the road by this method. The proposed 'cast metal' bollard would be of the same traditional design as the previously approved bollard and can be required to be painted black. It is accepted it would offer a more practical solution in this situation than cast iron.

Residential Amenity

It is understood the latest application now proposing additional bollards on the east side of Heene Road has been made in response to discussions with additional parties in Heene Place and Brunswick Road, which have an interest in the proposals.

The current application has been publicised by site notice and neighbour notification letter. The necessary notices have also been published in the Worthing Herald.

Some noise disturbance and disruption for vehicles and pedestrians will be inevitable whilst the surfacing works are being carried out, however, this will only be temporary. It is considered the resulting improvement to the road surface will benefit all residents.

The introduction of removable bollards as a means of controlling on-street parking will benefit those residents involved in the latest application but it is considered will not harmfully detract from the amenities of others which rely on Heene Place for access.

Highway Safety

There is sympathy for the argument that the existing uneven road surface is unsafe for vehicles and pedestrians and that this situation will only worsen as the underlying cobbles loosen and are moved around by vehicles.

As well as the proposed resurfacing works, the opportunity is being taken by the residents to control on-street parking in the road through the introduction of removable bollards (instead of the temporary traffic cones currently used). As a private road, Heene Place lies outside of the CPZ on nearby roads where on-streeting parking is controlled and enforced. It lies within easy walking distance of the seafront and particularly during summer weekends can suffer from high levels of inconsiderate parking by those seeking to avoid parking charges on the seafront. The proposed removable bollards would be used to control on-street parking for the benefit of the residents and would not unacceptably detract from highway safety.

Recommendation

APPROVE subject to Conditions: -

1.Drawing Numbers
2.Standard time limit
3.All the bollards hereby permitted shall be of an identical design, matching that shown on the approved plan, consisting of cast metal and painted black.
4.The existing bound cobbled surface of the road shall be retained in situ and the new binder and tarmac surfaces laid on top. The level of the final surface shall not be raised above the that of the adjoining section of public road carriageway in Brunswick Road, or the adjoining tarmac surface existing to the north part Heene Place.
5.Upon completion of the works hereby granted, direct vehicle and/or pedestrian access to or from Heene Place shall be reinstated to all properties which currently benefit (at the time of this permission) from direct vehicle and/or pedestrian access to or from Heene Place.

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.

Southern Water Advice

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

Case Officer: Jo Morin Date: 16.10.2025

Authorised by: Louise Prew Date:16/10/2025