

Development Management – Delegated Officer Report

Application Number: AWDM/1383/25

Recommendation: – APPROVE

Site: 68 Manor Road Worthing West Sussex BN11 4SL

Proposal: Partial demolition of boundary wall fronting Shakespeare Road to widen existing vehicle access/hardstanding, and construction of a replacement wall pier.

Date of Site Visit: 14/01/2026

Neighbours Checked: Y

Additional Neighbours Notified: N

Site and Surroundings

The site is located on a corner plot to the south of Manor Road and to the west of Shakespeare Road within a residential area of Worthing. The site is within the Heene Conservation Area, adjacent to the Shakespeare Road Conservation Area and to the north of the Winchester Road Conservation Area. The building is identified as a Local Interest Building and there are protected trees on site.

The building consists of a large, detached, two-storey house with brick elevations, a slate tile roof and bay windows. The garden surrounds the property to the north, east and south and there is a detached garage adjacent to the south boundary of the site, set back from the road. The garage is accessed from Manor Road to the east of the site. Flint and brick walls surround the site with hedge planting behind and several mature trees within the garden.

Proposal

Planning permission is sought to widen the driveway access and hardstanding including the removal of a section of wall and pier.

The existing access would be widened from 2.55m to 3.5m, retaining the left pier and constructing a new pier to the right. The new pier would be rebuilt using bricks to match the wall and at the same height as the brick pier to the adjacent property (No.13) with a pyramid style coping stone. The left pier would be reduced in height and a new coping stone installed to match that proposed to the right pier.

The block paved driveway would be widened from 3.75m to 5.5m and finished in paving to match the existing. All surface water would drain into the existing soakaway within the garden.

The application has been significantly amended from the original proposal which was for a much larger opening of 5m wide. The width of the opening has been reduced and alterations to the piers included.

Relevant Planning History:

AWDM/1361/25 - Application for consent under Worthing Tree Preservation Order No.55 of 1997 to reduce crown height and radial spread by up to 1.5 metres one Manna Ash tree T1 of group G1, and to crown lift up to 1 metre over garage roof Holly tree T2 of group G2.

STATUS: Pending Consideration.

AWDM/1414/25 - Section 211 Notice under the Town and Country Planning Act 1990 to reduce crown height by up to 2.5 metres, and reduce radial spread by up to 1.5 metres, two Cherry trees in the Heene Conservation Area.

STATUS: Pending Consideration.

Consultations

Conservation Consultant – (Comments received in relation to original proposal)

The site is located on a corner plot at the junction between Shakespeare Road and Manor Road and hosts a house of late 19th century origin being set over 2 storeys under a slate roof. The principal façade fronts onto Shakespeare Road and the canted and square bay window arrangements project from the facade. The use of varying shades of brick, give the facades visual and architectural interest. The site is contained by a stone and brick wall that extends around the site.

The site lies within the Heene Conservation Area which lies a quarter of a mile inland and half a mile west of Worthing town centre. Winchester Road Conservation Area is directly adjacent to the east, and Shakespeare Road Conservation Area adjacent to the north.

The ground undulates gently throughout the area, sloping downwards towards the sea. Within the sweeping curve of Manor Road, the streets run roughly north-south and east-west, but they are seldom straight or parallel and junctions are mostly staggered. Richmond Road and Mill Road are especially sinuous. The irregular street plan derives from Heene's origins as a farming community. Until the 1880s, settlement was of an agrarian character, largely confined to the vicinity of St. Botolph's Church and a strip along the east side of Heene Road. In 1884, the West Worthing Investment Companies began a programme of development which continued into the twentieth century. Substantial detached and semi-detached houses were built, along with social facilities, notably Heene C. of E. School and the Church Rooms. Early growth focused on the area along Belsize Road and immediately south of Lansdowne Road.

The application seeks Planning permission to carry out a minor alteration to the boundary wall facing onto Shakespeare Road to increase the driveway width by some 1.75m. The proposal will involve the removal of a modern brick post and the loss of a minor piece of boundary wall.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 confers a statutory duty to LPAs when exercising planning functions, "to pay special attention to the desirability of preserving or enhancing the character or appearance of that area."

The LPA's duties are reinforced within Section 16 of the NPPF, Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

As such, when considering the impact of a proposed development on the significance of a designated heritage asset (including conservation areas), great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Other elements held within Section 16 will also be considered as will Local Policy.

The proposal is minor in nature but will nevertheless have an impact upon character and appearance seeking partial removal of a key element for retention as identified in the conservation area appraisal. Whereas the garage and associated driveway is a modern addition, it is not offensive, nor does it cause an adverse impact on character and appearance.

The proposed enlarged entrance would expose a larger area for parking that would not be screened behind a wall and goes against the Heene Road CAA.

The Council has a duty to preserve or enhance the character and appearance of its conservation areas. Flint walls are an important characteristic of the Heene Conservation Area, and from a heritage view point the opening up of residential frontages further erodes the character of the enclosed street. This together with the further addition of the driveway area in the front is not going to preserve the character of the conservation area.

Given that the removal of a portion of original wall would cause harm to the conservation areas character and appearance, that harm is less than substantial and may be mitigated by public benefit including heritage benefits. It however does not appear that there are any public benefits associated with the proposal that would mitigate the harm caused and thus the harm is not justified or acceptable.

Having regard to Section 72 of the Planning (Listed Buildings and Conservation Areas) Act the proposal by loss of a portion of traditional stone and brick boundary treatment would fail to preserve or enhance the character and appearance of the Heene Road Conservation Area and fail to satisfy local policy and paragraphs 135, 213 and 215 of the NPPF.

Officer response – The application has been amended to address these comments and the width of the opening reduced considerably. Improvements to the brick piers have also been secured with the amendments and the harm previously identified is considered to be satisfactorily mitigated by the revisions.

The Worthing Society – No comments received

WSSC Highways - This application is for the partial demolition of boundary wall fronting Shakespeare Road to widen the existing vehicle access/hardstanding, and construction of a replacement wall pier (1.52m high). The site is located on Manor Road, an un-classified road subject to a speed limit of 30mph.

The site is accessed via Shakespeare Road, an un-classified road also subject to a 30mph speed limit. The proposal would result in the existing hardstanding area being widened to accommodate two vehicles. It does not appear that the existing dropped kerb (VCO) is proposed to be widened as part of this application. The applicant is encouraged to consider widening the VCO to avoid being held liable for any damage to the public highway (including footway). Any alterations to the existing VCO would be subject to a licence from the Area Engineer and must be constructed to a specification agreed with them.

The LHA would not raise any highways safety concerns to the proposed widened hardstanding area or the relocated pier, which will not exceed its existing height.

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

If the LPA are minded to approve the application, the following informative is advised:

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:

<https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/>

Tree And Landscape Officer - I consider that the works could go ahead on the condition that the new block work is laid on a flexible porous and load bearing base and that no major or anchoring roots are removed or damaged during construction.

Neighbour Representations

None received

Relevant Planning Policies:

Worthing Local Plan policies (WBC 2023): SP1, DM5, DM23, DM24
National Planning Policy Framework (MHCLG 2024)

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 Conservation Area and the visual and residential amenities of the locality.

Conservation Area and Visual Amenity

Boundary treatments in the street scene consist of flint and brick walls with brick piers to match positioned each side of driveways or pedestrian accesses. Openings vary in width but are predominantly of narrower form and brick piers are generally finished with a pyramid coping stone. Some unsympathetic alterations have been carried out including sections of wall being rebuilt using bricks of a different colour and piers being removed entirely. The application site retains the original flint wall and narrow opening to the driveway but the piers have been replaced in a non-matching brick, higher than the adjacent piers and with a flat coping stone (currently broken).

The Heene Conservation Area Appraisal states, *'Changes in the style of the flint and brick front garden walls between different localities within the conservation area are an interesting characteristic. Therefore, the original copings, piers, rendering, flintwork etc, should be maintained wherever possible. Reinstatement of flint walling should accord with the style prevalent in the particular locality, rather than introduce designs from other parts of the conservation area'*.

'Encourage frontage planting in front gardens instead of car parking (especially on Belsize Road). Organise parking so that any vehicles parked in front gardens are screened from the street by trees or existing walls.'

The Shakespeare Road Conservation Area Appraisal states, *'Front garden walls normally comprise vermiculated panels of large, irregular, unknapped flints with red-brown brick dressings. Occasionally, basket-weave brickwork is substituted for flint. Where these have survived demolition for frontage parking, their uniformity gives the street scene coherence. Plainer types of flint or brown brick walling are usually found at the backs and sides of plots.'*

'Encourage frontage planting. Discourage the provision of hardstanding in front gardens (e.g. Nos. 53 and 55 Shakespeare Road), particularly where this involves demolition of the garden wall. Provide gates of appropriate design and materials to screen existing areas of hardstanding from the street.'

Flint and brick walls are a key characteristic of the conservation area and although various alterations have been carried out in the area, most properties retain these features. Where unsympathetic alterations have been carried out, including wider accesses, removal of piers, mismatched repairs and visible expanses of hardstanding, in general, these alterations have been carried out without consent but are exempt

from enforcement due to the length of time that has passed. The Council has consistently resisted more recent applications in the area that propose the loss of large expanses of wall, particularly where this opens up the frontage to expose large areas of hardstanding.

The initial application proposed the removal of a much wider section of wall of 2.45m (extending the access to 5m wide), the loss of this wall would have opened up the street frontage, exposing a large expanse of hardstanding and undermining the more enclosed nature of the street. The initial proposal was considered to have a harmful impact on the character of the conservation area and amendments were sought.

The amended proposal reduces the section of wall lost to just 0.95m. The existing access is narrow at only 2.55m wide which has become problematic particularly when used by larger vehicles, resulting in damage to the brick piers (as can be seen on site). The increased width of the access to 3.5m would facilitate vehicle manoeuvres on to the existing driveway and prevent further damage to the existing piers and adjoining wall. The new pier would line up with the edge of the garage.

The width of the hardstanding is to be increased from 3.75m wide to 5.5m wide however the majority of this increase would be behind the pier and wall to be retained/rebuilt, screening parked cars.

The application also provides the opportunity to address an inconsistency in relation to the bricks, height and flat coping stone used on the existing piers. The right pier will need to be rebuilt in the new position and therefore an improvement can be secured by rebuilding the pier in bricks to match the bricks in the wall, lowering the height and finished with a pyramid style coping stone to match the adjacent brick piers at No.13 Shakespeare Road. Whilst no works are required to the left hand pier in order to carry out the proposed works, an improvement to this pier has also been agreed and annotated on the plans so that it would match the lower height and pyramid coping stone at No.13. Although it would be preferable to rebuild the left pier in matching bricks it is recognised that this is outside of the scope of works proposed, however the alterations to the height and coping stone would improve the appearance of the piers and enhance the character of the conservation area.

Although a small section of wall would be lost, the proposal is considered to preserve the key features that are characteristic of the conservation area and secure improvements to the existing piers which would preserve or enhance the character and appearance of the conservation area and would not result in significant harm to the visual amenities of the locality.

Residential Amenity

The proposal would not have any detrimental impact on the residential amenities of adjacent occupiers.

Highways

WSCC Highways have recommended extending the VCO to align with the widened access to avoid damage to the kerb and have confirmed that a licence for this would be required.

Trees

The Council's Tree and Landscape Officer has advised that the works could be carried out without harm to the protected trees, subject to protection of tree roots and a flexible, porous base for the hardstanding.

Recommendation:

APPROVE subject to condition(s):-

1. Drawing Numbers
2. Standard time limit
3. The brickwork for the new brick pier hereby permitted shall match the colour of the bricks used on the existing brick and flint boundary wall. Both piers shall match the height and pyramid style coping stone of the adjacent piers at No.13 Shakespeare Road, unless otherwise agreed in writing by the Local Planning Authority.
4. Any damage to the existing wall shall be repaired to match the materials, finish, height, design, colour and detailing of the existing wall to which it adjoins, unless otherwise approved in writing by the Local Planning Authority.
5. The extended driveway shall be constructed on a flexible porous and load bearing base and any excavations required shall ensure that no major or anchoring tree roots with a diameter of 25mm or more are removed or damaged during construction.
6. The extended driveway surface shall be finished to match the materials, finish and colour of the existing paving, unless otherwise approved in writing by the Local Planning Authority.

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. 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:

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

Case Officer: Amanda Haslett

Date: 17/02/26

Authorised by: Jo Morin

Date: 18.02.2026