Expiry Date – 07/11/2023

Development Control – Delegated Officer Report

Application Number: AWDM/1275/23 **Recommendation – APPROVE**

Site: **35 Pentland Road Worthing West Sussex BN13 2PP**

Proposal: **Removal of existing front door and steps and installation of a new level threshold front door and a ramp with steps.**

Date of site visit: 27/09/2023

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The site is located to the east of Pentland Road. No.35 is a mid-terrace property with an access to the rear garden to the southern side of the property. To the front of the property there is space for one car to be parked comfortably. The existing front garden is hardstanding with a dropped curb for access.

The site is located on a steep hill with the topography resulting in the driveway located lower than the property to the north. There is an existing set of steps that provide access to the property that run in front of the existing ground floor window.

Proposal

The proposal relates to a ramp to the front of the property with a new front door and change in threshold level. There are also proposed steps included providing access to the property replicating those of the existing.

The proposed ramp would run on the northernmost section of the driveway on the boundary with the neighbour that is located higher than the ground level of the site.

Relevant Planning History:
None

Consultations:
WSCC Highways Authority:
The proposal seeks to remove an existing parking allocation from the frontage at 35 Pentland Road to facilitate a pedestrian access ramp. Pentland Road is a D classified residential road subject to 30mph speed restrictions. I have consulted the most recent and up to date WSCC accident data, this outlines that there have been no accidents or personal injury claims recorded within the last 5 years in the immediate vicinity of the site, to flag an existing concern with the access or the adjoining highway network.

The current hardstanding fronting the property measures approx. 5m in width and between6.8m and7.9m in length given the presence of the existing handrail. The

proposal would see the implementation of a ramp and rail fitted along the northern boundary and a reduction in hardstanding toapprox2.9m x 6.8m. This provision is sufficient to serve a single vehicle. Any overspill parking as a result of the loss of space could be made up using on street parking as is an existing practise in Pentlands Road. The LHA are currently unaware of any existing capacity or parking pressures in this location, the LPA may wish to consider this from an amenity perspective.

Based upon the above considerations, The Local Highways Authority does not consider that the proposal for would have 'severe' impact 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.
If the Local Planning Authority is minded to grant planning consent conditions securing the following would be advised:

Car parking space
No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

Representations:
None

Relevant Planning Policies

Worthing Local Plan policies (WBC 2023): SP1, DM5
National Planning Policy Framework (HCLG 2023)
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
Due to the minor scale of the proposal it is considered to have a minimal impact on the visual amenities of the property. Whilst its location to the front of the property would result in a highly visible alteration to the property a ramped access is not considered to result in a detrimental impact on the residential character of the area.

Furthermore, the location on the northern part of the driveway would result in a development that is more subtle due to the topography with the ramp leading to a height that is matched by the dwarf partition wall along the side of the driveway.

Residential Amenity
The proposed ramp, access and steps are not considered to have any detrimental impact on the neighbouring properties due to their minor scale with an existing set of

steps and access platform. As such the proposal is in accordance with the Worthing Local plan 2023.

Parking Provision
The proposed introduction of a ramp to the west of the property would result in the loss of space to the front of No.35, there is currently space for one car to be parked comfortably within the site with the potential for two cars to be parked to the front. The ramp would therefore result in the loss of one parking space for the property. It is not considered that the loss of a parking space for a property of this size would result in an unacceptable impact on the highway as identified within the WSCC Highways response. As such the loss in a parking space in this instance is considered acceptable.

The LHA does recommend a condition to be added to ensure the parking space is installed before the ramp is constructed. This has not been attached to the permission as the site is already fully hard surfaced and as such the parking space is already available.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbers
2. Standard time limit

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: Finlay Gardner Date: 07/11/2023

Authorised by: Jo Morin Date: 07.11.2023