

Delegated Decision

Sign off Sheet

Ref. No:	DM/25/2347	Case Officer:	Peter Davies
Application Type:	Householder Application		
Proposal:	Proposed dropped kerb		
Site:	31 Royal George Road, Burgess Hill, West Sussex, RH15 9SB, , , ,		
Validation Date	22 Sep 2025	Overall Expiry Date:	15 Oct 2025
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	4 Nov 2025
Target Date:	17 Nov 2025	Recommending Officer Signature:	<i>Peter Davies</i>

Date Legal Agreement Completed: (if applicable)		No of Representations:	0
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Signed and Agreed By:	<i>Stephen Ashdown</i>	Date:	6 Nov 2025
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/25/2347

**31 Royal George Road, Burgess Hill, West Sussex, RH15 9SB, , ,
Proposed dropped kerb
Ms Charlotte Kingshott**

REPRESENTATION RECEIVED

None received.

SUMMARY OF CONSULTEES

WSCC Highways

VCO Licence

Any new vehicular access onto publicly maintained highway is subject to a licence obtainable from WSCC Highways Authority area office. No works can be commenced on the highway prior to the licence being obtained. The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority area office 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 licence process considers wider factors than are considered by the Highway Authority at planning stage.

The applicant is encouraged to ensure that their access proposals align with the WSCC guidance, WSCC Vehicular Cross Over: Application Criteria guidance, which can be found at the following link: https://www.westsussex.gov.uk/media/20290/vco_guidance_notes.pdf

Highway Planning Matters

In relation to highway safety related matters of the local highway network. It appears there is not enough space to enter, turn and exit in forward gear. Therefore, any vehicle parking in this area would either have to reverse in or out using Royal George Road to complete these manoeuvres. From review of other driveways along this section of road it appears this is a common occurrence, and in low-speed environments in residential areas it is not considered that these types of manoeuvres for a single dwelling would have any significant highway safety impact. However, the applicant must seek a VCO license and review the requirements of this licence in the above linked document. Approximate measurements of the parking area have been provided, but from our mapping system it looks like the area is not deep enough to meet the VCO licence criteria requirements to be granted a VCO license to carry out the dropped kerb works. The applicant will need to contact the area highway office to discuss the matter of a VCO license after reviewing the attached criteria guidance above.

TOWN COUNCIL OBSERVATIONS

The Committee of 6th October would Recommend Approval.

INTRODUCTION

The application seeks planning permission for a dropped kerb.

RELEVANT PLANNING HISTORY

No relevant history.

SITE AND SURROUNDINGS

The application property is a two storey mid terrace dwelling located on the south side Royal George Road, within the built-up area boundary of Burgess Hill.

The application property has a pitched roof and is constructed from brick with plain roof tiles and white uPVC fenestration. The dwelling is set back from the highway with hardstanding to the front. The locality is characterised by dwellings of varying scale, form and design. To the north and east lies the Fairfield Conservation Area.

APPLICATION DETAILS

The application seeks planning permission for a dropped kerb with a width of 4.0 metres to serve the existing hardstanding to the front of the property.

LEGAL FRAMEWORK AND LIST OF POLICIES

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Using this as the starting point the development plan for this part of Mid Sussex consists of the District Plan, Site Allocation Development Plan Document (DPD) and Burgess Hill Neighbourhood Plan

National policy (which is contained in the National Planning Policy Framework and National Planning Policy Guidance) does not form part of the development plan, but is an important material consideration.

Mid Sussex District Plan

The District Plan was adopted at Full Council on 28th March 2018.

Relevant policies:

DP21 - Transport

DP26 - Character and Design

Site Allocations DPD

The SADPD was adopted on 29th June 2022. It allocates sufficient housing and employment land to meet identified needs to 2031.

There are no relevant policies.

Burgess Hill Neighbourhood Plan (made January 2016)

Relevant policies:

No relevant policies.

Other Material Considerations

Mid Sussex District Plan 2021-2039 Consultation Draft

The District Council is reviewing and updating the District Plan. Upon adoption, the new District Plan 2021 - 2039 will replace the current District Plan 2014-2031 and its policies will have full weight. In accordance with the NPPF, Local Planning Authorities may give weight to relevant policies of the emerging plan according to the stage of preparation; the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the relevant policies in the emerging plan to the NPPF. The draft District Plan 2021-2039 (Regulation 19) is currently at Examination and the stage 1 hearings were concluded on the 31st October 2024. There are unresolved objections to some of the

Policies in the draft District Plan and as such, only minimal weight can be given to the Plan and this planning application has been assessed against the policies of the adopted District Plan.

Relevant Policies:

DPS1 - Climate Change
DPS2 - Sustainable Design and Construction
DPB1 - Character and Design
DPT4 - Parking and Electric Vehicle Charging Infrastructure

Mid Sussex Design Guide Supplementary Planning Document (SPD)

The Council has adopted a 'Mid Sussex Design Guide' SPD that aims to help deliver high quality development across the district that responds appropriately to its context and is inclusive and sustainable. The Design Guide was adopted by Council on 4th November 2020 as an SPD for use in the consideration and determination of planning applications. The SPD is a material consideration in the determination of planning applications.

National Planning Policy Framework (NPPF) (December 2024)

Paragraphs 8, 11, 131 and 135 are considered to be relevant.

National Planning Policy Guidance

ASSESSMENT

It is considered that the main issues that need to be considered in the determination of this application are as follows;

- Design and Character
- Impact on Neighbouring Properties
- Highway Safety
- Biodiversity Net Gain

Design and Character

Policy DP26 of the Mid Sussex District Plan states:

'All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the distinctive character of the towns and villages while being sensitive to the countryside. All applicants will be required to demonstrate that development:

- *is of high quality design and layout and includes appropriate landscaping and greenspace;*
- *contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open spaces to animate and provide natural surveillance;*
- *creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;*
- *protects open spaces, trees and gardens that contribute to the character of the area;*
- *protects valued townscapes and the separate identity and character of towns and villages;*
- *does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution (see Policy DP27);*
- *creates a pedestrian-friendly layout that is safe, well connected, legible and accessible;*
- *incorporates well integrated parking that does not dominate the street environment, particularly where high density housing is proposed;*
- *positively addresses sustainability considerations in the layout and the building design;*

- *take the opportunity to encourage community interaction by creating layouts with a strong neighbourhood focus/centre; larger (300+ unit) schemes will also normally be expected to incorporate a mixed use element;*
- *optimises the potential of the site to accommodate development.'*

The proposed dropped kerb will serve an area of hardstanding to the front of no. 31 Royal George Road. Dropped kerbs are common within the area and therefore would not appear incongruous within the street scene. It is therefore considered that this would not have a harmful impact upon the character of the dwelling or upon the character of the area.

The proposal therefore accords with policy DP26 of the Mid Sussex District Plan and the NPPF.

Impact on neighbouring properties

Policy DP26 in part seeks to ensure that development:

'does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution (see Policy DP29);'

Due to the nature of the proposed works of creating a dropped kerb to the front of the property, there will be no additional harm to neighbour amenity. The proposal is therefore, considered to comply with the above-mentioned part of Policy DP26 of the Mid Sussex District Plan.

Highway Safety

Policy DP21 in part states:

'The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;'

West Sussex County Council highways have commented on the application and have raised no objection to the proposal on highway safety grounds. Additionally the highways authority have advised the a vehicle crossover license will be required and is unlikely to be granted as the area of hardstanding does not meet the depth requirements to be considered a parking space. However, this is not a reason for refusal of the application as a VCO license is assessed against different criteria.

The proposed dropped kerb is therefore considered to accord with the aims of District Plan Policy DP21.

Biodiversity Net Gain

Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990. This is a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. As a householder application this development is exempt from the requirement to provide biodiversity net gain.

PLANNING BALANCE AND CONCLUSION

In conclusion, the proposal is considered to be in character with the streetscene, will not cause harm to highway safety and would not result in significant harm to neighbouring amenities.

Therefore, the proposal complies with Mid Sussex District Plan policies DP21 and DP26, and with the relevant provisions of the NPPF. The application therefore accords with the Development Plan and is considered acceptable.

Decision: Permission

Case Officer: Peter Davies