Development Management - Delegated Officer Report

Application Number: AWDM/0198/25 Recommendation – APPROVE

Site: 118 Manor Hall Road, Southwick, BN42 4NN

Proposal: Vehicle access to driveway at the front (north) of the property

Date of site visit: Assessment has been assisted using the Applicants plans; Earthlight mapping; and Google 3D of the site

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

The application property is a two storey, semi-detached dwelling, located on the south side of Manor Hall Road (MHR). The site is a corner property with MHR to the front (north) and Meadow Close to the side (east). Also the site is within close proximity to a mini-roundabout on MHR to the west of the application site.

The street in the area around the application site comprises predominantly 2 storey semi-detached and terraced dwellings, although there are bungalows opposite and to the west of the site also.

Many of the properties have existing vehicular crossovers, including properties very close to the mini roundabout.

Proposal:

Permission is sought to:-

- Provide a vehicular crossover to the front of the property 4.5m wide

Relevant History: None

Representations: None received

Consultations:

WSCC Highways:

The proposal is for the creation of a vehicular crossover (VCO) within the frontage of 118 Manor Hall Road, a residential C-classified road subject to a speed restriction of 30mph.

The proposed VCO is located approx. 9.5m away from a mini roundabout to the west of the property, a sign advising of this roundabout is present 3m from the proposed VCO. To the east there is a junction to Meadow Close which lies within 10m of this proposal.

The proposal does not allow for the facility for a turn on site. The LHA note that there is a presence of similar domestic VCO's close to this location and therefore road uses are likely to be anticipating manoeuvring vehicles at this point. The LHA has reviewed data supplied to WSCC by the Police over a period of the last 5 years. There have been no recorded injury accidents within the immediate proximity of the site to suggest that nearby junctions are operating unsafely or that the proposed VCO would exacerbate an existing safety concern.

Based upon the presence of a wide footway fronting the property and the geometry of MHR allowing a good standard of forward visibility there would be considered sufficient visibility and opportunity for both pedestrians and road users to anticipate a manoeuvring vehicle and to react appropriately.

Parking
It is unclear how many bedrooms the host dwelling contains, and therefore the LHA are unable to provide an exact parking demand generated at this location. However, currently the property is not awarded an off street parking provision and residents park within nearby Meadow Close. The proposals therefore would be a benefit in providing an off street parking provision for the property and this will in turn free up capacity on the road network for additional on street parking. The hardstanding dimensions are sufficient in order to accommodate single average sized vehicles.

Vehicular Crossover
Any new VCO requires formal approval from the highway authority to carry out the offsite highway works.

The proposed access works will be subject to a licence obtained through the local Highway Area Office and constructed to a specification agreed with the local Highway Area Engineer.

Conclusion
The LHA does not consider that the proposal would have an unacceptable impact on highway safety or result in severe cumulative impacts on the operation of the highway network, therefore it is not contrary to the NPPF (para 116), and that there are no transport grounds to resist the proposal.

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 1, 15, 28
Supplementary Planning Guidance comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings'
National Planning Policy Framework 2024

Planning Assessment

Principle:

The proposal comprises the provision of a VCO to a residential property located within the built up area and can be supported in principle. The relevant issues are the highway safety, and visual effects on the amenities of neighbouring residential occupiers and the character and appearance of the surrounding area.

Visual & Residential Amenity:

The proposal for a VCO also requires the provision of a hardstanding area for the parking of a car, within the front amenity area shown to measure 3.6m wide x 7.5m long, being 27 sq. metres. This hardsurfaced area will be quite minimal in comparison to the overall frontage of the site which is indicated on the plan to be 14.5m wide. However, as it will be more than 5 sq. metres, it will need to be either constructed of porous material or provide a drain for the surface water run-off will need to be provided. The applicants have been contacted about this matter and have confirmed in an email that the driveway will be block paved with aco/French drain and soak away.

Currently there is a hedge around the property boundary, and the form states that a portion of the hedge will be removed in order to create an opening of approx. 2m in width in order for the car to gain access to the parking space.

The loss of a small section of the hedging does not require planning permission, and the majority of the hedging will be retained, which is considered to be a visual gain meaning that it will continue to contribute to the biodiversity of the site.

The proposed VCO will be sited within the close proximity to the mini roundabout on MHR, and WSCC Highways have made reference to this in their consultation response and they have not raised any objection to this, but point out that the applicant must also apply for a licence from the highway authority to carry out the site access works on the public highway.

It is noted that there are many VCO's within the locality thereby the character of the locality is inclusive of these. The provision of an additional one is thereby not considered to result in the loss of visual character for the area.

Recommendation:

APPROVE subject to the following condition(s)

1. Approved plans
2. Standard time limit
3. Access

Informative:

1. Approved without amendment
2. VCO Licence

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

Case Officer: Eve Hearsey Date: 23.04.2025

Authorised by: Peter Barnett Date: 23 April 2025