Development Management – Delegated Officer Report

Application Number: AWDM/1370/17 Recommendation – APPROVE

Site: 12 Windlesham Gardens, Shoreham-By-Sea

Proposal: Demolition and rebuilding of part of front boundary wall and 1.7m high brick piers to facilitate the construction of new entrance and exit vehicular accesses.

Date of site visit: 10.10.17

Neighbours checked: Y

Additional neighbour notifications: N

Site, Surroundings and Proposal

The application relates to a substantial detached dwelling within a street of similar properties. The property as existing has a front wall with brick piers. There is a vehicular access to the southern end of the frontage and a pedestrian access to the northern side of the frontage. The frontage is mainly garden area with parking for two vehicles in tandem on the driveway in front of the existing integral garage.

Consent is sought to demolish part of the front wall and brick pier which currently serves the pedestrian access. This access is to be widened to provide a second vehicular access for provision of an in/out driveway and removal of the garden area and replacement with blocked paved parking with retention of flower border to the front behind the remainder of the wall. Both entrances/exits will be 3.5 metres wide, a new brick pier is to be built to match existing.

Permission is required here only for the demolition and rebuilding of the brick pier adjacent to the highway. Windlesham Gardens is not a classified road and therefore consent is not required for the additional vehicular access/crossover. The property frontage is to be paved with block paving of permeable construction and is therefore also permitted development.

Consultations: *West Sussex County Council Highways Authority: -*

The proposal is for the part demolition and re-building of the front boundary wall and a second vehicle crossover (VCO) at the above address. Windlesham Gardens is a ‘’D’ classified road with a 30 mph speed limit in this location.

An inspection of the proposed plan reveals that the hardstanding area on the property’s frontage is to be constructed using permeable paving; this is in accordance with WSCC guidance.

A licence to construct the second VCO would need to be obtained from the Area Engineer and I have consulted him on this application. He has confirmed that a

licence at this location is unlikely to be granted; this area is subject to a policy that a licence would not be granted for a second crossover to any property due to the existing parking pressures and the loss of on-street parking provision for neighbouring residents. It is recommended that the LPA consider the amenity impact of the proposed development should permission be granted.

An inspection of local mapping establishes that visibility in both directions at the proposed point of access is sufficient and a second VCO would facilitate a turn on site, enabling a car to exit onto the carriageway in a forward gear.

A study of the Elevations plan demonstrates that the boundary wall is to be re-built to its present height of 0.75m while a new 1.7m high brick pier positioned at the new point of access will match the existing pier. Manual for Streets (MfS) paragraph 7.6.3 states "Drivers need to be able to see obstructions 2 m high down to a point 600 mm above the carriageway. The latter dimension is used to ensure small children can be seen". Nevertheless, the existing boundary wall and pier have been in situ and local mapping establishes that neighbouring properties have similar front boundary treatment and access arrangements without evidence of any highway safety concerns. MfS paragraph 10.6.1 states that "Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly to how vehicles pull out when visibility along the carriageway is restricted."

In conclusion it is not anticipated that this proposal would be detrimental to highway safety, therefore, the LHA does not wish to raise any objections. Should the LPA be minded to approve the application then the following informative should be included:

Informative
The applicant is advised to contact WSCC Highways (01243 642105 or https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Representations: None received.

Relevant Planning Policies

Saved Local Plan policies (ADC 1996): AG1, AH7
Development Control Standard No.3 'Extensions and Alterations to Dwellings'
Adur Submission Local Plan (2016) Policy 15
National Planning Policy Framework (CLG 2012)
National Planning Practice Guidance

Planning Assessment

There is no objection in principle to the proposed extension which would upgrade an existing property within an established residential area. The key concerns are the effects on the residential and visual amenities of the locality, highway safety is also discussed below.

Visual Amenity

The property frontage with front boundary wall, pillars and accesses is prominent within the street scene. The main dwelling is set back from the street and other properties are similarly positioned with off street parking to the front. No. 10 to the south has a similar arrangement to that proposed at the application site, an in/out access with central brick wall section.

It is not considered that the proposals here will be detrimental to the street scene as the matters that require consent are relatively minor. The brick pillar will be rebuilt to match existing. The proposals are in keeping with the character and appearance of the street scene.

Residential Amenity

The proposals will not give rise to any adverse impact with regards to neighbours. The provision of additional off street parking may well improve local residential amenity. While the comments of the Area Highway Engineer are noted, it is not considered that the amenity impact arising from any loss of on street parking provision here would be harmful enough to justify a refusal on this ground.

Highway Safety

The Highways Authority has commented that this proposal would not be detrimental to highway safety and would not wish to raise any objections.

It should be noted that the Area Engineer at WSCC would object to the second vehicular access here, due to existing on street parking pressures. The applicant's agent has been advised of this as a separate consent is required for the license and this does not affect the granting of planning consent here.

Recommendation

APPROVE

1. Standard time limit
2. approved plans

Informative

1. proactive no amendments
2. *The applicant is advised to contact WSCC Highways (01243 642105 or https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/) to obtain formal approval from the highway authority to carry out the site access works on the public highway.*

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

Case Officer: Hannah Barker Date: 16th October 2017

Authorised by: Peter Barnett Date: 16 October 2017