Development Management – Delegated Officer Report

Application Number: AWDM/0399/17 Recommendation – APPROVE

Site: 10 Southview Road, Southwick, Brighton

Proposal: Vehicular crossover with dropped kerb and removal of front boundary wall with retention of pillars either side and formation of hard standing for parking.

Date of site visit: 25.04.2017

Neighbours checked: Y

Additional neighbour notifications: N

Site, Surroundings and Proposal

The application relates to a mid-terrace two storey character property within a street of similar dwellings in Southview Road, Southwick to the north of Southwick Green. The site is not within the Conservation Area, the boundary of the Conservation Area is to the south of the site.

The dwelling has an enclosed front garden with a low level rendered wall with pillars there is a pedestrian walkway between the pillars as existing.

There are other examples of dwellings which have removed front walls and created off street parking to the property frontage. Some frontages have been fully opened up and others have been provided whilst retaining pillars and low level boundary treatment. Many properties still remain as originally built with front wall pillars footpath and garden.

Although the loss of the historic frontage of this dwelling and its traditional layout is regrettable there would be no grounds for a justification for refusal here. The site is not listed or within a Conservation Area. As stated other examples existing within the street. There is also a benefit here of removing cars from the highway with the creation of off street parking.

The original plans showed the property frontage to be opened up with the removal if the pillars and front wall and a 3 metres dropped kerb and hard stand and soakaway shown to the property frontage.

When visiting the site it was clear that this dwelling was within a row of dwellings with the front pillars and walls still intact. To open up this frontage completely would be detrimental here. Amended plans were requested and have been received to show the pillars retained either side of the entrance.

Consultations:

WSCC: This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

This application seeks consent for the implementation of a vehicular crossover with dropped kerb and the removal of the whole front boundary wall with the formation of a hardstanding area to provided off street car parking for 10 Southview Road. Southview Road is 'B' classified and subject to a 30 mph speed limit at this point. The principle of dropped crossings on Southview Road (B2167) with visibility being provided by the footway alone seems to have been well established in this location. According to the most recently available verified accident records these neighbouring point of access are operating safely without any known issue.

The access works on the public highway must be implemented under licence to a specification obtained from WSCC Highways.

Ordnance Survey mapping indicated the frontage hardstanding would be 5.1 metres in depth though this may be slightly shorter with the presence of a bay window at this property. Typically a hardstanding depth of 4.8 metres would be sought to ensure a vehicle can be fully removed from the highway when parked. Should the applicant park a vehicle on the hardstanding which overhangs the footway they may be liable to action under Section 137 of the Highways Act 1980.

No highways concerns would be raised to the principle of this proposal. If the LPA are minded to grant planning consent the following conditions and informative note would be advised:

Conditions

Access
The proposed hardstanding area shall not be used for the parking of vehicles until such time as the vehicular access serving has been constructed in accordance with the approved drawing.
Reason: In the interests of road safety.

Pedestrian Visibility
The entire front boundary treatment shall be kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level, or as otherwise agreed, to ensure that maximum available pedestrian visibility is retained.
Reason: In the interests of road safety.

Informative:

Minor Highway Works
The applicant is advised to contact the Highway Licensing team (01243 642105) 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, visual amenities of the locality and highway safety.

Visual Amenity

As stated above the loss of the property frontage to off street parking is regrettable from visual amenity grounds, yet a precedent has been set here and the site is not protected. With the retention of the pillars it is not considered that the impact of the proposal will be such to warrant a refusal in this case. Permeable block paving is proposed. A condition is attached below to ensure that the pillars are retained.

Residential Amenity

The works will not be detrimental to any adjacent occupiers. Off street parking is common place here.

Highway Matters

The Highways Authority has been consulted and state that no highway concerns would be raised here. The depth of the car parking area would be 5.1 metres however the existing bay window could reduce this. A minimum of 4.8 metres would be required. An informative is attached to ensure that cars are parked within the site and not overhanging the highway.

West Sussex County Council also require that the ‘entire’ site frontage be kept free from obstruction over 0.6 metres. As there is a requirement to retain the pillars here this would not be possible. It is considered on balance that this is acceptable and that when existing the site any vehicle movements would be slow and this being a straight road, pedestrian visibility is clear in each direction.

The proposal will allow for an off street parking space which will reduce parking within the highway.

Recommendation

APPROVE

1. Time limit
2. Approved plans
3. The proposed hardstanding area shall not be used for the parking of vehicles until such time as the vehicular access serving has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

4. Other than the existing wall piers which are shown on the approved plan as being retained, the front boundary shall be kept free of all obstructions over a height of 0.6 metres above the adjoining carriageway level, or as otherwise agreed, to ensure that maximum available pedestrian visibility is retained. Reason: - In the interests of road safety.

Informative

1. Proactive statement with amendment
2. The applicant is advised to contact the Highway Licensing team (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.
3. The applicant is advised that should a vehicle be parked on the hardstanding which overhangs the footway they may be liable to action under Section 137 of the Highways Act 1980.

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

Case Officer: Hannah Barker Date: 2nd May 2017

Authorised by: Jo Morin Date: 02.05.2017