Development Management – Delegated Officer Report

Application Number: AWDM/0006/23 Recommendation – APPROVE

Site: 32 Gardner Road, Southwick, BN41 1PL

Proposal: New vehicular access and hardsurfacing.

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 & Surroundings:

The application property is a two storey, middle of terrace dwelling, positioned on slightly sloping land from the pavement. The front amenity area has all been hardsurfaced with red bricks, and it has low side boundary walls to its immediate neighbours no.'s 30 and 34. There is no front boundary, as it is fully open.

Many of the properties within the street have existing dropped kerbs.

The Proposal:

The application seeks permission for a vehicular crossover (VCO) to the front of the application site at no. 32 Gardner Road, Southwick

Consultations:

WSCC Highways:

The applicant proposes a new 5.46m VCO that will prove access onto a 5.68 x 5.29 metre hardstanding.

Typically, bay parking spaces should measure 4.8m when not hindered by any obstructions (as per Manual for Streets guidance.) The Local Highways Area Office have the following guidance for parking areas, where they abut a ground floor window or door that can be considered an emergency exit.

Parking areas that abut ground floor accesses, which could be considered to be used in emergencies, are required to be 6m in depth, to allow a vehicle to park and not hindered the access point or overhang the publicly maintainable highway.

The parking space supplied within this application is slightly shorter at 5.68m. However, as per para 111 of the NPPF, a consideration of an objection in highway terms would only be possible if the residual impacts are seen as severe.

A license to construct the VCO must be sort from the Local Area Engineer. It should be noted that as part of the licence application process the depth of the hardstand would be assessed and, in this instance, would be contrary to the Area Engineer working practices and thus would not be granted. The LPA may wish to be mindful of this when considering the application.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury collisions within the vicinity of the site. Therefore, there is no evidence to suggest that a new access would operate unsafely.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in severe cumulative impacts on the operation of the highway network, therefore is not contrary to the NPPF para 111, and that there are no transport grounds to resist the proposal.

Representations: None received

Relevant Planning Policies

Adur Local Plan 2017 Policy 1, 15
Supplementary Planning Guidance comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings'
National Planning Policy Framework 2021

Relevant Planning History: None

Planning Assessment

There is no objection in principle to the proposal which is within a residential area. The key concerns are the effects on the existing residential and visual amenities of the locality and how the proposal affects the character and appearance of the area.

Residential and Visual Amenity

The street scene comprises a mix of dwelling types, and are predominantly terraced in nature. The majority of them appear to have VCO's.

With regard to the block of terraced dwellings which the application site is within, it appears that there are 2no. only that do not have a VCO. In consequence there are now limited grass verges remaining.

Notwithstanding this, it would be difficult to resist a further VCO within this street, as clearly a precedent has been set, and it could not be argued that an additional VCO would compromise the character or appearance of the area in general.

With regard to the comments of the Highway Officer about the depth of the hardstanding, it should be noted that many of the properties in the street already have hardstandings of a similar depth in their front gardens without any apparent overhanging of vehicles over the pavement. There is no planning reason to resist this crossover but the Highway Engineer may still be able to take action at the crossover licence stage, which is separate from the planning process.

Recommendation

APPROVE subject to the following condition(s)

1. Approved plans
2. Standard time limit

Informative:

1. Approved without amendment
2. VCO Licence

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

Case Officer: Eve Hearsey Date: 16.02.2023

Authorised by: Peter Barnett Date: 21 February 2023