Development Control – Delegated Officer Report

Application Number: AWDM/1850/18 Recommendation – APPROVE

Site: 190 Manor Hall Road, Southwick, BN42 4NH

Proposal: Provision of vehicular access and associated hard surfacing to front garden.

Date of site visit: 31.01.2019

Neighbours checked: Y

Additional neighbour notifications: N

Site, Surroundings and Proposal

The application site is a middle of terrace, two storey dwelling with a front amenity garden which is stepped down from the pavement by approx. 200mm. The property is situated on the south side of Manor Hall Road. The pavement area has a grass verge on the outside next to the highway.

The street has a lot of on street parking, and unfortunately many cars are parking slightly onto the grass verge, thereby breaking the verge up to become very muddy. Many properties have created hardstandings to the front of their dwellings and there are many vehicular accesses gained off of Manor Hall Road to the dwellings.

The proposal seeks permission for the dropping of the kerb to the front of their site in order to gain vehicular access to no. 190 Manor Hall Road. The front garden will be block paved in order to create a parking area for a vehicle.

Relevant Planning History:
None

Consultations:
West Sussex County Council : Highways

"Manor Hall Road is 'C' classified residential and subject to a 30 mph speed restriction in this location. The proposals are for construction of a 3 metre wide vehicle crossover (VCO) to allow access to off-street parking on the frontage of the existing property.

From an inspection of the plans there is sufficient space fronting the bay window for a car to park off-street without overhanging the footway. Whilst an on-street car parking space will be lost there is the benefit of removing a car from on-street where the existing practise of on-street parking causes a noticeable narrowing of the available carriageway space.

WSCC mapping indicates that visibility is sufficient along Manor Hall Road and is achievable entirely within the publically maintained verge and footway. Whilst a turn on site would be beneficial the Local Highway Authority (LHA) appreciate there is limited opportunity to provide this on site. Furthermore, similar neighbouring accesses and parking arrangements have been operating without evidence of highway safety concern. The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury in the vicinity of the site. However, from an inspection of accident data it is clear that this was not due to any similar neighbouring accesses or the road layout in the vicinity.

The crossover works appear to require the relocation of the street lighting pole located on publically maintained highway fronting the application site. These relocation works would need to be undertaken at the expense of the applicant. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of the street lighting pole. A licence from the WSCC Area Engineer would also be required for the works on the public highway as per the attached informative."

Representations: None received

Relevant Planning Policies
Adur Local Plan 2017: Policy 15
SPD Development Management Standard no. 2 "Extensions and Alterations to Dwellings"
National Planning Policy Framework (CLG 2018)
National Planning Practice Guidance

Planning Assessment

The development is acceptable in principle subject to the effect on the residential and visual amenities of the locality.

Visual Amenity

The proposed hardstanding area will have a fall away from the pavement, thereby ensuring that the surface water will not discharge onto the road. Soil borders will also be provided on the side boundaries, which will also help capture surface water, and a soakaway will be provided within the hardsurfaced area, which again will help capture surface water. These measures comply with the requirements of hardsurfaced area provisions.

Highways have raised to objections to the gaining of a vehicular access off of Manor Hall Road, and deem it an advantage, as currently there is a lot of on street car parking, which contributes to the narrowing of the highway.

Although not indicated on the submitted plans, there are many other properties within the street who have provided vehicular crossovers and on-site parking within the former front garden areas, the nearest being no. 194 Manor Hall Road.

The creation of the dropped kerb will thereby be in keeping with the locality.

Residential Amenity

The neighbouring properties no.s 188 and 192 Manor Hall Road will not be unacceptably affected by the creation of the dropped kerb other than being unable to park on the street at this point. The parking of a car on the hardsurfaced front garden has become normal practise in streets now and thereby the immediate neighbours should not be unacceptably harmed by this provision.

Recommendation

APPROVE subject to Conditions:-

1. Approved plans
2. Standard time limit

Informative

1. Approved without amendment
2. Formal approval from the highway authority
3. Street light may need relocating

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

Case Officer: Eve Hearsey Date: 12.02.2019

Authorised by: Peter Barnett Date: 12 February 2019