Development Control – Delegated Officer Report

Application Number: AWDM/1238/18 Recommendation – APPROVE

Site: 179 Manor Hall Road, Southwick, BN42 4NQ

Proposal: Vehicular access.

Date of site visit: 13.09.2018

Neighbours checked: Y

Additional neighbour notifications: N

Site, Surroundings and Proposal

No. 179 Manor Hall Road lies on the north side of the road, and is within a residential area, with the part in the vicinity comprising predominantly 2 storey terraced dwellings, many of which have a vehicular access and hardstanding to the front of their properties. No. 181 has a dropped kerb. On street parking is at a premium in the area.

The proposal seeks permission to drop the kerb to the front of their property in order to facilitate parking on their former front garden

Relevant Planning History: None

Consultation:

WSCC Highways*: This proposal is for the construction of a vehicular crossover (VCO) and hardstanding area to the front of the site. The site is located on manor Hall Road, an un-classified residential road subject to a speed limit of 30mph.*

The proposed plans indicate that the VCO will be 5.5m wide, extending across the whole site frontage. A licence will be required for the access works and the VCO must be constructed to a specification agreed with the Local Highway Engineer. Vehicular visibility splays have not been provided at the proposed new access onto Manor Hall Road; however an inspection of WSCC mapping indicates that there is sufficient visibility for the anticipated road speeds. Furthermore, Manor Hall Road has good forward visibility and due to the presence of on-street parking the LHA do not anticipate that vehicles will be exceeding the posted speed limit in this location. 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 accidents within the vicinity of the site. The LHA do not anticipate that the addition of a VCO in this location would exacerbate an existing safety concern.

The applicant has provided pedestrian visibility splays. However, the splays demonstrated on the plan are not within the applicants own land and as such cannot be maintained in perpetuity. There is benefit to providing some pedestrian visibility in this

location and therefore the applicant is advised that it would be beneficial to maintain the boundary treatments within their own control to a maximum height of 0.6m for the first 2m back from the edge of the footway.

The site frontage provides sufficient space for two vehicles to park. These spaces meet the minimum specifications of 2.4 x 4.8m as set out in Manual for Streets (MfS). One of the proposed parking spaces will be situated in front of the front door; the site frontage allows a minimum depth of 6m as set out in WSCC VCO guidance, allowing sufficient means of escape.

A turn on site would be preferable; however there is clearly insufficient space on site to accommodate this. An inspection of mapping indicates that neighbouring properties have similar arrangements without evidence of safety concern.

The LHA does not consider that this proposal would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions
Access
No development shall commence until the vehicular access serving the development has been constructed in accordance with the approved planning drawing.
Reason: In the interests of road safety.

Car parking space (details approved)
No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

Informative
Vehicle Crossover – Minor Highway Works
The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/
Online applications can be made at the link below, alternatively please call 01243 642105.
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/

Representations: None received

Relevant Planning Policies
Adur Local Plan 2017: Policies 15
National Planning Policy Framework (CLG 2012)
National Planning Practice Guidance

Planning Assessment
The key issues are the effect on the residential amenities and highway safety of the locality.

Visual Amenity

The dwelling is an end of terrace with a gap separating it from the next terrace to the east. Many of the properties within the street have already undertaken a dropped kerb, and a dropped kerb to the front of no. 179 will be in accordance with the pattern within the street. County Highways have raised no objections subject to conditions and an informative.

Residential Amenity

It is not considered that the provision of a dropped kerb; the hardsurfacing; and parking of vehicles on the front garden would result in unacceptable harm on the existing residential amenities of neighbour properties.

Recommendation

APPROVE subject to Conditions:-

1. Approved plans
2. Standard time limit
3. Access
4. Car parking spaces

Informative

1. Approved without amendments
2. Vehicle crossover

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

Case Officer: Eve Hearsey Date: 17.10.18

Authorised by: Peter Barnett Date: 17 October 2018