Expiry Date - 2/6/10

Development Control – Delegated Officer Report

Application Number: ADC/0100/10 **Recommendation – Permit Application**

Site: **7 Mile Oak Road Southwick Brighton West Sussex**

Proposal: **Vehicular access and hardstanding**

The Application

The application relates to a semi-detached bungalow dwelling on the south side of Mile Oak Road. It is proposed to demolish the front boundary wall and form a vehicular access with hardstanding within the front garden.

The dwelling immediately to the south west, No. 5, carried out a similar development in 2008 (ADC/0028/08).

Consultations and Representations

Consultations/Comments

West Sussex County Council - The Transport Planning Officer has no objection. He states that a 3 metre wide access is considered sufficient for the needs of this proposal. The new driveway area and car parking spaces should be constructed in a bound material and suitable drainage methods should be installed to prevent private surface water running onto the public highway.

The proposed crossover to access the driveway will require visibility splays of 2m for pedestrians, as shown on the proposed plans; this will require any proposed planting to be no higher than 0.6m above the ground level and any existing foliage to be maintained in order to safeguard the visibility splay.

A turn on site would be preferred, although clearly there is insufficient space to achieve this. However other properties along Mile Oak Road have similar arrangements and balanced against this is the benefit of providing an opportunity to remove a vehicle that would otherwise be parked on the highway in a location where the existing practise is on-street parking by residents of adjoining properties. This can result in a noticeable narrowing of the existing available carriageway space.

If the LPA are minded to approve this application, a condition securing the new access at 3 metres and provision of provision of pedestrian visibility splays of 2 by 2 metres should be included.

Third Parties

No representations received

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH7
Appendix 11 'Supplementary Planning Guidance' comprising Development Control Standard No.3 'Extensions and Alterations to Dwellings'
PPG13 'Transport' (DTLR 2001)
PPS3 'Housing' (DCLG 2006)
Manual for Streets (DCLG 2007)

Planning Assessment

Policies

Policy AG1 of the Local Plan states that development within the built-up area of the District will be permitted provided that it does not detract from the existing local urban environment.

Policy AH7 states that extensions and alterations should be designed so as not to result in an unacceptable degree of overlooking, a loss of natural light or an overbearing effect on neighbouring dwellings. They should be of sympathetic design and materials to the original dwelling and the area in general. The proportion of the garden area taken up by a proposal should not be excessive.

Manual for Streets is expected to be used predominantly for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design. It is directed to all those with a part to play in the planning, design, approval or adoption of new residential streets and modifications to existing residential streets.

The level of parking provision and its location has a key influence on the form and quality of a development and the choices people make in how they travel. The way cars are parked is a key factor for many issues such as visual quality street activity, interaction between residents and safety. Parking can be provided on or off the street. Off street parking includes parking within a curtilage (on plot) or in off street parking areas (off plot.) Reduced on street parking can remove road safety problems and allow pedestrians to cross with adequate visibility.

PPG13 states that LPAs should give priority to people over ease of traffic movement and provide more road space to pedestrians, cyclists and public

transport in town centres, local neighbourhoods and other areas with a mixture of land uses.

Access and Parking

The crossover will be 3m wide and 2m x 2m wide visibility splays are included. Mile Oak Road contains a large number of properties with vehicular crossovers and the proposal will not therefore be out of character in the street. The proposal would also assist in reducing on street parking on this busy road.

The County Transport Planning Officer has no highway objection to the proposal.

Recommendation

APPROVE for reason that :-

The proposed vehicular access assists in reducing on-street parking and does not detract from highway safety nor conflict with policy AG1 of the Adur District Local Plan

Subject to

1. C1Ci
2. C9Ai
3. C9F
4. The development hereby permitted shall be carried out in accordance with the following approved plans:
   Location Plan date stamped received 7 April 2010
   Proposed layout (Drawing 2) date stamped received 7 April 2010
   Reason– For the avoidance of doubt and in the interests of proper planning

Case Officer Peter Barnett Date 10/05/10