expires 26/8/09

Development Control – Delegated Officer Report

Application Number: ADC/0248/09 Recommendation - Permit

Site: 10 Middle Road Shoreham-by-Sea West Sussex BN43 6GA

Proposal: Extension of existing vehicular crossover

The Application

The application relates to an existing vehicular access which serves an access road on the east side of No.10 Middle Road, and the rear of properties on the east side of Adur Drive. The application property is comprised of a fast food take-away at ground floor level, with residential accommodation above. It is located on the south side of the street opposite Park Avenue, to the west of Middle Road allotments. A Royal Mail post box is located directly in front of the premises within the curtilage.

The proposal is to extend the existing vehicular access by 5 metres to the west, to enable the front forecourt of the restaurant to be used for parking.

Consultations and Representations

West Sussex County Council: The Highways Officer has requested that a vehicular access extension of 3.65m would be acceptable (rather than the 5m proposed), with the 3.65m equating to a standard dropped kerb length. They note that on-street parking is at a premium on Middle Road, and therefore the reduction in access as proposed will be required in the interests of maintaining acceptable levels of parking. A condition requiring that no vehicles overhang the pavement is requested.

Third Parties: There have been no third party objections to the proposals.

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1
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.

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.

The Government places great emphasis on people being able to travel safely whatever their chosen mode. The planning system has a substantial influence on the safety of pedestrians, cyclists and occupants of vehicles through the design and layout of footpaths, cycleways and roads.

Access and Parking
The proposed 5m long access extension would have resulted in the western side being close by to the rear boundary with No.56 Adur drive, and the post box. Visibility in this region would have been impared due to the physical obstructions and recommendations were made by the Highways Officer to ensure the levels of on-street parking were kept to a maximum.

The location of St. Peters Primary School in Sullington Way to the NW, and Kings Buci County Infants School to the east makes for high demand in on-street parking within the vicinity of the site at particular times of the day, however the loss of 3.65m (as amended) would not result in their being a loss of highway safety as a result. Visibility splays of 2m by 2m would now be achievable.

It is not considered that the appearance of the application building would be diminished by a parked car in the forecourt to such an extent as to warrant refusal solely on this basis.

Recommendation

APPROVE for reason that :-

3PP

1. C1Ci
2. C9Ai
3. C14Ai – 03.08.09, AG1 of the ADLP

Case Officer: [redacted]
Date: 03/8/09 PB 4/8