expires 8/6/09

Development Control – Delegated Officer Report

Application Number: ADC/0162/09 Recommendation - Permit

Site: 18 Stoney Lane Shoreham-by-Sea West Sussex BN43 6LA

Proposal: Vehicular access

The Application

The application relates the northern half of a pair of semi-detached bungalows located on the west side of the road. The site bungalow is set back from the highway by 10.2m, behind an already constructed hardstanding parking area.

Permission is sought for a vehicular access to the highway.

To the north of the dwelling is the southern half of a pair of similar semi-detached dwellings (No.16) which has its own vehicular access. Separating the two bungalows is a low boundary wall approximately 0.4m in height. The wall remaining in front of the application property, to the south of the access is 0.6m in height.

Consultations and Representations

West Sussex County Council: The Highways Officer states that from an inspection of the plans there appears to be no visibility issue at the point of access onto Stoney Lane, and that they forsee no significant issues with the formation of the access as shown, given that there are a number of other properties in the vicinity with similar access arrangements. The provision of visibility splays into the road at 2.4m by 43m, and pedestrian visibility of 2m by 2m both up to 0.6m in height, are requested by planning condition.

Third Parties: There have been no third party representations on the application.

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1
PPS 1 'Delivering Sustainable Development' (ODPM 2005)
PPG13 'Transport' (DTLR 2001)
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. South East Plan policy CC1 entitled Sustainable Development states that the principal objective of the Plan is to achieve and maintain sustainable development in the region, by, amongst other things, achieving safe and secure communities across the region.

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.

Access and parking

At the time of the site visit the vehicular access had already been implemented, as per the submitted plans.

A small amount of garden is retained within the SE of the site which would make turning on site of larger vehicles particularly difficult, consequently the provision of intervisibility between reversing vehicles and pedestrians and other road users would be an important requirement.

As stated above the boundary walls between the site and the adjacent neighbour (No.16), and between the footpath in front of the bungalow are brick-built low walls which do not exceed 0.6m in height, except for a pier to the east of the north side boundary wall. It is considered that the low boundary walls would provide sufficient visibility for pedestrians when manoeuvring out of the site onto the road.

The dwelling sits on a straight section of road, and there are no physical structures between the access and the 43m splay required by the Highway Officers condition. The arrangement of access onto the road is as stated above, similar to a number of others in the vicinity, and it is therefore considered that the proposals do not have a harmful effect on highway safety, and as a result complies with policy AG1 of the Local Plan and CC1 of the South East Plan.

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

1. C9F amended
   The existing visibility splays provided shall be kept free from any obstruction to visibility in excess of 0.6 metres above the level of the adjoining carriageway.
   Reason: *In the interests of highway safety and to comply with policy AG1 of the Adur District Local Plan* and Manual for Streets.

Case Officer [redacted]
Date: 18/6/09 [redacted] 18/6