DELEGATED APPLICATIONS ASSESSMENT SHEET

APPLICATION NO./ADDRESS: WB/08/1021/FULL – 91 Terringes Avenue

DATE OF SITE VISIT: 24/10/08

NEIGHBOURS CHECKED: Y

ADDITIONAL NEIGHBOUR NOTIFICATIONS (LIST ADDRESSES): N

SITE AND SURROUNDINGS:

This application property is a semi-detached two-storey property with upper grey hanging tile and lower pale brown brick walls. A dwarf brick wall extends along the property's road frontage. The street scene is a mix of inter and post war housing stock. Similarly styled properties are found either side of the property, whilst semi-detached bungalows are located opposite. Although a classified 'C' road with frequent traffic movement, the street has a suburban residential feel. Many properties along the road have been hard paved and left without a front boundary to define public and private realm. This character is particularly prevalent in the immediate street scene surrounding the site. The properties directly opposite the site, nos. 82 Terringes (WB/148/87 refers), 86 (WB/90/688) 84 (WB/90/711) and 80 (1002/89) all benefit from planning approval for similar development.

PROPOSAL:

The development sought for has been advertised as planning permission for formation of hardstanding and vehicular access onto a classified road.

The vehicular crossover would extend 6.3 metres in width, and would provide a shared surface for vehicles and pedestrians. Its use would necessitate dropping of the kerb across the width of the crossover. Appropriate vehicular visibility splays are provided.

The hardstanding will cover the near entire front garden, extending 7.7m in width and 13.56 in depth.

RELEVANT PLANNING HISTORY:

None

RELEVANT PLANNING POLICIES:

West Sussex Structure Plan 2001-2016
DEV1, CH1, NE17, ERA4

Worthing Local Plan 2003
BE1

Government Advice
PPS1, PPG13, PPS25

REPRESENTATIONS AND RELEVANT CONSULTATION RESPONSES:

No representations received.

The **Highway Authority** comments that:

No objection

The proposal is for the formation of a hardstanding and vehicular access onto Terringes Avenue a new access point. From inspection of the plans alone, there is no apparent visibility issue at the point of access onto Terringes Avenue.

It is advised that there should be only one vehicle parked on the proposed land at one time, this is to give space for turning and to aid the vehicle form reversing onto Terringes Avenue, which is located near the junction of Lenhurst Way. The most recently available verified accidents records reveal there have been no personal injury accidents in the vicinity of the existing point of access, indicating a low risk of highway safety issues with this proposal.

Any approval of planning permission would be subject to the following condition: Construction plant and materials and turning space

PLANNING ASSESSMENT:

The principle planning concerns with this proposal are highway safety and visual impact.

County Highways have raised issue over turning space on the hard standing (although not on visibility grounds for the new access). Whilst it has been suggested this could be resolved through condition, the Local Planning Authority considers dictating the number of vehicles that could park on the new hard standing to be unreasonable.

Because this highway issue remains unresolved, the access is not permitted development. By implication, the hard standing is not permitted development either.

A good many dropped kerbs are noted along the residential street, including those that serve the properties immediately opposite the site. The addition of a further dropped kerb, and the loss of some of the dwarf brick wall to the frontage, would be in keeping with this character of the street. A distinction between private and public realm is maintained, albeit at a reduced scale.

It is recognised properties along Terringes Avenue have hardstanding to their frontages. However, the current proposal would result in the loss of soft landscaping, and the creation of a harsh hard surface that straddles the entire width of the plot and abuts the public footpath. This will be to the detriment of the visual amenities of the street scene. However, the introduction of soft landscaping would soften the visual impact of the hard surface, ensuring an acceptable proposal.

Provision has been made to direct run-off water from the hard standing to a permeable area within the site (e.g. the grass areas near to the property), so surface water flood risk is not considered materially exacerbated.

Given the above assessment of design and impact on highway safety, it is considered that the proposal would not represent a highway danger issue, and the application should be granted conditional approval.

RECOMMENDATION:

Approved subject to:-

1. Standard 3 yr time limit
2. Construction plant and materials
3. Plans as submitted and amended by

REASONS FOR RECOMMENDATION:

The proposal, as amended, complies with the Saved Worthing Local Planning Policies BE1, and Saved West Sussex Structure Plan Policies DEV1, CH1, NE17, ERA4

HUMAN RIGHTS:

Article 8 (Right to Respect of a Private and Family Life) and Article 1 of the First Protocol (Protection of Property) of the Human Rights Act 1998 are relevant to this application. It is accepted that the proposal, if approved, would have some impact on the neighbouring properties. However, it is considered that on balance, existing residential quality of life would not be significantly adversely affected as a result of the proposal. Accordingly it is considered that it is acceptable with regard to Article 8 and Article 1.

IS RECOMMENDATION CONTRARY TO LETTER (S) OF REPRESENTATION?

No.

DELEGATED

Case Officer
Sign..... [redacted] .....Date.....

Authorising Off
Sign..... [redacted] .....Date.....11.12.08.....