Ex 1/4/09

Development Control – Delegated Officer Report

Application Number: ADC/0185/09 **Recommendation – Permit Application**

Site: **104 Southwick Street Southwick Brighton West Sussex**

Proposal: **Widening of vehicular access**

The Application

The application site is a semi detached bungalow located on the eastern side of Southwick Street within the built up area of Southwick. The property has a front garden with a shared access driveway to the side leading to a garage. The existing vehicular cross over is 2.9 metres in width and permission is sought to extend this dropped kerb to a total width of 5.7 metres. To allow access onto the proposed hard standing to the front of the bungalow for off street parking.

Consultations and Representations

Third Parties: - No third party representations have been received.

West Sussex County Council: - The Highways Authority has no objection and state that there is no visibility issue at the point of access onto Southwick Street. The proposal may result in additional vehicles reversing onto the highway. However it is unlikely that any significant number of movements would occur. The proposal should not result in any detriment to highway safety. The adjoining brick wall does not exceed 0.6 m therefore adequate pedestrian visibility will be provided.

Relevant Planning Policies and Guidance

PPG13 'Transport' (DTLR 2001)
PPS3 'Housing' (DCLG 2006)
Manual For Streets (DCLG 2007)

Planning Assessment

Policies

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 County Highways Officer has raised no objection to this proposal and states that the existing wall does not exceed 0.6 metres and would not affect pedestrian visibility when cars are reversing onto the road.

The site currently has no off street parking as the existing dropped kerb provides shared access with the neighbouring bungalow to the north to the garages to the rear. The proposed widening of the existing access will allow for parking to the front of the bungalow. There is some on street parking along the east side of Southwick Street with most properties having similar access arrangements to the application site. However on the opposite side of the road there are examples of similar parking arrangements to the front of properties with vehicular accesses.

Recommendation

APPROVE for reason that :- 3PP amended

1. C1Ci
2. C9Ai

Case Officer... [redacted] .....Date.....11/6/09

RB 11/6