Development Management – Delegated Officer Report

Application Number: AWDM/1348/17 Recommendation – APPROVE

Site: 163 Middle Road, Shoreham-By-Sea

Proposal: Vehicular access

Date of site visit: 3.10.17

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The site relates to a mid terrace two storey dwelling house on the southern side of Middle Road. There are a variety of properties on Middle Road, yet within the vicinity of this site on the southern side of the road are terraced properties with low level boundary walls to the front.

Permission is sought for a vehicular access, this involves the removal of the front wall and as originally proposed gravel to the property frontage. This has since been amended following comments from West Sussex County Council advising that block paving should be used adjacent to the access from the highway to limit over spill of the loose material to the highway. An amended plan has been submitted to show this.

Consultations

WSCC: The Highway Authority has commented as follows:

This proposal is for new vehicular access at the above address. Middle Road is a 'C' classified road with a 30mph speed limit in this location. The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been two recorded injury accidents within the vicinity of this property, however, from an inspection of accident data it is clear that this was not due to any defect with the safe operation of the local road network.

A study of local mapping and plans demonstrate that there is sufficient space on the property frontage to accommodate one off-street vehicle parked in front of the ground floor window. A turn on site would be preferred to enable a vehicle to exit onto the highway in a forward gear; clearly though there is insufficient space to achieve this. However, neighbouring properties 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 practice is on-street parking by residents of adjoining properties which results in a noticeable narrowing of the carriageway space.

It is not clear from the plans and application form if the front boundary wall is to be partially retained or completely removed. The LHA would advise that the entire front boundary wall is removed to leave an open frontage in order to achieve maximum visibility.

An inspection of the application form establishes that the hardstanding area is to be constructed from gravel. This may result in material being dispersed onto the public highway affecting the

surface of the road. The applicant should provide a gravel trap or area of block paving, or other bound material, at the point of access onto Middle Road (on land within the applicant's control; not within the publicly maintained highway). This should be secured by condition.

The dropped crossing must be implemented under licence to a specification obtained from WSCC Highways.

In conclusion, it is not anticipated that this proposal would pose a highway safety concern, therefore, the LHA does not wish to object. Should the LPA be minded to approve the application then the following conditions and informative should be included:

Access
No on-site parking shall commence until the vehicular access serving the dwelling has been constructed (including a bound material from the back edge of the Highway boundary to prevent gravel overspill) in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of road safety.

Car parking space
No on-site parking shall commence until the vehicle hardstanding area has been constructed in accordance with the approved site plan. This space shall thereafter be retained at all times for its designated purpose.
Reason: To provide car-parking space for the use

Informative
The applicant is advised to contact WSCC Highways (01243 642105 or https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Representations: None

Relevant Planning Policies
Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH7 and Appendix 11 'Supplementary Planning Guidance' comprising:
Development Control Standard No.3 'Extensions and Alterations to Dwellings'
National Planning Policy Framework (CLG 2012)
Manual for Streets (2007)

Planning Assessment

Residential amenity
There would be no significant impact on residential amenity as a result of the proposed vehicular access. There are some other examples in the surrounding area of other adjacent dwellings that have off street parking which can result in improvements to congestion and parking problems within the adjacent highway.

Visual amenity
The formation of a vehicular access would result in the loss of the front boundary wall which is regrettable. This wall matches other dwellings within this row of terraces and is decorative in appearance. It is however considered that its loss could not be resisted in this case. There are some other examples adjacent where the wall has been removed. The proposal would not appear unduly out of place and will not result in any significant harm to the character of the site or surroundings. The plans show the frontage to be hard surfaced to provide a parking area. This is considered to be permitted development as the surface will be permeable. The plans have been

amended as stated above to be in accordance with the requirements of the Highways Authority.

Highway safety
The Highway Authority has given the advice set out above. The application is therefore considered acceptable in terms of highway safety. This is subject to the conditions as referred to above and attached below.

Recommendation

Approve

Subject to Conditions:-

1. Standard time limit 3 years
2. Permission relates to approved plans
3. No on-site parking shall commence until the vehicular access serving the dwelling has been constructed (including a bound material from the back edge of the Highway boundary to prevent gravel overspill) in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of road safety.

4. No on-site parking shall commence until the vehicle hardstanding area has been constructed in accordance with the approved site plan. This space shall thereafter be retained at all times for its designated purpose.

Reason: To provide car-parking space for the use

Informatives:

1. Proactive with amendments

2. The applicant is advised to contact the Community Highways Officer covering the respective area (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Is recommendation contrary to letter(s) of representation? N

Case Officer: Hannah Barker Date: 23.10.17

Authorised by: Peter Barnett Date: 23 October 2017