expires 22.3.10

Development Control – Delegated Officer Report

Application Number: ADC/0003/10 Recommendation - Approve

Site: 24 Gardner Road Southwick Brighton West Sussex

Proposal: Vehicular access

The Application

The application relates to an end of terrace house located on the north side of the road, within the built up area of Southwick.

The proposal is for a vehicular access to the road. The dwelling has recently converted the front garden area to a hardstanding (with block paving) for the parking of cars, and removed the whole front garden boundary wall 7m in width. The proposed vehicular access would be 3m wide.

Many other dwellings within the vicinity have had planning permission for vehicular accesses and hardstanding permitted, including the two adjacent neighbours, No's 22 to the east and No.26 to the west.

Consultations and Representations

West Sussex County Council: The Highways Officer states that from inspection of the plans there appears to be no apparent visibility issues at the access onto Gardner Road. Turning on site would be preferred, clearly though there is insufficient space to achieve this. However other 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 existing available carriageway space. 2m by 2m visibility splays are requested and the new access must not exceed 4.5m in width.

Third Parties: There has been one letter of representation from the occupier of 27 Gardner Road, stating that lay-by's would be better, because the driveways restrict on-street parking, and that some people have a drive and leave it empty and park on the street taking up valuable parking spaces.

Relevant Planning Policies and Guidance

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

Manual for Streets is expected to be used predominantly for the design, construction, adoption and maintenance of new residential streets within larger developments, 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.

Access and parking
The County Highways Officer has raised no objection to this proposal, therefore it is considered that there would be no highway safety issues, subject to visibility splays being kept free of all obstructions over a height of 0.6 metres.

As stated the hardstanding has already been constructed and sits to the front of the house, with level access directly onto the pedestrian footpath 3m in depth (2m of which is grassed verge). The hardstanding itself is 6m wide by 6m deep, and is bounded to the east by a low (0.4m) brick wall and to the west by a level access path serving the rear of the adjoining properties, 1m in width.

The proposed dropped kerb would be centrally located and would be 3m in width. Consequently the requisite 2m by 2m visibility splays would be able to be incorporated into the scheme, thus preserving intervisibility.

Many examples of similar vehicular accesses exist in the vicinity and the proposals would not be out of character. They would assist in the reduction of

street parking, therefore reducing traffic congestion and increasing highway safety.

Recommendation

APPROVE for reason that :-

The proposed vehicular access assists in reducing on-street parking does not detract from highway safety nor conflict with policies AG1 of the Adur District Local Plan.

1. C1Ci
2. C9Ai
3. CF9F
4. The development hereby permitted shall be carried out in accordance with the following approved plans: 1:1250 site location plan; and 1:200 block plan dated received 25.01.10.
   Reason: *For the avoidance of doubt and in the interests of proper planning.*

Case Officer: [redacted] 18/2/10
Date: 18/2/10

Planning Services Manager: [redacted]
Date: 18.2.10

Chair of the Planning Committee: [redacted]
Date: 23/02/10