Expiry Date – 16/9, EOT 21/10

Development Control – Delegated Officer Report

Application Number: AWDM/1360/21 Recommendation – Grant

Site: Land At The West Section Of Emerald Quay Shoreham

Proposal: **Proposed site layout changes to accommodate 6 no. additional car parking spaces, motorcycle bay, partial removal of pedestrian path and new pedestrian dropped kerbs with tactile paving (North Point, Sussex Court and West Point).**

Neighbours checked: Y

Additional neighbour notifications: N

Date of Site Visit: 27/7

Site and Surroundings

This application relates to the junction of the western end of Emerald Quay and Riverside Road. At present there is a footpath running parallel with a gated Environment Agency access to the river on the west side of Emerald Quay. This leads down to a slipway that is in general public use it is understood.

The footpath extends 30 metres into Emerald Quay from Riverside Road. There is a footpath on the opposite side of this road too. At the junction there are dropped kerbs on the Riverside Road pavement to facilitate pedestrian crossing. There is no pedestrian dropped kerb within this stretch of the Emerald Quay footpath.

Proposal

In this third revised plan it is proposed to add dropped kerbs and tactile paving to either side of the Emerald Quay pavements. The existing Riverside Road crossings are to be unchanged. Most of the western side Emerald Quay pavement is to be removed to create six additional parking spaces and motorbike spaces.

Relevant Planning History

None.

Consultations

Highways:

The LHA has been re-consulted on this application following submission of revised plans demonstrating that a dropped crossing will be provided on either side of the internal access-way, within the site, linking the two existing internal footways. This

would be considered an improvement over the existing arrangement and would be acceptable to the LHA.

To summarise, the LHA raises no highway safety concerns to the proposed site layout changes to accommodate 6 parking spaces and motorcycle bay.

Conclusion
The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition is advised:

Car parking space (details approved)
No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use.

Environment Agency:

Thank you for consulting the Environment Agency on the above application.

We have reviewed the information as submitted and set out our position and comments below.

Environment Agency position

*We have **no objection** to the proposal as submitted.*

Advice to the Applicant

Flood Risk Activity Permit

The Environmental Permitting (England and Wales) Regulations 2016 requires a permit (called a 'Flood Risk Activity Permit') to be obtained for any activities which will take place:

- *On or within 8 metres of a main river (16 metres if tidal);*
- *On or within 8 metres of a flood defence structure or culvert (16 metres if tidal);*
- *On or within 16 metres of a sea defence;*
- *Involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert; and/or*
- *In a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it is a tidal main river) and you do not already have planning permission.*

For further guidance, please visit https://www.gov.uk/guidance/flood-risk-activities-environmental-permits.

The Applicant should note that a permit is separate to and in addition to any planning permission granted. The granting of planning permission does not necessarily lead to the granting of a permit.

*To enquire about the permit application process, the Applicant should contact our National Customer Contact Centre on **03708 506 506** (Monday to Friday 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk. We would advise the Applicant to contact us at the earliest opportunity.'*

Representations

1 letter of support and 2 objection have been received to the latest revision with the objections summarized as:

Removal of the western pavement and the incorrect positioning of drop kerbs in Emerald Quay will force wheelchair users into the road.
If the applicant is willing to alter the drop kerbs so that one is opposite parking space 2 and one opposite parking space 4 this will benefit wheelchair users.
Existing pavements too narrow
Introducing more parking space is welcomed. Has the applicant considered making these bays suitable for electric vehicle use?

Previous objections include:

1. This is a busy access down to the slipway and many vehicles towing boats use it. Removing the pavement will make it unsafe for pedestrians.
2. Emerald Quay residents cross safely at the northern end of this footpath rather than at the junction.
3. Parking already occurs alongside this pavement and vehicles, including refuse lorries, can access the road at the same time so this development is not necessary,
4. Noise and pollution from increased motorcycle parking,
5. The pavement on the east side of the road is narrow at points due to steps down from the flats and there are no drop kerbs.

Relevant Planning Policies and Guidance

The National Planning Policy Framework 2021
Adur Local Plan 2017 Policies 1, 2 and 15 including 'Development Management Standard No. 2 Extensions and Alterations to Dwellings'.
WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

Principle

The principle of development can be supported as it works to create additional parking and alternative crossings within an existing development in the built up area. For consideration is the impact of the proposals on the character and appearance of the area, neighbour amenity and vehicle and pedestrian safety.

Character

Parking already occurs alongside the footpath to be removed. The proposal will not change this but will widen the carriageway accordingly.

Neighbour amenity

Parking already occurs here. The space for motor vehicles to park has been reduced in size with the revised plans. Motor cycles can park in any parking bay or along this footpath at the moment.

Highways

The highway authority does not object to this application and does not consider it to be unsafe for pedestrians or road users. Pedestrians can continue to use the crossings at the Riverside Road junction or alternatively will now have the choice to cross within the site itself.

The applicant has advised that cabling the proposed spaces for EV charging is too costly and disruptive. EV bays are being considered for the wider estate including outside the leisure centre and estate-wide infrastructure is also being progressed enabling residents to install charging points on their own basis.

Recommendation APPROVE subject to the following conditions:

1. *Approved Plans*
2. *3 years*
3. The new crossings shall be constructed before first use of the car parking spaces to be created in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
   Reason: In the interest of highway safety having regard to policy 15 of the Adur Local Plan.

Informative

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Is recommendation contrary to any representations? Yes.

Case Officer signed: MOK Date: 21/10/21

Authorised and signed by: Peter Barnett Date: 22 October 2021