Development Control – Delegated Officer Report

Application Number: AWDM/0170/13 **Recommendation – Approve**

Site: **6 Middle Road, Shoreham-By-Sea, West Sussex BN43 6PP**

Proposal: **Proposed vehicular access**

Date of site visit: 27 February 2013

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to a semi-detached house located on the south side of Middle Road, 50m to the east of its traffic-light controlled junction with Eastern Avenue. Immediately adjacent to the application site, on its west side, is a rear access way to garages and hardstandings behind houses in Adur Drive and Eastern Avenue. Nos. 2 and 8 Middle Road both have vehicular accesses and off-street parking provision within their front gardens.

Permission is sought to form a vehicular crossover and hardstanding to enable a car to be parked off the street. The hardstanding would be constructed of bock paving on a sand base, with a drainage channel provided at the front of the house.

Planning History

SU/219/04 – Application for a vehicular access refused and dismissed at appeal. At that time it was considered that the lack of a turning space would create a highway hazard. Parking on Middle Road causes congestion, as does queuing traffic at the traffic-light junction. It is particularly busy during drop-off/pick-up time at the nearby school. The Inspector noted that there was an existing access to the rear garages (one of which is owned by the applicant) and did not consider that a new access was necessary or desirable.

Consultations

West Sussex County Council: The Transport Planning Officer states that while a turn 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 practices are on-street parking which results in a noticeable narrowing of the existing available carriageway space.

In separate, earlier correspondence with WSCC there was slight surprise that WSCC had previously objected and that the decision was subsequently

upheld at appeal. The Highway Officer acknowledged that there are a number of existing accesses that appear to operate without any apparent issues and also that on-street parking is obstructive to the free flow of traffic so close to the existing signalised junction. Middle Road is straight, thus reversing vehicles would have adequate visibility. The 2007 guidance within Manual for Streets would also be a prime consideration in any decision; the 2004 decision would have been made using more strict guidance.

Representations

None received

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’
South East Plan (GOSE 2009): CC1, CC6, BE1
National Planning Policy Framework (CLG 2012)
Manual for Streets (2007)

Planning Assessment

Principle

The proposed access and hardstanding are acceptable in principle subject to consideration of highway safety.

Visual amenity

There are a number of accesses already in the immediate vicinity of the site and the loss of the front wall and formation of hardstanding in the front garden will not appear out of character or visually harmful. The existing hedge on the western boundary is shown as being retained.

Residential amenity

The proposal will not cause harm to the neighbouring dwelling (No.8) which already has a parking space within its front garden.

Accessibility and parking

WSCC has not objected to the proposal this time in light of more relaxed guidance in Manual for Streets. They have also taken the view that it would be preferable to remove a vehicle from the street in order to ease vehicular movements along this stretch of Middle Road. While a turning area would be preferable, this is not achievable and is no different from the situation at other neighbouring properties.

The proposal is not considered to result in harm to highway safety and it can be approved.

Recommendation

APPROVE for the reason:-

The proposed vehicular access would assist in reducing on-street parking and would not detract from highway safety. It would consequently not conflict with saved policy AG1 of the Adur District Local Plan, Manual for Streets or the National Planning Policy Framework.

Subject to Conditions:-

1. Standard 3 year time limit
2. Splays
3. Permeable construction to hard surfaces
4. Approved plans

Informatives:

1. Contact WSCC re. crossover

2. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

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

Case Officer: Peter Barnett Date: 20 March 2013

Authorised by: Gary Peck Date: 22 March 2013