EXPIRES 29.04

Development Control – Delegated Officer Report

Application Number: ADC/0060/10 Recommendation - Approve

Site: **433 Upper Shoreham Road, Shoreham-by-Sea, West Sussex BN43 5NF**

Proposal: **Vehicular access**

The Application

The application relates to a mid-terraced house located on the south side of the road, within the built-up area of Shoreham.

Permission is sought for a vehicular access to the road, which is a classified 'C' road. A hardstanding is proposed to replace the former front garden. At the time of the site visit a makeshift hardstanding had been constructed out of reclaimed house building waste, and the majority of the front boundary wall had been removed.

There are other houses within the terrace which already have vehicular crossover's and hardstanding's (No's 421, 423, to the east and No's 435, 437 and 441 to the west). Notably the attached dwellings on each side both have crossovers, No.435 to the west having been approved in 2005 (SU/38/05).

Consultations and Representations

West Sussex County Council: The Highways Officer states that the access is shown as 2.7m, however this should be extended to 3m. The works to the highway for the new access must be agreed with the WSCC Local Engineer and carried out under licence. The parking space should be constructed in a bound a material and suitable drainage methods should be installed to prevent surface water running onto the public highway.

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.

Conditions securing the new access at 3m are requested.

Third parties: No objections.

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 application as originally submitted showed a 2.7m access located to the east of the frontage, angled within the front garden area. West Sussex County Council have requested that the access be a minimum of 3m.

The applicant has submitted amended proposals which show the required 3m vehicular access to the main highway, with a hardstanding at 90 degrees to the road., and the retention of planted beds to provide visual relief.

It is usual with crossovers to such properties that pedestrian intervisibility (maximum 0.6m high) would ordinarily be required, however the site is currently bound to the east and west by relatively low 0.8m high walls. The small section of front boundary remaining (approx 1m wide) is proposed to be lowered to 0.6m. The notional splay would be 3m in width to the west. Pedestrian intervisibility splays to the east of the access have also been

shown, however the Highways Officer has confirmed that splays are not required in this instance as the area currently is unrestricted, therefore visibility looks acceptable as it stands.

The applicant has stated that the proposed hardstanding material will be of Quarry slabs and bricks served by a soakaway. Additionally a planted border is now proposed on the east side of the hardstanding (in addition to those to the west) which will allow for extra drainage and provide visual relief from the expanse of hardsurfacing.

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. C9F – amended
   ...These splays shall be 1.5 metres by 1.5 metres...etc
4. The development hereby permitted shall be carried out in accordance with the following approved plans: 1:1250 site location plan date stamped received 04.03.10; and the amended hardstanding plan; and soak away section drawing date stamped received 28.03.10.
   Reason: *For the avoidance of doubt and in the interests of proper planning.*

Case Officer: [redacted]
Date: 6/4/10