expires 28/4

# Development Control – Delegated Officer Report

**Application Number: ADC/0043/10** **Recommendation – Permit Application**

**Site:** **9 Tarmount Lane Shoreham-by-Sea West Sussex BN43 6RQ**

**Proposal:** **Vehicular access and removal of front wall**

## The Application

The application relates to 9 Tarmount Lane, a small dwelling attached to its larger neighbour and set back from the road at the junction of Tarmount Lane and New Road. It lies within the Shoreham Conservation Area and presently has no vehicular access. There is a wall across the frontage with a pedestrian gate and three piers.

It is proposed to demolish the wall and central pier and to construct a vehicular access. A new brick paved hardstanding is to be formed to a length of 8m with a raised flowerbed formed between the hardstanding and the dwelling.

There is a vehicular access to the dwelling to the west but there is no access to the dwellings in New Road to the east.

## Consultations and Representations

### Consultations/Comments

**West Sussex County Council** - The Transport Planning Officer has no objection. He states that a 3.0 metre access is considered sufficient for the needs of this proposal. He requires the driveway area and car parking spaces to be constructed in a bound material and that suitable drainage methods are installed to prevent private surface running onto the public highway.

The proposed crossover to access the driveway will require visibility splays of 2m for pedestrians which were not shown on the original proposed plans (but have now been included); this will require any proposed planting to be no higher than 0.6m above the ground level and any existing foliage to be maintained in order to safeguard the visibility splay.

A turn on site would be preferred, clearly though there is insufficient space to achieve this. However there are other properties further south that have similar arrangements and balanced against this is the benefit of providing an

opportunity to provide a more dependable area for vehicles to park in an area where there are waiting restrictions in place. At present any temporary parking and unloading of vehicles would result in a noticeable narrowing of the existing available carriageway space.

**ADCAG** – Object as the proposal is felt to be detrimental to the street scene

**Third Parties**

No representations received

## Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AB4, AB5, AH7
Appendix 11 'Supplementary Planning Guidance' comprising Development Control Standard No.3 'Extensions and Alterations to Dwellings'
PPG13 'Transport' (DTLR 2001)
PPS3 'Housing' (DCLG 2006)
PPS5 'Planning for the Historic Environment' (DCLG 2010)
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.

Policy AB4 requires new development within Conservation Areas to preserve or enhance the character and appearance of the area. The supporting text to Policy AB5 states that it is important that traditional features, such as flint walls, are retained as they enhance the appearance of a Conservation Area. Their cumulative loss would have a major impact upon the quality of such areas.

Policy AH7 states that extensions and alterations should be designed so as not to result in an unacceptable degree of overlooking, a loss of natural light or an overbearing effect on neighbouring dwellings. They should be of sympathetic design and materials to the original dwelling and the area in general. The proportion of the garden area taken up by a proposal should not be excessive.

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

The Government places great emphasis on people being able to travel safely whatever their chosen mode. The planning system has a substantial influence on the safety of pedestrians, cyclists and occupants of vehicles through the design and layout of footpaths, cycleways and roads.

**Access and Parking**

The parking area will measure 4.3m wide and 8m deep. An amended plan has been received showing the inclusion of 2m wide visibility splays and the County Transport Planning Officer has no highway objection to the proposal.

**Impact on character and appearance of Conservation Area**

The proposal will result in the loss of the front boundary wall and one of the three piers. The wall is 3.1m wide and is presently rendered, but in a poor state of repair, and is not considered to enhance the Conservation Area in its present state. While the loss of a wall in a Conservation Area has the potential to detract from the appearance of the area, on this occasion it is a short section of wall only and it is not considered that the proposal will result in any visual harm. The narrow front garden would be hardsurfaced with brick paviors which would be permeable as well as a visually acceptable finish.

**Residential amenity**

The proposal will not have a detrimental impact on the amenities of neighbouring occupiers.

## Recommendation

APPROVE for reason that :-

1PPii (amended) The proposed development would not detract from the existing local urban environment, would preserve or enhance the character and appearance of the Conservation Area and can take place..... (AG1, AH7, AB4-5)

Subject to

1. C1Ci
2. C9Ai
3. C9F
4. The development hereby permitted shall be carried out in accordance with the following approved plans:
   Location Plan date stamped received 3 March 2010
   Proposed layout date stamped received 12 April 2010
   Reason– For the avoidance of doubt and in the interests of proper planning

Case Officer [redacted] Date 19/4/10

Planning Services Manager [redacted] Date 20/4/10

Chair of Planning Committee [redacted] Date 26/04/10