

Cassandra Low
The Planning Inspectorate
3C
Temple Quay House
2 The Square
Bristol
BS1 6PN

Application	F/24/97606
Your Reference	APP/W1715/W/24/3350330
Please ask for	Claire Campbell-Best
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Monday 04 November 2024

Dear Ms Low,

Town and Country Planning Act 1990
The Town and Country Planning (Development Management Procedure)
(England) Order 2015

Appeal By:	Mr and Mrs Arakelian
Appeal No:	APP/W1715/W/24/3350330
Application No:	F/24/97606
Description:	Garage conversion into habitable accommodation.
Site:	21 BOWERS DRIVE, BURSLEDON, SOUTHAMPTON, SO31 8LZ

With reference to the above planning appeal and the Appellant's submitted appeal statement, the Local Planning Authority (LPA) are of the opinion that this statement raises no new issues or evidence and as such would ask that the appointed Inspector treats the delegated officer report and consultee responses, which were submitted with the appeal questionnaire, as the LPA's statement of case together with the following comments.

Reason for Refusal: Lack of adequate on-site car parking

The LPA acknowledges in the appellant's statement of case and photo provided in Appendix A that the existing driveway has space for two vehicles. However, the Department for Transport Manual for Streets sets out the minimum size for a parking bay as 2.4m x 4.8m. The existing driveway to the front of the property measures approximately 3.8m x 5.2m, which is not wide or long enough to adequately accommodate two vehicles. The photograph in appendix A appears to show landscaping within the development has been removed to accommodate the two vehicles, and there is insufficient space for doors to be opened and closed on either

vehicle without encroaching onto adjacent land. The LPA therefore does not agree that the driveway is suitable to accommodate 2 vehicles.

The appellant has also noted in their statement of case that the road directly outside the property is used for the benefit of the occupants of Bowers Drive and visitors and is not a through road, therefore the additional parking space can be accommodated at the roadside. The appellant has shown in Appendix B two photos of vehicles parked on Bowers Drive and in the LPA's view, these photographs demonstrate that this stretch of road is narrow and not appropriate for on-street parking. Adding additional pressure for parking on this street would risk further obstruction for other highway users, exacerbating highway safety concerns.

The LPA would direct the Inspector's attention to the delegated report and Hampshire County Council Highways consultation response which sets out the specific reasons why roadside parking is inappropriate in this location and would interrupt the free flow of traffic, causing a highway hazard to other road users.

The appellant has also provided a photograph in Appendix C which show there are visitor laybys within close proximity to the property which could be used to accommodate the additional space. However, there are limited visitor laybys within the residential development, and these visitor laybys are not intended to provide a permanent parking solution for the residents. If the visitor laybys were used regularly by residents, then visitor vehicles would have insufficient space to park, risking further obstruction to surrounding roads.

Conclusion

While it is recognised the appellants have provided information to demonstrate how parking on site could be achieved, it does not meet the minimum standard requirements for safe parking of 2 vehicles. Furthermore, the alternative solutions to provide the additional parking space by either parking on the roadside or relying on visitor layby parking is inappropriate and would result in highway safety concerns.

The LPA respectfully request that the Inspector upholds the reasons for refusal and dismisses the appeal. However, should the Inspector be minded to grant permission, the LPA would ask that the conditions attached in Appendix A are included as part of any approval.

Yours faithfully

A handwritten signature in black ink, appearing to read "N Parker", with a horizontal line underneath.

Nicholas Parker
Planning Manager