**Expiry Date – 3/11, EOT 11/11**

# Development Control – Delegated Officer Report

**Application Number: AWDM/1618/21 Recommendation – Grant**

**Site:** 69 Crabtree Lane, Lancing

**Proposal:** **Vehicle access.**

Neighbours checked: Y

Additional neighbour notifications: N

Date of Site Visit: 1/7

## Site and Surroundings

The site forms one of a pair of semi detached properties located on the south side of Crabtree Lane, west of its junction with Wembley Avenue. Originally built with ground floor shop units and a flat over, both units until recently contained two flats each. Planning permission was granted for the application site to convert to a single dwelling earlier this year.

This is a predominantly residential area with a mix of dwelling types including three storey flats immediately to the west.

The property has a front garden which is half lawn and half hard surfacing. Although part of the frontage is open there is no dropped kerb. There is a recently installed pedestrian crossing immediately east of the site with zig zags outside the site. Between the back edge of the pavement and the site part of the footpath is turfed.

## Proposal

A vehicle access is proposed 3 metres in width. The plans shows the lawned area of the frontage to be retained.

## Relevant Planning History

AWDM/1085/21 - Change of use from two flats to a single dwelling house. Granted

## Consultations

## Highways:

*'The proposal seeks the implementation of a dropped crossing to serve what seems to be an existing hardstanding area fronting 69 Crabtree Lane Lancing. Crabtree Lane is a 'C' classified road subject to a 30-mph speed limit.*

*Suitable vehicle visibility would be considered achievable using wholly land considered to be public highway.*

*Any access works on the public highway must be implemented under licence to a specification obtained from WSCC Highways.*

*The access will be in close proximity to a newly installed signalised pedestrian crossing point. It would be difficult to substantiate that this itself would be considered an unacceptable highway safety concern at the planning stage. However, this may result in the licence required to implement the vehicle crossing point ultimately being refused.*

*I have consulted with WSCC Area Highways on this matter and will provide additional comments in due course. It should be noted that this matter is not strictly a material planning consideration and therefore the application can be determined without it.*

*Notwithstanding the above the Local Highways Authority does not consider that the 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 Local Planning Authority is minded to grant planning consent the following condition and informative note would be advised:*

*Conditions*
*Access*
*The use of the frontage vehicle parking area shall not commence until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'Dropped Kerb' and numbered 02002 Revision P1.*
*Reason: In the interests of road safety.*

*Informative*
*Vehicle Crossover – Minor Highway Works*
*The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:*
*https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/*
*Online applications can be made at the link below, alternatively please call 01243 642105.*
*https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-applicationform/'*

**Representations**

One objection received from a resident in the adjoining block of flats:

1. Possible increase in cars parked on the grass verge outside the flats. This makes visibility entering/exiting the flats parking area very difficult.
2. This is very close to a new pedestrian crossing?

**Relevant Planning Policies and Guidance**

The National Planning Policy Framework 2019
Adur Local Plan 2017 Policies 1, 2, 3, 9, 15, 20 and 35 including
WSCC Guidance on Parking at New Developments

**Planning Assessment**

***Principle***

The principle of development can be supported as it upgrades a dwelling within the built up area boundary. For consideration is highway/pedestrian safety and appearance.

Highways

The Highway Authority has advised that the proposed crossing's proximity to the new signalised crossing would not be harmful to highway safety and that there are no highways grounds to refuse the planning application.

Character

The grass verge outside the site is missing where the crossing is proposed. This proposal will not be harmful to local character.

**Recommendation APPROVE** subject to the following conditions:

1. *Approved Plans*
2. *3 years*
3. The use of the frontage vehicle parking area shall not commence until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'Dropped Kerb' and numbered 02002 Revision P1.

***Informative***

1. 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.
2. Minor Highways works.

Is recommendation contrary to any representations? Yes.

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| Case Officer signed: | MOK | Date: 5/11/21 |
| Authorised and signed by: | Peter Barnett | Date: 5/11/21 |