Development Management - Delegated Officer Report

Application Number: AWDM/1566/22 Recommendation – APPROVE

Site: Meriscay, 18A Brighton Road, Lancing, BN15 8RH

Proposal: Relocation of vehicular access. Installation of sliding electric gates and new wall

Date of site visit: Assessment has been assisted using the Applicants plans; Earthlight mapping; and Google 3D of the site

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

No's 18A & 18B Brighton Road, are of a modern design with external timber cladding. The front, central apron of the sites are joined together and paved, and also work as a vehicular turn on-site. There are paved car parking areas to the sides of the central paved apron. Currently there is no gate to the site, thereby leaving a partial open frontage, with the remaining frontage having a wall constructed with timber sleepers. The pavement area directly to the front of the site is a dual use for pedestrians and cyclists. The road to the front of the property is the busy A259, Worthing to Brighton Road. Directly to the rear of the site, the land level falls, and the area below is beach and the sea.

The surrounding area comprises a mix of residential properties, of various designs and types i.e. flats, single dwellings, single storey, two storey, and three storey. There are also commercial uses, and the retail shopping area is close by.

Proposal:

This application seeks planning permission to:-

- Relocate the dropped kerb access further to the west of its current position;
- Remove the existing boundary treatment and replace with new boundary wall; and
- Install an electric, sliding gate to the boundary frontage; pedestrian gate; and infill panels on the new wall, 1.2m high.

Representations:

Lancing Parish Council:
Support the application subject to satisfying WSCC highways requirements.

Relevant History: None

Consultations:

WSCC Highways: (*1st response 12.10.22)*

The applicant has not demonstrated visibility splays at the access point. Our local mapping indicates that splays of 43m are achievable in each direction. The proposed access will be situated adjacent to the existing, therefore visibility splays would be similar.

The existing access is to be closed off. The new access an existing access closure works would need to be constructed under a licence obtained by WSCC Highways to a specification agreed with them. The proposed access is approximately 8.4m wide at the adjoining point with Brighton Road. The WSCC Highways guidance states that the most allowable width for a single access is 6.4m

I have consulted the WSCC Highways Area Manager regarding the proposal and they have stated the following:

"My understanding here is that this serves 2 separate properties so should they be creating a 'shared access' we could allow to a total of 9m (4.5m for each property). However, this would require 2 separate applications and licence be granted to each property for access to their individual property."

I enclose wording from our guidance notes

"12. Shared access and permitted widths Occupiers of two adjacent properties that share a driveway may wish to build a double width crossing to serve the two sites. To maintain on street parking, the maximum allowable width of any one access in 4.5m per property from the centreline of the shared access. Hence, a single VCO for two adjacent properties with a shared access should not be more than 9m in total."

If not to be taken down this avenue, then would not be supportive of anything outside the guidance for a single dwelling crossover application."

In summary, the proposed access would require two separate crossover licence application if the width is to be retained as per the current drawings, otherwise the applicant would need to reduce the width to 6.4m and this would need to be demonstrated on a revised plan.

The parking area appears larger than the current arrangement, with space for parking 4 vehicles. Each bay accords with the minimum requirements of 2.4m x 4.8m per single parking bay whilst allowing at least 6m beyond each bay for manoeuvring.

In principle the LHA does not consider that this 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 NPPF (para.111), and that there are no transport grounds to resist the proposal. However, matters relating to the access width should be agreed prior to determination to mitigate

against the applicant gaining planning permission for something they may subsequently not be able to implement.

WSCC Highways: *2nd response 08.11.22*

The LHA have been re-consulted following the submission of additional information pertaining to the proposed access width.

The applicant has confirmed that the proposed VCO will consist of 5 flat and 2 sloped kerbs with a maximum width of 6.3m.

The plan demonstrates electrically controlled gates across the site access, approximately 3.1m distant from the nearside carriageway, as shown on the proposed site plan. Ideally gates should be positioned at least 5m from the edge of the carriageway or highway boundary to allow a vehicle to be fully removed from the carriageway and/or footway while the gates are opened, however this may not be practical due to the site constraints. While it would be hard to substantiate an objection on highway safety grounds, we would prefer that the gates are removed. I am mindful that the proposal would provide additional parking space that would otherwise be parked on street.

Conclusion:

The LHA does not consider that this 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 NPPF (para 111), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve this application, highway conditions and informative are advised.

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 1, 15, 28
Supplementary Planning Guidance comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings'
National Planning Policy Framework 2021

Planning Assessment

Principle:

The proposal comprises upgrading a residential property located within the built up area and can be supported in principle. The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the surrounding area.

Visual & Residential Amenity:

The existing front boundary wall being of timber sleepers, looks in keeping with the existing, externally timber clad dwellings. But, due to the sites exposed location, next to the beach and the busy road, the timber has rotted away at the bottom, and a replacement using timber sleepers will again, undoubtedly, suffer the same fate.

The applicants have therefore chosen to replace the boundary treatment with a brick and painted render wall, which should be more robust. Within the brick wall will be panels with horizontal slats, which will give the impression of timber, but will be of painted aluminium. The overall height will be similar to existing.

The front entrance to the site boundary is currently left open, but due to the safety issues of having the open gap, i.e. when the door of the houses are opened, there is a risk of a child or an animal running out too quickly and onto the road. A sliding gate is thereby proposed, which will be of the same material as the infill panels in the boundary wall.

Where currently the gap at the frontage is, it will be replaced by a boundary wall, which will also serve as the keep for the new electric sliding gate. A new vehicular access will be created at the front, in front of the new dropped kerb. A pedestrian access will be provided at the west of the front boundary.

The infill panels, the electric sliding gate, and the pedestrian gate, will be of the same metal fencing panel materials.

The character of the street scene comprises a mixture of designs and materials for the front boundary walls in the locality, with render being one of them.

The changes to the front boundary wall and the relocation of the vehicular access, are not considered to have a negative impact on the character or appearance of the locality.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard time limit
3. Materials
4. Access
5. Car parking
6. Access closure

Informatives:-

1. Approved following amendment

2. VCO

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

Case Officer: Eve Hearsey Date: 18.11.2022

Authorised by: Peter Barnett Date: 18 November 2022