Development Management – Delegated Officer Report

Application Number: AWDM/0728/20 Recommendation APPROVE

Site: 92 First Avenue, Lancing, BN15 9QF

Proposal: Formation of vehicle access

Date of site visit: No site visits can be made at this time due to Covid-19 social distancing restrictions. Assessment has been assisted using the Applicants plan and photos; Earthlight mapping; and Google 3D of the site.

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

The site lies on the west side of First Avenue and is a two storey end of terrace dwelling with a small front garden. Many properties within the street have existing vehicular accesses to their properties with their front gardens hardsurfaced for the parking of a vehicle.

There is a rear vehicular track behind properties in First Avenue and Grand Avenue and most of the properties have constructed garages to the rear of their dwellings.

There are grass verges along the pavements, although so many vehicular crossovers have been provided there are now many grass verges lost. Opposite the application site there is a run of houses that have fully hardsurfaced their front gardens and all the grass verges have been lost.

Proposal

The application seeks permission for a dropped kerb of 3.5m in width in order to provide vehicular access to their property, and the small front garden to be hardsurfaced.

Relevant Planning History:

L/74/77 Garage **Approved 14.04.1977**

Consultations:

WSCC Highways

The proposed access, as demonstrated on the location plan (Scaled 1:1,250) will measure circa 5m. Any access works onto the public highway must be constructed under a licence obtained by WSCC Highways to a specification agreed with them.

The driveway is to be constructed from gravel. This may result in material being dispersed onto the public highway affecting the surface of the road. The applicant should provide a gravel trap or area of block paving, or other bound material, at the point of access onto First Avenue (on land within the applicant's control; not within the publicly maintained highway).
An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the proposal would exacerbate an existing safety concern.

This proposal is not anticipated to result in material intensification of use onto First Avenue.

The proposed driveway appears of sufficient size to accommodate 1-2 vehicles (min required dimensions per single parking bay are 2.4 x 4.8m).
A turn on site would be preferable, enabling vehicles to exit onto the public highway in a forward gear, although it is acknowledged that this may not be achievable due to site constraints. Other properties in the immediate vicinity operate with similar arrangements without any evidence of highway safety concern

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 National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve this application, the following condition and informative area advised.

Access

The use of the access shall not commence until such time as the vehicular access has been constructed (including a bound material from the back edge of the Highway boundary to prevent gravel overspill) in accordance with the approved Block Plan.

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-f or-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-f or-driveways-licence/vehicle-crossover-dropped-kerb-

construction-application-form/

Representations:

Lancing Parish Council:
No objection

Relevant Planning Policies

Adur Local Plan policies: 1, 15
DM Standard No.2 SPG - Extensions and alterations to dwellings
National Planning Policy Framework (2019)
National Planning Practice Guidance

Planning Assessment

There is no objection in principle to the proposed development to provide a vehicular access.

The key concerns are the effects on the existing and residential properties, together with the visual amenities of the locality

Visual & Residential Amenity

There are many properties with vehicular accesses and many have hardsurfaced their whole front garden areas, and as the terraced properties are relatively narrow, the dropped kerbs are running into each other.

Because of the narrow front garden areas, there is no real opportunity to provide small strips of landscaping.

WSCC have raised no objections to the proposal, and there are no letters of objection received.

Lancing Parish Council has raised no objection

Recommendation

APPROVE subject to the following condition(s)

1. Approved plans
2. Standard time limit
3. The use of the access shall not commence until such time as the vehicular access has been constructed (including a bound material from the back edge of the Highway boundary to prevent gravel overspill) in accordance with the approved Block Plan.

Informative
1. Approved following amendment.
2. Licence required

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

Case Officer: Eve Hearsey Date: 03.09.2020

Authorised by: Peter Barnett Date: 3 September 2020