Development Control – Delegated Officer Report

Application Number: AWDM/1208/18 Recommendation - APPROVE

Site: 56 Kingston Lane, Shoreham-by-Sea, BN43 6YB

Proposal: Vehicular crossover for parking in front garden.

Date of site visit: 30.08.2018

Neighbours checked: Y

Additional neighbour notifications: **N**

Site and Surroundings:

The site is a semi-detached bungalow dwelling with a small front garden enclosed by a low wall to the front. The property has rooms within its roof thereby creating a 1 ½ storey dwelling. The dwelling is positioned between two storey dwellings. The street contains a mix of bungalows; 1 ½ storey; and 2 storey dwellings.

In front of the house is the pavement with a grass verge, with a lamp post close to the side boundary with no. 58

Many properties in street have vehicular access and hardstanding's.

Proposal:

The proposal seeks planning permission to create a dropped kerb at the front of the house in order to gain vehicular access to the front garden area which will have a hardstanding over.

Relevant Planning History: None

Consultations: WSCC Highways

"This proposal is for the creation of a vehicular crossover (VCO) to serve 56 Kingston Lane. Kingston Lane is a C-classified residential road subject to a speed limit of 30mph.

The site does not currently benefit from a VCO or off-street parking. Plans indicate that the proposed VCO will be 6.6m wide. The applicant should be aware that a licence will be required for the VCO and must be constructed to a specification agreed with the Local Highways Engineer. The applicant should be aware that a licence is unlikely to be granted for a VCO wider than 6.4m due to existing on-street parking pressures.

The existing lawn will be replaced with gravel to allow parking for at least one vehicle on the site frontage. 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 Kingston Lane (on land within the applicant's control; not within the publicly maintained highway). Details of the proposed access can be secured via condition.

The applicant has provided visibility splays at the proposed access; however these do not comply with Manual for Streets (MfS) guidance. Nevertheless, an inspection of WSCC mapping indicates that vehicular visibility at the proposed access onto Kingston Lane appears sufficient for the anticipated road speeds. Furthermore, visibility splays are maintainable wholly within the highway boundary. Kingston has good forward visibility and the presence of on-street parking means that vehicles are not anticipated to be exceeding the posted speed limit. An inspection of data supplied to WSCC by Sussex Police over a period of the last 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 addition of a VCO in this location would exacerbate an existing safety concern.

A turn on site would be preferable although clearly there is insufficient space on site to accommodate this. Neighbouring properties have similar arrangements and are operating without evidence of highway safety concern.

Conclusion
The LHA does not consider that this proposal would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application the following condition and informative should be applied:

Condition
Access
No development shall be first occupied until the vehicular access serving the development has been constructed to a maximum width of 6.4m (including a bound material from the back edge of the Highway boundary to prevent gravel overspill) in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
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-application-form/

Representations: None

Relevant Planning Policies

Adur Local Plan 2017: Policy 15
National Planning Policy Framework (HCLG 2018)
National Planning Practice Guidance

Planning Assessment

There is no objection in principle to the vehicular access subject to consultation response and the key considerations are highway safety together with effects on the visual and residential amenities of the locality.

Visual Amenity

Most of the street already has vehicular accesses to their front amenity areas of their properties. Indeed, no. 56 is one of the few without vehicular access. The WSCC Highways have raised no objection to the gaining of a vehicular access off Kingston Lane.

Residential Amenity

The provision of a vehicular access off of Kingston Lane is not to compromise the residential amenities of the neighbouring residential properties.

Recommendation

APPROVE subject to Conditions:-

1. Approved plans
2. Standard time limit
3. Highway condition

Informative

1. Approved without amendments
2. Highway informative

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

Case Officer: Eve Hearsey Date: 03.10.2018

Authorised by: Gary Peck Date: 3 October 2018