Development Control – Delegated Officer Report

Application Number: AWDM/0424/20 Recommendation APPROVE

Site: 38 First Avenue, Lancing, BN15 9QG

Proposal: Proposed vehicular access

Date of site visit: 09.06.2020

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

The property is a semi-detached, two storey dwelling with a small front garden. The street is characterised by a mix of semi-detached and terraced two storey dwellings, many of which have vehicular accesses. On-street parking takes place on both sides of the roads, and parking availability is limited.

Proposal

The application seeks permission to provide a vehicular crossover by way of a dropped kerb.

Associated with the crossover will be the provision of a hardsurfaced front garden area to provide parking for 1no. vehicle.

Relevant Planning History: None

Consultations: WSCC Highways

"Site Background
The proposal is for the implementation of a new Vehicle Crossover (VCO). The application site is located on First Avenue a publicly maintained, 'C' classified road subject to a 30 mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Access
The applicant has demonstrated a 6.3-metre VCO. They however have supplied this with pedestrian visibility splays that are not to standards and do not follow Manual for Streets (MfS) and WSCC Guidance. With all this said however, the LHA wishes to bring the following MfS guidance to light.

10.6.1
'Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously -

similarly to how vehicles pull out when visibility along the carriageway is restricted.'

10.6.2
'Consideration should be given to whether this will be appropriate, taking into account the following:
• The frequency of vehicle movements;
• The amount of pedestrian activity; and
• The width of the footway.'

Vehicle Movements – These would be anticipated to be at a low rate compared to the wider network,

Pedestrian Activity – This would be anticipated to be low. A high rate area for example would be the close proximity to a school.

Width of the Footway – The footway width in this location is to standard and raises no concern.

To summarise, the LHA will not be asking for amendments to the pedestrian visibility, as it is not anticipated to be required at this location. The applicant may wish to omit these from the submitted documents.

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 collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the new access is currently operating unsafely.

To summarise, the LHA raise no concerns over the proposed access.

Vehicle Parking, Cycle Parking and Turning. For the LHA and MfS to consider parking spaces towards the provision of a site they must first meet the minimum requirements of,
□ 2.4 x 4.8 metres for a single bay parking space,
□ 3 x 6 metres for a single garage space,
□ 2 metres(obstruction free i.e. fence) or 2.4 metres x 6 for a single parallel parking space, With the above guidance, the LHA provides the following comments.

The applicant has demonstrated a 5.5 x 4.9 metre hardstanding. However, this has not been made clear if this is existing. Nevertheless, the LHA advises that front doors are considered fire escapes and as such should have a 2 x 2 metre buffer zone so they may not be obstructed.

With the above considered, the LHA advises that the hardstanding area will provide a 3.4 x 4.9 metre parking area. Following the above guidance, this will result in a parking provision of one vehicle being supplied for the dwelling.

To summarise, the LHA highlights no concerns over the parking area.

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.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following conditions and informative:

Conditions

Access
The use of the parking area shall not commence until the vehicular access serving the development has been constructed in accordance with the approved site plan.
Reason: In the interests of road safety.

Parking
The use of the access shall not commence until the car parking area has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

Informative
Vehicle Crossover – Minor Highway Works
The Local Highways Authority (LHA) advises the applicant 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 the permission of a Vehicle Crossover (VCO) licence.

Please see the following link on details pertaining to the licence application process:

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: 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

The street is characterised by two storey terraced and semi-detached dwellings, many of which have hardsurfaced the whole of their front gardens into parking areas, and have provided vehicular crossovers, e.g. no.' s 24 through to 32 and 42 through to 56 plus numerous others within the street. The proposed hardsurfaced front garden and the vehicular crossover will thereby be acceptable within the street scene and will not result in any material loss of visual or residential amenities to neighbouring properties.

Recommendation

APPROVE subject to the following condition(s)

1. Approved plans
2. Standard time limit
3. The use of the parking area shall not commence until the vehicular access serving the development has been constructed in accordance with the approved plan.
4. The use of the access shall not commence until the car parking area has been constructed in accordance with the approved plan.

Informative

1. Approved without amendment
2. Crossover licence

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

Case Officer: Eve Hearsey Date: 17.06.2020

Authorised by: Peter Barnett Date: 19 June 2020