Development Management - Delegated Officer Report

Application Number: AWDM/0245/19 Recommendation – Approve

Site: 447 Brighton Road, Lancing, BN15 8LB

Proposal: Vehicular crossover, cropped kerb, and hardstanding to part of front garden for parking.

Date of site visit: 21.02.2019

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The property is sited on the north side of Brighton Road, which is also the A259 which is the east/west coastal road accessing Worthing to Brighton. It is also a dual carriageway, but in practice the nearside lane on both carriageways east and west, is used for the parking of vehicles for the owners and visitors of the dwellings abutting the road. The road has a 30 mph speed limit.

The proposal seeks to remove all the existing planting and hardsurface the full width of the front garden (approx. 8.5m wide) back to a depth of approx. 8m (68 sq. m), with permeable paving, in order to provide a car parking area.

They second part of the application seeks planning permission for a dropped kerb in order for the vehicles to gain access to the parking area. The access is shown to be approx. 4.7m wide at the kerb.

Relevant Planning History: None

Consultations:

County Highways:
"This proposal is for a vehicular crossover, dropped kerb and hard surfacing drive to be built in the front garden for parking. This site is located on a A-classified Road subject to a 30 mph speed limit. 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 it is unsafe to have a driveway onto this highway.

Access and Visibility
The applicant has demonstrated the correct achievable visibility and that the WSCC required Highway Vehicle Cross Over (VCO) dimensions are met within there plans. It is noted that there would be a need for the Vehicle(s) to cross on street parking to access the A259, this however is seen as acceptable in accordance to Manual for Streets 2 (MfS2) paragraph 10.7.1 *'Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking*

bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.' also 10.7.2 *'The impact of other obstacles, such as street trees and street lighting columns, should be assessed in the terms of their impact on the overall envelope of visibility. in general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.'*

WSCC mapping and the submitted plans do not show any pre-existing entrances on site, but must be noted that License agreements are not typically given when the applicants have one present.

Parking and turning
The plans show that the proposed driveway has meet our minimum dimension requirements, however it they do not display any turning on site, however it is noted that nearby properties that have similar layouts are operating safely and at this time present not concerns at current.

Conclusion
The Local Highway Authority (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 that there are no transport grounds to resist the proposal. If the Local Planning Authority is minded to grant planning consent the following condition(s) and informative note(s) would be advised:

Conditions
Access
The use of the car parking space(s) shall not commence until such time as the vehicular access has been constructed in accordance with details shown on the plans(s) titled **Proposed Crossover Access** and numbered **WG-181-01/02**.
Reason: In the interests of road safety.

Car Parking Space
The use of the access shall not commence until such time as the parking area has been constructed in accordance with the details shown on the plans(s) titled **Proposed Crossover Access** and numbered **WG-181-01/02**. 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 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:

Lancing Parish Council: No objection

Relevant Planning Policies

Adur Local Plan 2017 Policy 15
National Planning Policy Framework (2019)

Planning Assessment

Principle

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwelling and its surroundings, together with highway safety.

Visual amenity

The property is adjacent to the A259 Brighton Road, a dual carriageway where residents and visitors park their cars on the inside carriageway, thus leaving only a single carriageway in either direction available for vehicles to journey the road. Further, a site visit reveals that many properties within the street have existing hardsurfaces and or existing vehicular accesses and or dropped kerbs. Thereby the provision of a further dropped kerb would not be out of keeping with the visual amenities of the locality. Furthermore, the proposed hardsurfacing of the front portion of the amenity area will not be out of keeping with the locality or the character of the area.

Residential amenity

It is not considered that the creation of a dropped kerb and a vehicular access to the front of the property would detrimentally affect the residential amenities of neighbouring residential properties.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. The use of the car parking space(s) shall not commence until such time as the vehicular access has been constructed in accordance with

details shown on the plans(s) titled **Proposed Crossover Access** and numbered **WG-181-01/02**.

4. The use of the access shall not commence until such time as the parking area has been constructed in accordance with the details shown on the plans(s) titled **Proposed Crossover Access** and numbered **WG-181-01/02**. These spaces shall thereafter be retained at all times for their designated purpose.

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

Informatives

1. Approved without amendment
2. 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 01243642105.*https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-applicationform/*

Case Officer: Eve Hearsey Date: 12 March 2019

Authorised by: Peter Barnett Date: 12 March 2019