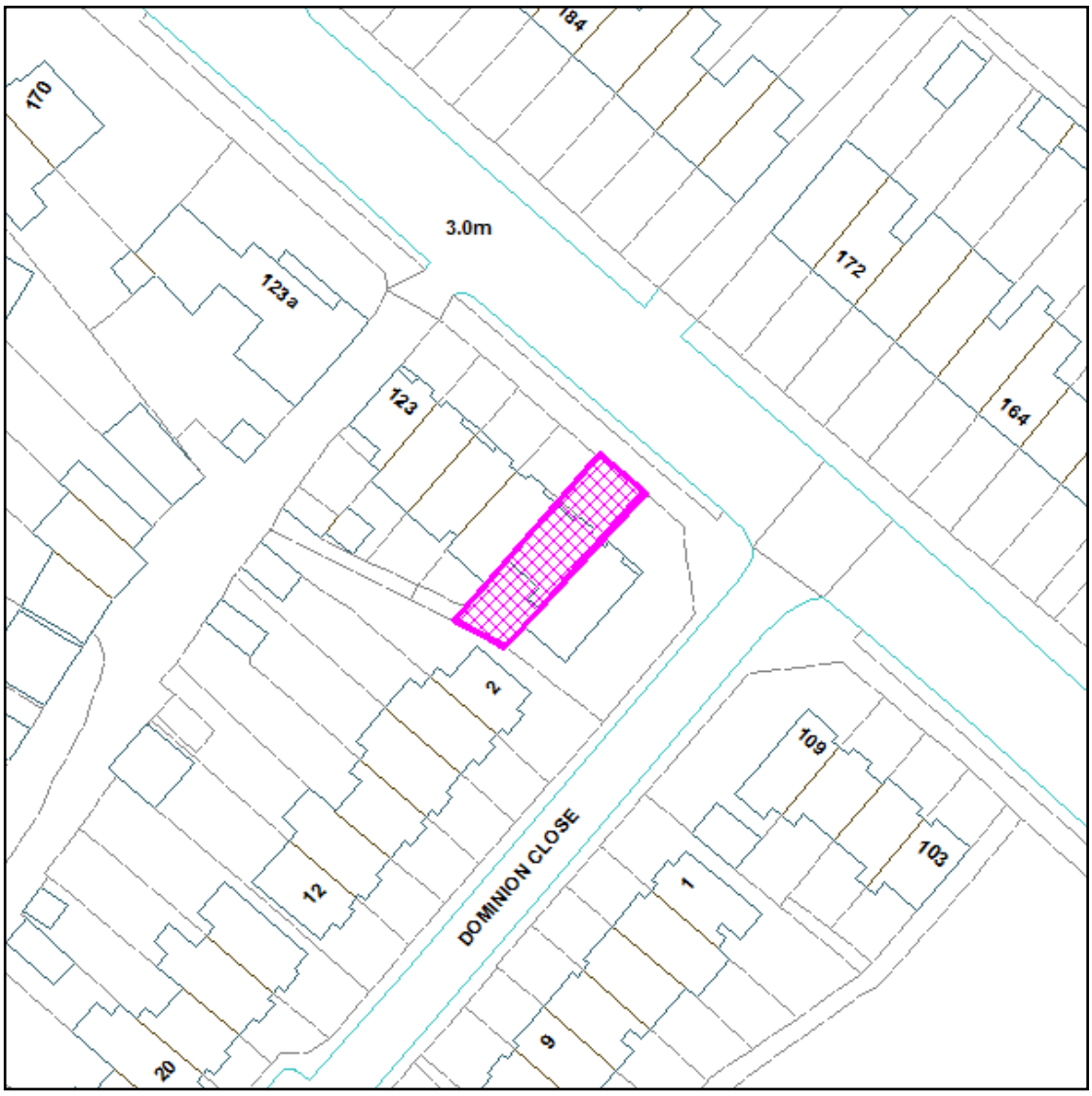
Application Number:	**AWDM/0040/25**	**Recommendation - APPROVE**
Site:	**115 Dominion Road, Worthing, West Sussex BN14 8LG**	
Proposal:	**Proposed new vehicular access**	
Applicant:	Mr/Ms Miles	Ward: Broadwater
Agent:	Mr Matt Bridle	
Case Officer:	Finlay Gardner	



Not to Scale

Reproduced from OS Mapping with the permission of HMSO © Crown Copyright Licence number LA100024321

Site and Surroundings:

No. 115 Dominion Road is a mid-terrace property which is located on the southern side of the road. The road comprises a large number of property types but is categorised by two storey properties.

There are a number of properties along the road which have installed crossovers. Examples in the vicinity include, No. 123A, Nos 160-186 opposite and Nos. 149-155 to the west.

Proposal:

Permission is sought to provide off street parking to the front of the site with permeable surfacing. The application also relates to a vehicular crossover of the public footpath.

The application has been called-in for determination by the Committee at the request of Councillor Glynn Davies, for the reasons set out in the representations section below.

Relevant History:

02/00166/FULL **-** Formation of a vehicular access onto a classified road**.**
Refused 02/02/2002.

Appeal Dismissed. (APP/M3835/A/02/1094189)

Consultations:

WSCC Highways:

This application seeks a new 4.65m wide dropped kerb access to facilitate access to hardstanding for off-street parking. The site is located on Dominion Road, a B-classified road subject to a speed restriction of 30 mph.

From inspection of WSCC mapping, there are no apparent visibility concerns with the proposed point of access on Dominion Road. The proposed access works will be subject to a licence obtained through the local WSCC Highway Area Office, and constructed to a specification agreed with the local WSCC Highway Area Engineer.

The proposed hardstanding appears of suitable size to accommodate one off-street car parking space of 2.4m x 4.8m. I note two cars are shown on the submitted plan, but the proposed hardstanding falls slightly short of a width of 4.8m to accommodate two car parking spaces drawn to Manual for Streets (MfS) specifications. Two smaller sized cars could realistically fit, but this would be at the discretion of the homeowner.

On-site turning does not appear achievable, so cars may have to exit the site in a reverse gear. However, this would not be anticipated to give rise to an

adverse highway safety impact, as Dominion Road benefits from good forward visibility in this location. Neighbouring properties operate similar access arrangements with no known highway safety concerns.

In summary, 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 116), and that there are no transport grounds to resist the proposal.

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

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/

Planning Officer's response: Following the objection received from a neighbouring resident regarding the previously refused proposal for the same works WSCC were asked to provide further comments. The following Highway Authority comments were received:

'The attached response and decision are from quite some time ago, from 2002. National Planning Policy and highways technical guidance has changed since this time, with the introduction of the NPPF in 2011 (revised 2018) and Manual for Streets (MfS) in 2007. The LHA has therefore assessed this application based on current policy and guidance, which would not warrant a highways objection.

We had a similar situation for application AWDM/1235/23 [41 Dominion Road - Approved October 2023], as that site also had a historic refusal on highway grounds. Again, we raised no highway safety concerns based on current policy and guidance, and this was ultimately permitted by the LPA.'

Representations:
One objection received through Councillor Glynn Davies:

I've been approached by a resident and asked to represent them with an objection to the above planning application. They have described the reasons for objecting, but because of personal circumstances are not able to supply personal details.

This is the full objection, set out very clearly:

''Planning application AWDM/0040/25, proposed new vehicular access, 115 Dominion Road BN14 8LG. Previous planning applications for vehicular access at 115 Dominion Road 02/00166/FULL Formation of a vehicular access onto a classified road, this application was refused 5th Feb 2002.

Appeal against refusal 02/00029/REF, appeal dismissed 27th November 2002. The application and appeal were refused due to Dominion Road being a B road and at the location the carriage way is only 3m wide. WSCC felt it was not of sufficient width to allow safe manoeuvring of vehicles in and out of the driveway.

I unfortunately didn't keep copies of the documents, a constraint category was added to the planning portal following the planning appeal, noting road class as a planning constraint.

Since this application was refused, other neighbours have made enquiries to WSCC regarding the possibility of obtaining a relevant licence to install a dropped kerb in the block of 6 houses in Dominion Road in which 115 is located. I understand that the issue regarding the carriageway width being 3m has been quoted as the reason that a licence to install a dropped kerb would not be issued.

Whilst WSCC may now adopt an alternative view and grant a licence for the application at 115 Dominion Road, it concerns me that the application for a vehicle crossover is for two vehicles. The available width as shown on the planning application is 4650mm, the average vehicle in the UK being 1800mm wide, would leave 1050mm, allowing only 350mm space for someone to access both vehicles whilst they on the drive.

Exiting Dominion Close regularly it is common to have to wait for the pedestrian lights at the crossing to turn red to safely turn into Dominion Road. I believe that the visibility will be obscured for the driver of a vehicle using the vehicle crossover at 115 Dominion Road. With limited on-street parking in the vicinity mainly due to the proliferation of additional VCO's in Congreve Road, Dominion Close and further down in Dominion Road (the road carriageway width being 3.45m further down) it is likely that visibility will be impacted as local residents will park very close to the VCO.''

I would be very obliged, if you could register this objection and ensure that it is considered at Committee, and that I receive an invitation to attend and represent the resident.

Relevant Planning Policies
Worthing Local Plan policies (WBC 2023): SP1, DM5, DM15

National Planning Policy Framework (HCLG 2024)
National Planning Practice Guidance
SPG ‘Extending or Altering Your Home’ (WBC)

Planning Assessment

Principle
The proposal to create a vehicular cross over on a residential property located within the built up area can be supported in principle. The relevant issues are the impact on visual amenity and highways impacts.

Whilst the 4.65m width of the front garden is only sufficient for one standard 2.4m-wide space, the Highway Authority has pointed out that it is only slightly below the 4.8m width needed for two vehicles and that smaller sized cars could realistically fit, but this would be at the discretion of the homeowner.

Visual amenity
It is noted that some other properties have created either raised or cut in car parking spaces within their curtilages, such as at no.s 103, 107 and 151 - 157 Dominion Road. These include hard surfaces for one or two vehicles, some of which are fringed by vegetation strips. They also have dropped kerbs in place of the roadside grass verge.

This application proposes a similar arrangement of parking space laid out at a right-angle to the front boundary. The WSCC Highways raises no objection to the proposal.

Visually, the parking space will offer a good use of existing block paving, although with no planted fringe of areas, and a frontage hedge and fence would be removed. This is not considered to result in a significant loss of either residential or visual amenities to the locality, although it would be beneficial if some amount of vegetation could be added, however, space is very limited.

Highway Safety:
Due to the location of the proposed driveway it is not considered that there will be an unacceptable impact on the highway safety. As highlighted by WSCC there is sufficient forward visibility in the road and there are no known highway concerns associated with other properties with similar arrangements. The proposal would not result in a severe impact to the highway network, which is a consideration under National Planning policy (NPPF, 2024). As such it is considered that the proposal is policy compliant.

Whilst there is an historic refusal on the site the guidance such as the Manual for Streets that the highway safety is measured in accordance with has been updated. This has resulted in an application which is now considered acceptable with the levels of visibility achievable from within the driveway being acceptable for the safe access and egress of the site. As such the highway safety of the application would not result in a severe impact on highway safety.

Recommendation:

APPROVE subject to the following condition(s)

1. Approved plans
2. Standard time limit

Informative:

1. Approved without amendment
2. Vehicle Crossover - Minor Highway Works