Development Control – Delegated Officer Report

Application Number: AWDM/0287/19 Recommendation – APPROVE

Site: 8 Grinstead Lane, Lancing, BN15 9DY

Proposal: Vehicular access

Date of site visit: 14.03.2019

Neighbours checked: Y

Additional neighbour notifications: N

Site, Surroundings and Proposal

No. 8 Grinstead Lane is a two storey semi-detached dwelling being the penultimate property on the west side of the road before the junction with the A27, and is sited only some 25 metres from the roundabout junction. There are many properties along Grinstead Lane that have existing vehicular access and there is also parking on the street.

The whole of the site frontage is now a concrete hardstanding.

Relevant History:
L/372/78 Vehicular access **Refused 07.02.1979**

Consultations: WSCC Highways:

"Summary
This proposal is for the input of a drop down kerb for vehicular access to the property.

Access and visibility
The site is located on Grinstead Lane, an A-Class road subject to 30 mph. The proposed drop down kerb will be 3 metres wide, which is sufficient for single access use. Vehicular visibility splays were not provided in the plan. Using Local Mapping, it was clear that visibility to south is sufficient, and due to the traffic island next to the adjoining roundabout, visibility is also achievable to the north. Pedestrian visibility splays were provided in the plan, and these must be kept clear at all times.

Parking and Turning
Using Local Mapping, turning on-site does not look achievable. Therefore a reverse manoeuvre onto Grinstead Lane is required. Other dwellings nearby appear to have a similar arrangement to this, and 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, a new vehicle cross-over at this property is not anticipated to exacerbate an existing safety concern.

Prior to this proposal, cars would have to be accommodated on-street. Using the WSCC Car Parking Demand Calculator, the property would expect a demand of 2 car parking meeting the demands of the property. This development is creating 2 new car parking spaces for the property, and therefore freeing up 2 parking spaces on the wider network.

Conclusion
The LHA does not consider that the 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 LPA are minded to approve the application, the following informative should be applied:

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

Letter of support from 5 Grinstead Lane : My wife & I fully support this application

Relevant Planning Policies

Adur Local Plan: Policy 15
National Planning Policy Framework (2019)
National Planning Practice Guidance

Planning Assessment

There is no objection in principle to the proposed vehicular crossover within an established residential area. The key concerns are the effects on the residential and visual amenities of the locality.

Visual Amenity

It appears that the concrete frontage to the property is a relatively recent undertaking, however, there are many properties within the street that if not totally covered with hardstanding have a fair amount. Further, there are many examples of existing vehicular accesses along the street.

The fact that the whole of the site frontage is open for the proposed vehicular access is understandable given that the property is within very close proximity with the roundabout junction, and that there is often a standing queue of traffic waiting to join the roundabout, making access to this site difficult.

It is thereby concluded that the vehicular access will not result in an unacceptable loss of visual amenity in this location.

Residential Amenity

Given that the application relates to a vehicular access in a street characterised by many existing vehicular accesses and that the site is located close to a very busy roundabout with the A27, it is not considered that the proposal will adversely affect the residential amenities of the neighbouring residential properties.

Recommendation

APPROVE

1. Approved plans
2. Standard time limit

Informative

1. Approved without amendment
2. Highway licence

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

Case Officer: Eve Hearsey Date: 25.04.2019

Authorised by: Peter Barnett Date: 26 April 2019