Development Control – Delegated Officer Report

Application Number: AWDM/1382/19 Recommendation – APPROVE

Site: 69 First Avenue, Lancing, BN15 9QF

Proposal: Proposed vehicular access.

Date of site visit: 10.10.2019

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The property is a middle of terrace, two storey dwelling, located on the east side of First Avenue in Lancing. The front garden area is currently grassed and there is a low wall to the front.

The street scene comprises predominantly two storey terraced dwellings. Many of the dwellings in the street have vehicular access to their properties together with hardstanding onto their front gardens.

The application seeks to drop the kerb at the frontage to the site in order to gain vehicular access over the pavement and onto their land to park their car.

Proposal

The proposal seeks permission to drop the kerb at the street frontage with the highway and to provide a hardstanding on the garden frontage for the parking of vehicles.

Planning History*:* None

Representations: Lancing Parish Council:
No objections

Consultation Responses:
West Sussex County Council: Highways

"This proposal is for construction of a vehicular access. It is located and accessed via First Avenue which is C-classified road subject to 30mph speed limit.

Access
The proposed vehicle crossover (VCO) across the site frontage measures circa 5.7m in width. The proposed VCO must be implemented under licence to a specification obtained from WSCC Highways.

Local mapping indicates that there is a street light within close proximity of the proposed access. This has not been demonstrated on the proposed plan. The crossover works may require the relocation of the street lighting pole located on publicly maintained highway fronting the application site. These relocation works would need to be undertaken at the expense of the applicant. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of the street lighting pole. The pole will need to be relocated at least location of the top of the ramped kerb of the proposed crossover.
The Local Highway Authority (LHA) note that the applicant has demonstrated pedestrian visibility splays for the proposed access. However, these splays cannot be maintained in perpetuity because they are not within the applicant's land. The Local Highway Authority (LHA) would not anticipate that the lack of pedestrian visibility splays in this location would result in a highway safety concern. Manual for Streets (MfS) paragraph 10.6.1 states that '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'.

The applicant has not provided visibility splays at the proposed new access; however an inspection of WSCC mapping indicates that visibility is sufficient and maintainable wholly within the Highway Boundary.

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 the existing access is operating unsafely or that the increase in width of the VCO would exacerbate an existing safety concern.

Parking and turning
The site frontage provides sufficient space for one vehicle to park. This space meets the minimum specifications of 2.4 x 4.8m as set out in Manual for Streets (MfS). A turn on site would be preferred; however there is insufficient space on site to accommodate this. An inspection of mapping indicates that neighbouring properties have similar arrangements without evidence of 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 that there are no transport grounds to resist the proposal.

I am mindful of the use of pre-commencement conditions; as such the suggested wording below is anticipated to be acceptable.

Conditions
Access
The use of the access shall not commence until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawings titled block plan.
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/"

Relevant Planning Policies

Adur Local Plan: Policy 15
DM Standard No.2 SPG - Extensions and alterations to dwellings
Planning Policy Framework (2019)
National Planning Practice Guidance

Planning Assessment

The proposal is acceptable in principle, subject to its effect on the visual and residential amenity of the neighbouring properties and the character of the street scene in general.

Visual Amenity

The dropping of the kerb will be in accordance with what others have done within the street, which whilst allowing vehicular access onto the site in question, does limit parking for others on the street. WSCC Highways are of the view that despite its faults, there is no transport grounds to resist the proposal, and have suggested conditions for any approval.

The provision of the dropped kerb that is the planning matter, in this instance and as said before, it will visually be in accordance with others within the street, and does not result in loss of residential amenity to the character and appearance of the street in general.

The creation of the hardsufacing on the site is permitted development provided surface water drainage does not spill over onto the pavement and road, and provided there is either porous surfacing or drainage provided within the site. Further, government guidance is now looking to provide an environmental improvement for development, and the provision of a side strip of landscaping to the side boundary will provide a further means of surface water drainage and will a small landscape buffer not just for wildlife but also as a visual improvement to the site.

Residential Amenity

It is not considered that the dropped kerb and crossover will result in any demonstrable loss of residential amenity to neighbouring properties.

Recommendation APPROVE, subject to the following conditions

1. Approved plans
2. Standard time limit
3. The use of the parking area shall not commence until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawings titled block plan.

Informative

1. Approved with amendment
2. Vehicular crossover – minor highway works

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

Case Officer: Eve Hearsey Date: 04.11.2019

Authorised by: Peter Barnett Date: 4 November 2019