# Development Management – Delegated Officer Report

**Application Number: AWDM/0155/15 Recommendation – APPROVE**

**Site: 20 Busticle Lane, Sompting, Lancing**

**Proposal: Vehicular crossover including excavation of grass bank on highway.**

**Date of site visit:** 3/03/15

**Neighbours checked: Y**

**Additional neighbour notifications: N**

**Proposal, Site and Surroundings**

The application relates to the northern half of a pair of semi detached bungalows located on the eastern side of Busticle Lane. The site is positioned on raised ground level with the frontage of the bungalow and the bungalow itself at a higher level than the pavement, grass verge and road adjacent. Steps lead from the pavement to the site.

Permission is sought for a vehicular crossover to create access from the highway to the property frontage. This proposal will also include the excavation of the grass bank on the highway. Permission is required as the access is to be created onto a classified 'C' road.

The existing front low level fencing is to be removed and the property frontage will comprise of a hard stand, block paved, grassed, lawn area with a garden border directly to the front of the bungalow and along each of the side boundaries. A low level fence will form a front boundary across the lawned area.

There are a number of other bungalows on the east side of the road which already have vehicular crossovers and hardstanding and these have planning consent for approved works. Nos. 22, 28, 30, 32 and 36 (S/12/99, S/19/04, ADC/0087/10, ADC/0277/06 and S24/99) all to the north of the site.

**Consultations:** ***West Sussex County Council Highway Authority:*** **-** The proposed driveway will be 4 metres wide and approximately 4.8m in length. The minimum length of a driveway is usually required to be 4.8m therefore with this in mind the proposals are acceptable. Having no turn on site in this location is not a significant concern due to the nature and speed of the road and the neighbouring properties in the area that operate similar driveways without any apparent concern. Therefore no issues wished to be raised to this application from a highways perspective. A crossover license will first need to be sought from the Highway Authority.

***Sompting Parish Council: -*** Support application

**Representations:** No third party representations have been received.

**Relevant Planning Policies**

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH7 and Appendix 11 'Supplementary Planning Guidance' comprising:
Development Control Standard No.3 'Extensions and Alterations to Dwellings'
National Planning Policy Framework (CLG 2012).

**Planning Assessment**

***Principle***

There is no objection in principle to the proposed development which involves alterations and improvements to an existing dwelling house. As stated above there are many other driveways in close proximity to the site and the Highways Authority has raised no objection.

***Visual amenity***

The proposed works will result in the removal of some of the grass verge and the reduction of front garden area with the creation of hardstand. It is however considered that this is acceptable. The low level fence and grassed garden area adjacent to the parking area and flower borders adjacent to the bungalow and on either boundary will soften the appearance of the parking area and retains the character of the street scene. The proposed off street parking is not a feature that is out of keeping in this locality.

***Residential amenity***

The vehicular access and proposed hardstand will not result in any adverse impact on the occupiers of any adjacent properties. There will be no loss of light, privacy or overbearing impact.

***Access and Parking***

The level of parking provision and its location has a key influence on the form and quality of a development and the choices people make in how they travel. The way cars are parked is a key factor for many issues such as visual quality street activity, interaction between residents and safety. Parking can be provided on or off the street, off street parking includes parking within a curtilage (on plot) or in off street parking areas, (off plot). Reduced on street parking can remove road safety problems and allow pedestrians to cross with adequate visibility.

The Highway Authority has advised that the proposals are acceptable. There is no on site turning however this is not considered to be an issue in the light of the nature and speed of the road. The neighbouring properties in the area operate similar driveways without any apparent concern. It would therefore be unreasonable to request that turning space is provided in this case.

**Recommendation**

**APPROVE**

**Subject to Conditions:-**

1. Standard 3 Year Time Limit

2. The development hereby permitted shall be carried out in accordance with the following approved plans:-

   Location Plan: - received 18th Feb 2015
   Block Plan: - received 18th Feb 2015

   **Reason**: *For the avoidance of doubt and in the interests of proper planning.*

3. The access shall not exceed 3 metres in width and shall be laid out to provide visibility splays on each side of its junction with the existing public highway. These splays shall be 2 metres by 2 metres on each side of the access based on the existing highway boundary. No other work shall be carried out on the site until the above mentioned splay areas have been provided and thereafter they shall be kept free from any obstruction to visibility in excess of 0.6 metres above the level of the adjoining carriageway.

Informative

1. Proactive Statement – No Amendments
2. The applicant is advised to contact the Community Highways Officer covering the respective area (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

**Is recommendation contrary to letter(s) of representation? Y**

Case Officer: Hannah Barker Date: 30th March 2015

Authorised by: Jo Morin Date: 01.04.2015