Development Management - Delegated Officer Report

Application Number: **AWDM/1658/15** **Recommendation –** Approve

Site: 15 Manor Road, Lancing

Proposal: Vehicular access

Date of site visit: 4 January 2016

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The site relates to a semi-detached bungalow located on the south west side of Manor Road, approximately 50 metres north of the roundabout junction with Upper Brighton Road, Grinstead Lane and Old Shoreham Road and opposite the playing fields of Lancing Manor Park. The road has a 30mph speed limit, rising to 40mph close to the roundabout junction, and there is on street parking on both sides of the road punctuated by vehicle crossovers to private driveways on the south west side in the vicinity of the site. There is a grass verge to the site frontage with a bus stop towards its northern end. There is an existing tarmac hardstanding with sparsely vegetated narrow borders to the edges. A low wall and fencing exists around the perimeter of the front garden with a pedestrian access at the northern end of the front wall.

Permission is sought for new vehicular access onto Manor Road to serve the existing hardstanding. A 3.5 metre wide section of wall would be removed towards the southern end of the front boundary allowing for a 3 metre wide access from the highway. The plans indicate that the areas immediately in front of the house and to the south side would be laid to lawn with surface water draining to these areas.

Relevant site history
None relevant

Consultations

WSCC: The Highway Authority has commented as follows:

Background
In close proximity to the site there has been a similar application for a vehicular crossover at 31 Manor Road under application number AWDM/758/11, this application was not objected to by the LHA (Local Highways Authority) and also approved by the LPA (Local planning Authority.)

The Development Proposal
The applicant is seeking to install a vehicular access to the existing property at 15 Manor Road, Lancing. The redevelopment proposal comprises the

demolition of the existing 60cm brick wall which is sited on the owner's property and installation of a drop kerb.
The site is located to the west of Manor Road, approximately 60 meters north of the Roundabout at A27 Old Shoreham Road. The dwelling is currently served by a pedestrian access from the north east of the site.

In the vicinity of the site Manor Road is subject to a 30mph Speed Limit, rising to 40mph towards the roundabout at the South. Outside of the property is an existing unrestricted bus stop which serves as a Stagecoach and Compass Travel route.

Parking and Visibility
The LHA consider that there is a benefit to providing an off street parking facility in this location. Parking in this area can serve as an obstruction for the busses that stop in the already narrow carriageway and results in the bus preventing traffic from the South advancing on Manor Road. This results in a noticeable narrowing of the existing carriageway space.

Visibility at the point of access appears acceptable from an inspection of the plans, for both pedestrian and vehicular traffic. The loss of on street parking generated on the Manor Road would be an enhancement to the Highway due to buses being able to then pull into the side of the road allowing other vehicles to pass and reducing traffic standing after joining from the busy A27. There are provisions for on street parking slightly further along the road however this is not considered to provide any severe issues for visibility. In terms of parking layout, there appears to be room for turning within site.

The proposal to install a vehicular access is also in keeping with the existing street scene as both neighbouring dwellings have a drop kerb access onto their site.

Conclusion
On the basis of the above, and in line with the NPPF guidance, notably Paragraph 32, it cannot be considered that there would be a 'severe' impact on the local highway network or highway safety as result of the traffic movements incurred via this proposal. The site access arrangements are considered suitable and therefore the LHA sees no reason to resist this proposal subject to the following condition:

- *Access*
  No development of the site shall commence until the vehicular access serving the proposed dwelling has been constructed in accordance with the approved drawing.
  Reason – In the interests of road safety.

INFORMATIVE
The applicant is advised to contact the Area Engineer, West Sussex County Council, Clapham Common, Clapham, Worthing, BN13 3UR, (Tel no: 01903 878500) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Lancing Parish Council: no objection

Relevant Planning Policies
Adur District Local Plan (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)
Manual for Streets (2007)

Planning Assessment

Residential amenity
There would be no significant impact on residential amenity as a result of the proposed vehicular access and hardstanding.

Visual amenity
The formation of a vehicular access would result in the loss of some of the grass verge and front wall. However, given that there are a number of other similar examples in the vicinity, no significant harm would be caused to the character of the site or surroundings.

Highway safety
The Highway Authority has raised no objection and the benefits to the use of the bus stop are noted. Highway safety is considered acceptable subject to the recommended conditions.

Recommendation

Approve
Subject to Conditions:-

1. Standard time limit 3 years
2. Vehicular access to be provided in accordance with highways specifications
3. Permission relates to approved plans:
   Site location plan entitled 'Ref #1' deposited 1 December 2015
   Annotated block plan entitled 'Ref #2' deposited 1 December 2015

Informatives:
- Highway licence required
- The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

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

Case Officer: Rebekah Smith Date: 19 January 2016

Authorised by: Peter Barnett Date: 19 January 2016