Application Number: AWDM/1397/20 Recommendation APPROVE

Site: 48 Manor Road, Lancing, BN15 0HG

Proposal: Formation of vehicular access

Date of site visit: Assessment has been assisted using the Applicants plan and photos; Earthlight mapping; and Google 3D of the site.

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

The property is a semi-detached two storey dwelling situated on the north side of Manor Road, and is within the North Lancing Conservation Area. The site has a long and downward sloping front garden. Many properties within the street have existing vehicular accesses to their properties.

Proposal

The application seeks permission to gain a 6.4m wide vehicular access off of Manor Road.

Relevant Planning History: None

Representations:

Lancing Parish Council: No objection subject to the concerns of WSCC Highways Department being addressed.

Consultations:

ADCAG: Approved

WSCC Highways:

1st Consultation

The proposed plans do not include details of visibility splays at the proposed access. Local mapping indicates that visibility may be restricted due to the presence of a neighbouring property; therefore the applicant is requested to demonstrate details of visibility splays. Visibility splays should be demonstrated in accordance with Manual for Streets. As Manor Road is subject to 30mph, WSCC would expect splays of 43m in each direction to be demonstrated at a distance of 2m from the back edge of the carriageway.

The splays may only intersect land within the applicants' control, or publically maintained highway and not intersect third party land. The splays must be drawn to the nearside edge of the carriageway in both directions, or to a 1m offset into the carriageway to represent the track of a vehicle.

If 43m splays are not achievable in each direction, maximum achievable splays should be demonstrated.

Final Consultation

The LHA has been re-consulted on this proposal following submission of additional information.

Visibility splays have been demonstrated at 2m 'X' distance, visibility splays of 43m to the east would be sufficient for the posted speed limit. The maximum achievable splays to the west as measured on the plans 1m into the carriageway are approximately 13m. Splays of 13m would be considered adequate for approach speeds of 12 mph using Manual for Streets Stopping Sight Distance calculation coefficient parameters.

The neighbouring properties to the west operate with accesses of substandard visibility, without any evidence of highway safety concern. Whilst emerging drivers may have poor visibility, forward visibility along the road for oncoming vehicles is good.

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 that the proposal would exacerbate an existing safety concern.

The proposed access, as annotated on the revised site plan will be approximately 6.4m wide. Any access works on the public highway must be constructed under a licence obtained by WSCC Highways to a specification agreed with them. A suitably worded informative is included below.

Photos of the site provided on 06.11.20 do not demonstrate tactile paving crossing, therefore this matter that was raised previously is no longer relevant.

The proposed driveway would be of sufficient size to accommodate up to 2 vehicles considering the minimum requirements of 2.4m x 4.8m per single bay as outlined in Manual for Streets guidance.

Conclusion

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 NPPF (para 109), and that there are no transport grounds to resist the proposal.

Relevant Planning Policies

Adur Local Plan policies: 1, 15, 28, 36
DM Standard No.2 SPG - Extensions and alterations to dwellings
National Planning Policy Framework (2019)
National Planning Practice Guidance

Planning Assessment

There is no objection in principle to the proposed development to provide a vehicular crossover to the property.

The key concerns would be highway safety issues together with the effect onto the existing neighbouring residential amenities.

Visual Amenity

There are many vehicular crossovers within the street, and thereby the provision of an additional crossover will not be out of character with the Conservation Area or the street scene in general.

No. 48 has a long front garden, which would be adequate for the parking of a vehicle, and the application identifies some landscaping on site, which will be of benefit to the visual amenities of the Conservation Area.

Residential Amenity

It is not considered that the new crossover will materially affect the existing residential amenities.

Recommendation

APPROVE subject to the following condition(s)

1. Approved plans
2. Standard time limit
3. Vehicular access in accordance with approved plans

Informative

1. Approved following amendment
2. Site access licence

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

Case Officer: Eve Hearsey Date: 18.12.2020

Authorised by: Peter Barnett Date: 18 December 2020