Expiry Date - 28/07/2023

Development Control – Delegated Officer Report

Application Number: AWDM/0712/23 Recommendation – APPROVE

Site: 113 Durrington Lane Worthing West Sussex BN13 2RF

Proposal: Vehicle access with hardstanding

Date of site visit: 26/06/2023

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application property is located within a residential area to the west of Durrington Lane, a C-classified road. The property comprises a semi-detached two-storey household. The property has a moderately sized front garden set behind a red stone wall with stone piers to access gate and front corners of the plot. A concrete pathway extends from the access gate to the south of the front garden to the access door, the remainder of the garden comprises shrubs of varying sizes and other forms of vegetation.

Properties along this section of Durrington Lane comprise a uniform design consisting of a facing brick façade with front protruding bay windows. There is also conformity in terms of properties alignment, footprint and plot size. Many properties have a vehicle access and have converted their front gardens into driveways, most noticeably at the attached neighbour to the north No. 115 Durrington Lane.

The property shares a driveway to the south of the plot which extends from the public realm between the application property and No. 111 Durrington Lane and along the rear plots of the respective properties. The application property's garage appears to be in situ to the rear garden of its respective plot.

The property is not within a conservation area, is not a listed building, and there are no protected trees on site.

Proposal

Permission is sought to install a vehicular access with a dropped kerb of 4.5m wide onto Durrington Lane. The vehicular access would involve intersecting the public highways (pavement) before joining the road.

A vehicle hardstanding would comprise gravel with raised brick to front. The pathway to the south which leads to front access of the property would be

retained along with the brick piers to the front corners and pathway, which are to be made good.

Relevant Planning History: None.

Consultations:

WSCC Highways Authority:

'This application is for the construction of a vehicular access with hardstanding. The site is located on Durrington Lane, a C-classified road subject to a speed limit of 30mph.

Vehicular access to the site currently exists via the shared accessway to the south of the property. The applicant should be aware that a licence is required from the Area Engineer for the construction of the VCO, and due to local policy, a licence for a second vehicular access may not be granted.

The applicant should also be aware that a minimum VCO width of 4.5m is required - the plans demonstrate a 3m VCO which would not be considered wide enough and as such, a licence would not be granted. The VCO width can be secured via condition, as advised below.

Whilst not demonstrated on the plans, an inspection of WSCC mapping indicates that sufficient visibility splays are achievable at the proposed access, and these are maintainable wholly within the public highway.

The proposed hardstanding area meets minimum specifications of 2.4 x 4.8m as set out in Manual for Streets (MfS) and would be constructed of a hardbound material.

Whilst a turn on site would be preferred, the LHA acknowledges the site constraints and that neighbouring properties operate similar arrangements with no evidence of highway safety concern.

Pedestrian visibility splays of 2 x 2m have been demonstrated either side of the proposed hardstanding area and these are considered sufficient.

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 National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal. However, as noted above, the applicant should be aware that a licence for a second access would likely not be permitted by the Area Engineer.'

Following the highway officer's comments regarding the insufficient VCO width, an amendment was sought from the applicant and supplied to the Council. The highways were then re-consulted in light of the new plan and provided the following comments:

‘The revised plans shows a 4.5m wide crossover at the Durrington Lane carriageway edge. This would be considered wide enough to facilitate access for a single dwelling and is considered an improvement compared to the original plans. The crossover works on the public highway must be implemented under licence to a specification obtained from the WSCC Highways Area Office.

The plans detail that the surface of the parking area will be gravel, it is noted that a raised brick / block paving area will be provided to stop gravel being pulled onto the public footway. The addition of this brick / block paving area is welcomed.

The plan shows a 2m x 2m pedestrian visibility splay at either side of the parking area, at the back edge of the footway. It is noted that part of the northern splay requires land that is outside the control of the applicant. The Local Highways Authority is satisfied that sufficient pedestrian visibility will be provided taking into consideration the context of the sites location and width of the access / parking area, which itself provides a good degree of pedestrian visibility.

In conclusion the Local Highways Authority 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 National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

As previously noted, the applicant should be aware that a licence for a second access would likely not be permitted by the Area Engineer.’

The LHA have advised that a condition and informative be applied to the permission in relation to the Vehicle Crossover (provided in the respective sections of this report).

Representations: None received

Relevant Planning Policies

National Planning Policy Framework (HCLG 2021)
National Planning Practice Guidance
SPG ‘Extending or Altering Your Home’ (WBC)

Worthing Local Plan (2023) 2020-2036
SP1 (Presumption in Favour of Sustainable Development)
DM5 (Quality of the Built Environment)

Planning Assessment

There is no objection in principle to extensions and alterations to residential properties within the built-up area, including the creation of a driveway and

access. The key considerations for this planning application are the effects on highway safety and the visual and residential amenities of the locality.

Highway safety

The LHA has confirmed that it is satisfied that the proposal would not result in an 'unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network. Therefore, there are no highways grounds to resist the proposal.

However, the LHA has fundamentally highlighted that the applicant should be aware that a licence for a second access would need to be obtained and may not be permitted by the Area Engineer due to a shared vehicular access already existing at the site.

Visual and Residential Amenity

There are numerous examples of vehicular accesses onto Durrington Lane within the immediate and wider surrounding area, predominantly to the north of the application property (No's 115, 117, 119, and 121a Durrington Lane), but also to the south (No. 109 Durrington Lane). A precedent has evidentially been set for vehicle accesses onto Durrington Lane along this section.

The proposed front access and hardstanding would result in the loss of the aforementioned shrubs and vegetation in the front garden along with red stone front boundary wall. The loss of these features would result in a less aesthetic viewing of the property. Notwithstanding, the vegetation does not form part of a TPO nor is it considered to be of any significant merit. The visual quality of the area would not be materially affected by the clearance of the vegetation. Similarly, the red stone wall is not considered to be of any particular visual merit; front boundaries in the area are diverse, and whilst the majority of properties that have constructed a driveway in the area have retained most of their respective front wall, the loss of the wall in this context would not be to the detriment of the character of the area. Further, the applicant has agreed retain the existing stone piers and to make good the edges. In view of the above, it is considered that the removal of these features and replacement with a vehicular access and hardstanding would not be so materially harmful to the visual amenities of the area to justify refusal on these grounds.

The gravel driveway would occupy the majority of the front garden space and the side (south) pathway is to be retained. The applicant is urged to retain any existing vegetation where possible in order to enhance the appearance of the property and in the interests of conserving the natural environment. The proposed driveway is of a typical size and reflects the size of other driveways along this section. The proposed driveway would not dominate views and would not appear out of keeping in this setting.

Vehicle activity would be consistent with a domestic dwelling as is already evident in the surrounding area and the formation of a vehicle access/hardstanding would have no adverse amenity impacts for neighbours.

Recommendation

APPROVE subject to Conditions:-

1. Approved Plans
2. Standard Time Limit
3. Raised Brick To Front
4. Access & Parking Area (details approved)

Informative

1 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2 The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact the Area Highway Manager (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place. Consent for off-site works may not be granted.

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

Case Officer: Jason Albon Date: 27/07/2023

Authorised by: Jo Morin Date: 27.07.2023