Development Management - Delegated Officer Report

Application Number: **Recommendation – Approve**
AWDM/0075/12

Site: **36 Boundstrone Lane, Lancing, West Sussex BN15 9QW**

Proposal: **Extension to vehicular access, and boundary fence.**

Date of site visit: 20.01.12.

Neighbours checked: Y

Proposal
The application property is the northern half of a pair of semi-detached bungalows, located on the eastern side of the road. The bungalow is sited directly adjacent to a pedestrian footpath and cycle path, which connects Elms drive to the east with Boundstone Lane. Directly in front of the property is a bus stop.

To the north of the footpath is No.38, a similar bungalow that is served by a dropped kerb, as is the adjacent cycle path.

Permission is sought for the extension of the existing dropped kerb (which serves No.38 and the cycle path) to the south in front of the site by 3m. The applicant has erected a closeboarded 'curved' fence to the frontage which is 1.8m to 1.4m in height, which also requires planning permission.

Relevant site history

Consultations

West Sussex County Council: The Highways Officer states that there appears to be no apparent visibility issue at the point of access onto Boundstone Lane. The most recently available verified accident records have been checked, which reveals there have been no personal injury accidents in the vicinity of the proposed point of access. As a footway abuts the access pedestrian visibility spays of 2 x 2 metres should be secured via condition.

An existing section of dropped crossing already exists and a further 3.0 metres would be required to allow access to the proposed off street parking. The works on the highway for the new extended access must be agreed with the WSCC Local Engineer and carried out under licence. The driveway area and car parking spaces should be constructed in a bound material and suitable drainage methods are installed to prevent private surface water running onto the public highway.

Representations

Third Parties: There have been no third party objections to the proposals.

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

Visual amenity
The proposed fence as originally erected is in stark contrast to the appearance of the surrounding area. Whereas the majority of front boundaries to the dwellings in the vicinity are of low brick construction, the boundaries which are either side of the cycle path tend to be of timber construction. The contrast in materials is particularly acute due to the newness of the timber itself. The timber will weather in time to soften its appearance, however the height as originally installed (1.8m maximum) is particularly prominent.

The applicant has amended the submission to ensure pedestrian visibility and consequently this will result in a reduction in height of the prominent front fence, which would as a result be acceptable in terms of the impact on the street appearance, and views towards the house. It is accepted that due to the proximity to the bus stop and amount of additionally screening from the 1.8m high front fence is an acceptable request.

Highway safety
The Highways Officer has made a recommendation that 2m x 2m wide pedestrian visibility splays be provided, to prevent any highway safety issues. The applicant proposes to reduce the height of the fence either side of the access to 0.6m to provide the splays. It is considered that provided that prior to use of the dropped kerb the visibility splays are provided that there would not be a harmful impact on pedestrians or cyclists in the vicinity.

Recommendation
The proposed development would not detract from the local environment and can take place without resulting in unacceptable detriment to the amenities of neighbouring properties or from highway safety. It would consequently not conflict with the saved policies of the Adur District Local Plan (AG1, AH7) or the policies of the South East Plan (CC1, CC6, BE1)

Subject to:

1. Standard 3 year time limit
2. Within 2 months of the date of this permission the fences hereby approved shall be lowered as per the approved drawings submitted 20.04.12 unless otherwise agreed in writing by the Local Planning Authority.

3. Prior to use of the dropped kerb and hardstanding the access shall be laid out to provide pedestrian visibility splays on each side of its junction with the existing public highway. These splays shall be 2m x 2m on each side of the access based on the existing highway boundary, and thereafter they shall be kept free from any obstruction to visibility in excess of 0.6 metre above the level of the adjoining carriageway.
4. Surface to be of a bound material unless otherwise specified in writing by the LPA.
5. Permission relates to approved plans:
   Drawing No:1:1250 Site Location Plan. Date Received: 05.03.12.
   Drawing No: 1:100 Block Plan. Date Received: 20.04.12
   Drawing No: Fence Elevation Plan. Date received: 20.04.12

Informatives:

No use of the vehicular access shall take place until a satisfactory kerb and pavement crossing between the boundary of the site and the adjoining carriageway has been constructed. Specification to be obtained from the Area Highway Engineer, WSCC Southern Area Office, Clapham Common, Clapham, Worthing, West Sussex BN13 3UR. There shall be no drainage of surface water from the property onto the highway.

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

Case Officer: C. Hone Date: 20.04.12.

Authorised by: Jo Morin Date: 24.04.12