Development Management - Delegated Officer Report

Application Number: AWDM/0354/23 Recommendation – APPROVE

Site: 79 Upper Brighton Road, Sompting, BN15 0JN

Proposal: Vehicular Access

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

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

The property is a two storey semi-detached dwelling which directly fronts onto the A27 Trunk Road, being part of the Strategic Road Network, which is governed by National Highways.

The dwelling lies to the west of a junction serving the east/west Upper Brighton Road; Busticle Lane to the south; and Halewick Lane to the north.

There is a layby to the west of the application site, for the parking of vehicles relating to the dwellings.

The frontage of the property is already being used for the parking of vehicles but there is currently no crossover.

Proposal:

Permission is sought to provide a vehicular crossover off the A27 to no. 79 Upper Brighton Road

Relevant History:

S/6/95/TP/FP Vehicular Access **Refused 24.04.95**

AWDM/0003/13 Two storey rear and single storey side extension to form annexe accommodation for dependent relative including to rebuild existing rear conservatory **Approved 11.02.2013**

Representations:

None received

Consultations:

National Highways:

Consultation with National Highways (NH) was initially undertaken in May 2023 when their initial recommendation was to request that the planning authority does not determine the application for a period of 3 months to allow the applicant time to address the issues raised in **'Annex A National Highways' assessment of the proposed development'**

Following further submitted information from the applicant NH were consulted again in August 2023 and February 2024, Each of the NH responses recommended that the application not be determined and required more information be submitted.

The final consultation was in November 2024, with the associated response from NH being March 2025, where they lifted their holding recommendation and recommended to approve.

The wording being:-

"In accordance with Section 175(b) of the Highways Act 1980 (as inserted by The Infrastructure Act 2015) National Highways consents to the formation of an access onto the A27 Trunk Road. This consent is valid only for application AWDM/0354/23 and to the layout shown on Bright Plan Drawing No. 2024-6711-001 Rev B "Access Overview and Visibility Splay" dated October 2024.

Note that the layout shown on Drawing 2024-6711-001 Rev B does not have a boundary wall fronting the A27 trunk road.

Once planning permission has been granted, those wanting to proceed with the dropped kerb must contact National Highways at planningse@nationalhighways.co.uk in order to progress the Section 278 agreement and grant the Section 175B consent."

Due to the fact that the plan attached to this approval was dated November 2024 and NH referred to plan dated October 2024, further communication has taken place with NH. Suffice it to say they have confirmed the plan is dated November 2024.

Sompting Parish Council: No objections to this application as long as Highways England are in agreement.

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 1, 15, 28
National Planning Policy Framework 2024

Planning Assessment

Principle:

The proposal comprises the creation of a VCO onto a residential property located within the built up area and can be supported in principle. The relevant issues are the highway safety of the provision of the VCO off a trunk road, effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the surrounding area.

Visual & Residential Amenity:

No. 79 is within a row of 10no. houses. 8 no. of those houses directly fronting onto the A27 Trunk Road, a further 2no. that face onto the junction at the traffic lights on the corner of the A27 and Busticle Lane. All of these dwellings have little opportunity for a vehicular crossover directly accessing their properties. However, there is a layby directly to the front of no.'s 81 through to 91 which allows for the parking of vehicles, which allows them to be clear of the highway. The speed limit at this part of the A27 is 40mph, which allows for vehicles to manoeuvre off the road. The speed limit changes to the National Speed Limit only a few metres to the west, past the end of the layby.

However, the layby does not extend across the frontage of no. 79, the application site, and is thereby the reason for seeking permission for a crossover. The application has been running for nearly 2years, and in that time the applicant has been in correspondence with NH and the LPA to try to resolve the situation, and have now come forward with a layout that the NH have deemed acceptable.

This scheme requires that the front boundary of the property does not have any physical boundary in place, and the parking takes place to the side boundary (east) of the property, allowing the vehicles to leave and enter the site in a forward gear. A Vehicle Swept Path Analysis has been undertaken demonstrating that vehicles accessing the site, performing on-site turning manoeuvres, and egressing in a forward gear is shown on Drawing 2024-6711-002 Rev A, dated October 24, which will then be a further approved plan identified within the conditions of the decision notice, along with Drawing No. 2024-6711-001 Rev B dated November 24 required by the NH.

Other documents submitted which are not referred to by NH, are nevertheless considered a crucial part of the application.

It is not considered that the creation of the vehicular crossover at the frontage of no. 79 will result in any material harm to the existing residential or visual amenities of the area in general.

Recommendation:

APPROVE subject to the following condition(s)

1. Approved plans
2. Standard time limit
3. No storm water run-off that may arise due to the development hereby permitted will be accepted into the highway or highway drainage systems, and

there shall be no connections into those highways drainage systems from the development and its drainage systems.

4. The development hereby permitted shall comply with the relevant requirements of the Design Manual for Roads and Bridges and be constructed in general accordance with Bright Plan Drawing No. 2024-6711-001 Rev B “Access Overview and Visibility Splay” dated November 2024 or other such scheme of works to subsequently similar effect as approved by the Local Planning Authority (who shall consult National Highways).

Informatives:

1. Approved following amendments
2. Re National Highways Condition 2
3. All surface water run-off should be directed to a permeable or porous area or surface within the curtilage of the site.

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

Case Officer: Eve Hearsey Date: 25.04.2025

Authorised by: Peter Barnett Date: 25 April 2025