Development Management - Delegated Officer Report

Application Number: AWDM/0688/22 Recommendation – APPROVE

Site: 13 Sompting Road, Lancing, BN15 9HW

Proposal: Extension of existing dropped kerb and resurfacing of existing hardstanding

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:

No. 13 was formerly a middle of terrace property with no. 11 to the east within a commercial use. No. 11 has subsequently been incorporated within a residential use and is now ancillary to no. 13. The dwelling is two storey, and has undergone a rear extension. The topography of the site rises higher than the pavement/highway

The street scene comprises predominantly residential uses, and the properties vary in design and size, i.e. bungalows; chalets; two storey; three storey. Detached; semi-detached; terraced; blocks.

Most of the properties within the locality and street scene have existing vehicular crossovers.

Proposal:

This application seeks planning permission to extend the width of the existing vehicular crossover from 5.5m to 10.1m

The application also includes the resurfacing of the existing hardstanding with a porous surface.

Representations: Lancing Parish Council: No comment

Relevant History:

AWDM/0902/15 Conversion of no. 11 Sompting Road from Commercial to 1 bedroom annex accommodation, ancillary to no. 13 including single storey rear extensions and first floor side extension. **Approved 29.07.2015**

Consultations:

WSCC Highways:

The existing dwelling does currently benefit from a 4.5m VCO. The proposed plans demonstrate the extension of the existing VCO will result in a VCO width of 10.1m. Whilst the LHA would not raise a highway safety concern to the proposal, the access widening works would be subject to a licence from the Area Office and must be constructed to a specification agreed with them. The applicant should be aware that a VCO width greater than 6.4m is not likely to be granted a licence due to Area Office policy. The LPA may wish to request that the applicant revise the proposed access width to ensure that any planning permission granted is implementable.

The proposed plans do not demonstrate vehicular visibility at the proposed access. However, from an inspection of WSCC mapping visibility appears to be sufficient in this location. An inspection of data supplied to WSCC by Sussex Police over a period of the past 5 years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing road network is operating unsafely.

The applicant proposes to resurface the existing hardstanding area to provide parking for the dwelling. The LHA would not raise any highway safety concerns to this.

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 (paragraph 111), and that there are no transport grounds to resist the proposal. Whilst the LHA would not raise any highway safety concerns, as above the Area Office are unlikely to grant a licence for the proposed VCO width.

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 1, 15
Supplementary Planning Guidance comprising: Development Management Standard No.2 ‘Extensions and Alterations to Dwellings’
National Planning Policy Framework 2021

Planning Assessment

Principle:

The proposal comprises upgrading a residential property located within the built up area and can be supported in principle. The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the surrounding area.

Visual & Residential Amenity:

Most of the properties within the area have an existing vehicular crossover, as too the application site. The proposal seeks permission to widen the existing crossover in order to allow safe access onto the site with the vehicle used for a disabled occupant.

WSCC Highways have a requirement for a smaller VCO. However, it is considered appropriate not to amend the current application in order that the Area Office can view the site and advise at that point the largest access appropriate to its purpose.

A larger dropped kerb will not compromise the visual character of the area, and given that the site is on a curve in the road and close to an access to garages and a junction with Tower Road; plus there is a single yellow line outside of the property, on street parking could not reasonably take place within the street. It is considered that the larger VCO would be appropriate in this instance.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard time limit

Informatives:-

1. Approved without amendment
2. Licence required

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

Case Officer: Eve Hearsey Date: 10.08.2022

Authorised by: Gary Peck Date: 10 August 2022