Development Control – Delegated Officer Report

Application Number: **Recommendation – APPROVE**
AWDM/1325/13

Site: **219 Old Shoreham Road**

Proposal: **Vehicular access (re-submission of AWDM/0790/13)**

Neighbours checked: Y
Additional neighbour notifications: N

Proposal, Site and Surroundings

The proposal is for the formation of a vehicular access to serve No. 219 Old Shoreham Road.

The application property is a two-storey semi-detached 1930s property with unusual corner protrusion for the main entrance.

The property is onto the A27, a busy A road carrying through traffic west-to-east. A pedestrian crossing is just to the west of the site. A lamppost is positioned immediately outside of the site.

This application is a resubmission of an earlier withdrawn application. It was withdrawn because the highway authority could not make a full assessment of the proposal's highway impact because the drawings were unclear.

Relevant Planning History
AWDM/0790/13
Vehicular access
Withdrawn 09.09.2013

Consultations
West Sussex County Council Highways (1st Consultation summarised)

The proposal is for a vehicular crossover with access onto Old Shoreham Road via a new access point. The most recently available verified accident records reveal there have been no personal injury accidents in the vicinity of the existing point of access, indicating a low risk of highway safety issues with this proposal. Whilst the submitted plan is acceptable in principle the vehicular visibility splays are inadequate. They have been designed for a 30mph road, whereas this section of road has a 40mph speed limit, and therefore the standards from the Design Manual for Roads and Bridges shall be applied, which are splays of 2.4 x 120m in either direction. These splays shall need to demonstrated on a plan for their entire extent. Furthermore, arrangements shall need to be made to re-locate the existing lighting column away from the point of access. Please raise with the applicants and reconsult.

West Sussex County Council Highways (2nd Consultation summarised)

Subsequent to the original submission of this application, plans have been submitted demonstrating that a vehicle can negotiate the existing street light column without it needing to be re-located, and visibility splays sufficient to a 40mph road have been implemented within the scheme. Therefore the Highway Authority is satisfied that there will not be a significant increase in risk to other highway users with this proposal.

CONDITIONS

No part of the development shall be first occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority to prevent surface water draining onto the public highway.
Reason: In the interests of road safety

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

INFORMATIVE

The applicant is advised to contact the Community Highways Officer covering the respective area (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Representations

Objection received from occupiers of No. 248 Old Shoreham Road (summarised):- *Vehicular access will about three metres from the Pelican crossing. It is far too close and should not be granted. Vehicles leaving the property will have to be mounted on the pavement before the driver will see pedestrians and young children on pavement. Vehicle access to properties via pavement this close to a Pelican crossing are in breach of highway and pedestrian safety. Due to height of adjoining garden party walls and road side walls and vegetation of both of the adjoining properties the view restriction when leaving drivers would be seriously impaired when entering the A270. Drivers leaving No. 213 will have no control over the pelican lights changing to the GREEN MAN giving the right for young children crossing (in many cases RUNNING) from south side of crossing onto a vehicle reversing and turning onto the crossing. On the north side of the crossing young school children run to and from Mile Oak Crescent to the Pelican crossing, in the path of a reversing vehicles. On the south side of the crossing drivers leaving No. 213 will have no control over young children running across the path of reversing vehicles. It must be considered that parents will not always have full control over their children at crossing. Drivers, leaving No. 213 will have no control over the traffic lights sequences at the junction of A270 and Mile Oak Road.*

Traffic takes around 6 seconds from junction of Mile Oak Road to No. 213 and far less time when speeds of well over 40mph. This gives no time for a driver to reverse safely into a busy road adjoining a Pelican Crossing. Submitted plans state that the crossing is a PUFFIN crossing that has overall crossing time established each time by on-crossing pedestrian detectors. Confirm that it is not a PUFFIN crossing but a PELICAN crossing with set crossing times. Have been an owner occupier near this pelican crossing for many decades. Observed many accidents and near misses at this pelican crossing. Feel strongly that vehicular access at such a very close proximity to a crossing will contribute to an even more dangerous situation. 40 mph speeds. Pelican Crossings and Vehicle Access. Do not mix. PLEASE "SAVE OUR CHILDREN".

Relevant Planning Policies and Guidance
Adur Local Plan: AG1, AH7
National Planning Policy Framework (CLG 2012)

Planning Assessment

Principle

Upgrading of residential accommodation is acceptable.

Visual amenity

The partial loss of the front boundary wall is disappointing but there are a number of dropped kerbs in the immediate street, so an additional one would not look out of character.

Residential amenity – effect on existing dwellings

Some additional noise and disturbance onto neighbours is likely from vehicles using the access and drive. However this would not be intrusive when set against the noise already experienced from the heavily trafficked highway.

Parking and accessibility

West Sussex County Council is the authoritative body who determines if a proposal would result in a risk to highway safety, and no objection has been raised to this proposal.

Their records reveal there have been no personal injury accidents in the vicinity of the existing point of access, indicating a low risk of highway safety issues with this proposal.

No objection has been raised to the proximity of the vehicular access to the pedestrian crossing, or the implications of its use on the safety of users of the crossing; the vehicular visibility splays of 2.4 x 120 metres in either direction are adequate for a 40mph highway.

Accordingly, this proposal satisfies all current standards, advice notes and other public documents relating to the design, assessment and operation of trunk roads, i.e. *The Design Manual for Roads and Bridges* (Department of Transport 1992).

The "pre-occupation" condition recommended by the highway authority can be re-worded to secure its intent – that there is parking available on site before the access is used. The second recommended condition, which would require the submission of details of mitigation of potential surface water runoff, would negate the potential for flood risk.

In the absence of an identified highway safety risk by the Highway Authority, there is no justification to refuse the granting of permission for this reason.

Recommendation

APPROVE for the reason:-

The proposed development can take place without detriment to the local environment and would not detract from the character or appearance of the area. It would not result in any detriment to the amenities of neighbouring properties and/or highway safety and consequently does not conflict with saved Adur Local Plan policies AG1, AH7 and the planning policies set out in the National Planning Policy Framework

Subject to Conditions:-

1. Standard time
2. Approved plans
3. The vehicular access hereby permitted shall not be used unless and until the areas indicated on the approved drawings for vehicular manoeuvring, turning, and parking have been provided out on the land, and all times thereafter kept free of obstruction and be available for those purposes.

   Reason: In the interests of highway safety in accordance with the planning policies set out in National Planning Policy Framework.

4. The vehicular access shall not exceed 3 metres in width and shall be laid out to provide vehicular visibility splays on each side of its junction with the existing public highway. These splays shall be 2.4 metres by 120 metres on each side of the access based on the existing highway boundary. No other work shall be carried out on the site until the above mentioned splay areas have been provided 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.

   Reason*:* In the interests of highway safety in accordance with the planning policies set out in National Planning Policy Framework.

5. No part of the development shall be first used until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority to prevent surface water draining onto the public highway.

Reason: In the interests of road safety in accordance with the planning policies set out in National Planning Policy Framework.

Informative

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.

The WSCC Street Lighting Unit should be contacted in regards of the relocating of the existing street lighting column. These works should be undertaken prior to works on the new access commencing and the cost of the relocation should be met by the Applicant. The Applicant is advised to contact the Unit on 01243 642105 to agree these works.

The applicant is advised to contact the Community Highways Officer covering the respective area (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Is recommendation contrary to any representations? Y

Case Officer
Signed: Matthew Porter Date: 9 December 2013

Authorised and signed by: Peter Barnett Date: 9 December 2013