Development Management - Delegated Officer Report

Application Number: AWDM/0967/21 Recommendation – APPROVE

Site: 22 Springate Road, Southwick, BN42 4LF

Proposal: Create a vehicular access at the beginning of the access road leading to 22 Springate Road

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

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

The site is a semi-detached dormered bungalow with a rear extension. The property is accessed off a wide shared pedestrian/vehicular access which sits at an angle to Springate Road. The property thereby does not have immediate access to the highway, and this limited vehicular access also applies to 2no other neighbouring properties, no.'s 24 and 26 Springate Road.

The locality comprises semi-detached bungalows, many of which have existing vehicular crossovers.

Proposal:

The application seeks permission to provide a widened vehicular crossover off Springate Road to no. 22. This will mean that the widened VCO will be outside/close to no. 28 Springate Road, to the south of the application site. The vehicle will then have to travel along the shared pedestrian/vehicular access to their property at the end of this strip.

Representations: None

Consultations:

WSCC Highways:

The proposal is to lower a small section of the kerb at the footway adjoining point with the unclassified road.

Any access works onto the public highway must be constructed under a licence obtained by WSCC Highways to a specification agreed with them. I have consulted the WSCC Highways Manager for this area, who has advised that they would not grant a licence at it is not a safe manoeuvre.

The Google Map Area View indicates that the property has an existing driveway and presumably any vehicles are currently using the existing lowered kerb to access the footway area leading to their property. These arrangements seems to work without any evidence of highways safety concern. Therefore the applicant may wish to clarify why they would need this small section of the kerb to also be lowered?

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 (para. 109), and that there are no transport grounds to resist the proposal. The applicant should be aware that the WSCC Highways has confirmed that a licence for the VCO in this location would not be granted due to their policy.

Highways Update

Further correspondence on this one from our internal WSCC Highways and I was advised that they would be happy to allow implementation of the VCO in this location citing the following reasons:

"Assuming our customer is resident of 22 Springate and not a resident within Park Way Close as there should be no adjoining link from Park Way Close to Springate Road, I would perhaps on this occasion allow it as it is well established, but would request the customer ensures there is no objection first from their neighbours, (24 and 26) which I think is doubtful as one already has a hardstanding as mentioned."

Relevant History:
AWDM/ 0168/20 Single storey rear extension. **Approved 30.03.2020**

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 2019

Planning Assessment

Principle

The proposal comprises upgrading the existing housing stock 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

The application site does already have a hardstanding on their front amenity area, so it would seem that they already utilize the existing dropped kerb in order to access

their property. No.'s 26 & 28 also have parking to the front of their properties, and thereby must utilize the existing VCO.

The proposal seeks to lower the small section of raised kerb to create a continuous dropped kerb on this corner, the reason being that because of the turn off to go to the existing access, vehicles sometimes end up bumping over the remaining kerbs, therefore in order to prevent this situation the application has been submitted to lower the kerbs.

Springate Road is not a classified road, and therefore, as such, planning permission is not required for the creation of a VCO onto such a road. However, as the access to the property is not within the curtilage of that property it has been deemed that planning permission would be required. Further, the access to the property is not within the ownership of no. 22, and thereby notice would need to be served on the owner, which is in this instance WSCC. This has been undertaken.

There is no objection to the proposal from WSCC Highways, and after some deliberation, WSCC Area Office have removed their original objection to the issuing of a Licence for the works particularly given the long establishment of the of the existing VCO and car parking hardstanding to no. 22 and others.

In planning terms the widening of the existing VCO is not considered to have a detrimental effect on the visual amenities or the character of the area.

Other than the Licence from WSCC Area Office, no other conditions are requested from the LHA.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard time limit

Informatives:-

1. Approved following amendment
2. VCO Licence

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

Case Officer: Eve Hearsey Date: 21.07.2021

Authorised by: Peter Barnett Date: 21 July 2021