Development Control – Delegated Officer Report

Application Number: AWDM/0438/20 Recommendation APPROVE

Site: 27 Cokeham Road, Sompting, BN15 0AE

Proposal: Extend existing vehicle access

Date of site visit: 09.06.2020

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

The property is a semi-detached dwelling with an existing access to the front which adjoins the neighbouring properties vehicular access.

The street, like most streets, has many existing vehicular accesses to its respective properties, many of which appear to be extended.

Proposal

The application seeks permission to widen the existing access to 6.4m in width.

Relevant Planning History:

Consultations:

WSCC Highways

"I refer to your consultation in respect of the above planning application and would provide the following comments.

This proposal is for extension of the existing vehicle crossover. The site is located and accessed via Cokeham Road which is a C-classified road subject to 30mph speed limit. The proposed extension will result in total vehicle crossover (VCO) width of 6.9m. Any access works onto the public highway must be implemented under a licence obtained by WSCC Highways to a specification agreed with them.

Based on the plans and details before me I would be minded to advise that any vehicle crossover extension should be modified to result in a crossover no greater than 6.4 metres in width. I'm minded to advise such a modification could be secured via planning condition, however given recent advice within the National Planning Policy Framework it is advised such matters are resolved prior to determination.

The LHA note that the applicant has demonstrated pedestrian visibility splays for the proposed access. However, these splays cannot be maintained in perpetuity because they are not within the applicant's land. The Local Highway Authority (LHA) would not anticipate that the lack of pedestrian visibility splays in this location would result in a highway safety concern. Manual for Streets (MfS) paragraph 10.6.1 states that 'Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly to how vehicles pull out when visibility along the carriageway is restricted'.
In principle 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 National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal. However matters relating to the access width should be agreed prior to determination to mitigate against the applicant gaining planning permission for something they may subsequently not be able to implement."

Re-consultation response:

The revised plan annotates dropped kerb extension of 4.2m resulting in a total dropped kerb width of 6.4m to serve the existing dwelling. Any access works on the public highway must be implemented under a licence obtained from WSCC Highways to a specification agreed with them. I note Local mapping indicates that there is a street light within close proximity of the proposed access extension. The crossover works may require the relocation of the street lighting pole located on publically maintained highway fronting the application site. The pole must be at least 1.5m from the location of the top of the ramped kerb of the proposed crossover. It is the responsibility of the Applicant to liaise with the necessary parties to organise the moving of the street lighting pole, if relocation is required.

A turn on site would be preferred however; there is insufficient space on site to accommodate this and this appears to be the existing practice in this location which has been operating for some time without evidence of safety concern.

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 National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal. If the LPA are minded to approve this application, the following conditions and informative are advised.

Conditions
Access
The use of the access shall not commence until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing block plan dated 29/07/2020

Reason: In the interests of road safety.

Informative
Vehicle Crossover – Minor Highway Works
The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/

Online applications can be made at the link below, alternatively please call 01243 642105.

https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/

Representations:

Sompting Parish Council:
"The Council has no objection to this application as long as width is in line with LHA recommendations."

Relevant Planning Policies

Adur Local Plan policies: 1, 15
DM Standard No.2 SPG - Extensions and alterations to dwellings
National Planning Policy Framework (2019)
National Planning Practice Guidance

Planning Assessment

There is no objection in principle to the proposed development to provide an extended vehicular access.

The key concerns are the effects on the existing and residential properties, together with the visual amenities of the locality

Visual & Residential Amenity

There are many properties with vehicular accesses and it appears that many have widened the existing accesses further.

The applicants have a caravan, and it is difficult manoeuvring it onto their drive, and therefore off the road and pavement, utilizing the existing access, hence the reason for the application.

WSCC have raised no objections to the proposal, and there are no letters of objection received.

Sompting Parish Council has raised no objections provided the width is in accordance with the Highways requirements. Indeed the application as originally submitted identified an access width which County Highways found too great. The applicant has reduced the width down to accord with County Highways requirements.

Recommendation

APPROVE subject to the following condition(s)

1. Approved plans
2. Standard time limit
3. The use of the access shall not commence until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing block plan dated 29.07.2020

Informative
1. Approved following amendment.
2. Licence required

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

Case Officer: Eve Hearsey Date: 30.07.2020

Authorised by: Peter Barnett Date: 31 July 2020