Development Management - Delegated Officer Report

Application Number: AWDM/0547/21 Recommendation – APPROVE

Site: 36 Mile Oak Road, Southwick, Brighton

Proposal: Extension to vehicular access and hardstanding

Date of site visit: No visit use of Google Maps

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site is a two storey property on the corner of Mile Oak Road and Fairdene. Consent is sought to create a vehicular access from Mile Oak Road to the property frontage. It is proposed that the frontage will be hard surfaced with tarmac with a soakaway installed for drainage.

Relevant Planning History

AWDM/0727/16 - Single-storey side extension to north-east elevation.

Consultations

West Sussex County Council: The **Highways Authority**

This proposal is for extension to vehicular access and new hardstanding. The site is located on the corner plot between Mile Oak Road (C-class road) and Fairdene (unclassified road) both subject to 30mph speed limit. The proposed plans demonstrates extension to east of the existing vehicle crossover (VCO) which currently serves the existing property. The proposed extension will result in vehicular access approximately 5.3m wide. This will be a shared arrangement with the existing neighbouring property Local mapping indicates that the access benefits from adequate visibility splays in each direction. Data supplied to WSCC by Sussex Police over the period of the past five years reveals no recorded injury accidents within the vicinity of the site, therefore there is no evidence to suggest that the existing access is operating unsafely or that the extension would exacerbate an existing safety concern. Any access works that take place on the public highway must be implemented under a licence obtained by WSCC Highways to a specification agreed with them. A suitably worded informative is included below. The proposed hardstanding area appears to be of sufficient size to accommodate 1-2 vehicle considering the minimum requirements of 2.4 x 4.8m per bay as outlined in Manual for Streets (MfS) guidance.
A turn on site would be preferable, enabling vehicles to exit onto the public highway in a forward gear, although it is acknowledged that this may not be achievable due to site constraints. Other properties with the immediate vicinity appear to operate with similar arrangements without any evidence of highway 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.
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 Proposed Plan.
Reason: In the interests of road safety.
Car parking space (details approved)
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
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/

Adur and Worthing Councils: Environmental Health: - Conditions recommended in relation to hours of work and contamination. *(NB Both not considered relevant to this proposal.)*

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017 Policy 15
'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings''
National Planning Policy Framework (February 2019)
WSCC Guidance on Parking at New Developments (Sept 2020).

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 dwelling and its surroundings.

Assessment

The proposed extension to the existing dropped kerb will create a vehicular access from the highway to the property frontage to create off street parking. In terms of visual amenity this change will not result in any adverse impact in terms of character and appearance of the property or street scene. There are many other examples of off street parking within the street scene and directly adjacent to the site.

There will be no impact in terms of residential amenity, not adverse impact will occur in this case.

The extended dropped kerb and vehicular access will not give rise to any highway safety concerns. West Sussex County Council Highway has no objection to the proposed works subject to conditions as set out below.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year 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 proposed plan.

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

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. Highway licence

Case Officer: Hannah Barker Date: 11th May 2021

Authorised by: Peter Barnett Date: 11 May 2021