WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Eve Hearsey
FROM:	WSCC - Highways Authority
DATE:	20 January 2023
LOCATION:	32 Gardner Road Southwick West Sussex BN41 1PL
SUBJECT:	AWDM/0006/23 New vehicular access and hard surfacing.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

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

Site Context & History
The access onto the application site is located on Gardner Road, an adopted public maintained highway.

The LHA would view said road to be set within an urban setting.

The said highway is subject to a 30-mph speed limit. No current speed survey data is located within a reasonable distance of the access that would state otherwise.

In terms of design parameters, the LHA consider the parameters of Manual for Streets (MfS) as guidance.

Access & Parking
The applicant proposes a new 5.46 metre VCO that will provide access onto a 5.68 x 5.29 metre hardstand.

Typically, bay parking spaces should measure 4.8 metres when not hindered by any obstructions (as per Manual for Streets guidance.) The Local Highways Area Office have the following guidance for parking areas, where they abut a ground floor window or door that can be considered an emergency exit.

Parking areas that abut ground floor accesses, which could be considered to be used in emergencies, are required to be 6 metres in depth, to allow a vehicle to park and not hindered the access point or overhang the publicly maintainable highway.

The parking space supplied within this application is slightly shorter at 5.68-metres. However, as per Paragraph 111 of the NPPF, a consideration of an objection in highways terms would only be possible if the residual impacts are a seen as severe.

A license to construct the Vehicular Crossover (VCO) must be sort from the Local Area Engineer. It should be noted that as part of the licence application process the depth of hardstand would be assessed and, in this instance, would be contrary to the Area Engineer working practices and thus would not be granted. The LPA may wish to be mindful of this when considering the application.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury collisions within the vicinity of the site. Therefore, there is no evidence to suggest that a new would operate unsafely.

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 111), and that there are no transport grounds to resist the proposal.

Stephen Garrard
West Sussex County Council – Planning Services