**WEST SUSSEX COUNTY COUNCIL CONSULTATION**

| | |
|---|---|
| **TO:** | Adur & Worthing Councils<br>FAO:Eve Hearsey |
| **FROM:** | WSCC - Highways Authority |
| **DATE:** | 26 March 2019 |
| **LOCATION:** | 194 Manor Hall Road<br>Brighton<br>BN42 4NH |
| **SUBJECT:** | AWDM/0163/19<br>Extension of vehicle access.<br><br>Additional information received. |
| **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 which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Planning Services should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

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

Summary
The proposal is for the extension of vehicle access, this application is located on Manor Hall Road C-Classified Residential road subject to a 30mph speed limit.

Access and Visibility
An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been has been a recorded injury accident within the vicinity of the site, this however was not caused by entrance or road layout. Therefore there is no evidence to suggest that the existing access is operating unsafely.

It is noted that the plan demonstrates a proposed 7.8m VCO. any cross over works on the public highway would need to be implemented to a specification under license obtained form WSCC highways.

The applicant should be aware that a licence for a VCO of wider than 6.4m is unlikely to be granted in this location due to the existing parking pressures and the loss of on-street parking provision for neighbouring residents.

Implementing the cross over as proposed will require the removal of a highway tree. The highways arboriculturist will provide additional advise to the local planning authority on this matter in due course.

Whilst there are no overriding highways safeties or capacity concerns with the proposal before me now, the applicant would be advised to modify the proposed with a smaller extension, which would then succeed in gaining a license for implementation.

I would be minded to accept such a amendment could be secured via planning condition, with accommodating plans to be submitted to and approved by the local planning authority. However given recent changes to the National Planning Policy Framework (NPPF) ideally this matter should be fully resolved by the applicant prior to determination.

The plans do not demonstrate accurate vehicular visibility splays and pedestrian splays it is taken into consideration that Manual for Streets (MfS) states under paragraph 10.6.1 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.'*

*No overriding highways concerns would be raised citing vehicular or pedestrian visibility*

Conclusion

The Local Highway Authority (LHA) does not consider that this proposal would have 'severe' impact 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.

While the Local Highways Authority would advise the access width be agreed prior to determination the following condition wording could be used if agreed with the applicant and the LPA deem appropriate.

Condition

*Access*
The vehicle crossover must be constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
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/*

e

**Stephen Garrard**
**West Sussex County Council – Planning Services**