WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC – Highways Authority
DATE:	24 May 2024
LOCATION:	Toad Hall 24 Brighton Road Lancing West Sussex BN15 8RH
SUBJECT:	AWDM/0455/24 Two storey side and rear extension with first floor terrace, porch, vehicular crossover and alterations to boundary
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

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.

Summary
The proposed seeks a 2-storey residential side extension at 24 Brighton Road, Lancing. The proposal also seeks the implementation of an access point to provide an off street car parking space.

Access
The Local Area Engineer has observed the new plans and advises that although the access is in close proximity to an existing tactile paved pedestrian crossing, there is sufficient space to facilitate a dropped crossing without exceeding the 6.4m total width. It has also been outlined that the surface of the driveway should not be constructed of any loose material/ shingle etc as additional spillage into the highway at this point would cause a danger to road users and could also cause damage to the highway.

The driveway is to be constructed from a permeable surface and currently is made up of gravel. This may result in material being dispersed onto the public highway affecting the surface of the road. The applicant should provide a gravel trap or area of block paving, or other bound material, at the point of access onto Brighton Road (on land within the applicant's control; not within the publicly maintained highway) in order to prevent this.

Any new vehicular access onto publicly maintained highway is subject to a license obtainable from WSCC Highways Authority. No works can be commenced on the highway prior to the license being obtained.

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, an informative is included below.

It is unclear whether the gated access will be electronically controlled. Any motor or associated mechanisms should be positioned within the applicants red edge and not within the publicly maintained highway.

The manoeuvre required to enter the site from the west may be at a somewhat tight angle given the presence of the pedestrian refuge/bollards in the centre of the carriageway. TRICS outlines that 4-6 vehicular movements per day can be generated by a single residential dwelling and this number of movements would not be considered "severe". Given the access would not be a high traffic generator, it is considered that this practise would be acceptable.

Visibility
Manual for Streets outlines that visibility from a new access onto a 30mph road should meet standards of 2.4 x 43m in both directions. Given the presence of a wide footway and relatively straight street geometry, this is achievable wholly within the publicly maintained highway.

In terms of pedestrian visibility, there is scope for this to be provided by ensuring no obstructions to visibility are placed/erected for 2m back into the site at the proposed new access on the western boundary and 2m back x 2m along the frontage on the eastern. Given the proximity to the tactile pedestrian crossing, this provision should be maintained to a height of 0.6m or less to ensure an oncoming pedestrian could be seen by an emerging vehicle. This may require the reduction in fence height for these areas.

Parking
A standard parking space measures 2.4 x 4.8 metres which is sufficient for an average sized vehicle. Having measured the plans this appears just achievable within the space provided however the applicant should note that this space may not be desirable for larger vehicles due to the restricted space.

Capacity
The proposed extension to the dwelling would not be anticipated to generate a severe material increase in vehicular movements over that currently generated by the dwelling. Currently the dwelling is not awarded a parking provision, therefore the proposal provides a benefit in removing a vehicle from use of existing on street parking provisions.

Conclusion
In terms of Highways safety, the LHA does not consider that the proposal would result in a severe highways safety concern, in line with paragraph 115 of the National Planning Policy Framework (NPPF). Should the LPA be minded to approve the application, the following conditions and informative are advised.

Conditions
Access
No development shall be first occupied until the vehicular access serving the development has been constructed (including a bound material from the back edge of the Highway boundary to prevent gravel overspill) in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Pedestrian Visibility (details required)
No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2m at back into the site on the western boundary and 2m back x 2m along the frontage on the eastern have been provided either side of the proposed site vehicular access onto Brighton Road in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter

be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
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 because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:

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

Jodie Wilkes
West Sussex County Council – Planning Services