WEST SUSSEX COUNTY COUNCIL **DATE: 25/04/2013**
STRATEGIC PLANNING CONSULTATION

FROM: Ian Hayward **TO: Adur & Worthing Councils**
FAO: Matthew Porter

SUBJECT: AWDM/0327/14 - Vehicular Access

43, Manor Hall Road, Southwick, Brighton, West Sussex

DATE OF SITE VISIT: n/a

RECOMMENDATION:

Advice	✓	**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

S106 contribution total (see below for breakdown): £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 Local Development 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.

This application seeks to construct a vehicle crossover to provide off street car parking for 43 Manor Hall Road. Manor Hall Road is 'C' classified and subject to a 30 mph speed limit. Manor Hall Road is also served with pedestrian footways and a reasonable highway verge.

The principle of vehicle crossovers on Manor Hall Road, with and without a turn on site facility, does appear to have already been established. Due to the footway and highway verge the required vehicle visibility splays of 2.4 x 43 metres can be easily achieved using only highway land. The proposed 3.0 metre wide crossover would be positioned between a telegraph pole to the west and a bus stop pole to the east. While a bus stopped in this location would obstruct the proposed point of access this obstruction would only be temporary and I believe it would be difficult to substantiate that this would give rise to a significant highway safety concern. There is also the benefit that this proposal would remove up to 2 cars from on street car parking in the immediate vicinity.

The applicant has demonstrated pedestrian visibility splays. According to Manual for Streets these splays should be 2 x 2 metres and not be obstructed by any object or boundary treatment over 0.6 metres in height. This is achievable and I would advise it be secured via condition.

The crossover must be constructed to WSCC specifications under licence.

No overriding highway safety concerns would be raised to this application. If the LPA are minded to grant planning consent the following informative and conditions would be advised:

Conditions:

- Pedestrian Visibility (2 x 2 metres)
- Prevention of Surface Water Draining onto Public Highway

Informative for Minor Highways Works:
The applicant is advised to contact WSCC Highways (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Ian Hayward
Strategic Planning