WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jo Morin
FROM:	WSCC - Highways Authority
DATE:	11 March 2024
LOCATION:	17 Moat Way Worthing BN12 4DR
SUBJECT:	AWDM/0224/24 Outline application single storey dwelling in rear garden, with all matters reserved except Scale and Access.
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.

This application seeks outline planning consent for a single residential dwelling in the garden to the rear of 17 Moat Way. All maters are reserved at this point in the application except scale and access

Access
Moat way is a residential road in Worthing subject to speed restrictions of 30mph. The existing property is served with two Vehicular crossovers with associated hardstanding and two garages- one either side. The proposal seeks to extend the western most access point and appears to show this adjoin with the neighbouring VCO.

The access works would be subject to the applicant obtaining a license from the local Highways Engineer. This license enables the works to be carried out on the publicly maintained highway. Occupiers of two adjacent properties may wish to build a double width crossing to serve two sites. The Area Engineer operates a policy whereby, in order to maintain on street parking, the maximum allowable width of any single residential access is 4.5m per property from the centreline of the shared access. Hence, a single VCO for two adjacent properties with a shared access should not be more than 9.0m in total.
From measuring off the plans submitted, it appears that the VCO proposed may measure closer to 12m. I have independently consulted the Area Engineer regarding this proposal to ascertain whether this would be likely to be granted a license given the loss of on street parking that this would result in. Additional comments will be provided once a response has been received.

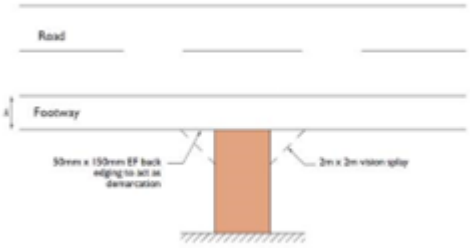
The Eastern access is proposed to remain as currently is.

From a safety perspective, both accesses are existing arrangement. An inspection of data supplied to WSCC by Sussex Police over the period of the past five years reveals that

there have been no recorded accidents/injuries recorded within close proximity of the accesses. Therefore, there is no evidence to suggest that the existing accesses are operating unsafely or that the proposal would exacerbate an existing safety concern.

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.

Visibility
The LHA advise a condition securing pedestrian visibility from the altered access point. This should be demonstrated as a 2m x 2m splay to the rear of the publicly maintained footway. There may not be space to demonstrate this in the western direction, therefore visibility should be demonstrated 2m back into the site from the rear of the footway along the boundary wall on land within the applicants red edge as above. Any vegetation should be maintained to a height of below 0.6m or furniture below 0.6m. The splays should only intersect land within the control of the applicant.



Other matters
Alongside any formal FUL or reserved matters application, the applicant should provide details of:

Parking
Parking provisions for both host and proposed dwellings. Parking provisions should align with local policies and reflect the demand as set out within the WSCC Parking Demand Calculator. Parking space sizes should adhere to Manual for Streets (MfS) standards which stipulates 2.4 x 4.8m would be sufficient for a parking space to accommodate an average sized vehicle. To be counted toward a parking provision, garage spaces will need to measure 3 x 6m which will accommodate an average sized vehicle with the possibility of cycle storage. Garages count towards 0.5 of a parking provision.

Sustainability and Capacity
The applicant should demonstrate that secure and covered cycle parking is available to serve the dwelling.
It should be made clear the number of bedrooms in the host and proposed dwelling, in order to ascertain the likely parking demand and any overspill parking that may be generated as a result of the proposal.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 115), and there are no known transport grounds to resist the proposal.

Condition

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Location and Block Plan and numbered P001 Revision A.
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 2 metres have been provided to the east side of proposed site access and visibility for 2m back into the site has been provided to the west of the proposed site vehicular access onto Moat Way, 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.

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/

Jodie Wilkes
West Sussex County Council – Planning Services