

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Eve Hearsey
FROM:	WSCC – Highway Authority
DATE:	27 April 2026
LOCATION:	177 Brighton Road Lancing West Sussex BN15 8JB
SUBJECT:	AWDM/0333/26 Vehicle access and hardstanding. More information received.
DATE OF SITE VISIT:	n/a (desktop study undertaken)
RECOMMENDATION:	Advice

This is the second WSCC Highways response to the above planning application seeking the creation of vehicle access and hardstanding at 177 Brighton Road, Lancing.

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

Comments below respond specifically to revised plan showing permeable paving for driveway across verge area and should be read alongside previous WSCC Highways comments dated 8 April 2026.

Response.

As mentioned in previous WSCC Highways response dated 8 April 2026, the proposal seeks to create a driveway directly from Brighton Road, through an existing layby and across a wide verge. There are eight properties fronting Brighton Road between Penhill Road to the west and Kings Road to the east where No. 177 resides, four of which have driveways which appear to have been created some time ago. No. 177 has an existing access to the rear via a private driveway.

Looking at the latest plan, this appears to show a permeable material intended for installation across the large verge area in front of the property instead of hard paving/bituminous macadam etc. No other changes appear to be made.

From a highways planning viewpoint, this change does not alter the highways planning-related comments made previously in the response dated 8 April 2026. However, the applicant should still be mindful of the WSCC Highways Area Highways Office comments and policy about formation of access across large verges and crossovers being formed across laybys, found below. They have stated that they would not grant a vehicle crossover licence even if planning permission were to be granted for the reasons given on pages 3 and 4 of this response. They may also wish to respond to the change in surfacing proposed to the verge and may not find this acceptable either.

Solely considering the planning application from a highways planning point of view and without prejudice to the WSCC Area Highways Office response to the granting of a

vehicle crossover licence (VCO), the Highway Authority 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 116), and that there are no transport grounds to resist the proposal in planning terms.

As such, the Highway Authority recommends that the following condition be attached to any planning consent:

Access and parking

The parking area should not be constructed and/or used until such time as the vehicle crossover and driveway have been constructed in accordance with details to be submitted to, and approved by, the Highway Authority.

Reason: In the interests of road safety and amenity.

Informative.

Works within the Highway – Area Office Team

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 would 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/>

The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Further important information.

Notwithstanding the above comments, the Highway Authority does need to make both the LPA and the applicant aware of the following information, given that post any planning consent, a vehicle crossover licence (VCO) would be required from the County Council's Area Highway office to construct the crossover onto Brighton Road and the access driveway across the verge.

Current County Council policy regarding creation of accesses across laybys and over verges is as follows:

7. Laybys

WSCC do not permit the construction of vehicle accesses in parking laybys. This is to ensure that existing designated residents and visitor parking is maintained for all on a first come, first serve basis. An exception to this may be when there are already parking restrictions in a layby that would prevent parking from taking place. It may also be possible to have an access over the taper of the layby, however, no part of the dropped kerb must be in the full width of the layby. In these cases, please make contact so that you can discuss individual circumstances with the Highway Team.

We no longer allow VCOs in laybys that have been constructed to take vehicles off the live carriageway (see below)



We do allow VCOs through the tapers of Laybys (see below)



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8

And:-

9. Grass and other amenity areas

There are many grassed expanses in local housing areas within the county that have been designed to enhance the local amenity of the area. WSCC may consider any grassed area an amenity area, however we are more likely to consider the length of verge / grass from the kerb to the private residence of 3.0m of grassed area to be an amenity area.

Requests to cross and/or sever large expanses of grass amenity areas will most likely be refused. This is due to the negative impact on the street scene, the impact on highway drainage and the potential to introduce an unsafe environment for children that may use the area for recreation. Further to this there have been many instances where residents use this space as additional private parking areas that can affect the visibility and hence safety of other road users.

Vehicles should not be parked on the cross over (see below).



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9

Therefore, given that the site does propose both a crossover through a layby and across a large verge area, it is unlikely that the County Council in its capacity as Highway Authority would grant a VCO for the proposal for the reasons given above.

Response ends.

Tim Townsend
West Sussex County Council – Planning Services