WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	15 April 2019
LOCATION:	136 Manor Hall Road, Brighton, BN42 4NP
SUBJECT:	AWDM/0446/19 Single storey rear extension and vehicle 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 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.

This application is for a single storey rear extension and the construction of a vehicle crossover and hardstanding area to the front of the site. The site is located on Manor Hall Road, an un-classified residential road subject to a speed limit of 30mph.

The proposed plans indicate that the VCO will be 3m wide. A licence will be required for the access works and the VCO must be constructed to a specification agreed with the Local Highway Engineer. Vehicular visibility splays have not been provided at the proposed new access onto Manor Hall Road; however an inspection of WSCC mapping indicates that there is sufficient visibility for the anticipated road speeds. Furthermore, Manor Hall Road has good forward visibility and due to the presence of on-street parking the LHA do not anticipate that vehicles will be exceeding the posted speed limit in this location. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. The LHA do not anticipate that the addition of a VCO in this location would exacerbate an existing safety concern.

The applicant has provided pedestrian visibility splays. However, the splays demonstrated on the plan to the west of the access are not within the applicants own land and as such cannot be maintained in perpetuity. There is benefit to providing some pedestrian visibility in this location and therefore the applicant is advised that it would be beneficial to maintain the boundary treatments within their own control to a maximum height of 0.6m for the first 2m back from the edge of the footway either side of the access.

The crossover works may require the relocation of the telegraph pole located on publicly maintained highway fronting the application site, this has not been demonstrated on the proposed plans. These relocation works would need to be undertaken at the expense of the applicant. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of the telecommunications pole. The pole will need to be relocated at least 1.5m from the location of the top of the ramped kerb of the proposed crossover.

The site frontage provides sufficient space for one vehicle to park. This space meets the minimum specifications of 2.4 x 4.8m as set out in Manual for Streets (MfS). A turn on site would be preferable; however there is clearly insufficient space on site to accommodate this. An inspection of mapping indicates that neighbouring properties have similar arrangements without evidence of

safety concern.

The 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.

If the LPA are minded to approve the application, the following conditions and informatives should be applied:

Conditions
Access
The use of the car parking spaces shall not commence until such time as the vehicular access has been constructed in accordance with the details shown on the approved plan.
Reason: In the interests of road safety.

Car Parking Space
The use of the access shall not commence until such time as the parking area has been constructed in accordance with the details shown on the approved 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. 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-fordriveways-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-fordriveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/

Telegraph Pole
The applicant is advised to contact the operator of the telecommunications pole to organise the moving/relocation works.

Nicola Fry
West Sussex County Council – Planning Services