Application No AWDM/0579/25

34 Marine Crescent BN12 4JF

Response to WSCC Highways comments of 26.05.25

Background

An application for the Formation of additional vehicle access on east side of frontage and associated hard surfacing to provide enlarged parking area at 34 Marine Crescent (AWDM/0362/20) was permitted on 27.04.20 – see attached – also with comments dated 27.03.20 from WSCC Highways Authority (Stephen Garrard of WSCC – Planning Services) – also attached – which stated that "***The LHA 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 109), and that there are no transport grounds to resist the proposal".*** The Highways Authority, however, also stated that ***"The proposed plans show adequate dimension for a Vehicle Crossover (VCO) to access the property. However, from previous experience the Area Highways Office are resistant to permit second VCO licenses where but not limited to, • On street parking is at a premium, • The access is located in close proximity to a junction. Therefore, the applicant is advised to contact WSCC Area Highways Office to discuss if a license will be permitted."***

Discussion with Area Office

The applicant then commences discussions with the area office although due to the Covid situation and the subsequent labour/materials problems, these were delayed.

Following submission of reasons for requesting an additional entrance, an e-mail from Mark Whitwell, Senior Highway Steward (Adur and Worthing), Place Services, Highways, Planning and Transport, WSCC dated 07.06.24 was received (copy attached) which included: -

"In urban settings we no longer permit a 2nd access, as we try to preserve on street parking for highway users now and for future generations. We can however in consider an application to widen your existing access up to a maximum for 6.4m to assist with manoeuvres, as we feel in certain circumstance it strikes a fair balance with parking stock preservation and the individual requirement of a resident.

I can see from your plans submitted that you were prepared to pave your garden to accommodate an in & out. We find that customers that widen an access to the maximum allowable of 6.4m and carry out a certain amount of modification to their existing hardstand have a greatly improved experience entering and exiting as it can often negate the requirement to reverse out, which is appreciated can be challenging."

This Application

Based on the above e-mail, this application is to enlarge the existing opening to 6.4m which would allow for manoeuvring to always exit frontwards to avoid reversing onto the road, allow egress further away from the current partly obscured from the West exit, still allow access to the garage and allow visitors and tradesmen the facility to park off the road. This together with the proposed enlargement of the planting beds for both drainage and appearance. Merely moving the current crossover to a different position would affect manoeuvrability within the site leading to reversing in or out from the main road, reduce the amount of planting area available and reduce on-site parking against these proposals.

Since the pandemic, the volume of vehicles using this road and the number of cyclists illegally riding on the pavement has increased considerably and the enlarged opening should improve safety.

WORTHING BOROUGH COUNCIL

Mrs Monika Ryan
Building Plan Design Ltd
25 Long Beach Close
Sovereign Harbour North
Eastbourne
BN23 5QA

PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (AMENDMENT) (ENGLAND) ORDER 2015

APPLICATION NUMBER: AWDM/0362/20

Details of Development
FORMATION OF ADDITIONAL VEHICLE ACCESS ON EAST SIDE OF FRONTAGE AND ASSOCIATED HARDSURFACING TO PROVIDE ENLARGED PARKING AREA.

Location of Development
34 MARINE CRESCENT WORTHING WEST SUSSEX BN12 4JF

In pursuance of their powers under the above-mentioned Act and Order the Council hereby notify you that they PERMIT the above development, in accordance with the application and relevant correspondence registered on 3rd March 2020.

This is for reasons stated on the schedule overleaf and subject to compliance with the conditions specified thereon.

G Peck

Gary Peck
Planning Services Manager
27/04/2020

SCHEDULE

Conditions

01. The development hereby permitted shall be carried out in accordance with the following approved plans unless specified otherwise in a subsequent condition imposed on this decision notice.

Reference/Drawing Number	Version	Date Rec
PROPOSED NEW CROSSOVER	Drg No 11-20 Rev C	24.04.2020
DRIVEWAY SUPPORTING STATEMENT		10.03.2020

Reason: *For the avoidance of doubt and in the interests of proper planning.*

02. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: *To comply with Section 91 of the Town and Country Planning Act 1990.*

Informatives / Notes to Applicant

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

02. Vehicle Crossover - Minor Highway Works
The Local Highways Authority (LHA) advises the applicant 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 the permission of a Vehicle Crossover (VCO) licence.
Please see the following link on details pertaining to the licence application process: https://www.westsussex.gov.uk/roads-and-travel/highway-licences/droppedkerbs-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/droppedkerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerbconstruction-applicationform/

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Amanda Haslett
FROM:	WSCC - Highways Authority
DATE:	27 March 2020
LOCATION:	34 Marine Crescent Worthing BN12 4JF
SUBJECT:	AWDM/0362/20 Formation of additional vehicle access on east side of frontage and associated hardsurfacing to provide enlarged parking area.
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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Site Background

The proposal is for the formation of an additional vehicle access and additional hardstanding area.

The application site is located on Marine Crescent a publicly maintained, low trafficked, 'C' classified road subject to a 30 mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Highways Comments

The applicant proposes to implement a second 4.3-metre wide access point onto Marine Crescent.

The proposed plans show adequate dimension for a Vehicle Crossover (VCO) to access the property. However, from previous experience the Area Highways Office are resistant to permit second VCO licenses where but not limited to,

- On street parking is at a premium,
- The access is located in close proximity to a junction.

Therefore, the applicant is advised to contact WSCC Area Highways Office to discuss if a license will be permitted.

However, in planning terms we believe there is no justification to object to the planning application. The applicant may consider modifying the proposal, to remove the second access and use the hardstanding area to perform a turn onsite.

Conclusion

The LHA 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 109), and that there are no transport grounds to resist the proposal.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following conditions and informative:

Conditions

Access

The use of the car parking space(s) shall not commence until the vehicular access has been constructed 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.

Informative

Vehicle Crossover – Minor Highway Works

The Local Highways Authority (LHA) advises the applicant 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 the permission of a Vehicle Crossover (VCO) licence.

Please see the following link on details pertaining to the licence application process:

https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-cr ossovers-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-cr ossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-applicationform/

Stephen Garrard
West Sussex County Council – Planning Services

Outlook

RE: Crossover at 34 Marine Crescent, Goring BN12 4JF

From Mark Whitwell <mark.whitwell@westsussex.gov.uk>
Date Fri 07/06/2024 11:38
To bobniall@hotmail.com <bobniall@hotmail.com>

Dear Mr Niall
Thank you for recent correspondence with supporting information sent to Adam Bazley regarding a 2nd access request. I have been asked to respond on his behalf. Firstly, I do appreciate why you would like an In and Out access, our Vehicle Crossover Guidance is drafted to ensure there is clarity for residents on what we will or will not license and that we remain consistent with our approach. A link to this document can be found HERE.
When considering an application for a new vehicle crossover (VCO), officers will apply the criteria set out in the publicly available Vehicle Crossing Guidance document. This document sets out the minimum required criteria necessary for an application to be granted. Where these criteria cannot be met due to on-site constraints or conditions, the officer will decline the application.
The criteria set out in the guidance document are not dissimilar from those applied in other local authority areas and are focused predominantly on highway safety and on-street parking capacity. The County Council has a statutory duty to ensure the highway is safe as far as reasonably practicable, and strives to provide a fair balance between permitting vehicular access to private property and maintaining on street spaces for those people not able to park a vehicle off road.
As is normal practice, the guidance used in assessing these applications has been reviewed and amended over the years. This has resulted in some historical VCOs being present that do not comply with the most up to date version of the guidance document. Where this is the case, these historic VCOs cannot be used as mitigation, and compliance with the current version of the guidance document is required.
In urban settings we no longer permit a 2nd access, as we try to preserve on street parking for highway users now and for future generations. We can however in consider an application to widen your existing access up to a maximum for 6.4m to assist with manoeuvres, as we feel in certain circumstance it strikes a fair balance with parking stock preservation and the individual requirement of a resident.
I can see from your plans submitted that you were prepared to pave your garden to accommodate an In & Out. We find that customers that widen an access to the maximum allowable of 6.4m and carry out a certain amount of modification to their existing hardstand have a greatly improved experience entering and exiting as it can often negate the requirement to reverse out, which is appreciated can be challenging.
For note Rule 201 of the Highway Code available from https://www.gov.uk/guidance/the-highway-code/using-the-road-159-to-203 stipulates:
Do not reverse from a side road into a main road. When using a driveway, reverse in and drive out if you can.
There is therefore no legal obligation to drive out, reversing is permitted. However drive out, "if you can" is always the preferred option.
I appreciate our decision to decline your request is disappointing, I hope you can understand the rationale for the decision. I believe that our position relating to the consideration of VCO requests is both fair and reasonable and one which has been endorsed on a number of occasions by the Local Government Ombudsman, who has not found fault with how we consider these matters.
I hope the above is of assistance.
Kind regards
Mark Whitwell