WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Hannah Barker
FROM:	Highways, WSCC
DATE:	14/12/2018
LOCATION:	27, Southview Road, Southwick, West Sussex
SUBJECT:	AWDM/1310/18 Vehicular access
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☑ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
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 the construction of a driveway and vehicle crossover to Southview Road., a B-classified residential road subject to a speed limit of 30mph. The principle of dropped crossings on Southview Road (B2167) with visibility being provided by the footway alone seems to have been well established in this location. According to the most recently available verified accident records these neighbouring points of access are operating safely without any known issue.

The plan shows a maximum depth of 4.6m on the frontage; however the plan does not indicate a scale nor does it scale off to a recognised scale, e.g. 1:100. Ordnance Survey mapping indicates the frontage hardstanding would be approximately 5.0 metres in depth though this is likely to be approximately 4.6m depth with the presence of the bay window and porch at this property. Typically a hardstanding depth of 4.8 metres would be sought to ensure a vehicle can be fully removed from the highway when parked, 6 metres if located in front of an entrance/exit. Should the applicant park a vehicle on the hardstanding which overhangs the footway they may be liable to action under Section 137 of the Highways Act 1980.

A license to construct the vehicular crossover would need to be obtained from the Local Area Engineer. It should be noted that as part of the licence application process the depth of hardstanding would be assessed and in this instance would be contrary to the Area Engineer working practices and thus unlikely to be granted.

Conclusion

In conclusion, 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 condition and informative should be applied:

Condition
Access
The use of the parking area shall not commence until the vehicular access serving the development has been constructed in accordance with the approved planning drawing.
Reason: In the interests of road safety.

Informative
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/

Nicola Fry
West Sussex County Council – Planning Services