

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Zac Denton
FROM:	Highways, WSCC
DATE:	15/02/2019
LOCATION:	11 Horsham Road West, Littlehampton, BN17 6DL
SUBJECT:	LU/360/18/HH New crossover from the highway
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 proposal is for the creation of a vehicle crossover to serve the existing dwelling. The site is located on Horsham Road West, a single carriageway, un-classified residential road subject to a speed limit of 30mph.

Access and visibility

The site does not currently benefit from a vehicular crossover (VCO) or off-street parking. The proposed plans indicate that the proposed VCO will be 4.5m wide at the carriageway edge, decreasing to 3m width before widening to 4.8m in width for a distance of 6m from the site frontage. The proposed VCO would be subject to a licence and must be constructed to a specification agreed with the Local Area Engineer. The Area Engineer has been consulted on this application and has concluded that a licence to construct a VCO in this location would not be granted as it would result in the loss of amenity (approximately 50-60m² of grass verge).

The applicant has provided a visibility splay plan however this has been drawn in only one direction at the proposed access and has been drawn to a distance of 70m. Manual for Streets sets out a minimum stopping sight distance of 43m at a distance of 2.4m back from the carriageway edge for a 30mph road. An inspection of WSCC mapping indicates that these splays are achievable at this location are maintainable wholly within the Highway Boundary. 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. Therefore there is no evidence to suggest that the existing road network is operating unsafely or that the addition of a VCO would exacerbate an existing safety concern.

Parking and turning

The applicant proposes to provide two parking spaces for the residential use. These spaces meet minimum specifications of 2.4 x 4.8m as set out in Manual for Streets. This parking provision is anticipated to be sufficient for a dwelling of this size and location. The applicant should be aware that it would not be acceptable to park within the widened area of the proposed VCO situated within the Public Highway. Any illegal parking could be dealt with as an offence under Section 22 Road Traffic Act 1988- (leaving vehicles in a dangerous position on the road including verge) and Section 137 Highways Act

1980 (wilful obstruction of the free passage along a highway). Both of these acts are enforceable by Sussex Police.

A turn on site would be preferred, clearly though there is insufficient space to achieve this. However balanced against this is the benefit of providing an opportunity to remove a vehicle that would otherwise be parked on the highway in a location where the existing practice is on-street parking by residents of adjoining properties which results in a noticeable narrowing of the existing available carriageway space.

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. However, as mentioned above, the applicant should be aware that a licence for a VCO crossing the grassed amenity area would not be granted in this location.

If the LPA are minded to approve the application, the below condition and informative should be applied. I am mindful of the use of pre-commencement conditions; as such the suggested wording below is anticipated to be acceptable.

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 drawing titled Site Plan 2398/01/01.

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 in accordance with the details shown on the drawing titled Site Plan 2398/01/01. 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-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