

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Peter Davies
FROM:	WSSC – Highways Authority
DATE:	8 January 2025
LOCATION:	9 Moat Road, East Grinstead, RH19 3JZ
SUBJECT:	DM/24/3021 Proposal to remove of front boundary wall and lower kerb in front of property and create driveway in front garden.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

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

This proposal is to remove of front boundary wall and lower kerb in front of property and create driveway in front garden. The site is located on Moat Road, an A-classified road subject to a speed restriction of 30 mph.

From inspection of the plans, there are no apparent visibility concerns with the proposed point of access on to Moat Road. The proposed access works will be subject to a licence obtained through the local Highway Area Office and constructed to a specification agreed with the local Highway Area Engineer.

I note that under current Area Office guidance for Vehicle Crossovers (VCOs), licences are only granted for accesses with hardstanding depths of at least 4.8m. The submitted plans demonstrate a hardstanding depth of 4.01m, which is too small to accommodate a parking space of 2.4m x 4.8m. Therefore, the applicant should be advised that a licence for the proposed access works is unlikely to be granted.

VCOs have been permitted in the past which are less than the current minimum of 4.8m. Unfortunately, in some instances this has led to potential issues with cars overhanging pavements and vehicles undertaking several manoeuvres across a pavement to access a hardstanding. To ensure this does not occur again, the Highway Area Office no longer permit any VCOs with less than 4.8m hardstanding depth.

I also note that under Area Office guidance, crossovers should not exceed an absolute maximum of 6.4m. The access as proposed has a width of 6.5m; therefore, it is unlikely to be granted a licence and thus unimplementable.

To conclude, 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 116), and that there are no transport grounds to resist the proposal at planning stage.

However, as mentioned above, the proposals are contrary to Highway Area Office guidance and as such, is likely to be refused a licence and therefore not implementable. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted

because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

If the LPA are minded to approve the application, the following informative should be applied:

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 because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:

<http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways-licence/>

Liz Corcoran

West Sussex County Council – Planning Services