

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Zac Denton
FROM:	WSCC - Highways Authority
DATE:	21 April 2020
LOCATION:	54 Torton Hill Road Arundel BN18 9HH
SUBJECT:	AB/23/20/HH First floor side/rear extension, porch and canopy to front, single storey rear extension, two storey side/rear extension, external refurbishment to all principle elevations & new permeable paving to drive (resubmission of AB/117/19/HH).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Modification
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 building alterations and extension and a new drive.

The application site is located on Torton Hill Road a publicly maintained, low trafficked, unclassified road subject to a 20 mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Access

An established access point will serve the proposed dwelling and currently serves the existing dwelling. No changes to the access are proposed. WSCC, mapping demonstrates the access benefits from adequate visibility splays (2.4 x 25 metres) wholly within the public highway.

The LHA advises the applicant to widen the Vehicle Crossover (VCO) to accommodate the new hardstanding's width. This should show at least 1 metre both sides to allow a vehicle to enter and exit the parking area without fouling upon the kerb edge.

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 collisions within the vicinity of the

site. Therefore, there is no evidence to suggest that the existing access is currently operating unsafely.

With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the existing access.

Vehicle Parking, Cycle Parking and Turning

For the LHA and MfS to consider parking spaces towards the provision of a site they must first meet the minimum requirements of,

- 2.4 x 4.8 metres for a single bay parking space,
- 3 x 6 metres for a single garage space,
- 2 metres (obstruction free i.e. fence) or 2.4 metres x 6 for a single parallel parking space,

With the above guidance, the LHA provides the following comments.

The existing hardstanding measured 2.7 x 12 metres. This provided two parking spaces in tandem.

The proposed hardstanding area measures 4.3 x 11.5 metres. This would provide two parking spaces in tandem. The LHA takes a view on tandem spaces as not being an ideal practice and as such, applicants are advised where possible to provide alternative provisions. The LHA observes on the submitted plans, that the applicant has ample space to extend the parking area's width by 0.5 metres to accommodate this practice.

Conclusion

In principle the Local Highways Authority (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. However, the LHA require a modification regarding the access and parking, as described above.

Please raise these issues with the applicant and re-consult. At which time the LHA can advise suitable conditions and informative notes.

Stephen Garrard
West Sussex County Council – Planning Services