

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	5 October 2020
LOCATION:	74-76 Canada Road Arundel BN18 9HY
SUBJECT:	AB/63/20/DOC Approval of details reserved by condition imposed under ref AB/60/17/PL relating to Condition Nos 3 - materials & finishes, 4 - site set up, 7 - vehicular access onto Canada Road, 8 - vehicular access and 9 - surface water drainage. More information received.
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 discharge of conditions 3, 4, 7, 8 & 9 (AB/60/17).

The site is located on and accessed via Canada Road an unclassified road subject to a 20-mph Speed limit.

Discharge of Conditions

This application seeks to discharge conditions 3, 4, & 9 of the planning consent, these are not to be considered by the Local Highways Authority (LHA).

The following planning conditions are to be considered by the LHA.

Summary of Conditions

Condition 4 -

Local Highways Comments pertaining to Condition 4 (site layout).

The LHA does not accept storage of materials within the publicly maintainable highway. The LHA asks the applicant to amend the plans.

The LHA does not accept parking provisions for workers within the highway, please amend.

The applicant has amended the plans to show that no parking or materials will be stored within the publicly maintainable highway. As such, the LHA are satisfied with these details.

Condition 7 -

- 7 No part of the development shall be first occupied until such time as the existing vehicular access onto Canada Road has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety in accordance with policy GEN12 of Arun District Local Plan.

The applicant proposes to close the existing access, returning it to its existing status. The LHA are happy with these details.

Condition 8 -

- 8 No part of the development shall be first occupied until the vehicular access serving the development has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

The LHA previously comment with the below.

'It is noted that the plan is annotated to demonstrate a 13.8 metre VCO. The LHA provide the following comments

The Local Planning Authority and the applicant should be mindful that the WSCC Highways Area Office, who is responsible for the issuing of VCO Licenses, do not wish to see VCO's measuring over 6.4 metres in this location due to the existing parking pressures and the loss of on-street parking provision for neighbouring residents. While this is not a highways safety issue the LHA wish that good planning practices are kept and as such, no planning application is permitted where it cannot be implemented. As a result, the LHA advises the applicant to reduce the VCO to 6.4 metres maximum.

The LHA requests the applicant modifies the plans to reflect the above comments.'

The LHA have received amendments to the access arrangements which have been supported with swept path tracking.

The swept path tracking shows that the maximum VCO width as laid out by the Area Office of 6.4 metres, would not be workable to provide access for the parking of 3 dwellings. They have then supplied tracking for the minimum workable width of 9.5 + metres (Which should be noted is still not an ideal practice.) This shows that all cars, though a small number needing to preform a reversing manoeuvre, can access all parking spaces on the site.

In principle the LHA raise no highways safety concerns over the proposed access. However, it should be noted that we are waiting on comments for the new amendments from the Area Office, which shall be provided in due course.

Stephen Garrard
West Sussex County Council – Planning Services