

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr S Davis
FROM:	Highways, WSCC
DATE:	03/08/2018
LOCATION:	Rear of 94-100, Hook Lane, Rose Green, Bognor Regis, PO22 8AT
SUBJECT:	BR/139/18/OUT Outline application with some matters reserved for the demolition of 1 No. existing dwelling to form access for 6 No. residential dwellings.
DATE OF SITE VISIT:	
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 Local Development 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.

Summary

The proposal seeks outline planning consent for the demolition of a single dwelling and erection of six residential dwellings. The most recently verified accident data outlines that there have been no highways collisions or personal injury claims registered at the existing access to 94 Hook Lane, similarly no accident data in this portion of Hook Lane to flag an existing highways safety concern in this location. There is therefore no reason to anticipate that the proposed would exacerbate an existing safety concern.

Access

The proposed access adjoins the highway at Hook Lane, a D class residential road subject to 30mph speed restrictions. Hook Lane ends approx. 50m east of the proposed point of access and adjoins Brook Lane a private road not maintained by WSCC. Vehicular movements in the vicinity of the proposed are anticipated to be low speed and movements associated with visitors or residents of Hook Lane.

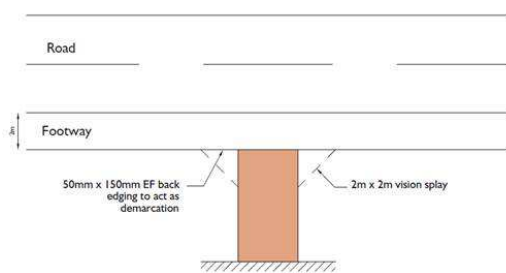
The applicant has stated within the application form their intention not to have this new road adopted by WSCC. The access takes the form of a 4.8m wide shared surface arrangement which is considered suitable to allow for two vehicles to pass one another

safely. It is considered that the access works can be undertaken under a minor works license, in agreement with the Arun Area Officer, Informative is included below.

Visibility

Visibility from the point of access onto the highway can be achieved wholly within the highway boundary in this location due to the presence of a wide verge and footway fronting the property. 2.4 x 43m can be achieved in both directions in line with Manual for Streets guidance for a road of this speed.

Due to the proximity to Chichester University, the associated sports fields and allotments, the LHA considers that the applicant should provide pedestrian visibility splays at the point of access onto Hook Lane. There should be splays between a driver's viewpoint 2m back into the access and a distance measured along the back of the footway for 2m on each side of the viewpoint. See the diagram below. These splays should be kept free of obstructions and planting exceeding 0.6m high.



Other matters

Along with any subsequent Full or Reserved Matters application, the LHA can advise the following is provided.

Parking

Parking must be accommodated for within the site and meet the requirements as set out within the WSCC Parking Demand Calculator. Parking spaces must measure 2.4 x 4.8m each, garage spaces 3m x 6m for a single space and parallel parking bays 2m x 6m. Secure and covered cycle parking must be provided for each dwelling. The parking layout must accommodate for vehicles to turn and egress the site in a forwards gear.

Refuse Collection/ Emergency Access

Means of refuse collection is to be outlined within any subsequent application, turning for the refuse vehicles entering and exiting the site or a communal refuse area near the access point are to be provided. It should also be demonstrated that a Fire Engine would have the ability to turn within the site to egress in a forwards gear.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 109), and that there are no transport grounds to resist the proposal. Should the LPA be minded to approve this proposal, the following should be sealed via condition.

Access (details approved, access provided prior to commencement)

No development shall 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.

Pedestrian Visibility (details required)

No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the proposed site vehicular access onto Hook Lane in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all

obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

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/>

Jodie Wilkes

West Sussex County Council – Planning Services