[redacted]

From: Nicola Fry [redacted] **On Behalf Of** CCD Planning Consultations
Sent: 03 April 2018 11:51
To: Planning.Responses
Cc: Francis Oppler
Subject: **Warning Active Content** RE: Planning Consultation on: BR/28/18/HH

Please could this Planning Services Response be distributed to the relevant officer.

I have copied Councillor Oppler into this correspondence to ensure that he is aware of issues or events happening in his constituency.

Many thanks

Nicola

Nicola Fry | Technician | Monitoring and Records | Planning Services | Economy, Planning and Place
West Sussex County Council
Location: Ground Floor, Northleigh, Chichester, PO19 1RH

[redacted]

From: planning.responses@arun.gov.uk [mailto:planning.responses@arun.gov.uk]
Sent: 16 March 2018 10:35
To: SU Local Development
Subject: Planning Consultation on: BR/28/18/HH

To: **WSCC(ROW/Strategic/Highways)**

NOTIFICATION FROM ARUN DISTRICT COUNCIL
Town & Country Planning Act 1990 (as amended)
Town & country Planning (Development Management Procedure) (England) Order 2015 - Articles 16 & 18 Consultation before the grant of permission
Planning Permission for Works or Extension to a Dwelling

APPLICATION NO:	**BR/28/18/HH**
Registered:	9th February 2018
Site Address:	167 Orchard Way Bognor Regis PO22 9JY
Grid Reference:	493645 100386

Description of Works: New vehicular access.

The Council have received the above application. I shall be pleased to receive any observations you may wish to make.
Click here to view the application details

Should you have any comments to make, these should be sent by replying to this email
by 15-MAR-18.

You can also monitor the progress of this application through the Council web site:
www.arun.gov.uk/planning
Please be aware that any comments you may make will be available on our website so please do not insert personal details or signatures on your reply.

In the absence of a reply within the period stated, I shall assume that you have no observations to make.

When the appeal relates to a householder application any comments on the application will be considered by the Inspectorate; there is no opportunity to make any further comments.

The officer dealing with this application is Mark Jones who can be contacted on telephone number 01903 737711.

Regards
Planning Officer

consultee_email

http://www.arun.gov.uk
NLPG UPRN 100062237016
DX 57406 Littlehampton

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WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mark Jones
FROM:	Highways, WSCC
DATE:	03/04/2018
LOCATION:	167, Orchard Way, Bognor Regis, PO22 9JY
SUBJECT:	BR/28/18/HH New vehicular access.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☑ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£N/A See below for breakdown.

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 Strategic Planning 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.

Summary
This proposal is for the construction of a vehicle crossover (VCO) at 167 Orchard Way. Orchard Way is a C-classified road subject to a speed limit of 30mph.

Access and Visibility
The proposed plans show that the new VCO will be approximately 2.7m wide. This should be constructed to a specification agreed with the Local Highways Engineer. The site currently has an existing gravel parking area on the frontage which provides parking for two vehicles. The LHA advise that the proposed VCO is therefore widened to at least 3m to allow for better access to these parking spaces. We would advise that a hardbound material is used to prevent gravel overspill on to the public highway, or a gravel trap. Details of this can be secured via condition.

Pedestrian visibility at the site appears to be restricted in both directions due to the boundary treatments which are taller than 0.6m as recommended by Manual for Streets (MfS). However, the wide footway and open frontage of the site is anticipated to afford for some level of pedestrian visibility. Furthermore, MfS paragraph 10.6.1 states that *vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly to how vehicles pull out when visibility along the carriageway is restricted.*

Vehicular visibility at the proposed VCO has not been demonstrated by the applicant, however an inspection of local and WSCC mapping indicates that vehicular visibility is sufficient in this location. Furthermore, the Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been one recorded injury accident along Orchard Way within the vicinity of the site; however this was not as result of road geometry or layout. There is no evidence to suggest that the addition of a single VCO will give rise to a capacity concern or would exacerbate an existing safety concern.

Parking and turning
An inspection of the plans and local mapping reveal that sufficient space for two cars to park is available without overhanging the footway. A turn on site would be preferable, although clearly there is insufficient space to achieve this. However other properties have similar arrangements and balanced against this is the benefit of providing an opportunity to remove two vehicles 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
The LHA does not consider that the proposal for a single VCO would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application the following conditions should be secured:

Conditions
Access
No development shall commence until plans and details have been submitted to and approved in writing by the Local Planning Authority detailing the proposed vehicle crossover, including a bound material from the back edge of the Highway boundary or gravel trap to prevent gravel overspill.
Reason: In the interests of road safety.

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 goes not guarantee that a vehicle crossover license 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/

The applicant is advised to contact the Community Highways Officer covering the respective area (01243 642105) to arrange for an Access Protection Line (APL) to be extended across the proposed dropped kerb access point on to Orchard Way.

Nicola Fry
West Sussex County Council – Planning Services