

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mrs A Gardner
FROM:	Highways, WSCC
DATE:	07/08/2018
LOCATION:	44, Ferringham Lane, Ferring, Worthing, BN12 5LU
SUBJECT:	FG/129/18/PL Application for variation of condition imposed on planning reference FG/115/17/PL relating to condition no. 4 - access width.
DATE OF SITE VISIT:	n/a
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 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.

The application site is accessed via Ferringham Lane, which is of private concern. Consequently the comments provided by the Local Highways Authority are for Advice only.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application FG/115/17/PL for the erection of 4 x bungalows. The application was granted consent by the Local Planning Authority. This application seeks removal of condition 4 imposed under the aforementioned consent.

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No development shall not commence until the 4 metre wide vehicular access serving the development has been constructed in accordance with the approved planning drawing.

Reason: In the interests of road safety and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan. It is considered necessary for this to be a pre-commencement condition because any works on the site could result in congestion or impede access onto Ferringham Lane which could compromise highway safety in accordance with the NPPF.

The application details that the access width is 4.0 metres wide as per the Land Registry plan and OS Mapping. However on site the applicant states the access way is between 3.53 and 3.74 metres in width.

I note the condition requesting the access measure 4.0 metres in length was originally included as part of the Planning Inspectors Appeal Decision of a previous application at the site, FG/69/16/OUT.

With regard to access widths, using guidance within Manual for Streets, I can advise that a typical single carriageway should measure 2.75 metres. A width of 4.1 metres would be considered adequate to allow two private motor cars to pass at slow speed.

Vehicular access movements at the site onto Ferringham Lane will be controlled by a traffic light system. This system has been secured via planning condition. This system limits the access to a single flow of traffic. As such the access does not need to be wide enough to allow the opposing vehicles to pass.

Building regulation fire access require an access to measure 3.7 m carriageway (kerb to kerb) for operating space at the scene of a fire. Simply to reach a fire, the access route could be reduced to 2.75 m over short distances, provided the pump appliance can get to within 45m of dwelling entrances.

Manual for Streets advises that widths between 2.75 m and 3.25 m should be avoided in most cases, since they could result in drivers trying to squeeze past cyclists.

The access will operate as a shared space for both pedestrians and vehicles. The Local Planning Authority would be advised that at a minimum width of 3.53 metres the access would only be suitable for passing of a vehicle and a single pedestrian. It would not be wide enough for the passing of a vehicle and wheelchair user, or pedestrian accompanying a small child (Manual for Streets Fig 6.8 & 7.1).

At its maximum width of 3.74 metres the access would only be suitable for passing of a vehicle and a single pedestrian or wheelchair user. It would not be wide enough for the passing of a vehicle and pedestrian accompanying a small child (Manual for Streets Fig 6.8 & 7.1).

At 4.0 metres the access width would have been wide enough to facilitate the passing of a vehicle and pedestrian, wheelchair user or pedestrian accompanying a small child (Manual for Streets Fig 6.8 & 7.1).

When considering the above the Local Planning Authority should consider the context of the site as internal access arrangements and not a 'free flowing' traffic environment. The figures above are based on the minimum carriageway width of 2.75 metres and not the width of a typical family vehicle, which would be 2.0 metres.

The previously submitted refuse vehicles tracking plans showed some flexibility in the manoeuvring for large vehicles.

Ian Hayward
West Sussex County Council – Planning Services