

[REDACTED]

From: Amanda Scholes on behalf of Planning.Responses
Sent: 26 July 2017 10:36
To: Planning Scanning
Subject: FW: FG/198/16
Attachments: FG19816.docx

From: Dominic Smith [REDACTED]
Sent: 25 July 2017 11:51
To: Planning.Responses
Subject: FG/198/16

Good afternoon,

Please find attached the Highways response to the above consultation.

Kind regards,

Dominic

Dominic Smith | County Highways Manager (Development Management), Planning Services,
Economy Planning and Place Directorate, West Sussex County Council | Location: Ground
Floor, Northleigh, County Hall, Chichester, PO19 1RH
[REDACTED]

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**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 25th July 2017

FROM: Dominic Smith

**TO: Arun District Council
FAO: Andrew Wood**

SUBJECT: FG/198/16/PL

**Demolition of existing house with erection of 2 storey building comprising of
8No. residential 2 bedroom flats & associated external works.**

1, Sea Drive, Ferring, BN12 5HD

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has been re-consulted on the proposed development of residential dwelling situated to the north of Sea Drive, Ferring. Alterations have been made to the underground parking arrangement, and further information has been supplied by way of swept path assessment.

The proposed underground parking arrangement provides for seven spaces of car parking. The dimension of the bays are 2.4m x 4.8m, which accord with the minimum parking bay dimensions as set out in the WSCC Parking Standards. An aisle width of 6m is used, and the arrangement is consistent with the Department for Transport publication 'Manual for Streets' perpendicular parking arrangement (figure 8.18, page 11). The LHA is satisfied that the proposed arrangement is consistent with national design guidance.

Should a driver enter the underground parking area whilst all seven spaces are occupied, drivers will be able to utilise the space at the end of the ramp in order to turn and exit in forward gear. The LHA have tracked the manoeuvre and it can be undertaken as a 3-point turn. There is clear inter-visibility between drivers entering the ramp and a driver undertaking the turning manoeuvre to allow sufficient space to be provided for the driver to complete the turn. The Applicant should ensure that the space at the end of the ramp, adjacent to the stairwell, is suitably marked to so that it is kept clear of parked vehicles.

**Dominic Smith
Planning Services**