

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amber Willard
FROM:	WSCC - Highways Authority
DATE:	22 October 2019
LOCATION:	Greenock Villa Clyde Road Bognor Regis PO22 7AH
SUBJECT:	FP/213/19/HH Formation of new access together with dropped kerb crossover and formation of gravelled hardstanding.
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.

Proposal Summary

The proposal is for the implementation of a Vehicle Crossover (VCO) and hardstanding area. The site is located on and accessed via Clyde Road, an unclassified cul-de-sac subject to a 30 mph Speed limit.

Access

The applicant has proposed a new VCO (4.8 metres) in line with WSCC maximum width guidance of 6.4 metres.

To support this VCO the applicant has demonstrated visibility splays to the west of the access point of (Y) 16 by (X) 2.4 metres.

The applicant has failed to supply visibility splays to the east of the access, but due to the properties location in the cul-de-sac and inspection of WSCC local mapping, the Local Highways Authority (LHA) deem visibility acceptable in this direction.

Due to the quite/ lightly trafficked, low speed nature of the cul-de-sac and guidance from Manual for Streets (MfS), the LHA is minded to accept an X distance of 2 metres at the point of access. In doing so the maximum achievable visibility at the access increases slightly to a Y measurement of 24 metres with an offset of 1 metre (representation of

actual vehicles driving position on the highway) from the kerb. The LHA is minded to accept that suitable visibility splays can be provided using only highways land.

Vehicle Parking, Cycle Parking and Turning

The applicant has demonstrated a parking area within the minimum requirements set out by MfS and WSCC Guidance (2.4 x 4.8 metres single bay) with measurements of 3.3 x 4.9 metres. This will give the applicant the ability to remove one car off the road in this location that would otherwise park on street narrowing the highway.

The proposed drive is to be constructed from gravel. If the Local Planning Authority (LPA) is minded to permit this development then the LHA ask the applicant to make sure during the design stage of the access, that a 'granite set' type line separates the applicants land from the publicly maintained highway. This should help aid in the applicant keeping the access point free of materials.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), 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 applied:

Conditions

Access

The use of the parking area shall not commence until the vehicular access serving the development has been constructed in accordance with the approved site plan.

Reason: In the interests of road safety.

Parking

The use of the access shall not commence until such time as the parking area has been constructed in accordance with the approved site plans. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

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/>

Stephen Garrard

West Sussex County Council – Planning Services

