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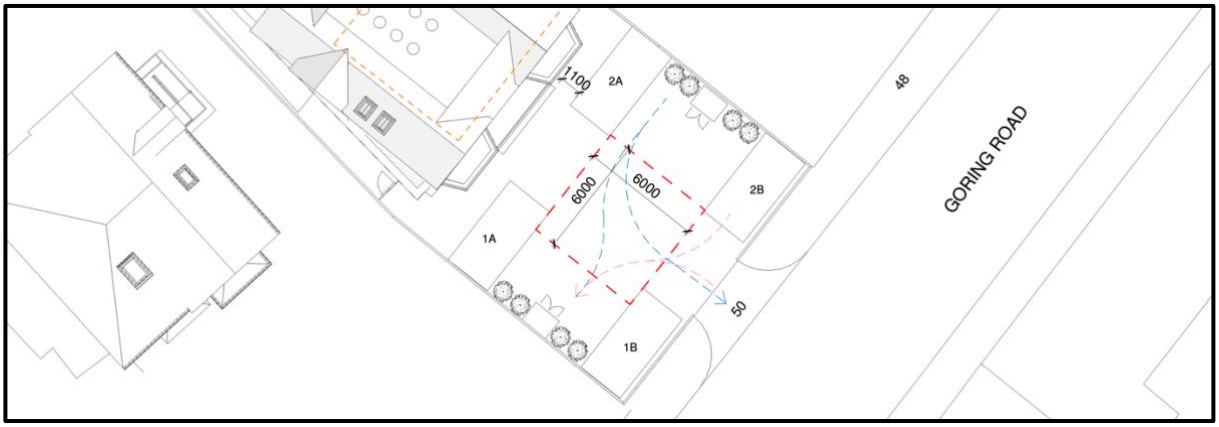
Planning Application Number DC/23/1554
Proposed Semi-detached Homes
50 Goring Road, Steyning BN44 3GF

Introduction

This Highway Technical Note has been produced in support of the above planning application which seeks approval for a non-material amendment to a consent granted for two dwellings under reference DC-17/2567.

A layout was agreed with the Local Highway Authority (LHA) which provided 4 car parking spaces and associated turning, served from a singular central access onto Goring Road. This is demonstrated below.

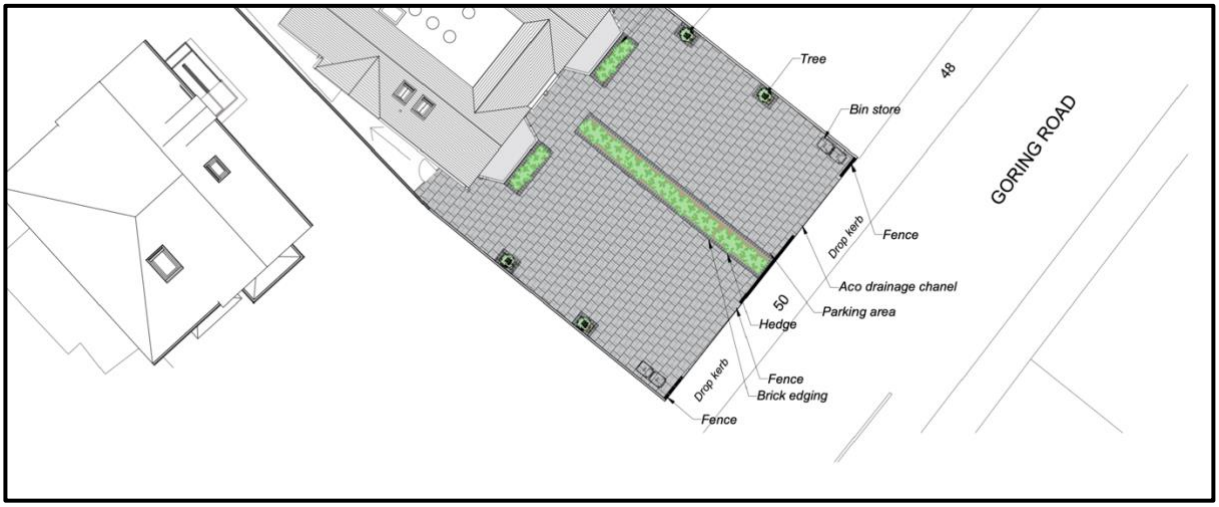


Goring Road is a wide residential access road with frontage development on both sides. The road benefits from pedestrian footways and associated footway lighting. The lack of any parking restrictions allows for on-street parking, whilst the streetlights restrict the road to a speed limit of 30mph. Observed traffic speeds are low, and a 7-day speed and volume survey has been commissioned which will be submitted to demonstrate the low speed and volume on this residential estate road. A review of the accident history for this area has also revealed that there have been no recorded accidents resulting in injury for the last 10 years, which would suggest that the road is operating in a safe and efficient manner.

When the application was originally submitted the LHA requested details of swept path tracking to show how cars could manoeuvre within the site, presumably as the spaces were shown to be parallel with the running carriageway and set back some way from the highway. The submission of the above drawing satisfied the LHA who subsequently raised no highway objections.

Proposed Layout

This minor amendment seeks an alternative parking arrangement where the same number of spaces are to be provided, although they are to be arranged in two pairs of perpendicular spaces, as indicated below.



Such a parking arrangement provides a better design in terms of hard and soft landscaping, whilst maintaining the agreed number of car parking spaces.

The provision of perpendicular parking to a carriageway is commonplace within residential areas and in this case, such a scenario is evident immediately opposite this application site, whilst other similar examples are prevalent along Goring Road.



The LHA have issued guidance and advice for vehicular crossovers within the document Vehicle Cross Over (VCO) Application Criteria (October 2021).

Section 2 of the advice includes a checklist for applicants to undertake a self-assessment therefore in this instance, such an assessment has been undertaken.

- Do you meet the 'Safety criteria' and 'Space criteria' in this document against the amount of space at your property of 4.8m (or 6.0m if there is a door / access)?

  Yes

- Have you checked the minimum length for a VCO outside of your property, which is 4.5m of available kerb line?

  Yes

- Is there a tree near to the proposed crossover? Refer to S.14 for further information?

  No

- Is the proposed crossover closer than 1 metre to any item of street furniture such as a lamp column or road sign?

  No

- Are there any formally designated on-street parking spaces in your request?

  No

- If you are applying to widen an existing VCO, do you want to widen to more than 4.5m (note, an absolute maximum 6.4m)?

  No

- A, B or C road? You will require **planning permission**. You must demonstrate that you have appropriate permission from the local planning authority.

  Application being applied for

- D road? You *may* require planning permission. **Written proof** from your District or Borough Council will be needed to show if planning permission is or isn't required.

  Application being applied for

Based on the above, the application meets the self-assessment check list.

Section 12 of the guidance gives advice on shared accesses where it says:

12. Shared access and permitted widths

"Occupiers of two adjacent properties that share a driveway may wish to build a double width crossing to serve the two sites. To maintain on street parking, the maximum allowable width of any one access is 4.5m per property from the centreline of the shared access.

Hence, a single VCO for two adjacent properties with a shared access should not be more than 9.0m in total."

In this case the width of the dropped crossings do not exceed the prescribed widths as they are effectively two separate accesses with a full face kerb and transitions kerbs either side.

Summary and Conclusion

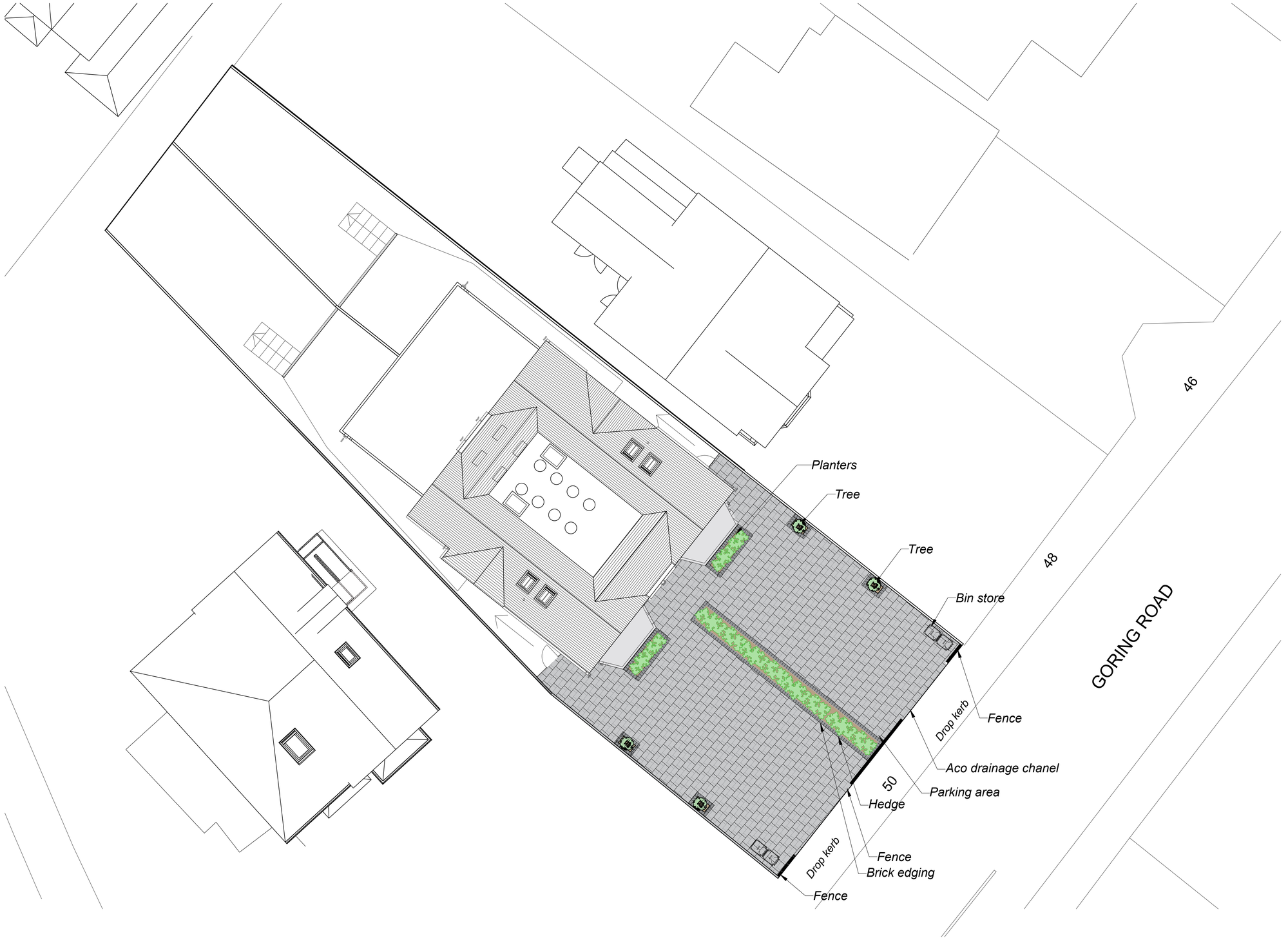
This Highway Technical Note has been produced to support a non-material amendment to a planning consent for two dwellings at 50 Goring Road. The development now proposes two pairs of perpendicular parking spaces, onto an established residential access road, where other such examples are commonplace.

The solution now proposed is therefore considered to be acceptable from a highway point of view.

Nick Culhane April 2024

Appendix 1

Proposed Site Plan



N

Scale 1:100

0 1 2 4 6 8 10m

notes:

Adjacent properties and boundaries are shown for illustrative purposes only and have not been surveyed unless otherwise stated.
Do not scale from this drawing except for planning consent purposes.

REV	DATE	DESCRIPTION	DRAWN	CHECKED
D	10/04/2024	Layout amended	TG	MW
C	10/08/2023	Layout amended	TG	MW
B	02/08/2023	Layout amended	TG	MW
A	01/08/2023	Gates added & amendments on layout	TG	MW

Revisions

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Proposed Site Plan — DRAWING

J18091w — PROJECT REF

AP008 — DRAWING NO: D — REVISION

06/07/2023 — DATE: 1:100@A1 — SCALE

TG — DRAWN BY: MW — CHECKED BY

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Check all dimensions and report any errors or omissions.