WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mrs A Gardner
FROM:	WSCC - Highways Authority
DATE:	24 January 2022
LOCATION:	Land adjacent to 30 Ellis Close, Arundel, BN18 9LG
SUBJECT:	AB/150/21/PL Erection of 3no. 2 bedroom dwellings with associated parking and landscape. This application is in CIL Zone 2 and is CIL liable as new dwellings. An amendment to the above application dated 19th January 2022 relating to:- substitute plans and document.
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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Context & History
West Sussex County Council was consulted previously on highway matters for this site under application reference AB/39/18/PL for the erection of 3 x 2-bedroom dwellings with associated parking & landscaping. No Highways concerns were raised, consent was granted by the Local Planning Authority.

This latest application is similar in principle seeking consent for the erection of 3 x 2-bedroom social rented dwellings with associated parking and landscaping at Land adjacent to, 30 Ellis Close, Arundel.

Ellis Close is an unclassified no through road serving 30 dwellings.

A Highways Technical Note has been prepared by Paul Basham Associates to support the highways aspects of this application.

Access - General
The site is accessed directly via Ellis Close and currently comprises of a car parking area which can accommodate circa 19 car parking spaces.

Access – Stopping Up
The proposed internal site layout of the site will require the use of an 'E' class footway known as 'Ellis Close to Car Park'. For the scheme to be implemented this area of land would need to be 'Stopped Up' i.e. have the highway rights extinguished.

In planning terms, the loss of this highway is mitigated by the shared surface access and turning area which can be used to facilitate access to the rear of 1- 9 Ellis Close (odds only).

In order for the permission to be implemented the Public Highway in question must first be 'Stopped Up' and have its highway rights extinguished. Providing the development has not commenced this process can be sought under S 247 of the Town and Country Planning Act 1990, and is administered by the Department of Transport National Transport Casework Team. Prior to commencement the applicant would be advised to complete the 'Stopping Up' Process. The granting of planning permission and comment provided here does not guarantee that a 'Stopping Up' application, which will be subject to additional consultation, will be successful.

Access – Highway Works
A site plan (showing highways information) has been provided detailing some highways / access information (16/021 012 P2). This annotates that an area of the access point which will be offered for adoption.

Any adoption of public highway would need to be formally agreed via a Section 38 Agreement. The Local Highways Authority does not typically seek to adopt areas of public highway such as this unless there is a significant benefit to the public.

Upon review of the site access, it does not seem there is any requirement or benefit to the public by adopting this part of the access arrangements.

The current access gives priority for vehicles accessing and egressing the car park. The submitted access plan (D1955-202 Revision A) detail that the existing car park access will be modified so that a pedestrian footway crosses the existing accessway and a 'dropped crossing' for vehicles being provided through this new footway provision.

The applicant would be advised that these works will need to be implemented via a Section 278 Agreement.

Parking - Proposed
The proposed dwellings will be afforded 6 hardstanding parking spaces, allocated on the basis on 1 space per dwelling, with the three remaining spaces left unallocated for visitors and general use to mitigate for the loss of the general parking area.

Using the Arun District Council Supplementary Planning Document (SDP)for Parking, it would be anticipated that 3 x 2 bed dwelling for a location such as this (Parking behaviour Zone 1) would generate the demand for 2 car parking spaces each. The Arun SPD also requires an addition 20% of spaces be provided for visitor parking, in this case 1 additional space.

In conclusion it would be considered that the proposed 6 spaces provision (1 space per dwelling and 3 visitor spaces) is strictly non-compliant with the Arun DC SPD for Parking.

Any highways grounds for resisting the application must ultimately be able to demonstrate that the proposed will result in an unacceptable highway safety concerns or severe cumulative impact upon the operation of the highways network. It is the opinion of the Local Highways Authority that the proposed parking arrangement would not result in this and therefore the Local Planning Authority may wish to consider the parking amenity considerations.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. The applicant is advised that for dwellings with an off-street parking provision, 100% of parking spaces

should be provided with active EV parking spaces in accordance with the Arun Parking Standards (adopted January 2020).

Suitable 'secure and covered' cycle parking has been demonstrated by the applicants.

Parking - Loss
Consideration needs to be given that the site previously provided parking for up to 19 vehicles. To better assess the potential impacts caused by the displacement of any parking a 2-day car parking capacity survey (December 2021) has been undertaken.

Previously it was established, via a survey, that the existing provision was being used to park 6-7 vehicles.

A survey of the wider area (up to 200m away from the site) reveals that the potential loss of parking can realistically be accommodated within a reasonable distance of the site using on street locations.

The Local Planning Authority may wish to consider the amenity implications of the loss of this provision.

Each dwelling should be provided a secure and covered cycle parking provision; I note this has been indicated on the proposed site plan.

The parking layout is adequate to provide vehicles the opportunity to turn on site.

Construction Environment and Management Plan
A Construction Environment and Management Plan has been submitted by the applicants. Upon review the details within would be considered acceptable to the Local Highways Authority.

Conclusion
The Local Highways Authority does not consider that the proposal would have and an unacceptable impact on highway safety or result in a 'severe' cumulative impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority are minded to grant planning consent the following conditions would eb advised:

Conditions:

Car parking space
No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

Cycle parking
No part of the development shall be first occupied until covered and secure cycle parking spaces has been provided in accordance with the approved planning drawings.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Access (Access to be provided prior to first occupation)
No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled S278 Legal Agreement & S247 Stopping Up and numbered D1955-202 Revision A.
Reason: In the interests of road safety.

Electric Vehicle Charging Spaces
No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Informative Notes

Stopping Up Order
The applicant is advised that the existing public highway to be incorporated into the development must be the subject of a Stopping Up Order. This process must be successfully completed prior to any highway land being enclosed within the development. The applicant should contact the Department for Transport's National Transport Casework Team in order to commence this process:

National Transport Casework Team
Tyneside House
Skinnerburn Road
Newcastle Business Park
Newcastle upon Tyne
NE4 7AR
https://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways

Works within the Highway – Implementation Team
The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [redacted] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Ian Hayward
West Sussex County Council – Planning Services