

Bronte Welham

From: Amanda Scholes on behalf of Planning.Responses
Sent: 10 October 2017 08:25
To: Planning Scanning
Subject: FW: Highways Response A/155/17/OUT
Attachments: A 155 17.docx

Sent: 09 October 2017 17:07
To: Planning.Responses
Cc: Deborah Urquhart
Subject: Highways Response A/155/17/OUT

Please could this Strategic Planning Response be distributed to Mr D Easton

I have copied Deborah Urquhart into this correspondence to ensure that she is aware of issues being raised or events that are happening in her constituency.

Kind regards
Jodie

Jodie Wilkes | Technician, Planning Services, Economy Planning and Place, West Sussex County Council

Location: Ground Floor Northleigh, County Hall, Chichester PO19 1QT

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**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 09/10/2017

**FROM: Jodie Wilkes TO: Arun District Council
FAO: Mr D Easton**

SUBJECT: A/155/17/OUT- Outline application with some matters reserved for 3 No. dwellings. This application may affect the setting of a Listed building & is a Departure from the Development Plan.

Avenals Barn, Water Lane, Angmering, West Sussex, BN16 4EP

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £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 Local Development 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.

Summary

The applicant is proposing to erect 3 holiday dwellings at Avenals Barn Angmering, utilizing the existing access onto Water Lane. Water Lane is a C class road subject to 30mph speed restrictions at the point of access. Water lane is a direct link between the A280 and Angmering town and is therefore considered to be a busy road. Upon observation of WSCC mapping data, it is observed that a collision did occur at the access to Avenals Barn however has been attributed to a driver error and not as a result of the access itself.

Previously the Local Highway Authority (LHA) have been consulted on matters at this address under application number A/75/17 for the erection of 5 dwellings, the LHA gave advice relating to this and this application is yet to be decided by the Local Planning Authority (LPA.)

Access and Visibility

The existing access is proposed to be used for this development. The access currently serves a mix of uses such as Office (B1), stables, residential (C3) and a Farm and appears to be operating with no existing highways safety concern. The access width allows two vehicles to pass one another should conflict arise at the access to the site, thus vehicles will not be waiting in the highway and obstructing the free flow of traffic along Water Lane.

Visibility from the access appears sufficient for the proposed additional movements, as the use of this access is an existing arrangement the LHA would advise a condition demonstrating the maximum achievable visibility splays- to be drawn from a 2.4m set back distance from the edge of the carriageway on land within the highway boundary or within the control of the applicant, this should not cross third party land. Due to the relatively straight nature of this road it is expected that the required visibility for a road of this speed would be met regardless.

The presence of traffic Calming measures in the vicinity seek to slow traffic emerging from the A280 and approaching Angmering, this allows an improved forward visibility for oncoming traffic.

Parking and Internal layout

The proposed parking for this development is considered acceptable. The parking allocation is in accordance with the demand from the WSCC PDC (Parking Demand Calculator). From checking this and based on the proposed mix and tenure of the dwellings, the car parking provision is anticipated to satisfy the likely demands. The vehicular parking spaces should measure 2.4m x 4.8m in order to suitably accommodate an average size vehicle. The LHA also support the proposals to include a shed building which may be utilised as secure covered cycle parking for the new dwelling.

Capacity

Given the scale of the proposal and the existing permitted use a TRICS assessment and Travel Plan are not required. Whilst the LHA acknowledge that there will be a difference in the pattern of traffic movements, it is considered that there will be no severe material increase in traffic movements over the existing use. In addition there are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal will not have a severe residual impact and not be contrary to Paragraph 32 of the NPPF.

Refuse collection

Refuse bins are to be located within a communal store within the site. It has not been stated whether refuse will be collected from this point or if refuse bins will be wheeled to the roadside by residents. Should the applicant be anticipating refuse collection from within the site, further information will be required in the form of a swept path diagram to demonstrate that space will be available for refuse vehicles to exit the site in a forwards gear onto Water Lane.

It is anticipated that the proposed dwellings will follow the same practise as existing residents and wheel bins will be taken to the access point onto Water Lane on collection day. The LHA refer to Manual for Streets (MfS) guidance which states that residents should not have to walk in excess of 30m with their bins where at all practical to a designated refuse collection point. Though this is not a Highways Safety concern, the LPA may wish to consider this amenity issue. The LHA also advise that the applicant contacts the relevant waste disposal authorities to discuss the suitability of the proposed.

Conclusion

Subject to clarification of the above information, with regards to the refuse collection practise. The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal. Should the LPA be minded to approve this proposal, the following should be sealed via condition.

Conditions

Visibility

Within six months of the implementation of the development, maximum visibility splays shall be provided at the site access onto Water Lane in accordance with a plan to be submitted to and approved by the planning authority. These splays shall thereafter be kept clear of all obstructions to visibility above a height of one metre above the adjoining road level.

Reason: In the interests of road safety.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. With spaces measuring 2.4m x 4.8m each. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Jodie Wilkes
Planning Services