

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	Highways, WSCC
DATE:	07/04/2021
LOCATION:	Land at Downs Way and Heathfield Avenue, East Preston, BN16 1AB
SUBJECT:	A/46/21/OUT Outline application with all matters reserved for the erection of a pair of one and a half storey semi-detached dwellings with vehicular access, private amenity space & landscaping.
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 Strategic Planning 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.

Summary

This proposal is for the erection of two semi-detached dwellings. This application is outline with all matters reserved. The site is located on Downs Way, an unclassified residential road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application, subject to the below comments.

Access and Visibility

Details regarding access to the site would be expected at the reserved matters stage. The applicant has submitted an indicative site plan, suggesting vehicular access would be via both Downs Way and Heathfield Avenue. From inspection of local mapping, there are no apparent visibility issues with the indicative locations of access. New vehicle crossovers (VCO) are subject to a licence obtained through the local area office and would be constructed to a specification agreed with the local area engineer.

The LHA does not anticipate that the addition of two dwellings would result in a significant material intensification of movements on the nearby road network. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the nearby road network is operating unsafely or that the proposal would exacerbate an existing safety concern.

Using Local Mapping, it appears the whole site is classified as publicly maintained highway. For this land to be incorporated into the site, the highway rights need to be formally removed by way of a Stopping-Up Order. This is controlled by Section 247 of the Town and Country Planning Act and would be subject to a separate process administered by the Department for Transport's National Casework Team. The Highway Authority along with other statutory undertakers and interested parties would be consultees in this process. There is no guarantee that this process would be successful. The comments made here would not necessarily constitute the Highway Authority's formal position regarding any future stopping up.

Parking and Turning

Details regarding the proposed parking provision and turning layout should be demonstrated at reserved matters stage. Parking provision should be provided in accordance with Arun Parking Standards. For a development of this size, the LHA would expect a parking provision of at least four parking spaces. Parking bays must meet the minimum specifications for single car bays of 2.4m x 4.8m, and single-car garages of 3m x 6m. Demonstration of an ability to turn on-site would be beneficial, although the LHA would not anticipate that vehicles reversing onto the highway would be cause for a highway safety concern in this location.

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.

Demonstration of cycle parking provision, in accordance with Arun Parking Standards, would also be expected at reserved matters stage. Arun Parking Standards require provision for at least one cycle for a two-bedroom house.

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.

However, as mentioned above, there is no guarantee that the required stopping-up process would be successful. The comments made here would not necessarily constitute the Highway Authority's formal position regarding any future stopping up.

Kyran Schneider
West Sussex County Council – Planning Services