

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	24 February 2021
LOCATION:	4 Beechlands Close & east of 18 Montpelier Road East Preston BN16 1JZ
SUBJECT:	EP/10/21/PL Demolition of an existing garage & erection of 2 No. 2 bed dwellings (resubmission following EP/115/20/PL). This site is in CIL Zone 4 and is CIL Liable as dwellings.
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.

Site Background

The proposal is for the demolition of a garage and then the construction of 2 no. 2-bedroom dwellings.

The application site is located on Beachlands Close and Montpelier Road are both publicly maintained, low trafficked, unclassified roads subject to a 30-mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Access

The applicant proposes to implement a new access to the north for one dwelling while utilising the existing access to the south for the 2nd dwelling. Neither access have been supported with visibility. However, given the nature of the two roads and advice given in manual for streets for urban areas. The LHA raise no concerns over this provision.

The applicant should be made aware that a 2nd VCO onto the same property are generally not accepted at the licensing stage. Though in this instance, such a provision is not considered a highway safety concern. The applicant should be mindful that this may result in, if successful, a planning permission that cannot be implemented. Therefore, the

applicant is recommended amending the plans to show a single VCO of between 4.5 – 6.4 metres. Details of which can be secured via a suitably worded condition.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the new or existing access is currently operating unsafely.

With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the proposed or existing access.

Vehicle Parking

The applicant proposes to provide 4 parking spaces (2 each). Arun parking standards outline that 2 spaces each are required. The proposed provision meets this demand, providing these can be kept with the above access alterations.

To summarise the LHA raises no concerns over the Vehicle Parking.

Cycle Parking

No details pertaining to covered cycle parking are provided. As per the Arun Parking Standards, the LHA wish to see cycle storage implemented in the form of lockable covered storage. Details of which can be secured with a suitably worded condition found below.

To summarise the LHA raises no concerns over the Cycle Parking.

Electric Vehicle (EV) Parking

The Applicant has provided basic details for EV parking which do not state the quantity of the provision. As such the LHA requests as per Arun's Parking Standards that EV parking to 100% of parking spaces are provided. Details of which can be secured with a suitably worded condition found below.

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.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following conditions and informative:

Conditions

Access

The use of the car parking space(s) shall not commence until the vehicular access has been constructed in accordance with plans and details **to be** submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Parking

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 always thereafter be kept 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 have been provided in accordance with plans and details **to be** 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.

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

Vehicle Crossover – Minor Highway Works

The Local Highways Authority (LHA) advises the applicant 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 the permission of a Vehicle Crossover (VCO) licence.

Please see the following link on details pertaining to the licence application process:

<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 [REDACTED]

<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