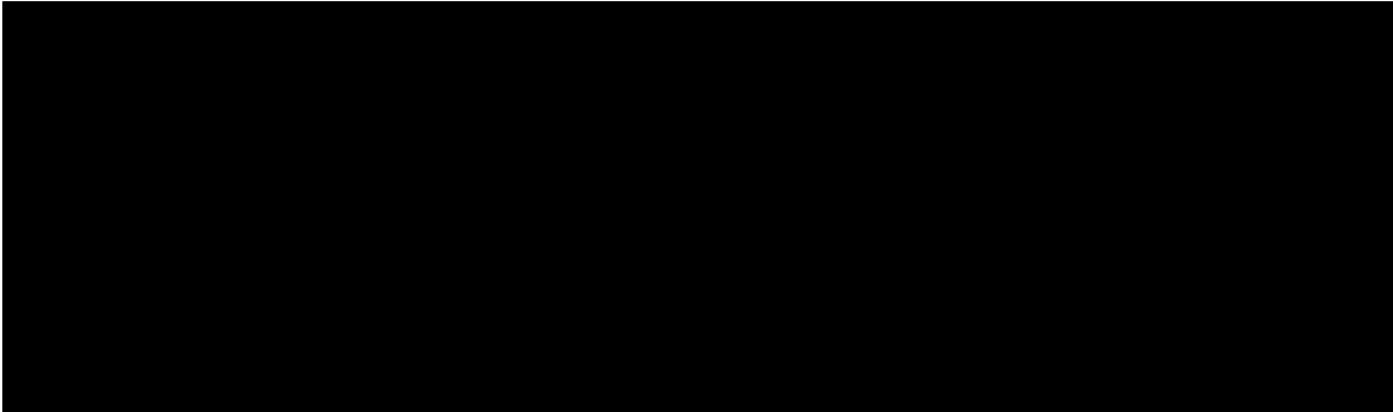




ad

-----Original Message-----

From:



Sent: 11 October 2019 09:57

To: Planning.Responses <Planning.Responses@arun.gov.uk>

Subject: Response To Application Number EP/124/19/PL at Rear of 16 Worthing Road East Preston BN16 1AZ

Please could the attached response be distributed to the relevant case officer.

Regards

Anastasia Toleva

If you wish to reply to this email, please contact the officer directly.

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	11 October 2019
LOCATION:	Rear of 16 Worthing Road East Preston BN16 1AZ
SUBJECT:	EP/124/19/PL 1 No. new detached single storey dwelling with associated access driveway & external works.
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 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

West Sussex County Council was previously consulted on Highway Matters for the adjacent building under planning application no EP/121/17/PL which sought demolition of existing dwelling and construction of 6no. new flats and associated external works and storage. No highway objections were raised and the application was granted planning permission, but does not yet appear to have been implemented.

This proposal seeks erection of 1 No. new detached single storey dwelling with associated access driveway and external works. It is located and accessed via Worthing Road (B2140) which is B-classified road subject to 30mph speed restrictions.

Access and visibility

Within this application, the proposed plans demonstrate that the access will be widened as per that proposed and approved under EP/121/17/PL. The LHA would advise that the access widening works be conditioned within this application, should EP/121/17/PL not be implemented. As advised within the LHA's comments for EP/121/17/PL, the site entrance should be a minimum of 4.8m wide to enable two vehicles to pass – applicant may wish to consider widening the proposed site entrance to accommodate this. The dropped crossing must be implemented under licence to a specification obtained from WSCC Highways.

Visibility splays at the access point with Worthing Road have not been demonstrated within this application. Visibility splays were conditioned under EP/121/17/PL (details to be provided) and the LHA advise conditioning visibility within this application also.

In relation to the pedestrian visibility there should be splays between a driver's viewpoint 2m back into the access and a distance measured along the back of the footway for 2m on each side of the viewpoint. These splays must be maintained in perpetuity within the applicant's land.

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 accidents within the vicinity of the site caused by the road layout. Therefore, there is no evidence to suggest that the existing access has been operating unsafely or that this proposal would exacerbate an existing safety concern. This proposal is not anticipated to result in a material intensification of use over the existing use and/or the proposed 6 flats, therefore the LHA would not anticipate any capacity issues on the highway network.

Parking and Turning

This development will provide 2 parking spaces situated separately from the parking provision for the new flats. This is anticipated to be sufficient parking provision for a development of this size and location. The hardstanding area has sufficient space for two bay parking spaces considering Manual for Streets (MfS) requirements for minimum of 2.4 x 4.8 m per space. Any visitor parking is unlikely to occur within the vicinity of the site due to Traffic Regulations Order (TRO) being in place, which restricts parking between 10am – 1am and 2.00-3.00pm Monday to Saturday. However, the Local Planning Authority (LPA) may wish to consider the potential impact of this development on on-street parking from an amenity point of view.

The plans indicate that a turning area will be provided within site. However, this is likely to require a multi-point manoeuvre to allow vehicles to egress in a forward gear. It is also possible that a vehicle parked in the southernmost bay may not be able to turn on site if a vehicle was parked in the adjacent bay. In order to improve manoeuvrability for vehicles, the applicant should consider increasing the turning space to the rear of the proposed bays to a minimum depth of 6m. There appears to be sufficient space on site for this to be accommodated. The LHA could not substantiate an objection on highways safety under the proposed arrangement as it is anticipated that vehicles could turn within the northern parking area for the flats and will enter onto the public highway in a forward gear.

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 new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. Due to the small scale nature of this proposal, the anticipated provision of active EV spaces for this development would be 1 space and should be provided in accordance with the above WSCC guidance and Arun Local Plan policy.

Additionally, Manual for Streets states that residents should not have to travel over 30m to put bins out and collection vehicles should not have to travel in excess of 25m to collect/deposit bins. This is however a matter of amenity for the Local Planning Authority (LPA) to consider. The applicant is advised to contact the waste disposal authorities to ascertain whether the practise would be acceptable.

Sustainability

The site is situated in a close proximity of bus stops which are approximately 1 min walk to the east and west of the site. These stops provide frequent services to Brighton. Retail park is also in a close proximity of the site (approx. 11 min walk). The nearest train station is Angmering which is approx. 4min walk/2min cycling. Another mode of transport that can be used is cycling. The applicant has not demonstrated cycle storage for the proposed dwelling. Details of this can be secured via condition.

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.

Conditions

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 'Proposed Site Plan' and numbered 2.08.

Reason: In the interests of road safety.

Visibility (details required)

No part of the development shall be first occupied until visibility splays of 2.4m metres by 43m metres have been provided at the proposed site vehicular access onto Worthing Road in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Pedestrian Visibility (details required)

No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the proposed site vehicular access onto Worthing Road in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

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 site plan. 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 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.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised 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 that a vehicle crossover licence

shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f-or-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f-or-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Anastasia Toleva
West Sussex County Council – Planning Services