

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	Highways, WSCC
DATE:	04/01/2019
LOCATION:	Gladwyn, The Street, East Preston, BN16 1HT
SUBJECT:	EP/179/18/PL Demolition of existing house & erection of 3x 3 bedroom houses together with landscaping, car parking and fencing.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
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.

This proposal is for the demolition of existing dwelling and erection of 3 x 3 bedroom dwellings. The site is located on The Street, a C-classified road subject to a speed limit of 30mph. This part of The Street is also subject to a 20mph speed restriction at certain periods due to the proximity to the local school.

Access and visibility

The proposed plans indicate that the existing 3.5m access will be utilised to serve the three proposed dwellings. The applicant may wish to consider widening the access to a minimum of 4.5m width to allow two vehicles to pass at slow speed. Any proposed access works would be subject to approval by the Local Highway Authority and subject to a licence from the Local Area Engineer.

Visibility at the existing access has not been demonstrated. As the proposal would result in an intensification of use at the existing access, visibility splays should be provided, demonstrating safe and suitable access onto The Street. Details of visibility can be secured via condition – the applicant should be aware that this is likely to impact upon the existing boundary wall. As The Street is subject to 30mph, Manual for Streets (MfS) is the appropriate standard for this location. This sets out a minimum stopping sight distance (SSD) of 43m in each direction at 2.4m from the back edge of the carriageway. The splays must intersect land only within the control of the applicant, or within the publically maintained highway and be drawn to the *nearside edge* of the carriageway in *both* directions.

Parking and turning

The proposed plans indicate that a total of four parking spaces will be provided for the three dwellings. The WSCC Car parking demand calculator anticipates that this is a sufficient parking provision if spaces remain unallocated. If spaces are to be allocated at 1 per dwelling, a minimum of 5 parking spaces will be required to allow for visitor parking. If the applicant intends to allocate parking spaces, there appears to be sufficient space on site to accommodate a fifth parking space. Each space meets minimum specifications of 2.4 x 4.8m as set out in Manual for Streets (MfS). There appears to be

sufficient space on site for vehicles to turn and exit onto the publically maintained highway in a forward gear.

Sustainability

The site is sustainably located, within walking distance of a local primary school, Angmering train station and a variety of local shops and services. Cycling is a viable option within the vicinity and details of secure and covered cycle storage can be secured via condition.

Conclusion

The LHA does not consider that this proposal would have 'severe' impact 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.

If the LPA are minded to approve the application, the following conditions should be applied:

Conditions

Visibility (details required)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto The Street 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.

Car parking space (details approved)

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 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.

Nicola Fry
West Sussex County Council – Planning Services