

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Richard Castro-Parker
FROM:	WSCC - Highways Authority
DATE:	23 August 2019
LOCATION:	Gladwyn, The Street, East Preston, BN16 1HT
SUBJECT:	EP/179/18/PL Demolition of existing house & erection of 3 x 3 bedroom houses together with landscaping, car parking and fencing. Amendment received.
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.

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.

The LHA has been re-consulted on this application following submission of revised plans.

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.

The revised site plan demonstrates visibility splays at the existing access. Whilst the plan has been annotated stating that 2.4 x 43m splays are achievable, the plan does not demonstrate the full extent of the splays in either direction. A plan demonstrating the full extent of splays can be secured via condition. The applicant has clearly indicated that the existing boundary wall either side of the access will be reduced in height to a maximum of 0.6m within the proposed splays.

Parking and turning

The revised plans indicate that a total of six parking spaces will be provided for the three dwellings. Since the LHA's previous response to this application in January 2019, the WSCC Parking Guidance has been updated. The WSCC Parking Demand Calculator (updated August 2019) anticipates that a minimum of 7 parking spaces would be required if spaces remain unallocated. If spaces are to be allocated at 2 per dwelling, a minimum of 9 parking spaces will be required to allow for visitor and additional parking. The LPA may wish to consider the potential impacts of this development on on-street parking from an amenity point of view. 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 publicly maintained 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 all 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 off-street 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. The applicant is advised that 1 active and 5 passive EV parking spaces would be anticipated for this development and should be provided in accordance with the above WSCC guidance and Arun Local Plan policy. The applicant may wish to consider the how the provision of active charging spaces will be distributed in relation to whether the spaces will be allocated or unallocated.

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