

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: A Gardner
FROM:	Highways, WSCC
DATE:	7 th January 2019
LOCATION:	Land Rear of Beechlands Cottages, Beechlands Close, East Preston, West Sussex, BN16 1JT
SUBJECT:	EP/185/18/PL Demolition of existing buildings & erection of 3 No. dwellings with associated parking, alterations to existing access & relocation of staircase to flats (resubmission following EP/7/18/PL)..
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.

History & Context

West Sussex County Council, as the Local Highway Authority (LHA), was consulted previously on Highway Matters for this location under planning application EP/7/18 for 2 x dwellings (approved) and prior to that EP/138/17 for 3 x dwellings (withdrawn) to which no objections were raised.

The current application is a revised scheme for demolition of buildings and erection of 3 x dwellings with 6 x car parking spaces and alterations to existing service road access and external staircase relocation.

Beechlands Close is unclassified public highway subject to a 30mph speed restriction. Access to the site would be via existing access adjacent to Beechlands Cottages. There appears to be no apparent visibility issue at the point of the existing access on to Beechlands Close. I have also checked the most recently available verified accident records, which reveals there have been no personal injury accidents in the vicinity of the existing point of access in the past 5 years.

Content

The access road is narrowed to single width as a result of application EP/41/17 for end of terrace dwelling. Nevertheless there is sufficient width for two cars to pass within the access without overhanging the public highway. The LHA does not consider that the level of traffic generated from the scheme would be 'severe' compared to what could already be accommodated by the garages and permitted use on the site.

The existing service access road will be improved by removal of retaining wall and improvement of access for service/ delivery vehicles to rear of shops/flats.

Some of the proposed car parking spaces may require a multi-point manoeuvre to access/egress, the applicant may wish to consider this from an amenity point of view

however the LHA does not consider a highway safety concern will result from the proposed parking layout.

With one space allocated per dwelling and 3 unallocated/visitor spaces remaining the WSCC Car Parking Demand Calculator estimates a need for 5 spaces and the parking provision is therefore acceptable. The LHA also appreciate the accessible nature of the site with regard to shops and amenities nearby and nearby bus services with routes between Littlehampton and Brighton. A dedicated cycle store per plot will be provided to further promote sustainable transport.

Conclusion

In summary the LHA did not raise a concern with the proposed scheme for 3 x dwellings in this location under EP/138/17. The revised scheme proposes an altered layout and additional parking space.

The LHA does not consider that the 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.

Car parking space

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 the approved plan.

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.

Katie Kurek
West Sussex County Council – Planning Services