

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Andrew Wood
FROM:	WSCC - Highways Authority
DATE:	10 June 2021
LOCATION:	Land rear of Beechlands Cottages, Beechlands Close, East Preston, BN16 1JT
SUBJECT:	EP/57/21/PL Demolition of existing buildings and erection of 2 No. dwellings with associated car ports/parking, alterations to existing access and relocation of staircase to flats. 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 Strategic Planning 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.

Summary

This proposal is for the demolition of existing buildings and erection of two three-bedroom dwellings with alterations to existing access. The site is located off Beechlands Close, an unclassified residential road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The LHA previously provided consultation advice for this site for application EP/185/18/PL, raising no objections. The LPA refused the application on grounds unrelated to highways. A subsequent appeal was dismissed.

Access and Visibility

The site is served by two accesses off Beechlands Close. The applicant proposes to improve the westernmost access, by relocating the existing retaining wall. This will be beneficial to those accessing the site and those accessing the rear of the shops on Sea Road. From inspection of local mapping, there are no apparent visibility issues with the existing points of access onto Beechlands Close. The LHA does not anticipate that the proposal would give rise to a material intensification of movements to or from the site.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest the existing accesses are operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes five parking spaces for this development, consisting of two carports, two allocated parking bays and visitor parking bay. Under Arun Parking Standards, the LHA would expect a development of this size in this location to provide five parking spaces for this development. Therefore, the LHA considers the proposed parking provision to be sufficient. From

inspection of the plans, the parking spaces are suitably sized and on-site turning appears achievable.

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. The applicant is advised that for dwellings with an off-street parking provision, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards.

Regarding cycles, the applicant proposes a cycle store to the rear of each dwelling, in accordance with Arun Parking Standards for cycle parking provision. The inclusion of secure and covered cycle parking provision will help promote the use of sustainable transport methods.

Sustainability

The site is situated in a sustainable location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. Regular Coastliner bus services are available from nearby bus stops on Fairlands. Angmering Train Station is located approximately 1.4km northwest of the site.

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.

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

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.

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.

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 included 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.

Kyran Schneider
West Sussex County Council – Planning Services