

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:David Spring
FROM:	WSCC - Highways Authority
DATE:	20 March 2020
LOCATION:	Land west of Barton House Manor Park Pagham
SUBJECT:	P/18/20/PL Change of use from highway land to residential use for the development of 4 No. 3 bed terraced houses with associated parking & access. This application affects the setting of a listed building.
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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

The proposal seeks the change of highway land Land west of Barton House to residential use for the development of 4 x 3 bed terraced houses with associated parking & access.

Access

The dwelling will be served via a new vehicle crossover point of access from Manor Park. Manor Park is an unclassified residential no through road subject to a 30 mph speed limit.

The site plans demonstrated that the access will be served with a 2.4 x 30m visibility splay to the north and a 2.4 x 25m visibility play to the south. This equates to stopping sight distance approach speeds of 23mph and 20mph respectively using the Manual for Streets stopping sight distance calculation coefficient.

It should be noted that the visibility to the north in reality extends beyond the 30m demonstrated.

The applicant has not provided 85th percentile wet weather speed survey evidence to support the above quoted visibility splays. The LHA is minded to accept the splays are adequate for the anticipated road speeds when taking the context of Manor Park into consideration.

No obstruction within these splays shall be greater than 0.6 metres in height. These splays should be secured via condition in perpetuity in the interests of highway safety.

The access works must be implemented under licence to a specification obtained from WSCC Highways.

Parking

The parking area will provide a total of eight parking spaces to serve the development. All spaces demonstrated are appropriately sized at 2.4 x 4.8 metres.

Using the Arun DC Supplementary Planning Document, three bedroom dwellings in this location would attract the parking demand of two spaces per dwelling, eight in total,

Visitor spaces should be provided on a ratio of 1 space per 20% of the total number of dwellings, in this case 0.8.

In conclusion, it would be advised that the parking provision would be adequate to meet the needs of the occupiers of the residential units. However, there may be a small amount of additional pressure placed upon existing on street provisions created by visitor parking. From experience, it is difficult to substantiate that such a small degree of visitor parking taking place on street will create a highway safety issue. The LPA may wish to consider the amenity implications.

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 2 active and 6 passive EV parking spaces would be anticipated for this development and should be provided in accordance with the both Arun Parking Standards (adopted January 2020), and WSCC guidance.

The parking layout is such that vehicles will be provided the opportunity to turn on site and thus be able to enter and leave the site in the forward gear.

Cycle parking will be accommodated within a garden sheds for each plot. This provision would be considered acceptable.

Highway Boundary

The land subject of this application is considered public highway. As such before development can take place the highway rights will need to be Stopped Up.

In order for the permission to be implemented the Public Highway in question must first be 'Stopped Up' and have its highway rights extinguished. Providing the development has not commenced this process can be sought under S 247 of the Town and Country Planning Act 1990, and is administered by the Department of Transport National Transport Casework Team. Prior to commencement the applicant would be advised to complete the 'Stopping Up' Process. The granting of planning permission and comment provided here does not guarantee that a 'Stopping Up' application, which will be subject to additional consultation, will be successful.

I have consulted with the relevant WSCC Area Highway Manager and there are no in principle concerns with Stopping Up this area of land.

Conclusion

The Local Highways Authority does not consider that the proposal would have and 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 Local Planning Authority is minded to grant planning consent the following conditions and informative notes would be advised:

Access

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 Site Plan and numbered IBA/529/02.

Reason: In the interests of road safety.

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.

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 plans.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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 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.

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 30 metres north and 2.4 x 25 metres south have been provided at the proposed site vehicular access onto Manor Park in accordance with the approved planning drawings.

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.

Informative Notes

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-for-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-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Stopping Up

The applicant would be advised to contact the DFT Nation Transport Casework Team in order to commence the 'Stopping Up' process.

National Transport Casework team
Tyneside House
Skinnerburn Road
Newcastle Business Park
Newcastle upon Tyne
NE4 7AR

Email:

Phone:

Websites:

<https://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways>

<https://www.gov.uk/government/groups/national-transport-casework-team>

Ian Hayward
West Sussex County Council – Planning Services