

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 20/08/2015

**FROM: Mrs E Waters TO: Arun District Council
FAO: Mrs A Gardner**

SUBJECT: R/181/15/PL - Erection of 2 No. 3 bed dwellings, demolition of existing garage & shed & erection of new car port. Resubmission following R/305/14/PL. This application affects the character & appearance of the Station Road Conservation Area.

Land To The South of The Tiled Barn, Station Road, East Preston, BN16 3AR

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total (see below for breakdown): £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 Local Development should be considered to be advice only, with respect to this planning application.

Summary

West Sussex County Council (WSCC) in its capacity as the Local Highway authority (LHA) has been re-consulted by Arun District Council regarding the above proposed development. I refer to our previous comments relating to application R/305/14/PL for the same site, to which the LHA had no highway safety concerns. It is noted that the application is now for 2 No. 3 bedroom dwellings and there are no changes to the access and parking arrangements. The LHA are satisfied that the proposed development accords with paragraph 32 of the National Planning Policy Framework in that safe and suitable access to the site can be achieved and that the proposed development will not have a severe impact on the operation of the highway network. The following report provides detailed comment.

Access point/Visibility

The applicant has provided plans showing the visibility splays that can be achieved from a 2.4m set back from the existing access point. The LHA are of the opinion that these are acceptable given the 30mph speed limit on Station Road and the fact this is an existing access where visibility is being improved by the applicant reducing the height of the boundary fencing/wall and removing the gates. The boundary wall either side of the access should be no more than 0.8m in height.

Internal turning and Parking

The plans and swept path analysis for the proposed parking arrangements and turn on site are considered acceptable, allowing vehicles to exit onto Station Road in forward gear. It was observed that an above average car size has been used in the supplied plans.

The LHA would advise that the access drive be constructed of a bound material, if it is to be constructed from shingle, this may result in material being dispersed onto Station Road affecting the surface of the road. The applicant should provide a gravel trap or area of block paving, or other bound material, at the point of access onto Station Road on land within the applicant's control.

Trip Generation

The LHA acknowledge that the proposal will result in an intensification of traffic movements onto Station Road; however it is not considered that the proposal would be detrimental to the local highway network. In addition the most recently available accident data indicates there has been no RTA (Road Traffic Collisions) as a consequence of the existing access.

Sustainability

The development is situated in a sustainable location, within walking distance of a range of services and public transport; hence there is no reliance as such on the use of the private car. This application therefore is in compliance with the NPPF (2012) in encouraging the use of sustainable transport.

Cycle parking should be included; this must be secure, covered and be capable of storing at least one cycle per bedroom for each dwelling. The actual details of the cycle parking facilities should be submitted to and approved by the Local Planning Authority (LPA).

Conclusion

If the LPA are minded to grant planning consent the following conditions would be advised.

Condition:

Parking - 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

Visibility Splays - No part of the development shall be first occupied until visibility splays of 45 metres by 75 metres have been provided at the proposed site vehicular access onto Station Road 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.

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 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.

Emma Waters
Strategic Planning