

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	29 November 2019
LOCATION:	6 Manor Road Rustington BN16 3QT
SUBJECT:	R/268/19/PL Demolition of existing garage & store on existing dwelling & erection of 1 no. four-bed chalet style dwelling (re-submission of planning ref: R/72/19/PL).
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.

Proposal Summary

The proposal is for the demolition of existing western garage and extension on existing building, with the construction of a 1 no. 4 bed dwelling in the rear of the garden. The application site is located on Manor Road a publicly maintained unclassified road subject to a 30 mph speed limit.

History

R/72/19/PL – Demolition of existing garage and extension on existing building, with the construction of 2 new dwellings in the rear garden. Amendments were received to which no highways safety concerns were raised. The application was refused for other policy reasons.

Access

The applicant proposes to widen the boundary treatment at the Eastern and Western access point onto Manor Road without extending either Vehicle Crossover (VCO) to reflect such amendments. The LHA advise that the applicant widens both VCO's so 'bumping' the curb does not become practice. This would be particularly relevant for eastern access point due to the proposed parking arrangement of two hardstanding spaces side by side. I note this access point is included within the red edge on the location and block plan, but not on the proposed site plan. Any widening works should

not result in a crossover greater than 6.4 metres and must be implemented under licence to a specification obtained from WSCC Highways.

The applicant has not demonstrated the boundary treatment details at the western access point segregating the proposed and existing dwellings. The Applicant should be made aware that visibility must be maintained at this point. A 2 metre set back with a maximum height of 0.6 metres distance should be maintained at all times, to ensure future occupiers have the ability to enter the publicly maintained highway in a safe manner.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury collisions within the vicinity of the site. Therefore there is no evidence to suggest that the existing access points are currently operating unsafely.

- Amenities -

The dwelling is a minimum of 50 metres away from Manor Road. Consideration at the planning stage needs to therefore be given to emergency access and refuse collection in order to satisfy building regulations. There is no indication of any waste storage or collection points on the proposed site plan. The LPA would be advised to consult with the waste collection authority to determine the suitability of any waste collection point. It should be noted that if the preferred method of refuse collection is at the site access point onto Manor Road then the waste carry distance for residents would be in excess of the maximum distances as described in Manual for Streets 6.8.9 (carry distance 30 metres / collection distance 25 metres).

Vehicular access for fire appliances should be available within 45m of the furthest point of each dwelling. The minimum carriageway width for fire appliance access is 3.7m, which can be reduced to 2.75m over short distances providing sufficient operating space (3.7m) is provided within 45m as above. Fire appliances should not have to reverse more than 20m. The WSCC Water/Access Manager has been consulted on this application and has not provided comments at this stage, these will be forwarded once received. The applicant should be aware that they may need to demonstrate that a fire appliance can access, operate and turn on site in an emergency in order to meet building regulations; mitigation measures such as sprinklers may need to be installed should this not be achievable.

Vehicle Parking, Turning and Cycle Parking

- Existing -

The applicant proposes to extend the hardstanding area within the existing dwelling's curtilage to accommodate the displacement of the western garage and drive way as a result of the proposed dwelling. The proposed hardstanding area is large enough to accommodate 3 parking spaces. The existing eastern garage will be retained providing an area of 4 x 7.6 metres; this can accommodate 1 car with cycle parking.

A turn on site would be preferred at the existing dwelling, though there is insufficient space to achieve this. However other properties have similar arrangements. Balanced against this is the benefit of providing an opportunity to remove a vehicle that would otherwise be parked on the highway. Where the existing practice is on-street parking by residents of adjoining properties, this can result in a noticeable narrowing of the existing available carriageway, removing a vehicle from the highway can be seen as a benefit.

- Proposed -

The applicant will provide a garage (8 x 6 metres) large enough to accommodate a parking provision for 2 cars as per the WSCC guidance for a dwelling of this size and location.

The submitted plans show an area located to the southwest of the garage maybe used as a turning area. This area measures 3.4 x 3 metres. This is below the WSCC and Manual for Streets (MfS) recommendation of 6 metre depth for a turning area. It should be noted however that occupiers of this development would still be able to make a multiple point manoeuvre within the site though this is not the preferred practice.

As per Plans titled *Proposed New Dwelling* and dated 30/10/2019, cycle parking will be provided in the newly proposed 2 bay garage. This conforms to requirements set out by Manual for Streets (MfS) and WSSC guidance for Covered/Lockable storage.

Electric Vehicle Parking

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 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 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. Due to the small scale nature of this proposal, the anticipated provision of active EV spaces for this development would be 1 space and should be provided in accordance with the above WSCC guidance and Arun Local Plan policy.

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:

Conditions

Access

The use of the car parking space(s) shall not commence until such time as the vehicular access has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

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

Informative

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/>

Stephen Garrard
West Sussex County Council – Planning Services