

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	25 February 2020
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). More information received.
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 one no. four 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

Previously the Local Highways Authority (LHA) received consultation on matters under this application. The LHA raised no highways safety concerns. However, we requested amendments regarding mitigation measure for a 'bumping' practice of the kerb and the boundary treatment at the Western access point. The applicant has submitted amended plans pertaining to these concerns.

Access

-Eastern Access-

The LHA notes that the Eastern access point is included within the red edge on the location and block plan, but not on the proposed site plan.

The applicant has addressed the concerns raised in regards to the Eastern access point. The proposed mitigation submitted would see the construction of a low wall (Max. 600mm) to hinder the ability to 'bump' the kerb. The LHA believes this would be an adequate deterrent and raises no concerns.

-Western Access-

The applicant has provided pedestrian visibility on the Western access point to address the boundary treatment concerns. These are demonstrated to be 2 x 2 metre splays as per manual for Streets (MfS) Guidance.

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 new/existing access is 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.

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 and Cycle Parking

- Existing Dwelling -

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 because of the proposed dwelling. The proposed hardstanding area is large enough to accommodate three parking spaces. The existing eastern garage will be retained providing an area of 4 x 7.6 metres; this can accommodate one car and include 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 vehicles from the highway can be seen as a benefit.

- Proposed Dwelling -

The applicant will provide a garage (8 x 6 metres) large enough to accommodate a parking provision for two cars as per the Arun Parking Standards 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 6.6 x 6 metres. This is within Manual for Streets (MfS) recommendation of 6 metre depth for a turning area.

As per Plans titled *Proposed Site Plan – Revised Version* and dated 24/02/2020, cycle parking will be provided in the newly proposed two bay garage. This conforms to requirements set out by Manual for Streets (MfS) for covered, lockable storage.

Electric Vehicle (EV) Parking (Proposed Dwelling)

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, the Local Highways Authority (LHA) request that developers provide all new homes with electric vehicle (EV) charging points.

Based upon current EV sales rates within West Sussex, the applicant should provide all proposed parking spaces with active charging points, in accordance with the above 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.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following conditions and informative:

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 the approved site plan.

Reason: In the interests of road safety.

Pedestrian Visibility

No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the proposed site vehicular access onto Manor Road in accordance with the approved plans. These visibility splays shall thereafter be 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.

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

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 site plan.

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

Turning

No part of the development shall be first occupied until the vehicle turning space has been constructed within the site in accordance with the approved site plan. This space shall thereafter be retained at all times for their designated use.

Reason: In the interests of road safety

Informative

Vehicle Crossover – Minor Highway Works

The Local Highways Authority (LHA) advises the applicant 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 the permission of a Vehicle Crossover (VCO) licence.

Please see the following link on details pertaining to the licence application process:

<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 [REDACTED]

<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