

From: Jamie Brown [REDACTED]
Sent: 30 June 2017 15:39
To: Planning.Responses
Subject: R-64-17

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 28/06/2017

FROM: Jamie Brown
TO: Arun District Council
FAO: David Easton

SUBJECT: R/64/17/PL-Demolition of 1 No. dwelling & erection of 4 No. dwellings. This application affects the character & appearance of the Station Road, East Preston Conservation Area.

Amendment received.

St. Marys Close, Hurst Road, Rustington, West Sussex, BN16 3AP

RECOMMENDATION:

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Advice
Information
Objection

No Objection

Modification

Refusal

More

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.

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

Summary and Context

The proposals will be accessed from Hurst Road a "P" class road which is located within West Preston; the road serves a number of residential properties. The road is not maintained by the Local Highway Authority (LHA), therefore comments made in reference to Hurst Road should be considered to be advice only. The road then enters the public highway a short distance to the east onto Station Road classified as the B2140. This road is subject to a 30 mph speed limit. The proposed development is for the demolition of the existing dwelling and a replacement with 4 dwellings a net increase of 3. The proposal follows on from the previous consultation response sent by the LHA on the 3rd May 2017; there are some amendments to the internal designs within the site namely the positioning of the garages. The LHA would not wish to raise any concerns with these proposed amendments. The comments that the LHA made on the 3rd May 2017 have been added once again in the report below.

Access and Visibility

The site will utilise an existing vehicular access onto Hurst Road, no modifications are proposed to the existing access arrangements. The access is considered to be of sufficient geometry to accommodate the anticipated level of vehicular activity. Sightlines along Hurst Road from the existing point are considered acceptable.

Visibility from the Hurst Road junction onto Station Road is considered acceptable, there is a proportion of on street parking, however this is likely to see oncoming traffic approaching at a reduced speed. A review of the access onto Station Road indicates that, there have been no recorded accidents within the last 3 years and that there is no evidence to suggest that the access and local highway network are operating unsafely.

Capacity

Given the scale of the proposal and the existing permitted use a Trip Rate Information Computer System (TRICS) assessment and Travel Plan are not required. Whilst there will be an increase in vehicular movements, the increase is not considered such that a highway safety capacity concern would result. In addition there are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal will not have a severe residual impact and could not be considered 'severe' in line with Paragraph 32 of the National Planning Policy Framework (NPPF) guidance.

Parking

The proposed parking is considered acceptable, with spaces provided for residents and visitors. The LHA are not aware of that the previous use resulted in excess parking onto Station Road or Hurst Road; it is considered unlikely that there would be an increase in on-street parking as a result of this proposal.

Sustainability

The submitted design and access statement does suggest that persons using the site could arrive on foot, cycle, bus, train or by car. Hurst Road operates as a 'shared surface' with pedestrians and vehicles sharing the carriageway. Given the likely number of daily vehicular movements along the road; this arrangement should not dissuade pedestrians or cyclists. Outside of the site, Station Road does have footway links that lead to a parade of shops which include a convenience store and a post office facility. Angmering train station is also within short walking distance of the site to the north. It is considered that the proposals offer safe and suitable access to the site for all modes of transport. However as previously stated the proposal is not anticipated to result in a material increase in traffic movements over the permitted and historic uses.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

Any approval of planning consent would be subject to the following condition:

Car parking space

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

Jamie Brown
Strategic Planning

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