

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: PMO Consulting FAO: Steven Baker
FROM:	WSCC - Highways Authority
DATE:	6 April 2023
LOCATION:	The Summer House, Stumble Ridge, Oldlands Avenue, Balcombe, RH17 6LP
SUBJECT:	Internal Reference: PRE-15-23 Replacement of existing outbuilding to the rear of Stumble Ridge, Oldlands Avenue, Balcombe, RH17 6LP. 'The Summer House' is currently used as holiday let accommodation and plan is to replace with a new dwelling. To be accessed from existing side lane owned by Stumble Ridge.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at The Summer House, Stumble Ridge, Oldlands Avenue, Balcombe.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your request for pre-application advice and would provide the following site specific comments.

Pre-application advice is sought for the replacement of existing holiday let building to new residential dwelling. The site is located on Oldlands Avenue, which is privately maintained in this location.

It is from my understanding that the existing holiday let use was permitted under application DM/20/2508. WSCC in its role as Local Highway Authority (LHA) provided consultation advice for this application, raising no highway safety concerns.

Given that Oldlands Avenue is privately maintained in this location, we wouldn't normally comment on matters pertaining to access. However, from inspection of the documents submitted and WSCC mapping, there are no apparent visibility issues

with the existing point of access on to the carriageway. In addition, the existing access track leading to the site appears acceptable to serve a single dwelling.

The proposed development for a single dwelling is not anticipated to lead to a material intensification of use of the existing access, when compared with the current use on site as a holiday let.

Vehicular parking should be provided in accordance with WSCC Parking Standards. A dwelling with one or two bedrooms should provide two car parking spaces, and a dwelling with three or more bedrooms should provide three car parking spaces. The ability for on-site turning to be achievable should be demonstrated.

Parking bays should meet Manual for Streets (MfS) specifications of 2.4m x 4.8m. In addition, if garages are proposed, a single-bay garage should have internal specifications of 3m x 6m and double-bay garage 6m x 6m.

Cycle parking should also be provided for the development, in accordance with WSCC Parking Standards. A dwelling with one or two bedrooms should provide one cycle parking space, and a dwelling with three or more bedrooms should provide two cycle parking spaces. This should be demonstrated in the form of covered and lockable cycle storage, such as a dedicated cycle store, garden shed or garage.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- A Transport Statement, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmr/>

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking

For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun

<https://www.arun.gov.uk/supplementary-planning-documents-spds/>

Crawley

<https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd>

South Downs National Park

<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/>

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Kyran Schneider
Planning Services