

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Andy Watt
FROM:	WSCC – Highways Authority
DATE:	23 April 2024
LOCATION:	The Croft, Holtye Road, East Grinstead, West Sussex, RH19 3QF
SUBJECT:	DM/24/0553 Demolition of existing garage and erection of a self-build detached house.
DATE OF SITE VISIT:	16/04/2024
RECOMMENDATION:	Advice

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

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

Summary

The Local Highways Authority (LHA) has been consulted on the above planning application for the demolition of the existing garage at The Croft, Holtye Road, East Grinstead and erection of a self-build detached house. The proposal has been flagged by a local member on the Mid Sussex RAGs report as an amber, to consider visibility at the existing junction onto the publicly maintained highway, Holtye Road. To fully consider this matter, the LHA conducted a site visit on 16 April 2024.

Access

Vehicular access to the publicly maintained network takes place at the existing adjoining junction with Holtye Road. An inspection of data supplied to WSCC by Sussex Police over the period of the past five years reveals that there have been two recorded accidents/injuries recorded within close proximity of the junction, however these were not attributed to an existing issue with the access or use of such. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

The private access lane is also recorded as Public Right of Way (PRoW) footpath no. 3dEG.

Site Visit

During the site visit it was observed by the LHA that visibility from the private access track onto Holtye Road was restricted in the leading direction to the East. Vehicle speeds along Holtye Road appeared as being within the posted 30mph speed limit in both directions. Although visibility does not meet the required Manual for Streets standards to the east, the LHA considers that the proposal would not generate a severe material increase in vehicular movements over that potentially already generated by residents of The Croft and other residential units served via this access.

The WSCC Highways Boundary team has been consulted regarding the location of the highway boundary on this eastern verge/bank. It has been identified that the highway boundary in this location is an average of 1.2 metres back from the edge of the

carriageway. The maintenance of this verge may assist in achievable visibility. I have made our Area Highways Engineer aware of the matter.

The Local Highways Authority follow the National Planning Policy Framework (NPPF) with regard to making decisions on all new planning proposals. Paragraph 115 of the NPPF states that

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

In terms of severity, the proposal is not anticipated to generate a severe material increase in vehicular movements onto the Publicly Maintained Highway. The access has functioned for some time with no registered collisions or personal injury claims to flag an existing concern. Therefore, an objection could not be substantiated based upon the available evidence. Furthermore, should any objection to this proposal be later appealed there may not be sufficient evidence to support such a stance, the proposal therefore would be difficult to resist at appeal.

Parking

The WSCC Parking Demand Calculator (PDC) has outlined that a dwelling of this size in this location would generate the requirement for 3 parking spaces. The application form states that 2 parking spaces are being provided to serve the proposal. There appears space fronting the property for 2 vehicles to park and turn to egress the site in a forward gear. Additional parking could be accommodated through the use of tandem parking should additional be generated. The LHA advises that this parking provision is conditioned alongside any permission of this proposal. The garage provided does not meet WSCC specifications for a double garage, therefore would be considered a single parking provision, secure and covered cycle parking could be accommodated within this space.

Sustainability

The site is located in an area that is remote from local facilities, it is considered that there would be a dependency on the use of a car for a number of journeys. It is possible that cycle parking can be accommodated within the associated garage to offer an alternative to the use of a car. Although the site and surrounding areas do not benefit from an established local cycle network, the low speeds in the area enables cycling to be a viable alternative for shorter journeys. Holtye Road is served with linked and lit pedestrian footways leading to East Grinstead. Bus services operate further west along Holtye Road which offer services to Lingfield Station and Oxted School.

Conclusion

The LHA are required to consider the merits of the application as submitted. Comments made in this report relate to the development proposed, as set out above. Any further applications on the site would be considered on their own merits at the time of submission.

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 115), and there are no known transport grounds to resist the proposal.

If the Local Planning Authority (LPA) is minded to approve this application the following conditions are advised.

Car parking space (details approved)

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

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Jodie Wilkes
West Sussex County Council – Planning Services