

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Pentire Homes Limited FAO: Jack Lawrence
FROM:	WSCC - Highways Authority
DATE:	14 February 2025
LOCATION:	Woodend, Water Lane, Storrington, RH20 3LY
SUBJECT:	Internal Reference: PRE-06-25 Conversion of single dwelling into two dwellings
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 Woodend, Water Lane, Storrington. 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.

The indicative plans demonstrate the existing access on Water Lane will be utilised, and no changes are proposed to this existing vehicular access arrangement. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on Water Lane. In addition, the subdivision of a single dwelling into two dwellings is not anticipated to significantly intensify the use of the existing access point.

I have inspected collision data provided to WSCC by Sussex Police from a period of the last five years, which reveals no recorded injury accidents attributed to the use of the existing access within the vicinity of the site. Therefore, there is no evidence to suggest the existing access has been operating unsafely or that the proposals would exacerbate an existing safety concern.

Regarding parking, the existing parking areas will be retained, with a new double-bay garage proposed. From inspection of the plans, there appears to be space for on-site turning to be achievable. Under WSCC Parking Standards, the LHA would expect three car parking spaces to be provided for each of the dwellings, totalling six for the site. From inspection of the plans, there appears to be space within the site for this to be accommodated, although a demonstration of the proposed car parking provision would be requested at full planning stage.

Car parking spaces should be provided in accordance with Manual for Streets (MfS) specifications, at 2.4m x 4.8m, to be considered for parking provision. The proposed double-bay garage must also meet MfS specifications to be considered for parking provision, at 6m x 6m internally. I note that under WSCC Parking Standards, garages are considered 0.5 parking spaces per bay, so a double-bay garage would be counted as one car parking space.

Provision for the secure storage of bicycles should also be provided at full planning stage. Under WSCC Parking Standards, provision for two bicycles should be provided for each of the dwellings. Garages can be considered for cycle parking if they meet MfS specifications.

In summary, no highway safety concerns would be raised to the principle of the proposed development at this stage.

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
- 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.

Standard Guidance

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/dmrb/>

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