

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	19 May 2021
LOCATION:	Land adjacent to Byfields, Nyton Road, Westergate, PO20 3US
SUBJECT:	AL/40/21/PL Construction of 1 No. 3 bed dwelling. This application is in CIL Zone 2 & is CIL liable as new dwelling.
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 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.

Summary

This proposal is for the erection of one three-bedroom dwelling. The site is located on Nyton Road, a B-classified road subject to a speed restriction of 30 mph in this location. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

The applicant proposes a new 6m wide vehicular access on Nyton Road to serve the new dwelling. This access will also be shared with existing property *Byfields*. The new access will be subject to a vehicle crossover (VCO) licence obtained through the local area office and constructed to a specification agreed with the local area engineer.

From inspection of local mapping, visibility at the proposed point of access appears sufficient, with visibility splays of 2.4m x 43m achievable in both directions, in line with the Manual for Streets (MfS) Stopping Sight Distances.

The LHA does not anticipate that the addition of one dwelling would give rise to a significant material intensification of movements on the local highway network. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the nearby road network is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes two car parking spaces for this development, in the form of a double-car garage. Additional space is provided in front of the garage, providing room for additional parking and turning space. Under Arun Parking Standards, the LHA would expect a dwelling of this size in this location to provide at least two car parking spaces. Therefore, the LHA considers the proposed parking provision to be sufficient.

The LHA does note that the proposed garage falls slightly short of the minimum internal specifications for double-car garages of 6m x 6m as set out in Manual for Streets. The garage as proposed has approximate internal dimensions of 5.8m x 5.7m. Therefore, the LHA cannot consider the garages for vehicular/cycle parking provision. The LHA advises the applicant to enlarge the garage to meet MfS specifications. Notwithstanding this, the LHA is satisfied that sufficient parking provision is available on-site.

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, electric vehicle (EV) charging points should be provided for all new homes. The applicant is advised that for dwellings with an off-street parking provision, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards.

The applicant has not demonstrated cycle parking, and the LHA would like to see cycle parking being implemented in accordance with Arun Parking Standards. As mentioned above, if the applicant enlarges the garage to meet MfS specifications, the LHA can consider it for cycle parking provision. The inclusion of secure and covered cycle parking helps promote the use of sustainable transport methods.

Sustainability

The site is situated in Westergate Village, which is within walking/cycle distance of local services, such as shops and schools. A limited bus service on Nyton Road offers links to Arundel, Bognor Regis and Chichester. Barnham Train Station is located approximately 2.6km east of the site.

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.

If the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved site plan.

Reason: In the interests of road safety.

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. 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 plans and details to be submitted to and approved by the Local Planning Authority.

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

Electric Vehicle Charging Spaces

No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised 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 that a vehicle crossover licence shall be granted.

Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f or-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-f or-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

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