

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	26 September 2019
LOCATION:	Evergreens, Level Mare Lane, Fontwell, PO20 3SA
SUBJECT:	AL/76/19/PL Demolition of existing dwelling & erection of 3 bed replacement chalet 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 demolition of an existing dwelling and erection of a replacement chalet dwelling. The site is located on Level Mare Lane, an unclassified road subject to national speed limit.

Access and Visibility

The existing access on Level Mare Lane will be utilised for the replacement dwelling. There are no apparent visibility issues and an inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

3 new parking spaces are proposed for this development. The WSCC Car Parking Demand Calculator has indicated that a dwelling of this size in this location would require 3 car parking spaces. Therefore the proposed parking provision is considered sufficient to meet the anticipated demand of the property.

The parking spaces demonstrated in the plans have approximate dimensions of 2.6m x 4.8m. This meets the minimum specifications for single car bays set out in Manual for Streets (MfS). There is also sufficient space for on-site turning to be achievable, allowing vehicles to exit onto Level Mare Lane in a forward gear.

4 existing cycle parking spaces are to be retained, although it was unclear from the plans where there are. The LHA assumes these are within the ancillary storage building to the south of the proposed dwelling. The inclusion of secure and covered cycle storage promotes the use of sustainable alternative modes of transport to the private car.

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 should be applied:

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

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 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.

Kyran Schneider
West Sussex County Council – Planning Services