

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Ms M Tomalova
FROM:	WSSC - Highways Authority
DATE:	4 August 2021
LOCATION:	Land adj to 1 Hook Lane Westergate PO20 3QL
SUBJECT:	AL/83/21/PL Demolition of existing storage building & garage, replace with 1 No. 3 bed dwelling, including new access to existing dwelling. This application is in CIL Zone 2 and 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 Planning Services 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 WSSC map information. A site visit can be arranged on request.

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

Proposal

The proposal seeks the demolition of existing storage building & garage at Land adj to 1 Hook Lane, Westergate and replace with 1 x 3 bed dwelling, including new access to the adjacent existing dwelling.

The application site is located on Hook Lane which is a 'C' classified road subject to a 30-mph speed limit at this point.

Access New Dwelling

Access to the proposed dwelling will be provided via an existing dropped crossing. Given this dropped crossing was already serving a garage provision it would be not anticipated that the proposed will result in the intensification of use of the access point.

Parking Proposed Dwelling

A single parking space will be provided for the new dwelling.

Using the Adopted Arun Supplementary Planning Documents (Parking), it would be anticipated that a dwelling of this size in this location would attract the demand for 2 car parking spaces. As 1 space is proposed it is anticipated that the proposal will result in

some degree of overspill parking onto the public highway. However, any overspill parking will have to park safely in accordance with any existing traffic regulation orders. As such it is extremely difficult to substantiate that this in itself will result in an unacceptable highway safety concern. The Local Planning Authority may wish to consider the amenity implications.

In the interests of sustainability and as a 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 (adopted January 2020).

The new dwelling should be provided a secure and covered cycle parking provision. Details of which can be secured via a suitably worded planning condition.

Access Existing Dwelling

A new dropped crossing is proposed to provide replacement parking for the adjacent dwelling. The applicant has demonstrated that a 2.4m x 43m visibility splay can be achieved using land wholly contained within the extent of the highway boundary or that under control of the applicant. Works on the public highway for this new crossover must be implemented under licence to a specification obtained from WSCC Highways.

Parking Existing Dwelling

The proposed access will facilitate access to a replacement parking space for the adjacent dwelling.

This will take the form of 1 hardstanding space. While bedroom number details of this existing dwelling have not been provided it would be anticipated that the existing dwelling would create the demand for 2 or 3 parking spaces. This quantum of demand could have been accommodated by the existing provision which will be lost as a result of this proposal. As such it is anticipated that the proposal may result in some degree of overspill parking onto the public highway. However, any overspill parking will have to park safely in accordance with any existing traffic regulation orders. As such it is extremely difficult to substantiate that this in itself will result in an unacceptable highway safety concern. The Local Planning Authority may wish to consider the amenity implications.

The loss of the existing garage also represents the loss of a cycle parking provision. As such there would be some benefit if a replacement cycle parking provision can be secured as part of this application. If this is considered reasonable plans and details of such a provision can be secured via a suitable worded condition.

Conclusion

The Local Highways Authority does not consider that the proposal would have and 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 111), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following conditions and informative note would be advised:

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 Athwal Cottage has been constructed in accordance with the details shown on the drawing titled Proposed Block Plan and numbered dc-3354-02-PL

Reason: In the interests of road safety.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 x 43 metres have been provided at the proposed site vehicular access onto Hook Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

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 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-for-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-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Ian Hayward

West Sussex County Council – Planning Services