

Amber Willard

From: Ian Hayward
Sent: 28 October 2021 07:34
To: Amber Willard
Subject: RE: Mildmay, Hook Lane, Aldingbourne, PO20 3TE

Follow Up Flag: Follow up
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Morning Amber,

To expedite a response please accept this email as a formal 2nd consultation response.

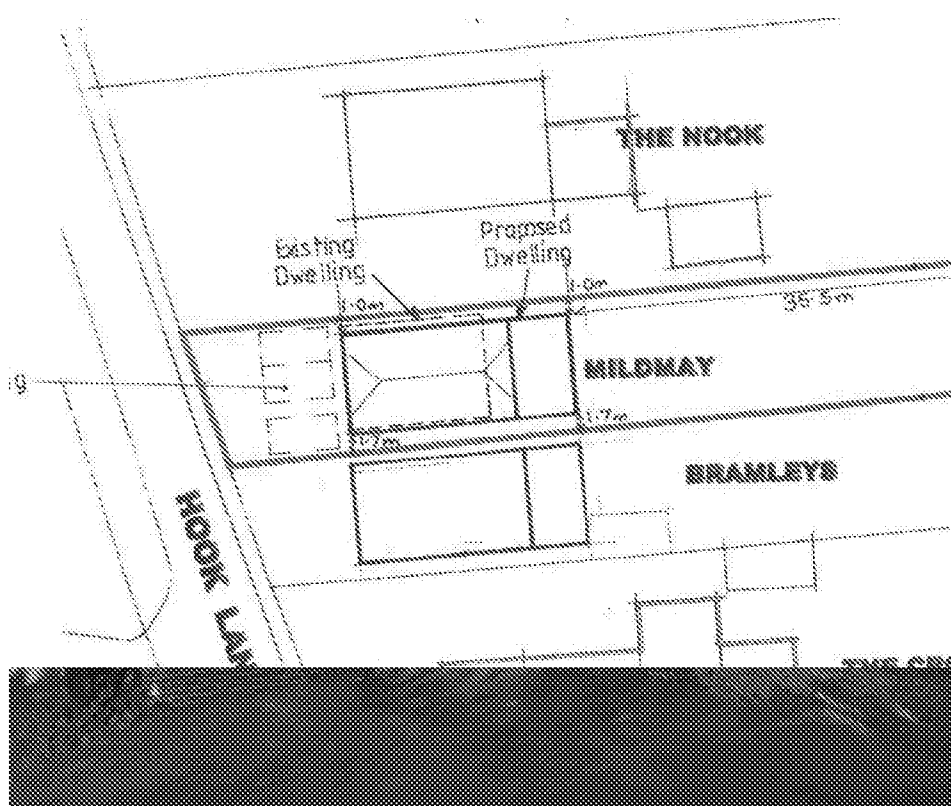
This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

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

West Sussex County Council was consulted previously on highway matters for this application and provided comments dated 28/09/2021. No in principle no highways concerns were raised however some clarification over the access matters were raised, namely how the existing access would serve the parking layout as demonstrated.

The applicant has confirmed via email that the access is to remain as existing. Given the access location has not been demonstrated on the site plans the Local Highways Authority are reliant on the use of google street view (see below), it is appreciated that this view is dated 2011 and may have changed but it shows the access at the southern extent of the property.

The site parking layout has been demonstrated as being 3 spaces parked perpendicular across the site frontage (see below). This parking arrangement does not seem achievable / accessible without alterations to the existing access point.



Any on-site parking should be provided in line with the Arun DC supplementary planning guidance for parking within residential developments. The site is located within Barnham which is within Parking Behaviour Zone 2. For a 4-bed dwelling in this location it would be anticipated that 3 car parking spaces would be required. Based on the summary above it would seem that the existing access and parking arrangements can provide 1 / 2 spaces.

Consideration does however needs to be given the anticipated parking demand of the existing 2 bed dwelling which according to the Arun DC supplementary planning guidance for parking

would have attracted the demand of 2 car parking spaces. It seems this demand would have been accommodated by the existing provision.

Without any further details being provided clearly demonstrating the access location, width and parking area the Local Planning Authority would be advised to consider this applications on the basis that only 1 / 2 car parking spaces are usable. The Local Highways Authority would not be in a position to substantiate that the additional created parking demand of 1 space would result in an unacceptable highway safety issue or severe cumulative residual impact upon the maintained highway network. The Local Planning Authority should therefore consider the amenity implications of the anticipated 1 space of displaced parking created by the development. If this was considered a concern the access could be relocated centrally within the plot, measuring no greater than 6.4 metres in width. These access works would need to be implemented under licence to a specification obtained from WSCC Highways. A suitable worded condition demonstrating the site access and an informative note would be required if this was the case.

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 (adopted January 2020).

A secure and covered cycle parking provision should also be provided.

In 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 would be advised:

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.

Ian Hayward Planning Services

From: Amber Willard [REDACTED]
Sent: 27 October 2021 15:12
To: Ian Hayward [REDACTED]
Subject: FW: Mildmay, Hook Lane, Aldingbourne, PO20 3TE

Dear Mr Hayward,

AL/89/21/PL

The below information is sent in response to a request for further clarity regarding parking at Mildmay, Hook Lane , AL/89/21/PL.

Apologies for sending it direct however there is limited time left on the application.

Thank you
Amber

Amber Willard
Planning Officer

T: [REDACTED]
E: [REDACTED]



Please note I work in policy Tuesday and Friday and am out of the office Thursdays.

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From: [REDACTED]
Sent: 27 October 2021 11:17
To: Amber Willard [REDACTED]
Subject: Mildmay, Hook Lane, Aldingbourne, PO20 3TE

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Dear Ms Willard

Further to your email of 13th October 2021, together with attachments from West Sussex Country Council, this I have considered and would advise as follows.

As the Application details state there are no changes proposed to the existing access site arrangement. The parking arrangement does not need any access works and as the Application suggests none are proposed.

I can, therefore, confirm and clarify with you that no access works are proposed as part of this Application, the current situation as exists on site will serve the proposed development.

I trust this information is sufficient for you to advise WSCC the matters that they raise.

Yours sincerely

K C Potts

Independent Town Planning Services

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