

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	1 April 2020
LOCATION:	White Lodge Hangleton Lane Worthing BN12 6PP
SUBJECT:	A/32/20/PL Erection of 1 No. detached low-profile bungalow with attached garage. This application is a Departure from the Development Plan & may affect a Public Right of Way.
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 WSCC 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.

Site Background

The proposal is for the construction of one dwelling with garage.

The application site is located on Hangleton Lane (South of Access) a publicly maintained, low trafficked, unclassified road subject to the national speed limit. Hangleton Lane (North of Access) is a privately maintained road.

Given the nature of Hangleton Lane, the Local Highways Authority (LHA) would not anticipate vehicles to be travelling at the posted speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Access

The applicant proposes to use an existing access which current serves a storage yard and one additional dwelling. No changes are proposed to the access.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the nexisting access is currently operating unsafely.

The LHA advises the applicant that the Hangleton Lane benefits from the presence of a Public Right of Way (PRoW). The works proposed do not affect the PRoW; however, the applicant may wish to consult WSCC Public Rights of Way Team, to see if any underlying issue that may arise. Please contact the Team on 01243 777620.

Vehicle Parking, Cycle Parking and Turning

Under Arun Parking Standards (adopted January 2020), the LHA would anticipate that two parking spaces would be sufficient for a dwelling of this size and location.

The applicant proposes a 1.5 car parking provision in the garage (5.5 x 7.8 metres - 0.5 spaces) and carport (5.2 x 6.7 metres - one space). The applicant has also provided a Turning and Parking hardstand (20 x 10 metres) to accommodate a turn onsite, visitor parking and any additional parking requirements.

The applicant has not provided cycle parking on their plans. However, given the proposal includes a garage and MfS guidance states that garages are viable spaces to store cycles, the LHA accepts this as covered, lockable storage. If Local Planning Authority (LPA) deem that the applicant should define the location of cycle parking on the plans, then the LHA would advise a suitably worded condition, be attached with plans and details to be provided.

Electric Vehicle (EV) Parking

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 a garage and driveway, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards (adopted January 2020).

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.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following conditions:

Conditions

Parking

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

Stephen Garrard
West Sussex County Council – Planning Services