

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Raymond Cole
FROM:	WSCC - Highways Authority
DATE:	15 December 2020
LOCATION:	Land West of New Barn Lane, Bersted, PO21 5DN
SUBJECT:	BE/119/20/PL 1 No. detached house. This site falls within Strategic Site SP2, CIL Zone 1 (Zero Rated).
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 detached house. The site is located on Herdwick Lane, an unadopted road; consequently, these comments are for your advice only. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

The applicant proposes a vehicular access at the end of Herdwick Lane. It is unclear if any works are proposed to cater for the two parking spaces. If the applicant does propose any access works, the LHA advises the applicant to consult the proprietor of the unadopted road to obtain formal approval for such works.

Access to the maintained highway network is at the junction with New Barn Lane, an unclassified road subject to a speed restriction of 30 mph. There are no apparent visibility issues at the point of access onto Herdwick Lane or New Barn Lane. The LHA does not anticipate that the addition of one dwelling would give rise to a significant material intensification of movements, when compared with that of the wider site.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents 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. Under Arun Parking Standards (adopted January 2020), the LHA would anticipate that two car parking spaces would be sufficient for a dwelling of this size and location.

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 LHA does note that on-site turning does not appear achievable. As such, cars leaving the site may have to perform a turn in the road in order to exit the development in a forward gear. However, given the sites location, this is not anticipated to result in a severe highway safety concern.

Regarding cycle parking, the applicant proposes a cycle store to the rear of the plot, with provision for two cycles. This is in accordance with WSCC parking standards for a dwelling of this size. The inclusion of secure and covered cycle parking helps promote the use of sustainable transport methods.

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 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.

Kyran Schneider
West Sussex County Council – Planning Services