

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	Highways, WSCC
DATE:	07/04/2020
LOCATION:	Rear of Blackberry House, Berry Lane, North Bersted, PO22 0AF
SUBJECT:	BE/13/20/PL Single storey dwelling with detached carport (alternative to BE/64/17/PL). This application may affect the North Bersted Conservation Area.
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 a single storey dwelling with a detached car port. The site is located on Berry Lane, an unadopted road. Berry Lane is also maintained as public footpath 139.

WSCC in its role as Local Highway Authority (LHA) previously received a highways consultation request for this site under application BE/64/17/PL. The LHA raised no objections to this proposal. The planning authority permitted the application.

Access and Visibility

Access to the maintained highway network is at the junction with North Bersted Street, an unclassified road subject to a speed restriction of 30 mph. There are no apparent visibility issues at this access. 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 junction. Therefore, there is no evidence to suggest the junction is operating unsafely or that the proposal would exacerbate an existing safety concern.

The LHA notes that there has been highway related history at this site regarding the proposal of a new dwelling and a vehicular access on to North Bersted Street, using the existing public footpath route. It is my understanding that these applications have not had any concerns raised from the highway point of view.

Parking and Turning

The applicant proposes a double car port for vehicular parking. 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. As such, the LHA considers the proposed parking provision to be sufficient.

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, the Local Highways Authority (LHA) request that developers provide all new homes with electric vehicle (EV) charging points. Based

upon current EV sales rates within West Sussex, the applicant should provide a minimum of 20 % of all proposed parking spaces with active charging points, with ducting in place for the remaining 80% to provide 'passive' provision for future upgrades. Due to the small-scale nature of this proposal, the anticipated provision of active EV spaces for this development would be one space, in accordance with Arun parking standards and WSCC guidance.

There appears to be sufficient room within the driveway for on-site turning to be achievable, allowing vehicles to exit the site in a forward gear.

In regards to cycle parking, Arun and WSCC parking standards require dwellings with three bedrooms to provide and secure and covered cycle parking for at least two cycles. The applicant has not demonstrated cycle parking in the plans. The LHA advises the applicant to include cycle parking in the plans, to promote 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.

Kyran Schneider
West Sussex County Council – Planning Services