

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: David Spring
FROM:	WSCC - Highways Authority
DATE:	1 May 2020
LOCATION:	Rear of Rookery Farm 113 North Bersted Street Bersted PO22 9AG
SUBJECT:	BE/16/20/PL Demolition of storage buildings & erection of 1 No 3-bed cottage. This application affects the setting of listed buildings & affects the character & appearance of the North Bersted Conservation Area. More information received.
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 demolition of a storage building (393 sqm.) and construction of one no. three bedroom dwelling.

The site is located on North Bersted Street, an unclassified road subject to a 30 mph Speed limit.

Previously the Local Highways Authority (LHA) received consultation on matters at this location. The LHA advised that the applicant modify the plans to demonstrate vehicle and cycle parking with a turning area. The applicant has provided such details and the LHA's comments are as follows.

Access

An established access point will serve the proposed dwelling and currently serves 4+ dwellings. No changes to the access are proposed.

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 existing access is currently operating unsafely.

With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the existing access.

Vehicle Parking, Cycle Parking and Turning

The Local Highways Authority (LHA) views the storage building as having a B8 use. B8 uses under Arun's Parking Standards state that a parking provision allowance of one space per 100 sqm would be anticipated. Referring these standards to the total building area, the LHA anticipates that the existing parking demand of this site would be four spaces.

The proposal seeks to construct a three-bedroom dwelling in place of the existing storage building. Arun parking standards say that a building of this size and location would be anticipated to generate a parking demand of two spaces.

Considering the above, the LHA anticipates that the new dwelling will reduce the parking provision of the site. As a result, it would be reasonable to presume that the new site would have a less intense use over existing practices.

The applicant has demonstrated two parking spaces each measuring 2.4 x 4.8 metres in accordance with Arun parking standards.

The applicant has demonstrated a turning area 4.5 x 6 metres this conforms to WSCC guidance of 6 metres at 90 degrees to all parking spaces.

The applicant has stated in an email that cycle parking will be located within the garage. This conforms to Arun parking standards.

To summarise the LHA raises no concerns over the Parking or Turning.

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

Cycle Parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved site plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Turning

No part of the development shall be first occupied until the vehicle turning space has been constructed within the site in accordance with the approved site plan. This space shall thereafter be retained at all times for their designated use.

Reason: In the interests of road safety

Stephen Garrard

West Sussex County Council – Planning Services