

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Myer
FROM:	WSCC - Highways Authority
DATE:	21 September 2021
LOCATION:	Land to rear of Highground House & Orchard End, Highground Lane Barnham
SUBJECT:	BN/114/21/PL Creation of 1 No. 1.5 storey dwelling on brownfield (previous use commercial car parking / children's play area associated with holiday let business) (resubmission following BN/53/21/PL). This application is a Departure from the Development Plan & is in CIL Zone 3 & is CIL Liable as new dwelling.
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.

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 1 no. 3 bedroom dwelling (resubmission of BN/53/21).

The application site is found on Highground Lane a privately maintained road. The closest public kept road is Church Lane a, low trafficked, unclassified road subject to a 30-mph speed limit and set within an urban setting. The LHA will review the adequacy of this junction within our comments.

Previously the Local Highways Authority (LHA) received consultation on matters at this location, under application BN/53/21. The LHA provided advice. The application, however, was withdrawn.

Access

The application site is found on a private road which supplies multiple developments. As such the following comments are for your guidance only. With the nature of Highland Lane, the LHA will consider the impact of the proposal on the nearest junction to the publicly maintainable highway. This is found at Church Lane.

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 Highground Lane/ Church Lane junction. Therefore, there is no evidence to suggest that the existing junction access is currently working unsafely.

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

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

Under Arun Parking Standards (adopted January 2020), the LHA would predict that 2 parking spaces would be enough for a dwelling of this size and location.

The applicant proposes a NIL parking provision for the new 3-bedroom dwelling. However, the LHA are mindful that a hardstanding area is present, large enough to accommodate such a provision on site.

The Planning Authority may wish to consider the potential impacts of this development on on-street parking.

To summarise the LHA raises no concerns over the Vehicle Parking.

Cycle Parking

The applicant has proposed a NIL cycle parking provision, the LHA advises the Local Planning Authority (LPA) that if they deem cycle parking justifiable then the applicant should show this in the form of lockable covered storage. Details of which can be secured with a suitably worded condition found below.

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 or driveway, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards (adopted January 2020). Details of this can be secured via condition and a suitably worded condition is advised below.

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 111), 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 condition:

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 always thereafter be kept 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.

Stephen Garrard
West Sussex County Council – Planning Services