

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: James Cross
FROM:	WSCC - Highways Authority
DATE:	18 December 2019
LOCATION:	Swallowfield, Eastergate Lane, Eastergate, PO20 3SJ
SUBJECT:	BN/121/19/PL Removal of redundant polytunnel & construction of 4 bedroom detached chalet bungalow with new vehicular entrance & relocation of Nursery parking 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 removal of a redundant poly-tunnel and erection of a four-bedroom chalet bungalow with new access and relocation of nursery parking area. The site is located on Eastergate Lane, a C-classified road subject to a speed limit of 40 mph in this location.

WSCC in its role as Local Highway Authority (LHA) previously received a highways consultation request for this site under application EG/69/17/PL. The LHA raised no objections to this proposal. The planning authority approved the application.

Access and Visibility

The applicant proposes a new access for the dwelling on Eastergate Road. The access will be subject to a vehicle crossover (VCO) licence obtained through the local area office and constructed to a specification agreed with the local area engineer.

The proposed access will measure approximately 3.5m in width. The proposed gate is to be set back approximately 5.5m from the back edge of the carriageway. This will allow vehicles to remain off the carriageway whilst the gates are in operation.

The LHA acknowledges that visibility at this access does not meet the standards set out in Design Manual for Roads and Bridges (DMRB). However, the LHA appreciates that visibility at the proposed access is comparable, if not better, than the existing access that serves the nursery. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest the existing access, which currently accommodates a number of vehicular movements, is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

A new driveway and carport will provide vehicular parking for the new dwelling. The WSCC Car Parking Demand Calculator has indicated that a dwelling of this size in this location would require three car parking spaces. The driveway is of sufficient size to allow for three car parking spaces

that meet the minimum specifications for single car bays of 2.4m x 4.8m as set out in Manual for Streets (MfS). Therefore, the LHA anticipates that the proposed parking provision will 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 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 the above WSCC guidance and Arun Local Plan policy.

The applicant has not demonstrated cycle parking in the plans. Under WSCC parking standards, residential dwellings with 3 or more bedrooms should provide secure and covered cycle parking for at least 2 cycles. The inclusion of cycle parking helps promote the use of sustainable alternative modes of transport to the private car.

In terms of the nursery car parking, 11 car parking spaces will be situated north of the proposed dwelling. The spaces meet the minimum MfS specifications of 2.4m x 4.8m. There is sufficient room for vehicles to manoeuvre in and out of the spaces and exit the site in a forward gear.

Sustainability

The site is situated approximately 0.5 miles north of Eastergate village. The nearest shop is approximately 0.6 miles from the site, whilst the nearest school is 1.5 miles from the site. In terms of public transport, bus stops on Barnham Road are an approximate 12 minute walk and offer 5 services per day to Chichester, Arundel and Bognor Regis. The closest train station is Barnham, an approximate 8 minute cycle.

Due to the sites location, future residents may have a reliance on the private car. However, cycling is a viable option for experienced cyclists.

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 and informative should be applied:

Condition

Access (details approved, access provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

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 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.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public

highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted.

Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f-or-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f-or-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

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