

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Ms Myer
FROM:	WSCC - Highways Authority
DATE:	21 December 2020
LOCATION:	The Cottage Highground Lane Bognor Regis PO22 0BT
SUBJECT:	BN/139/20/PL 1 No dwelling. This application is a Departure from the Development Plan & is in CIL Zone 3 and 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 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.

The proposal seeks the erection of 1 x new dwelling on land adjacent to the The Cottage, Highground Lane, Bognor Regis.

Access

Vehicular access to the dwelling will be via a private access driveway and Highground Lane. Both of which are a private concern.

Access to the wider adopted highway network will take place via an established shared junction Church Lane which is an unclassified road and subject to a 30-mph speed limit at this point.

This junction already served a significant number of other dwellings and some agricultural use. The additional use by one additional dwelling would not be considered significant in this case or result in a material intensification of use of this access point.

Parking

The proposed dwelling will be provided a hardstanding and garage parking provision.

As per Arun DC Parking Guidance it would be anticipated that a dwelling of this size in this location would attract the demand for 2 car parking spaces.

The proposed garage will measure 3 x 5 metres. Garages need to measure 3 x 6 metres in order to be considered a suitably sized parking space, even then they would only count as 0.5 of a space.

Notwithstanding the above the available proposed hardstanding is large enough to park 2 vehicles and as such a suitable parking provision is provided.

The garage can still be considered as a cycle parking provision.

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 (adopted January 2020).

It seems that a suitable length of hardstanding is retained to provide a retained parking provision for The Cottage.

Conclusion

The Local Highways Authority does not consider that the proposal would have and 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 Local Planning Authority is minded to grant planning consent the following conditions would be advised:

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.

Ian Hayward

West Sussex County Council – Planning Services