

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	4 January 2021
LOCATION:	Land at Rear of Poachers Eastergate Lane Chichester PO20 3SJ
SUBJECT:	BN/151/20/PL Erection of 1 No. 4 bedroom detached dwelling with detached carport (resubmission following BN/46/20/PL). This site is in CIL Zone 3 & is CIL Liable as new dwelling & is a Departure from the Development Plan.
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 construction of 1 no. 4 bedroom dwelling and carport.

The application site is located on Eastergate Lane a publicly maintained, 'C' classified road subject to a 40-mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Previously the Local Highways Authority (LHA) received consultation on matters at this location, under application BN/46/20. The LHA advised the following details are modified, Cycle Parking. No details were received. Subsequently the LPA refused the planning application on matters unrelating to highways.

Access

No changes to the existing access are proposed.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there has been a recorded injury collision within the vicinity of the site; Sussex Police do not however consider this the result of the presence of the existing

access or road layout. 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

Under Arun Parking Standards (adopted January 2020), the LHA would predict that 3 parking spaces would be enough for a dwelling of this size and location.

The applicant proposes a 3-bay parking provision for the new 4-bedroom dwelling. Under the Arun Parking Standards (adopted January 2020).

The applicant has provided adequate parking to Arun standards, with hardstanding large enough to accommodate the 20% additional visitor parking.

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

Cycle Parking

Upon inspection of the plans and supporting documents the LHA concludes that the applicant proposes to supply a NIL parking provision. The LHA advise the following,

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.

Turning

The applicant has demonstrated a turn on site. The proposed hardstanding area has been proposed to accommodate such a provision. This conforms to Manual for Streets (MfS) Guidance of a minimum of 6 metres to the rear of any parking space.

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 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.

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 always thereafter be kept for their designated use.

Reason: In the interests of road safety

Stephen Garrard
West Sussex County Council – Planning Services