

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 11/05/2016

FROM: Ian Hayward

**TO: Arun District Council
FAO: Ross Leal**

SUBJECT: BN/19/16/PL - Demolition of vacant office building & erection of 7 No. dwellings with associated garaging & landscaping. This application is a Departure from the Development Plan.

Land at Pollards Nursery, Lake Lane, Barnham, West Sussex, PO22 0AF

DATE OF SITE VISIT: n/a

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total: n/a

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.

History & Context

This application seeks permission for an additional 7 dwellings at Land at Pollards Nursery, Lake Lane, Barnham. Approval was granted at Appeal on 17th October 2013 under application reference BN/16/12 for outline consent with all matters reserve other than Access for redevelopment to provide 107 dwellings. The Local Highways Authority provided a response dated 15/11/2012 raising No Objection to BN/16/12. BN/16/12 was supported by a Transport Assessment prepared by Motion Transport Planning and a Stage 1 Road Safety Audit. This latest application will utilize the already approved access arrangements and has been supported by a Transport Assessment Addendum again prepared by Motion Transport Planning.

Trip Generation

The Transport Assessment Addendum sets out the anticipated traffic generation as a result of the proposed 7 dwellings using a TRICS assessment. It would be anticipated that the proposed 7 dwellings would generate a net increase of 4 vehicular movement and 3 vehicular movements within the peak AM and PLM hours respectively. Similarly the proposed dwellings would be anticipated to generate an increase of 33 vehicular movements across a typical working day. Presumably the vacant office building would have had the capacity to generate vehicular movement, this is to be demolished. The net increases in trip generation over and above the approved scheme would be considered to be within the natural fluctuation of traffic flow and therefore I would not be minded to raise any highways capacity concerns to the proposed.

Car & Cycle Parking

The proposed dwellings will be served with off street car parking spaces in the form of 14 hardstanding spaces and 5 garages spaces. In addition 1 visitor car parking space will be

provided in parallel on the access road. I have assessed the proposed dwellings against the WSCC car parking demand calculator and would anticipate that these dwellings would generate the need for 21 car parking spaces. While the proposed 20 spaces is one space short of the anticipated demand I would not be minded to raise this as a substantive reason for objection and would be satisfied that the proposed parking would meet the needs of the 7 dwellings.

I would note that the width of hardstanding serving plots 1 and 3 do not scale to 4.8 metres, which would be the standard for two standard car parking spaces side by side. I would advise that a slight modification be made to ensure all hardstanding spaces measure 2.4 x 4.8 metres or 4.8 x 4.8 metres for double spaces, I would be satisfied that these modifications could be secured via planning condition. It is also noted that the parking arrangement for plot 2 is a garage space fronted by two tandem hardstanding spaces. In this instance it would be advised the garage door is a roller shutter type door, it is likely that if a up and over door is provided there would be insufficient space to open the door with two cars parked in on the hardstanding without a vehicle protruding onto the proposed footway.

No anticipated highways safety or capacity concerns would be raised to this proposal. If the LPA are minded to grant planning consent the following conditions would be requested.

Car parking space

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

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.

Garages

The garage buildings shall be used only as private domestic garages for the parking of vehicles incidental to the use of the properties as dwellings and for no other purposes.

Reason: To ensure adequate off-street provision of parking in the interests of amenity and highway safety.

Ian Hayward
Strategic Planning