

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	WSCC - Highways Authority
DATE:	17 March 2020
LOCATION:	Tile Barn Farm, 32 Hill Lane, Barnham, PO22 0BL
SUBJECT:	BN/24/20/PL Erection of 1 No. dwelling & formation of new vehicular access. This application 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 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 erection of one dwelling and creation of new vehicular access. The site is located on Hill Lane, a privately maintained road; consequently, these comments are for your advice only.

Access and Visibility

The applicant proposes a new 3m wide vehicular access onto Hill Lane. The LHA advises the applicant to contact the proprietor of the privately maintained lane, to obtain formal approval for the proposed access works. The applicant had demonstrated visibility splays of 2m x 20m to the north and 2m x 40m to the south at the proposed access. Taking the road layout, geometry and anticipated road speeds into consideration, the LHA considers these splays to be acceptable.

Access to the maintained highway network is at the junction with Church Lane. There are no apparent visibility issues at this junction. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents within the vicinity of the site or the junction with Church Lane. Therefore, there is no evidence to suggest the nearby road network is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The application form states that two car parking spaces are proposed for this development. However, an inspection of the site plan suggests there is actually room for three parking spaces. Under Arun Parking Standards, a dwelling of this size in this location should provide parking provision for at least three cars. As such, the LHA considers the available parking to be sufficient.

In the interests of sustainability and as a 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 Local Highways Authority (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 Parking Standards 2020.

From inspection of the plans, it would appear that there is room for on-site turning to be achievable, but by using a multi-point manoeuvre. Manual for Streets (MfS) states that car parking spaces require at least 6m of space behind them in order for a vehicle to manoeuvre in and out. The plans demonstrate space of approximately 5.6m. The LHA advises the applicant to consider widening the driveway to allow for this space, or install a turning head. Notwithstanding this, the LHA is satisfied that vehicles can turn and exit in a forward gear.

In terms of cycle parking, the applicant had demonstrated a cycle store with provision for two cycles. This is in accordance with Arun and WSCC standards. The inclusion of secure and covered cycle parking helps promote the use of sustainable, alternative modes of transport to the private car.

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 condition and informative should be applied:

Conditions

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.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Informative

The applicant is advised to contact the proprietor of the privately maintained lane to obtain formal approval for the proposed access works.

Kyran Schneider
West Sussex County Council – Planning Services