

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	Highways, WSCC
DATE:	12/08/2020
LOCATION:	Land Adjacent to Tars Farmhouse, Church Lane, Barnham, PO22 0DB
SUBJECT:	BN/39/20
DATE OF SITE VISIT:	10/07/2020
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
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.

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 4 no. 4 bedroom dwellings with parking and access improvements.

The application site is found on Church Lane a publicly maintained, low trafficked, unclassified road subject to a 30-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. The main concerns raised were over the access arrangement details, road speeds and land ownership. The applicant has since then supplied details to be considered.

Access

The applicant proposes to improve the current access without altering the access dimensions severally (10 metres existing, 10 metres proposed). The proposed works would be considered an improvement over the existing access with highways specifications to be met.

Due to the proposal being considered an intensification of use of the access, the LHA asked that the applicant supplied visibility splays to the anticipated road speeds. A 7-day road speed survey was conducted to determine the 85th percentile speeds at the access and at the maximum achievable visibility splays. This determined that the road speeds in the Northbound direction are 26.6 mph and the southbound direction are 28 mph.

In line with the submitted 7-day speed survey data the applicant has provided visibility splays of 2 x 36 metres Northbound (though comparing this to WSCC local mapping, there appears to be scope to enlarge this to 51.4 metres) and 2 x 54.4 metres in the Southbound direction. The applicant has not provided details pertaining to the horizontal visibility at the junction. Due to the nature of the bank within the Northbound visibility and the potential for a huge undertaking of works to remove such a bank in addition to

the points raised above in regards to the nature of Church Lane, the LHA are mindful to accept a 0.9 metre horizontal visibility condition with a reduced 2 metre set back distance. Details of which can be found below.

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, Cycle Parking and Turning

Under Arun Parking Standards (APS) (adopted January 2020), the LHA would predict that 16 (including 4 visitor) parking spaces would be enough for a development of this size and location.

For the LHA and the APS to consider parking spaces towards the provision of a site they must first meet the minimum requirements of,

- Single bay parking space or carport - 2.4 x 4.8 metres,
- Single garage space - 3 x 6 metres,
- Single parallel parking space - 2 metres (obstruction free i.e. fence) or 2.4 metres x 6,
- Disabled Bay parking - 2.4 x 4.8 metres with a 1.2 metre hatched area located to the side.
- Disabled Tandem parking - 2.4 x 6.6 metres

With the above guidance, the LHA provides the following comments.

The applicant proposes a 12-space provision for the new dwellings.

The dimensions of the space(s) are,

- Bay Parking Spaces – Measures 2.4 x 4.8 metres within in varying size hardstanding areas on each property,

For the LHA to consider bay parking spaces towards the parking provision of the site they must first measure 2.4 x 4.8 metres (as per APS). The applicant has demonstrated such. As a result, the LHA would consider the parking spaces to provide a provision of 2 spaces per dwelling.

- Garage space – Each garage measures a minimum of 6 x 6 metres,

For the LHA to consider a garage to provide a parking provision of 0.5, the garage must first measure a minimum of 3 x 6 metres (as per APS) internally. As such, the garage would be considered to provide a 1 parking provision per dwelling.

The above findings show that under the APS the development will provide 12 parking spaces towards the provision of the site. This will see a reduction of 4 visitor spaces below the recommendation.

Experience has shown through other similar applications, that to substantiate that a shortfall of 4 visitor parking spaces could result in an unacceptable highway safety issue

would be difficult to uphold. Therefore, the LHA does not consider this a justification for refusal on highways grounds.

The LPA may wish to consider the amenity implications caused by a small increase in the on-street parking demand.

The LHA wish to tell the applicant that APS also considers the utilities a garage provides, specifically the cycle storage aspect. Therefore, the LHA considers the garages to provide cycle parking. Details of which can be secured with a suitably worded condition found below.

The applicant has demonstrated a turn on site. The proposed access drive is to accommodate such a provision. This conforms to Manual for Streets (MfS) Guidance for a turning area.

To summarise the LHA raises no concerns over the Parking or Turning.

Fire and Refuse

-Refuse-

The consideration of building regulations pertaining to emergency access and refuse collection needs deliberation at the planning stage. A consideration to whether or not a development is subject to such consideration is made by its location from the nearest publicly maintained highway (minimum of 50 metres). For this proposal the nearest publicly maintainable highway Church Lane is located 112 metres from the furthest building point.

There is no indication of any waste storage or collection points on the proposed site plan.

The LHA advises the LPA to consult with the waste collection authority to determine the suitability of any waste collection point.

As described in Paragraph 6.8.9 of Manual for Streets (MfS), the carry distance must not exceed 30 metres.

-Fire-

Vehicular access for fire appliances should be available within 45m of the furthest point of each dwelling.

The smallest carriageway width for fire appliance access is 3.7m, with the potential to reduce to 2.75m over short distances supplying enough operating space (3.7m) is available within 45m as above. This is to ensure fire appliances do not have the need reverse more than 20m.

The LPA and applicant are advised to contact [REDACTED] for mitigation details.

The applicant should be aware that they may need to demonstrate that a fire appliance can access, operate and turn on site in an emergency in order to meet building regulations; mitigation measures such as the installation of sprinklers should this not be achievable.

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.

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 and informative:

Conditions

Visibility Splays

The use of the access shall not commence until visibility splays of 2 x 36 metres (Northbound) & 2 x 54.4 metres (Southbound) have been provided at the proposed site vehicular access onto Church Lane in accordance with plans and details **to be** submitted to and approved in writing by the Local Planning Authority. The splays shall be maintained and kept free of all obstructions over a height of 0.9 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Access

The use of the parking area shall not commence until the vehicular access serving the development has been constructed in accordance with the approved site plan.

Reason: In the interests of road safety.

Parking

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details **to be** submitted to and approved in writing by the Local Planning Authority. These spaces shall always thereafter be kept 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 **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.

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

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.

Informative

Vehicle Crossover – Minor Highway Works

The Local Highways Authority (LHA) advises the applicant 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 the permission of a Vehicle Crossover (VCO) licence.

Please see the following link on details pertaining to the licence application process:

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

Online applications can be made at the link below, alternatively please call [REDACTED]

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