

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: James Cross
FROM:	WSCC - Highways Authority
DATE:	1 June 2020
LOCATION:	Land Rear Of Poachers Eastergate Lane Eastergate PO20 3SJ
SUBJECT:	BN/46/20/PL Construction of 1 No. 4-bed detached dwelling with detached carport. This application is a Departure from the Development Plan.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Modification
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 one no. four-bedroom dwelling with a carport.

The application site is located on Eastergate Lane a publicly maintained, 'C' classified road subject to a 40-mph speed limit.

Access

An established access point will serve the proposed dwelling and currently serves one dwelling. No changes to the 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, Cycle Parking and Turning

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

The applicant proposes a three-parking provision with more hardstanding parking to accommodate any other needs outside the Parking demand guidance, for the new four bed dwelling. Under the Arun Parking Standards (adopted January 2020), the applicant should provide three car parking spaces for the proposal.

The LHA notes that though not shown, the hardstanding area appears to be able to accommodate a preferred turn onsite.

The applicant has proposed a nil cycle parking provision, as per the WSCC Sustainability policy we wish to see cycle storage implemented in the form of lockable covered storage demonstrated on the plans.

To summarise the LHA raises no concerns over the Vehicle Parking or Turning. However, a modification is sort on cycle parking.

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 and driveway, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards (adopted January 2020).

Servicing

-Refuse-

The consideration of building regulations on emergency access and refuse collection needs deliberation at the planning stage. A consideration to wherever 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 Eastergate Lane is found 100 + metres away.

There is no sign 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 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.

Conclusion

In principle the Local Highways Authority (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. However, the LHA require a modification regarding the Cycle Parking, as described above.

Please raise these issues with the applicant and re-consult. At which time the LHA can advise suitable conditions and informative notes.

Stephen Garrard
West Sussex County Council – Planning Services