

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSSC - Highways Authority
DATE:	29 June 2022
LOCATION:	Land at rear of Cedar End Eastergate Lane Eastergate PO20 3SJ
SUBJECT:	BN/65/22/PL Sever land and erection of 1 No bungalow with new vehicular access (resubmission of BN/14/22/PL). This application is a Departure from the Development Plan and is in CIL Zone 3 and is CIL Liable as new dwelling.
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.

WSSC acting as the Local Highway's Authority (LHA) refer to your consultation in respect of the above planning application and would provide the following comments.

Site Context & History

The access onto the application site is located on Eastergate Lane, a public maintained highway.

The LHA would view said road to be set within a semi urban setting.

The road is subject to a 40-mph speed limit. No current speed survey data is located within a reasonable distance of the access that would state otherwise.

As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) & Design Manual for Roads and Bridges (DMRB) as guidance.

West Sussex County Council were previously consulted on highway matters for this location under BN/14/22. This sought a similar proposal to the one proposed. The applicant proposed that the site would be served via a proposed access point.

The application was withdraw. However, before this the LHA provided final comments. These comments accepted the principle of the development and new access. The LHA therefore accepts the principle of a dwelling with a new access at this location.

Access

The applicant has provided Vehicle Crossover (VCO) details. No dimensions of the access have been annotated. The applicant should be made aware that VCO's under 4.5 metres or over 6.4 metres are generally not accepted at the licensing stage. Though in this instance, such a provision is not considered a highway safety concern. The applicant

should be mindful that this may result in, if successful, a planning permission that cannot be implemented. Therefore, the applicant is recommended amending the plans to show a kerbside VCO of between 4.5 – 6.4 metres. Details of which can be secured via a suitably worded condition found below.

WSCC local mapping indicates that vehicle visibility can be accommodated solely within the highway boundary.

The applicant has provided pedestrian visibility splays.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the new would operate unsafely.

Vehicle Parking & Turning

The applicant has provided parking for 3 cars. The LHA raise no concerns over this provision.

The applicant has provided space for domestic cars to perform a turn on site. The LPA may wish to consult WSCC regarding fire appliance access.

Cycle Parking

The applicant has proposed a NIL cycle parking provision, 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.

Electric Vehicle (EV) Parking

Given the recent changes to the Building Regulations Approved Document S (Infrastructure for the Charging of Electric Vehicles), it may be that the provision of EV charging is now covered under separate legislation to planning. Therefore, WSCC as Highway Authority have no comment to make upon the EV charging provision as a result of this planning application. However, the planning case officer should check whether the development is being built under the old Building Control regulations, in place prior to June 15th, 2022, and if they are, it may be appropriate to secure EV charging provision through the planning process.

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 111), 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

Access

No part of the development shall first be occupied until such time as the vehicular access has been constructed in accordance with plans and details **to be** submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of carriageway safety.

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.

Turning

No part of the development shall be first occupied until the vehicle turning space has been demonstrated within the site in accordance with plans and details **to be** submitted to and approved by the Local Planning Authority. This space shall always thereafter be kept for their designated use.

Reason: In the interests of carriageway safety

Construction Management Plan (CMP)

No development shall be commenced until plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractor's vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Stephen Garrard
West Sussex County Council – Planning Services