

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	23 September 2019
LOCATION:	Land adjacent to Cherry Trees Lake Lane Barnham PO22 0AD
SUBJECT:	BN/75/19/PL 1 No. dwelling & associated works.
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.

Proposal Summary

The proposal is for the construction of 1 No. dwelling and associated work. The site is located on and accessed via Lake Lane which is an unclassified road subject to a 30 mph Speed limit.

Access

The proposal seeks to use the existing Vehicle Crossover (VCO) on a shared basis.

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 existing access is currently operating unsafely.

Vehicle Parking, Cycle Parking and Turning

The applicant has demonstrated a parking provision of 2 spaces for the proposed property. This is in accordance with WSCC parking demand calculator for a dwelling of this size and location.

The applicant has not stated that the area to the centre of the parking zone will be used as a turn onsite; however upon inspection of the plans the LHA observed that the area is

large enough (Minimum 6 metres at 90 degrees) that it can accommodate such a manoeuvre and allow the applicant to enter the highway in a forward gear.

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

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 new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. Due to the small scale nature of this proposal, the anticipated provision of active EV spaces for this development would be 1 space and should be provided in accordance with the above WSCC guidance and Arun Local Plan policy.

Conclusion

Whilst there are no overriding highway safety or capacity concerns with the proposal before me now, the applicant would be advised to modify the proposed with cycle parking.

We would be minded that such an amendment could be secured via planning condition, with accommodating plans to be submitted to and approved by the local planning authority. However given recent changes to the National Planning Policy Framework (NPPF) ideally this matter should be fully resolved by the applicant prior to determination.

Stephen Garrard
West Sussex County Council – Planning Services