

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Neil Crowther
FROM:	Highways, WSCC
DATE:	04/05/2021
LOCATION:	Land at Wren Cottage, Horsemere Green Lane, Climping, BN17 5QZ
SUBJECT:	CM/17/21/PL Development of 2 No. 2-bed & 2 No. 3-bed detached dwellings & associated works (resubmission following CM/53/20/PL). This site is in CIL Zone 3 & is CIL Liable as new dwellings.
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 two two-bedroom dwellings and two three-bedroom dwellings. The site is located off Horsemere Green Lane, an unclassified road subject to a speed restriction of 30 mph in this location. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The LHA previously provided comments relating to highway matters for this site for application CM/53/20/PL, raising no objections. The applicant withdrew the applicant.

Access and Visibility

From inspection of the plans, the applicant proposes to utilise the vehicular access approved under application CM/21/19/PL. Visibility splays in excess of 2.4m x 43m are achievable at the proposed point of access onto Horsemere Green Lane, which is suitable for roads such as this. The LHA does not anticipate that the proposed development would give rise to a significant material intensification of movements to or from the site.

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 proposed access. 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 applicant proposes ten car parking spaces for this development, with three spaces for Plots 1 and 2 and two spaces for Plots 3 and 4. In addition to this, two visitor parking spaces will also be provided. From inspection of the plans, the proposed driveways are suitably sized to accommodate the proposed parking spaces. The proposed parking provision is in accordance with the parking requirements set out by Arun Parking Standards. Cars can utilise the private access drive to turn and exit onto the maintained highway in a forward gear.

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 an off-street parking provision, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards.

The applicant proposes to provide each dwelling with a bike store, in accordance with WSCC parking standards. The inclusion of secure and covered cycle parking provision helps promote the use of sustainable transport methods.

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 conditions should be applied:

Car parking space (details approved)

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 thereafter be retained at all times 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.

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.

Kyran Schneider
West Sussex County Council – Planning Services