

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Neil Crowther
FROM:	Highways, WSCC
DATE:	30/04/2021
LOCATION:	Land Adjacent Mistletoe Farm, Horsemere Green Lane, Climping, BN17 5QZ
SUBJECT:	CM/18/21/PL Erection of 1 No. 3 bed dwelling. This application is within 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 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 a three-bedroom dwelling. The site is located on 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 consultation advice for this site for application CM/13/19/RES, raising no objections. The Planning Authority permitted the application.

Access and Visibility

The applicant proposes a new vehicular access onto Horsemere Green Lane. The proposed access will be subject to a vehicle crossover (VCO) licence obtained through the local area office and constructed to a specification agreed with the local area engineer. The applicant has demonstrated sufficient visibility for the proposed access, with visibility splays of 2.4m x 43m achievable either side of the access.

The LHA does not anticipate that the addition of one dwelling would give rise to a significant material intensification of movements on the local highway network. 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 site. 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 a single-car garage and driveway for vehicular parking provision. Under Arun Parking Standards (adopted January 2020), the LHA would anticipate that two parking spaces would be sufficient for a dwelling of this size and location. Therefore, the LHA considers the proposed parking provision to be sufficient. On-site turning appears achievable, allowing cars to exit the site in a forward gear.

The LHA notes that the proposed garage has approximate internal dimensions of 2.9m x 5.3m, which does not meet the minimum internal dimensions for single-car garages of 3m x 6m as set out in Manual for Streets (MfS). Therefore, the LHA cannot consider the garage for vehicular or cycle

parking provision and advises the applicant to enlarge the garage to meet MfS specifications. Notwithstanding this, the LHA is satisfied that sufficient parking will be available on site for the use.

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.

Regarding cycles, the applicant has not demonstrated cycle parking provision. The LHA advises the applicant to demonstrate secure and covered cycle parking, in accordance with Arun Parking standards. The inclusion of cycle parking helps promote the use of sustainable transport methods.

Sustainability

The site is located in Climping village, which does have a primary school within walking/cycle distance. The site is also within walking/cycle distance of Yapton, which does provide some additional local amenities and services, such as shops and a school. Bus stops on nearby Yapton Road provide regular services to Littlehampton and Chichester.

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 and informative should be applied:

Conditions

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled "Access Plan" and numbered "11253/101 (Rev. P2)".

Reason: In the interests of road safety.

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.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised 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 that a vehicle crossover licence shall be granted.

Additional information about the licence application process can be found at the following web page:

<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 

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

Kyran Schneider
West Sussex County Council – Planning Services