

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Harry Chalk
FROM:	Highways, WSCC
DATE:	18/02/2025
LOCATION:	Land to West of Crookthorn Byre, Brookpit Lane, Climping, BN17 5QU
SUBJECT:	CM/4/25/PL Erection of 1 No two storey dwelling (self build) (resubmission following CM/15/24/PL). This application affects the setting of listed buildings, is a Departure from the Development Plan and is in CIL Zone 5 and is CIL Liable as a 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.

Summary and Context

This application seeks the erection of one two-storey self-build dwelling. The site is located off Brookpit Lane, along a privately maintained road – as such, these comments should be considered as advice only. Following an inspection of the submitted application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

This application is a resubmission of withdrawn application CM/15/24/PL. WSCC as LHA was also a consultee for application CM/15/24/PL, raising no highway safety concerns.

Content

A shared private access road links the maintained highway (Brookpit Lane) to the application site, and no alterations are proposed to this arrangement. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on to Brookpit Lane. The addition of a single dwelling would not be anticipated to give rise to a significant material intensification of use of the existing access point.

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 existing access point. Therefore, there is no evidence to suggest the existing access has been operating unsafely, or that the proposals would exacerbate an existing safety concern.

Under Arun Parking Standards, the LHA would expect a dwelling of this size and location to be provided with two car parking spaces. From inspection of the plans, there appears to be adequate space within the proposed driveway for this to be accommodated.

I would note that the proposed garage does not meet the minimum internal specifications for a double-bay garage of 6m x 6m as outlined in Manual for Streets (MfS). The LHA would advise that the garage should be enlarged to ensure modern sized cars and bicycles can be accommodated inside.

No details of secure cycle parking provision have been provided, and this should be demonstrated in accordance with Arun Parking Standards. As above, the LHA would be minded to accept the use of the garage for storage of cycles if it is enlarged to MfS specifications.

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 116), and that there are no transport grounds to resist the proposal.

Kyran Schneider
West Sussex County Council – Planning Services

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Regards

Kyran Schneider

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