

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: James Cross
FROM:	WSCC - Highways Authority
DATE:	21 January 2020
LOCATION:	Langford, Horsemere Green Lane, Climping, BN17 5QZ
SUBJECT:	CM/64/19/PL Residential development comprising 1x3-bedroom bungalow, 2x3-bedroom houses, 2x2-bedroom houses 4x4-bedroom houses along with access and parking following demolition of existing dwelling - Departure from the Development Plan.
RECOMMENDATION:	Modification

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for demolition of existing dwelling and erection of 9 x dwellings comprising 2 x 2-bedroom, 3 x 3-bedroom and 4 x 4-bedroom units with access and parking. The development would therefore comprise a net increase of 8 x dwellings at the site.

The application is supported by Transport Statement (TS), Planning Statement, Design & Access Statement (DaS) and technical drawings. The LHA requires more information and modification as per following comments.

Site Context

The existing dwelling is accessed from unclassified 'Horsemere Green Lane', subject to 30mph speed restriction in this location. The surrounding area, whilst rural, is predominantly residential. Wide verges and straight alignment of the road allows for good forward visibility and a build out to the west requires vehicles travelling eastwards to slow down and give way.

Along with the adjacent sites of Scyld and Mistletoe Farm, the site is allocated as "developable" in the Housing and Economic Land Availability Assessment (HELLA) as site CLY2. Under CM/37/18 planning permission was granted on land at Mistletoe Farm for 2 x dwellings and under CM/21/19 for 9 x dwellings on land at Scyld (immediately west of site).

Horsemere Green Lane links B2233 Yapton Road to the east with Church Lane in west. Outline permission for 300 x dwellings to the south of the site was granted under appeal (CM/1/17). This included a vehicular access to Horsemere Green Lane to the east of the site as well as from Church Lane.

Vehicular Access & Visibility

The existing access will be widened and improved to form a bellmouth access suitable of accommodating two cars passing and refuse collection vehicle. The access road will comprise 4.8m width. Swept path tracking diagrams within the TS demonstrate that a refuse collection vehicle and fire appliance can manoeuvre into, turn within the site and exit to the public highway in a forward gear.

Vehicular visibility splays of 2.4m by 43m have been demonstrated at the site access, onto Horsemere Green Lane. This is inline with Manual for Streets Stopping Sight Distance (SSD) coefficients for 30mph speeds. Considering the straight road alignment and WSCC speed survey data from 2017, it is considered that cars could be exceeding the posted limit. Speed survey data from 2017 suggest 85th percentile speeds of 37mph in vicinity of the site. This would require splays of 58m. Nevertheless, an inspection of WSCC mapping indicates that splays in excess of this are achievable entirely within the publicly maintained highway. Consequently, the LHA does not raise any concerns to the achievable visibility at the site access on to Horsemere Green Lane.

Accessibility

The indicative plans show an internal footway to segregate pedestrians from vehicular traffic. However, the footway appears to terminate at the site access (eastern side). It would be beneficial in terms of pedestrian safety and accessibility for the footway to continue along southern side of Horsemere Green Lane to link in with existing footway on junction of Appletree Walk/ Haven. This should be 2m wide footway and can be provided along with the access highway modification works (under agreement with WSCC Implementation team). There is existing footway across nearby junctions and a contribution was sought under the s106 agreement for CM/1/17 for additional footway on Horsemere Green Lane. In light of this it is considered that provision of small section of footway to tie in to existing pedestrian infrastructure network would be a suitable contribution from the developer to improve pedestrian accessibility of the site.

Trip Generation

The TS refers to a TRICs (Trip Rate Information Computer Systems) database assessment which was carried out to determine anticipated additional trips from the development. Similar sites and suitable parameters were employed including privately owned houses. The resulting figures indicate that the development could see an additional 5 x two-way vehicle movements in the AM peak and 4 x two-way in PM peak. Such an increase in vehicular movements to the nearby road network is not considered to result in a highway capacity issue.

Parking

The Parking Strategy Plan indicates that a total of 22 x allocated car parking spaces will be provided across the development. This is based on 3 x spaces per 4-bedroom and 2 x spaces per 3-bedroom and 2-bedroom unit. This is inline with parking provision requirements set out in the Arun District Council Supplementary Planning Document (SPD), due to the rural location. The SPD also sets out that visitor parking should be provided at a rate of 20% of total number of units. On this basis, an additional 2 x visitor car parking spaces should be provided and the applicant should consider provision of this. The applicant should also consider providing electric vehicle charging points, for example within the proposed car barns.

Bicycle parking should be provided at 1 space per 1 & 2 bedroom unit and 2 space per 3+ bedroom unit. It is expected that this would be provided with separate secure facility per plot (garden shed) and details could be secured via condition.

Conclusion

In summary the principle of residential development is acceptable and not anticipated to result in highway safety or capacity concerns. Nevertheless, the applicant should consider providing additional visitor car parking and electric vehicle charging infrastructure. They should also demonstrate new section of footway along Horsemere Green Lane linking the site access to Appletree Walk.

Please ask applicant for this additional information/ modifications and re-consult.

Katie Kurek
West Sussex County Council – Planning Services