

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	15 January 2020
LOCATION:	Atherington Lodge, Climping Street, Climping, BN17 5RN
SUBJECT:	CM/65/19/PL Demolition of existing dwelling & construction of new dwelling on existing footprint of original & retaining the same vernacular style - (Resubmission of CM/33/19/PL) Departure from the Development Plan.
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 demolition of an existing dwelling and construction of a new dwelling on the existing footprint. The site is located on an unadopted lane north of Climping Street, an unclassified road subject to a speed limit of 30 mph. Works for this proposal commenced on 01/04/2019.

WSCC in its role as Local Highway Authority (LHA) previously received a highways consultation request for this site for application CM/33/19/PL. The LHA raised no objections to this proposal. The applicant withdrew this application.

Access and visibility

No alterations are proposed for the access. Visibility at the junction with Climping Street appears sufficient for the anticipated road speeds. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest the junction is operating unsafely or that the proposal would exacerbate an existing safety concern. Given that this proposal is a like for like replacement dwelling, there would be no concerns raised regarding a potential intensification of use of the site access.

Parking and turning

The applicant has not provided details in regards to vehicular parking. WSCC adopted new parking standards in August 2019 and as such, requirements may differ now compared with the previous submission for this site.

The WSCC Car Parking Demand Calculator indicates that the proposed dwelling would create a demand for three car parking spaces. There appears to be sufficient space on-site to accommodate three car parking spaces. From inspection of the plans, on-site turning also appears to be achievable, allowing vehicles to exit onto Climping Street 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, the Local Highways Authority (LHA) request that developers provide all new homes with electric vehicle (EV) charging points. Based upon current EV sales rates within West Sussex, the applicant should provide a minimum of 20 % of all proposed parking spaces with active charging points, with ducting in place for the remaining 80% to provide 'passive' provision for future upgrades. Due to the small-scale nature of this proposal, the anticipated provision of active EV spaces for this development would be one space, in accordance with the above WSCC guidance and Arun Local Plan policy.

Secure and covered cycle storage was not demonstrated in the plans. WSCC parking standards for dwellings with three or more bedrooms require cycle parking for at least two cycles. The existing garage could be utilised for cycle parking. The inclusion of cycle storage increases the sustainability of the property by offering alternative modes of transport to the private car.

Sustainability

The site is located in an area that lacks immediate amenities. However, the nearest Primary School is situated 1.4 miles to the north, approximately 8 minutes by cycle. The closest shops are at least 2.5 miles away from the site. In terms of public transport, bus stops situated 15 minutes away on foot offer connections towards Chichester and Littlehampton. Both Ford and Littlehampton Train Stations are approximately 14 minutes from the site by cycle.

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:

Conditions

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.

Kyran Schneider
West Sussex County Council – Planning Services