

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	WSCC - Highways Authority
DATE:	25 October 2021
LOCATION:	22 Vermont Drive, East Preston, BN16 1LA
SUBJECT:	EP/125/21/PL Demolition of existing single storey projection on host dwelling, removal of swimming pool and erection of 1 No. detached 1 1/2 storey self-build dwelling with detached garage building on existing garden land. This application is in CIL Zone 4 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.

Summary

This proposal is for the demolition of existing projection, removal of swimming pool and erection of a detached residential dwelling with detached garage. The site is located on Vermont Drive, an unclassified residential road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

The applicant proposes vehicular access from the existing shared driveway. From inspection of the plans, there are no apparent visibility issues with the existing point of access on to the maintained highway. The LHA does not anticipate that the addition of one dwelling would give rise to a significant material intensification of movements to or from the site.

Parking and Turning

The applicant proposes three car parking spaces for this development, in the form of a single-bay garage and driveway with provision for two cars. Under Arun Parking Standards, the LHA would anticipate that a dwelling of this size in this location should provide parking provision for at least three cars. Therefore, the LHA considers the proposed parking provision to be sufficient.

However, the LHA notes that the proposed garage falls short of the minimum internal dimension requirements of 3m x 6m, as set out in Manual for Streets (MfS), to be considered for parking provision. The garage as proposed has approximate internal dimensions of 2.9m x 5.3m, which may be too small for modern cars to be accommodated within. Therefore, the LHA advises the applicant to enlarge the proposed garage, so that it can be considered for vehicular parking provision.

Notwithstanding the above, from inspection of the plans, three cars could be accommodated within the proposed driveway. On-site turning appears achievable, although this may be restricted if more than two cars are parking on the driveway.

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, there appears to be sufficient space within the proposed storage room of the garage building to accommodate at least two cycles, in accordance with Arun Parking Standards.

Sustainability

The site is situated in a sustainable location within walking distance of local services and amenities. Cycling is a viable option for travel in the local area. Regarding public transport, regular Coastliner services can be caught from nearby road Fairlands. Angmering Train Station is located approximately 1.6km northwest of the site.

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 111), 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 required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. 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