

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| <b>TO:</b>                      | Arun District Council<br>FAO: Andrew Wood                                                                                                                       |
| <b>FROM:</b>                    | WSCC - Highways Authority                                                                                                                                       |
| <b>DATE:</b>                    | 15 January 2020                                                                                                                                                 |
| <b>LOCATION:</b>                | 4 Beechlands Cottages & Land adjacent, Beechlands Close, East Preston, BN16 1JT                                                                                 |
| <b>SUBJECT:</b>                 | EP/168/19/PL<br><br>1 no. dwelling & alterations to roof of existing dwelling (4 Beechlands Cottages) including the provision of new dormer to front elevation. |
| <b>DATE OF SITE VISIT:</b>      | N/A                                                                                                                                                             |
| <b>RECOMMENDATION:</b>          | Advice                                                                                                                                                          |
| <b>S106 CONTRIBUTION TOTAL:</b> | 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 an end of terrace dwelling and alterations to an existing dwelling. The site is located on Beechlands Close, an unclassified no through road subject to a speed limit of 30 mph.

WSCC in its role as Local Highway Authority (LHA) previously received a highways consultation request for a similar proposal for this site under application EP/41/17/PL. The LHA raised no objections to this proposal. The planning authority permitted the application.

### Access and Visibility

The proposed parking space will utilise the existing dropped kerb fronting the property. There are no apparent visibility issues at this access. 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 existing arrangement is operating unsafely or that the proposal would exacerbate an existing safety concern.

The side access that currently serves garages to the rear will be reduced in width to approximately 3m at its narrowest point. The LHA notes that two vehicles will not be able to pass one another whilst using this access. However, given that the garages are anticipated to generate a low level of traffic, the likelihood of conflict between two vehicles would be negligible. Furthermore, there is sufficient width for vehicles to pull in from the highway at the entrance and wait for an oncoming vehicle to exit.

### Parking and Turning

The applicant proposes one off-street car parking space for the new dwelling. The parking bay meets the minimum specifications for single car bays as set out in Manual for Streets (MfS). The WSCC Car Parking Demand Calculator has indicated that a dwelling of this size in this location would create a demand for three car parking spaces. Therefore, overspill parking would have to be accommodated on-street.

Whilst on-street parking is limited in the immediate vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be considered detrimental to highway safety. From experience from other similar applications, it is extremely difficult to substantiate that a shortfall of two car parking spaces will result in an unacceptable highway safety issue and therefore not considered a justification for refusal on highways grounds. The planning authority may wish to consider the amenity implications caused by a small increase in on-street car parking demand.

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.

In terms of cycle parking, the applicant proposes a shed to the rear of the plot, which will be utilised for cycle storage. Under WSCC parking standards, residential dwellings with three or more bedrooms should provide secure and covered cycle parking for at least two cycles. The inclusion of cycle parking helps promote the use of sustainable alternative modes of transport to the private car.

On-site turning does not appear achievable, so vehicles may have to exit the site in a reverse gear. However, Beechlands Close has good forward visibility and neighbouring properties operate similar arrangements with no known highway safety concerns.

#### Sustainability

The site is located in a sustainable location within walking and cycling distance from schools, shops and other services and amenities. Bus stops with regular services to Littlehampton and Brighton are situated close by on Fairlands. Angmering Train Station is an approximate four-minute cycle. Cycling is therefore a viable option in the area and a feasible alternative to the private car.

#### 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:

#### *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 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**