

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gadner
FROM:	WSCC - Highways Authority
DATE:	12 August 2021
LOCATION:	2 The Poplars, Ferring, BN12 5QL
SUBJECT:	FG/129/21/PL Demolition of existing semi detached dwelling and erection of new detached dwelling. This site 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 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 erection of a replacement dwelling. The site is located on The Poplars, a privately maintained road; therefore, these comments are for your advice only. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

The proposed dwelling will be served via an access on the privately maintained road. If any works to this access are proposed, the applicant will be required to contact the proprietor of The Poplars to obtain formal approval for any access works.

Access to the maintained highway network can be via Sea Lane or Ferringham Lane. As this application is for a replacement dwelling, the LHA does not anticipate that this proposal would give rise to a material intensification of movements on the maintained highway network.

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 nearby road network is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes one car parking space to serve the dwelling. Under Arun Parking Standards, the LHA would anticipate a dwelling of this size in this location to provide at least two car parking spaces. Therefore, overspill parking would have to be accommodated on-street.

Whilst the LHA does not anticipate that the shortfall of one car parking space would result in a highway safety concern, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

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.

On-site turning does not appear achievable, so cars may have to exit the site onto The Poplars in a reverse gear. However, this is not anticipated to result in a highway safety concern.

Regarding cycles, the applicant has demonstrated cycle parking provision for two cycles, in accordance with Arun Parking Standards. The inclusion of cycle parking provision helps promote the use of sustainable transport methods.

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.

Kyran Schneider
West Sussex County Council – Planning Services