

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Andrew Wood
FROM:	WSCC - Highways Authority
DATE:	10 April 2019
LOCATION:	Land adjacent to 2, The Grove, Ferring, BN12 5JA
SUBJECT:	FG/30/19/PL 1 No. 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 Planning Services 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 a new 2-bedroom bungalow adjacent to 2, The Grove. The site is located on a privately maintained road; consequently these comments are for your advice only.

Access and Visibility

The point of access onto the publically maintained highway at is at Ferringham Lane, an unclassified road subject to a speed limit of 30 mph. Ferringham Lane to the north is publically maintained, however immediately south of the junction with Brook Lane, Ferringham Lane becomes privately maintained. As the south of Ferringham Lane is not publically maintained, visibility cannot be assessed by the LHA, but visibility to the north appears sufficient.

An inspection of data supplied to WSCC by Sussex Police over a period the past five years reveals that have been no recorded injury accidents within the vicinity of the site resulting from road layout. Therefore there is no evidence to suggest the junction is operating unsafely. The addition of one dwelling is not anticipated to exacerbate an existing safety concern, or result in a significant material intensification of use at the site.

Parking and Turning

A driveway with space for 2 car parking spaces is provided in the plans. The WSCC Car Parking Demand Calculator indicates that a property of this size in this location would require 2 parking spaces. At least 2 cars could park sufficiently in the space provided.

Cycle storage has also been demonstrated in the plans. By including secure and covered cycle storage in the plans, this can improve the sustainability of the proposed dwelling by reducing the need to travel by car, and reduce car parking pressures in the local vicinity.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact 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:

Condition

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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

Kyran Schneider
West Sussex County Council – Planning Services