

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	30 July 2019
LOCATION:	The Old Flint House, Church Lane, Ferring, BN12 5HR
SUBJECT:	FG/76/19/OUT Application for outline planning permission for the erection of 1No. dwellinghouse in rear garden - This application may affect the character & appearance of Ferring Conservation Area. This application affects a Public Right of Way.
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 outline planning permission for the erection of 1 dwelling. The site is located on Church Lane, a privately maintained lane. Consequently, these comments are for your advice only. Sought matters include access, layout and scale.

Access and Visibility

The existing gated access via Church Lane will be shared by both the existing and proposed dwelling. Access onto the maintained highway network is at the junction with Greystoke Road, an unclassified road subject to a speed limit of 30mph. Visibility at the junction is sufficient and 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 junction. Therefore there is no evidence to suggest the junction is operating unsafely or that the addition of a single dwelling would exacerbate an existing concern.

This part of Church Lane is also maintained as Public Footpath No. 2113_1. It is conceivable that the Public Right of Way (PROW) will be affected by an increase in vehicular traffic either before or after the development is completed. Developers/landowners should ensure that the public use of the PROW takes precedence over private vehicular traffic. It is a criminal offence to damage the surface of a PROW and the consent of the County Council must be sought for the route to be resurfaced even if the surface is to be improved. The applicant would be liable for any damage to the surface arising from his exercise of private access rights.

Parking and Turning

2 car parking spaces were demonstrated in the plans for the proposed dwelling. The WSCC Car Parking Demand Calculator indicates that 2 car parking spaces would be required for a dwelling of this size in this location, which the plans meet. The demonstrated bays also meet the minimum specification for single car bays of 2.4m x 4.8m as set out in Manual for Streets (MfS).

The proposed works will require the demolition of an existing garage, resulting in the loss of 1 car parking space for the existing dwelling. However, there still appears to be sufficient space on-site to meet their anticipated parking demand.

Turning on-site will be achievable, allowing vehicles to exit the site onto the maintained highway in a forward gear.

Sustainability

The site is situated in a sustainable location within walking distance of shops and schools. Nearby bus stops on Ferringham Lane offer hourly services to Worthing. Alternatively, bus stops an approximate 4 minute walk away on Ferring Street offer regular connections towards Littlehampton and Brighton. Goring-by-Sea Train Station is 6 minutes from the site by cycle.

Cycling is a viable option in the area. Cycle storage is proposed for the site. The inclusion of secure and covered cycle storage will increase the sustainability of the proposed dwelling by offering alternative modes of transport 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 and informatives should be applied:

Car parking spaces (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