

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Richard Castro-Parker
FROM:	WSCC - Highways Authority
DATE:	28 August 2019
LOCATION:	Land adjacent to 3 Wicks Farm Cottages, Ford Lane, Ford, BN18 0DQ
SUBJECT:	F/18/19/PL 1 No new dwelling. This application is a Departure from the Development Plan.
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.

This proposal is for the erection of a new dwelling on land adjacent to 3 Wicks Farm Cottages. The site is located on Ford Lane, a C-classified road subject to a speed limit of 40mph in this location.

Vehicular access to the site is proposed to the rear via the existing private access track which serves the existing dwellings and agricultural use. Visibility onto Ford Lane appears sufficient to the west, but restricted to the East. However, weight is given to the fact that this is an existing access serving a number of dwellings and agricultural use. The addition of one dwelling is not anticipated to result in a material intensification of the access onto Ford Lane. Furthermore, an inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is operating unsafely or that the addition of a single dwelling would exacerbate an existing safety concern.

Two car parking spaces are proposed for the dwelling. The WSCC Parking Guidance (adopted August 2019) expects that a minimum of three parking spaces would be required for a dwelling of this size and location. There appears to be sufficient space on site for this provision to be accommodated. Details of parking can be secured via condition. The proposed plans indicate that vehicles will be able to turn on site and exit onto the publicly maintained highway in a forward gear.

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 new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. Due to the small scale nature of this proposal, the anticipated provision of active EV spaces for this development would be 1 space and should be provided in accordance with the above WSCC guidance and Arun Local Plan policy.

The site is located within a rural area. Although the site is within walking distance of Ford train station and local shops and services within Yapton, including a Primary School, doctors surgery and convenience store; Ford Lane is an unlit, National Speed Limit road, with no footways. As such

it is anticipated that residents of the proposed dwelling are unlikely to walk to these facilities and there will be a reliance upon the private car in this location. Secure and covered cycle storage for at least 2 bicycles should be provided for the proposed dwelling to encourage sustainable transport methods, although it is acknowledged that inexperienced cyclists may be deterred from cycling in this location.

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:

Conditions

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 use.

Reason: To provide car-parking space for the use.

Cycle parking (details required)

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.

Nicola Fry
West Sussex County Council – Planning Services