

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Zac Denton
FROM:	WSCC - Highways Authority
DATE:	9 December 2020
LOCATION:	Land East Of Kingston House, Kingston Lane, Kingston, BN16 1RP
SUBJECT:	K/54/20/PL Single storey 4 bed dwelling & stable block (resubmission following K/16/19/PL. This application is a Departure from the Development Plan & is in CIL Zone 3 & is CIL Liable.
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 erection of a single-storey four-bedroom dwelling and stable block. The site is located off Kingston Lane, an unclassified road subject to national speed limit in this location. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

The applicant proposes to utilise the existing access on Kingston Lane. A private access track, which is partly maintained as Public Footpath no. 2114_1, shall connect the proposed dwelling to the maintained highway. There are no apparent visibility issues with the existing point of access onto Kingston Lane. The LHA does not anticipate that this proposal would give rise to a significant material intensification of movements to or from the site.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

For vehicular parking provision, the applicant proposes a double-car garage and driveway for this development. The garage is of suitable size to allow for two car parking spaces, in accordance with the minimum specifications for garages set out in Manual for Streets (MfS). There is also additional space for at least two car parking spaces within the driveway, and space for on-site turning. Under Arun Parking Standards, at least three car parking spaces would be required for a dwelling of this size in this location. Therefore, the LHA considers the proposed parking provision to be sufficient.

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.

Regarding cycle parking, this could be accommodated either within the double-car garage or the shed. The inclusion of secure and covered cycle parking helps promote the use of sustainable alternative modes of transport to the private car.

Sustainability

The LHA is mindful that this section of Kingston Lane lacks a footway and street lighting, which may deter pedestrians. Notwithstanding this, the site is situated in a location within walking/cycle distance of most services and amenities. Cycling is a viable option in the area. Regular Coastliner bus services can be caught from North Lane, approximately 450m northwest of the site. Angmering Train Station is located approximately 1.9km northwest of the site.

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 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.

Electric Vehicle Charging Spaces

No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Kyran Schneider
West Sussex County Council – Planning Services