

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Ms Myer
FROM:	WSCC - Highways Authority
DATE:	14 July 2020
LOCATION:	Land north of Springfield House Cross Road Rustington BN16 2ST
SUBJECT:	R/102/20/PL 1 No. detached 5-bedroom house with attached single storey double garage & carport.
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 Local Development 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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

This proposal is for construction of 1 x 5 bedroom dwelling with attached single storey double garage and carport. The site is located on Cross Road which is a privately maintained road, subsequently these comments are for your advice only.

Access to the publicly maintainable highway for vehicles, takes place at an established point of access with Jervis Avenue, which is an unclassified road subject to 30mph speed limit.

The proposal includes construction of a new access onto Cross Road to serve the proposed dwelling. The applicant should communicate with the private proprietor of Cross Road and obtain formal approval to carry out the site access works.

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 at the access point with Jervis Avenue. Therefore there is no evidence to suggest that the addition of a single dwelling would exacerbate an existing safety concern.

Given that the private road serves several other dwellings, the addition of 1 dwelling is not anticipated to result in a material intensification of use onto Jervis Avenue.

Onsite parking provision will be provided within the proposed garage, car port and the hardstanding area. The proposed garage measures circa 6 x 7.5m internally and this would be adequate to accommodate 2 vehicles including space for cycle storage. The proposed car port also has the adequate dimensions of at least 2.4 x 4.8m per parking bay as outlined in Manual for Streets guidance. The WSCC Car Parking Demand Calculator (PDC) would expect at least 3 parking spaces (on unallocated basis) for 4+ dwelling in this location. Under the revised WSCC parking guidance, each garage space (3 x 6m) counts as 0.5 of a parking space, and as such, each double

garage (6 x 6m) counts as one parking space towards the expected provision. The WSCC Parking Demand anticipates that the proposed parking provision is sufficient for this development.

The proposed plans annotate EV parking facility within the proposed garage. The Arun Car Parking standards states that 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 a garage and driveway, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards (adopted January 2020). Details of this can be secured via planning condition.

The driveway appears to be of sufficient size to enable vehicles to turn and egress in forward gear.

Sustainability

The site is situated within a residential area in East Preston. In order to promote the use of sustainable transport methods, the LHA recommends that covered and secure cycle storage is provided for the dwelling. The proposed ground floor plan demonstrates space for cycle storage within the proposed garage and these details are acceptable.

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 this application, the following conditions and informative are advised.

Informative

The applicant is advised to contact the proprietor of Cross Road to obtain formal approval to carry out the site access works on the private lane.

Conditions

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 proposed ground floor plan 2002 Rev 4. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

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.

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 proposed ground floor plan 2002 Rev 4.

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

Anastasia Toleva
West Sussex County Council – Planning Services