

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	14 October 2019
LOCATION:	Mill Ball, Binsted Lane, Binsted, BN18 0LJ
SUBJECT:	WA/97/19/PL 1 No. replacement 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 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 replacement dwelling. The site is located on Binsted Lane, an unclassified road subject to national speed limit.

WSCC in its role as Local Highway Authority (LHA) was previously consulted regarding highways matters for this site under application WA/81/10, raising no objections. This application was refused on grounds unrelated to highways.

Access and Visibility

The existing access on Binsted Lane is to be utilised and no alterations are proposed. There are no apparent visibility issues at the point of access. 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 site. Therefore there is no evidence to suggest the access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

4 existing car parking spaces are to be retained for this development. The WSCC Car Parking Demand Calculator has indicated that a property of this size in this location would require at least 3 car parking spaces. Therefore the proposed parking provision is considered sufficient to meet the anticipated parking demand for this property.

The proposed parking area is of sufficient size for the parking bays to meet the minimum specifications for single car bays of 2.4m x 4.8m as set out in Manual for Streets (MfS). There is also sufficient room for on-site turning to be achievable, allowing vehicles to exit the site 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.

4 cycle parking spaces are proposed for this development. However, this was not demonstrated in the plans. Under WSCC parking standards, dwellings with 5 or more rooms would require at least 2 secure and covered cycle parking spaces. The inclusion of cycle parking helps promote the use of sustainable alternative modes of transport to the private car.

Sustainability

The site is situated in a rural location that lacks access to immediate amenities. The nearest primary school is situated in Walberton, approximately 1.2 miles from the site. The nearest convenience store is situated 2.7 miles from the site in Yapton.

The nearest bus connections can be caught from the B2132, 0.8 miles away, which offer 5 services per day to Chichester and Arundel. Barnham Train Station is an approximate 15 minute cycle from the site.

Cycling is a viable option for experienced cyclists. Binsted Lane lacks a footway and is mostly unlit. Consequently, future residents may have a reliance on 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 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 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