

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	17 March 2021
LOCATION:	North Barn Hoe Lane Flansham PO22 8NT
SUBJECT:	Y/22/21/PL Change of use from existing open barn to 1 No. dwelling (C3 Dwelling House), refurbishment & single storey extension to North elevation (renewal of permission Y/60/16/PL, amended with Y/53/19/NMA). This site is in CIL Zone 3 and is CIL Liable as new dwelling & may affect the setting of a listed building.
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

The proposal is for the change of use of an agricultural barn to a single two bedroom dwelling with associated parking area. The site is accessed from a private forecourt area which joins on to a section of Hoe Lane which is 'D' classified and a no through road at this point. Hoe Lane is rural in nature and subject to a 30 mph speed restriction in this location.

The LHA was previously consulted on the now-lapsed permission under ref: Y/60/16/PL and raised no highway safety concerns.

The dwelling will utilise the existing access via Hoe Lane. A parking area for two cars has been included within the curtilage of the site with an opening on to the private forecourt area approximately 5 m wide. This is sufficient for a car to pass through.

There appears to be sufficient space for parking and turning on site. The WSCC Car Parking Demand Calculator envisions that a development of this size and location should be provided with two car parking spaces therefore the LHA are satisfied that parking provision has been met. There have been no recorded collisions within the past three years in the vicinity and it is not envisioned that the change of use would exacerbate any existing safety concern.

The site is rural in nature and does not benefit from street lit footways. There are limited retail and other amenities within the vicinity such as a local farm shop. However, the nearest bus stop is 5 minute walk distant on the A259 which provides services on to Gatwick and Littlehampton. Cycling would be an attractive mode of sustainable transport in this location and the applicant has provided a separate cycle storage shed within the curtilage of the site. This should be kept in perpetuity.

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 (adopted January 2020).

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 then the following conditions are advised:

Conditions

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

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.

Nicola Fry
West Sussex County Council – Planning Services