

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Ms M Tomalova
FROM:	WSCC - Highways Authority
DATE:	12 March 2021
LOCATION:	Kings Close Yapton BN18 0EX
SUBJECT:	Y/23/21/OUT Outline planning application with all matters reserved for 1 No. 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 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.

West Sussex County Council was consulted previously on highways matters for this location under planning application no. Y/97/20/PL which sought approval for construction of 2 x 3-bedroom dwellings with associated access and parking. No highways objections were raised, however this application was refused planning permission.

The outline application with all matters reserved is for construction of 1 dwelling.

The site is located on Kings Close, 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 Main Road (B2132), which is a B-classified road subject to 30mph speed limit. There are no proposed alterations to the existing access onto Main Road.

Visibility Splays at the access point with Main Road appear restricted to the western side, however it is appreciated that the access is exiting and it has been operating for some time without any evidence of highway safety concern.

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 Main Road. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

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

Parking and turning

Details of the proposed parking and turning layout should be demonstrated at the reserved Matters stage. Parking provision should be provided in accordance with WSCC Car Parking Demand calculator (PDC).

Each parking space outside of a garage should meet the minimum requirements of 2.4x4.8m. If garage is to be provided, then the minimum requirements as set out in Manual for Streets (MfS) should be 3x6m for a single garage. This includes internal area for bicycle storage. A turn on site should be provided to enable vehicles to exit onto the public 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 all new developments. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Arun Parking Standards (adopted January 2020). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this should be demonstrated at Reserved Matters stage.

Sustainability

The site is situated in a rural residential area therefore; the occupants of the proposed dwelling will be reliant upon a use of a car. Covered and secured cycle storage should be provided as an alternative transport mode and this should be demonstrated at Reserved Matters stage.

The Local Highway Authority (LHA) will advise the relevant informative and conditions upon the Reserved Matters stage.

Conclusion

In principle, the LHA does not consider that this outline application with all matters reserved for an additional dwelling would result in 'severe' impact on the operation of the Highway Network, therefore is no contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

Anastasia Toleva
West Sussex County Council – Planning Services