

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	3 February 2022
LOCATION:	Land adjacent to Bonhams & Flints, Hoe Lane, Flansham, PO22 8NP
SUBJECT:	Y/7/22/PL Erection of 4 No dwelling with access from Hoe Lane and associated landscaping, including native orchards and wildflower meadows. This application is a Departure from the Development Plan and is in CIL zone 3 and is CIL Liable as new dwellings.
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.

Summary and Context

This proposal is for the erection of four four-bedroom dwellings with access from Hoe Lane and associated development. The site is located on Hoe Lane, an unclassified road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The LHA previously provided consultation advice for this site for application Y/20/18/OUT, raising no objections. The Local Planning Authority (LPA) refused the application on grounds unrelated to highways, and a subsequent appeal was dismissed.

Access and Visibility

The applicant proposes to utilise the existing vehicular access on Hoe Lane for this development. The Transport Statement states that the proposals include a potential widening of the existing access by 1m. There would be a benefit to implementing this, as this would improve visibility and allow for better manoeuvrability for service vehicles accessing the development.

Considering the scale of the proposed development, the LHA does not anticipate that the proposals would give rise to a significant material intensification of movements to or from the site. From inspection of the plans and Local Mapping, there are no apparent visibility issues with the existing point of access on to Hoe Lane. The Transport Statement has demonstrated suitable visibility splays (2.4m x 30.7m to the northwest and 2.4m x 29.5m to the southeast) in accordance with Stopping Sight Distances for vehicle speeds recorded in this location.

Parking and Turning

The applicant has demonstrated 13 car parking spaces for this development, comprising of four double-bay garages and five parking bays. Under Arun Parking Standards, the LHA would expect a parking provision of at least 12 parking spaces for a development of this size and location. Therefore, the LHA considered the proposed level of parking provision to be sufficient.

However, from inspection of the plans, the proposed garages do not meet the minimum specifications to be considered for parking provision. The applicant is requested to enlarge the garages to meet the minimum internal dimensions for double-bay garages of 6m x 6m as set out in Manual for Streets (MfS). It should be noted that the applicant intends to utilise the garages for cycle parking; the applicant should enlarge the garages to MfS specifications to be considered for cycle parking provision also.

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 on-site turning, the applicant has demonstrated on-site turning for both a fire appliance and refuse vehicle via swept path tracking, to the satisfaction of the LHA.

Sustainability

The site is located within walking/cycle distance of local services and amenities. Cycling is a viable option for travel in the local area. Bus stops on nearby Flansham Lane provide regular Coastliner services to Littlehampton and Chichester.

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 111), 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:

Access (details required, access provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. 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