

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Ms M Tomalova
FROM:	WSCC - Highways Authority
DATE:	7 October 2020
LOCATION:	Kings Close Yapton BN18 0EX
SUBJECT:	Y/97/20/PL 2 No 3-Bedroom semi-detached, two storey dwellings, car parking, associated landscaping & access to Main Road. This application is in CIL Zone 2 & is CIL Liable.
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 seeks approval for construction of 2 x 3 bedroom dwellings with associated access and parking. 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 2 dwellings is not anticipated to result in a material intensification of use onto B2132.

The proposed parking provision for the new dwelling will provide 4 parking spaces, 2 for each dwelling. The WSCC Car Parking Demand Calculator (PDC) would expect 3 parking spaces for each dwelling to be provided. Each parking bay complies with the minimum requirements of 2.4 x 4.8m per single parking bay as outlined in Manual for Streets (MfS) guidance.

The potential overspill parking is not anticipated to result in a highway safety concern, given that there are comprehensive parking restrictions preventing vehicles to park at places that are

detriment to the highway safety. However the LPA may wish to assess any implications on on-street parking from an amenity perspective.

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 can be secured via condition and a suitably worded condition is advised below.

The proposed site plan demonstrates cycle provision for each dwelling and these details area 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 are advised.

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 site plan drawing no 19006-PL02 Rev A. 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 spaces 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 site plan drawing no 19006-PL02 Rev A

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