WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO:Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	16 November 2022
LOCATION:	88 Crabtree Lane Lancing BN15 9PN
SUBJECT:	AWDM/1747/22 Amendments to application approved at appeal AWDM/1953/19 - Construction of 3 bedroom two storey detached chalet bungalow in the rear garden with associated parking, storage and access (existing attached garage to be demolished). Amendments: Removal of flat roof at ridge level and formation of conventional pitched roof with resulting increase in ridge height. Addition of rooflight to rear roofslope. Replacement of ground floor bedroom window to rear with French doors.
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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

West Sussex County Council was consulted on Highways Matters for this proposal under planning application AWDM/1953/19 which sought an approval for construction of 1 x 3 bedroom bungalow and demolition of the existing garage. No highways objections were raised, however this application was refused by the LPA. The refusal was subject to an approved appeal.

The proposal is of similar nature to AWDM/1953/19 and seeks an approval for construction of a 3-bedroom dwelling. The site is located on Crabtree Lane which is a C-classified road subject to 30mph speed limit.

Access and Visibility

Access to the proposed dwelling will be utilised through the existing access arrangement and will be shared with the existing dwelling (88 Crabtree Lane).

Visibility splays at the existing access appear sufficient for the posted speed limit, and data supplied to WSCC by Sussex Police over the period of the past five years reveals no recorded injury accidents within the vicinity of the site. 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 the small-scale nature of the proposal and the existing dwelling making use of the same access arrangements, this proposal is not anticipated to result in a material intensification of use onto Crabtree Lane.

Parking and Turning

Parking provision of 2 spaces is proposed to serve the new dwelling. The WSCC Car Parking Calculator would expect 3 spaces to be provided for dwelling of this size and location. The proposed parking bays are of sufficient size to accommodate two vehicles considering the Manual for Streets guidance for minimum of 2.4 x 4.8m per parking bay. The shortfall of one space is likely to be occasional visitor parking and it is not anticipated to occur on the public highway given that there are comprehensive restrictions prohibiting vehicles to park on places that would be detriment to the highway safety. The demolition of the existing garage may result in a loss of parking space for the existing dwelling. The Local Planning Authority (LPA) may wish to consider the potential overspill parking from an amenity perspective.

Given the recent changes to the Building Regulations Approved Document S (Infrastructure for the Charging of Electric Vehicles), it may be that the provision of EV charging is now covered under separate legislation to planning. Therefore, WSCC as Highway Authority have no comment to make upon the EV charging provision as a result of this planning application. However, the planning case officer should check whether the development is being built under the old Building Control regulations, in place prior to June 15th 2022, and if they are, it may be appropriate to secure EV charging provision through the planning process.

The turning area measures circa 7.4m and which is sufficient to allow vehicles to turn and egress in forward gear.

Fire Appliances

Building Regulations state that fire appliance need to be able to get within 45m of a dwelling and any access required to get within this distance can only be reduced to 2.75m as a minimum. The actual space required to operate at the scene of a fire is 3.7m. The rear side of the proposed bungalow is approximately 52m distant from the nearside edge of the carriageway. While these matters are strictly not planning matters, it is in the interest of the applicant to ensure that the proposal is compliant with building regulations policies prior to determination.

Refuse collection

Refuse and recycling collection arrangements would most likely be kept on site. Manual for Streets (MfS)states that residents should not have to travel over 30m to put bins out and collection vehicles should not have to travel in excess of 25m to collect/deposit bins. This is, however, a matter of amenity for the Local Planning Authority (LPA) to consider. The applicant is advised to contact the waste disposal authorities to ascertain whether the practise would be acceptable.

Sustainability

The site is situated within a close walking distance from local shop and amenities in Lancing. The closest bus stop are approximately 1-2 min walk in both directions of the dwelling, providing services to Tarring and Steyning. Lancing train station is approximately 9 min walk/3 min cycling. In order to promote the use of sustainable transport method, the applicant is advised to provide secure and covered cycle parking provision. Details of this can be secured via planning condition.

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 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 planning amendment drawing. 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.

Anastasia Toleva
West Sussex County Council – Planning Services