WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO:Gary Peck
FROM:	WSCC - Highways Authority
DATE:	10 February 2022
LOCATION:	36 Barfield Park Lancing West Sussex BN15 9DG
SUBJECT:	AWDM/2126/21 Construction of two dwellings along with provision of landscaping and a vehicle crossover on to Mash Barn Lane. Demolition of garage and provision of 2 parking spaces to 36 Barfield Park. (36 and 37)
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.

WSCC acting as the Local Highway's Authority (LHA) refer to your consultation in respect of the above planning application and would provide the following comments.

Site Context & History
The access onto the application site is located on Marsh Barn Lane, a public maintained highway.

The LHA would view said road to be set within an urban setting and be low trafficked.

The road is subject to a 30-mph speed limit. No current speed survey data is located within a reasonable distance of the access that would state otherwise.

As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

West Sussex County Council were previously consulted on highway matters for this location. The LHA requested clarity on the Vehicle Access, Pedestrian Access and Parking Provision.

Access
The plans demonstrate the Shared Vehicle Crossover (VCO) measuring 9.24 metres in width at the kerbside.

The applicant has proposed an informal pedestrian access path across the development, with the intentions to provide access to the training ground.

The applicant proposes to provide an access through a pedestrian cross over and 'Speed Hump'. Such details are generally not accepted at the licensing stage. Though in this instance, such a provision is not considered a highway safety concern. The applicant should be mindful that this may result in, if successful, a planning permission that

cannot be implemented. The applicant is advised to explore other access options. Details of which can be secured via a suitably worded condition.

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 collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the new access would operate unsafely.

With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the proposed access.

Vehicle, Cycle and EV Parking
The applicant has provided for each dwelling 2 hardstanding parking spaces and 1 garage space. The LHA also notes that the hardstanding is large enough to accommodate 1 additional space. The LHA would anticipate that the proposal will supply 3.5 parking spaces per dwelling.

The applicant has provided 50% EV parking coverage. The LHA accepts this provision.

Upon inspection of the plans and supporting documents the LHA concludes that the applicant proposes to supply a NIL cycle parking provision. The LHA advise the following,

The LHA wish to inform the applicant that MfS and WSCC guidance also considers the utilities a garage provides, specifically the cycle storage aspect. As such, the LHA believes it reasonable to presume that the garage will provide cycle parking and can be conditioned as such(condition found below).

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.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following conditions and informative:

Conditions
Access
The use of the car parking space(s) shall not commence until 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.

Parking
No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall always thereafter be kept 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 the approved site plan.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Informative
Vehicle Crossover – Minor Highway Works
The Local Highways Authority (LHA) advises the applicant that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee the permission of a Vehicle Crossover (VCO) licence.

Please see the following link on details pertaining to the licence application process:

https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/

Online applications can be made at the link below, alternatively please call 01243 642105.

https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/

Stephen Garrard
West Sussex County Council – Planning Services