

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mrs A Gardner
FROM:	Highways, WSCC
DATE:	07/12/2018
LOCATION:	Land to the north of, 68, Arundel Road, Angmering, Littlehampton, BN16 4LL
SUBJECT:	A/161/18/RES Approval of reserved matters following outline consent A/31/18/OUT for 2 No dwellings.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
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 Planning Services 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.

This application is for approval of reserved matters following outline consent of A/31/18/OUT for the erection of two three-bedroom dwellings. The site is located on Arundel Road, a C-classified road subject to a speed limit of 30mph in this location.

Access and Visibility

The plans submitted indicate that a new 3m wide shared access is proposed onto Arundel Road. However, this appears to scale off at 4m. As advised at Outline stage, the proposed access will require a licence and construction to a specification agreed with the Local Highways Engineer. The LHA also advised that considering the access is to be shared between two dwellings the access should be widened to 4.5m to allow two cars to pass.

Pedestrian visibility has been demonstrated, however these splays should be provided within the applicants own land, not within publically maintained highway. Provision of these splays would require that the proposed access be relocated slightly north. Pedestrian visibility splays should be taken 2m back into the access and a distance measured along the back of the footway for 2m on each side of the access. Boundary treatments should be maintained to a maximum height of 0.6m within these splays. Details of the widened access and pedestrian splays can be secured by condition.

Vehicular visibility at the proposed access has not been demonstrated by the applicant, however, an inspection of local and WSCC mapping indicates that visibility at this location is sufficient for the posted limit. An inspection of local mapping reveals that 2.4m by 43m is achievable entirely within the publically maintained highway, in line with guidance set out in Manual for Streets (MfS). It would appear that hedgerow within the public highway would require cutting back to maintain these splays. An inspection of data supplied to WSCC by Sussex Police over a period of the last five years shows that there have been no recorded injury accidents within the vicinity of the proposed site. As such, there is no evidence to suggest that the addition of two dwellings will give rise to a capacity concern or would exacerbate an existing safety concern.

Parking and turning

The proposed plans demonstrate a reduction in parking provision for the site than that demonstrated at Outline stage. A total of three parking spaces will be provided for the development. It has not been clarified whether these spaces will be allocated or unallocated. Based upon the three spaces remaining unallocated, the WSCC parking demand calculator expects that this is sufficient parking provision for a development of this size and location. If the applicant intends to allocate parking spaces, a minimum of four spaces will be required. The LPA may wish to consider the potential impacts of any overspill parking from this development on on-street parking from an amenity point of view. Each space meets minimum dimensions of 2.4 x 4.8m as set out in MfS. A turn on site has not been demonstrated but appears achievable in this location.

Sustainability

As previously established, the proposed dwellings are located within walking distance of a variety of local amenities, including two primary schools and a parade of shops in Angmering village. Bus stops are within walking distance of the dwellings, providing access into Shoreham-by-Sea, Worthing and Arundel. The applicant proposes to provide secure and covered cycle parking on site, further encouraging use of sustainable transport methods and reducing the reliance upon the private car.

Conclusion

The LHA does not consider that the principle of the proposal for two dwellings would have 'severe' impact 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 the application, the following conditions and informative should be applied:

Conditions

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

Pedestrian Visibility (details required)

No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the proposed site vehicular access onto Arundel Road in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

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 plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised 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 that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

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

Nicola Fry
West Sussex County Council – Planning Services