

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mrs A Gardner
FROM:	Highways, WSCC
DATE:	13/07/2018
LOCATION:	Land to the north of, 68, Arundel Road, Angmering, Littlehampton, BN16 4LL
SUBJECT:	A/31/18/OUT Outline application with all matters reserved for the erection of 2 No. 3 bedroom semi-detached properties with integral garages & associated landscaping works. This application is a Departure from the Development Plan. Amendment Received
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£N/A See below for breakdown.

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 Strategic Planning 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.

Summary

This proposal is an outline application with all matters reserved for the development of two 3-bedroom semi-detached dwellings to land North of 68 Arundel Road. Arundel Road is a C-classified road subject to a speed limit of 30mph in this location.

The Local Highway Authority (LHA) was consulted on this application previously and has been re-consulted following amendments to the proposal, including the removal of the proposed integral garages and enlarging of the proposed external parking area.

Access and Visibility

A new 4m wide shared access is proposed onto Arundel Road which should be constructed to a specification agreed with the Local Highways Engineer. Considering the access is to be shared between two dwellings the Local Highway Authority (LHA) advises this be widened to 4.5m to allow two cars to pass within the access.

Pedestrian visibility has not been demonstrated. Whilst the LHA appreciate there is a 1m wide strip of overgrown highway verge there would be benefit to increasing pedestrian visibility splays back into the site, either side of the proposed access. This would require that the proposed access be relocated slightly north. Considering that the LHA have advised that the access is widened we would anticipate that details of the amended access including vehicle and pedestrian splays can be secured at reserved matters stage. 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.

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. The LHA would advise that splays are demonstrated at reserved matters stage. 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 amended Design and Access Statement details that two parking spaces per dwelling will be provided - a total of four spaces for the development. The WSCC parking demand calculator expects that this is sufficient parking provision for a development of this size and location. The LHA advises that in order for the parking spaces to be counted as allocated parking provision, each space must meet minimum dimensions of 2.4 x 4.8m as set out in MfS. We expect that this would be demonstrated at Reserved Matters stage. A turn on site has not been demonstrated but appears achievable in this location.

Sustainability

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 32), and that there are no transport grounds to resist the proposal. We would however require that details of the amended access, visibility splays, parking and turning are provided at reserved matters stage.

Nicola Fry
West Sussex County Council – Planning Services