

**WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION**

DATE: 31/07/2009

**FROM: Jamie Brown TO: Arun District Council
FAO: A. Gardner**

SUBJECT: A/78/09- Terrace of 4 x 2-bed houses (resubmission following A/75/08)

Land to rear of, 7-15 Lansdowne Way, 101, Lloyd Goring Close, Angmering, West Sussex

CONSULTATION DATE: 14/07/2009

RECOMMENDATION:

**Advice
Objection**

X

**Modification
No Objection**

**More Information
Refusal**

S106 contribution: £ N/A

The Highway aspect of 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.

West Sussex County Council has been consulted on this application and considers issues of highway safety, capacity and public rights of way.

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.

The proposal is for a terrace of 4 x 2-bed houses with access onto Lloyd Goring Close via Lansdowne Way which is a classified Public Right of Way Number 2150. West Sussex County Council was consulted previously on Highway Matters for this location under planning application no. A/75/08 which proposed 1 x pair of 3-beds s/detached houses and terrace of 3 x 2-bed houses.

There do not appear to be any proposed changes to the existing access onto Lloyd Goring Close. In terms of parking I can confirm that the proposed level of parking does not exceed the WSCC maximum parking standard. In terms of parking layout, an adequate area of hardstanding is shown to permit turning within the site. I believe this was an earlier concern on the previous application, however the properties locations have since been altered and therefore the situation appears to have been improved. Cycle parking has been proposed but will need to be increased to reflect the county's one cycle per bedroom policy.

This proposal is expected to lead to an intensification of use, but this is not expected to lead to any significant highway safety issues. The accessway does already take vehicular traffic and leads to a garage compound. The most recently available verified accident records reveal there have been no personal injury accidents in the vicinity of the existing point of access onto Lloyd Goring Close.

In sustainable location terms, the site is within easy walking and cycling distance of Angmering village centre with its local services, the nearest bus stop is approximately 147

metres south east of the property; this would give residents and visitors of the development a choice of travel modes in accordance with sustainable travel objectives.

If the LPA are minded to approve this application, a condition securing cycle parking (to ensure it is increased to one cycle per bedroom) and provision of car parking spaces prior to occupation of the dwellings should be included.

Public Rights of Way

As was mentioned previously, any additional private vehicle usage onto the PROW is not supported in principle due to the increased potential for conflict with walkers as a result of regularised and increased use. However, it is noted that this application proposes 4 dwellings instead of the 5 in the previous application (A/75/08) and with the modification to the layout this should not impact so greatly upon the footpath. Therefore, the Rights of Way team will not be raising objection to this proposal. The applicant is reminded that public rights do take precedence over any private usage.

The diagonal boundary on the application plan where the site entrance is marked should remain clear with no barrier or panel fencing so as to ensure there is clear visibility for both users of the footpath and those in vehicles.

INFORMATIVE

INF8 West Sussex County Council as Highway Authority would remind applicants that they may have to provide on the application site; areas for the parking and unloading of vehicles, temporary contractor buildings, plant and stacks of materials as the use of the adjacent public highway for these purposes may not be acceptable under the terms of the Highways Act.

Jamie Brown
Local Development