

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	11 July 2019
LOCATION:	Atherington Lodge, Climping Street, Climping, BN17 5RN
SUBJECT:	CM/33/19/PL Demolition of 1 No. existing dwelling & erection of 1 No. new dwelling.
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 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 for a replacement dwelling. The site is located on an unadopted lane north of Climping Street, an unclassified road subject to a speed limit of 30 mph. Works for this proposal commenced on 01/04/2019.

Access and visibility

No alterations are proposed for the access. Visibility at the junction with Climping Street is sufficient for the anticipated road speeds, given the road width and geometry. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest the junction is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and turning

No details regarding parking were provided. However, it appears a double car garage is to be retained. Furthermore, there is sufficient space on the driveway to allow for at least 2 cars to be parked there. The WSCC Car Parking Demand Calculator indicates that the proposed dwelling would create a demand for 2 car parking spaces, which the plans meet. Given the site location, it is likely that the residents will have a reliance on the private car.

On-site turning will be achievable, allowing vehicles to exit onto Climping Street in a forward gear.

Sustainability

The site is located in an area that lacks immediate amenities. However, the nearest Primary School is situated 1.4 miles to the north, approximately 8 minutes by cycle. The closest shops are at least 2.5 miles away from the site. In terms of public transport, bus stops situated 15 minutes away on foot offer connections towards Chichester and Littlehampton. Both Ford and Littlehampton Train Stations are approximately 14 minutes from the site by cycle.

Cycling is a viable option in the local area. Secure and covered cycle storage was not demonstrated in the plans. The inclusion of cycle storage increases the sustainability of the property by offering alternative modes of transport to the private car.

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 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

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 site plan. 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 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.

Kyran Schneider
West Sussex County Council – Planning Services