

**WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION**

DATE: 29/05/2009

FROM: Local Development

**TO: Arun District Council
FAO: Mr P Cleveland**

**SUBJECT: LU/105/09 Amendments to approved application LU/359/08 for new garage
25 Maxwell Road, Littlehampton, West Sussex, BN17 7BW**

CONSULTATION DATE: 15/05/2009

RECOMMENDATION:

**Advice
Objection**

X

**Modification
No Objection**

**More Information
Refusal**

X

S106 contribution: 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 Local Development should be considered to be advice only, with respect to this planning application.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application no. LU/243/08 to which no objections were raised. The current application refers to amendments to LU/359/08, which WSCC was not consulted on.

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 the repositioning of two garages and the creation of a new vehicular access onto Linden Road. The most recently available verified accident records reveal there have been no personal injury accidents in the vicinity of the existing point of access, indicating a low risk of highway safety issues with this proposal.

The plans do not show adequate visibility requirements for the garages and the new vehicular access. The applicant should provide a detailed plan showing the maximum achievable visibility from both the garages and new access point. This should also include pedestrian visibility splays of 2m by 2m to ensure pedestrian safety, particularly as the garage to the far east of the property would be adjacent to Public Footpath 8Li. The height of the fence abutting the other vehicle access is also not indicated, hence it is unclear if this will create an obstruction to visibility for emerging vehicles. Given also that the garages are situated on the back edge of the footway, the operation of the up and over garage doors would also create an obstruction and hazard to pedestrians and therefore not be acceptable. The Applicant should consider alternative options.

It is not clear how many dwellings or bedrooms the garages and new parking spaces will serve therefore the applicant should provide clarification on this point, as well as clarifying how many parking spaces are proposed in the area of hard standing, as the garages will also be included in the parking space total. At present it is unclear how this proposal sits against the WSCC parking standards.

Lucy Seymour
Local Development